

**42nd Bombardment Squadron (H)
Monthly Squadron Histories and Documents
December 1944 – January 1945.**

**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.

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42 BOMBARDMENT SQUADRON

Dec 1944

DECLASSIFIED

DOD DIR 5200.9, 27 Sep 58.

By: Dir, RSI - Init: ae

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1 SA-80MB-42-H1
1-31 DEC 1944

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Aerospace Studies Inst
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Maxwell AFB, Alabama

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SG-100013-42-111
DEC 1944

RESTRICTED

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 theatre:

Negative.

2. Losses in action:

Negative.

3. Awards and Decorations:

Negative.

4. Organization:

Negative.

5. Strength:

As of 1 December 1944 - 89 Officers, 6 Flight Officers, 388 Enlisted men.
As of 31 December 1944 - 93 Officers, 3 Flight Officers, 390 Enlisted men.

6. Airplane Strength by Type:

As of 1 December 1944 - 12 B-24 Js, 3 B-24 Ls.
As of 31 December 1944 - 12 B-24 Js, 3 B-24 Ls.

7. Airplane Losses:

Negative.

RESTRICTED

[REDACTED]

By the first of December, the Squadron was definitely established in the forward area and operating with a higher degree of efficiency and smoothness than it had in several months. Radar, Tech Supply, Operations, Intelligence, Squadron Supply and the Orderly Room were all housed in Quonset huts. Floors had been laid in practically all tents, the enlisted men's Day Room had been opened and the so called "dry season" had set in making movement in the area a less unpleasant experience.

During the month a number of personnel changes took place. On the 4th five new crew chiefs transferred from the 3rd Air Base Operations Section, 71st Service Group at Saipan, joined the organization. These men were assigned to relieve the shortage of crew chiefs and line personnel created by the rotation of ten crew chiefs to the United States in October. However, these men have had all of their experience on fighters with in line engines and three are eligible for reassignment and one will be in six months time so that the personnel problem in this section remains far from solved.

On Dec. 7th Lt. T. J. Sullivan, Jr., the Personal equipment Officer, joined the Squadron from Oahu, thus completing the movement of the Squadron to the forward area. The Personal Equipment Section is set up under Operations and its purpose is not only to supply certain items of personal and emergency equipment to flying personnel but also to promote greater safety and efficiency by supervising the maintenance of this equipment and by instructing personnel in its use. In connection with the latter, the first oxygen mask inspection was completed with very good results and plans have been made to instruct the

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flying personnel in the near future in the care of this and other equipment. The main problem facing the section is the age old one of inadequate supplies. Assisting Lt. Sullivan in the Section is Cpl. Stanley M. Walker.

After completing eight combat missions, 2nd Lt. Jack V. Henry was returned to Oahu for hospitalization on Dec. 8th due to a sinus condition which had become aggravated in the forward area. Capt. Rex R. Rhea, the Asst Operations Officer who had been flying as co-pilot for Capt. Stay, was given Lt. Henry's crew.

On Dec. 6th Sgt. Robert A. Forbes and Cpl. Kenneth T. Crothers were placed on detached service at the Air Depot at Hickam Field to attend the computing Gunsight School for a three week period. On the 14th, S/Sgt. Clovis L. Stephenson, combat radio operator, Sgt. Wilbur L. Bernard, Ordnance Armorer, Sgt. William C. Hall, Ordnance Munitions Worker and Cpl. George E. Blanchard, Ordnance Armorer, were transferred to Central Pacific Base Command unassigned prior to return to the United States¹. The return of Sgts. Bernard and Hall and Cpl. Blanchard placed an added burden on the Ordnance Section, reducing it to 20 enlisted men or nine men understrength. In this Section Pfc. Hirsch R. Collins and Pvt. Joseph A. Macedo were boosted one grade² and a number of other promotions among the enlisted ground personnel were made during December³

On Dec. 8th 1st Lt. William D. Phelan Jr., bombardier, completed 36 combat missions and was given credit for four abortives, thus making him eligible for reassignment in the United States. On the 14th, F/Os Curtis E. Conklin, co-pilot, Harry E. Clark, bombardier, and Irwin Greenberg, Navigator, were

1-Exhibit No 1.
2-Exhibit No 2.
3-Exhibit No 3.

[REDACTED]

commissioned 2nd lieutenants and on the 28th, two weeks later, the pilot of the crew, F/O Howard A. Frakes, received his commission. The combat crew promotions of the enlisted men came through on December 15th.¹

On the same date, 1st Lt John L. Maloney was sent to Oahu on temporary duty to purchase condiments for the mess and to take care of some Squadron business.

On the 20th of December, S/Sgt Winston T. Martin, Armorer Gunner, was reclassified to Aerial Mechanic Gunner and Pvt Ner C. Coulter Jr was reclassified from Airplane Mechanic to Armorer.

On the 17th of the month, 2nd Lt Jack Loomis and his crew received orders placing them on DS with the Hq & Hq Squadron, Seventh Air Force Service Command at Oahu for a ten day period of rest and relaxation.

December was probably the busiest month in the history of the radar section. Project Mike was completed and a comprehensive report written² covering all phases of radar mine laying as conducted by this Squadron. During the project the number of abortive missions due to radar failure was surprisingly low but all airplanes needed and received as complete an overhaul of their equipment as the supply situation would permit. Ten AN/APN 4 installations were completed and seven of SCR-718. High altitude radar bombing at night of Iwo Jima was begun during the latter part of the month. Although the Squadron has no equipment for scope photography other than that which is privately owned, radar scope pictures were greatly improved during December and the technique of taking them was standardized and simplified.

It was with a sigh of relief from the Armament Section that the Mike Project ended on December 19th for while this was going on it had had its

1-Exhibit Nos 4 & 5.
2-Exhibit No 6.

hands more than full installing D-6, 2000 lb racks for the mines and removing guns and ammunition to lighten the airplanes, only to find it necessary to reverse the whole procedure for the next mission to be flown. Ball turrets also had to be removed from airplanes to lighten them for take-off with the heavy mine load. The night snoopers missions necessitated a continuation of this removing, installing and removing again of guns in various airplanes as they were not deemed necessary on the night missions and removing them made the airplanes safer on take-off.

Due to the fact that Major Morrill, the Group Communications Officer, returned to the States to attend the Senior Communications Officer's course at Orlando, Florida, Captain John R. Kennedy was placed on orders as Acting Group Communications Officer as an additional duty

December was for the Transportation Section a rather routine month until the move to Depot Field went into effect on the 28th. The distance from this new field to the Squadron area is several miles longer than the distance from the old one was and this creates quite a problem in transporting personnel every day to the line with the limited number of vehicles at the command of the section. The Squadron did receive three more 2½ ton trucks during the month but this only brings the number up to eight and several of these and the other vehicles are frequently inoperational for lack of parts to keep them running. Five privates and one corporal were promoted in the section during the month.

The governor control in the superchargers was the chief cause for trouble in the airplanes experienced by the Engineering Section. The remedy for this seems to be a small 500 ohm resistor costing only a few cents and yet it has been impossible to obtain any of these anywhere with the result that

two missions were abortive and several others very nearly so. The section completed the move to Depot Field on the 26th and, as is so frequently the case in such moves, equipment was lost and stolen. One of the items lost was the last oxygen recharger.

As usual the chief gripe of the combat crews was the seeming irregularity and infrequency of the missions and yet a glance at the table that follows will show that December was a very active month along these lines.

<u>MISSION NO</u>	<u>TARGET</u>	<u>PILOT</u>	<u>BOMB LOAD</u>	<u>ALTITUDE</u>	<u>NOTES & DATE</u>
11-82	Iwo Jima	Rhoades	9 X 500 GP	16300'	3 Dec 1944
	"	Stephens	"	18800'	"
	"	Spence	"	18800'	"
11-85	Photo Escort Bonins	Henry	4 X 100 GP	No attack-Cloud Cover	"
Mike 14	Field G	Kroh	2 X 2000 lb M	1200'	3-4 Dec 1944
	Haha Jima	Robinson	"	1200'	"
	"	Stambaugh	"	1200'	"
	Field H	Murray	"	2500'	"
	Haha Jima	Loomis	"	1600'	"
	"	Angel	"	1300'	"
11-86	Iwo Jima	Davis	40 X 125 FC	12000'	4-5 Dec 1944
Mike 15	Field A	Rhoades	2 X 2000 lb M	6000'	5-6 Dec 1944
	Chichi Jima	Henry	& 3 Flares	6000'	"
	"	Pratte	"	5900'	"
	"	Webb	"	6000'	"
	"	Stay	"	5000'	"
	"	Stephens	"	6000'	"
Mike 16	Field H	Churchill	2 X 2000 lb M	2000'	7 Dec 1944
	Haha Jima	Davis	"	2000'	"
	"	Frakes	"	2500'	"
11-89	Iwo Jima	Kroh	9 X 100 GP	18000'	8 Dec 1944
	"	Murray	"	18000'	"
	"	Strong	"	18000'	"
	"	Pazona	"	18000'	"
	"	Angel	"	18000'	"
	"	Bertsche	"	18000'	"
	"	Spence	"	18000'	"
	"	Robinson	"	18000'	"
	"	Stambaugh	"	18000'	"
Mike 17	Field G	Stay	2 X 2000 lb M	5000'	8-9 Dec 1944
	Haha Jima	Stephens	& 3 Flares.	5000'	"
	"	Loomis	"	5000'	"
Mike 18	"	Pratte	2 X 2000 lb M	1200'	9 Dec 1944
	"	Rhoades	"	2200'	"
	"	Webb	"	1500'	"

<u>MISSION NO</u>	<u>TARGET</u>	<u>PILOT</u>	<u>BOMB LOAD</u>	<u>ALTITUDE</u>	<u>NOTES & DATE</u>
Mike 19	Field A	Churchill	2 X 2000 lb M	6000'	10 Dec 1944
	Chichi Jima	Kroh	& 3 Flares	6000'	"
	"	Loomis	"	6000'	"
	"	Stephens	"	6000'	"
	"	Frakes	"	5000'	"
	"	Davis	"	Abortive	"
11-90	Iwo Jima	Bertsche	9 X 500 GP	18500'	11 Dec 1944
	"	Pazona	"	19100'	"
	"	Robinson	"	19000'	"
11-93	"	Spence	40 X 125 FC	14000'	11-12 Dec 44
11-95	"	Murray	9 X 500 GP	18500'	13 Dec 1944
	"	Angel	"	11000'	"
	"	Stambaugh	"	13000'	"
Mike 20	Field A	Stay	2 X 2000 lb M	1200'	13 Dec 1944
	Chichi Jima	Strong	"	1200'	"
Mike 21	Field G	Pratte	2 X 2000 lb M	2200'	14 Dec 1944
	Haha Jima	Davis	"	5500'	"
11-98	Iwo Jima	Spence	7 X 500 GP	17500'	15-16 Dec 44
	"	Loomis	"	17500'	"
	"	Rhoades	"	17500'	"
	"	Stephens	"	17500'	"
	"	Robinson	9 X 500 GP	20000'	"
	"	Webb	"	20000'	"
11-99	"	Rhea	40 X 125 FC	14700'	"
11-101	Photo Escort	Pazona	40 X 100 GP	No Attack	16 Dec 1944
	Iwo Jima	Angel	"	Due to	"
	"	Stambaugh	"	Cloud cover.	"
	"	Bertsche	"	Abortive.	"
Mike 22	Field A	Davis	2 X 2000 lb M	6000'	16-17 Dec 44
	Chichi Jima	Churchill	"	Abortive	"
Mike 23	"	Stay	"	6000'	17 Dec 1944
	"	Kroh	"	6000'	"
	"	Pratte	"	6000'	"
	"	Frakes	"	6000'(Abortive)	"
11-104	Iwo Jima	Murray	40 X 125 FC	14000'	18 Dec 1944
Mike 24	Field A	Churchill	2 X 2000 lb M	6000'	18-19 Dec 44
	Chichi Jima				
11-105	Marcus Island	Spence	15 X 100 GP	18000'	19 Dec 1944
	"	Bertsche	"	15600'	"
	"	Frakes	"	17000'	"
11-109	Iwo Jima	Stay	7 X 500 GP	19000'	21 Dec 1944
	"	Murray	9 X 500 GP	19000'	"
	"	Robinson	7 X 500 GP	19000'	"
	"	Pazona	9 X 500 GP	19050'	"
	"	Stambaugh	9 X 500 GP	19050'	"
	"	Loomis	7 X 500 GP	19050'	"
	"	Kroh	7 X 500 GP	18950'	"
	"	Rhea	7 X 500 GP	18950'	"
	"	Webb	7 X 500 GP	18950'	"
	"	Pratte	9 X 500 GP	18900'	"
	"	Angel	9 X 500 GP	18900'	"

<u>MISSION NO</u>	<u>TARGET</u>	<u>PILOT</u>	<u>BOMB LOAD</u>	<u>ALTITUDE</u>	<u>NOTES & DATE</u>
11-111	Photo Escort-Iwo	Strong	6 X 500 GP	No Bombing-Cloud Cover	21 Dec 44
11-112	Iwo Jima	Rhoades	40 X 100 GP	12000'	22-23 Dec 44
11-116	"	Churchill	7 X 500 GP	18300'	24 Dec 1944
	"	Robinson	9 "	"	"
	"	Davis	7 "	"	"
	"	Spence	7 "	"	"
	"	Webb	7 "	"	"
	"	Stephens	9 "	"	"
	"	Kroh	7 "	"	"
	"	Angel	9 "	"	"
	"	Stambaugh	9 "	"	"
	"	Pazona	9 "	"	"
	"	Bertsche	7 "	"	"
	"	Frakes	7 "	"	"
11-120	"	Webb	40 X 125 FC	12000'	26-27 Dec 44
11-122	"	Stay	7 X 500 GP	20000'	27 Dec 1944
	"	Murray	9 X 500 GP	"	"
	"	Davis	7 "	"	"
	"	Spence	9 "	"	"
	"	Rhea	7 "	"	"
	"	Rhoades	7 "	"	"
	"	Pratte	7 "	"	"
	"	Pazona	9 "	"	"
	"	Strong	9 "	"	"
	"	Churchill	7 "	"	"
	"	Frakes	7 "	"	"
	"	Bertsche	9 "	"	"
11-125	"	Rhea	40 X 125 FC	10000'	29-30 Dec 44
	"	Pazona	"	13000'	"
	"	Pratte	"	10000'	"
	"	Stephens	"	14000'	"
	"	Stay	"	12000'	"
	"	Kroh	"	12000'	"
	"	Churchill	"	8000'	"
	"	Davis	"	Abortive	"
11-127	"	Davis	"	10000'	31 Dec-1 Jan 44
	"	Strong	"	9400'	"
	"	Bertsche	"	12000'	"
	"	Webb	"	14000'	"

All through the month, Cpl Ralph M Schnepf, the mail orderly, was kept on the go running over to Army Garrison Force twice a day to collect heavy loads of Christmas packages sent over from the States and he was considered something in the

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light of a Santa Claus by the men in the Squadron. On Christmas Day all operation ceased from noon on with the exception of necessary routine duties and everyone enjoyed a turkey dinner topped off with apple pie for dessert. The New Year was ushered in with the noise and hell raising characteristic of Americans and judging from the fire arms of all types and description going off, the safest place to have been on that night would have been in a B-24 over Iwo Jima.

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HEADQUARTERS SEVENTH AIR FORCE
APO 953

SPECIAL ORDERS)

4 December 1944

NO. 330)

EXTRACT

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2. Following named O WD and EM orgn shown trfd in gr to FOA unasgd and atchd unasgd to Casual Dept CPBC APO 954. WP thereto to be included in an RO gp shipment to Continental US as rotational pers. T by Govt Ap or Mt. Auth: WD Cir #58 dated 1944 and 1st Ind Hq AAFPOA APO 953 dated 5 Oct 44 AG 200.3

Hq 11TH BOMB GF (H) AAF APO 246

S Sgt (945) Harvey S Bacon 19056730

26TH BOMB SQ (H) AAF APO 246

S Sgt (747) Lewis A Litchfield	11024921	Sgt (831) Michael SBarich	16003440
Sgt (901) Clifford E Blackwell	12011896	Sgt (911) Harold S Penn	19054372
Sgt (901) James M Stewart	13012109	Cpl (901) Milton F Meno	12023861
Cpl (901) William C Ritts	13012563	Pfc (901) Douglas F Minsworth	12023859
Pfc (901) Joseph Carminati	12026500	Pvt (901) Irwin Hyman	19051674

42ND BOMB SQ (H) AAF APO 246

S Sgt (757) Clovis L Stephenson	6952048	Sgt (911) Wilbur L Bernard	10952377
Sgt (901) William C Hall	6375477	Cpl (911) George E Blanchard	12007710

98TH BOMB SQ (H) AAF APO 246

Sgt (747) Francis H McCarty	15047771	Cpl (866) Wesley F Leggett	6967090
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431ST BOMB SQ (H) AAF APO 246

Pfc (612) John C Early 7082899

* * *

By command of Major General DOUGLASS:

E. MOORE,
Brigadier General, United States Army
Acting Chief of Staff

OFFICIAL: /t & s/ R. J. ERICKSON
Colonel, Adjutant General's Dept

Howard D. Lieberman

A TRUE EXTRACT COPY:

HOWARD D. LIEBERMAN
Capt, AC

SPECIAL ORDERS)
 :
 NUMBER 156)

HQ 11TH BOMB GP (H)
 A P O # 246
 12 DEC 44

1. WOCO 6 Dec 44: Sgt (152) Louis Zacharias 13053973 Hq & Hq Sq VII AF SVC APO 953 having been pl on DS with 11th Bomb Gp (H) per par 1 SO 104 Hq AAF POA APO 953 is further pl on DS with Hq 11th Bomb Gp (H) APO 246. WP. Upon compl of DS he will rpt to his proper orgn and sta for dy. T to APO 953 b, Govt Ap atzd in acc with existing priorities. TDN.

2. Following named EM 26th Bomb Sq (H) APO 246 are reduced to gr of Pvt (w/o prejudice):

T Sgt (757) Harry J Beattie Jr	11121694
S Sgt (612) Earl W Conley	35026906
S Sgt (748) Charles B Dearing	33757526
Cpl (911) Andrew G Haggerty	33325543

Auth: AR 615-5.

3. Following named EM 26th Bomb Sq (H) APO 246 are promoted to gr indicated: (Radar)

Cpl (854) James G Mitchell	<u>TO BE SGT (TEMP)</u> 35487241	Cpl (854) Armando G Scilingo	323156
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Pfc (854) James C Timmons Jr	<u>TO BE CPL (TEMP)</u> 14137775	Pvt (854) Jack C Trombly	34243700
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Auth: AR 615-5.

4. Following named EM 42d Bomb Sq (H) APO 246 are promoted to gr indicated:

Pfc (405) Hersch R Collins	<u>TO BE CPL (TEMP)</u>	18097026
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Pvt (901) Joseph A Macedo	<u>TO BE PFC (TEMP)</u>	39111029
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Auth: AR 615-5.

5. Having complied with existing regulations and satisfactorily demonstrated their ability following named Os AC 26th Bomb Sq (H) APO 246 are announced as Qualified Pilots on B24 type ap:

2D LT (1092) JOSEPH E CARLISLE	02054097
2D LT (1092) LEWIS W LEONBERGER	0699431
2D LT (1092) HAROLD R TAYLOR	02054088

6. Following named Os AC orgns indicated are pl on SD with this Hq with dy asgmts as indicated: Upon compl of SD they will rpt to their proper orgn and sta for dy.

CAPT (1034) MYRON P LEWIS JR	<u>AFPD</u>
0663389 26th Bomb Sq (H) APO 246	Actg Asst Nav O (add dy)

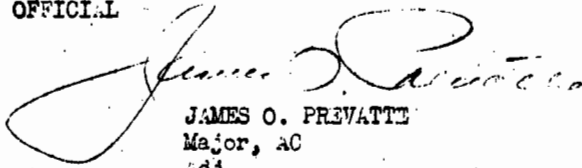
1ST LT (1092) ROBERT J RUSHING	Actg Asst Gp Opns O (add dy)
0684899 98th Bomb Sq (H) APO 246	

2D LT (1035) WARREN G FANDREY	Actg Asst Gp Opns O (add dy)
02054081 431st Bomb Sq (H) APO 246	

SO #156 HQ 11TH BOMB GP (H) (dtd 12 Dec 44) CONTD

By O of Col WALDRON

OFFICIAL



JAMES O. PREVATTE
Major, AC
Adj

JAMES O. PREVATTE
Major, AC
Adj

DISTRIBUTION "A"

SPECIAL ORDERS)
 :
 NUMBER 161)

HQ 11TH BOMB GP (H)
 A P O # 246
 28 DEC 44

1. Sgt (854) John G Pedone 130499 O 98th Bomb Sq (H) APO 246 is reclassified to Radio Opr AAF (756). Auth: AAF Manual No. 35-1 dtd 3 Apr 44.
2. Pvt (405) Howard C Wilson 121289-9 431st Bomb Sq (H) APO 246 is promoted to gr of PFC (temp). Auth: AR 615-5.
3. Following named EM 42d Bomb Sq (H) APO 246 are promoted to gr indicated:

	<u>TO BE S SGT (TEMP)</u>		
Sgt (502) John D Cuffman	13060526	Sgt (678) Robert A Forbes	38168002

	<u>TO BE SGT (TEMP)</u>		
Cpl (014) Gilbert A Freundsuh	34057609	Cpl (060) William J Glavaris	15323382
Cpl (060) Joseph C Goldman	32143056	Cpl (060) Joseph T Moran	39108738
Cpl (405) Jack D Kennedy	37263209	Cpl (911) Jazz (NMI) Orton	37372970
Cpl (756) William P Scheuerman	15085446		

	<u>TO BE CPL (TEMP)</u>		
Pfc (060) Rosario S Alosi	33596609	Pfc (060) Clifford B Anthony	38301450
Pfc (238) Harold S Johnson	36370516	Pfc (345) Durward W Carroll	11118491
Pfc (060) Malcolm L Whitlock	33565801	Pfc (060) Carl W Woodell	39690678
Pvt (756) Robert E Gilbert	16020918	Pvt (911) Robert H Owens	35655022

	<u>TO BE PFC (TEMP)</u>		
Pvt (345) Henry F Coe	38398565	Pvt (345) Delphus R Elder	37240011
Pvt (345) Edward W Kaminski	36539324	Pvt (345) Carol C Smith	38237677
Pvt (345) John A Stulginskis	36622247	Pvt (238) Charles R Brechbeil	33239718
Pvt (237) Richard A Drum Jr	38035085	Pvt (911) Ner C Coulter Jr	30107417
Pvt (911) William J Edwards	19201840	Pvt (911) Earl D Yarr	33437585
Pvt (911) Thomas J Russ	35916395	Pvt (911) Charles V Smith	12166595

Auth: AR 615-5.

4. Having complied with existing regulations and satisfactorily demonstrated their ability following named Os AC 26th Bomb Sq (H) APO 246 are announced as Qualified Pilots on B24 type Ap:

1ST LT (1092) LOUIE K BRUNNER 0692856 1ST LT (1092) JAMES W PHIPPS 0697496

By O of Col WALDRON

OFFICIAL

James O. Prevatte
 JAMES O. PREVATTE
 Major, AC
 Adj

JAMES O. PREVATTE
 Major, AC
 Adj

DISTRIBUTION "A"

SPECIAL ORDERS)

NUMBER 155)

HQ 11TH BOMB GP (H)

A P O # 246

10 DEC 44

1. Cpl (748) Robert W Ogden 19013776 42d Bomb Sq (H) APO 246 is promoted to Sgt (Temp). Auth: AR 615-5.

2. Having complied with existing regulations and satisfactorily demonstrated their ability following named Os AC 431st Bomb Sq (H) APO 246 are announced as Qualified Pilots on B24 type ap:

2D LT (1092) DAVID L TAYLOR 0764941 2D LT (1092) HENRY J TEME 0764830

3. Having complied with existing regulations and satisfactorily demonstrated their ability following named Os AC 431st Bomb Sq (H) APO 246 are announced as Qualified Co-Pilots on B24 type Ap:

2D LT (1092) CHARLES A NEEDLES 0771773 2D LT (1092) JAMES W O'NEIL JR 0771624

4. VOCC 27 Nov 44: Cpl (945) James A McDonald 36737608 having been as d Hq 11th Bomb Gp (H) APO 246 per par 3 SO 324 Hq Seventh AF APO 953 and is further trfd in gr to 42d Bomb Sq (H) APO 246. WP.

5. Following named EM 98th Bomb Sq (H) APO 246 are promoted or indicated:

		<u>TO BE A SGT (TEMP)</u>	
T Sgt (750) Charles Baur		12033147	
		<u>TO BE T SGT (TEMP)</u>	
S Sgt (683) George R Firnstein	31140078	S Sgt (748) Joseph E Coutu	11011631
S Sgt (748) Lynell Bynum	34665430	S Sgt (748) Walter W Shannon	11094726
S Sgt (748) Harry A Mickie	16101185	S Sgt (748) Carl L Combs	33627088
S Sgt (748) Michael A Ronzio	36656812	S Sgt (757) Charles B Jones	37515107
S Sgt (757) Myrton T Johnson	34670490	S Sgt (757) George P Helms	34670135
S Sgt (757) Neil E Stone	34782700	S Sgt (757) Gerald H Ekker	39694044
		<u>TO BE S SGT (TEMP)</u>	
Sgt (941) Joseph H Lassiter	34118204	Sgt (748) William A Mitchell	38555277
Sgt (748) Edward W Wickemeyer	15338030	Sgt (748) Charles L Cain	33409403
Sgt (757) Roger J Cawley	37557066	Sgt (757) Arnold J Shuman	15130682
Sgt (757) Ralph H Daugherty Jr	13124728	Sgt (757) Charles A Woods	37357579
Sgt (612) Peter G Eowan	19024755	Sgt (612) Lawrence E Smith	17113753
Sgt (612) Jack V Stevenson	46573756	Sgt (612) John R McCoy	15134219
Sgt (612) Samuel A Paolella	33790284	Sgt (612) Melford R Alred	6281518
Sgt (612) Abba Goldstein	20346955	Sgt (612) James W Edwards	34645697
Sgt (612) Joseph B Davis Jr	14091453	Sgt (612) Joseph L Face	35496034
		<u>TO BE SGT (TEMP)</u>	
Cpl (748) Charles A Dennis	37539629	Cpl (748) Paul C DeGroot	36817591
Cpl (748) William E Schuldt	17119339	Cpl (748) Edwin E Humphries	37538608
Cpl (757) Delbert W Knox	17091023	Cpl (757) James F Reilly	32708140
Cpl (757) Nicholas W Sandone Jr	33462471	Cpl (612) Bobby G Chiam	38564241
Cpl (612) Billy L Karns	37538603	Cpl (612) Eugene Anderson	39915633
Cpl (612) Ellsworth D Warfel	37537246	Cpl (612) Lester R Garrett Jr	38441898

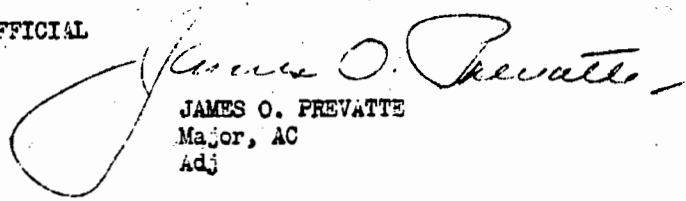
Auth: AR 615-5.

EXHIBIT #4

SO # 155 (10 Dec 44) CONTD

By O of Col WALDRON

OFFICIAL



A large, stylized handwritten signature in cursive script, reading "James O. Prevatte".

JAMES O. PREVATTE
Major, AC
Adj

JAMES O. PREVATTE
Major, AC
Adj

DISTRIBUTION "A"

SPECIAL ORDERS)
 :
 NUMBER 157)

HQ 11TH BOMB GP (H)
 APO # 246
 13 DEC 44

1. Following named EM 42d Bomb Sq (H) APO 246 are promoted to gr indicated:

	<u>TO BE T SGT (TEMP)</u>		
S Sgt (757) Robert N Banbury	16080094	S Sgt (757) Roy M Belco	36585067
S Sgt (748) James J Mazzola	35054297	S Sgt (748) Andrew S May Jr	36414842

	<u>TO BE S SGT (TEMP)</u>		
Sgt (748) Arthur Brisacher	32461122	Sgt (748) Michael Homza	33621339
Sgt (748) George R Jones Jr	32852914	Sgt (757) George A Davis	13120523
Sgt (757) Gordon F Dcares	16049632	Sgt (757) John M Sirman	18216554
Sgt (612) Melvin DeVinney	37357373	Sgt (612) John W Hayes	18231687
Sgt (612) Albert T Haywood	15323063	Sgt (612) Hubert A Lasher	35022544
Sgt (612) Hugh H Mathews	11094969	Sgt (612) Joe L McCrary	6994320

	<u>TO BE SGT (TEMP)</u>		
Cpl (748) William H Grove	37538602	Cpl (748) Milas H Kennington	18209A
Cpl (757) Jerry A Lebin	12155152	Cpl (757) Nelson M Reynolds	353502
Cpl (757) Vincent L Sutter	19095061	Auth: AR 615-5.	

2. CAPT (2110) ROBERT E PALMER 0569680 AC this Hq is aptd Gp Naturalization (add dy).

By O of Col WALDRON

JAMES O. PREVATTE
 Major, AC
 Adj

OFFICIAL

James O. Prevatte
 JAMES O. PREVATTE
 Major, AC
 Adj

DISTRIBUTION "A"

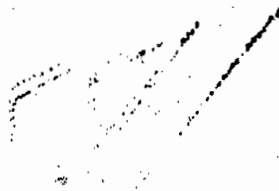


EXHIBIT #6

577-11

120 BOMBARDMENT SQUADRON (H)
AFO 246

AUTH: CG VII BC
Initials: J. E. S. *JES*
Date: 20 Dec 44

20 December 1944

Report on Use of Radar for Mine Laying Operations by 120th Bombardment Squadron (H), 11th Bombardment Group (H), AFO 246, during Project "MINE".

SECTION I - EQUIPMENT

1. The following types of Radar equipment were used in the mining project conducted by this squadron: SCR 717B, AN/AP-5, SCR 718, AN/APN-1. This equipment was installed on B-24J and B-24L type aircraft. The B-24J with Radar equipment grosses 39,000 pounds (dry) and with full payload netted slightly over 65,000 pounds. This figure was appreciably reduced by removal of the ball turret, ammunition, except 200 rounds per gun for tail position, and all guns except the tail guns. In the B-24L aircraft, all guns and ammunition, except before mentioned tail complements, were removed but the ball turret was left in.

- a. SCR 717 is a search type Radar designed primarily for the detection of surface vessels. This set has a 4, 10, 20, 50, 100, and 200 mile range and utilizes a "Plan Position Indicator" giving complete coverage for 360 degrees. "PPI" scopes are provided for both Radar operator and Navigator.
- b. AN/AP-5 is an auxiliary used in connection with the SCR 717 to perform blind bombing at low altitudes. This equipment is frequently referred to as the low altitude Radar bombsight (LAB). It provides the bombardier with the following:
 1. A "B" type scope which has a range of 10-15 miles on search and 1 mile on track.
 2. A synchronizer for range against ground speed.
 3. A slant range dial for setting in mine trajectory.
 4. A course synchronization utilizing the Norden bombsight.
- c. SCR 718 is an 0 to 40,000 ft. altimeter. It is mounted for use by the bombardier and provides him with a true altitude at all times with an accuracy within 100 feet over the altitudes at which the operations were carried out.
- d. AN/APN-1 is also a Radar altimeter. It is provided for the Pilot's use, but its limited altitude range of 4,000 feet prohibited its application on most of the missions flown.

Report on Use of Radar for Mine Laying Operations by 42d Bomb Sq (M) A-1
20 Dec 44. (contd)

2. AN M-25 2,000 pound mines with 6-foot parachutes were used on all Radar missions.
3. Trajectory tables furnished by the Navy were converted into Altitude Range Release Tables for use with the Radar bombsight. (See Inclosures 1 & 2).
4. Navy M-6 and AN M-26 parachute flares with reflector were used by lead planes for lighting the target and for check spotting of mine impacts.
5. Radar window was used by aircraft on all missions.
6. One 35mm Argus camera with an improvised mount was used to take air scope photographs.

SECTION II - TRAINING OF CREWS

1. Radar mine laying, particularly when offset bombing technique is used, cannot be accomplished successfully without skilled crews and adequate maintenance. The squadron had available for the project, 11 Radar crews, of which 7 crews had been trained in LAB at Langley Field; the remaining 4 crews, composed of flight leaders with previous combat experience, were trained in LAB within the squadron by the Squadron Radar Officer, Squadron Bombardier, Group Radar Officer, and a Western Electric Technical Representative.
2. A 14-week squadron sponsored Radar Training Program for the 11 Radar crews was initiated in June of 1944. Practice bombing missions were flown at altitudes from 1,000 to 15,000 feet, using low, medium and high altitude procedures. Training was accomplished in completely blacked out bombardier's compartments so that blind conditions were satisfactorily achieved. All efforts to simulate combat conditions were made, complete from briefing to post-mission discussions. Five representative target areas on the island of Eschscholtz were selected. These included problems in bombing point targets, shore lines, and inland targets involving the use of offset bombing technique. The principles involved in all releases were of the same nature as those used for mine laying in Project MIKE. Accurate records were kept of training progress and missions; photo coverage was 91% complete for all bomb impacts.
3. Because of an intensive training conducted by this organization on the island of Oahu, each crew is considered to have had sufficient training prior to entering the combat zone. Each crew averaged one hundred and twenty (120) releases during this training program, approximately one third of which were in the altitude brackets set up for Project MIKE. All qualified with an average error of 200' at 1,000' altitude, 500' at 5,000' altitude and 1,000' at 10,000' altitude. Course errors averaged 3 times more than range errors, probably because target resolution in COM 717 is limited to 10 degrees. Com-

Report on Use of Radar for Mine Laying Operations by 42d Bomb Sq. (H), 20 December 1944. (contd.)

sequently, scope interpretation by the Radar operator and Navigator is of prime importance in determining the proper approach and course for the bomb run. Complete cooperation among the members of the Radar crew was found to be necessary; each man has to understand what part the other plays in a successful bomb run.

SECTION III - MISSION

The purpose of Project MIKE was to deny to the enemy the use of designated harbors at Chichi Jima and Maha Jima. The Project called for the use of 2 types of mines, AN Mark-25, and AN Mark 26-1. Limitations in the use of these mines were set as follows: AN Mark-25 was to be dropped within the range of 1,200' to 6,000' altitude; AN Mark 26-1 could be dropped from 200' to 6,000' altitude. The air speed for both mines was to be within the range of 100 to 200 knots. Some limitations were found in the nature of the targets: terrain surrounding the mine field, weather, and disposition of anti-aircraft and automatic weapons. Our general strategy was to diversify the attacks as much as possible. The above limitations suggested the following methods of attack: minimum altitude attacks with the Mark 26-1 mines, daylight visual attacks against lightly protected areas with an alternate Radar run in case of cloud cover, use of Radar pathfinders to illuminate target with flares for visual runs by other aircraft, and use of Radar aircraft to lay mines in the heavily defended areas at night.

SECTION IV - PLANNING

1. After the area to be mined had been determined, the Radar run was planned with regard to geographic features surrounding the area that could be identified positively on the Radar scope; those determined the best altitude and course. Maps, photos, and charts were studied in order to determine the best check points for the run. As the Project progressed, more material became available as a basis for evaluations of the runs. Radar mining with LAR equipment had been accomplished in the CBI theatre, but no details were available to this squadron. Photographs taken of the target areas as viewed in the 717 scope were the most valuable material for planning the bomb runs. All scope photos were taken with a standard 35mm camera; they were taken on the first missions and were available for planning on 80% of the Project. Examples are attached as inclosures 5 and 8.

2. With check points established, the aiming point for mine release came next. Aiming points used were harbor shore lines, harbor mouths, rocks and nearby islands. In all cases, mine areas were too far from aiming points to utilize the automatic Radar release, so that the offset bombing technique had to be incorporated.

Report on Use of Radar for Mine Laying Operations by 42d Bomb Sq (H), dtd
20 Dec 44. (cont'd)

3. The effect bombing procedure is as follows: when the Radar release on the pre-determined aiming point is reached, the Bombardier clocks a time interval dependent upon the distance of the mine release line from the aiming points and the ground speed of the plane. At the end of this interval, the Bombardier releases the mines; an accuracy of within one second can be obtained. Offset bombing tables were calculated to give a delay in seconds from automatic Radar release for distances up to 24,000'.

4. Using the effect bombing technique, two methods of Radar mine laying were developed in this project. One uses SCR 717 with AB/APQ-5 and the other SCR 717. In the former, COMPUTER OUT procedure is followed. Altitude dial settings secured from Slant Range Release Tables (inclosure 2) are set into the Radar bombight. This provides an automatic Radar release when the slant range is reached. In the latter, SCR 717 is calibrated in nautical mile range markers from which slant ranges are read directly between the plane and points appearing on the scope. When the aiming point reaches a pre-determined range marker, a time interval in seconds determined by ground speed can be calculated which will release the mines at the proper point. From practice missions, the accuracy of this method was found to be within two seconds of correct release as compared with the Norden bombight (approximate distance at 180 MPH - 328'). This method was to be used if the LAB equipment failed. Inclosure 4 illustrates the problems involved in Radar mine laying and points out the necessity of terrain features suitable for recognition and aiming point determination.

5. The preparation of briefing material for the Radar crew is vital to the success of the mission. There are four (4) separate parts to the complete briefing. First, the general brief in which the overall mission is explained to the crews involved. This includes a large scale target map showing the mine field area and all Radar runs in detail. All other pertinent information is presented at this time, communications, intelligence and flak intelligence. The remaining three (3) parts of the brief are explanations of the target folders and information sheets which are presented to the Radar operator, Navigator, Bombardier and Pilot. Following the general briefing, individual crews are briefed on their particular runs by the officers who planned the mission. One point is stressed: if at any time there is a doubt as to the recognition of the target or something appears to be not according to plan, the standard procedure is to turn around, orient, and try again. It is not unreasonable to request this since the bombing is done under blind conditions. Success depends largely on the crew flying the mission "as briefed".

Inclosure 5 is a sample Radar Operator folder. All the Radar information is included.

[REDACTED]

Report on Use of Radar for Mine Laying Operations by 42d Bomb Sq (H), dtd
20 Dec 44. (contd)

Inclosure 6 is a sample Navigator-Pilot folder. It contains the plan of the mission as well as all the material necessary to position the plane for the proper approach and the run.

Inclosure 7 is a sample Bombardier folder. It contains all material necessary for course and range determination, synchronization, and mine releases. This includes timing intervals, check points, visual dropping angles and Radar bombsight settings.

Whether the mission was planned as a Radar pathfinder, a visual run with an alternate Radar run in case of bad weather or a straight individual Radar run, the Radar briefing was the same in all cases.

6. The general procedure for following through a mission has been rather rigidly set up by this unit. Duties of the various crew members are clearly defined and therefore can be adopted to suit all crews. Slight variations are permissible but duty assignments must be complied with. The following is a list of these duties.

RADAR OPERATOR: It is the duty of the Radar operator to operate all Radar equipment except the altimeters and the bombsight. He must tune and adjust SCR 717 for maximum target return and maintain the best definition possible for the clear interpretation of same. He must keep the pilot aware as to the distance and bearing of all targets appearing on the scope. He must identify the target under attack, and direct the pilot on to the bomb run calling out distance and bearing to target at one mile intervals. 1st echelon maintenance can be accomplished by Radar operator in the air.

NAVIGATOR: It is the duty of the Navigator to verify target identification, to supply all the information that is needed to track the aircraft to the target. Any information the Bombardier needs such as winds, and particularly ground speeds are also his duty. Either the Navigator or the Radar operator may take Radar scope photos when cameras are available.

PILOT: The Pilot is the commander of the Radar crew. It is his duty to see that the aircraft is flown at the altitude and air speed that has been chosen for the mission. He coordinates the whole procedure and is responsible for cooperation among the crew members. He must have complete confidence in his crew as many of his decisions and orders will be based upon information supplied him by the other members of his team.

BOMBARDIER: The Bombardier has the duty of releasing the mines at the proper instant. In order to accomplish this he must have committed to his memory all the problems and variations that are necessary for the successful completion of the mission. While on LAB procedure he will direct the course on the aiming point. Function of bombing equipment including racks, Radar bombsight and switch positions fall within his scope of duty.

[REDACTED]

[REDACTED]

Report on Use of Radar for Mine Laying Operations by 42d Bomb Sq (H), ctd
20 Dec 44. (contd)

SECTION V - EXECUTION

At the completion of Project MIKE, 98 sorties had been flown, thirty nine (39) of which the mines were released entirely through the use of Radar, and six (6) of which started Radar runs but were able to drop visually. Two (2) missions were flown using Radar planes as pathfinders. On the first, 30 double suspended Mark-6 Navy aircraft parachute flares were dropped by the pathfinder to illuminate the target area for five (5) planes carrying mines. On the second, each of three (3) pathfinder planes, carrying both mines and flares to illuminate the target for a non-radar wingman. The difficulty of flying night formation on a long flight, the possibility of cloud cover at the target making the flares useless and the possibility of failure of the flares to light made it difficult to complete such a mission successfully. On the first mission, one flight was unable to get into position for its run before the flares went out. On the second mission, one wingman lost his lead plane en route to the target and was unable to make his run. While other possibilities for such cooperative missions were far from being exhausted, the squadron had a sufficient number of Radar aircraft to enable it to use Radar exclusively for night operations.

SECTION VI - SAMPLE MISSION

1. The best way to illustrate the Radar procedure followed in this squadron is the presentation herein of a mission flown 5 December 1944 over Futeni No, Chichi Jima Island. Inclosures 5, 6 and 7 supplement this narrative report. Briefing material inclosures are for this mission.
 2. Aircraft took off from the Guam base at 0900 and proceeded to Saipan. While on this flight, the aircraft was taken to the altitude at which the mission was to be flown, and the Radar equipment was tested. A bomb run was made on a target and the LAB Radar release point was checked against a visual dropping angle set into the Norden bombsight. The Radar operator at this time reported a fluctuation in the voltage of the SCR 717 power supply. Upon landing at the staging field, a minor adjustment was made to remedy this condition. Mines were loaded (2 Mark-25, 2,000 lbs). Takeoff for the mission was at 1515. At 2030 the Navigator announced the position to be 100 miles from the target. The pilot then ordered all crew members alerted at their stations and the Radar equipment placed in operation. The engineer lowered the Radar antenna spinner and the Radar operator turned on the set.
 3. The Radar operator then picked up the target on the Radar scope and confirmed the position by informing the pilot as to its bearing and distance. "Island bears 30 degrees left at 80 miles". Each 5 miles thereafter to the first turn of the approach a similar report was forthcoming. The approach next called for a turn to heading 270 degrees when 5 miles below the island. When this point was reached, the Radar operator informed the pilot of this
- [REDACTED]

[REDACTED]

Report on Use of Radar for Mine Laying Operations by LtJG Bomb W. (H), 1st
 Dec 44. (contd)

position and a turn was made to the proper heading. The next approach turn called for a turn to 000 degrees when 12 miles west of the island. Upon reaching this point, the pilot was again informed by the Radar operator and the proper turn executed. This latter turn put the aircraft on a course direct to the initial point. The initial point as defined in a radar mission is the point from which a turn is made onto the bomb run. While on this leg of the approach, the Navigator confirms the course and target identification and makes ready the wind and drift information that may be needed on the final run. The approach plan called for a course on the bomb run of 90 degrees. The Radar operator announced the bearing and distance of the target now at each 5 degree change in bearing of the target. In order to allow for the distance covered in a regular instrument turn, the pilot began the turn from the initial point when the Radar operator announced the target bearing 80 degrees right.

4. The bomb run course had been plotted as 90 degrees true. When this final turn from the initial point had been accomplished, the Navigator gave the pilot the magnetic heading to fly and the drift correction that could be expected. The Radar operator called off the distance to the target at one mile intervals on the bomb run. At 10 miles, the bombardier announced that he had a target appearing but the definition was bad. The Radar operator made the necessary adjustments to clarify the target image on the bombardier's scope. The bombardier then called off the check points for positive identification. When these were confirmed by the Navigator and Radar operator, the bombardier announced "on course". At this time, the P D I was turned on and the pilot received all course indications from the bombardier. The bombardier picked out the Radar aiming point and began range synchronization. In the final miles of the run, a running conversation continued between the Radar operator, Navigator and bombardier. All information concerning how good the course was being made was aired during this period. The mine release was briefed to be 15 seconds past the Radar release. When the Radar release appeared, the bombardier announced "mark point". At this time, the Navigator made note of the course that was made good, the time, took pictures of the AI scope. The pilot held altitude, air speed and course. The Radar operator made a last check of the target image and check points. When the bombardier called out "mines away", a diving turn and rapid retirement was made from the target area. Radar was left operating to search for possible enemy night fighter interception. Radar was secured when out of enemy range. Return to base was uneventful.

5. In this mission presented a visual contact over the target area definitely established the course over which the aircraft flew. It was therefore unnecessary to use the flares which were carried. If no visual contact is made with the target by mine release point, as has been the practice of this unit to release flares in an attempt to get visual check. All radar missions are briefed to make all attempts possible to establish visual contact with the target. Such visual contacts include searchlights, anti-aircraft fire and moonlight illumination.

Report on Use of Radar for Mine Laying Operations by 4th Bomb Wing, 1944
3 Dec 44. (cont'd)

6. "Window" was dispersed during the coast run from the initial point to the release point.

7. Interrogation methods are vital to an accurate estimate of the results and success of this type of mining. The crews are arranged for interrogation as soon as practical upon return from the mission. Interrogation forms used is standard as prescribed by the VII Bomber Command. In order to obtain additional information, sheets in inclosures 5, 6 and 7 are also filled out by the navigator, bombardier, co-pilot and radar operator.

8. Evaluation of the mission was then accomplished by detailed inspection of this material along with photos of the "A" scope. Inclosure 8 is a series of scene photos taken on the previously described coast run, and although the pictures are not entirely satisfactory they do show the possibilities of scene photography as a means of evaluating mine location.

CONCLUSIONS

The following factors indicate the value of using radar for mine laying operations:

1. Permits variety in the methods of attack.
2. Mission can be completed successfully regardless of weather conditions.
3. Higher safety factor of night missions over anti-aircraft and interception over daylight strikes.
4. Equal or greater possibility of accuracy due to the fact that runs can be controlled.
5. Inability of the enemy to spot mines at night.

RECOMMENDATIONS

1. It has been found very helpful to keep accurate crew records and statistics of radar missions. In planning a radar mission, it often became possible for a crew to repeat a mission they had flown with good success earlier in the project. By keeping such records, the success with a particular type of run can be ascertained and the planning of future missions can be improved. As an example of this, there were five (5) different radar runs planned for target "A". Of these five, two proved to be so successful they were adopted for the remaining missions to be flown against target "A". The file records for a radar crew include date and mission flown. The interrogation forms shown in inclosures 5, 6 and 7 and a brief statement of the success or failure of the mission. For each target there is a complete outline of each radar run planned and all the briefing material subject to each run. B-24J and B-24L aircraft equipped with SCR 717 and AN/AP-9 were used on Project MIXE. Since target resolution on SCR 717 is limited to 10 degrees, some difficulty was experienced in target identification. The use of higher definition types of radar would simplify target identification and eliminate the offset timing technique

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Report on Use of Radar for Mine Laying Operations by 42d Bomb Sq (H), dtd
20 Dec 44. (contd)

necessary with this equipment.

2. Photographic equipment necessary to take Radar scope photos should be made available to any unit doing mine laying or bombing, since scope photographs of the target area are necessary in the preparation of briefing material. The only camera available for scope photography was a privately owned Argus 35mm.

3. Adequate maintenance facilities must be provided; the ability to keep Radar equipment in proper working order and the rapid replacement of parts is essential to the execution of such a project. Thoroughly trained crews are just as necessary as the equipment they use.

4. Where conditions permit, mine field areas should be made as large as possible. Targets assigned during this Project were small harbors with sharply defined water depths which were, in most cases, smaller than visual precision targets. The larger the mine field the less limited are the methods of attack which can be used.

5. For the successful use of Radar, runs must be planned with regard to suitable Radar check points and aiming points. Scope photographs of the target areas were and should be available for the operators. Crews must be briefed individually so that each thoroughly understands the plan of the mission. Availability of information dealing with operations of this nature would prove highly valuable in planning a similar one.

6. Thirty nine (39) Radar sorties were flown, 36 of which were considered successful. Accuracy has been checked by the use of Radar scope pictures taken on the runs, visual contacts, and flares. Where mine field locations are near land masses, Radar can be used successfully to carry out tactical operations. The use of flares, smoke pots, drift markers, scope pictures or photo flash pictures is recommended to check locations of mine drops. While all of these methods have not been tried by this squadron, their use should be developed. It is a fact of interest that at Futami Ko, our most heavily defended target, dropping flares was always the signal for starting the shooting.

7. For the best target definition and accuracy altitudes of 3,000' to 6,000' are recommended for small targets. This altitude range is also best suited to the mine trajectories when used with the Radar equipment.

8 Incls:

- Incl #1- Trajectory table (Mark 25 Mine)
- Incl #2- Slant Range Table (Mark 25 Mine)
- Incl #3- Offset Bombing Tables (Mark 25 Mine)
- Incl #4- Radar mine laying problems
- Incl #5- Radar operator's folder
- Incl #6- Pilot-Navigator's folder
- Incl #7- Bombardier's folder
- Incl #8- Radar scope photos (Bomb run #1, Futami Ko)

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


TRAJECTORY TABLE (MARK 25 MINE)

The trajectory data on the Mark 25 Mine was furnished by the Navy.

Incl #1.

PROJECT "MIKE"

Trajectory Data - Mines Mark 25

<u>Standard release conditions:</u>	3000 ft. altitude
(used to compute	220 mi. per hour indicated
run-out times)	2600 ft. range in still air

Corrections to run-out times:

A. For error in ALTITUDE.

At altitude 2000 ft.,	increase runout time by	1 sec.
2500 ft.,	" " " "	$\frac{1}{2}$ "
3000 ft.,	(is standard)	0 "
3500 ft.,	(is OK)	0 "
4000 ft.,	decrease runout time by	$\frac{1}{2}$ "

B. For error in SPEED.

At speed 180 mph,	increase runout time by	1 sec.
200 mph,	" " " "	$\frac{1}{2}$ "
220 mph,	(is standard)	0 "
240 mph,	(is OK)	0 "

C. For WIND.

Each 10 knots of wind produces 215 ft. drift of mine down wind. Guide the plane in to a release point a proper distance up-wind from assigned release point.

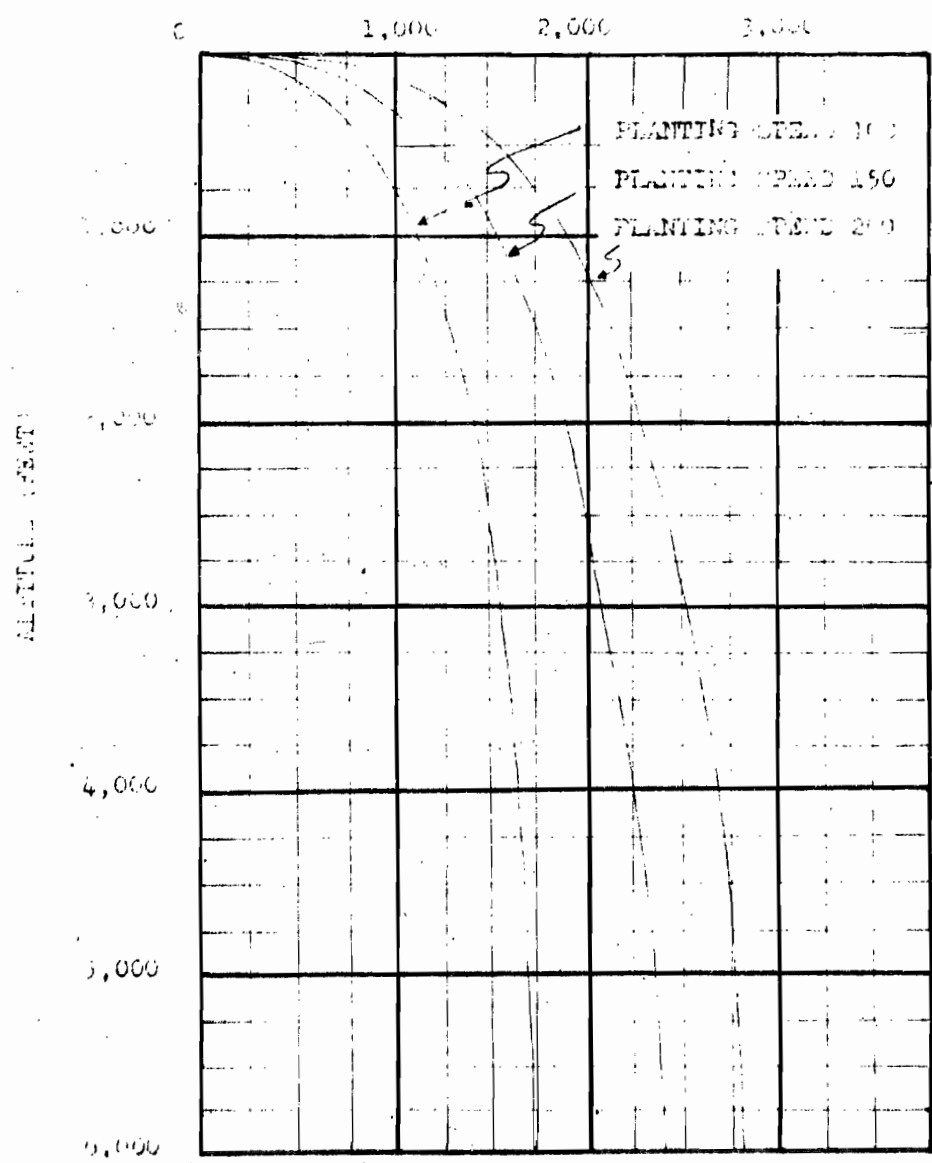
For head wind - increase run-out time.
For tail wind - decrease run-out time.

220 miles per hour is 320 feet per second.

SECRET

MARK 25 MINE TRAJECTORY TABLE
(6 ft CIRCUIT)

DIS FORWARD FROM POINT OF RELEASE (FEET)

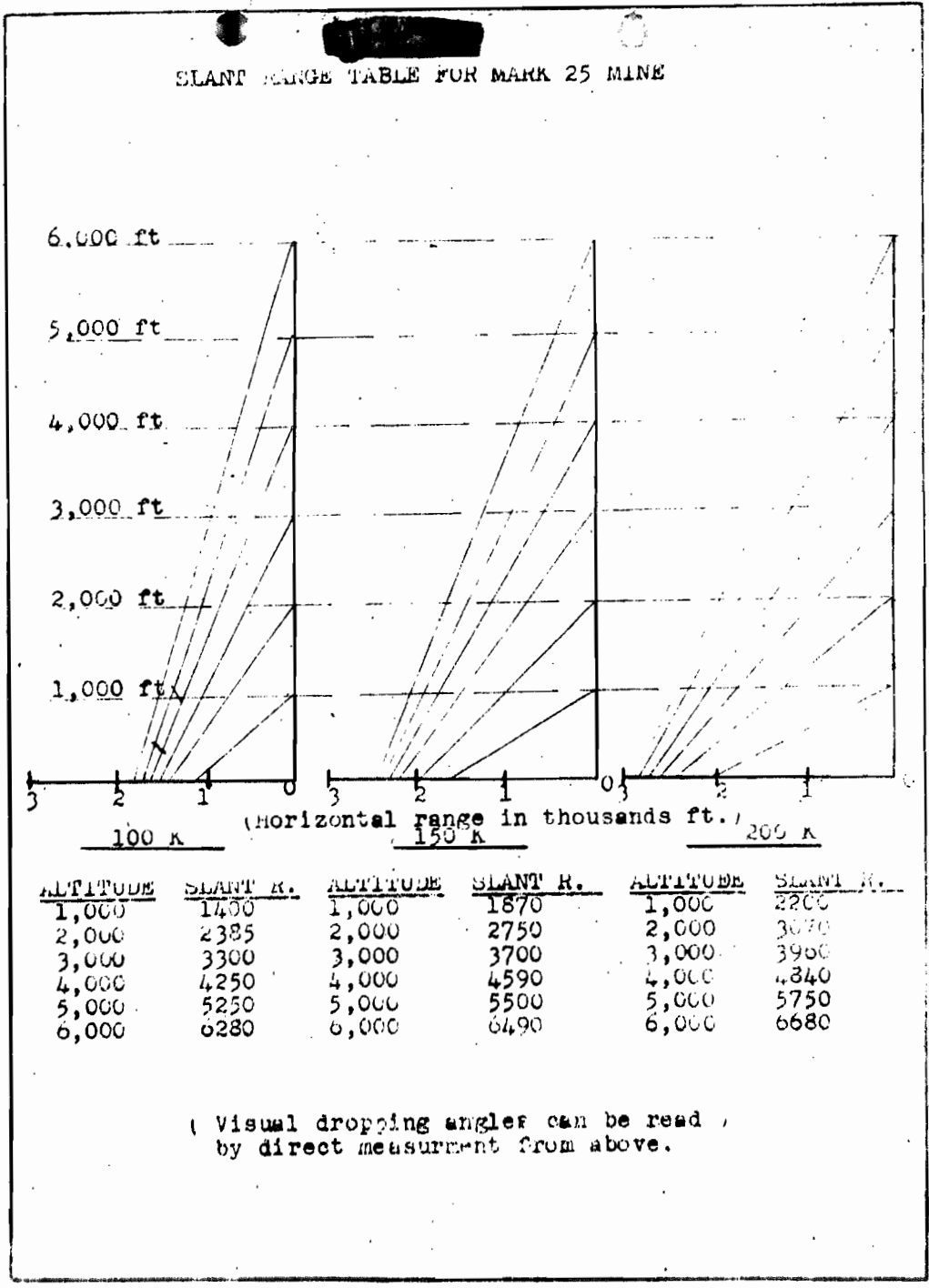


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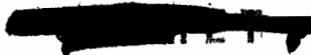
SLANT RANGE TABLE FOR THE MARK 25 MINE

Slant range tables for the Mark 25 Mine were calculated from the trajectory data furnished by the Navy. This was necessary since the Radar Bombsight utilizes slant range releases instead of trajectory or dropping angles.

SLANT RANGE TABLE FOR MARK 25 MINE



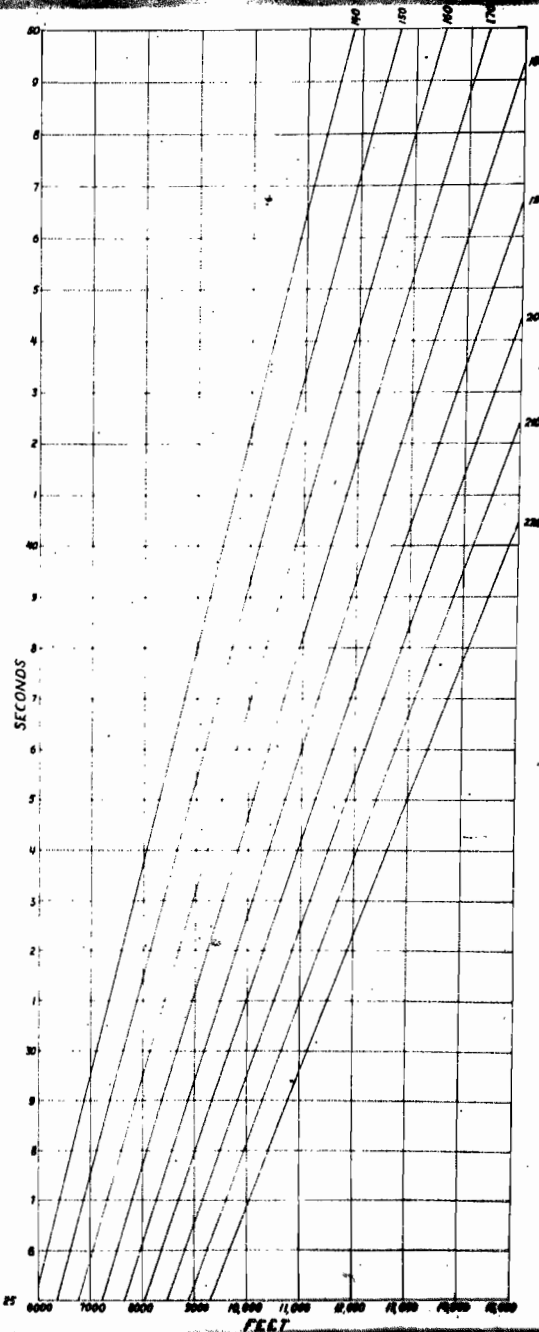
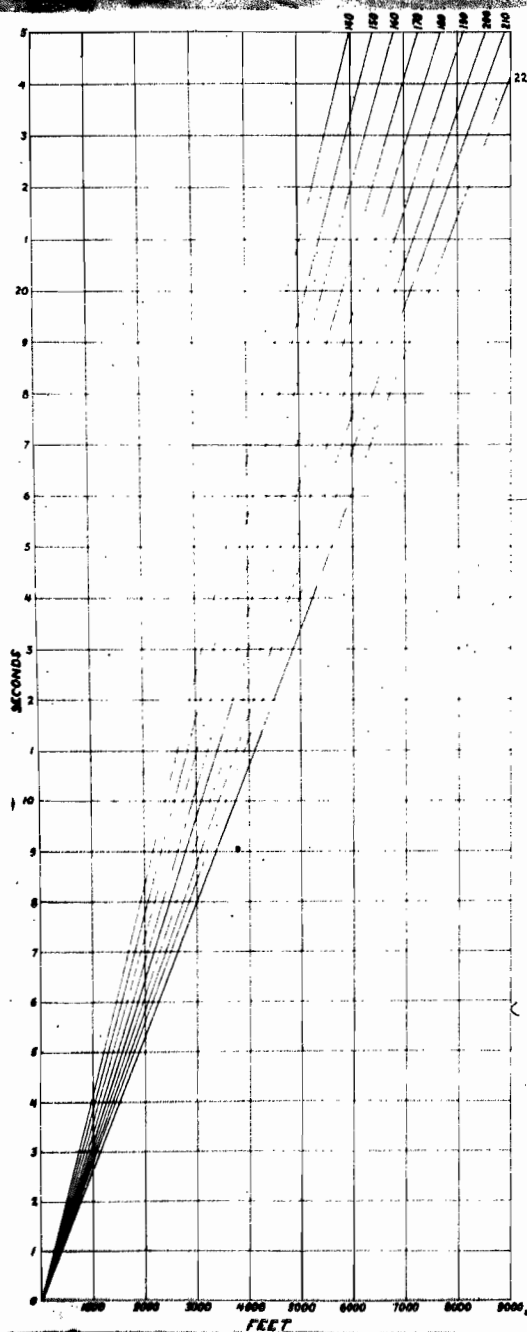
(Visual dropping angles can be read ,
by direct measurement from above.



OFFSET BOMBING TABLES

The Offset Bombing Tables were calculated using feet per second for speeds of 140 knots to 220 knots against horizontal distances up to 24,000'. Since the time delay determined from these tables follows normal radar release, altitude does not have to be considered.

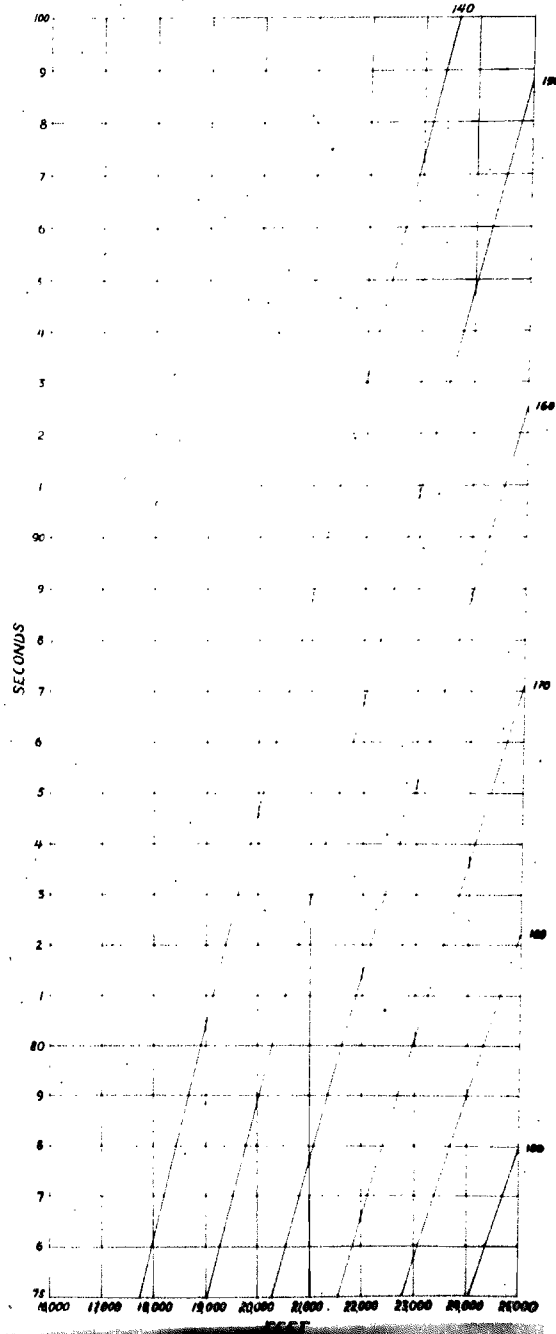
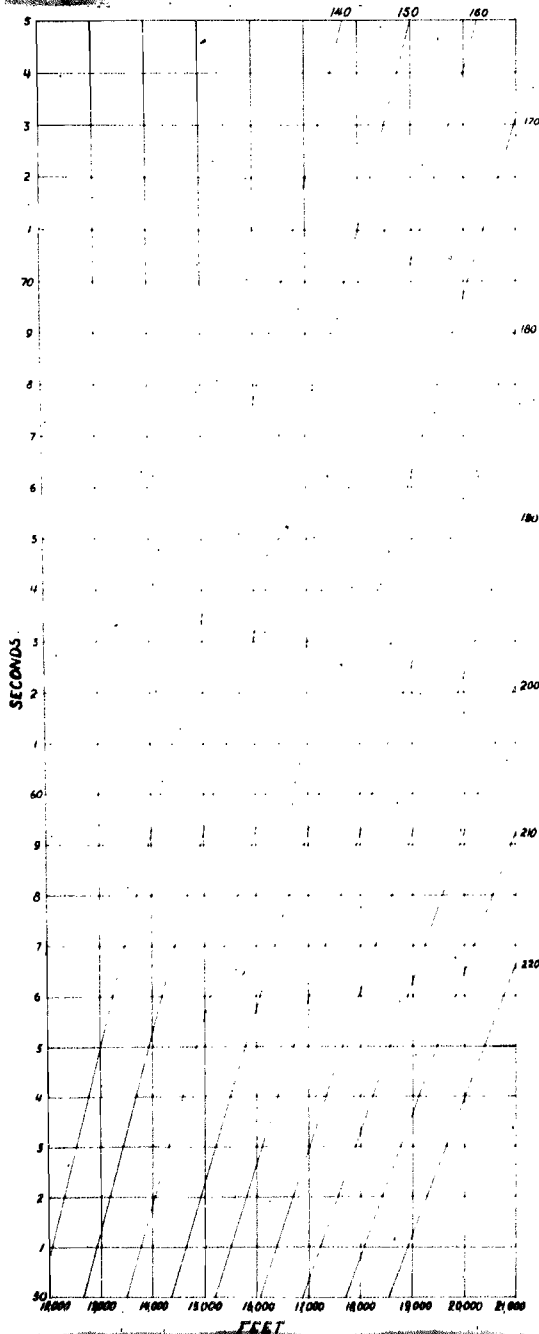




GRAPH TABLE FOR OFFSET BOMBING

G.S. - KNOTS

G.S. - KNOTS



DEW VIBLE PRT

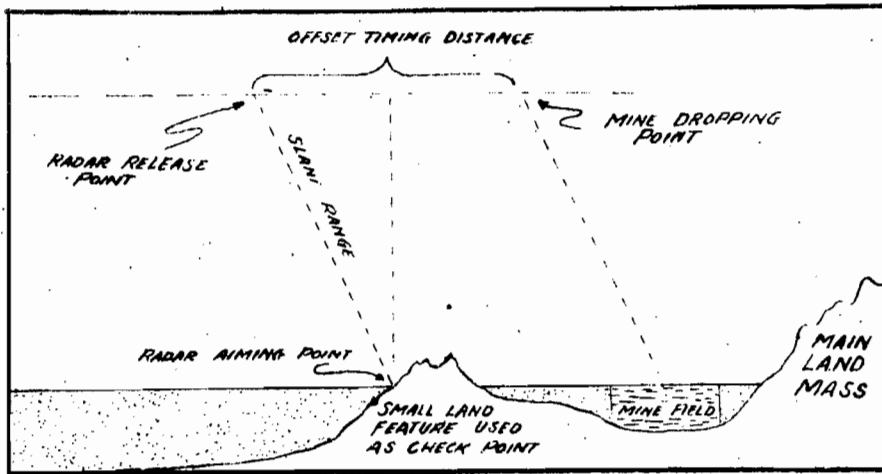


RADAR MINING PROBLEMS

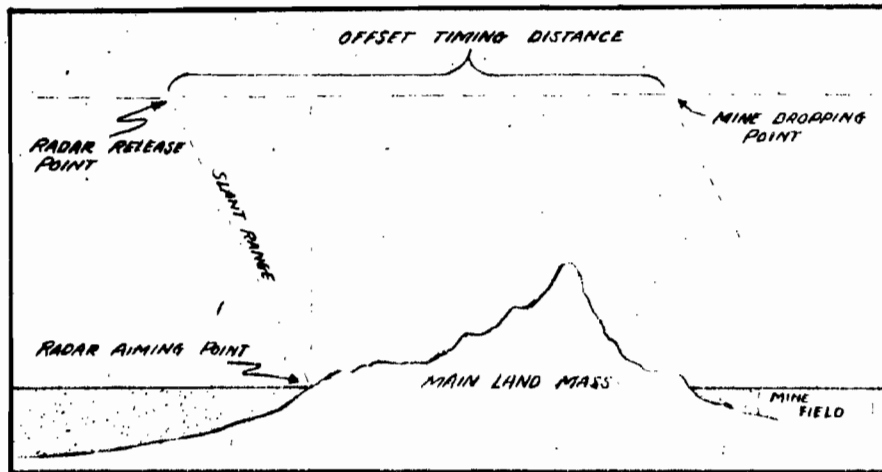
The problems shown herein represent some of those encountered in the project. SCR 717 does not give sufficient target resolution to eliminate the necessity of using Radar aiming points. Consequently, whether it is used with or without AN/APQ-5 the problems involved are similar.

~~SECRET~~

RADAR MINING PROBLEM
showing offset technique



EXAMPLE I



EXAMPLE II

[REDACTED]

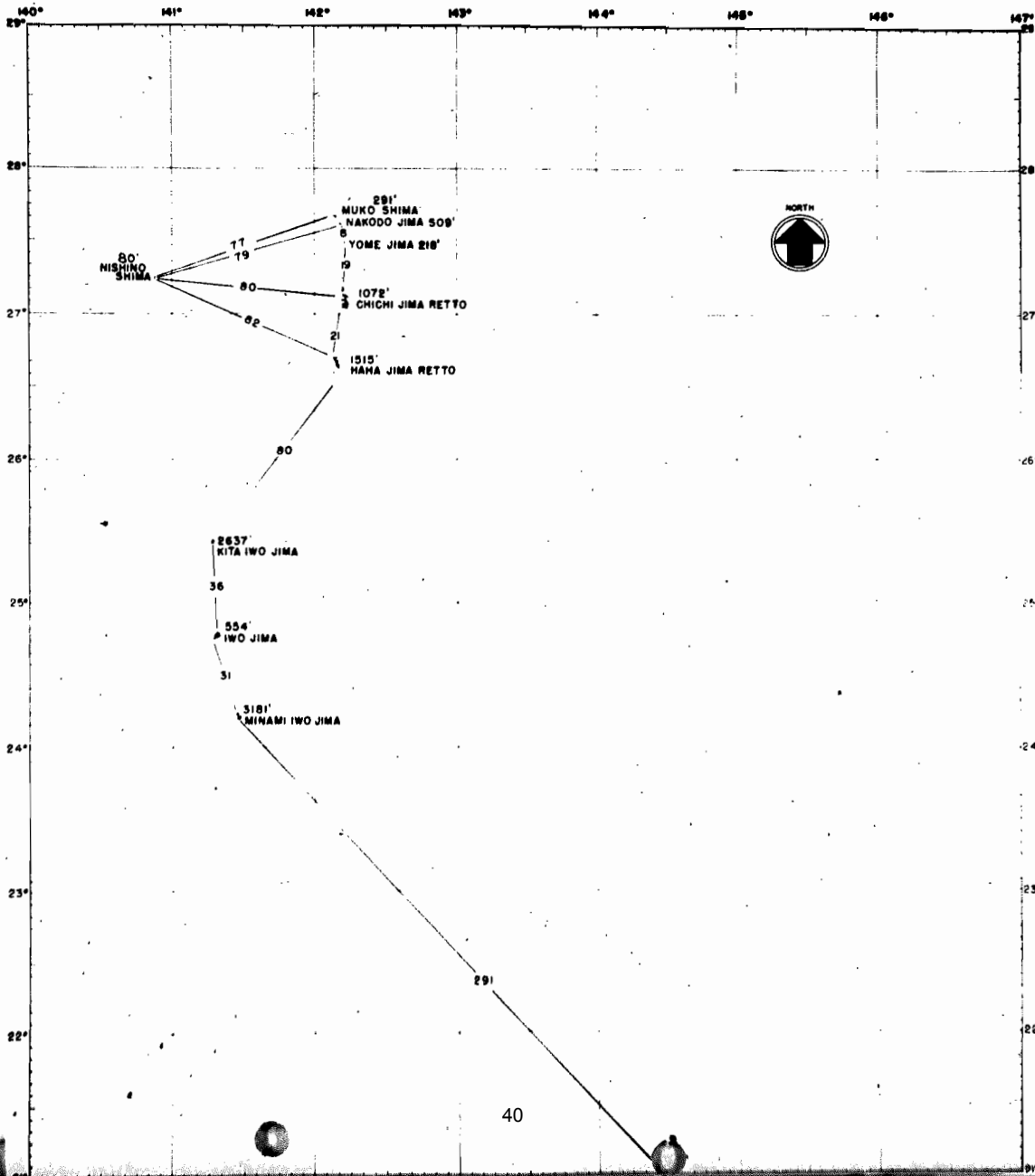
RADAR OPERATOR'S FOLDER

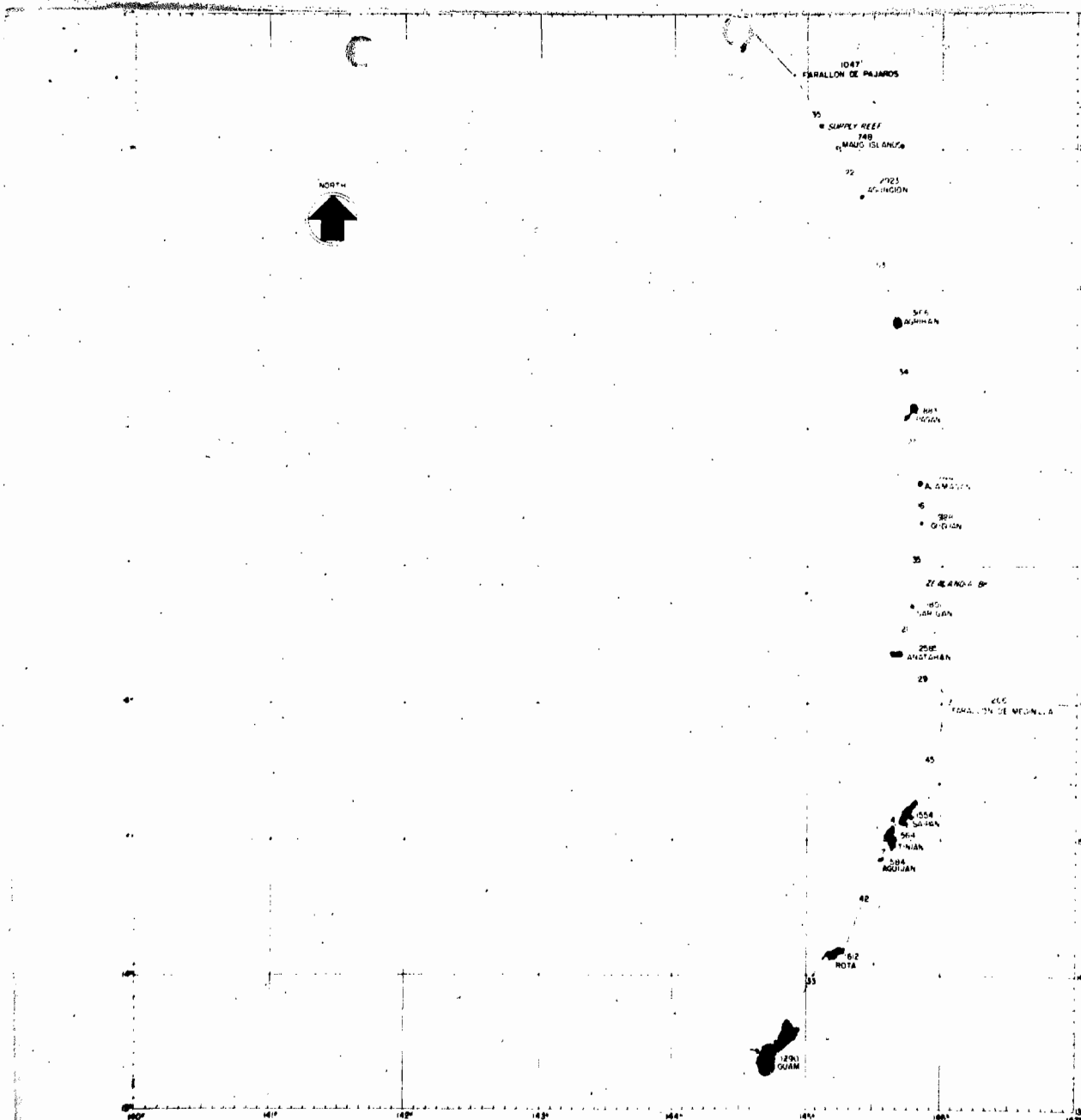
The Radar Operator's Folder contains all information pertinent to the use of Radar on the missions. It includes the following items in the order listed:

1. Radar Navigation Map of the Marianas, Kayan and Bonin Islands.
2. Seeps photographs of Guam.
3. Radar Navigation Map of Guam.
4. Seeps photograph of Chichi Jima Retto and Heba Jima Retto.
5. Navigation Map of Chichi Jima Retto showing the mine laying run.
6. Mission plan.
7. Form #38, Radar Log and Maintenance Report.

Incl #5.

[REDACTED]



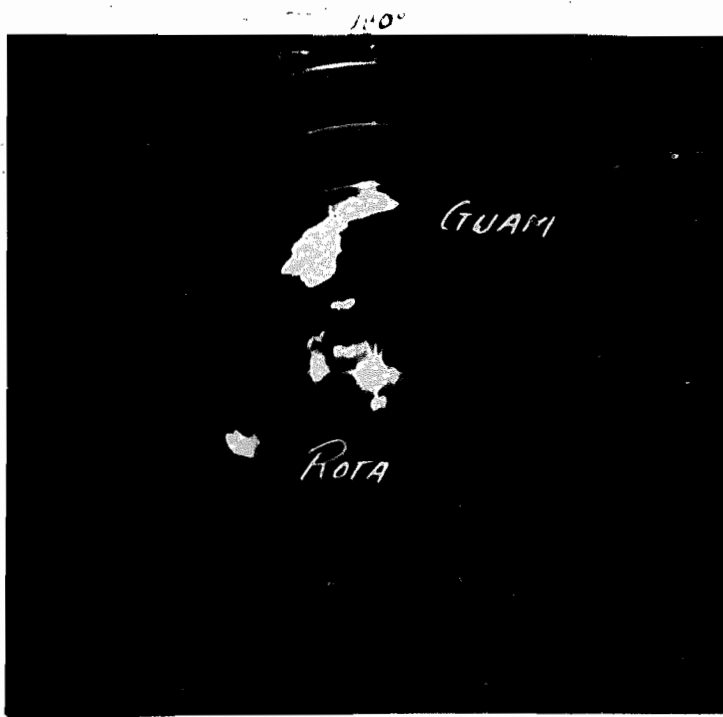


MARIANAS, KAZAN, & BONIN ISLANDS

DISTANCE CHART
TAKEN FROM H.D. CHART NO. 5800
& DISTANCE CHART CV-12
PREPARED BY H.L. V. BOM LON
NOV 20, 1946

NOTE: FIGURES BETWEEN ISLANDS REPRESENT APPROX. DISTANCES IN NAUTICAL MILES FROM SHORE TO SHORE. FIGURES ABOVE ISLANDS REPRESENT GREATEST HEIGHT IN FEET.

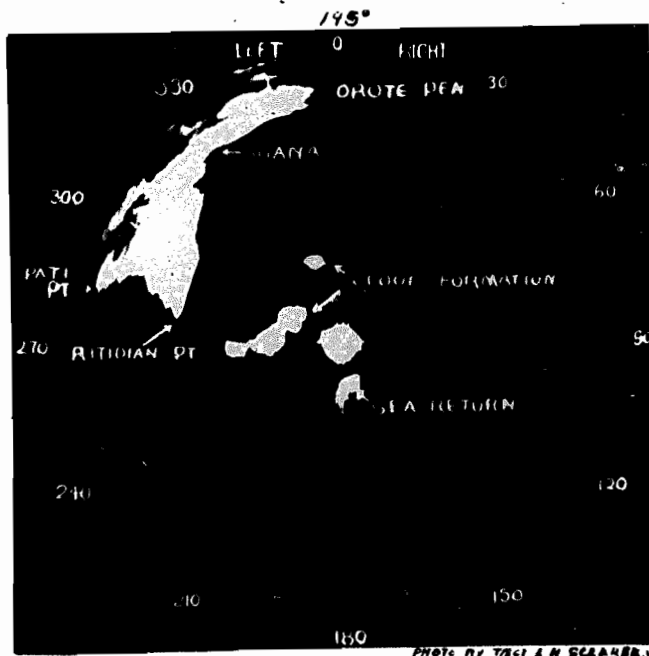
[REDACTED]



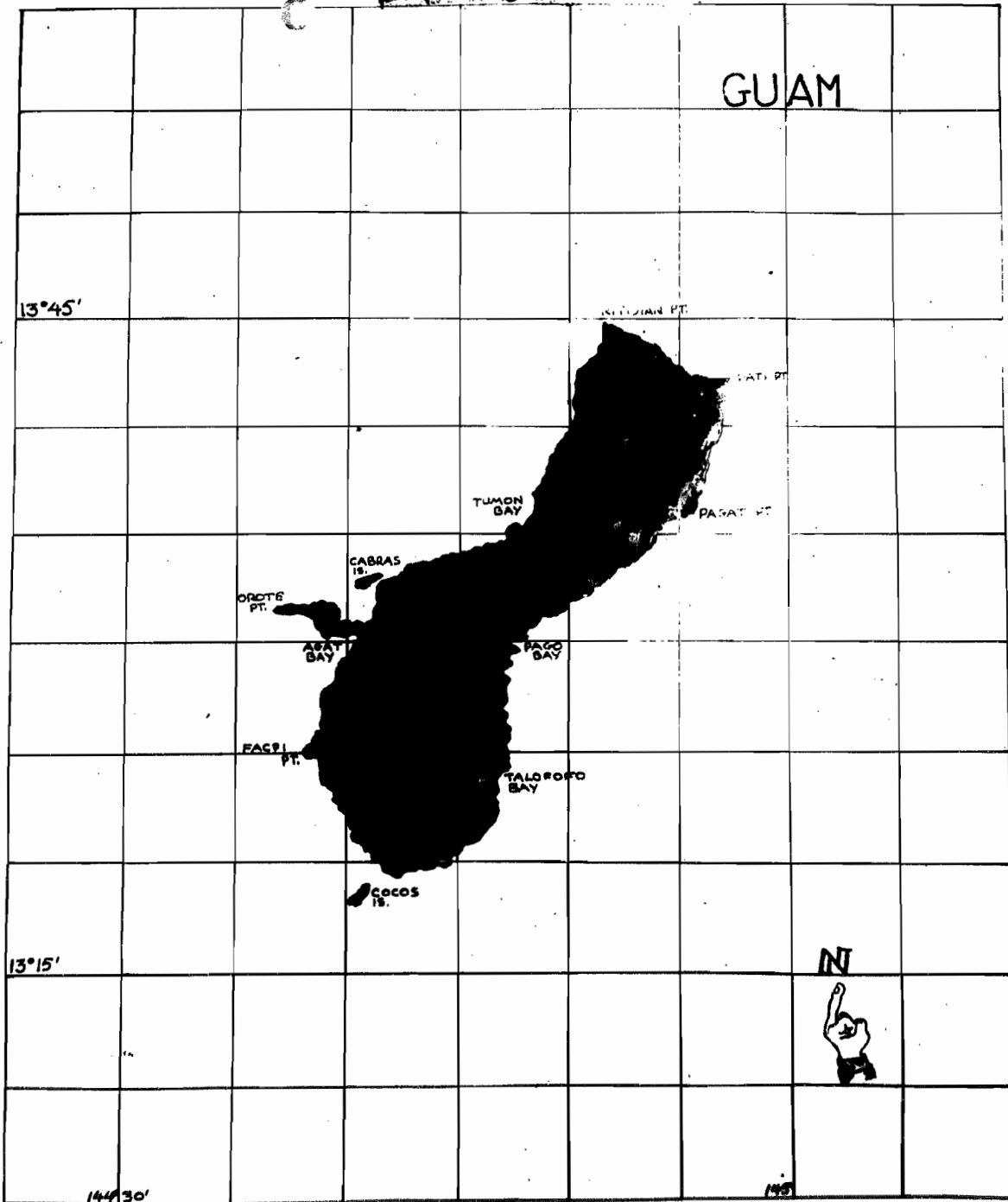
110°

[REDACTED]

[REDACTED]
Aerial View of the Hawaiian Islands (ii)
(Aerial Scope Photos)
2041



Aerial View of the Hawaiian Islands (ii)
(Aerial Scope Photos)
2041



0 5 10
NAUTICAL MILES

42ND BOMBARDMENT SQUADRON (H)
(Radar Scope Photos)

CHICHI JIMA RETTO
HAHA JIMA RETTO



HEADING - 270°
ALTITUDE - 10,000 Ft.
RANGE - 20 MI.



HEADING - 270°
ALTITUDE - 10,000 Ft..
RANGE - 20 MI.



HEADING - 270°
ALTITUDE - 10,000 Ft.
RANGE - 20 MI.

FIGURE

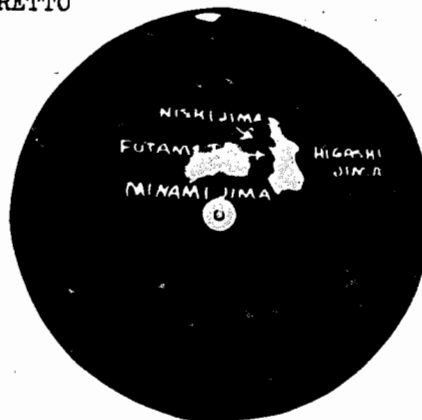
~~CONFIDENTIAL~~

42ND BOMBARDMENT SQUADRON (H)
(Radar Scope Photos)

CHICHI JIMA RETTO



HEADING - 270°
ALTITUDE - 9,000 Ft.
RANGE - 20 Mi.



HEADING - 0°
ALTITUDE - 8,000 ft.
RANGE - 20 Mi.



HEADING - 0°
ALTITUDE - 6,000 Ft.
RANGE - 20 Mi.

FIGURE

~~CONFIDENTIAL~~

[REDACTED]

RADAR RUN NUMBER 1, FUTAMI KO.

APPROACH Swing west five miles below Chichi Jima Retto. Fly 270° 'till western shore of Chichi Jima is twelve miles east. Turn to a north heading of 360°. Fly 360° 'till FUTAMI KO bears 80° to right. Allowing 10° for turn in, swing on bomb run to heading 90°.

CHECK POINTS

FUTAMI KO is in northern section of Chichi Jima Island. When "On Course" NISHI JIMA should appear approximately 1½ miles to left or north.

FUTAMI KO is 2½ miles north from South tip of Chichi Jima.

BOMB RUN AN/APQ-5

When "On Course" pick up target and when identity is positive either by Radar Op - Nav - Pilot procedure or by Bombardier Synchronization make course good. Bombardier will follow "Computer Out" procedure using the data given below. Set range on mouth of FUTAMI KO or line joining YAGI SAKI and ONE SAKI. When Radar release appears time 12.5 seconds to first release. Second drop follows by a 2 second interval.

SETTINGS

ALTITUDE	6,000'	ALTITUDE	6,000'
AIR SPEED	180 MPH	AIR SPEED	180 MPH
COMPUTER	OUT	COMPUTER	OUT
ALT DIAL SET	1698	ALT DIAL SET	1256
LAB HAB SWITCH	LAB	LAB HAB SWITCH	LAB
SPREAD DIAL	0	SPREAD DIAL	0

VISUAL DROP

If Radar synchronization fails but course is good, and the target can be seen, dropping point is 3 seconds past tip of YAGI SAKI. Visual dropping angle is 25° for 5,000', and 28° for 6,000' altitude.

SCR 717 RELEASE

If dropping by 717, start clocking when a line drawn from the west tip of YAGI SAKI to west tip ONE SAKI reaches the 3 mile range marker, clock for 57 seconds and release mines.

ALTITUDE	6,000'
AIR SPEED	180 MPH

~~SECRET~~

FORM 38

RADAR OPERATOR'S REPORT

ORGANIZATION: _____ APO # _____ DATE: _____
 AIRCRAFT TYPE: _____ SERIAL NO: _____ RADAR TYPE: _____
 WEATHER: (a) Precipitation: _____
 (b) Visibility: _____ (c) Surface Conditions: _____
 OPERATION TIME: T. O. _____ RADAR ON: _____ RADAR OFF: _____ HRS: _____
 LAND: _____ HRS. U/S OPERATION: _____
 OPERATIONS: Alt. _____ Max. Range: _____ Target: _____
 REMARKS: _____

 AUX. EQUIPMENT: _____ OPERATION: _____
 REMARKS: _____

RADAR OPERATOR: _____ RADAR OFFICER: _____

RADAR MECHANIC'S REPORT

DATE: (Pre-flight check) _____
 PRE-FLIGHT CHECK LIST: APQ-5
 28v DC _____ 120v AC _____ 150v DC _____ 300v DC _____
 BIAS VOLTAGES: Range plus release: _____ Range: _____ Average: _____
 DROPPING POINTS LAB: _____ COMP. OUT. _____ HAB: _____
 RANGE ZERO: LAB _____ Comp. out. _____ HAB _____ RECAL NECESSARY _____
 REMARKS: _____

RANGE ZEROED FOR: LAB _____ HAB _____ (check one) (Range zero with modulator)
 DRIFT POT. CENTERED: _____ DRIFT SENS. 1:1 _____ FOCUS: _____ SIGNALS: _____

SCH-717-B
 28v DC: _____ 120v AC _____ 375v DC _____ 300v DC _____ CONTROLS _____
 CENTERING AND IMAGES: _____ TRANS. I: _____ XTAL I. _____ AFC.V. _____ REP.V. _____
 ECHOS: _____ PRESSURE: _____ SPINNER RPM: _____ SPINNER RETRACT: _____
 REMARKS: _____

RADAR ON: _____ RADAR OFF: _____ HRS. _____ RADAR MECHANIC: _____

EQUIPMENT REPAIR RECORD

DATE: _____ TIME RADAR ON FOR REPAIRS: (Hrs) _____
 EQUIPMENT TYPE: _____
 MAJOR UNITS REPAIRED: _____
 SER.NO. MAJ. UNIT: _____
 SCHEMATIC REF. NO. _____
 DESCRIPT. FAULTY PART: _____

 CAUSE OF FAILURE: _____
 ACTION TAKEN: _____

 REMARKS: _____

 RADAR MECHANIC: _____

~~SECRET~~



PILOT NAVIGATORS FOLDER

The Pilot Navigator's folder contains all material necessary to position the aircraft for the approach and run. It is composed of the following items:

1. Mission plan.
2. Radar Navigation Map of Chichi Jima Retto showing approach and mine run courses.
3. Navigator's information sheet.
4. Co-pilot's information sheet.

[REDACTED]

RADAR RUN NUMBER 1, FUTAMI KO.

APPROACH Swing west five miles below Chichi Jima Netto. Fly 270° till western shore of Chichi Jima is twelve miles east. Turn to a north heading of 360°. Fly 360° till FUTAMI KO bears 80° to right. Allow 10" for turn in, swing on bomb run to heading 90°.

CHECK POINTS

FUTAMI KO is in northern section of Chichi Jima Island. When "On Course" NISHI JIMA should appear approximately 1½ miles to left or north.

FUTAMI KO is 2½ miles north from South tip of Chichi Jima.

BOMB RUN AN/APN - 5

When "On Course" pick up target and when identity is positive either by Radar Op - Nav - Pilot procedure or by Bombardier Synchronisation make course good. Bombardier will follow "Computer Out" procedure using the data given below. Set range on mouth of FUTAMI KO or line joining YAGI SAKI and ONE SAKI. When Radar release appears time 12.5 seconds to first release. Second drop follows by a 2 second interval.

SETTINGS

ALTITUDE	6,000'	ALTITUDE	5,000'
AIR SPEED	180 MPH	AIR SPEED	180 MPH
COMPUTER	OUT	COMPUTER	OUT
ALT DIAL SET	1696	ALT DIAL SET	1256
LAB HAB SWITCH	LAB	LAB HAB SWITCH	LAB
SPREAD DIAL	0	SPREAD DIAL	0

VISUAL DROP

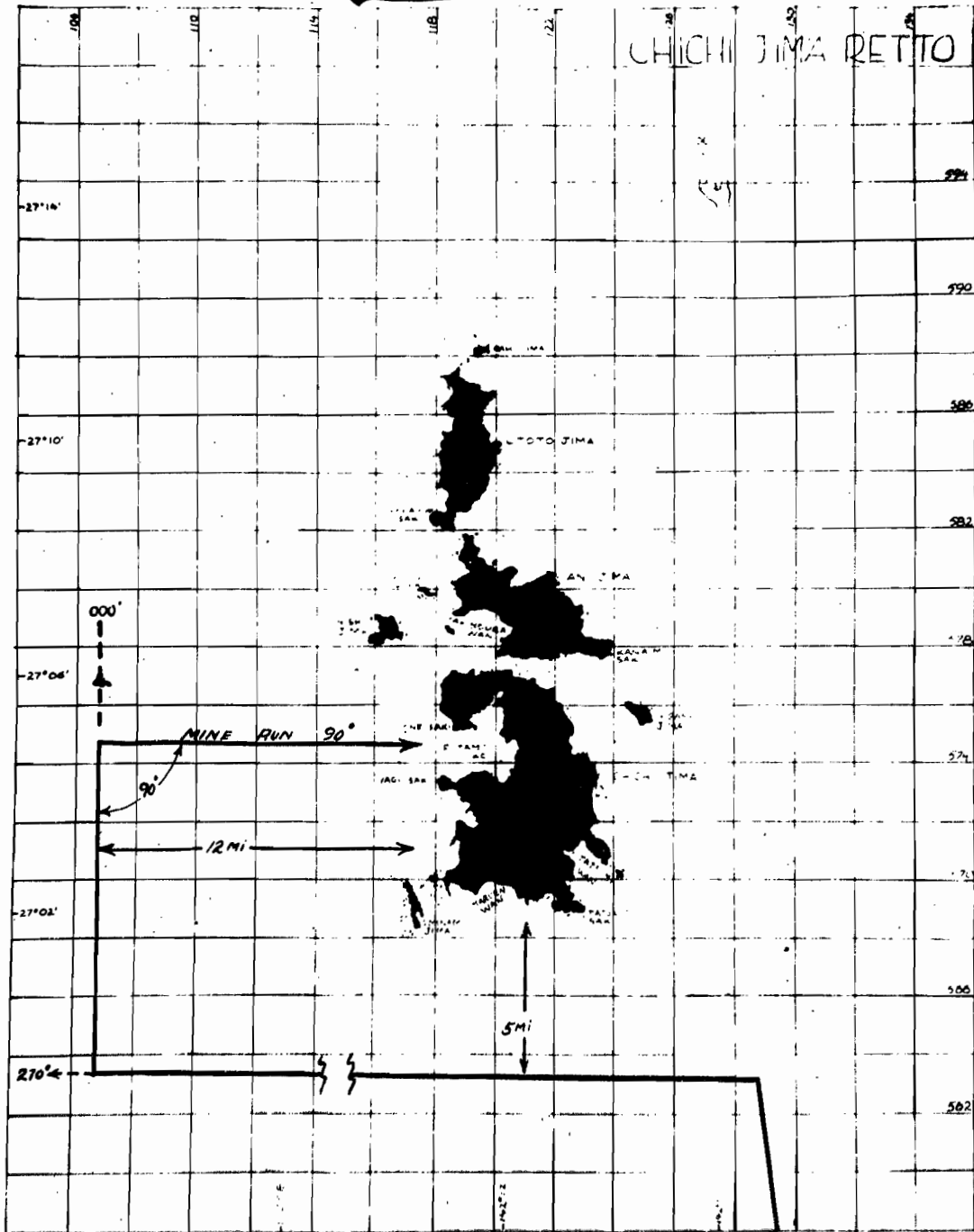
If Radar synchronisation fails but course is good, and the target can be seen, dropping point is 3 seconds past tip of YAGI SAKI. Visual dropping angle is 25° for 5,000', and 28° for 6,000' altitude.

SCR 717 RELEASE

If dropping by 717, start clocking when a line drawn from the west tip of YAGI SAKI to west tip ONE SAKI reaches the 3 mile range marker, clock for 57 seconds and release mines.

ALTITUDE	6,000'
AIR SPEED	180 MPH

[REDACTED]



SECRET

NAVIGATOR

A. TAKE-OFF & LANDING TIMES IN G.C.T. (Date - Time Group)

- 1. Take-Off Home Base _____
- 2. Landing Time Stage Base _____
- 3. Take-Off Stage Base _____
- 4. Landing Time & Place _____

B. ROUTE INFORMATION TO TARGET

- 1st Leg: _____ degrees _____ Nautical Miles _____ knots _____ Feet Altitude
- 2nd Leg: _____ degrees _____ Nautical Miles _____ knots _____ Feet Altitude
- 3rd Leg: _____ degrees _____ Nautical Miles _____ knots _____ Feet Altitude
- 4th Leg: _____ degrees _____ Nautical Miles _____ knots _____ Feet Altitude

C. ROUTE INFORMATION FROM TARGET

- 1st Leg: _____ degrees _____ Nautical Miles _____ knots _____ Feet Altitude
- 2nd Leg: _____ degrees _____ Nautical Miles _____ knots _____ Feet Altitude
- 3rd Leg: _____ degrees _____ Nautical Miles _____ knots _____ Feet Altitude
- 4th Leg: _____ degrees _____ Nautical Miles _____ knots _____ Feet Altitude

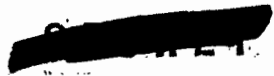
D. TOTAL DISTANCE FLOWN ON MISSION _____ Nautical Miles

E. WEATHER	Coverage	Type of Clouds	Altitude	
			Base of Clouds	Top. of Clouds
To Target:	_____	_____	_____	_____
At Target:	_____	_____	_____	_____
From Target:	_____	_____	_____	_____
Wind Direction & Velocity at Target:		_____ degrees	_____ knots	

F. MINE RELEASE INFORMATION (This includes mines jettisoned)

- Time Mines Away: _____
- Course: _____ degrees
- Exact position of A/C: _____

Signature of Navigator



CO-PILOT

A. A/C NUMBER _____ ELEMENT COMMANDER _____

B. POSITION IN FORMATION

- 1. Route out: _____
- 2. At target: _____
- 3. Route back: _____

C. MINE OR BOMB RUN INFORMATION

- 1. Altitude: _____ feet.
- 2. Speed: _____ knots.
- 3. Course: _____ degrees.

D. REASON FOR ANY VARIATION IN MISSION AS BRIEFED SUCH AS RETURN TO BASE, CHANGE OF ROUTE, MINES OR BOMBS JETTISONED, EXTRA RUNS ETC.:

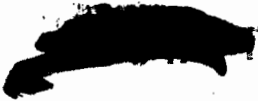
E. REPORT OF MALFUNCTIONS OF A/C:

F. PLOT POSITION OF MINES OR BOMBS, GUN POSITIONS, SEARCHLIGHTS ETC. ON OVERLAY.

Co-pilot is responsible for having P.O.F. at interrogation

Signature of Co-pilot





BOMBARDIER'S FOLDER

The Bombardier's folder contains all information necessary for both course and range determination and synchronization on the target. It is composed of the following items:

1. Mission plan.
2. Radar Navigation Map of Putami Ko showing mine release data.
3. Bombardier's mission report.
4. Bombardier's check list.

RADAR RUN NUMBER 1, FUTAMI KO.

APPROACH Swing west five miles below Chichi Jima Retto. Fly 270° till western shore of Chichi Jima is twelve miles east. Turn to a north heading of 360°. Fly 360° till FUTAMI KO bears 80° to right. Allowing 10° for turn in, swing on bomb run to heading 90°.

CHECK POINTS
 FUTAMI KO is in northern section of Chichi Jima Island. When "On Course" NISHI JIMA should appear approximately 1½ miles to left or north.
 FUTAMI KO is 2½ miles north from South tip of Chichi Jima.

BOMB RUN AN/APN - 5
 When "On Course" pick up target and when identity is positive either by Radar Op - Nav - Pilot procedure or by Bombardier Synchronization make course good. Bombardier will follow "Computer Out" procedure using the data given below. Set range on mouth of FUTAMI KO or line joining YAGI SAKI and ONE SAKI. When Radar release appears time 12.5 seconds to first release. Second drop follows by a 2 second interval.

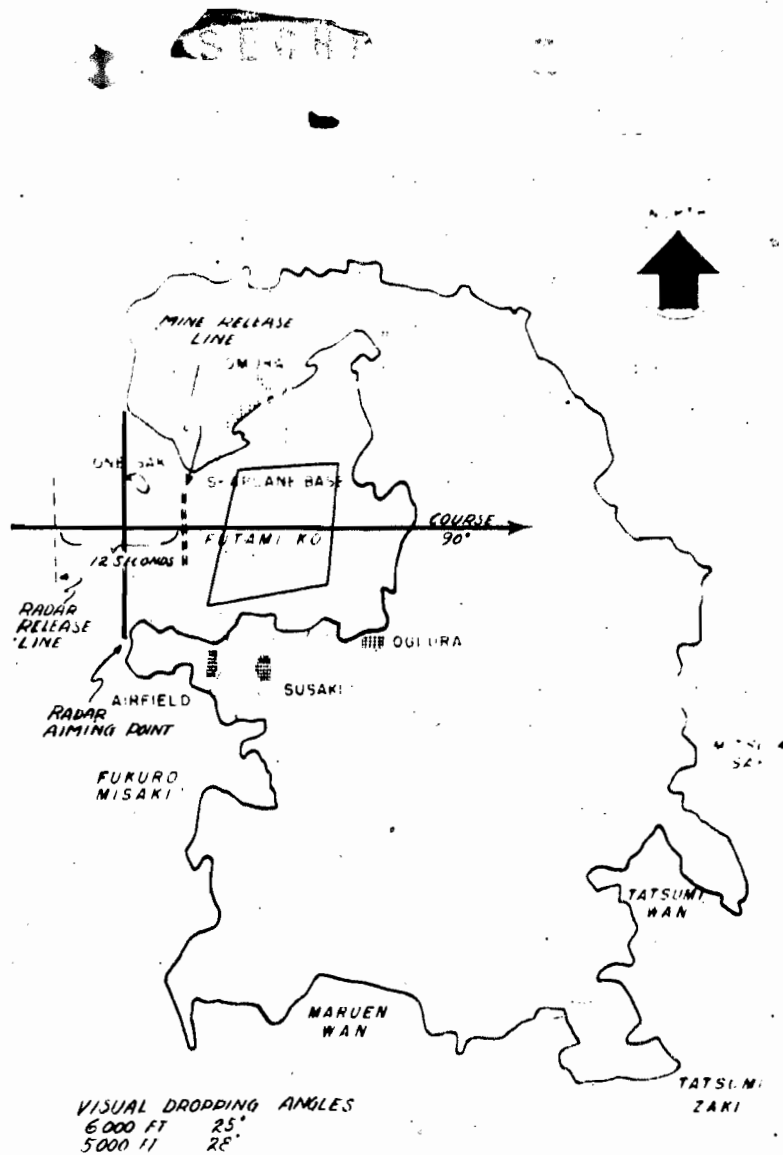
SETTINGS

ALTITUDE	6,000'	ALTITUDE	5,000'
AIR SPEED	180 MPH	AIR SPEED	180 MPH
COMPUTER	OUT	COMPUTER	OUT
ALT DIAL SET	1698	ALT DIAL SET	1256
LAB HAN SWITCH	LAB	LAB HAN SWITCH	LAB
SPREAD DIAL	0	SPREAD DIAL	0

VISUAL DROP
 If Radar synchronization fails but course is good, and the target can be seen, dropping point is 3 seconds past tip of YAGI SAKI. Visual dropping angle is 25° for 5,000', and 28° for 6,000' altitude.

SCR 717 RELEASE
 If dropping by 717, start clocking when a line drawn from the west tip of YAGI SAKI to west tip ONE SAKI reaches the 3 mile range marker, clock for 57 seconds and release mines.

ALTITUDE	6,000'
AIR SPEED	180 MPH



CHICHI JIMA
OF
BONIN ISLANDS

APPROX SCALE IN YARDS
0 1,000 2,000 3,000



4. BOMB IMPACTS

- a. Observation of bomb impacts good fair poor
- b. If not self, who observed _____
- c. If observed list number of impacts in target area _____
- d. If unobserved give estimation of results _____
- e. Visibility at time of impacts _____
- f. Photos _____ Type camera _____

5. MALFUNCTIONS

- A. BOMBS JETTISONED, NUMBER AND TYPE _____
- B. POSITION OF AIRCRAFT WHEN BOMBS WERE JETTISONED _____
- C. IF JETTISONED ON ENEMY TARGET GIVE IMPACT _____
- D. RACK FUNCTION _____
- E. BOMBSIGHT FUNCTION _____
- F. OTHER BOMBING EQUIPMENT FUNCTION _____

6. MISSION ACCOMPLISHED (As briefed or if not state difference)

7. REMARKS (Give opinion of success or failure of mission and any suggestions for future changes and methods)

Signature of Bombardier





BOMBARDIER MISSION REPORT

TARGET ASSIGNED _____ TARGET BOMBED _____ DATE _____

1. LOAD CARRIED

<u>BOMB RACKS</u>	<u>NUMBER</u>	<u>TYPE</u>	<u>WT. PER UNIT</u>	<u>FUZING</u>
RIGHT REAR	_____	_____	_____	_____
LEFT REAR	_____	_____	_____	_____
RIGHT FRONT	_____	_____	_____	_____
LEFT FRONT	_____	_____	_____	_____

List order of dropping under heading "NUMBER"

2. BOMB RUN

	<u>COURSE</u>	<u>ALTITUDE</u>	<u>AIR SPEED</u>	<u>DURATION OF BOMB RUN</u>
APPROACH	_____	_____	_____	_____
BOMB RUN	_____	_____	_____	_____

TIME BOMBS AWAY _____

3. BOMB RELEASE

<p><u>PIN POINT RELEASE OR DROP ON LEADER</u></p> <p>a) Pin point used _____</p> <p>b) Time out to release _____</p> <p>c) Interval of releases _____</p> <p>d) What determined actual release _____</p>	<p><u>BOMBSIGHT RELEASE</u></p> <p>a) Bomb sight _____</p> <p>b) Synch or fixed _____</p> <p>c) Dropping angle _____</p> <p>d) Synch was good fair poor</p> <p>e) A. F. C. E. or P. D. I. _____</p> <p>d) What determined actual release _____</p>
--	--

<p><u>RADAR RELEASE</u></p> <p>a) LAB HAB or 717 _____</p> <p>b) Alt dial set _____</p> <p>c) Spread dial _____</p> <p>d) Target image good fair poor</p>	<p>e) Target appeared at _____ miles</p> <p>f) On course at _____ miles</p> <p>g) Synch was good fair poor</p> <p>i) If 717 used what determined release _____</p>
---	--



420 BOMBARDMENT SQUADRON (H)
BOMBARDIER'S CHECK LIST FOR RADAR BOMBING

LAB

1. STAB. and SERVO ON.
2. Power ON (Operator check for auxiliary voltage control panel).
3. Control Box ON-OFF to ON.
4. SEARCH-TRACK to SEARCH.
5. CAL. and RANGE ZERO switches on Synch to OPERATE. HAB-LAB sw to LAB.
6. Adjust scale illumination.
7. Switch AZIMUTH to ON.
8. Adjust FOCUS and BRIGHT knobs.
9. Make sure Range and Release lines are showing.
10. With the AZIMUTH sw OFF make the following adjustments:
 - A. Move Drift Index right or left as read on the drift scale and note that indicator beam moves in the opposite direction. If the beam moves in the same direction loosen set screw on the drift shaft and turn shaft through 100 degrees.
 - B. Remove cable connector on the drift pot.
 - C. Center beam with the HORIZONTAL CENTERING control.
 - D. Set Drift Index on Zero.
 - E. Reconnect cable connector on the drift pot; if any motion of the beam occurs, loosen set screw on shaft and rotate shaft until beam is again centered.
11. Turn AZIMUTH sw ON.
12. Stop Radar spinner 15 degrees left. Move drift index fifteen degrees left as read on the drift scale and note that trace moves to center. If it does not move back to the center, turn DRIFT SENSITIVITY control clockwise until it does or until control reaches its limit. Beam should come to within one eight inch of the center. Repeat with spinner fifteen degrees right and drift scale fifteen degrees right.
13. Calibrate Range Zero for LAB. LOCK BACKS.
 - A. Switch on SEARCH.
 - B. RANGE ZERO toggle switch to CALIBRATE.
 - C. Set CALIBRATE switch on RANGE ZERO.
 - D. Turn SPREAD Dial to Zero and turn screwdriver adjustment to extreme counterclockwise position.
 - E. Switch to TRACK.
 - F. Advance screwdriver adjustment until release relay just operates.
 - G. Restore CALIBRATE and RANGE ZERO switches to OPERATE.
14. Check that release relay is operating. RACKS LOCKED.
 - A. Set ground speed at 375.
 - B. Set tracking line at the lowest point.
 - C. Sw to TRACK. Release line should rise and relay should fire. Repeat with bomb bay doors open to check bomb release lights.
15. SEARCH-TRACK switch to SEARCH.
16. COMPUTER IN-OUT switch OUT.
17. Set SPREAD DIAL on Q. O.K. to bomb.

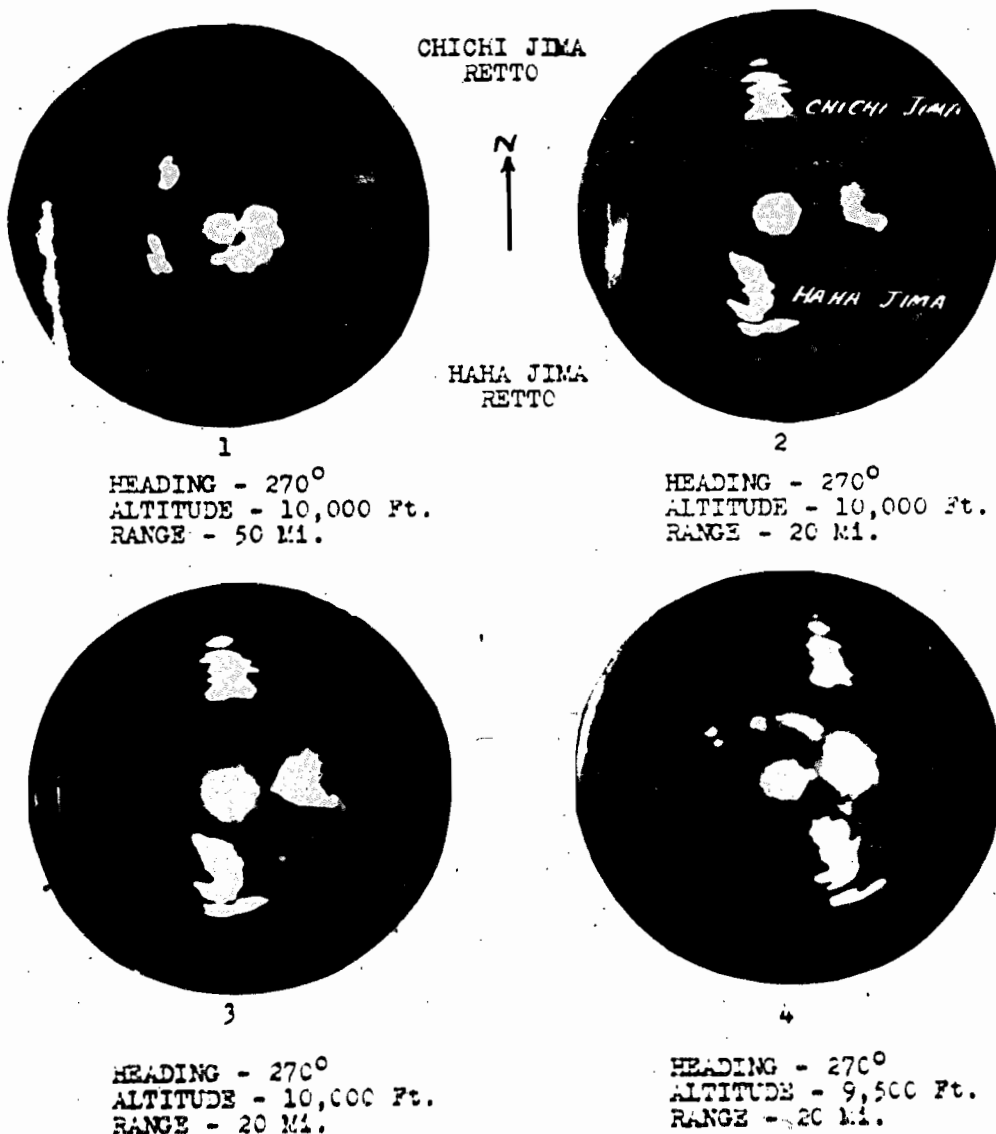


RADAR SCOPE PHOTOS
Bomb Run #1
(Futami Ko)

The series of photographs shown herein were taken on the bomb run described in the report. The first picture was taken on the approach to Chichi Jima Islet and the last after the mines had been released and the plane had passed over the island.

42ND BOMBARDMENT SQUADRON (H)
(Radar Scope Photos)

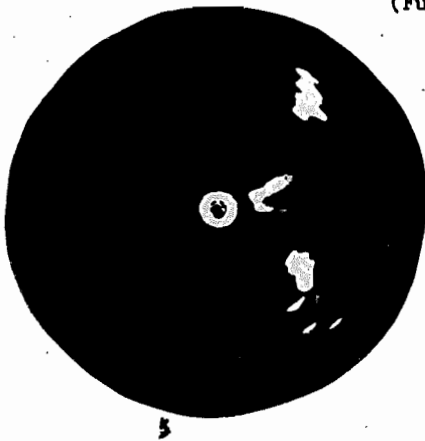
BOMB RUN NO. I
(Futami Ko)



FIGURE

~~CONFIDENTIAL~~
42D BOMBARDMENT SQUADRON (H)
(Radar Scope Photos)

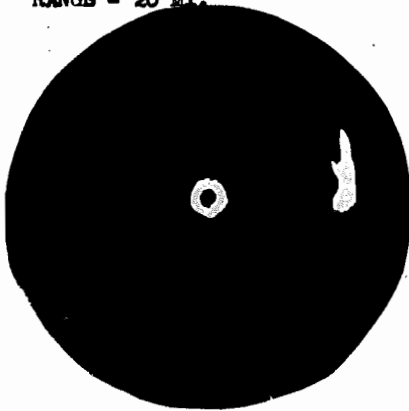
BOMB RUN NO. 1
(Futami Ko)



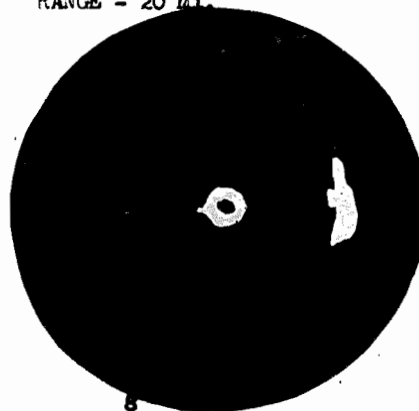
5
HEADING - 270°
ALTITUDE - 8,000'
RANGE - 20 MI.



6
HEADING - 0°
ALTITUDE - 7,000'
RANGE - 20 MI.



7
HEADING - 0°
ALTITUDE - 7,000'
RANGE - 20 MI.



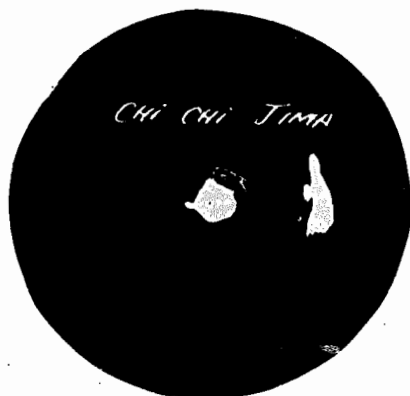
8
HEADING - 90°
ALTITUDE - 6,000'
RANGE - 20 MI.

FIGURE

~~CONFIDENTIAL~~

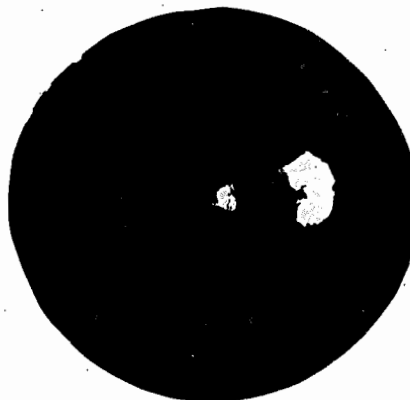
~~SECRET~~
429 BOMBARDMENT SQUADRON (B)
(Radar Scope Photos)

BOMB RUN NO. 1
(Futami Ko)



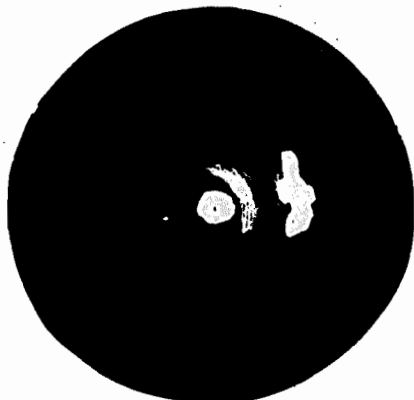
9

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 20 MI.



10

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 20 MI.



11

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 20 MI.



12

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 20 MI.



42D BOMBARDMENT SQUADRON (H)
(Radar Scope Photos)

BOMB RUN NO. 1
(Futami Ko)



13

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 10 MI.



14

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 10 MI.



15

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 10 MI.



16

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 10 MI.



FIGURE



~~TOP SECRET~~
420 COMBAT SW 3 MARCH (H)
(Radar Scope Photos)

BOYB SW NO. 1
(Futami Ko)



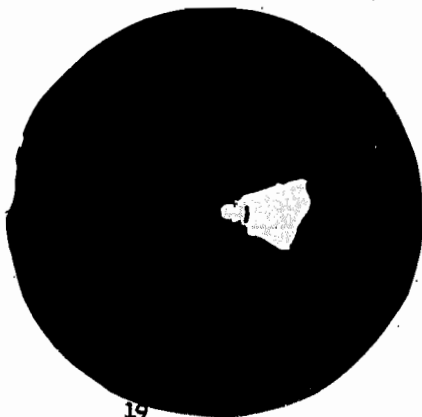
17

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 10 MI.



18

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 10 MI.



19

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 10 MI.



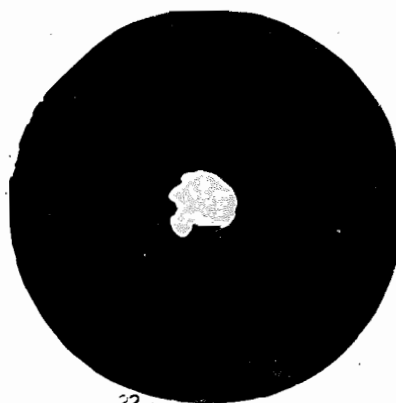
20

HEADING - 90°
ALTITUDE - 6,000'
RANGE - 10 MI.



... BATTALMENT SQUADRON (B,
(Radar Scope Photos)

... NO. 1
(Futami Yo,



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TOP SECRET

DECLASSIFIED

DOD DIR 5200.9, 27 Sep 58

By: Dir, RSI - Ini:

ae

NOV 16 1959

3-15-1959

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:

Negative.

2. Losses in action:

The following officers and enlisted men were lost on a mine laying mission to Futami Ko, Chichi Jima on the 22nd of January 1945. They were never heard from after taking off from Saipan for the target. The cause of this has never been determined.

1st Lt Charles F. Pratte	Pilot
2nd Lt Paul E. Vinroot	Co-Pilot
1st Lt Randolph H. Ball	Navigator
2nd Lt Richard J. Meagher	Bombardier
T/Sgt William H. Mashaw	Engineer
T/Sgt John Slawsky	Radio Operator
S/Sgt Joseph R. Hysen	Radar Operator
S/Sgt Arthur T. Maloney	Armorer Gunner
S/Sgt William J. Farrell	Armorer Gunner

3. Awards and Decorations:

Negative.

4. Organization:

Negative.

5. Strength:

As of 1 January 1945 - 93 Officers, 3 Flight Officers and 390 enlisted men.
 As of 31 January 1945 - 94 Officers, 2 Flight Officers and 399 enlisted men.

6. Airplane strength: by type:

As of 1st January 1945 - 13 B-24 J's, 3 B-24 L's.
 As of 31st January 1945 - 12 B-24 J's, 3 B-24 L's.

7. Airplane losses:

One B-24 J.

The month of January was for the squadron the busiest operationally of any since its return to the forward area. Iwo Jima and Chichi Jima continued to be the principal targets with a total of 44 missions flown comprising 161 sorties. The majority of these missions consisted of night harassment strikes against Iwo, where from six to eight aircraft pounded the islands airfields and dispersal areas at various intervals throughout the major part of the night. On the 30th, mine laying of Futami Ke at Chichi Jima was resumed with one or two airplanes mining the area by radar almost every night. A complete list of the missions flown during the month is attached to this installment as Exhibit No 1.

It was with great regret and sorrow that the squadron lost one of its oldest and best crews on the 22nd of January. The crew consisting of 1st Lt Charles F. Pratte, pilot; and Lt Paul E. Vinroot, co-pilot; 1st Lt Randolph H. Ball, navigator; and Lt Richard J. Meagher, bombardier; T/Sgt William H. Mashaw, engineer; T/Sgt John Slawsky, radio operator; S/Sgt Joseph R. Hyson, radar operator; S/Sgt Arthur T. Maloney, armorer gunner; and S/Sgt William J. Farrell, armorer gunner, took off in the morning for Saipan and that afternoon, having loaded their airplanes with 2 X 2000 lb mines, took off again for Chichi Jima to mine the anchorages in Futami Ke. They were never heard from again and although searches were carried out for two days after hope of their return had been abandoned, no trace of them or their airplane was ever found.

Lt Pratte was one of the oldest and most experienced pilots in the squadron. It was he, who in December of 1943, after his hydraulic system had been shot away in a raid over Maloclap, successfully landed his airplane on a fighter strip at Tarawa with three parachutes trailing behind to slow his speed. This was the first time such a landing had ever been made and Lt Pratte received a personal letter from General

Arnold congratulating him on his resourcefulness and skill. 1st Lt R.O. Spence, who completed his 40th mission as a first pilot during January of this year, was ~~co-~~ pilot at the time.

In addition to Lt Spence, Captain Jesse E. Stay and 2nd Lt D.H. Murray and their crews completed 40 missions during January thereby becoming eligible for re-assignment to the States.

During January, Captain R.R. Rhea, 2nd Lt Jack Louis and 2nd Lt H.A. Frakes and their crews returned from a ten day rest leave on Oahu and 1st Lt H.D. Robinson and his crew were still there at the end of the month.

On Sunday, January 14th, the officers gave their first party in their newly finished recreation building. Twenty four nurses from the 204th General Hospital plus one lady of native origin furnished the feminine pulchritude for the occasion and dancing got away by 5:30 in the afternoon to the strains of the 14th Marine Band. Captain Hazel, the squadron surgeon, concocted a drink of some potency and sandwiches were served to those present before the party ended at 9:30 in time to get the nurses back to their quarters by the 10 o'clock deadline. One of the provisions laid down by the C.O. of the 204th was that all nurses and their dates have an armed guard riding behind them in the jeep.

A few promotions were made among the enlisted men during the month¹ as well as a number of changes in their duty classifications² and six new men joined the squadron to replace six men who had already returned to the States for re-assignment.³

1st Lt John L. Maloney, supply and transportation officer, who first joined the squadron in July of 1943, was relieved of his assignment with the squadron and assigned to Gp HQ on 11th of January. Major W.L. Peairs, the executive

1. Exhibit No 2. and 2-A.
2. Exhibit No 3.
3. Exhibit No 4. and 4-A

[REDACTED]

officer was assigned to take over his duties.

2nd Lt F.G. Hensel, co-pilot on Lt Murray's crew, was officially checked out as a first pilot by group special orders No 8 dated 22 January 1945.

During January, a two day inspection of all small arms in the squadron was conducted by the 57th Service Group and the results were excellent. This was in addition to the required weekly armament inspection of the enlisted mens's weapons which has been squadron policy for the past 30 months. The inspection record was marred, however, by an unfortunate accident when 2nd Lt Harold E. Shank, navigator on 2nd Lt R.C. Davis' crew, was shot through the leg, fortunately just above the knee missing the bone, by a .45 cal bullet.

During January, the squadron received commendations from vice admiral Hoover, commander forward area and from major general Robert W. Douglas Jr, commanding general 7th Air Force with endorsements from Lt general Millard F. Harmon, commanding general AFPO, Col Lawrence J. Carr, commanding officer VII Bomber Command and Col R.L. Waldron, commanding officer 11th Bomb Gp (H) for the excellent job it had done during November and December in mining the harbors of Jap held Bonin Islands. This was a new type of operation for a heavy bombardment squadron and the 4nd may be justly proud in the manner with which the project was carried out. A copy of each of these commendations is attached as exhibits Nos 5, 5-A, 5-B and 5-C.

On the 21st of January, 1st Lt Lewis C. Bohanon, the squadron aerial observer, rejoined the organization from Oahu. Since August, he had been on DS first with the Hq & Hq Squadron VII Air Force Service Command and later with the Hq & Hq AFPO to play service league football.

[REDACTED]

[REDACTED]

To better keep the personnel of the organization abreast of the news and acquaint them of the squadron's contribution and part in the war effort during the week, talks of an hours duration were instituted each Friday at 7:15 a.m., early enough to enable all to be present except a very few who had essential duties elsewhere. An out-of-door display case was also erected in a prominent spot upon which are kept up to the moment situation maps of the latest theatres of war, news clippings and items of current military interest. In addition, a squadron war room was built and equipped with benches, reading tables, display boards and magazine racks for all squadron personnel, and combat crews in particular, to have a quiet place to read the latest recognition manuals, intelligence magazines and bulletins, special service pamphlets etc. The room was also designed for small briefings of three or four crews, for talks to small groups and for conferences.

An effort was made in January for the first time to ascertain the views of the enlisted men toward their officers and toward the policies and handling of the squadron. This was done by means of unsigned forms in which various questions were asked and a large space left for any gripes the men might wish to express. Some helpful criticisms were made and if they did nothing else, they at least brought to the attention of the officers a few points where they had fallen down perhaps and should improve. In line with the same thing, a suggestion box was installed by the bulletin board for all personnel in the squadron to use freely and once a week a letter was written by Captain Stay, the commanding officer, answering where possible questions that were asked and telling the men what was being done about their suggestions.