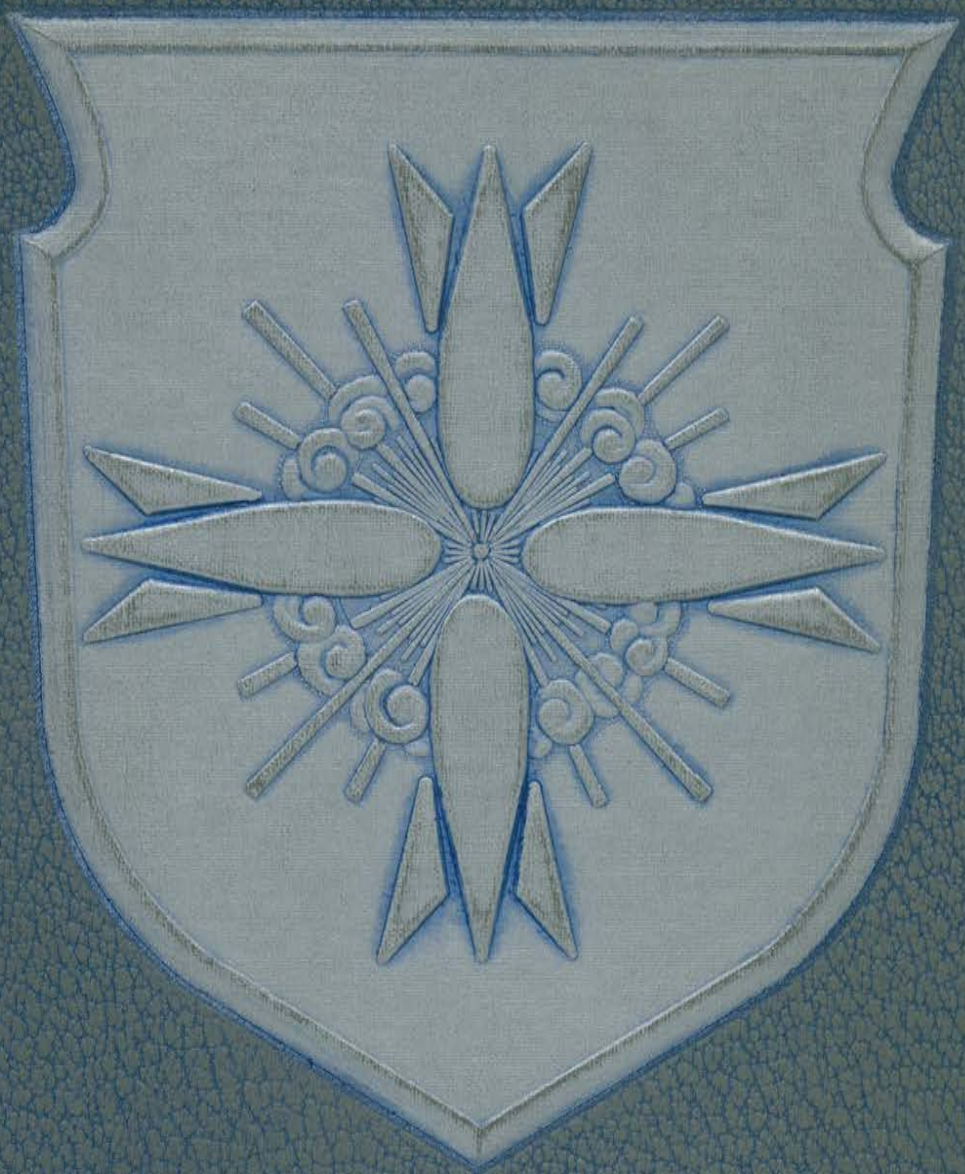
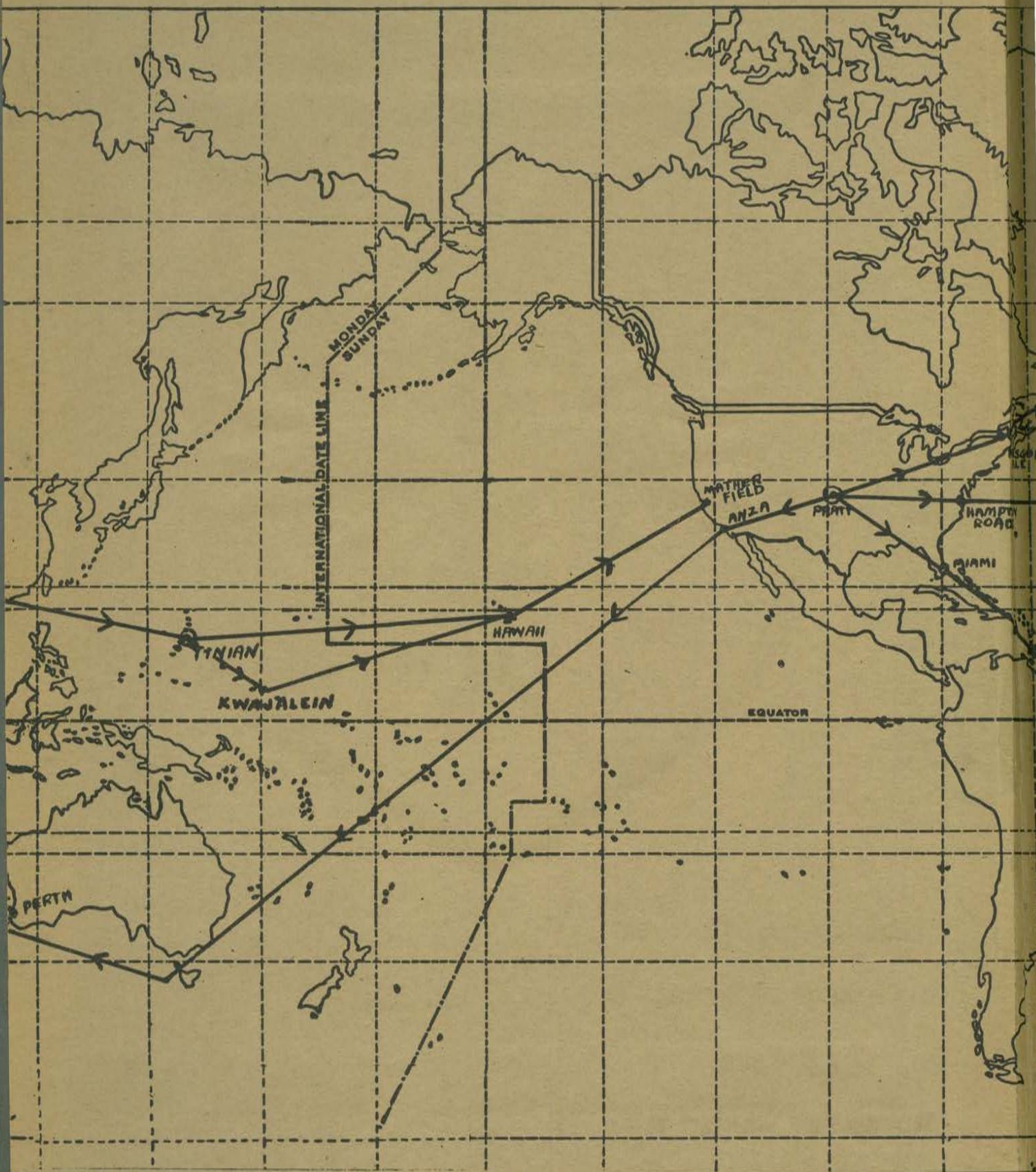
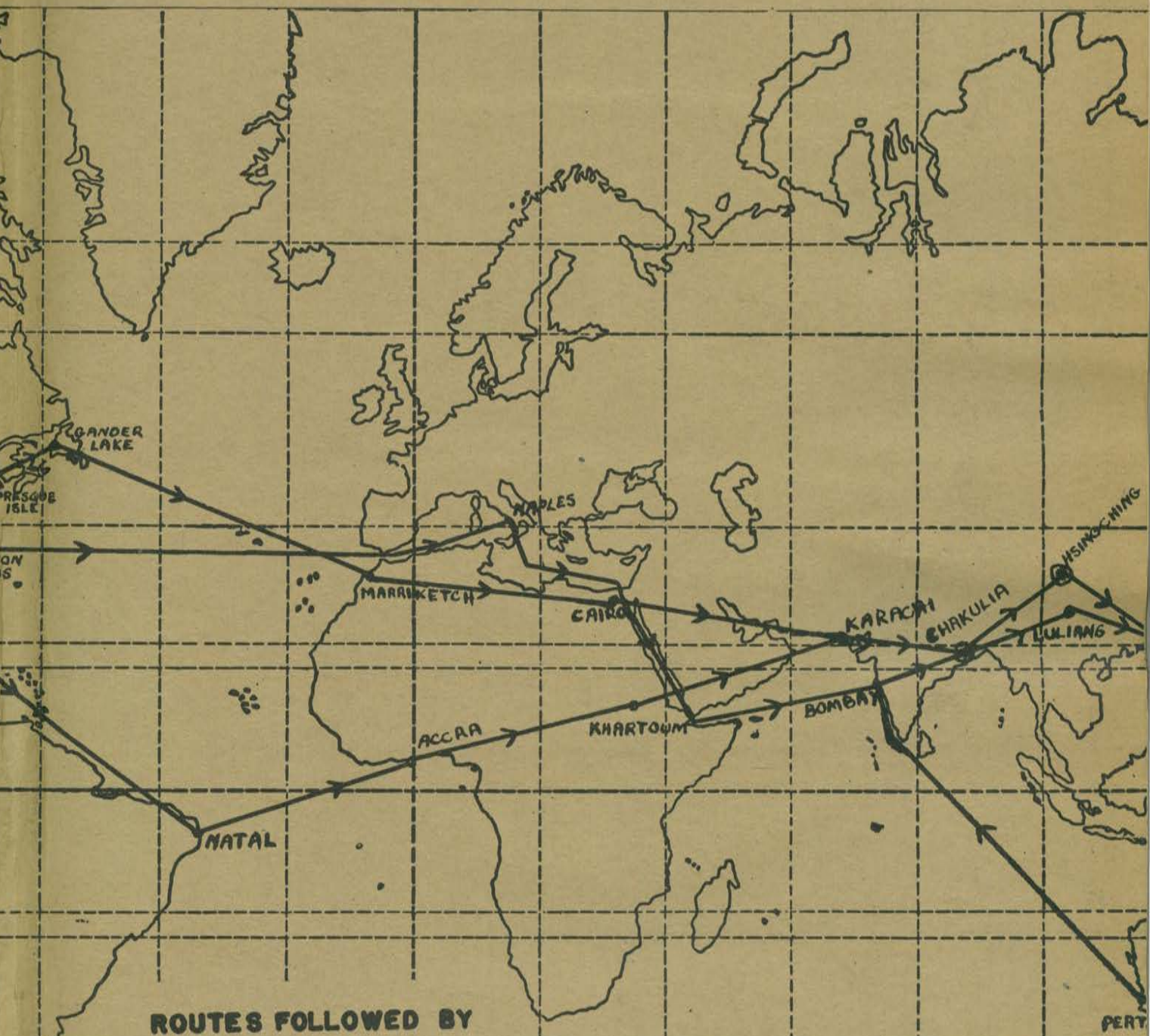




40TH BOMBARDMENT GROUP (VH)





ROUTES FOLLOWED BY
40TH BOMB GP PERSONNEL

© MAIN BASES

ON THEIR
"ROUND THE WORLD" TOUR



40TH

BOMBARDMENT GROUP

A PICTORIAL RECORD OF EVENTS,
PLACES AND PEOPLE IN INDIA,
CHINA AND TINIAN FROM APRIL
1944 THROUGH OCTOBER 1945. IN-
CLUDED ARE A FEW AERIAL VIEWS
OF NIPPON, SINGAPORE, FORMOSA
AND OTHER EXOTIC, FAR-OFF PLACES.



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FOREWORD

The idea for a 40th Group Photograph Album was born several months before the end of the war, but the actual execution of the book had to await the termination of hostilities. Consequently you will find that certain events or activities may not be represented here, either because no photographs were taken at the time or because the photographs that were taken were not available to the editor when the book was finally put together.

You will notice that we have tried to emphasize representative activities and scenes rather than individuals. Obviously it was impossible to include a picture of every man in the 40th Group. Therefore practically all formal group pictures have been left out. The few that are included were chosen for reasons other than that they portray certain individuals. This also applied to different photographs in which the same persons appear more than once.

The editor would like to express at this time his appreciation to the members of the 11th Photographic Laboratory, for they are responsible for practically every photograph in the album. Appreciation also is extended to Forrest C. Wood, former Historian of the 40th Group, who has aided invaluable the efforts of the editor in the preparation of the written portions of the album.

Lawrence B. Eustis

Captain, Air Corps
Group Photographic Officer

A SHORT HISTORY OF THE 40TH

The story of the 40th Bombardment Group goes back to April 1, 1941 when the group was organized and activated. Personnel were chiefly obtained from the 25th Bombardment Group. This young group was stationed at Borinquen Field, Puerto Rico and commanded by Colonel William Souza; its home being, though few men would call it so, tent city. Memorable indeed was that day in August when the group was to move into barracks. Life took on a brighter hue with these many new comforts.

The 40th Bomb Group lost its first C. O. on April 29th, 1941 when Colonel Souza was transferred to Base Headquarters. Major G. W. McGregor assumed command until November when Major Palmer took over command of the group.

December 7th, the beginning of hostilities with Japan, found the group still at Borinquen Field but immediately alerted. Work took on a new significance with blackouts and air raid warnings becoming frequent. Men became used to long, hard hours without sleep and reporting for duty at various odd hours during the day and night.

In May of 1942 the 29th, 44th, 45th, and 395th Bombardment Squadrons of the 40th Group (Medium,) were re-designated as heavy bombardment squadrons and in the same month the group took out over the sub-infested waters of the Caribbean for the Panama area. Submarines were a minor worry for most of the men at the beginning of the voyage. The sea was rough and the majority of the complexion aboard ship were a perfect match to the blue-green water around them. Later the water began to calm down and the chow lines extended in direct proportion. On the last night out of Panama, the guns of the convoy let loose with a heavy barrage. Whether or not there were submarines lurking nearby has yet to be learned.

For the next year the B-18's, the B-17's, and B-24's of the 40th patrolled the waters of the Caribbean and the Pacific. Bases were located in the Canal Zone, Guatemala and the "Rock." The "Rock," known better to outsiders as the Galapagos Island, is still held up to new-comers as the outstanding example of "rugged living."

In January of 1943 Colonel Palmer was transferred to 2nd Air Force Headquarters and his position taken over by Colonel V. C. Smith. The 25th Bombardment Squadron (H) was assigned to the 40th Group in May while the 29th Squadron was reassigned to the 6th Bomb Group. Colonel Henry Mooney took over the 40th with Colonel Smith's transfer to the 744th Obs. Group.

Needless to say rumors of an impending move back to the States were met with much enthusiasm. The move began on June 15th and after a pleasant but uneventful voyage, the group landed at San Francisco. From here the group proceeded to Pratt, Kansas and learned with pride that it was to begin training with the new Super-Bomber, the B-29. The group also received a new C. O., Colonel Lewis R. Parker, who assumed command on the first of July, 1943.

Training began immediately upon arrival at Pratt, marking the beginning of a long and intensive program of classroom instruction, practical maintenance, and flying; a program made difficult because of the fact that few B-29's were available. The airplane was at best just out of the experimental stage and not yet in mass production. Squadrons were brought up to full strength, instructors already trained for this program were employed, and many of the group personnel were sent to various training schools throughout the country to be taught the intricacies and maintenance of the new airplane.

Many of the months of training and flying were spent with the B-26's and B-17's. Navigators were trained in medium bombers and bombardiers in heavys plus an occasional YB-29.

The early months of 1944 saw the 40th Group emerging as an organized combat outfit with classes and training just about completed. Maintenance groups and ground echelons left for Ports of Embarkation and departure overseas. This was to be a long and tedious trip through enemy patrolled waters. The first of the tactical B-29's arrived at Pratt in February resulting in the Battle of Pratt." With maintenance echelons gone it was necessary for the crews and civilian personnel to effect seven major mod-

ifications plus forty or fifty minor ones. All engines had to be replaced with the "War Engine." The fight against time, fatigue, confusion, and cold weather presented serious problems, and as a result work was less thorough than expected but, by working day and night, it was completed.

It was during this time that Colonel Parker departed for, it was learned later, England, supposedly to study the tactical problems and techniques of the more experienced air force in the E.T.O. He was expected to join his group in India at a later date. Whether or not this was the exact nature of his trip was never learned for Colonel Parker was reported missing on a mission over Germany. April first was D day for the group and General Arnold was present to give the B-29's their send-off. Eleven Super-forts left the field for the first leg of their hop to Maine. Meanwhile ground echelons were approaching India after being bombed by the Germans while in the harbor at Naples, Italy. Near misses caused slight damage but no casualties.

Much engine trouble was encountered by the group enroute, but only one ship washed out on takeoff. Colonel L. F. Harman, who succeeded Colonel Parker, was the first to arrive at Chakulia on April 2, 1944 at the field which native Indians had spent many months constructing and for that matter were still in the process.

The months of April and May 1944 were months of tremendous adjustments by all members of the Group. The terrific heat with the average daily temperature over 100 degrees between the hours of 1000 and 1500 made it impossible to work during that period. Alert crews were maintained on aircraft on a 24-hour schedule due to the proximity of the base to Japanese lines. The extreme heat also had an adverse effect on the performance of the B-29's. Due to the fact that the base was not yet ready to accommodate the Group, many problems were added to those occasioned by the heat and high temperatures, one of the most disagreeable being the food. Lack of transportation was also a tremendous factor in the generally inadequate setup. The distance from the line to the living area involved some five miles and maintenance of an exact schedule was almost impossible.

Despite these difficulties local flying commenced in mid-April even though the operational runway was partly unpaved. Native labor continued day and night on the North-South runway, which was to be the main runway, and the hardstands and taxiway. The aircraft, however looked and were exceedingly vulnerable to enemy attack lined up as they were in two parallel rows, wing tip to wing tip.

Late in April an unexpected depletion of personnel occurred when the 40th Group Forward Base Detachment was created and established at Hsingching, China, the Group's advance base. With the establishment of this unit it became apparent that the Group would be called upon to haul gas, oil and supplies over the Hump to keep the unit operating and also to further future combat aims. Conversion of several B-29's into tankers during June caused many and varied engineering difficulties but the amount of cargo transported increased considerably. May was primarily a month of cargo flights and practice missions to Halliday Island in the Bay of Bengal and also during this month the maintenance squadrons were integrated into their respective bomb squadrons.

Shortages of parts kept many of our aircraft on the ground for many hours during the month but the fact that the Group was becoming more organized and ready for combat missions spurred the men to greater efforts, despite everything.

The month of June was the most momentous to date in the history of the 40th Group. Two and one half years after the attack on Pearl Harbor the 40th was given its first opportunity to strike a blow against the enemy. That opportunity came on June 5 and the target was the Makasan Railway Workshops at Bangkok, Thailand.

Though the bombing results of this first mission were far from satisfactory and though there was much confusion over the target, it was our beginning and what everyone had been waiting for. For the first time perhaps, everyone

felt the importance of his own job and the necessity of doing it well.

The Group paid heavily for this mission and the 395th Squadron was particularly hard-hit losing three B-29's, one on takeoff, and 20 of their personnel. Weather had been a more dangerous enemy than the Jap and despite the fact that the B-29 had not yet proven its defensive capabilities, the crews were confident and eager for their next sortie.

They had not long to wait for on the 13th, 14th, and 15th of the month 20 combat B-29's took off for Hsing-ching, China, our advance base. The target this time was to be the Imperial Iron and Steel Works at Yawata, Japan, and it was to be the real test of the aircraft and the men. Eleven general officers and numerous war correspondents present at A-1 lent emphasis to the fact that this mission was to be one of the great events of World War II.

Takeoff was on the 15th and all through the long night and into the next morning the men left behind anxiously awaited the return of the aircraft. It was indeed a welcome sight as they returned early on the morning of the 16th and everyone was out to count them as they began coming in for landings. Photographs received at a later date again showed disappointing bombing results, but as the crews went to bed they could reflect on the millions of people back home as well as our allies all over the world exuberantly reading of the first raid on the Japanese homeland since the famous Doolittle raid early in the war.

There were no more missions during June but there was still much to be done. Cargo flights which had been resumed shortly after the Bangkok mission continued during the Yawata raid and thereafter. All squadron intelligence personnel were placed on Special Duty with Group Headquarters in order to promote efficiency. The engineering section were still having trouble with shortages of parts but the transportation problem was becoming less and less of a nuisance. By the end of June the Group had 78% of its authorized vehicles. Also by the end of June all Group Staff section plus Squadron operations sections were moved into the "E" building on the line. This consolidation, giving us a real Group Headquarters, was a great improvement despite the leaks in the roof and other minor irritations.

July was a period of moving and re-adjusting for the Group. Only two raids were scheduled, the first, on July 7th against Saesbo, Kyushu and the second, a full scale daylight attack on the Showa Steel Works at Anshan, Manchuria on the 29th.

In the meantime many changes were made at Chakulia Army Air Base. Group Headquarters was being settled in the "E" building, the North-South runway was completed as were the taxiways and the "dough-nut" parking areas and the aircraft were moved to their new stations. Perhaps the greatest morale factor was the completion of the new housing area, centered within a mile of the line, which was composed of permanent buildings with thatched roofs. The move into this area by all personnel was accomplished none too soon for the renowned India Monsoons had commenced and were shortly in full swing. A total of 17.7 inches of rain fell during the month but to all it was a relief, despite the new problems occasioned, for the rains ended the searing heat which had hampered us so greatly during the three previous months. Local flying conditions were satisfactory though the showers were numerous.

The big social event of the month was the opening of the Officers Club on the 4th of July. No less than 10 white girls had the courage to attend the dance that was scheduled and those of the 400 odd officers who didn't care for dancing found a pleasant alternative in the liquid refreshments that were offered.

The Anshan raid was the first raid which the bombardiers were able to employ the bombsight and the results were only fair.

On 4 August 1944, the 40th Group had a change in command. On that date Col. William H. Blanchard became C. O., succeeding Col. Harmon, and Lt. Col. Henry R. Sullivan was appointed Deputy Group Commander, succeeding Col. Louis E. Coira, who was one of the older members of the Group. Both, Col. Harmon and Col. Coira, returned to the United States.

Our Combat operations for the month included three missions, two of which will long remain in the memory of the men in the 40th. The first of these was the mission to

Palembang, Sumatra, on 10 August, which was considered the longest range bombing operation in the history of aerial warfare, for even as aircraft from the 40th were over the Island of Sumatra other B-29's from the Group were bombing the city of Nagasaki, in the Japanese homeland.

The other mission to be long remembered was the second Yawata mission on the 20th of August. This was a maximum day-light strike and as a result the Group lost four aircraft but luckily not all of the personnel were lost.

This was perhaps the roughest mission the men withstood during their overseas tour with the enemy employing high altitude barrage balloons, air to air phosphorus bombs, ramming attacks by fighters and the usual AA and fighter opposition which was more intense than previous missions.

Conditions at Chakulia steadily improved with the competition between units in so far as the beautification and improving of their respective living areas, at a high pitch. The Group as a whole was at a full operating level with aircraft strength at the end of the month a total of 37, five of which were tankers. The accident rate was 1.88 per 1000 hours flying which was about the normal expectancy.

Cargo operations for the month were satisfactory with the Group hauling more than its quota. Weather in August was a continuation of the monsoon season, though the rainfall was only 13.68 inches.

September 1944 marked a turning point in the history of the 40th Bombardment Group. At XX Bomber Command, Major General Curtis E. LeMay, who had taken over as Commanding General, immediately began to initiate some of the practices that had proven so successful in the European Theatre. Plans were laid for a twelve plane formation to increase fire power and to improve the bombing pattern. The old four plane diamond formation was dropped. A lead crew school was established at Dudh-kundi and crews from all Groups were placed on detached service there. A greatly increased training program was inaugurated at Chakulia and training became the keynote for the month.

Despite the time spent in training and in perfecting the new methods called for by General LeMay the Japs were still to feel our bombs. The two missions performed were both against the Showa Steel Works at Anshan, Manchuria, with the results ranging from good to unobserved.

The Japs too, frustrated in their attempts to down the B-29's in the air, adopted a new strategy, namely, that of bombing A-1. Altogether there were two raids, both following our own and both resulting in very minor damage. Perhaps the most alarming aspect of these raids was the concrete evidence of fifth column activities in the airfield area just before and during the raids. This assistance to the enemy took the visible form of flares and burning rice paddies which enabled the enemy to accurately locate the runways and aircraft parking areas. The combination of fifth column activities plus the complete absence of ground and air defenses brooked a very uneasy future for our advanced detachment and for the Group as a whole when staging out of A-1.

September was the end of the monsoon season in India. A bare 9.61 inches were recorded during this month and though the average daily temperature was higher than the previous month, the nights were very pleasant.

Perhaps the Group's most outstanding contribution to the war effort during October was their support of General MacArthur's invasion of the Philippines. This support was in the form of two raids against enemy installations on the Island of Formosa on the 14th and 17th of the month. The targets hit were Okayama Airfield and arsenal, called by the 20th Air Force "the most important target south of Japan," the Einansho Airfield and Repair Depot, and harbor and shipping installations at Takao.

The Group's third mission of the month and the last was the Omura A C plant at Omura, Japan. All of these missions were successful and undoubtedly the emphasis placed on bombing enemy aircraft plants and depots substantially aided the invasion of the Philippines.

October was also an eventful month for the Group from a more local standpoint in that the 395th Bomb Squadron was inactivated and its personnel and equipment were transferred to the three remaining squadrons. In the

final reshuffling there were a number of overages, many of whom joined the Group Headquarters and the remainder being placed in a pool awaiting assignment elsewhere in the CBI. Though this "streamlining" seemed unfortunate at the time the Group actually lost very few men in total strength.

November and December of 1944 saw the Group in a greatly stepped up role from the standpoint of combat operations and training with the new year promising a program even more concentrated. Five missions were accomplished in November and a like number in December. In between and during these missions every available hour was used for further training both on the ground and in the air. In December additional synthetic training aids were put into use and visiting instructors teams aided the program materially. A total of 13,665 man hours was spent in ground training alone during these two months.

Moral during these months was high, probably higher than it had ever been since the Group arrived at Chakulia. Several reasons for the high morale were apparent the most important being the fact that tankers and obsolete combat B-29's were to be returned to the U. S. and that the crews with the most time would ferry them back. Other morale factors were: 1. The first awards were made to the men of the combat crews, 2. everyone was kept very busy, 3. the weather was very nearly perfect in the Chakulia section and, 4. Chakulia Army Air Base had become—so far as personal comforts were concerned—what is commonly known in service circles as a "Country Club."

—A functional reorganization of the XX Bomber Command was ordered by Major Gen. LeMay during November and under this re-organization the Service Group and Bombardment Group were consolidated, thus increasing efficiency and utilizing personnel more economically. Col. Blanchard, the Group Commander became the Base Commander and three distinct sections, Operations, Administration and Maintenance and Supply, for the base as a whole, were formed. One of the improvements that occurred on the base was the completion of the Base Service Center, which consisted of a large athletic field, including a baseball diamond, tennis courts, and volleyball courts, an outdoor theatre with a stage and lighting facilities, a Social Room, Bar, Orientation Room, and Reading Room. This Service Center was a tremendous factor in the high morale of the enlisted men particularly.

Also completed was the new Base Dispensary which was operated by Group Medical personnel and took care of all the patients previously confined to quarters and all personnel not sick enough to be placed in the Station Hospital.

On the line a new electrical and instrument building was made available to the Engineering section and reduced still further the time required to keep the aircraft in operating condition.

The combat missions performed during these months were to the following targets: Malagon Railroad Yards and Shops, Rangoon, Burma, 3 November; Singapore Naval Base, Singapore, Malaya 5 November; Railroad Terminal and Ferry Wharves, Nanking, China, 11 November; Omura Aircraft Factory, Omura, Japan, 21 November; Bangsue Marshalling Yards, Bangkok, Thailand, 27 November; Manchuria Aircraft Factory, Mukden, Manchuria, 7 December; Central Railroad Station and Yards, Rangoon, Burma, 14 December; Wharf and Warehouse Area, Hankow, China, 18 December; Omura Aircraft Factory, Omura, Japan, 19 December and the Manchuria Aircraft Factory, Mukden, Manchuria, 21 December.

Thus at the end of 1944 the 40th Group, during seven months of combat operation had participated in twenty-two missions, directed against twelve primary targets. The longest mission, 3790 statute miles, was that directed against the Graving Dock at Singapore. The bombing accuracy on this mission was also the best performance of all the missions conducted, with the target being breached from an altitude of 25,000 feet. The shortest mission, 1188 statute miles, was that directed against Hankow, China.

The most disastrous mission was the Rangoon mission of 14 December, wherein a mixed bomb load, exploded prematurely causing the loss of four B-29's and the damaging of seven.

A total of 33 B-29's were lost during these seven

months with only four possibly six, of these losses due to enemy action. The rest were operational with the exception of one shot down by a British Beaufighter by mistake and another which burned on the ground.

Claims against the enemy amounted to 35 aircraft destroyed, 14 probably destroyed and 29 damaged.

Christmas was celebrated quietly by most but there were the usual imbibers who caused amusement and concern to their fellows. With the dawning of the new year everyone looked forward to a definite policy, which was yet to be established, in regard to rotation. Some hope was forthcoming however, due to the departure, during November and December, of four combat crews for the U. S. in tankers and war-weary aircraft.

The month of January 1945 will long be remembered by all personnel of the 40th Bomb Group for a number of different reasons. In the first place it was the most active combat month during the Group's tour of the CBI, with a total of six missions being completed in the first seventeen days of the month. A seventh mission, later during the month, gave January the record. In the second place, on the 4th one of the most costly tragedies in the history of the 40th occurred at Chakulia when fragmentation bombs were being unloaded from one of the 44th Squadron aircraft. One of the clusters broke and one or more bombs fell to the ground exploding on contact. The explosion caused a fire in the aircraft which in turn ignited and caused to explode other "frag" bombs, completely destroying the aircraft being unloaded and damaging six other aircraft parked nearby, one to such an extent that it had to be salvaged.

At the time of these explosions the crash crew and various maintenance personnel were attempting to extinguish the fires and were either in or in close proximity to the aircraft. The exploding bombs wreaked terrible havoc among these personnel with a total of six being killed outright and two dying later at the hospital. More than twenty men were injured, some very seriously.

The outstanding thing in connection with this accident and one which will forever constitute a shining page in the history of this Group was the heroism shown by the crash crew and the squadron personnel on hand when the accident occurred. No one was quicker to recognize the splendid efforts of these men than the new boss of the XX Bomber Command Brigadier General Roger M. Ramey, who personally came to Chakulia the following day to pin the Soldier's Medal on some of the personnel.

The remaining event that caused January to be such an outstanding month was the reception of orders to evacuate the forward base at Hsingching and to commence preparing for moving to another theatre of operations.

The targets hit during the month were as follows:

2nd January—Rama VI Bridge, Bangkok, Thailand

6th January—Omura Aircraft Factory, Omura, Japan

9th January—Dock and Warehouse Facilities, Keelung, Formosa

11th January—Floating Dry Dock, Singapore Naval Base

14th January—Kagi, Formosa

17th January—Shinchiku, Formosa

27th January—Saigon, French Indo, China

In addition to these bombing missions several photo missions to the Singapore area were also accomplished. The one fact concerning all the missions completed during the month that caused the greatest feeling of frustration among the crew members was the poor weather encountered at practically all of the targets. Radar bombing had to be restored to in the majority of cases.

During the month two reviews were held and a total of 253 medals were awarded to members of the 40th and also by the end of the month all of the personnel from the forward area had rejoined the group at Chakulia.

February was a month of transition. With the movement of the Group getting underway combat activities tapered off somewhat and only four bombing missions were flown, all from Chakulia. However, the Group was assigned two photo reconnaissance jobs which necessitated numerous sorties to the Singapore area.

On 24 and 25 February shipments "A" and "B" respectively left Chakulia by train for Calcutta enroute to

the new destination of the 40th Group. Consequently air training was curtailed during the latter part of the month due to the lack of maintenance personnel. Ground training also fell off slightly but lead crew and replacement crew training was maintained on a high level.

On 15 February Col. William H. Blanchard left the Group for a new assignment under General Le May in the XXI Bomber Command located at Guam. Lt. Col. Henry R. Sullivan, who had been the Deputy Group Commander, assumed command until the arrival of Colonel William K. Skaer from the XX Bomber Command who took over on the 27th of the month. Lt. Col. Oscar R. Schaaf, C. O. of the 45th Squadron became Deputy Group Commander.

The outstanding social event of the month was a visit by Admiral Lord Louis Mountbatten Supreme Commander of the Southeast Asia Theatre of Operations. Lord Louis expressed pride at being the first Theatre Commander to be given operational control of the B-29's and warmly congratulated the crews on their accomplishments to date.

February 23 was a day many of the combat crew members had long awaited. For on that date nine complete crews left for the United States in eight B-29's. The loss of the oldest and most experienced crews was a blow to the Group but no one begrudged their going. With replacement crews arriving at a steady pace the total strength of the Group was not lessened to a great degree.

During February General Ramey visited the Group on two occasions, once on the 6th to make his first formal inspection and again on the 13th for the purpose of making awards. The ceremony was a long one due to the large number of awards to be made. The awards ranged from the Silver Star to the Purple Heart and were made to ground personnel as well as combat crews.

Of the targets hit this month two in particular were excellent pieces of bombing and Lord Louis Mountbatten during his visit made reference in very strong praise of those bombing feats. These two particular targets were the Floating Dry Dock at Singapore which was sunk together with a transport which was being worked on in the drydock when the bombs began to fall. This dry dock, the largest in the world, was Japan's main source of repair to their larger naval vessels and by its sinking the Japs were materially hampered in their movements in the Pacific. The second target destroyed was the Rama VI Bridge, an important link in the transportation system of the enemy in Burma. With an invasion of Burma pending its destruction would help the Allies when they invaded. The other targets hit were the ammunition dump at Rangoon and the Empire Dock at Singapore.

In addition to the bombing missions a total of twenty photo sorties were flown to the Singapore area. These photo missions were no small undertaking and quite a few aircraft were shot up by Jap fighters with one being shot down. Their purpose was to obtain photo coverage of that area for any impending invasion operations by the British. During the month the Group lost two B-29's and fourteen of their personnel.

Despite five bombing missions and seven weather photo sorties completed during March; time hung heavily on those members of the Group left at Chakulia. With preparations for the move continuing ground training fell off considerably and use of the synthetic trainers was discontinued when orders were received to prepare them for shipment. Maintenance presented no particular difficulties during the month with battle damage being received on only one of the missions.

Of the missions performed the two Rangoon missions of 17 and 22 March were of interest due to the fact that they were flown at an altitude of nearly 30,000 feet, higher than the Group had ever flown before on bombing missions. The Bukum Island (Singapore) mission on the 29th was also interesting because it was flown from an altitude of 5000 feet and at night. It was evident that the Group would operate under different conditions once it arrived at its new base, in the Marianas. In expectation of this, four crews were dispatched to the new base on 20 March to participate in missions being flown from that area. These crews were to learn as much as possible regarding the new methods of operation to be expected and, upon the ar-

rival of the Group, pass on such information to the rest of the crews.

April 1945 was the long awaited month during which the 40th Group, as part of the reactivated 58th Bomb Wing, moved from Chakulia, India to Tinian Island in the Marianas. So far as change of station was concerned this movement was unprecedented in that it necessitated a flight of 3960 statute miles, including several hundred miles over enemy territory and enemy controlled waters. All of the Group's aircraft made the flight over the Hump to Luliang, China, without incident and on the 3100-mile hop from Luliang to Tinian only one plane was forced to land in the Philippines due to mechanical difficulty.

No combat missions were flown during April and all activities, other than those pertaining to the movement, came to a gradual halt. By the end of the month only a few personnel were left in Chakulia awaiting the order to leave, the 40th Group Headquarters had re-established its headquarters at Tinian. The outstanding events to affect the Group during the month were the death of President Roosevelt, which shocked the men of the 40th as it did people all over the world, a visit by General Ramey on the 16th, wherein the Group was told for the first time something about conditions on Tinian, and April 1st which was April Fool's Day, Easter and 40th Group Organization Day all in one. Only a few "old timers" were cognizant of the fact that the 40th had been activated four years previous in Puerto Rico.

General Ramey in his address to the Group emphasized the fact that the Group and the Wing as a whole would be operating on a shoestring, that we would be using makeshift buildings and green maintenance personnel for a while. A great deal would be expected from the four original B-29 Groups as befitted their reputation.

After a month's respite from combat activity the crews of the 40th went back to work, adding their not inconsiderable effort to that of the other groups of the 58th Wing and the other wings of the XXI Bomber Command. During May the Group participated in eight combat missions to the Japanese mainland, a record for the 40th, but one which from all indications would not stand for very long. The cost was high: 43 men missing, four wounded, and three injured after bailing out at two Jima.

Construction work in the Group area on Tinian continued during May. Everyone lived in tents but Quonset huts were expected. Enlisted men and officers shared a large consolidated mess hall and though it was crowded the food that was served was a definite improvement over that to which the Group had been accustomed in India. Such items as fresh butter, corn-on-the-cob, pork chops, celery and ice cream more than made up for the crowded conditions in the mess hall. The complete absence of the malaria carrying mosquito resulted in the discarding of the mosquito nets which had been an essential accessory to every bed in India.

The weather on Tinian was ideal though hot during the middle of the day the constant trade winds from the east caused cool nights and no one could complain. The lack of sufficient bathing water and laundry facilities were the main discomforts but they too were improving.

For entertainment on the island there was swimming, movies and U.S.O. shows which were of a much better character than those that toured India. In addition there were several excellent orchestras among the other Wings.

Morale for the Group as a whole remained high during this period but it fell off considerably among the combat crews with the knowledge that they would have to complete 35 missions before being rotated and even then there was a chance that they might have to perform more than 35 missions. Most of the combat crews had been overseas almost a year and a half and many had more than 500 hours of combat and operational time.

Operating procedure at Tinian under the XXI Bomber Command proved to be very different in many respects from operating procedures in India under the XX Bomber Command. The first and most obvious change noted concerned mission preparation. On 29 April it became known that the Group might participate in its first mission from Tinian on the 30th. Subsequent to the first information received there were two delays in take off date and a complete target change. With subsequent missions it became

apparent that the good old days in India where the Group had sometimes a week to ten days to prepare for a mission were gone forever. Changes in dates and targets could be expected up to within a few hours of take-off.

The targets hit during May were as follows:

- 5 May—Hiro Naval AC Factory, Kure, Japan
- 10 May—Oshima Naval Oil Storage, Oshima, Japan
- 14 May—Nagoya Urban Area, Nagoya, Japan
- 16 May—Nagoya Urban Area, Nagoya, Japan
- 19 May—Hamamatsu, Japan
- 24 May—Tokyo Urban Area, Tokyo, Japan
- 26 May—Tokyo Urban Area, Tokyo, Japan
- 29 May—Yokohama, Japan

Of these, five were daylight and four were night missions. Bombing accuracy ranged from excellent on five of the missions, good to excellent on one, and unobserved on two. Our aircraft losses and damaged were: 7 lost (one operational), 6 sustained major damage, and 20 minor damage.

The most spectacular missions and the ones in which the Group received the most punishment were the two night Tokyo raids. Anti aircraft and automatic weapons fire was the most intense and accurate the Group had ever experienced and enemy searchlight activity was excellent. In addition the Yokohama mission was the occasion where our sole loss was due to the ramming of one of our aircraft by a Jap fighter.

The Group's record for the month far surpassed that of any one month in the C.B.I. with 92% of all aircraft scheduled bombing the target and a total of 1450 tons of bombs being dropped.

From the training standpoint the Group was practically up to the high level it had established in India before commencing the move. A total of 10,933 man hours of ground school were completed in addition to 475 hours of flight training.

May brought the end of the war in Europe and V-E Day but despite repeated successes against the Japs on land, sea and in the air the war in the Pacific was by no means in sight. However, with V-E Day came the announcement of the "Point System" which was the subject of much discussion despite the fact that General Ramey had announced that, for the present, it would not affect B-29 personnel. This announcement caused morale to drop considerably.

During June the blitz against Japan continued to grow in intensity. The Group participated in ten missions, two more than any previous month of which seven were incendiary attacks on urban areas and three were directed against precision targets using demolition bombs.

In the course of the 300 bombing sorties a total of more than 2000 tons of bombs were delivered to the Japanese mainland. None of the Group's planes were lost due to enemy action, though there was one operational loss. A total of seventeen aircraft received battle damage of a minor nature. The only casualties among personnel were two men wounded.

Targets hit during the month included the following.

- 1 June—Osaka Urban Area
- 5 June—Kobe Urban Area
- 7 June—Osaka Urban Area
- 10 June—Kasumigaura Seaplane Base, Omya, Japan
- 15 June—Osaka Urban Area
- 17 June—Omura Urban Area
- 19 June—Toyahashi Urban Area
- 22 June—Kwanishi AC. Factory, Himeji, Japan
- 26 June—Kawasaki AC. Factory, Kagamugahara, Japan
- 28 June—Okayama Urban Area

The biggest event of the month was the anniversary of the Group's first mission to the Japanese mainland (Yawata—15 June, 1944). The occasion was celebrated with a visit by General H. H. Arnold, the awarding of the Distinguished Unit Citation to the four groups of the 58th Wing, and a musical review from Honolulu which played at the 40th Group amphitheatre that night.

Construction work in Group area continued through June and various improvements were made in living and working facilities. Among the facilities completed were: the Group amphitheatre which was christened "The Stateside

Theatre," the Officer's mess, which opened on 3 June, the Group chapel which was the finest in the Wing and in addition, steps, platforms and compartments for personal belongings were installed at the "58th Wing Beach" which was located at the southwest end of the Group area. A pavilion behind the Briefing Building was constructed by the S-2 department for dispensing fruit juice, coffee and whiskey to combat crews on their return from missions. By the end of the month construction was underway on Quonset huts for combat crew personnel and foundations for an Officers Club and an Enlisted Men's Club were being laid. On 11 June censorship restrictions were lifted and Group personnel were able to write that they were on Tinian, in the 58th Wing and operating under the XXI Bomber Command.

Morale, particularly that of the combat crews improved in June when it became apparent that individuals who finished 35 missions were not being made to participate in additional combat flights. Similarly, with inquiries being made of sections regarding necessary replacements, the feeling grew among ground personnel that men with enough points might also be relieved before very long.

During July the 40th Group participated in nine combat missions. With but a single exception all were night incendiary attacks on Japanese urban areas. No aircraft were lost operationally or in combat and there were only two casualties, neither of which was fatal. Thus the second consecutive month, the 20th consecutive mission and the 649th consecutive sortie ended without a casualty or the loss of any air-borne plane—a record that is believed unparalleled in any B-29 Group.

A number of significant events took place during this third month of the blitz. The XXI Bomber Command became the Twentieth Air Force, the old XX Bomber Command headquarters became a part of the Eighth Air Force on Okinawa and both came under a new command, the United States Army Strategic Air Forces. A policy of announcing future targets to the Japanese people was put into effect near the end of the month immediately after the announcement of the unconditional surrender ultimatum from Potsdam. The Japanese fleet was reduced to a few scattered light units by Admiral Halsey's American and British carrier aircraft. However, at the end of the month the Japanese radio reported that the war lords would ignore the surrender ultimatum.

The first combat crews to complete their thirty-five missions left for the U.S.A. early in July and by the end of the month only a few of the combat people who had come overseas with the Group in the spring of 1944 were still around. Some were in the States for lead crew training, and a few were on 30-day leave; but most had graduated and gone home, either for reassignment or discharge.

In the meantime improvements continued around the area. Quonsets for living purposes were still being erected and crushed coral by the truck loads was being hauled into the area for roads, walks and parking areas. A thirty foot extension was added to the briefing building and the work on the Officer's and Enlisted Men's Clubs was progressing.

Morale was very satisfactory during July especially when the first group of enlisted ground personnel with sufficient points departed for the U.S. on 24 July.

Targets hit during the month included the cities of Kure, Takamatsu, Chiba, Sendai, Utsonomiya, Numazu, Fukui, and Tsu all of which were night incendiary raids. The only daylight mission of the month proved to be the best mission the 40th Group ever performed. The largest number of aircraft the Group had ever put into the air, forty-three, were air-borne and, of this number, forty reached the primary target in four large formations. A total of 240 tons were released on the target with excellent results. The first formation had 85% of its bombs within 1000 feet of the aiming point, the second had 81.5% and, the third had 88% and, the last formation had 94%. The Group average was 85.4% of its bombs within 1000 feet of the aiming point and all four formations bombed within a time interval of approximately two minutes. Damage assessment photos showed that 95.5% of the target was destroyed.

Men of the 40th will long remember the epochal month of August 1945. Climax followed climax as the war drew rapidly to a close. On 2 August more than 800

B-29's dropped an unprecedented 6000 tons of bombs on the Japanese Empire; on 6 August the first atomic bomb was dropped, on 8 August Russia entered the war against Japan; on 10 August Japan offered to surrender under certain conditions; and finally on 15 August, after a tense, nerve-racking period of suspense, President Truman announced that the war was over.

During this last month of war, the 40th participated in four combat missions. Two were night incendiary and two were daylight strikes against precision targets. These four missions were a continuation of the bombing missions in which the 40th suffered neither a fatality nor the loss of an air-borne plane. The last mission was run on 14 August and Japanese acceptance of the surrender terms came a few hours after bombs had been released.

Throughout the latter half of the month preparations were being made for the official signing of surrender terms; V-J Day. In the meantime, missions were resumed, but such missions as the group had never participated in before. On 30 August supplies were dropped at prisoner of war camps in Kyushu, Korea, and Formosa and on 31 August the Group participated in a "show of strength" mission, intended to impress the Japanese people.

Rotation of personnel already underway in July, was of course speeded up by the termination of hostilities. During August a total of 13 officers and 117 enlisted men departed for the U. S. under the point system. The majority of these men had a minimum of 115 points.

The bombing results for the four missions performed this month were excellent. Targets hit were the cities of Hachioji and Imabari, the Toyakawa Naval Arsenal, south-east of Nagoya, and the Hikari Naval Arsenal on the south-western coast of Honshu. This last mission executed on the 14th of the month, was an even better example of flying coordination and timing than the Osaka mission on the 24th of July. Four formations from the group released their bombs within a period of approximately one minute and the Group bombing accuracy was 68% of all bombs released within 1000 feet of the aiming point.

Many hours before the planes returned Radio Tokyo announced Japan's acceptance of the Potsdam ultimatum and when the planes finally arrived home, they were met by a large number of the ground personnel. The results of their mission and their reception was a fitting ending to the Group's combat efforts.

During August the Group finally acquired an unofficial designation that could be used in public relations dispatches. Such a nickname had long been needed and it was unfortunate that the name was acquired too late to be of much use. The nickname given was the "Kagu-Tsuchi Bomb Group" after the Japanese fire god who in mythological times had vowed to return some day and destroy Japan by fire. The B-29's of the 40th were the modern embodiment of Kagu-Tsuchi and it was a definite fact that they had done more than their share of destroying Japan by fire.

The end of the war found the 40th Bomb Group two-thirds of the way around the world from the place where it had started and the records of its accomplishments were outstanding. The Group had participated in 70 combat missions and had dropped a total of 9218 tons of bombs on enemy targets. Its claims numbered 46 1/2 enemy planes destroyed, 92 probably destroyed and 64 damaged. The cost had been 32 B-29's lost in combat, 53 men killed, 26 wounded and 134 missing.

Due to so many men being returned to the U.S., the Group was able to promote 165 enlisted men and five officers during August. This fact plus the end of the war caused morale by the end of the month to be very high though everyone was more anxious than ever to start for home.

After the cessation of hostilities, many men were left virtually without a duty assignment. To take up this slack in activity, a school set-up was inaugurated with classes planned to commence within a week following V-J Day. Texts were obtained from various sources and an informal survey showed that approximately 80% of the personnel were definitely interested in taking some class work.

September was a month of rumors and speculation as to when the Group as a whole would depart for the States. By the end of the month it was definitely established that the 40th would leave for the U.S. in early October. The 58th Wing was to be returned intact, as was the 73rd Wing on Saipan, and the 40th was to be the fifth Group to leave.

The biggest problem was to determine who among the personnel would return by air and who would return by boat. Each aircraft was to have a crew of eight and was to carry twelve passengers. Those finally selected had to have over the critical point score, and if a crew member, at least 10 missions to their credit. Preparations to leave was well under way by the end of September.

V-J Day on the 2nd of the month, was an outstanding event. The Group contributed 36 aircraft to the day's formalities. Assembling over Japan, the aircraft, together with B-29's from all over the Marianas put on a magnificent power display during the signing of the official surrender terms on the battleship Missouri. It was a long tiresome flight, but all agreed that it was well worth the trouble.

On the 13th, the first attempt to fly non-stop from Tokyo to Washington, D. C., was attempted by Lt. Colonel William C. Kinsbury, C. O. of the 25th Squadron Among Lt. Colonel Kingsbury's passengers were Major General Le May and Colonel W. H. Blanchard, the Group's former commanding officer.

The 22nd and 24th of September were memorable days also because the E/M Club and Officer's Club opened. Everyone enjoyed the openings although there was little time left to enjoy the respective clubs. September also saw a tremendous number of promotions being made in the Group. A total of 541 promotions were made and this was due primarily to the fact that 61 officers and 281 enlisted men had been rotated during the month.

The first part of October was taken up with feverish activity on the part of the administrative and engineering sections preparing personnel records and aircraft for the final move.

The 40th's first aircraft departed on 12 October for the United States via Kwajalein and Hawaii, with the final destination being Mather Field, California. Departure from Tinian continued on the 13th and 14th and the first aircraft began landing at Mather Field early on the morning of October. The boat movement commenced on 7 November and the U.S.S. Mormanhawk, carrying the remainder of the 40th Group, docked at Wilmington, California on the 15th of November.

Thus ended the combat saga of the 40th Bombardment Group. Theirs was a record which formed one of the most colorful and unusual chapters in the history of the Army Air Forces. It included the circumnavigation of the globe in bringing the war home to the Japanese people. It included the combat testing of the world's best bomber, testing in an environment which was the ultimate in adverse conditions for both men and machine. It included the solving of titanic problems of logistics and maintenance. It included some of the best high altitude precision bombing to be performed in World War II and in addition it included the longest range bombing operations of World War II.

Theirs was a record of which all of its members could be justly proud.

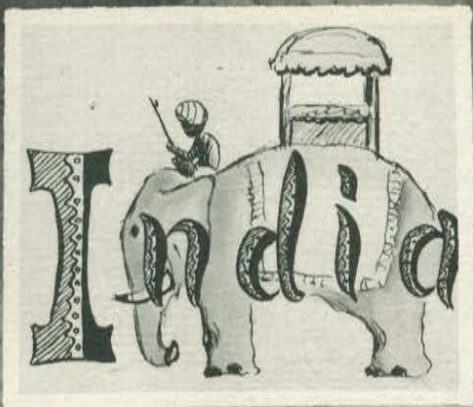
INTRODUCTION

By train and truck and ship and plane the men of the 40th Group journeyed half way around the world to India. Some traveled east—by ship across the Atlantic and through the Mediterranean—or by ATC transport over the Caribbean, the South Atlantic and Africa. Others sailed westward across the broad expanse of the Pacific to reach India by way of Australia.

Those combat crews who had been chosen to ferry the B-29's to the theatre of operations were the last to leave Pratt. Shortly after midnight on 1 April the first group of 11 planes took off for Presque Isle, Maine, on the first leg of their long flight. With no official information as to their final destination—briefing along the route covered only that data necessary to take them to the next refueling stop—the crews flew on to Gander Lake, Newfoundland, and then across 2700 miles of ocean to Marrakech, French Morocco. The possibility of service in England was discredited when the next leg was briefed to terminals at Cairo, Egypt.

At Cairo the first—and only—serious accident occurred. Due to a damaged nose gear one of the planes was washed out on landing, but the crew escaped with only minor injuries.

From Cairo the planes proceeded to Karachi, India, and thence to their final destination in Behar Province . . .



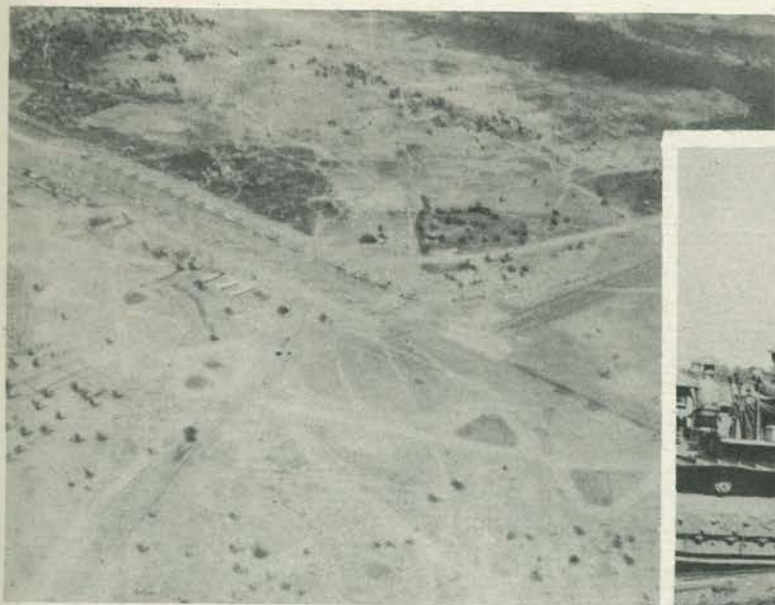
Chakulia Army Air Base, where . . .



the NS runway had to serve . . .



as parking space . . .



and the EW runway, partly unpaved, as our operational runway . . .



while construction work . . .



extending the NS runway . . .



building the new taxiway . . .



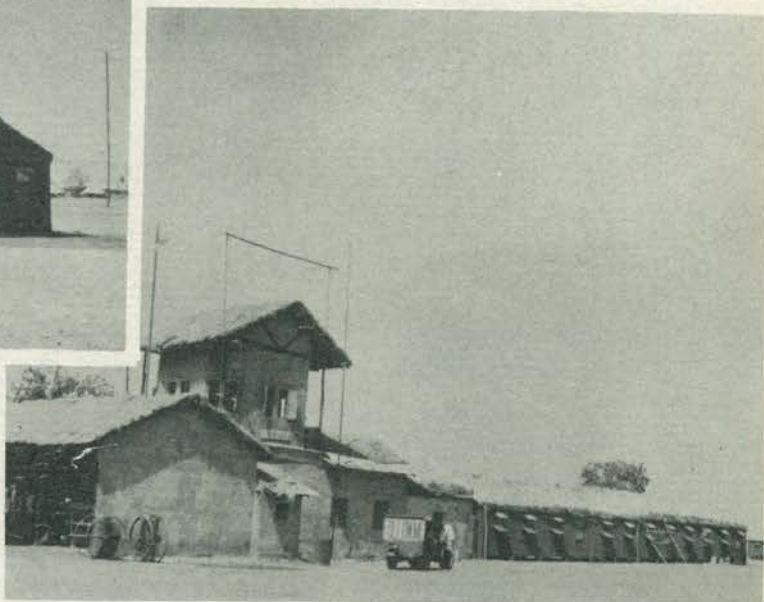
and hardstands—



continued both day and night—



Group Operations . . .



was a thatched roofed building . . .



and from its control tower . . .



those few P-40's didn't look like much protection.



The road to the "Old Area" . . .



passed by Group Headquarters,



guarded (?) by a Ghurka guard; . . .



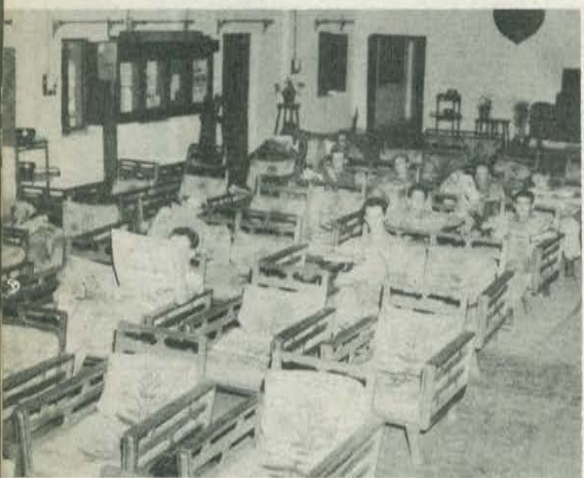
and the 11th photo lab,



with its neighboring native village;



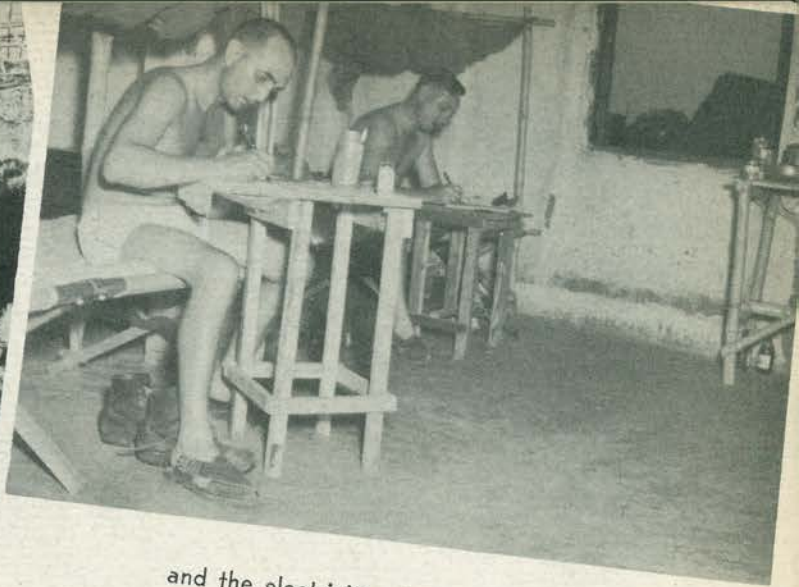
and the Red Cross building—



with its numerous easy chairs, . . . Mr. Peterson, the Director, . . . and Joy.



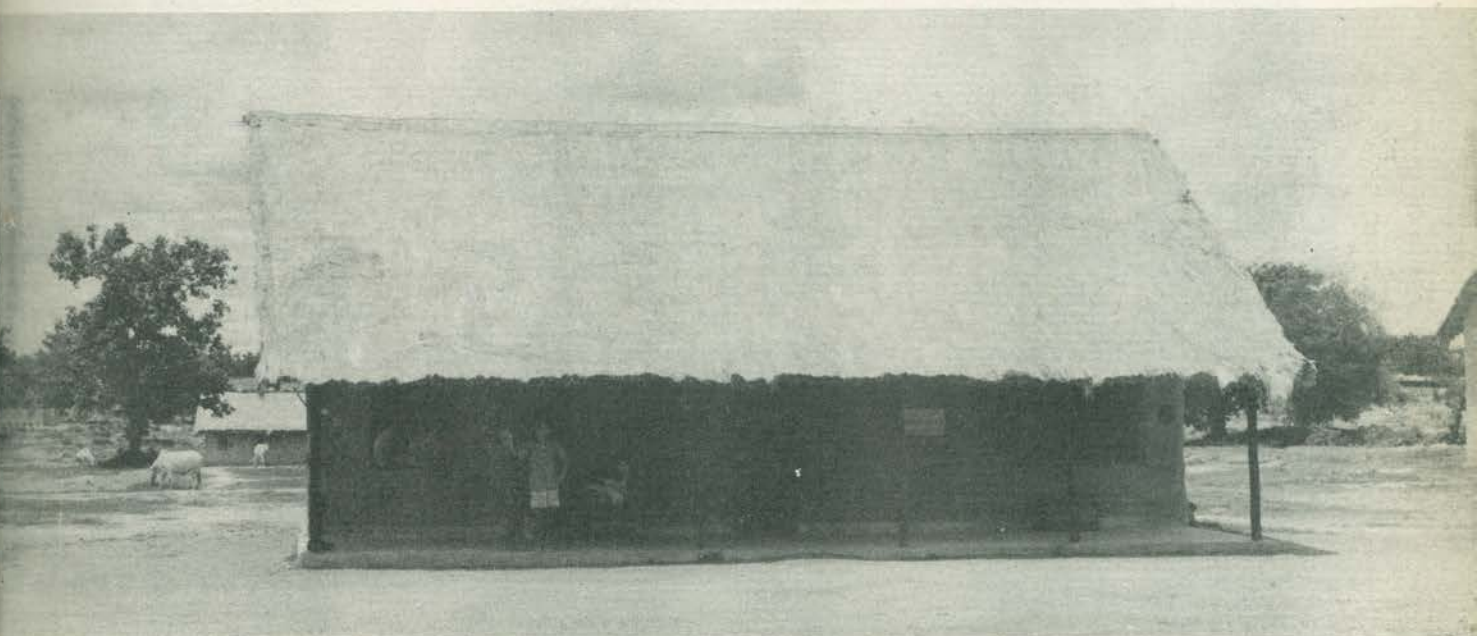
Our bashas were still being constructed . . .



and the electricity was practically nil . . .



but with "bull sessions" . . .



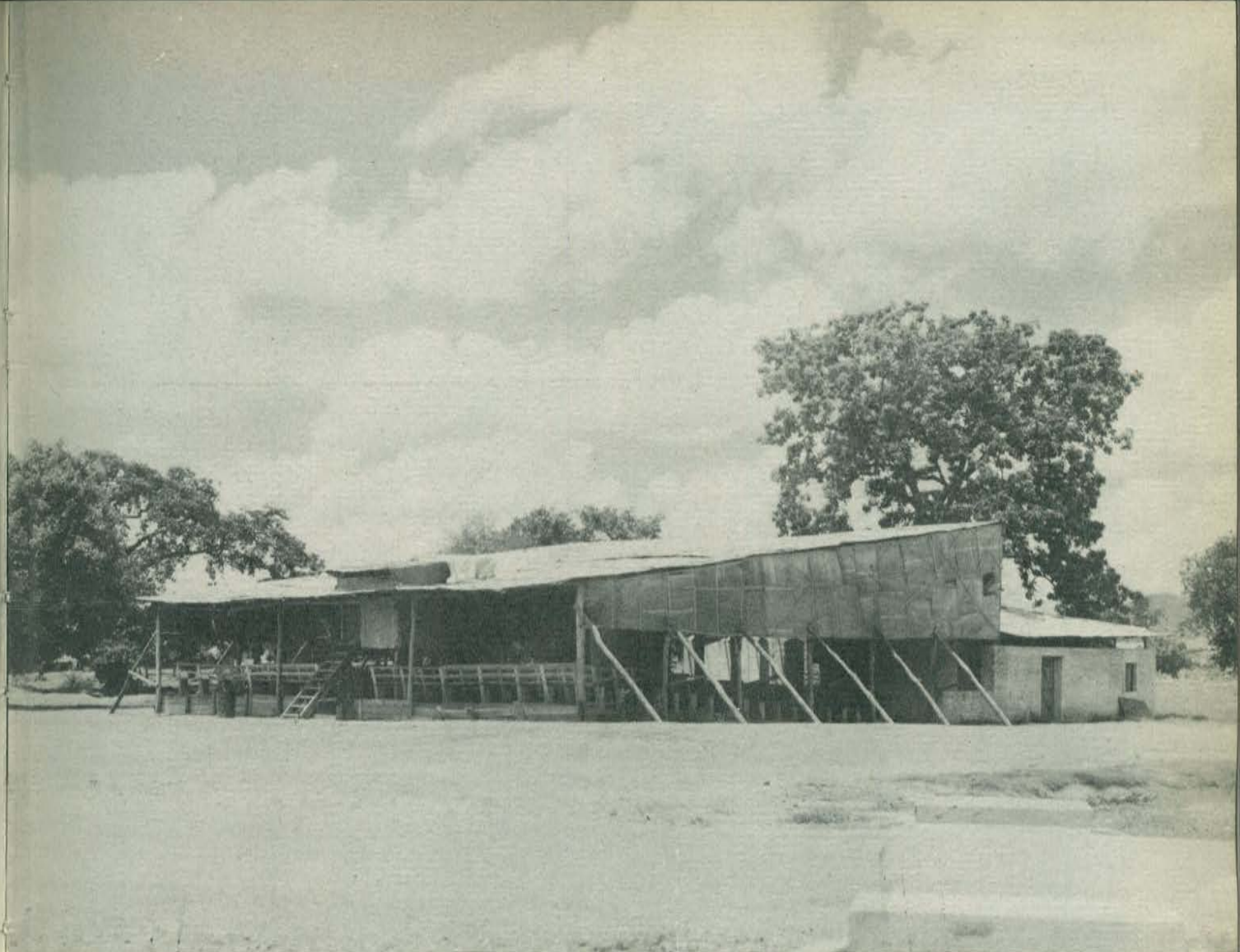
occasional mail . . .



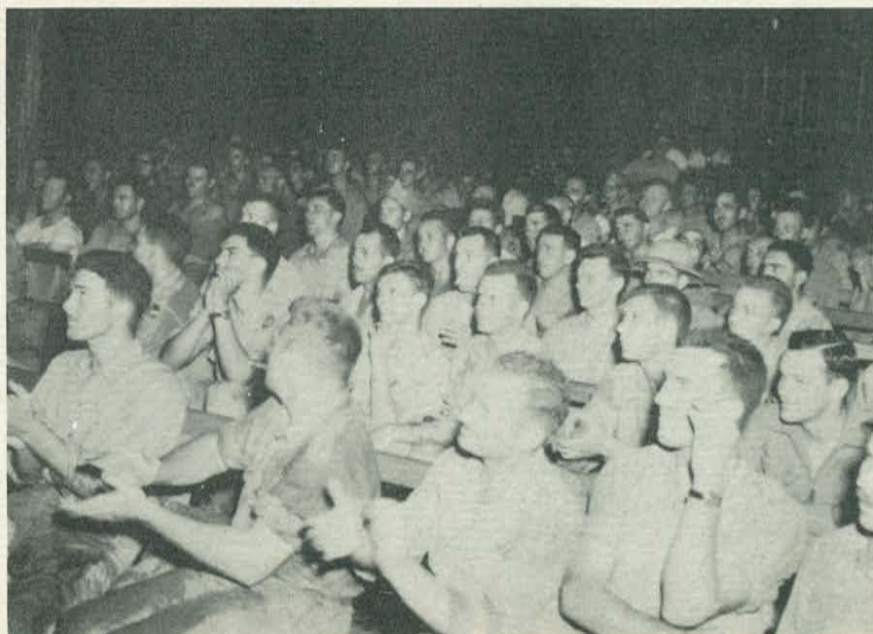
outdoor church services . . .



and a little horseplay, we managed to exist.



Our theatre was rickety and uncomfortable . . .



but we enjoyed it.



The natives were a skinny lot . . . and their living conditions were very poor.



They were very clever with their fingers . . .



but their tools were crude . . .



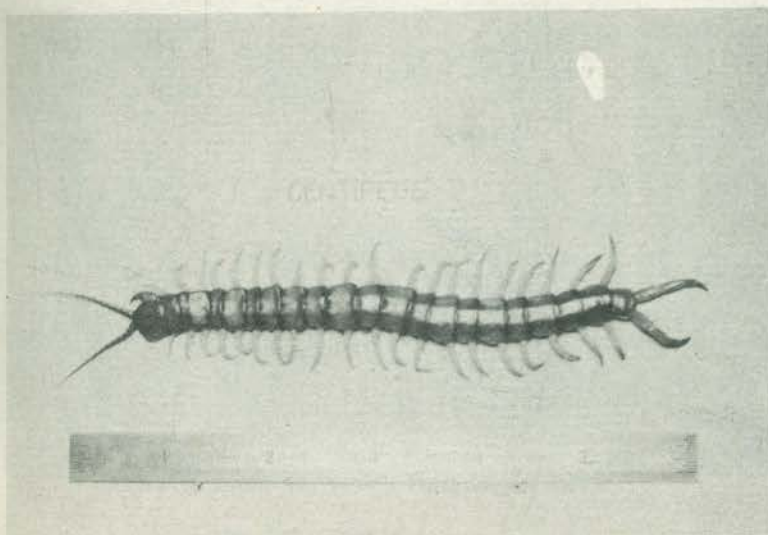
and their methods ancient.



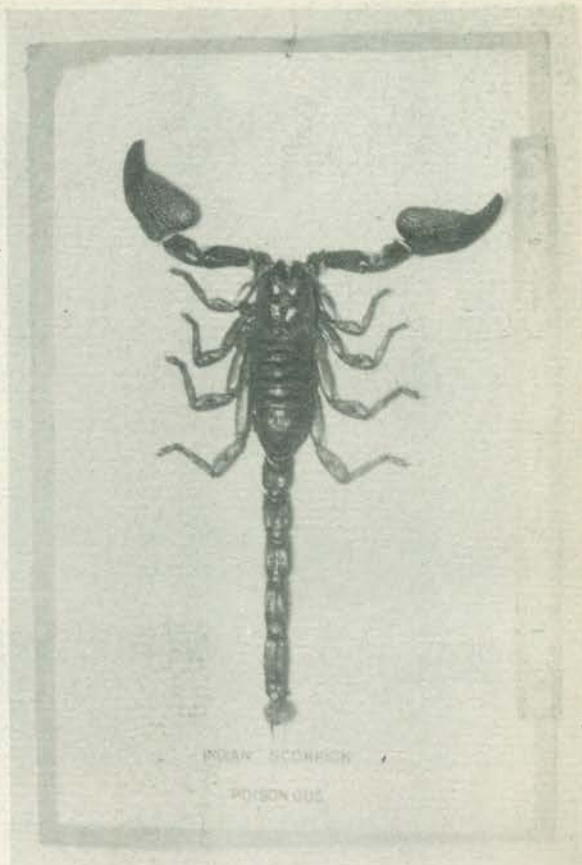
The boot shop sold many pairs of "gook" boots . . .



as we became better acquainted with the cobra . . .



the centipede . . .



the scorpion . . .



and our other little friends of Mother Nature.



The sacred (?) cattle were everywhere . . .



and so were the vultures when food was around.



Our main interest, however, was on the line . . .



where our aircraft demanded much attention,



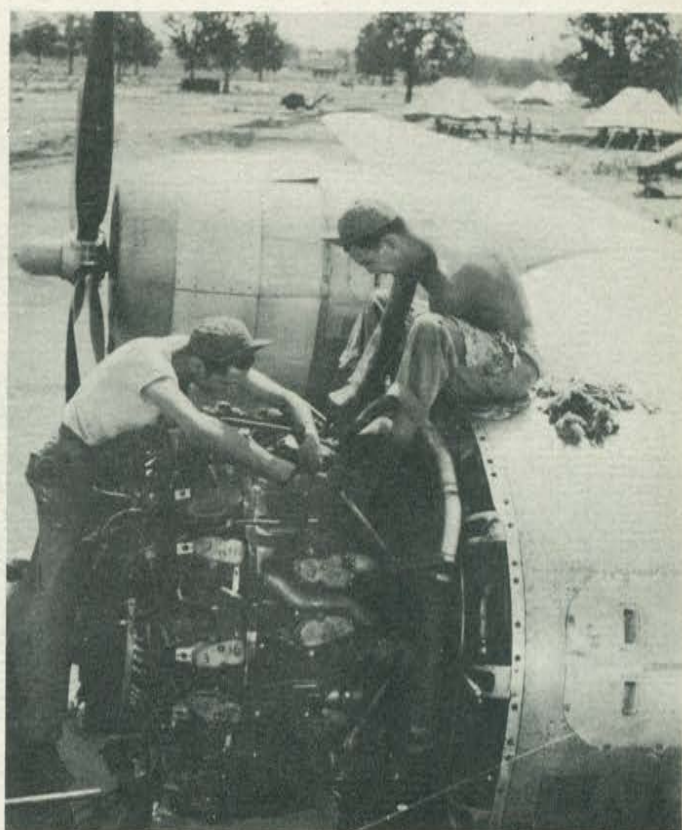
what with engine changes, . . .



test firing and cleaning the guns,



changing the brakes . . .



and plugs,



checking the oil transfer valves, . . .



and numerous other jobs.



In between maintenance work, we sweltered in our tents on the line . . .



HALLIDAY ISLAND

250° HEAD- 4500'

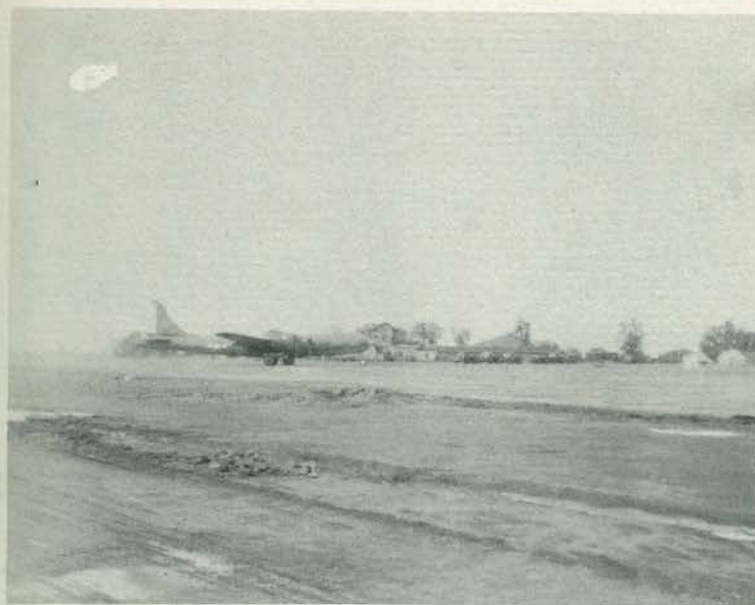
Plastered (?) Halliday Island . . .



with practice bombs . . .



and in the early morning before it got too hot . . .



we would taxi down to the EW runway with a load of gas and supplies . . .



and take off for A-1, our advance base in China.



Early in June we prepared . . .



for our first inspection, . . .



and then, on June 4th, in the theatre, we were told . . .



by Col. Harmon about our first Combat mission . . . against Bangkok, Thailand.



Lt. Col. "Mac" and "S-2 Lou" briefed us . . .



and early the next morning, on June 5, after checking the E & E equipment . . .



and standing crew inspection, . . .



we took off . . .



on the first B-29 combat mission in history.



On take-off AC #318 . . .



didn't quite make it, but the rest did.



Hours before their return . . .



we "sweated them out."





The "meat wagon" stood by,



and finally in the midst of the storm . . .



which left big puddles of water on the runway, the planes began coming in.



We learned later that AC #282 ditched in the Bay of Bengal . . .



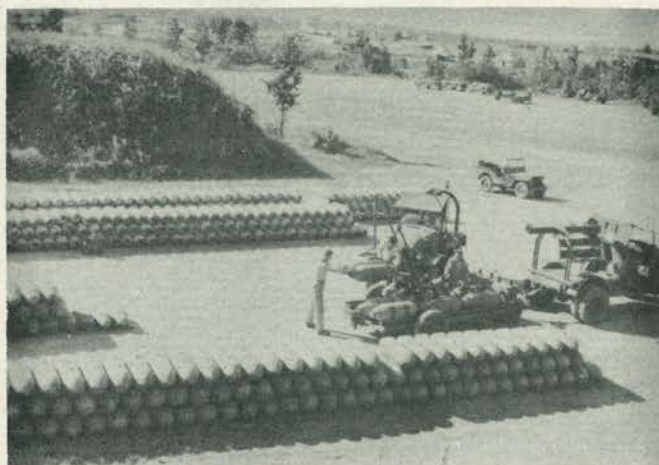
and the survivors of #304 were rescued by an Indian native.



After this first mission, maintenance continued, . . .



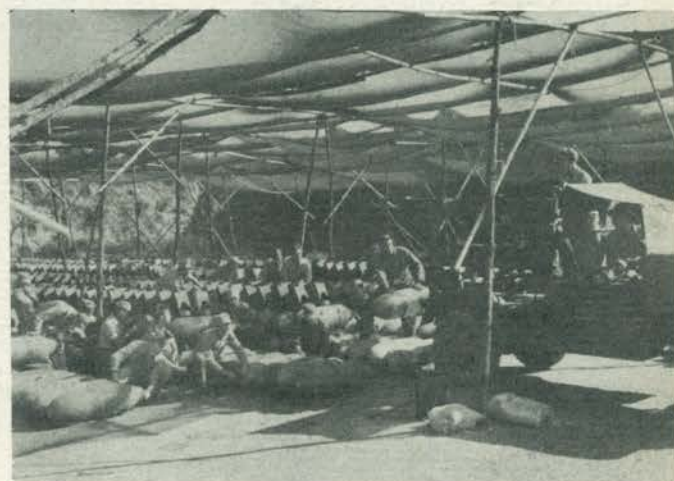
more bombs were received . . .



and stored . . .



in the revetments . . .



that served as storage areas.



Native labor . . .



continued to build . . .



mess halls, . . .



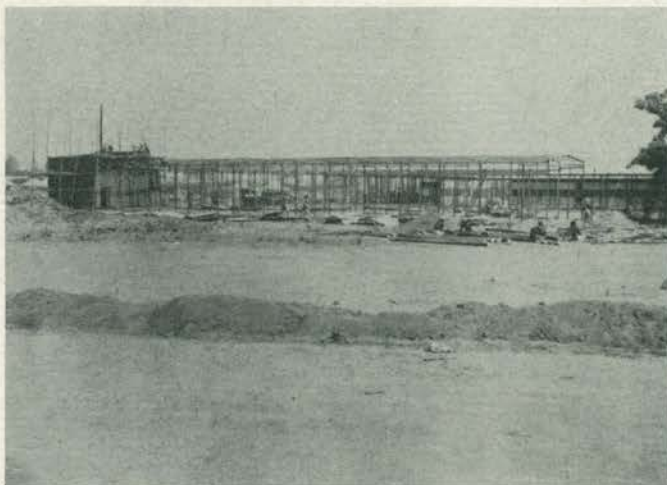
bashes, . . .



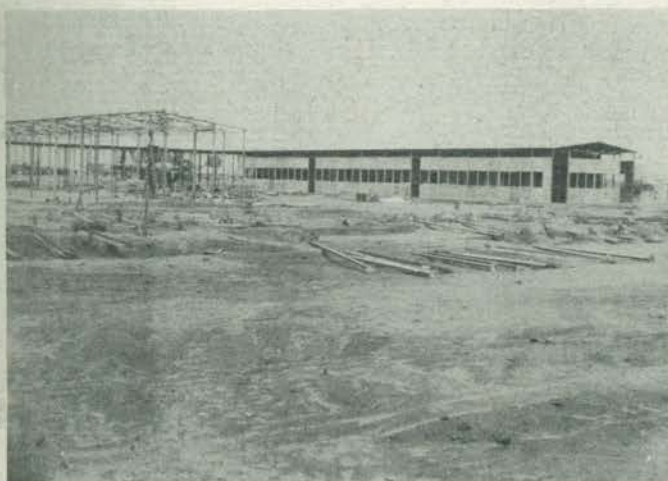
more bashes, . . .



and still more bashes in the "New Area."



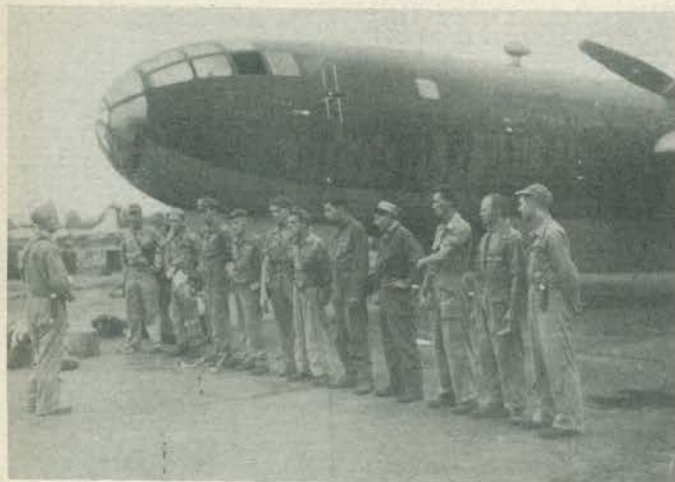
The "E" building, which was to be Group headquarters . . .



was nearing completion



and the Bengal Bijou, our new theatre, was also going up.



Tankers continued to . . .



take off for China,



flying over the branches of the Ganges River . . .



then up to the Jorhat . . .



Chabua region,



across to Fort Hertz,



over the Salween River . . .



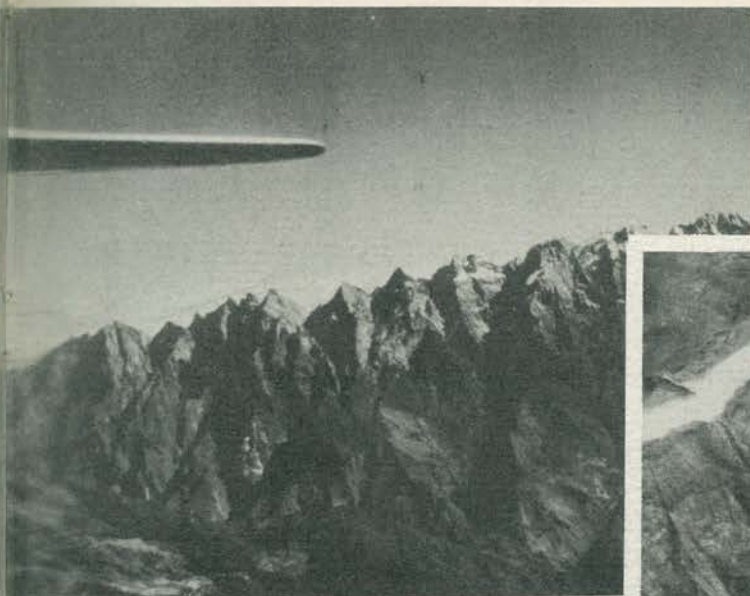
winding its way through the valley,



and the nearby Mekong River, . . .



then by Lake Ehr, south of Likiang, . . .



past the rugged peaks near Hsi-chang . . .



and the upper reaches of the Yangtze River near
Ipin, where . . .



we let down . . .



to A-I,



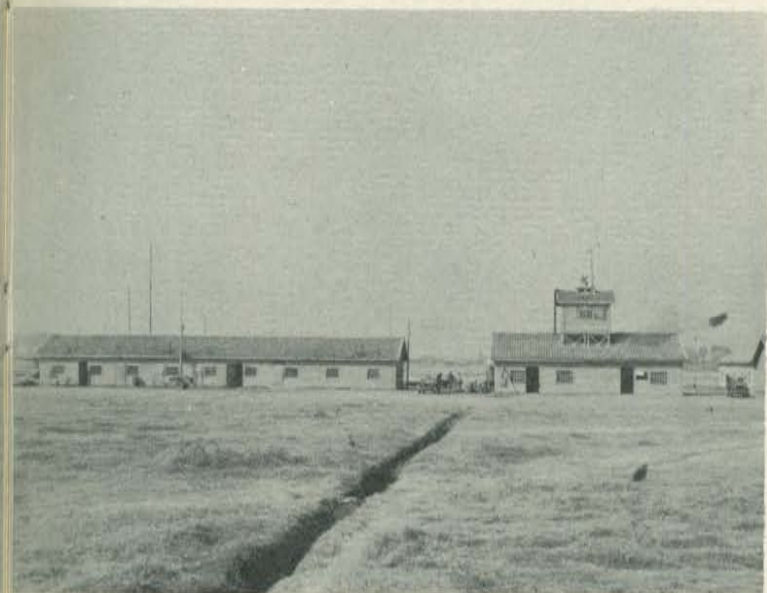
Hsingching, China, our advance base.



The coolies were there to greet us . . .



and after parking . . .



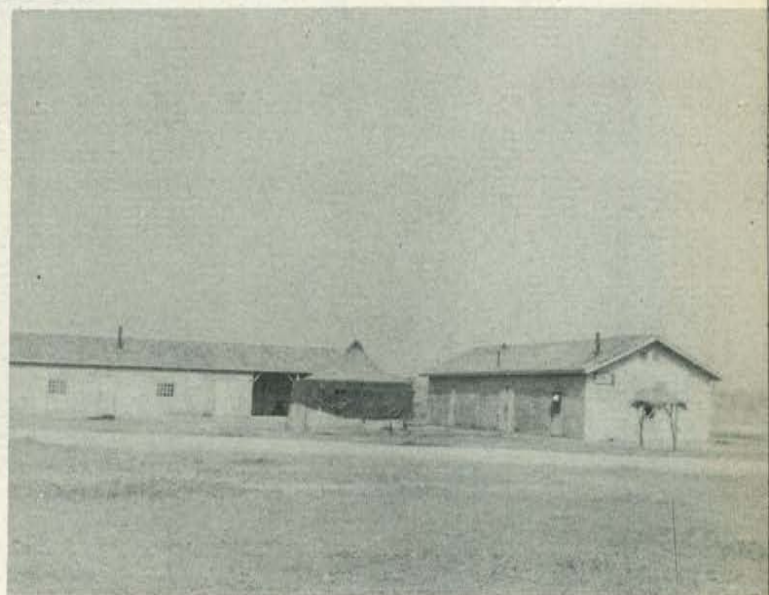
we proceeded to operations . . .



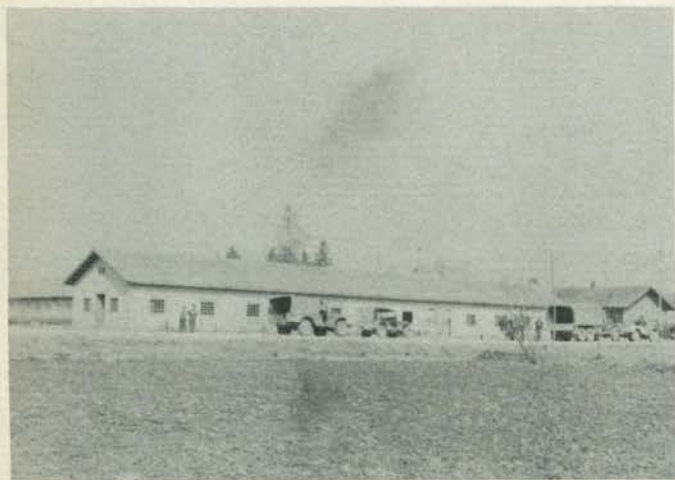
with its oil-drum stove, . . .



and S-2 next door.



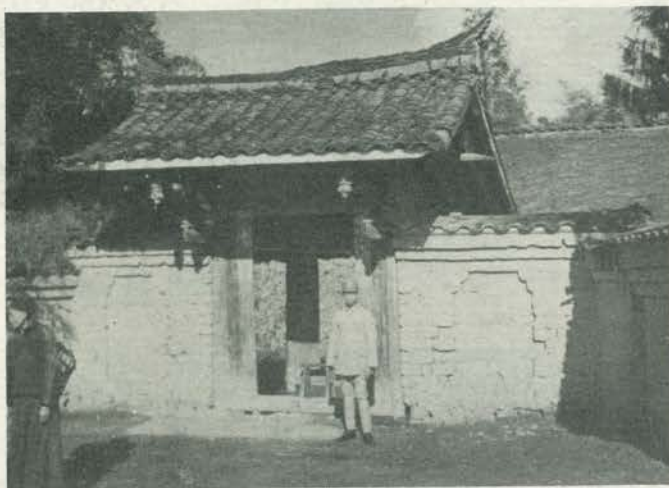
We passed by Group Engineering . . .



on the way to the mess hall, . . .



and along the road we saw pagoda-like entrances, . . .



usually with a guard, . . .



Chinese women, drying foodstuffs,



and many kids.



The entrance to the messhall was a favorite meeting place . . .



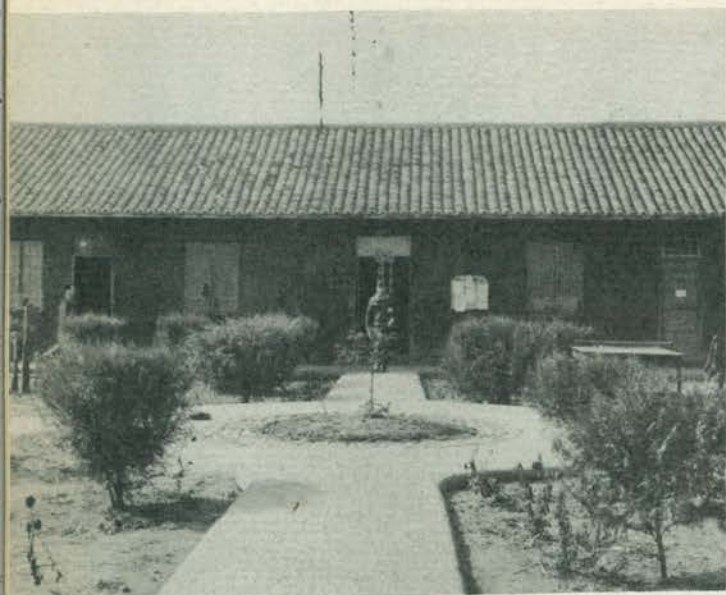
and the bulletin board gave us the "poop."



The food wasn't this bad, . . .



but the mess boys did catch lots of hell.



After mess we headed for the hostel,



that nice modern shower . . .



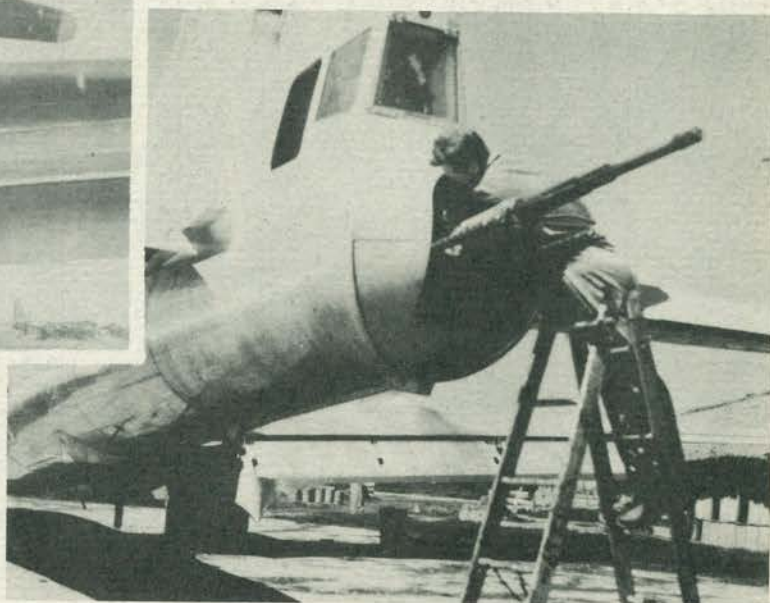
and those luxurious sacks.



During the day, . . .



if there was no maintenance . . .



to be performed . . .



we had a chance to look around at the scenery,



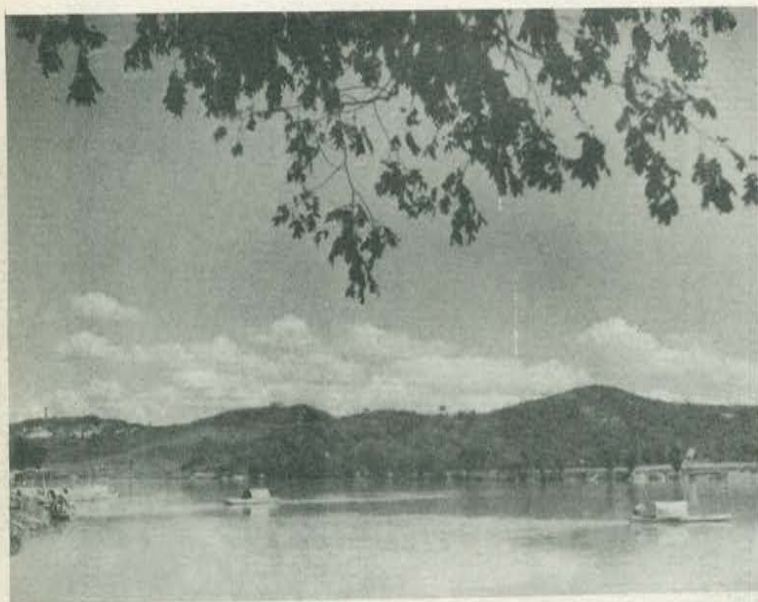
the coolies working on the line,



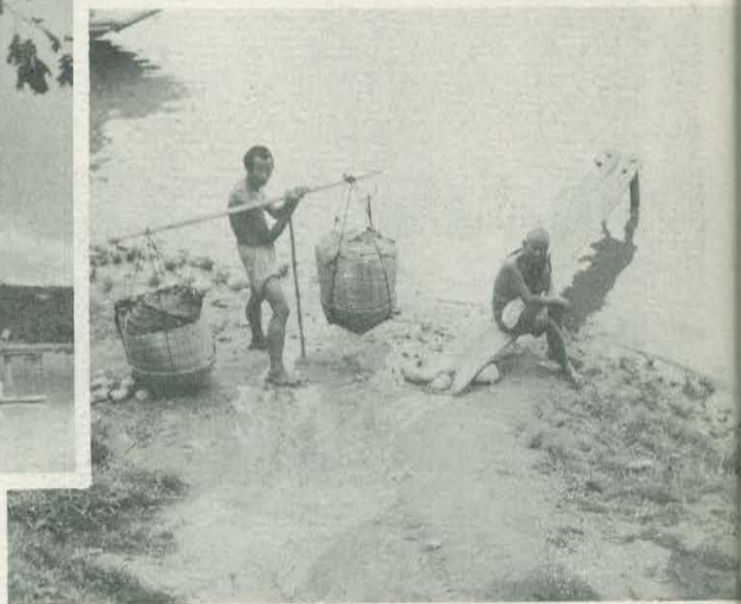
the farmer on his land, . . .



and the merchant's wares.



On a trip to the river . . .



we had to wait with the coolies . . .



for a scow ride . . .



to New Hsingching . . .



with its crowded, narrow streets, . . .



filthy restaurants, . . .



ancient archways, . . .



and ingenious tradesmen.



No matter where we wandered—



on the road . . .



or the farm, . . .



by the river . . .



or in the village—



the old . . .



and the young . . .



always greeted us with, "Ting Hao!!"



All was not pleasure, however,



for on 15 June we struck against the Jap homeland
at Yawata.



At the interrogation . . .



there were many Generals . . .



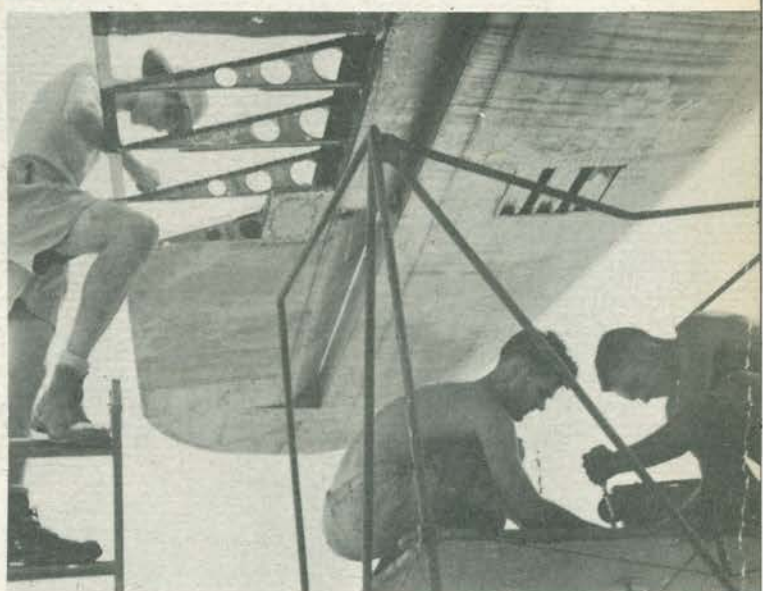
which testified to the importance of the occasion.



The crews, however, were worn out . . .



and the "sack" was uppermost in their minds.



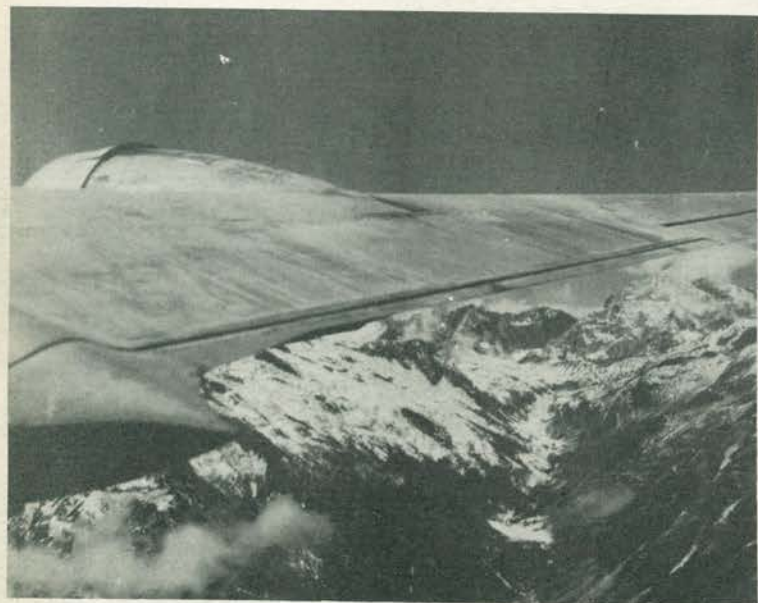
Quite a few AC were damaged . . .



but we started back for Chakulia . . .



up over the overcast . . .



past Hsichang . . .



and those peaks SW of A-1, . . .



on back to Likiang,



with its nearby peak . . .



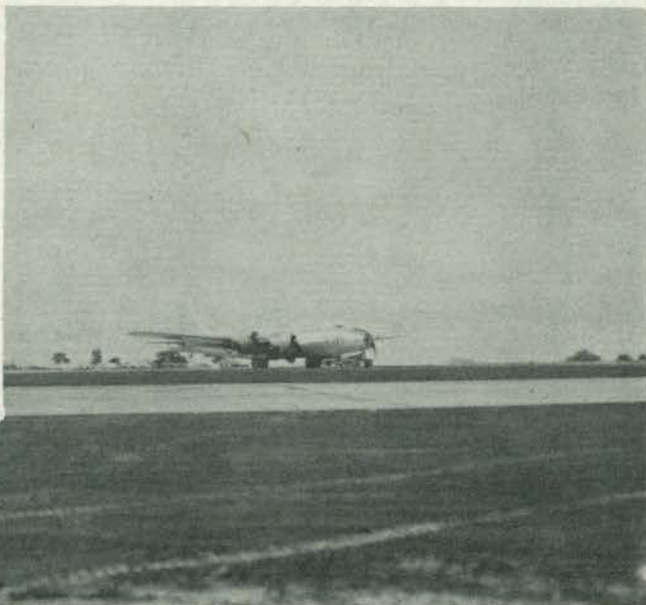
towering 18,300 feet . . .



into the sky.



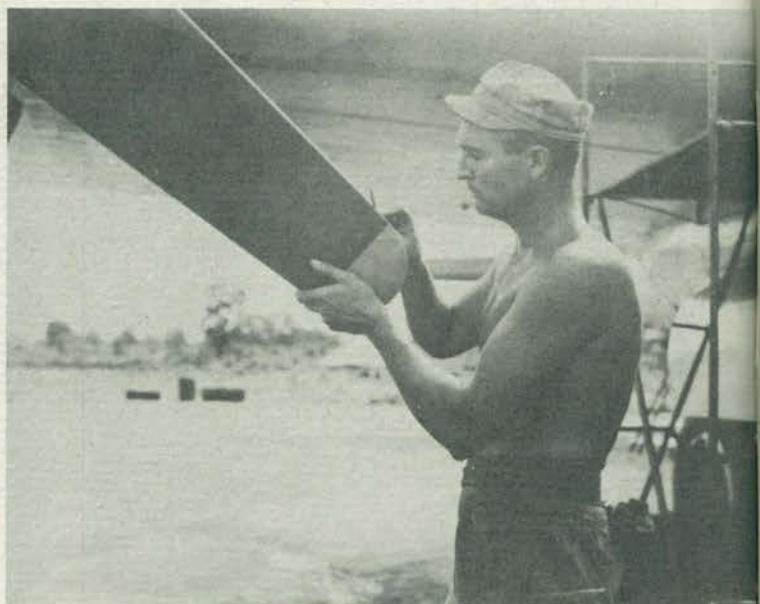
Closer to our home base we flew over the low country . . .



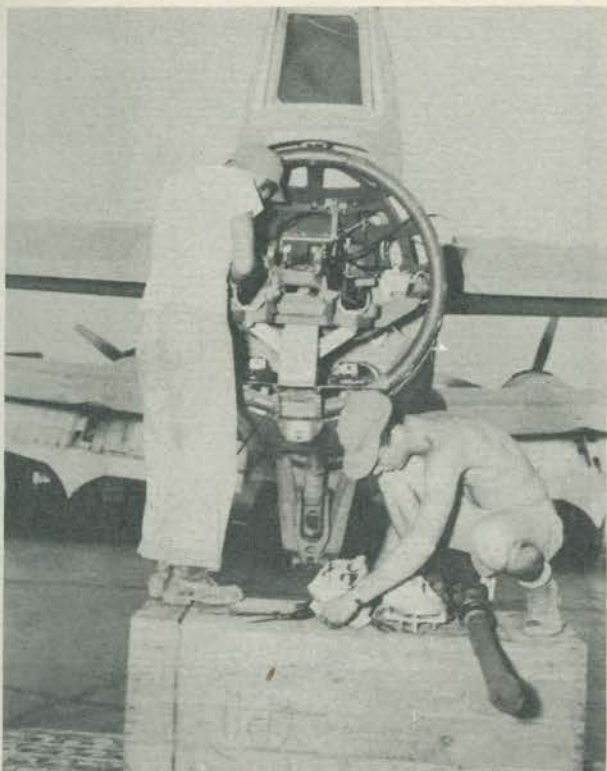
and finally, after 6 or 7 hours, we landed at Chakulia for a well deserved rest.



Maintenance continued . . .



the rest of that hot month . . .



but the first part of July . . .



saw an increase in our social activities, . . .



with the opening of the Officer's club . . .



on the Fourth of July.



"Bamboo juice" flowed freely . . .



and everyone . . .



had a wonderful time . . .



including "Gertie" . . .



and the rest of the females . . .



who had the courage to attend.



The new Headquarters mess hall . . .



was opened . . .



in great style, . . .



together with the squadron messes, . . .



which had many "gook" K.P.'s.



The padre got a chapel . . .



and the 395th a swanky PX . . .



and E/M lounge.



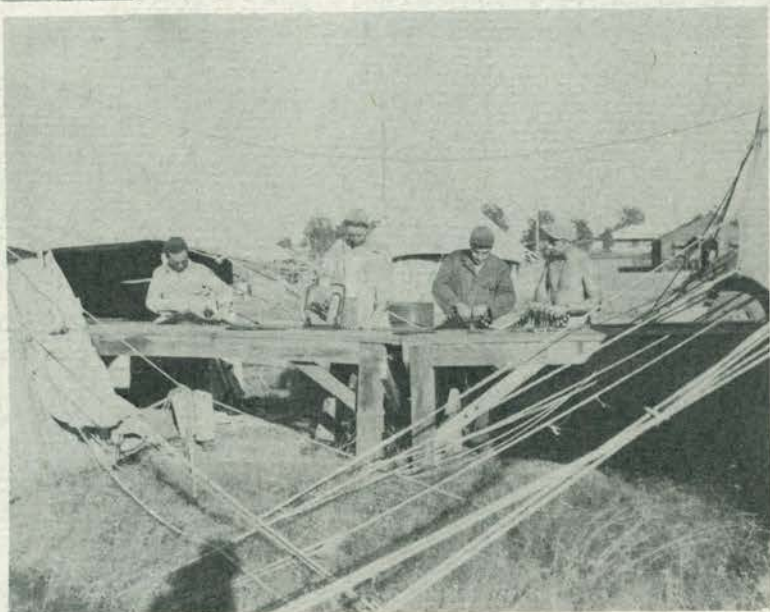
Supply sections got more space . . .



as did the squadron orderly rooms,



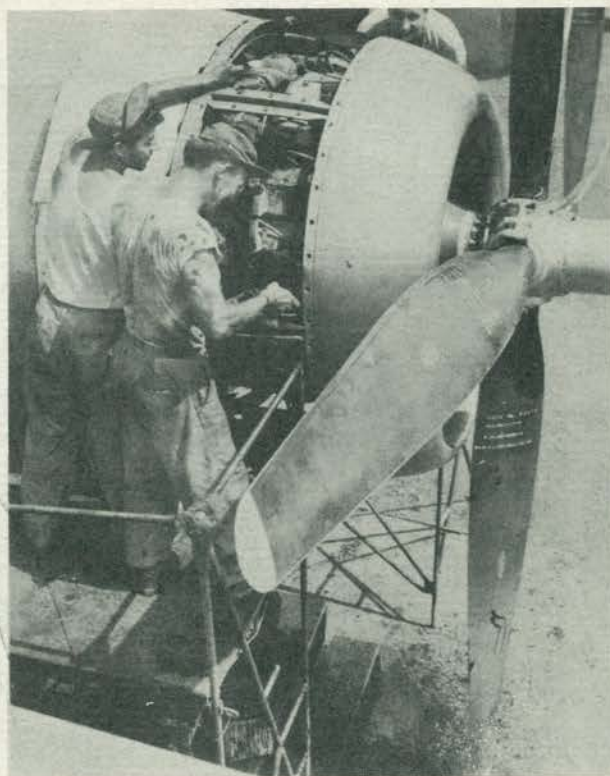
and living conditions improved considerably.



We prepared for our 3rd mission, against Sasebo, Japan.



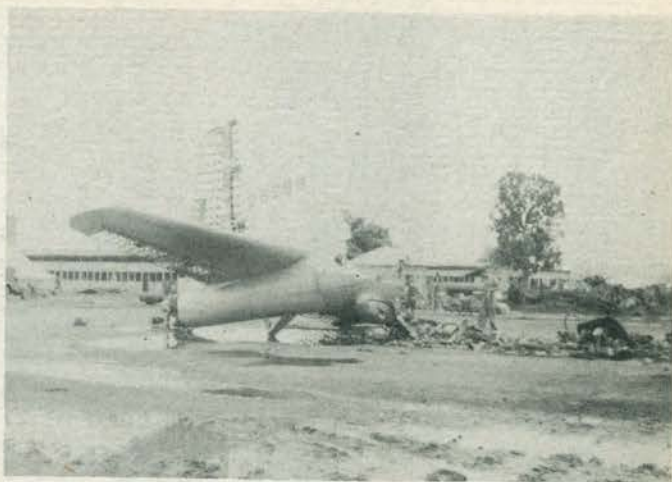
but only one plane—AC #303 was able to complete it.



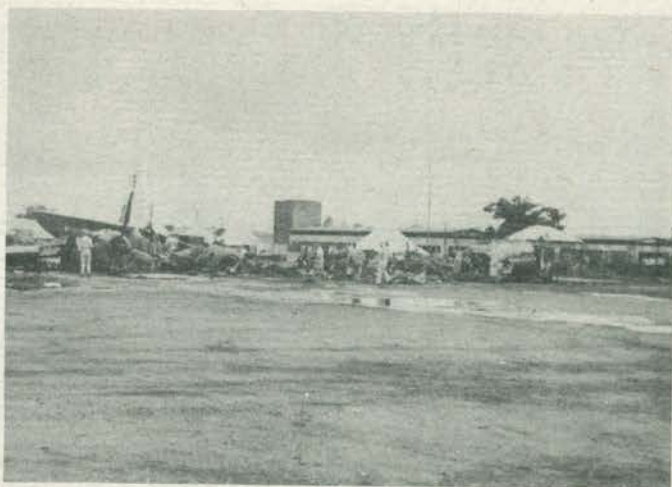
Maintenance "bugs" . . .



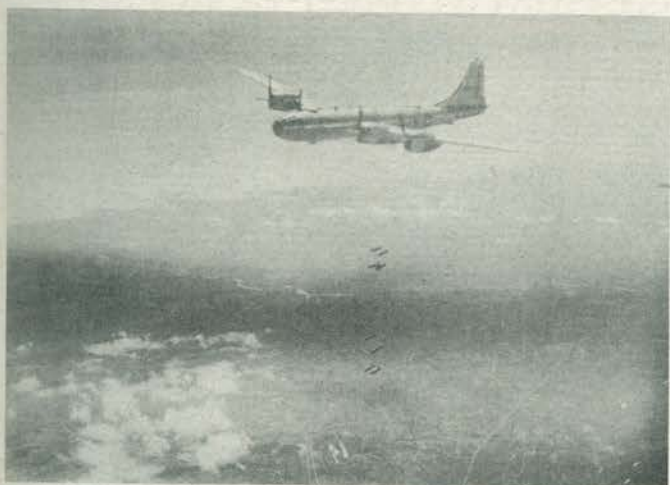
almost scored a complete victory on that one.



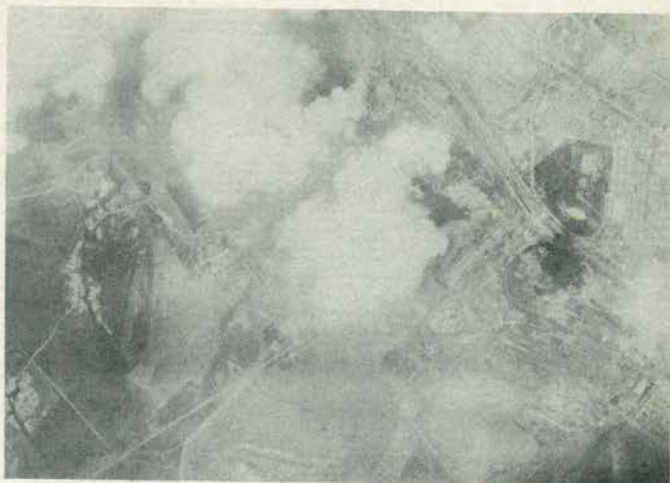
The fire hazard also gave us cause to worry . . .



by destroying "Nippon Nipper" on 8 July.



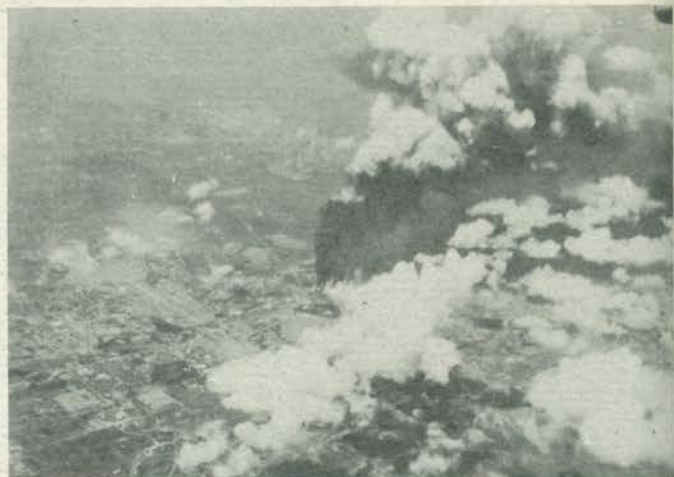
Our first daylight mission of real importance . . .



was on 29 July . . .



against Ansham, Manchuria.



The bombing was excellent . . .



but we lost AC #351 and eight of her crew . . .



and 291 crashed . . .



in India, right after takeoff.

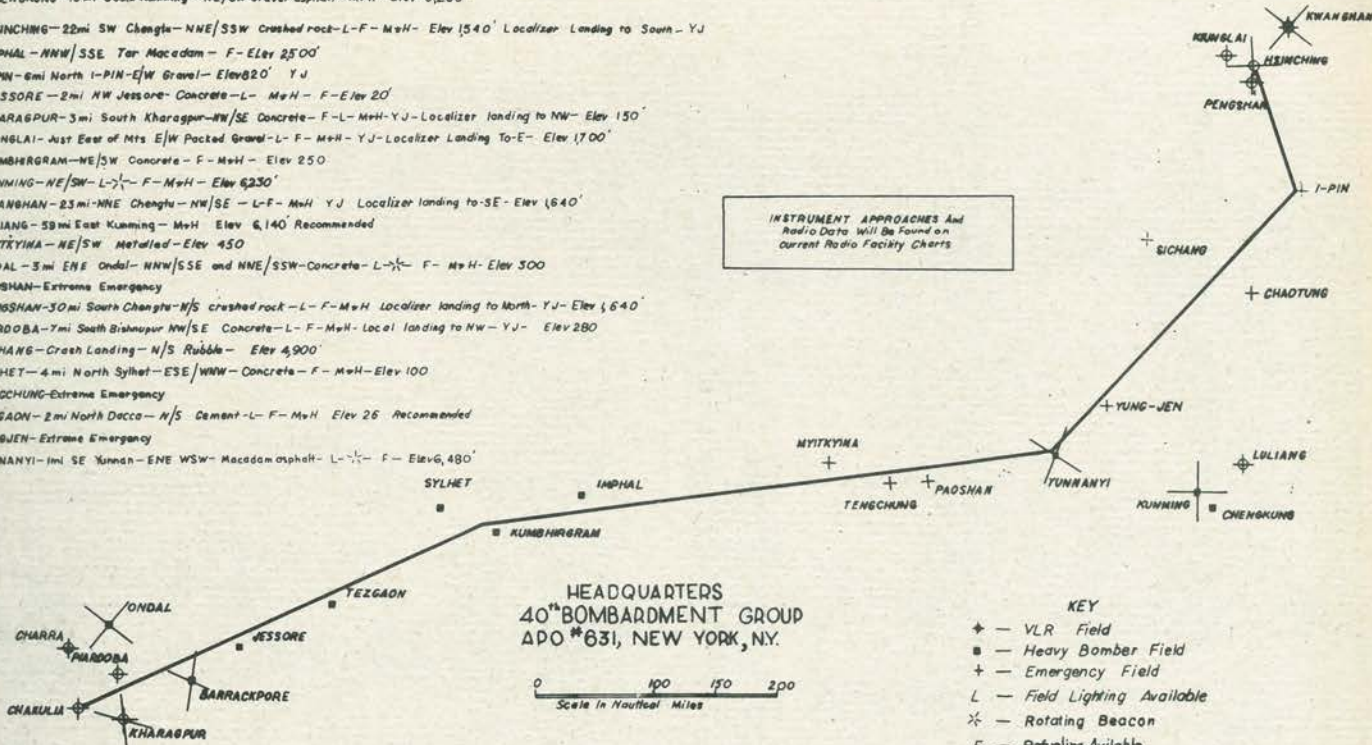
THESE B-29'S JUST **FLOAT** OVER THE HUMP



LANDING FIELDS - HUMP ROUTE

- BARRACKPORE - 14 mi North Calcutta - N/S Cement - L-F - Elev 10
- ◆ CHARRA - 4 mi North Purulia - E/W and N/S Concrete - Elev 850' - Field Abandoned
- + CHATUNG - Crash Landing NE/SW Gravel - on Plateau - Elev 6,600' - Surrounding Hills 10,000'
- ◆ CHAKULIA - NS and EW Concrete - L-F-M+H - Elev 425' Localizer Landing to the North - YJ
- CHENGKUNG - 15 mi South Kunming - NE/SW Gravel asphalt - M+H - Elev 6,250'
- ◆ HSINCHING - 22 mi SW Chengtu - NNE/SSW Crashed rock - L-F - M+H - Elev 1540' Localizer Landing to South - YJ
- IMPHAL - NNW/SSE Tar Macadam - F - Elev 2500'
- + I-PIN - 6 mi North I-PIN - E/W Gravel - Elev 820' YJ
- JESSORE - 2 mi NW Jessore - Concrete - L - M+H - F - Elev 20'
- ◆ KHARAGPUR - 3 mi South Kharagpur - NW/SE Concrete - F-L-M+H-YJ - Localizer landing to NW - Elev 150'
- ◆ KUNG-LAI - Just East of Mts E/W Packed Gravel - L-F-M+H-YJ - Localizer Landing To-E - Elev 1700'
- KUMBHGRAM - NE/SW Concrete - F-M+H - Elev 250'
- KUNMING - NE/SW - L-F - F-M+H - Elev 6230'
- ◆ KWANSHAN - 23 mi NNE Chengtu - NW/SE - L-F-M+H YJ Localizer landing to SE - Elev 1640'
- ◆ LULIANG - 59 mi East Kuming - M+H Elev 6,140' Recommended
- + MYITKYIA - NE/SW Metalled - Elev 450'
- ONDAL - 3 mi ENE Ondal - NNW/SSE and NNE/SSW - Concrete - L-F - F-M+H - Elev 300'
- + PAOSHAN - Extreme Emergency
- ◆ PENGSHAN - 30 mi South Chengtu - N/S Crashed rock - L-F-M+H Localizer landing to North - YJ - Elev 1640'
- ◆ PIARDOBA - 7 mi South Bishnupur NW/SE Concrete - L-F-M+H Local landing to NW - YJ - Elev 280'
- + SICHANG - Crash Landing - N/S Rubble - Elev 4900'
- SYLHET - 4 mi North Sylhet - ESE/NNW - Concrete - F-M+H - Elev 100'
- + TENGCHUNG - Extreme Emergency
- ◆ TEZGAON - 2 mi North Dacca - N/S Cement - L-F-M+H Elev 26' Recommended
- + YUNBJEN - Extreme Emergency
- YUNNANYI - 1 mi SE Yunnan - ENE WSW - Macadam asphalt - L-F - F - Elev 6,480'

INSTRUMENT APPROACHES And
Radio Data Will Be Found on
Current Radio Facility Charts



HEADQUARTERS
40th BOMBARDMENT GROUP
APO #631, NEW YORK, NY.

0 100 150 200
Scale in Nautical Miles

KEY

- + - VLR Field
- - Heavy Bomber Field
- + - Emergency Field
- L - Field Lighting Available
- * - Rotating Beacon
- F - Refueling Available
- M+H - Mess And Housing Available
- YJ - Radar Homing

Towards the end of July we began using a new Hump route



further south, near Imphal . . .



and Myitkyina,



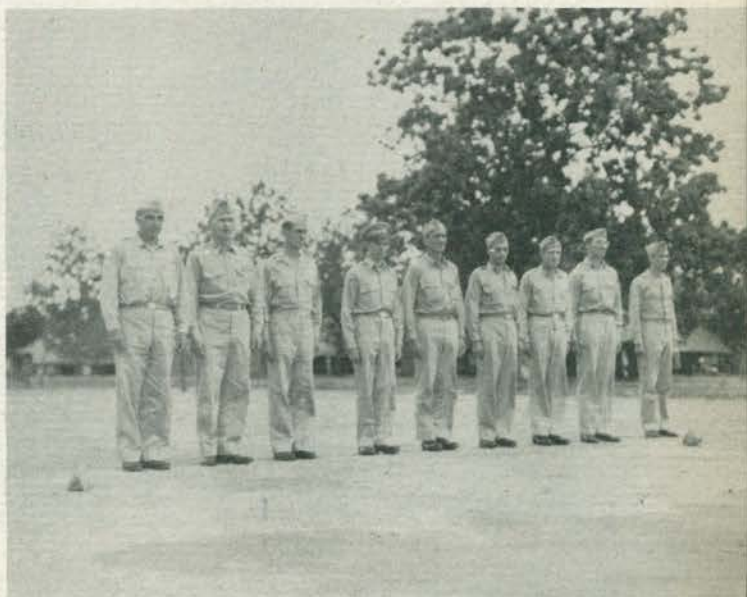
where we got an occasional glimpse of the famous Burma Road.



Col. Harmon received the Legion of Merit . . .



in the early part of August, just before he left us.



Brig. Gen. Saunders made the presentation, and also . . .



inspected the base.



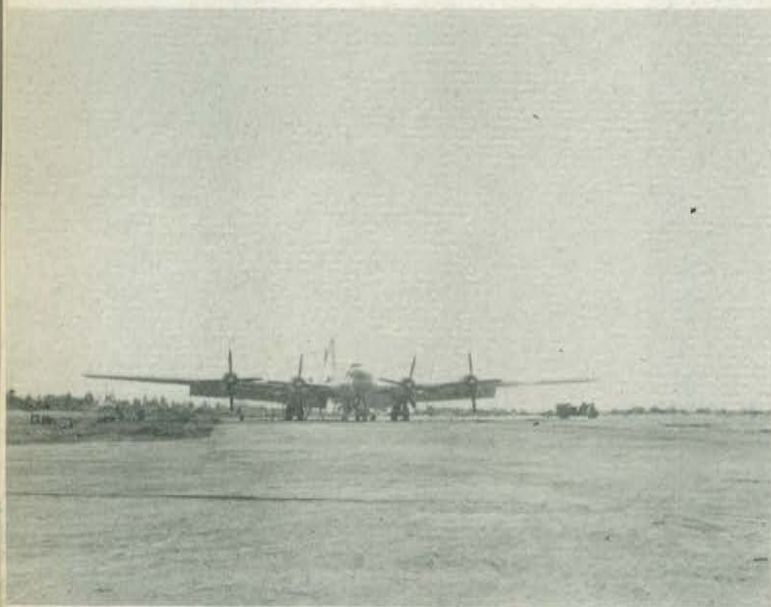
Our new C. O., Col. W. H. Blanchard, took over on 4 August.



Our AC received distinctive tail markings . . .



and names . . .



during this month,



and some of them . . .



were really good . . .



and to the point.



References to the "Hump,"



and to the weather . . .



were frequent.



The favorite expression of the Chinese,



popular songs, . . .



and names of people . . .



were also common . . .



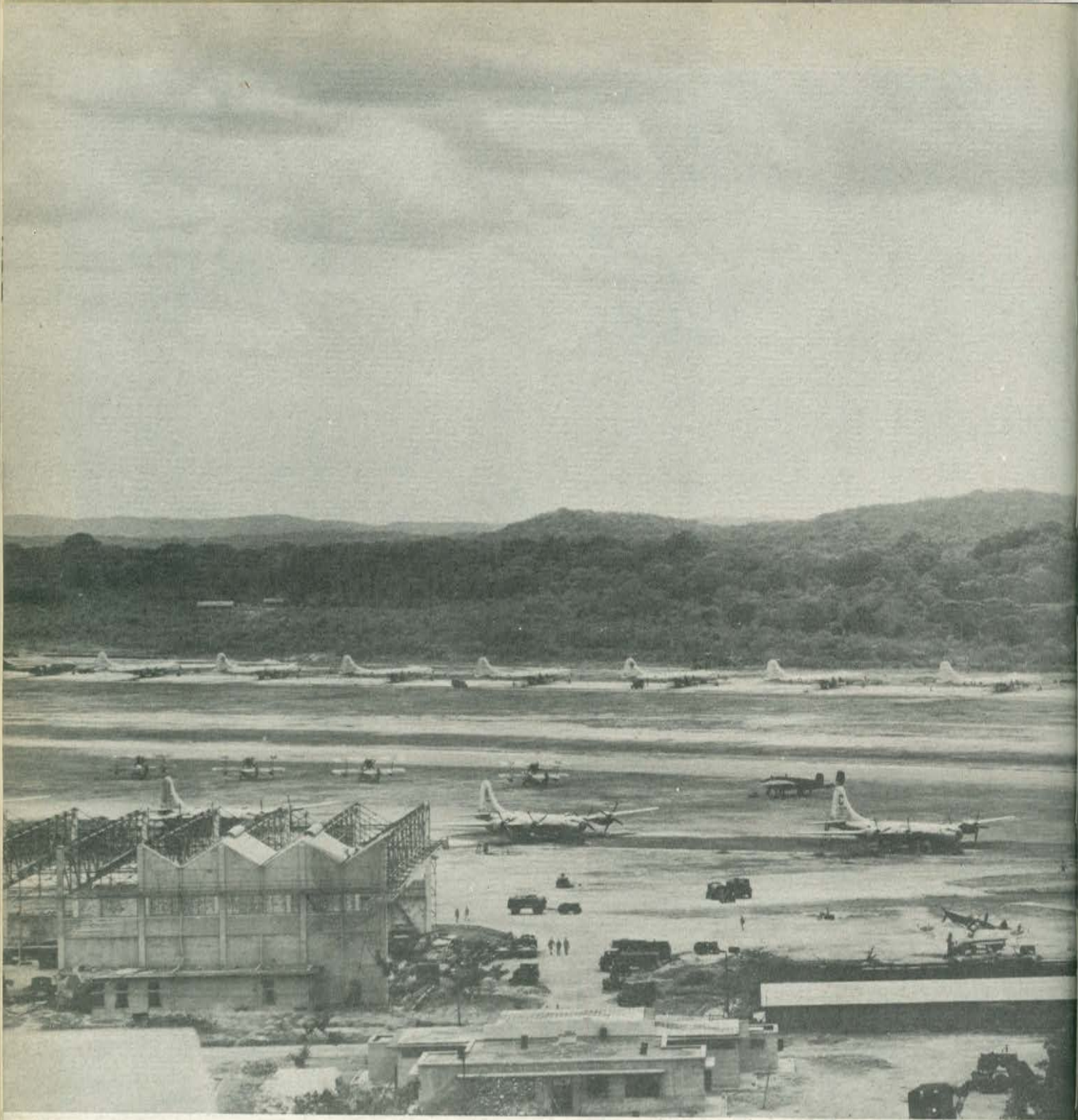
and of course . . .



our combat expectations . . .



were also depicted, in no uncertain terms.



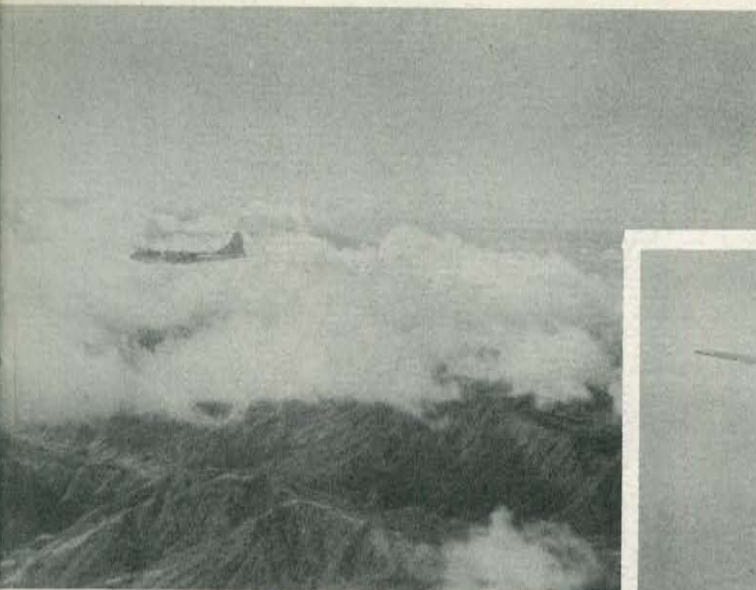
On August 9th we assembled



at China Bay, Ceylon . . .



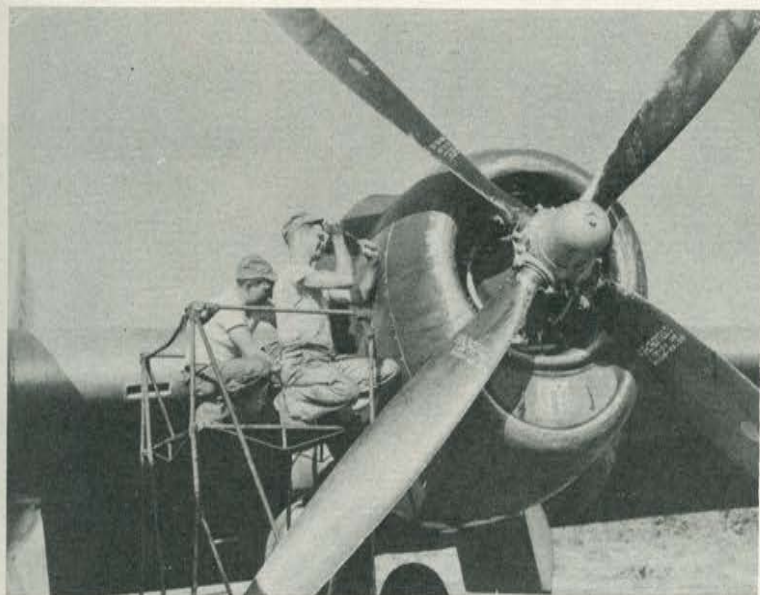
and then on 10 August we took off for Palembang, Sumatra, the longest mission of World War II.



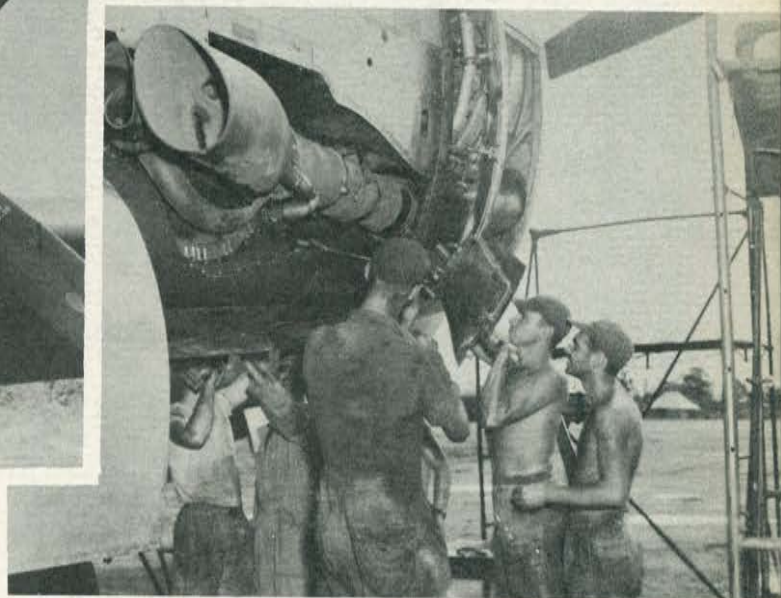
On the same date we also . . .



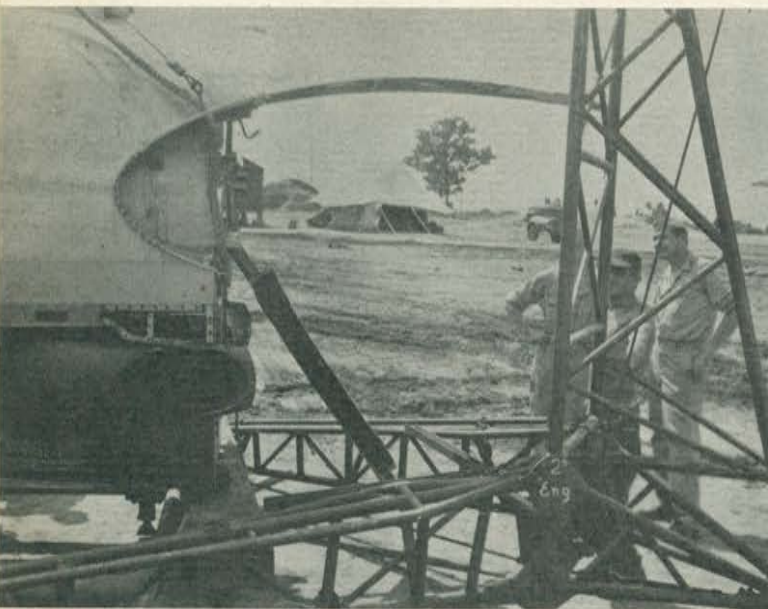
dispatched AC from A-1 against Nagasaki.



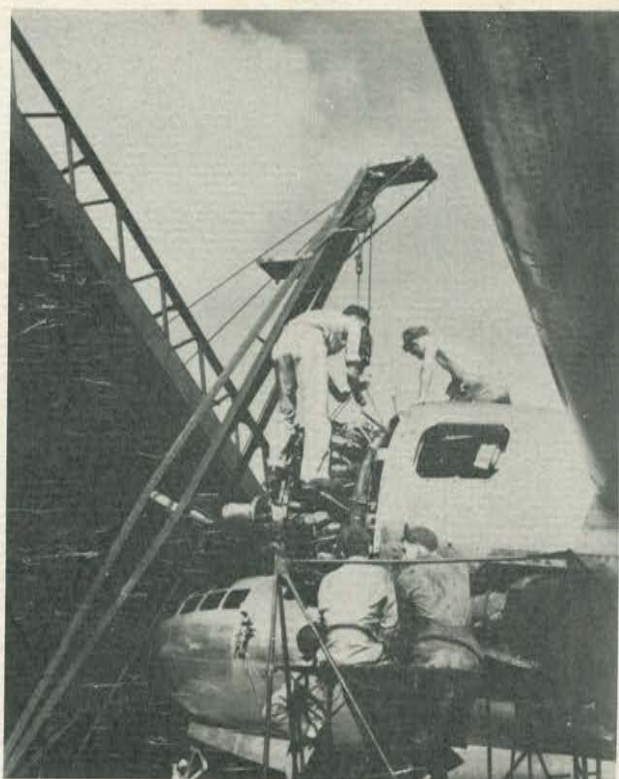
These two missions gave us increased . . .



maintenance problems . . .



but maintenance was no longer . . .



proving the usual "bugaboo" . . .



and we were ready . . .



despite AC 250 . . .



and AC 310 . . .



running off the runway,



for one of our toughest . . .



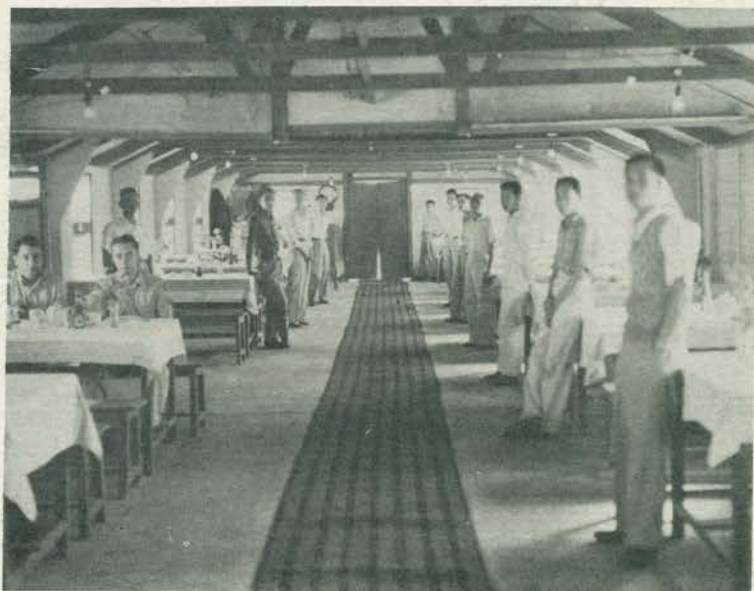
missions of the war, . . .



the daylight Yawata mission on 20 August.



On our return to B-4 . . .



we enjoyed the Chinese Restaurant in the 28th Service Group area, . . .



outdoor relaxation with the natives . . .



and an occasional trip to Jamshedpur.



Storms still caused some damage . . .



but not enough to hinder our operations.



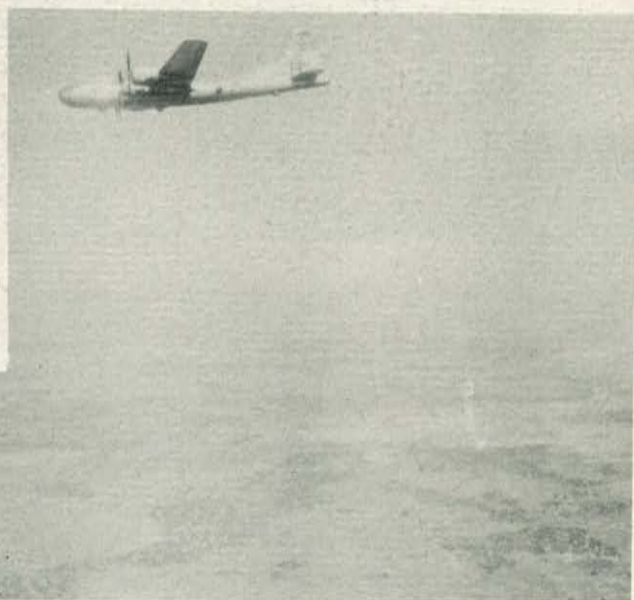
September was a month of intensive training . . .



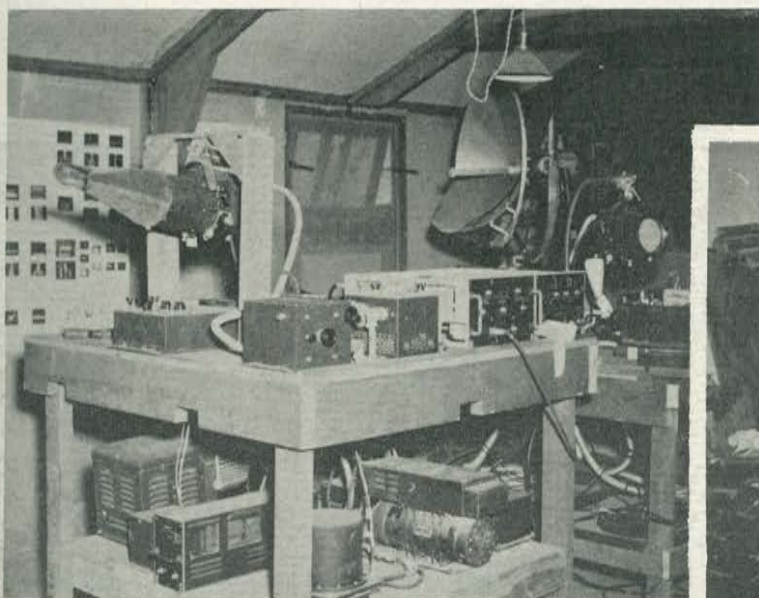
in gunnery and other subjects . . .



on the ground . . .



and in the air.



The various sections . . .



were able to catch up on much repair work . . .



and our combat crews began to fly 12-ship formation.



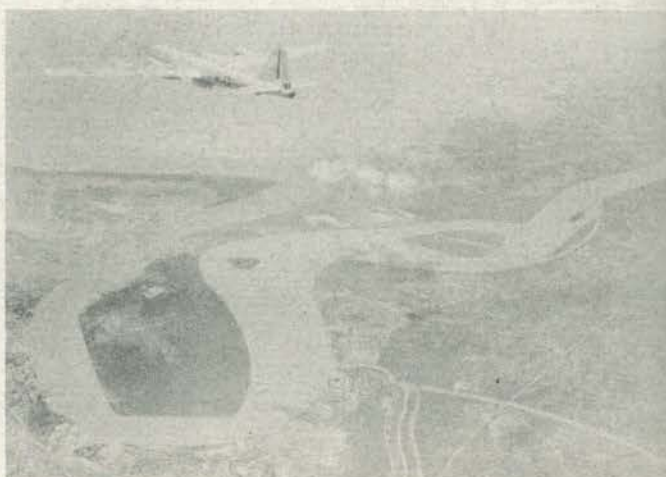
Our eighth mission . . .



was a second attack, . . .



on Anshan, Manchuria.



On the 8th of September



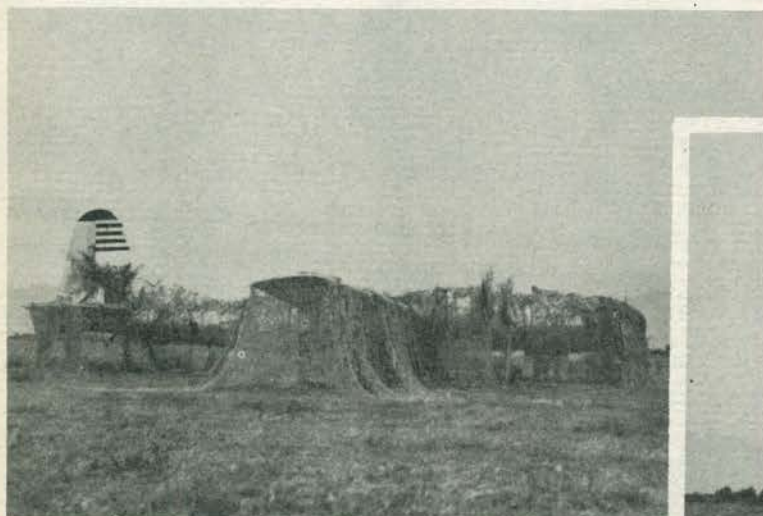
The damage done was extensive and our losses nil,



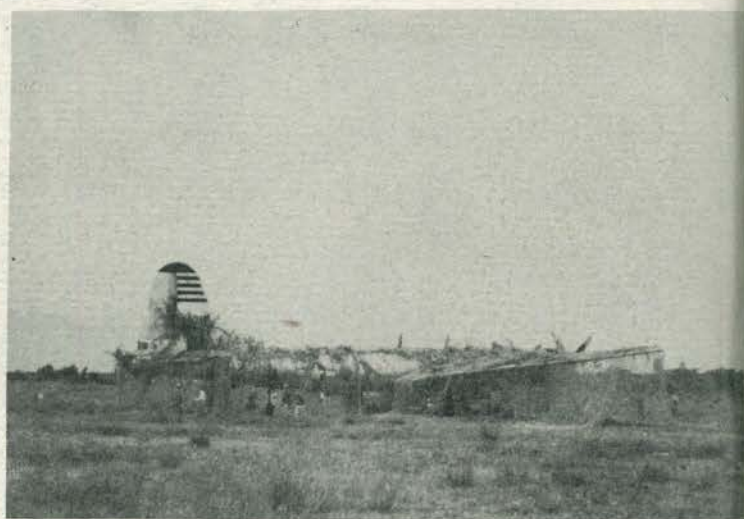
although AC 306 had # 3 engine shot out . . .



and had to land at Hanchang, . . .



and be camouflaged . . .



as protection from the Jap fighters.



The Japs bombed us for the first time on
9 September . . .



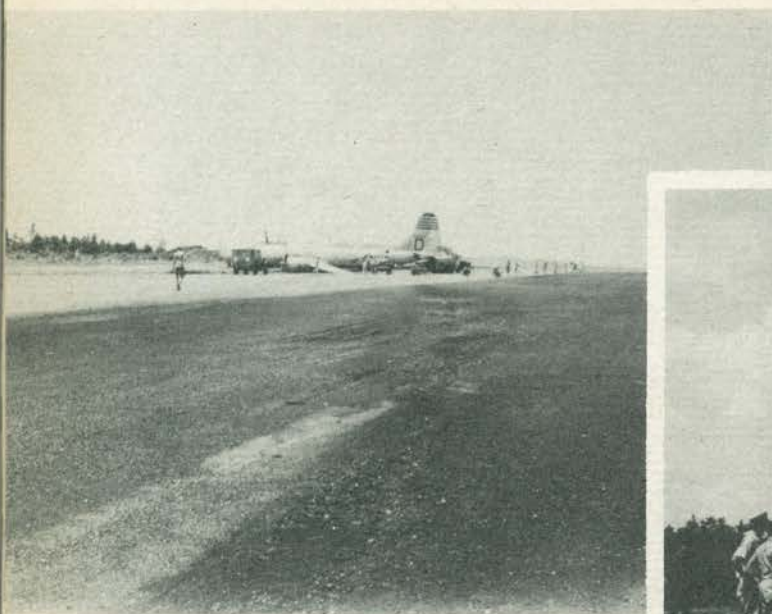
but didn't hinder our return to Chakulia.



On 11th September AC 222 crashed . . .



when it ran out of gas.



Then, on 16 September, # 268 also crashed . . .



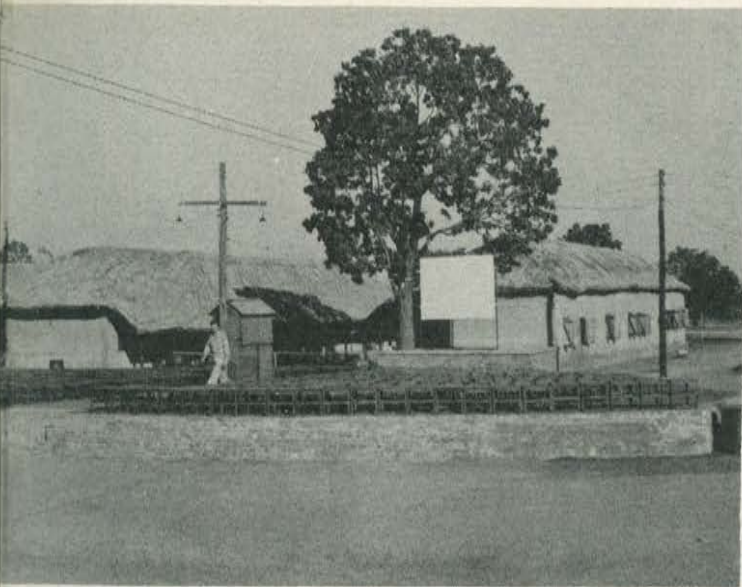
after an engine caught fire and fell off.



There were no casualties, however, and our daily procedure . . .



continued, unabated.



The 28th Service Group theatre, . . .



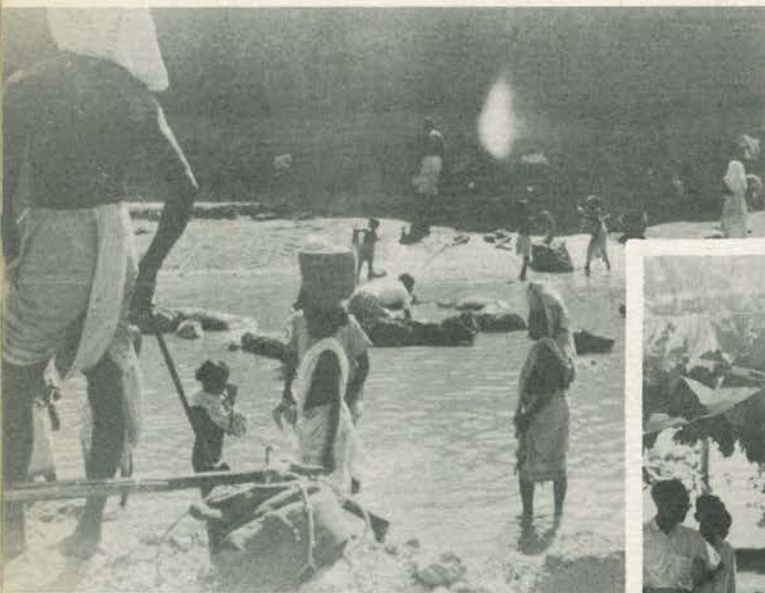
the Purity Palace, . . .



and the completed "Bengal Bijou" offered further relaxation.



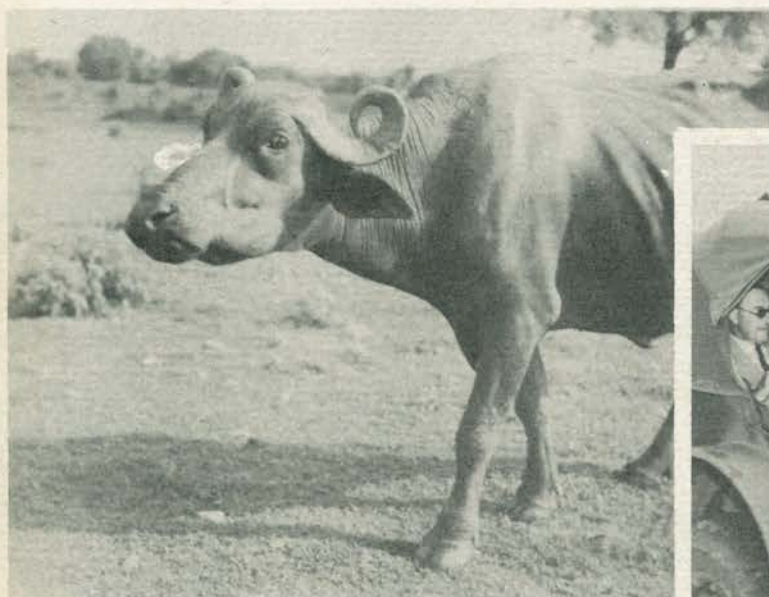
The natives, as usual, . . .



with their strange customs . . .



and ceremonies, were a continued source of interest . . .



and amusement.



we had a visit from the Governor of Bihar Province and . . .



Our own visits to Calcutta started with the depot in Chakulia.



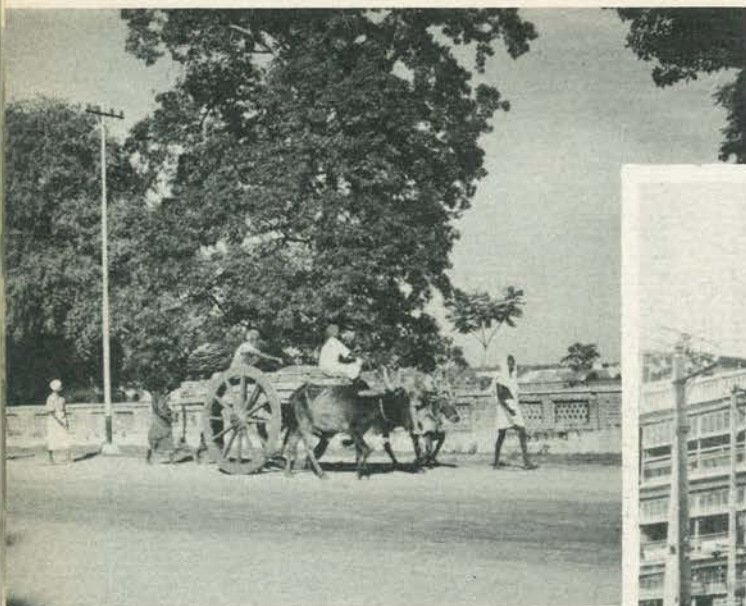
The teeming station at Kharagpur was our first long stop . . .



but we made many other stops and saw many strange sights.



Outside Howrah Station the "gharrys" and taxis were waiting . . .



to take us over the bridge . . .



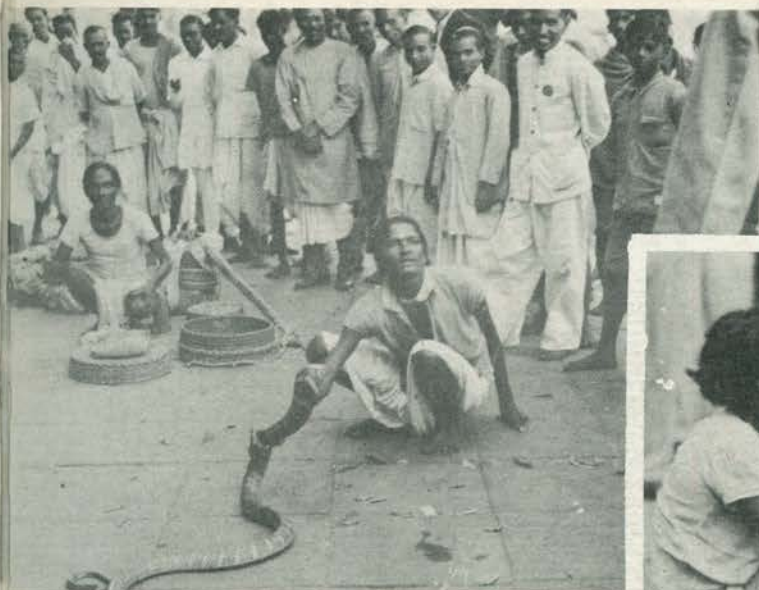
and into the main part of town, . . .



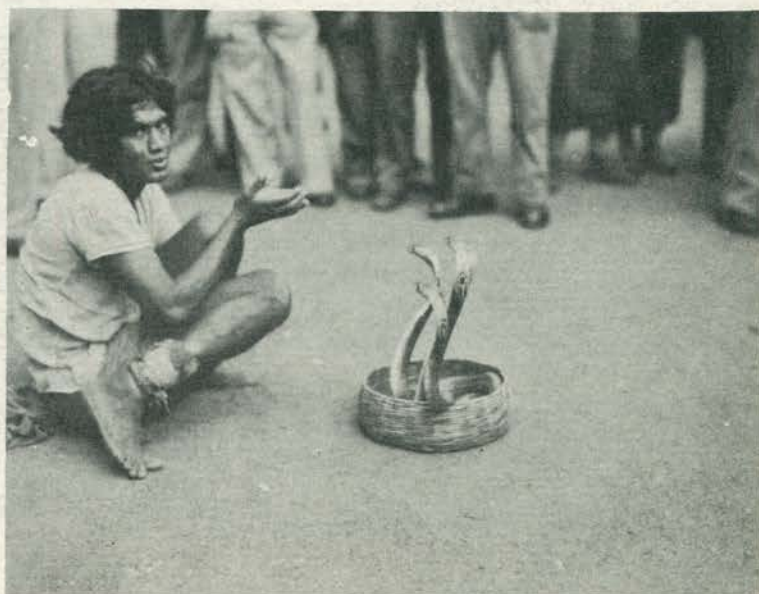
via Chowringhee Road.



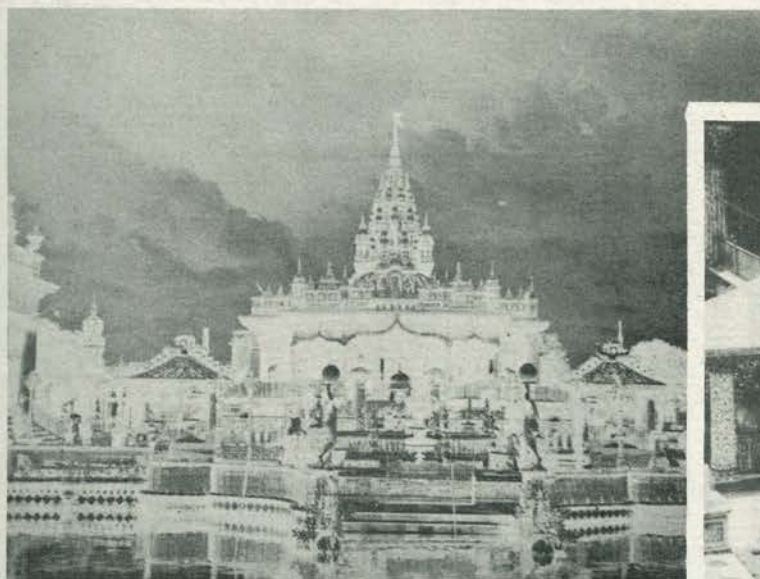
After we got a hotel room, a "ricksha wallah" would take us . . .



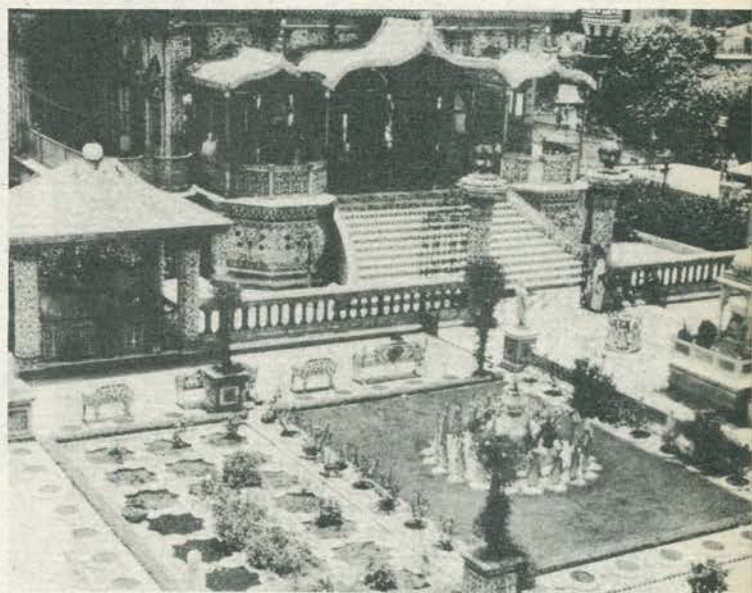
to see the sights which included . . .



snake-charmers and holy men, . . .



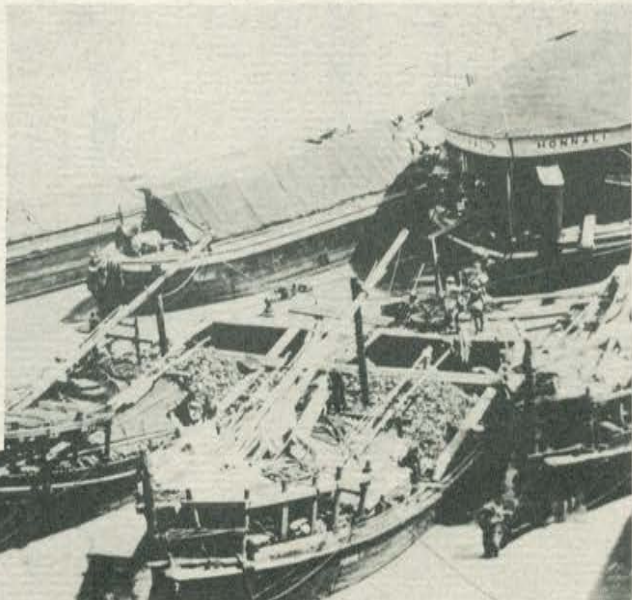
the famous Jain Temple . . .



with its intricate gardens and statues, . . .



the beautiful pagoda in the Eden garden . . .



and the "Holy" Ganges River.



The waiters at the Grand Hotel . . .



the Victoria Memorial . . .



the native jewelers at work . . .



and the scowling countenances of the natives . . .



were also part of Calcutta's scenery.



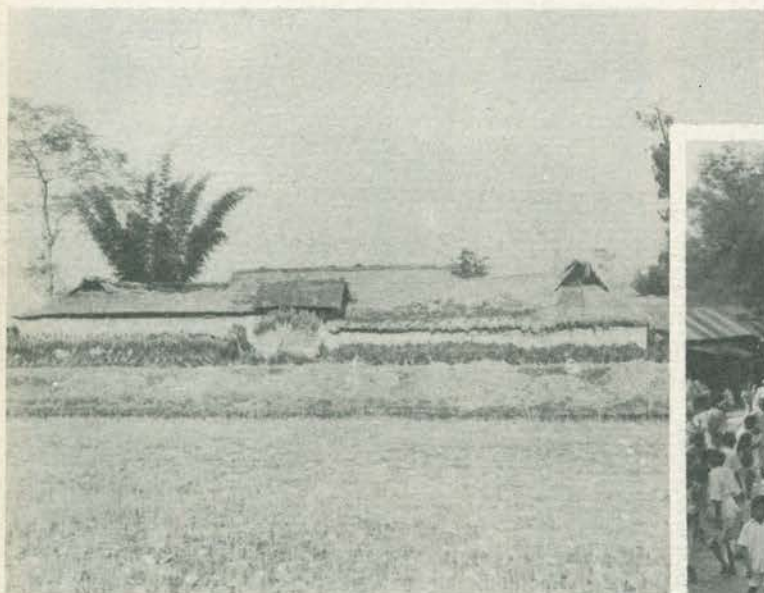
A road trip to Kharagpur, . . .



past the rice fields and the inevitable
road gangs . . .



was both rough and picturesque.



Most of the small villages were enclosed by mud
walls . . .



and on market day they overflowed.



Jharagram was a bus stop for the natives . . .



but the Half-way House was our stop for tea and cakes.



Kharagpur itself was surrounded by temples.



All was not play, however, . . .



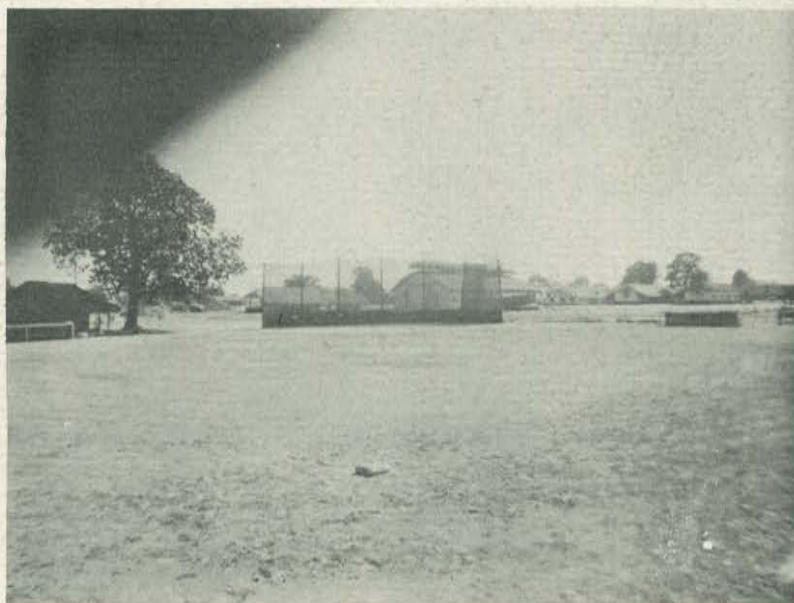
for we had to run a third Anshan mission on 26 September . . .



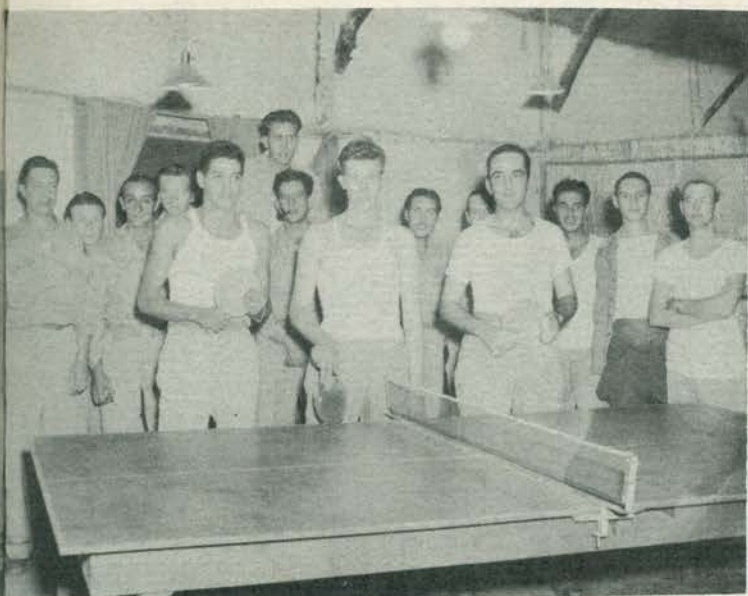
and our ships had to be made ready . . .



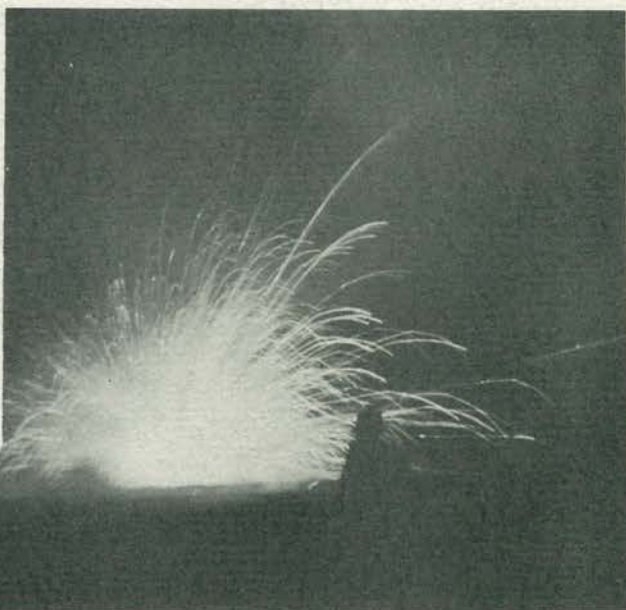
for the trip to A-1.



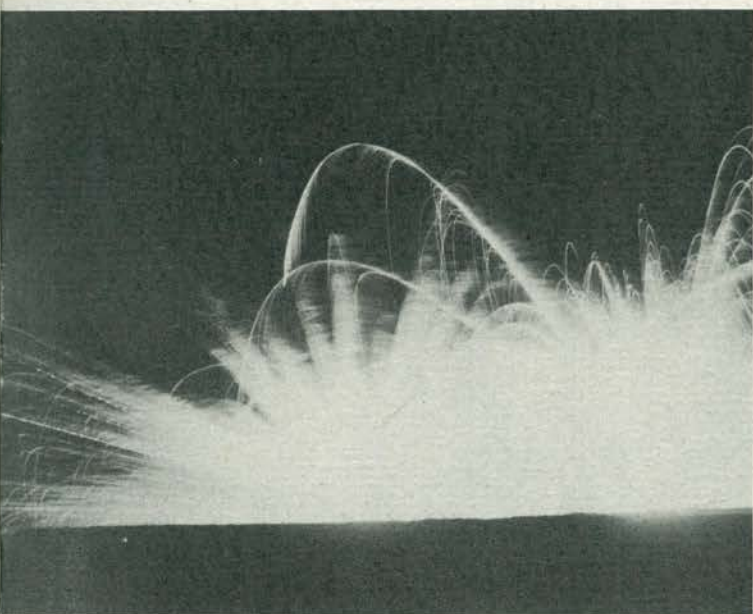
October was the best month . . .



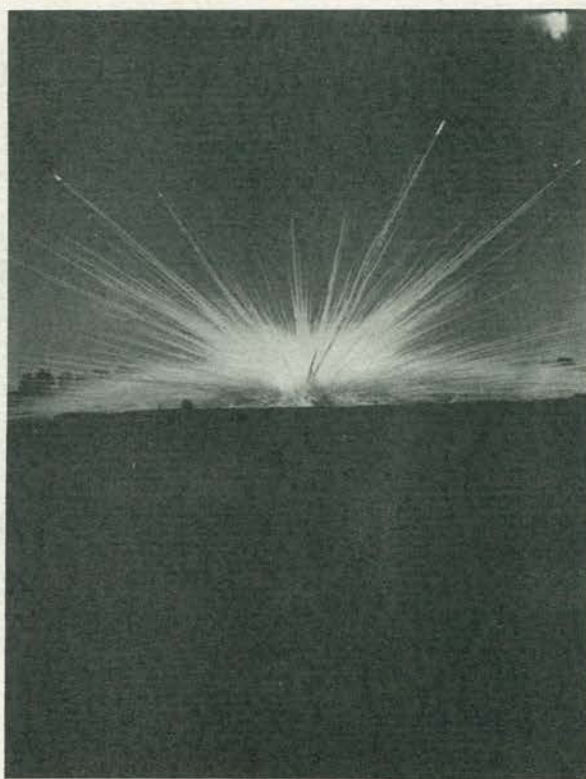
as far as weather was concerned . . .



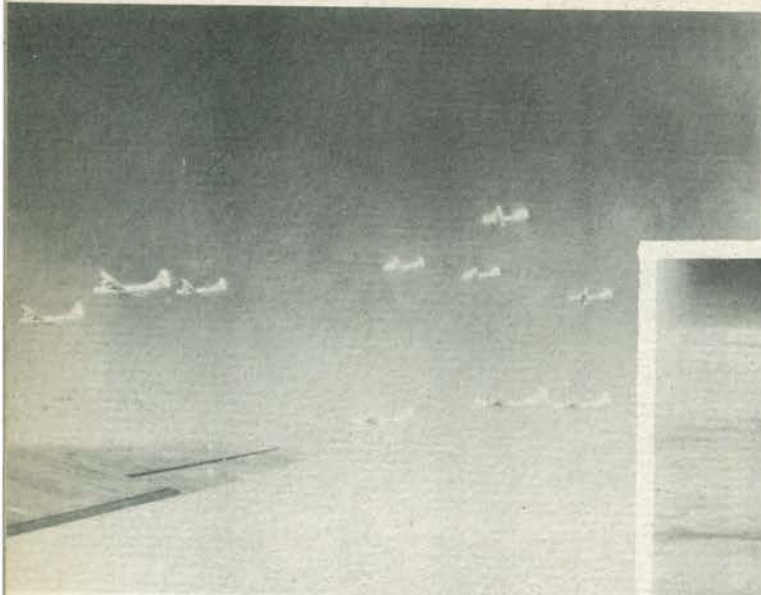
and the ballistics demonstration, . . .



in connection with training, . . .



was a sight worth seeing.



Our crews continued to train . . .



for forthcoming missions . . .



and the first one in October was . . .



the strike against Okayama, Formosa, . . .



OKAYAMA

AFTER

14 OCTOBER 1944

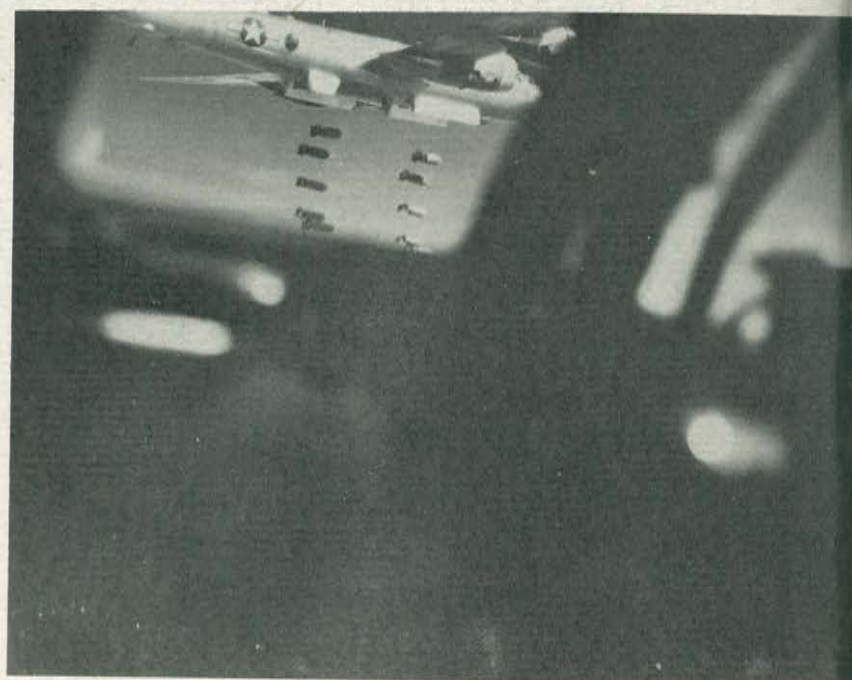
in support of Gen. MacArthur's Philippine invasion.



A couple of days
later . . .



we hit Formosa
again; . . .



this time at the harbor installations . . .

TAKAO
DURING

17 NOV. 194



at Takao.



In the meantime new
AC were arriving . . .



and old ships, with
their crews, . . .



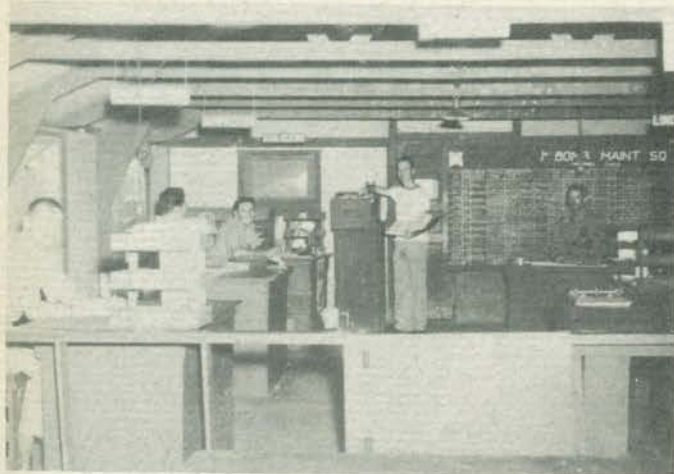
were achieving the impossible.

OMURA
DURING

25 OCT. 1944



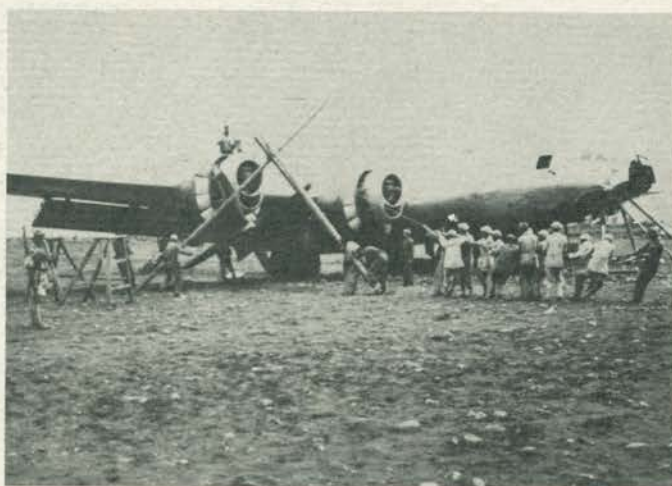
By the end of our 12th mission . . .



the squadron engineering sections were well able . . .



to handle belly landings, though we did lose . . .



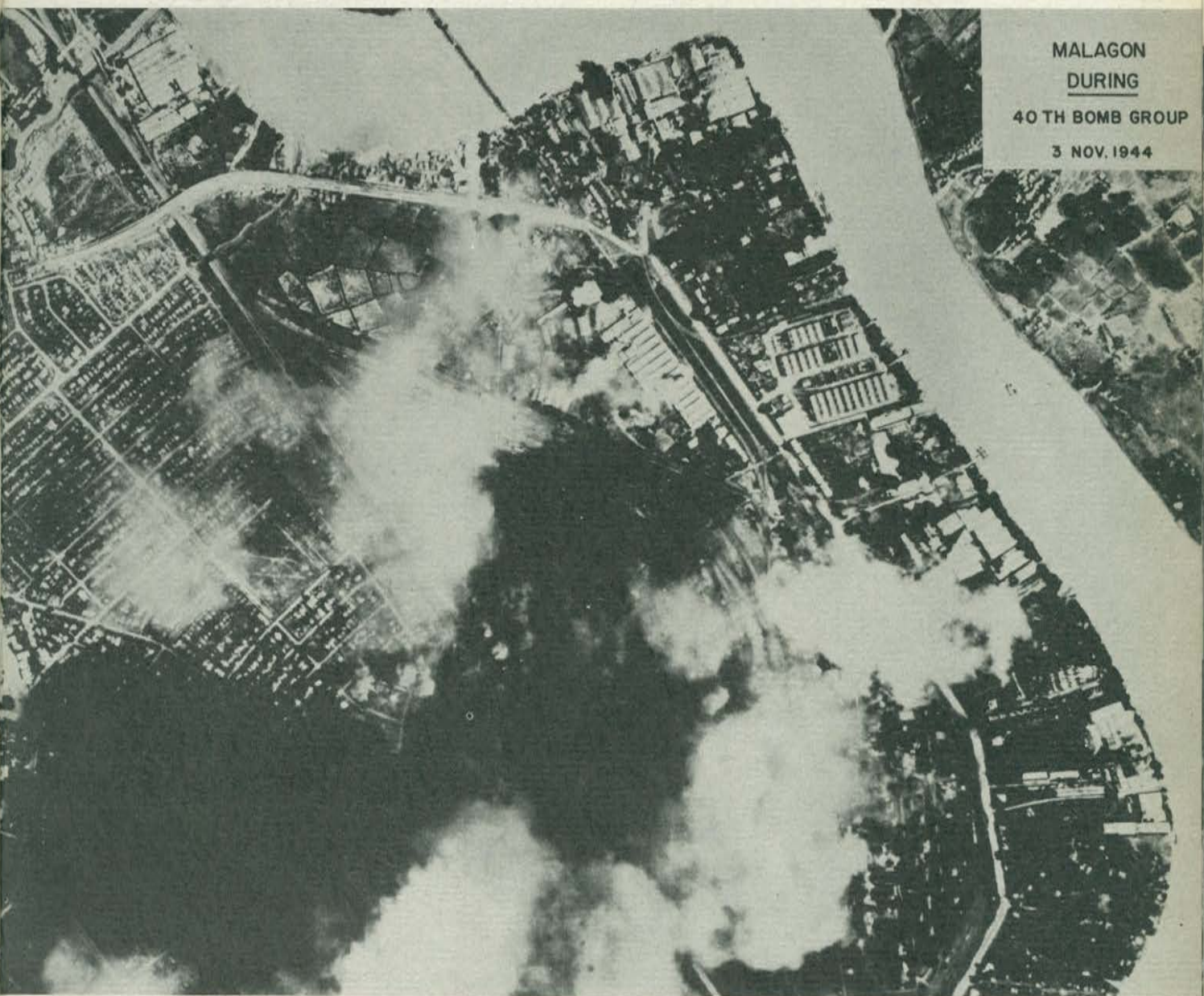
AC #326, which had to be salvaged after a nose landing at Hsichiang.



November started with a bang . . .



and a very successful mission . . .



MALAGON
DURING
40 TH BOMB GROUP
3 NOV. 1944

on November 3rd . . .



MALAGON YARDS

BEFORE

3 NOVEMBER 1944

against the Malagon R. R. yards . . .



at Rangoon, Burma.



At the interrogation, the boys . . .



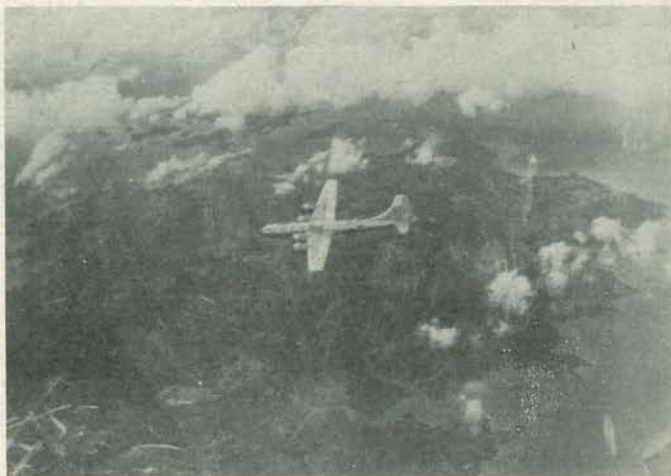
were well satisfied with the results, . . .



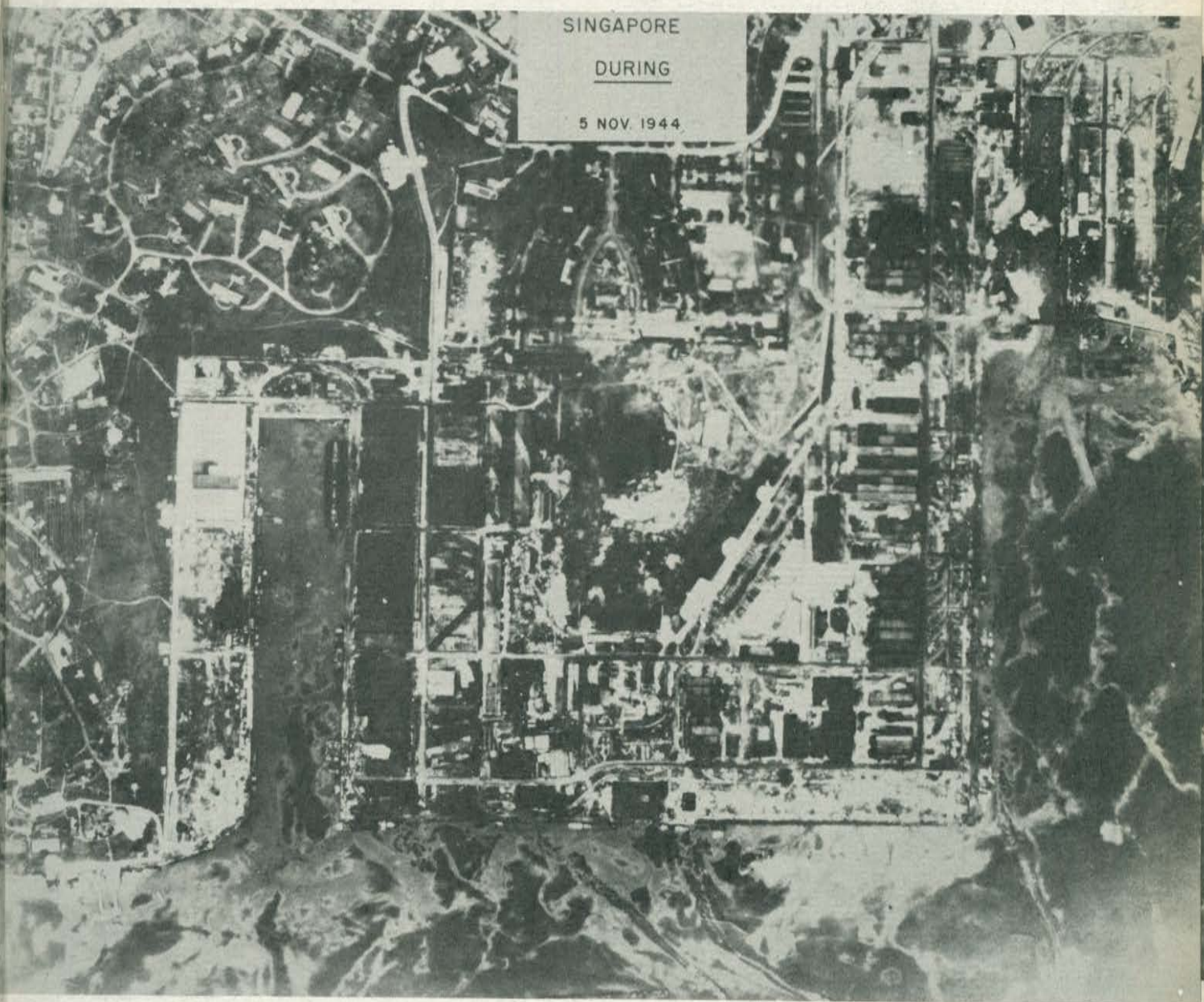
but were surprised at being called . . .



for another mission so soon.



This mission was against the Singapore Naval Base . . .



SINGAPORE

DURING

5 NOV. 1944

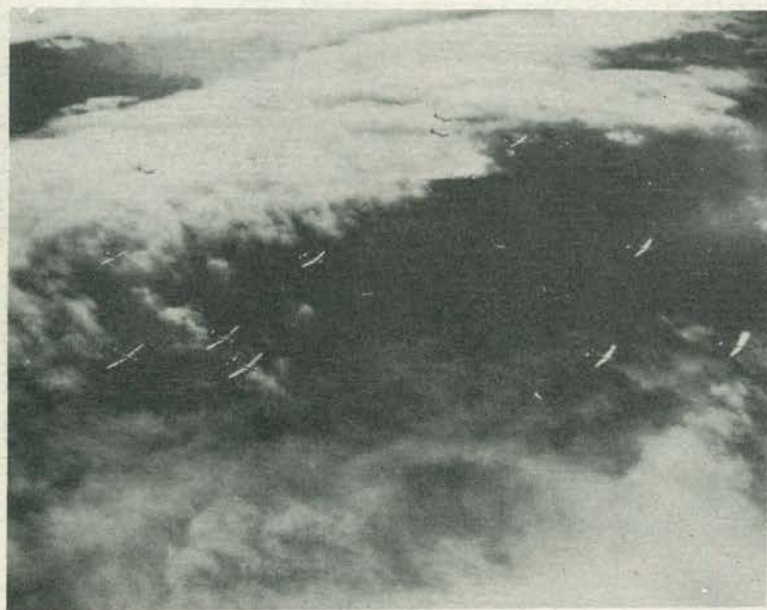
and was as accurate a piece of work as could be expected.



Returning crewmen showed the strain of this long mission . . .



and welcomed the rest caused by General Le May's visit to award decorations.



The rest was brief, however, for on 11 November . . .



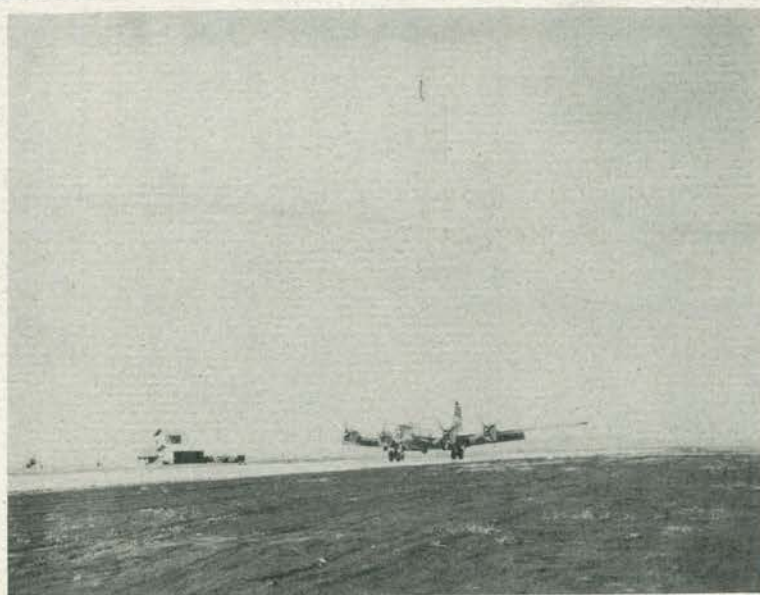
we ran our 15th mission . . .



against Nanking, China, with good results, but . . .



not without paying a price.



We had barely returned to Chakulia . . .



before we had to take off again for A-1 . . .



and then Omura, . . .



which developed into a real "sweat-job."



Though November was our busiest month to date . . .



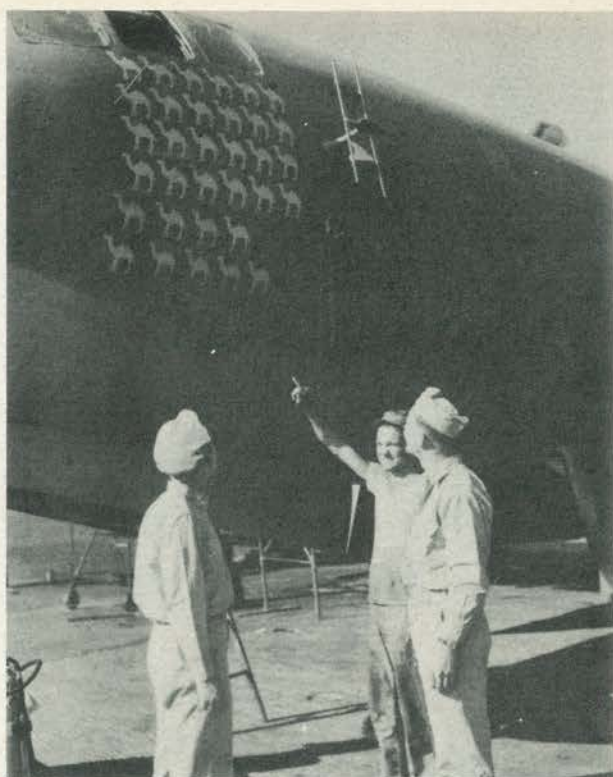
the morale of the Group was high, . . .



not only because of the new recreational activities . . .



and Stateside comforts, . . .



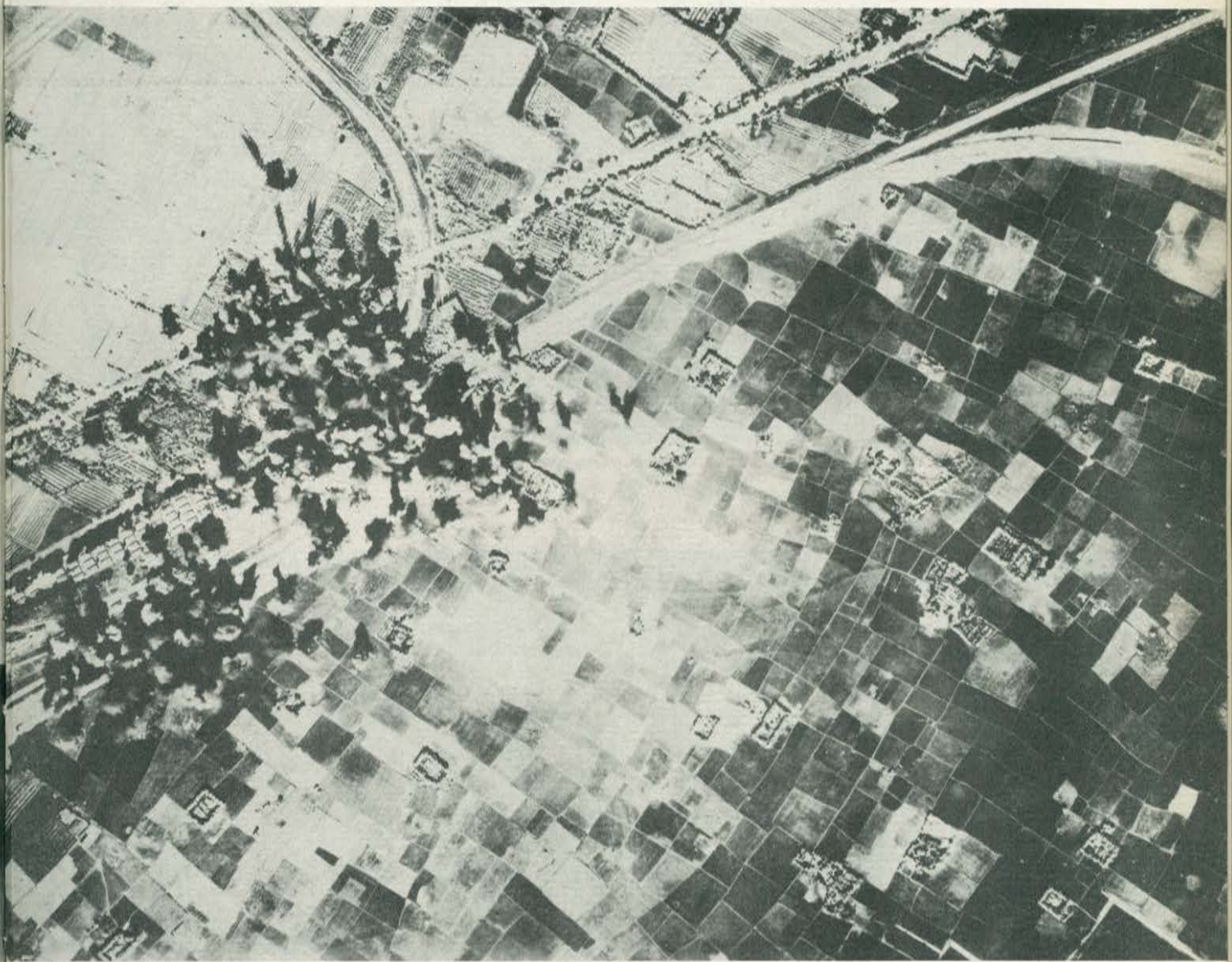
but also because the ships were being sent home . . .



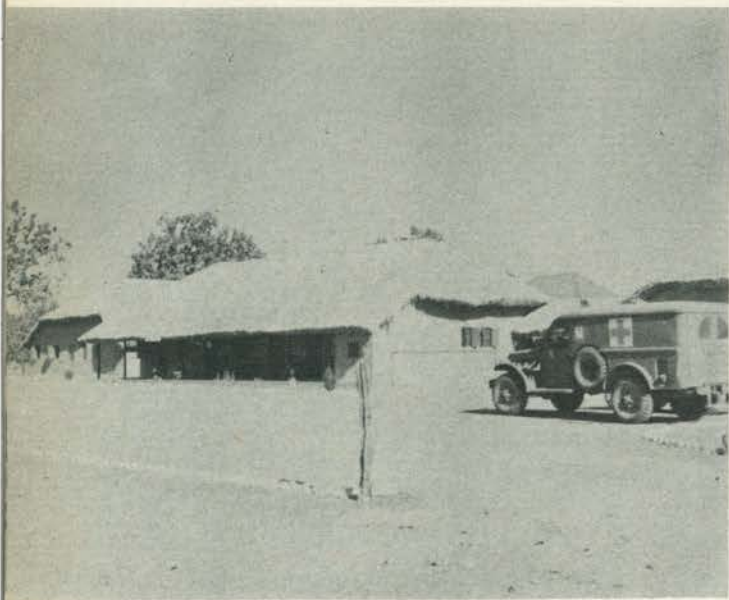
and some of us were being sent to rest camps.



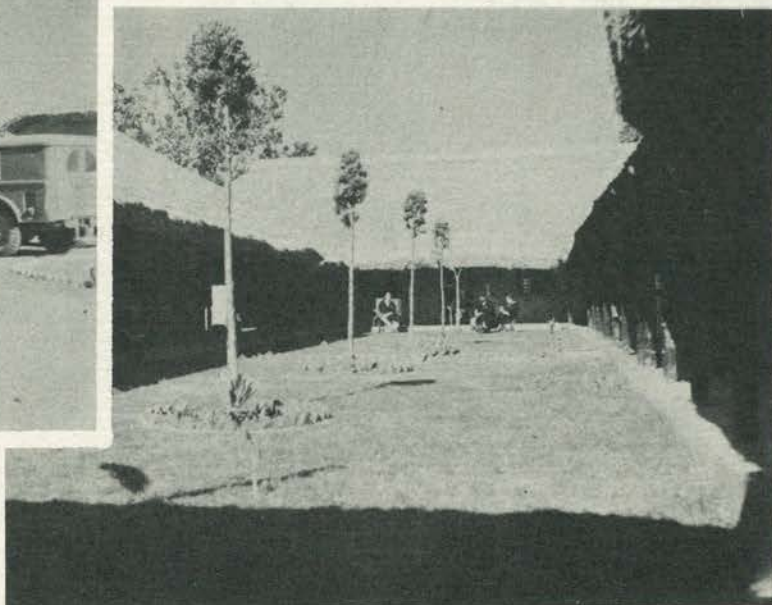
The 5th and last mission in November came on the 27th . . .



and the target (at Bangkok) was wiped out.



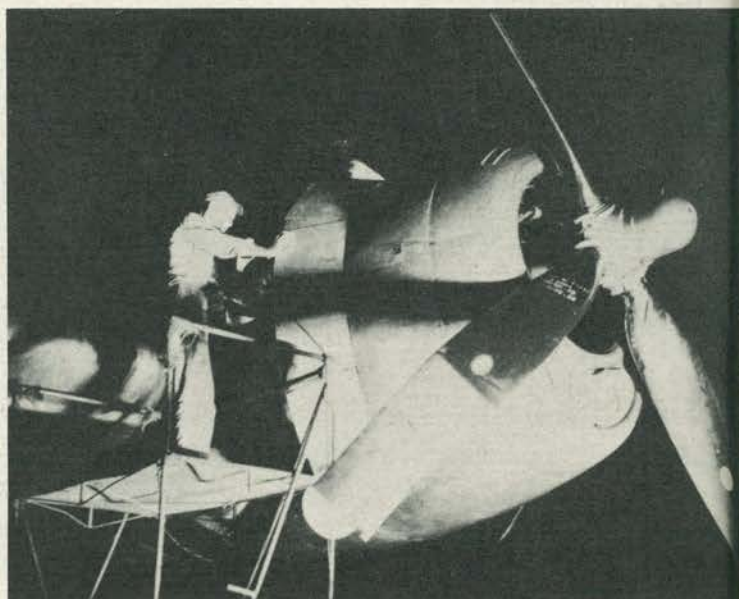
For the rest of the month, and on into December . . .



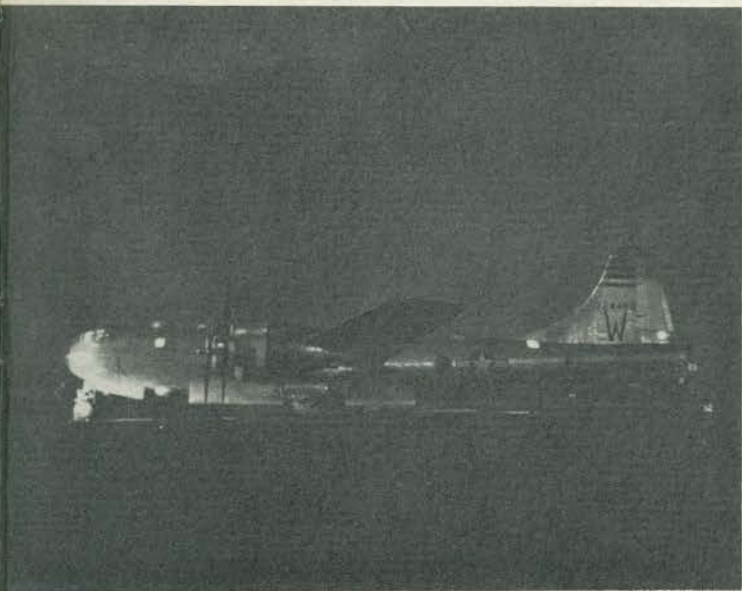
We relaxed, when we were ill, in the new Group dispensary . . .



and celebrated the opening of the amphitheatre with a USO show.



December was another month of stepped-up activity . . .



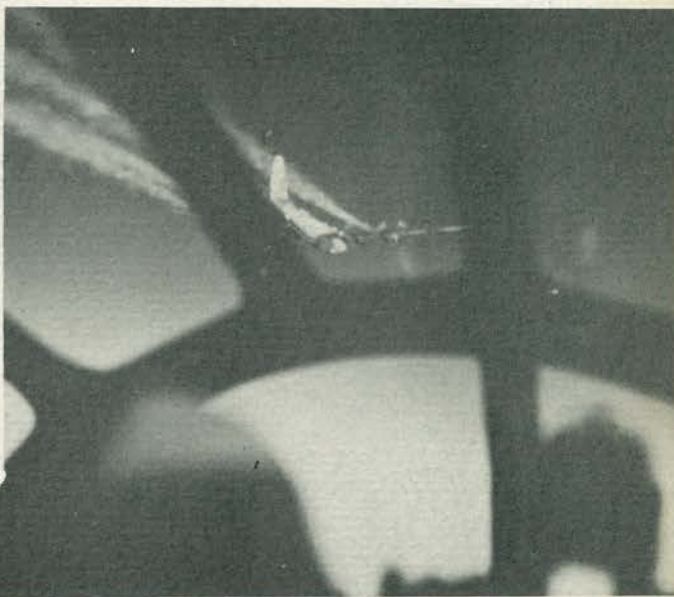
in training, maintenance, and combat.



The first mission of the month,



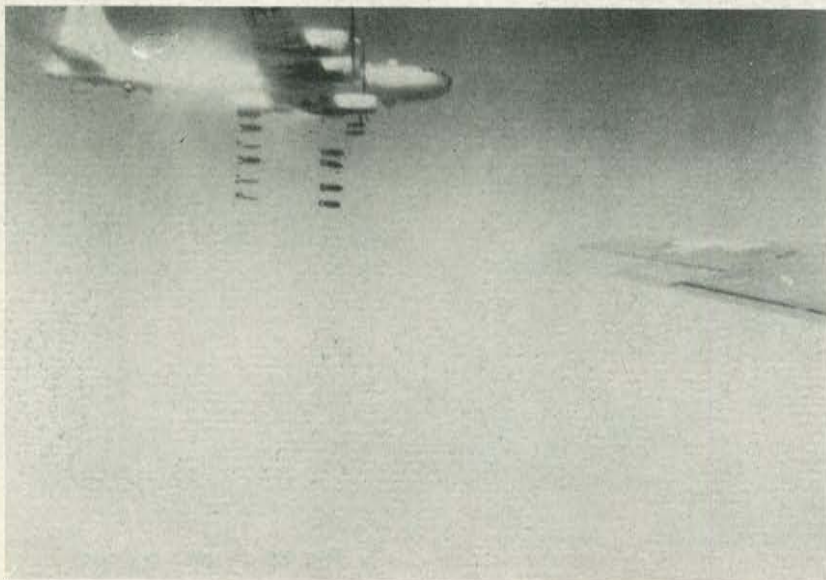
on the 7th, Pearl Harbor Day,



was carried out in 45° below zero weather . . .



and the target was Mukden, Manchuria.



Mission # 19 was disastrous for the 40th, . . .



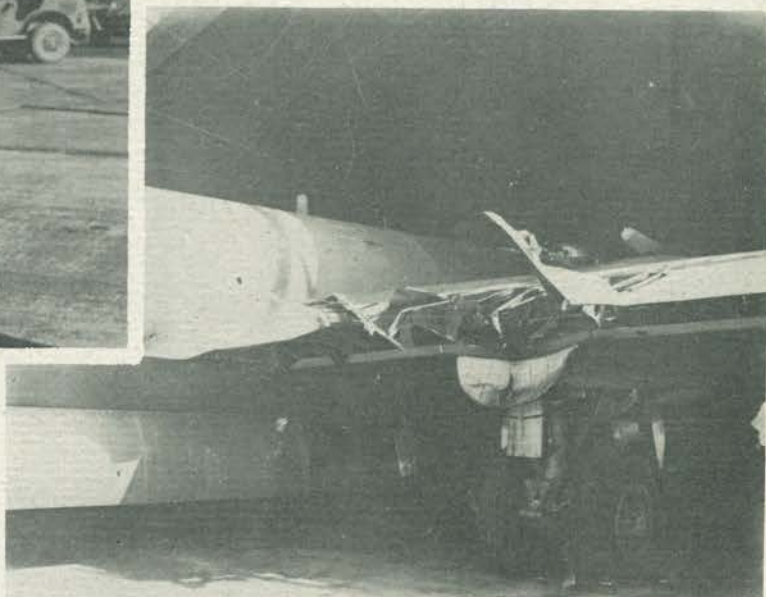
though the target at Rangoon was bombed . . .



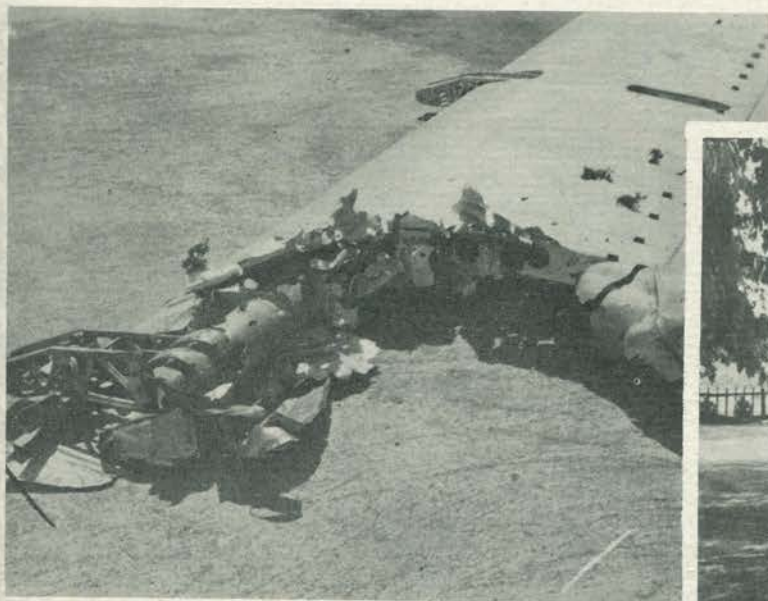
with excellent results.



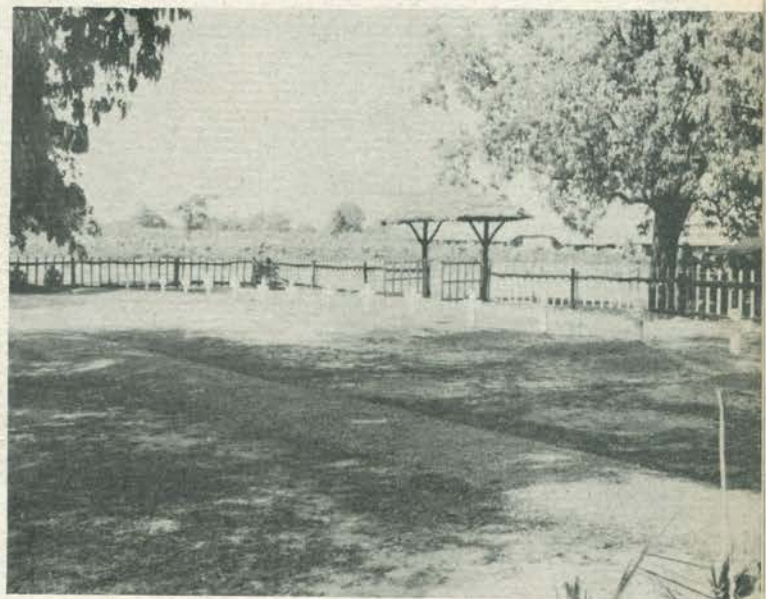
Only two of our AC returned to Chakulia that day.



Four were lost when a freakish bomb explosion occurred . . .



within the formation, and the others had to make emergency landings.



Despite our bad luck on this mission . . .



the field orders continued to come in . . .



and our battle-hardened machines . . .

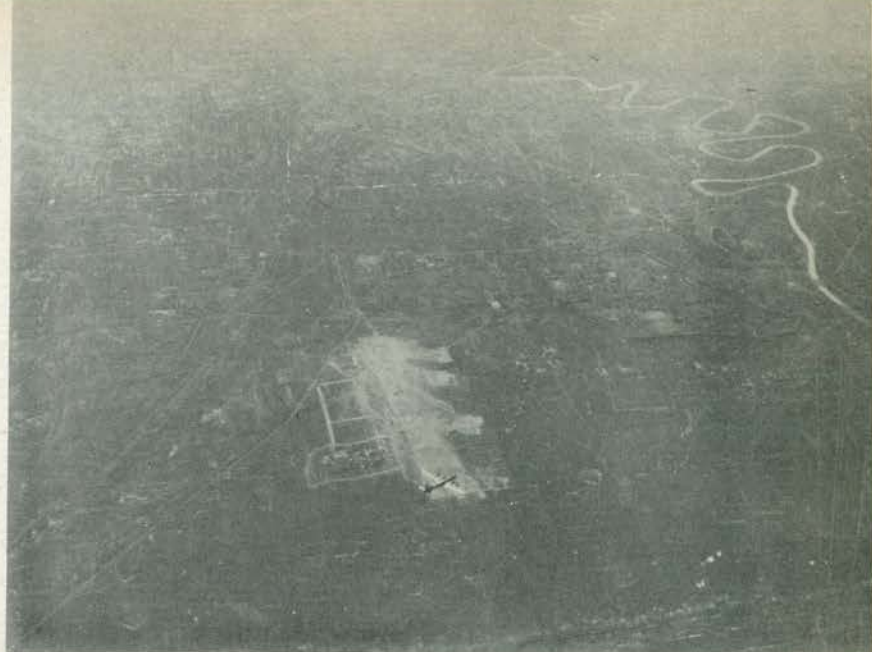


had to head for A-1 once more—



this time to participate in a "triple-header,"

starting on the 18th of December . . .



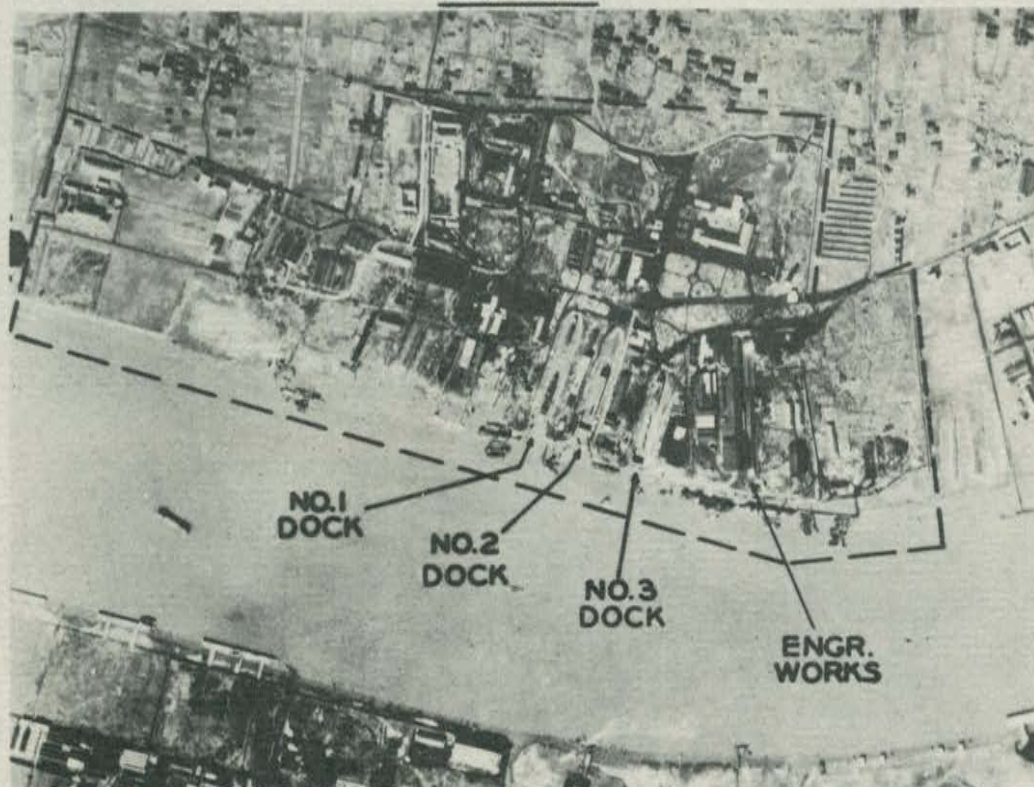
with an incendiary raid on Hankow, China,

KIANGNAN DOCKS

SHANGHAI, CHINA

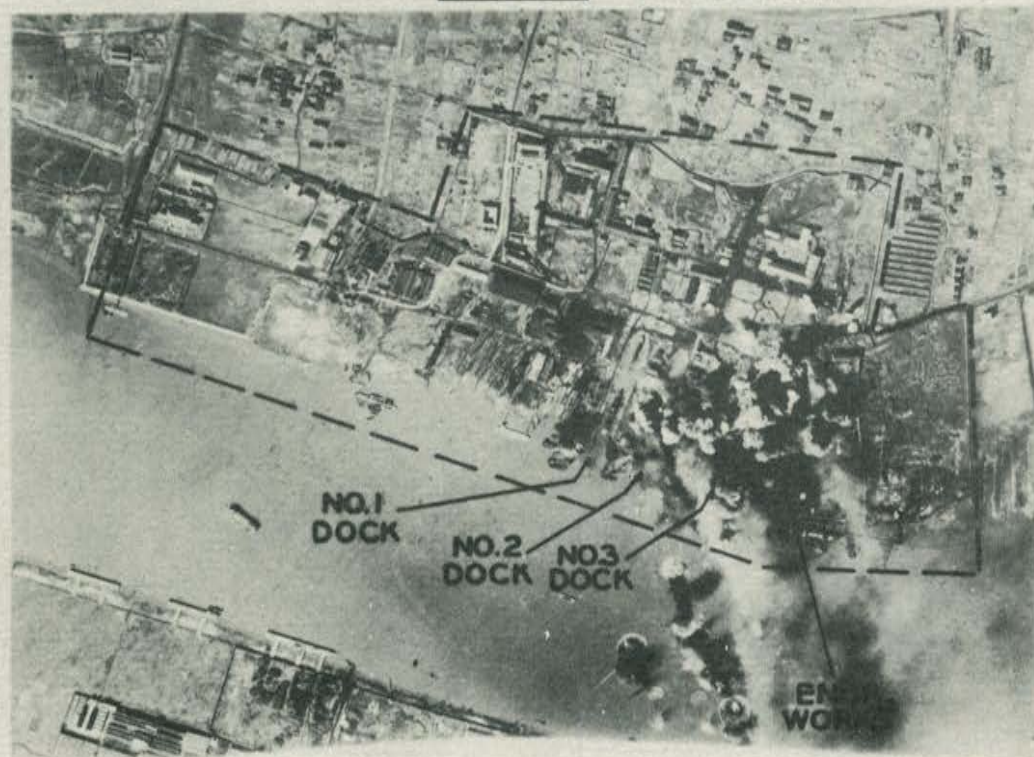
TARGET UNIT ,XXB.C.

BEFORE



DURING

19 DECEMBER 1944



followed by a raid on Shanghai on the 19th, . . .



and concluded by a second Mukden raid
on the 21st.



The return to Chakulia . . .



and the approaching Christmas season . . .



with its parties, . . .



dances, . . .



and religious ceremonies, . . .



all helped to relieve the strain from the triple header.



Our faithful Red Cross gals . . .



outdid themselves . . .



in making this a wonderful . . .

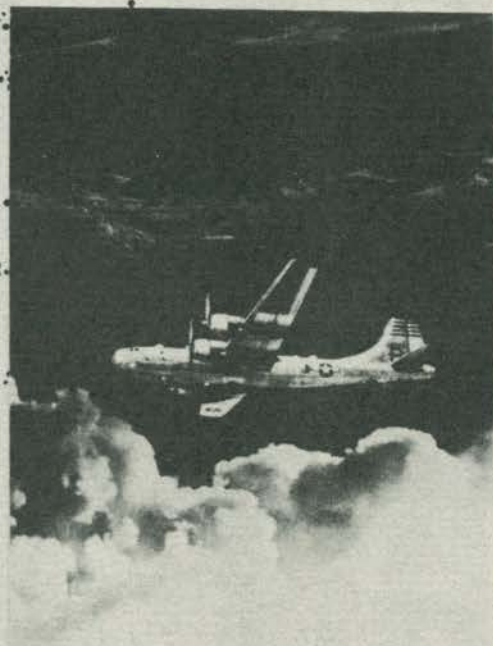


and cheerful Christmas, . . .



but even during the celebrations . . .

Merry
Christmas
Happy
New Year
1944



the Japs attempted to bomb us.



They succeeded only in reminding us of work still to be done . . .



for friends who could not be with us at Christmas.



The New Year was ushered in with a mission . . .



against the Rama VI bridge at Bangkok—which was sad to say the least.



During this mission our remaining ships at Chakulia . . .



were prepared for the hump trip to A-1 . . .



and a double header against Omura and . . .



Keelung, Formosa, neither of which were too successful.



Upon their return to Chakulia, . . .



the men figured on a rest, . . .



GEORGETOWN, 11 JANUARY 1945

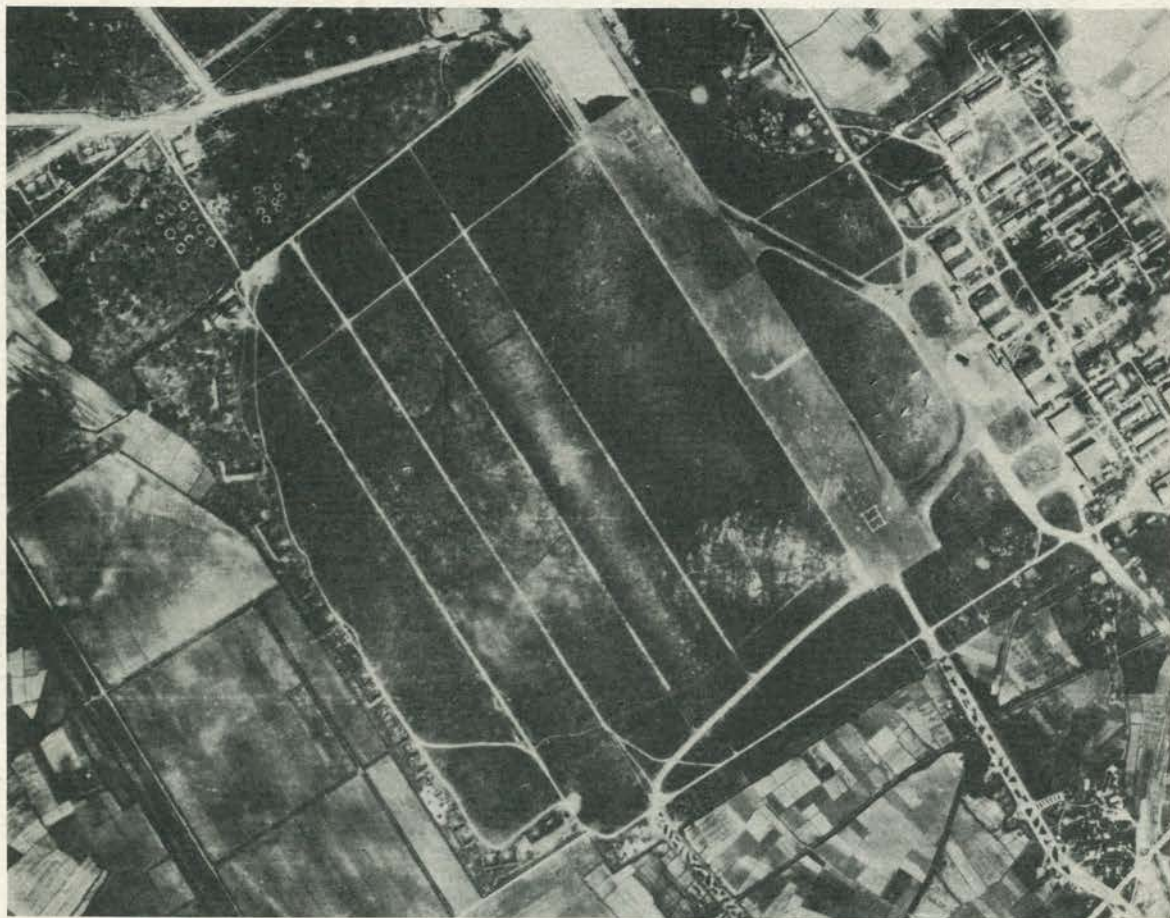
but a mission to Singapore was scheduled for the 11th, . . .



and no sooner was it completed, . . .



when our men were again dispatched to China . . .



for another double header, against Formosa.



This time the results were more satisfactory, . . .



KAGI A/D
FORMOSA

AFTER

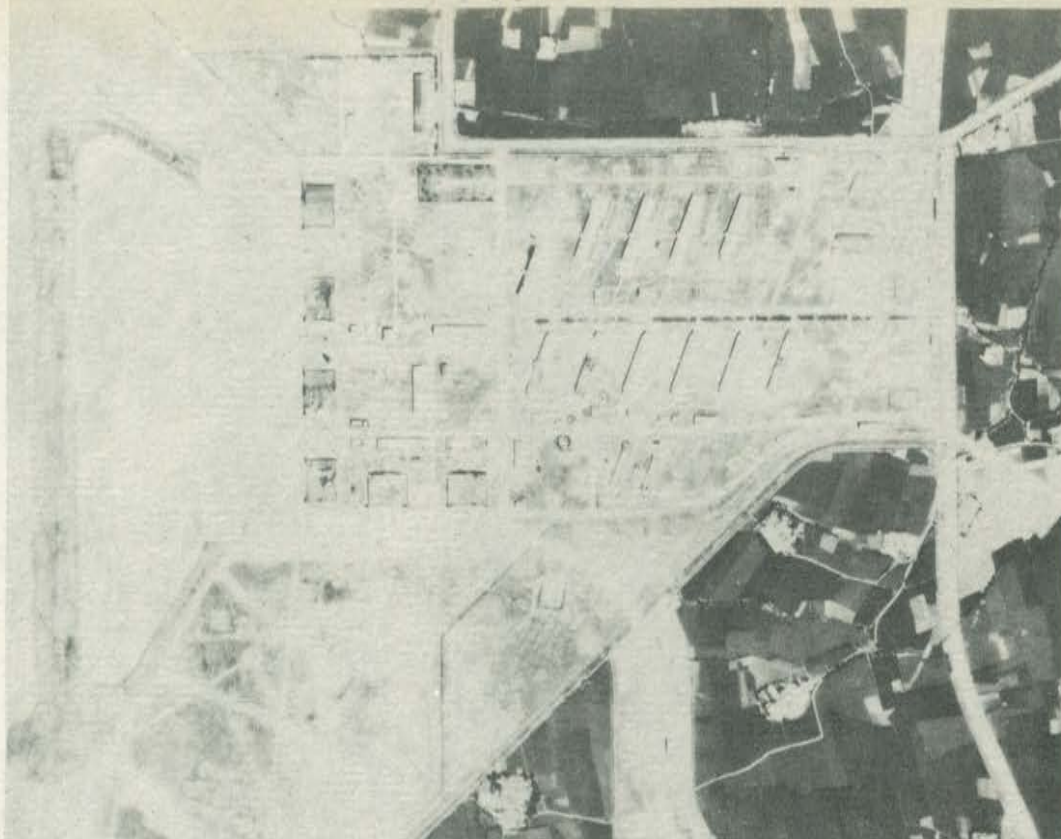
18 JAN 1945

and our targets, Kagi, . . .



and Shinchiku, . . .

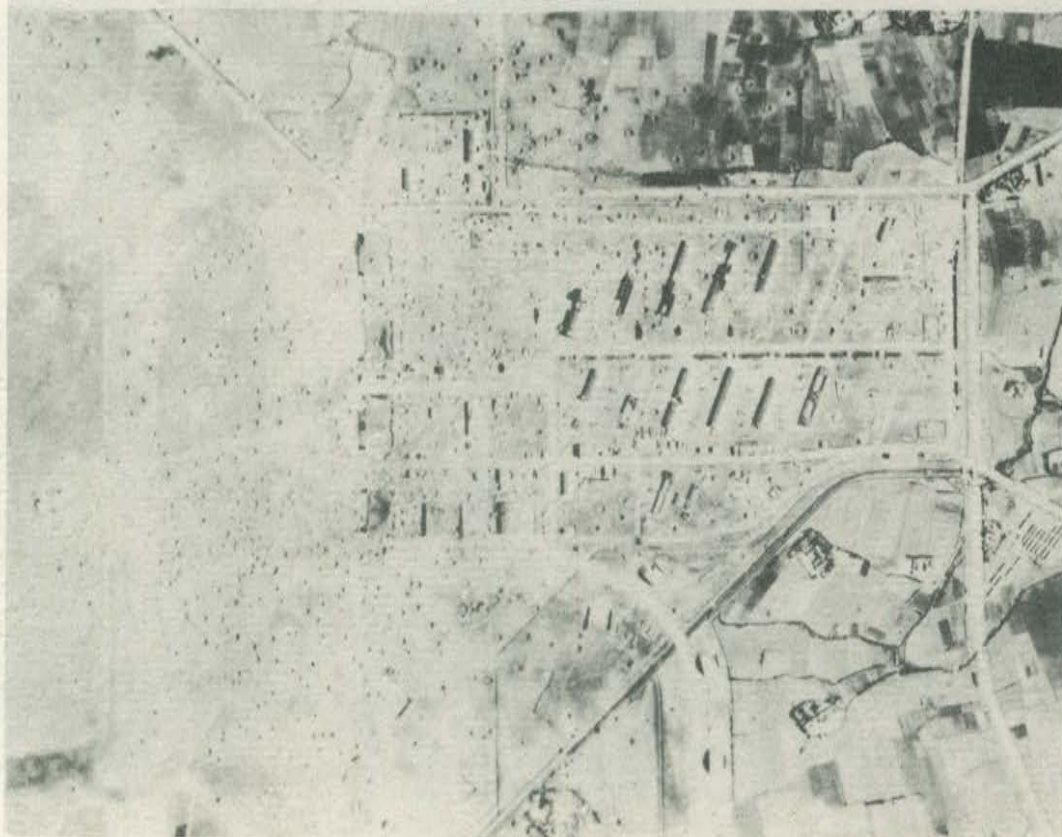
BEFORE



SHINCHIKU, FORMOSA

AFTER

17 JANUARY 1945



were hit hard and well.



In the meantime, back at Chakulia, . . .



the greatest tragedy ever to strike the 40th Bombardment Group, . . .



occurred while fragmentation bombs were being unloaded. . . .



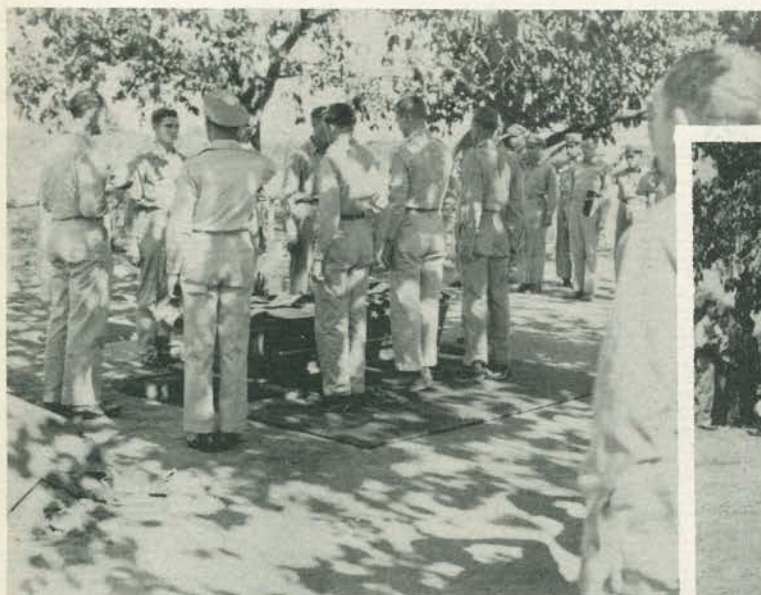
from AC 582 of the 44th Bombardment Squadron.



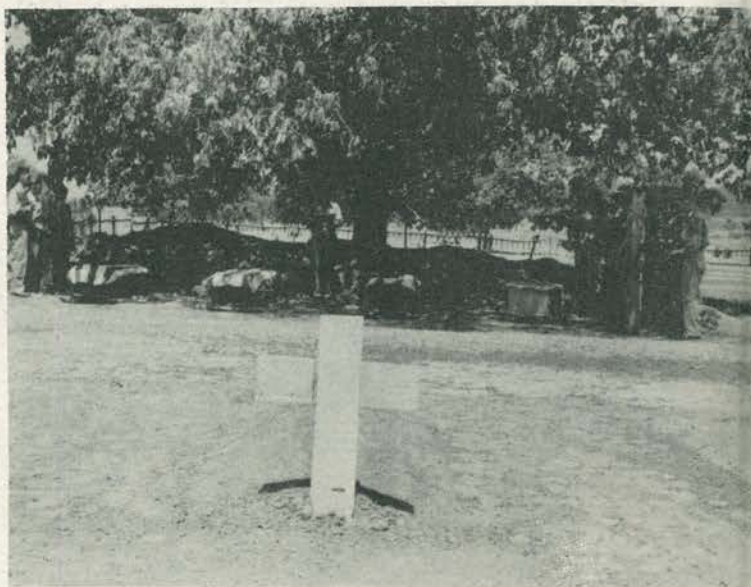
The heroism and devotion to duty shown by members of the 40th Bomb Group...



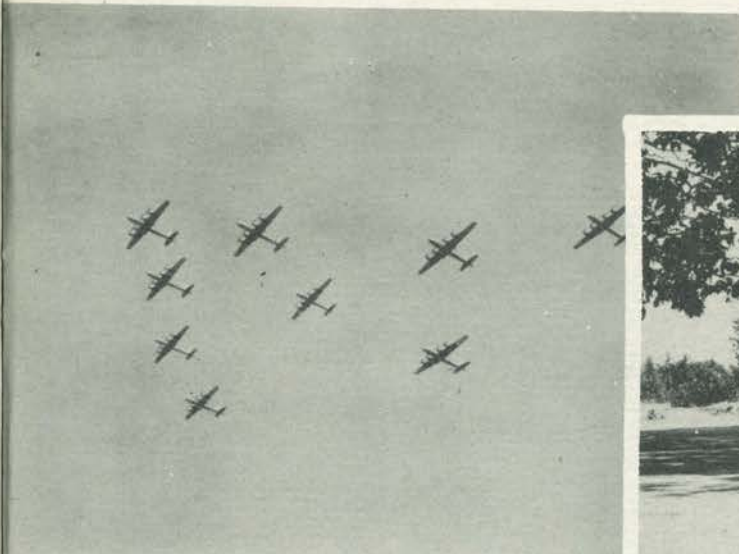
and the 28th Service Group will long be remembered by those present



The explosion and fire resulting in the death and injury . . .



of personnel, and the loss of 582 and 394 was a low blow, . . .



but our operations had to continue . . .



despite this tragic event.



Some relief from the strain was offered . . .



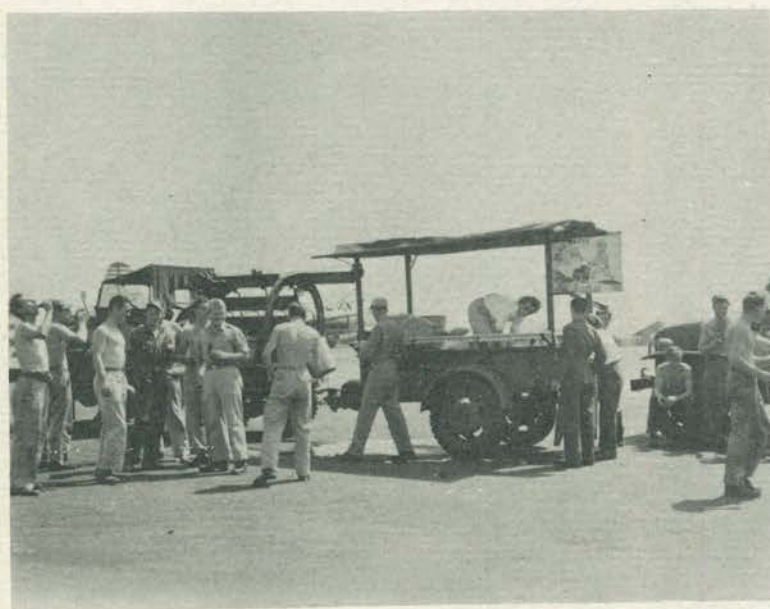
when we were visited, . . .



by the Kostelanetz-Lily Pons show, . . .



and our Red Cross gals with their coffee and sandwiches, . . .



were a continuing source of relaxation.



During the month AC 418 made a second belly landing . . .



but it was our lone operational casualty . . .



with the exception of those AC damaged during the explosion.



On the 26th of January . . .



the base was entertained . . .



with one of the best . . .



USO shows we had seen yet.

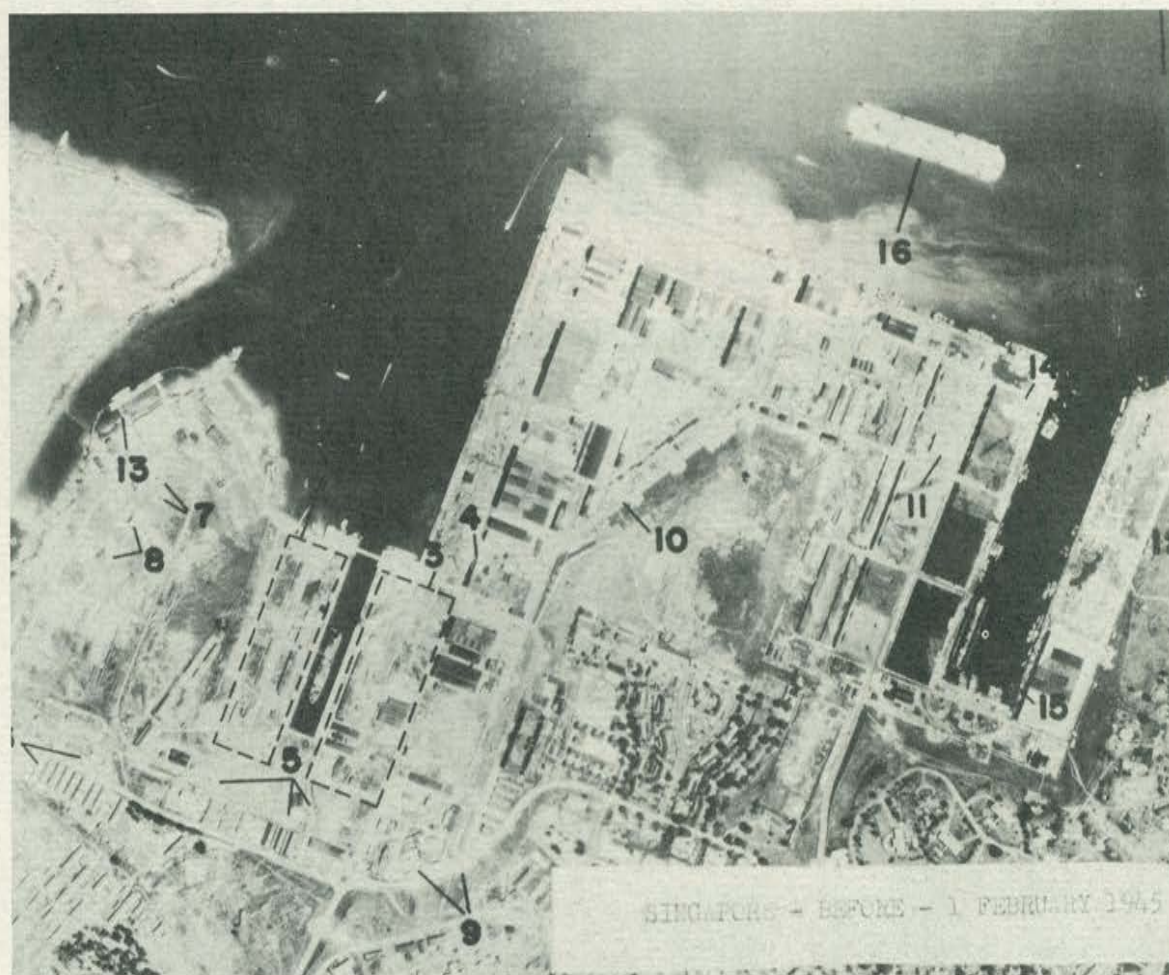


The day after the show . . .

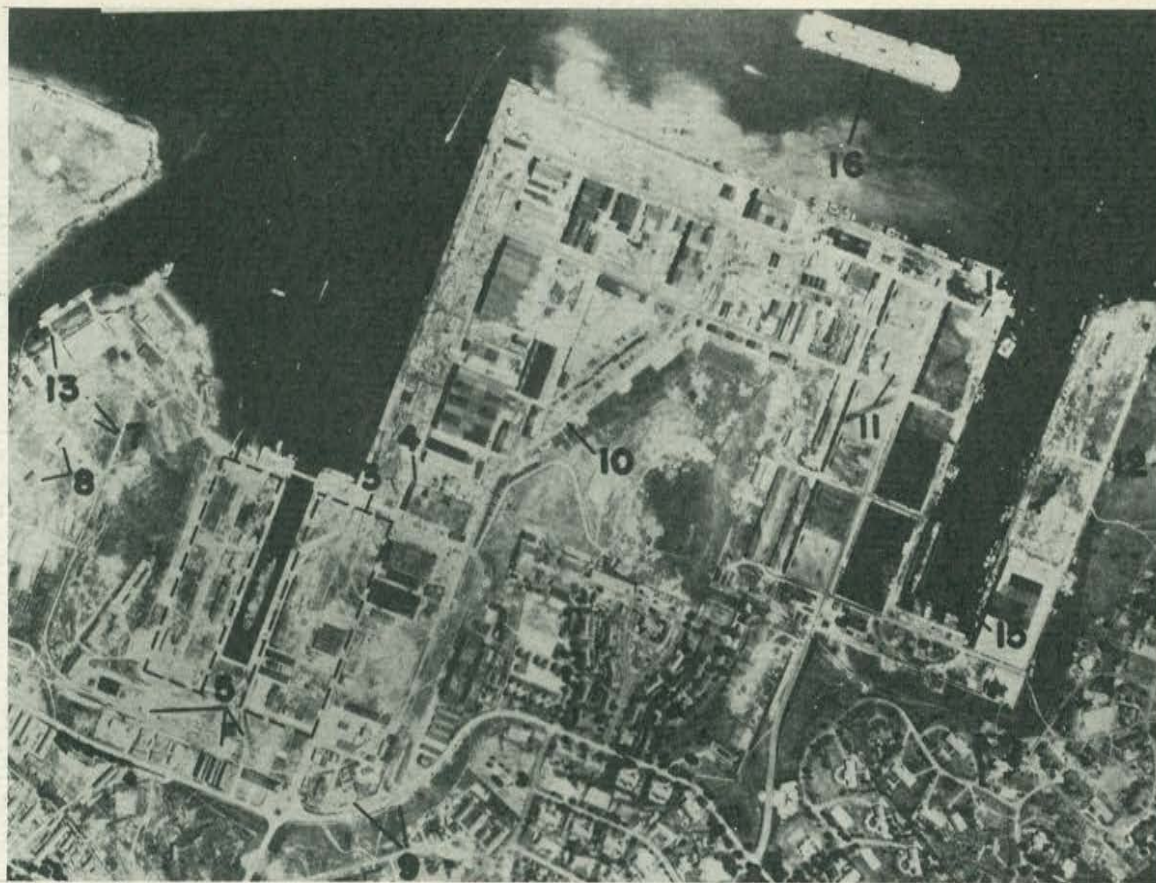


we ran our seventh mission of the month, against Saigon, Indo-China.

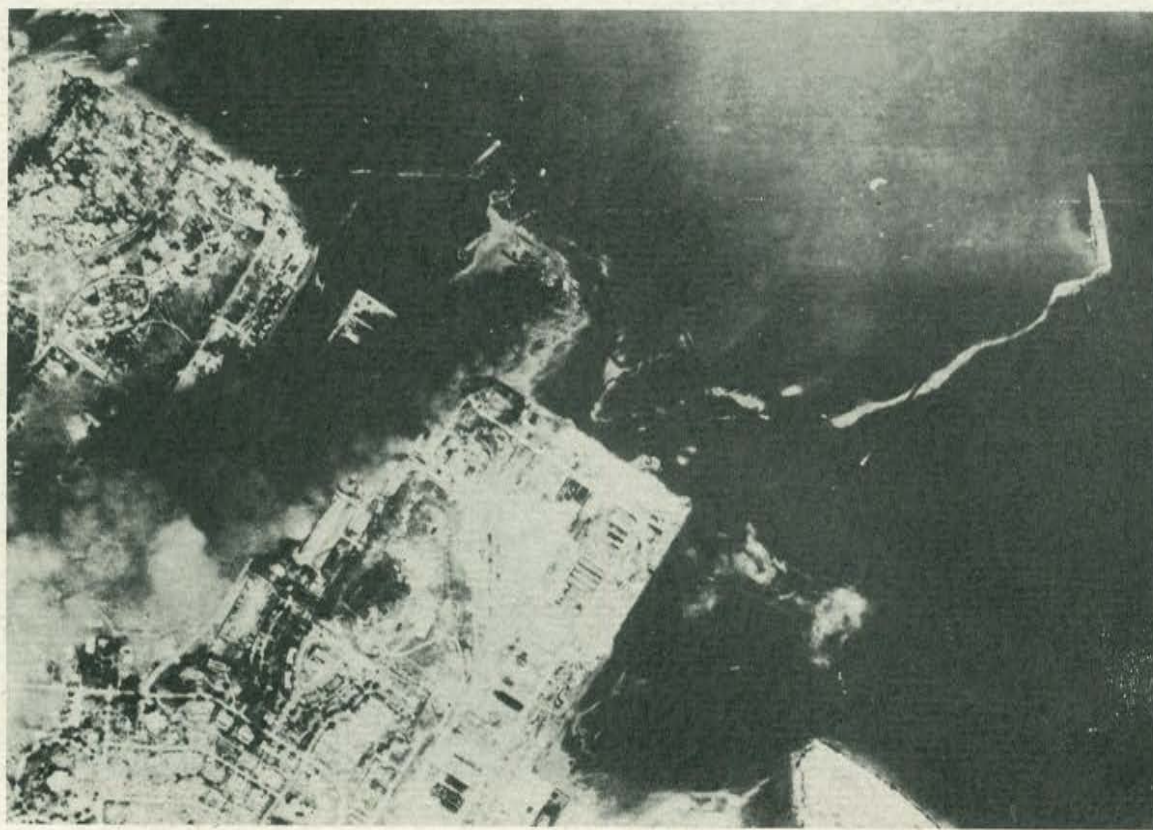
On 1 February we took in the sinking of
the . . .



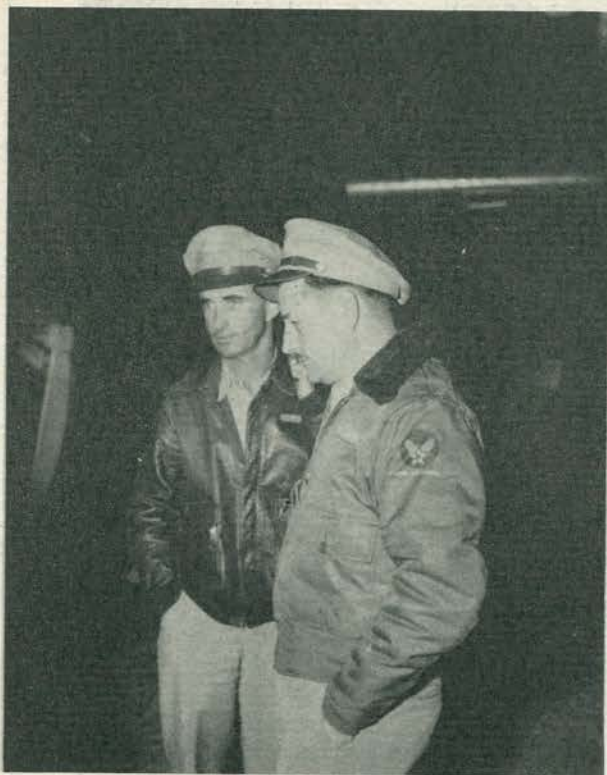
floating dry-dock at Singapore, . . .



with the 40 Bomb Group getting the majority of hits . . .



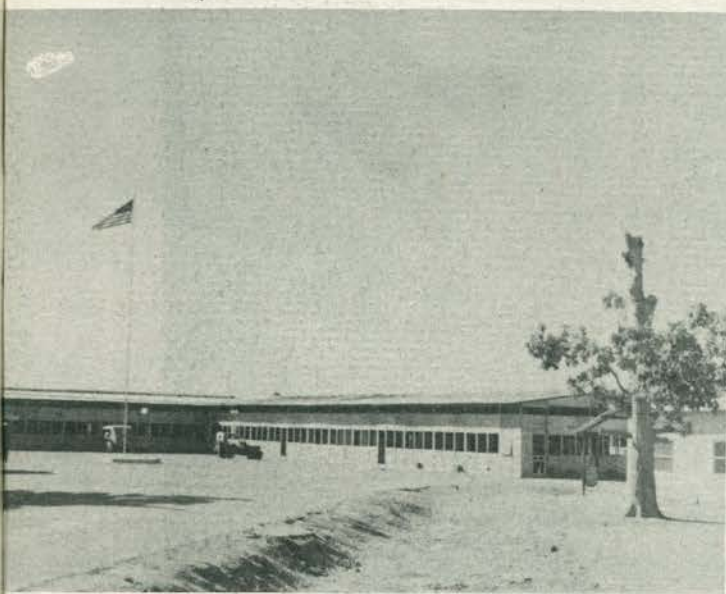
on this vital target.



Brigadire General Ramey, new CG of the XX BC made his first inspection . . .



of our base on 6 February . . .



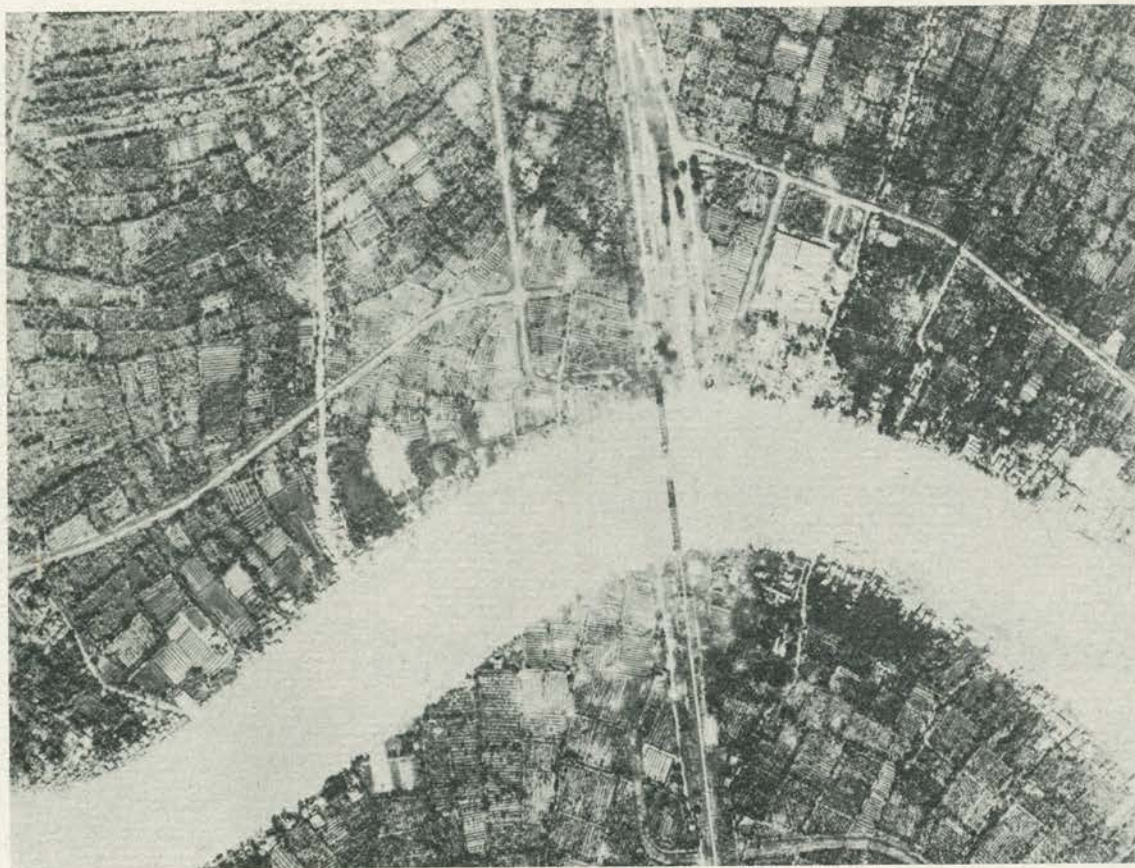
and we were justly proud . . .



of his favorable comments.



The day after the General's visit we ran our second mission, . . .



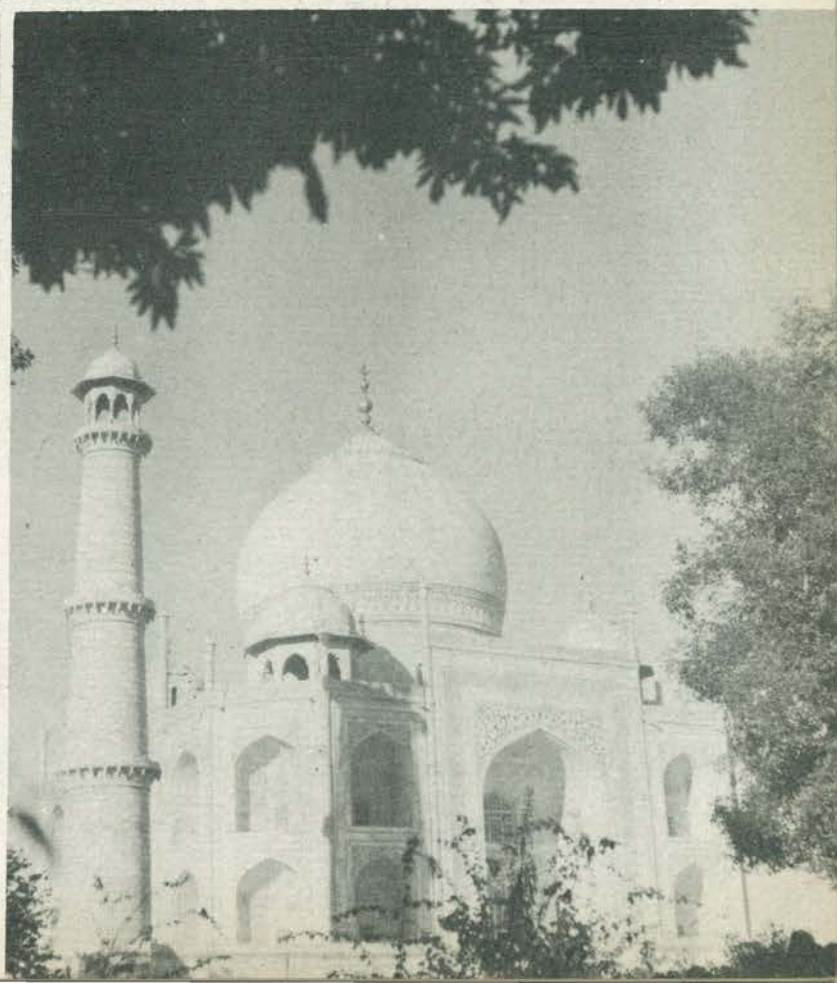
against the Rama VI Bridge, and this one was successful.

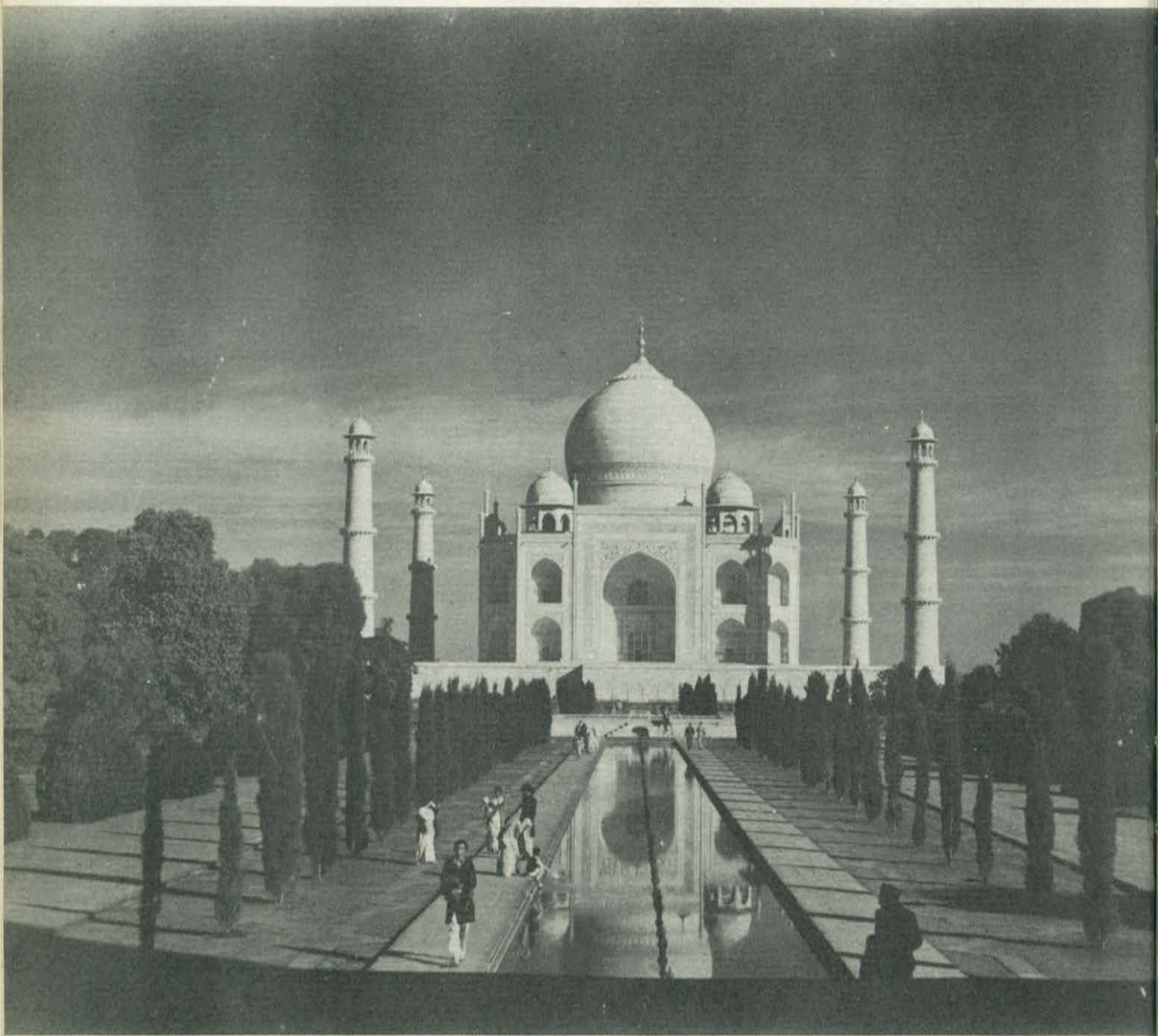
Though February was a month of transition . . .



and packing for the move to our new location, . . .

there were a lucky few of us . . .





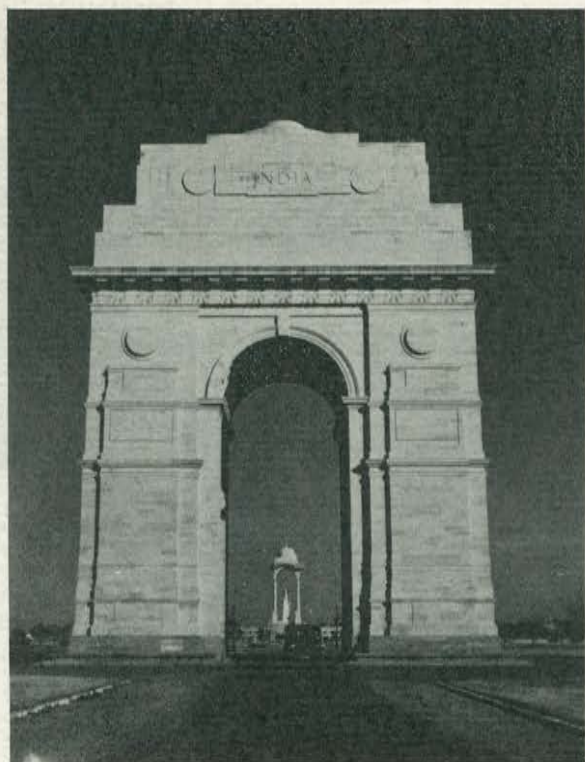
who managed to see the famous Taj Mahal . . .



and the other notable buildings . . .



surrounding Agra . . .



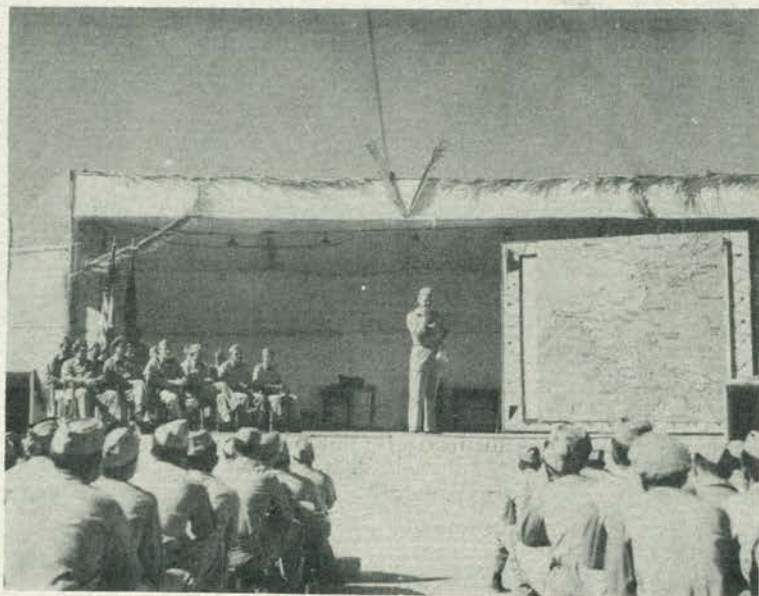
and the capitol of India, . . .



New Delhi.



On 13 February we had an awards ceremony . . .



in the Amphitheatre.



Major Scherck gave us a detailed review . . .



of the job we had done so far . . .



and General Ramey made most of the awards, . . .



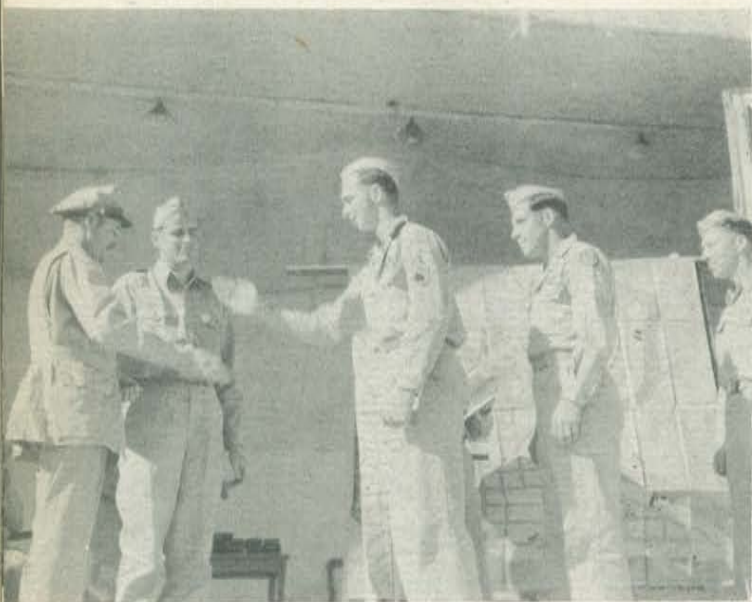
which ranged from the Silver Star . . .



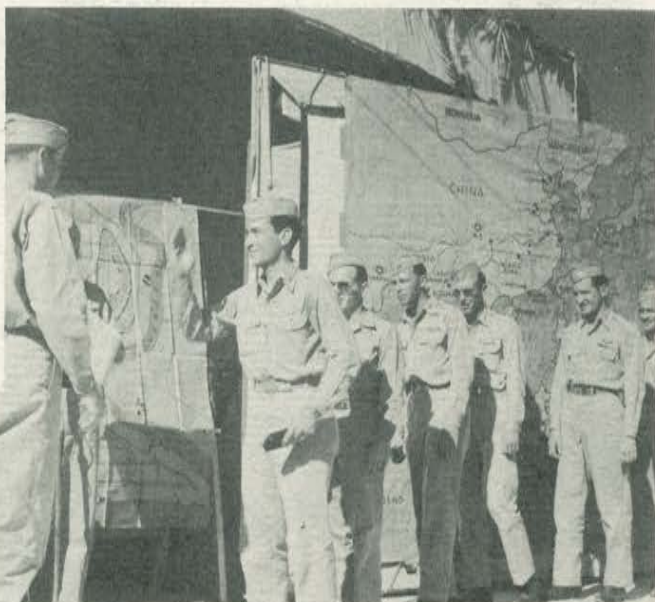
to the Purple Heart.



Colonel Blanchard was among the many . . .



who were decorated that day.



In fact there were so many . . .



who had done a good job . . .



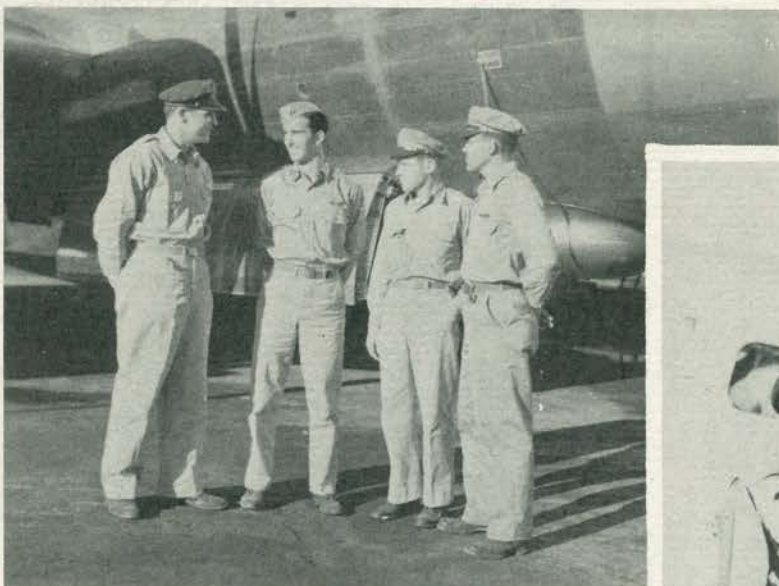
that Lt. Col. Sullivan had to substitute . . .



for the General before his arm wore out.



Before Col. Blanchard left us on the 16th . . .



he personally congratulated some of our outstanding members . . .



and on the 20th the Group . . .



received very high praise . . .



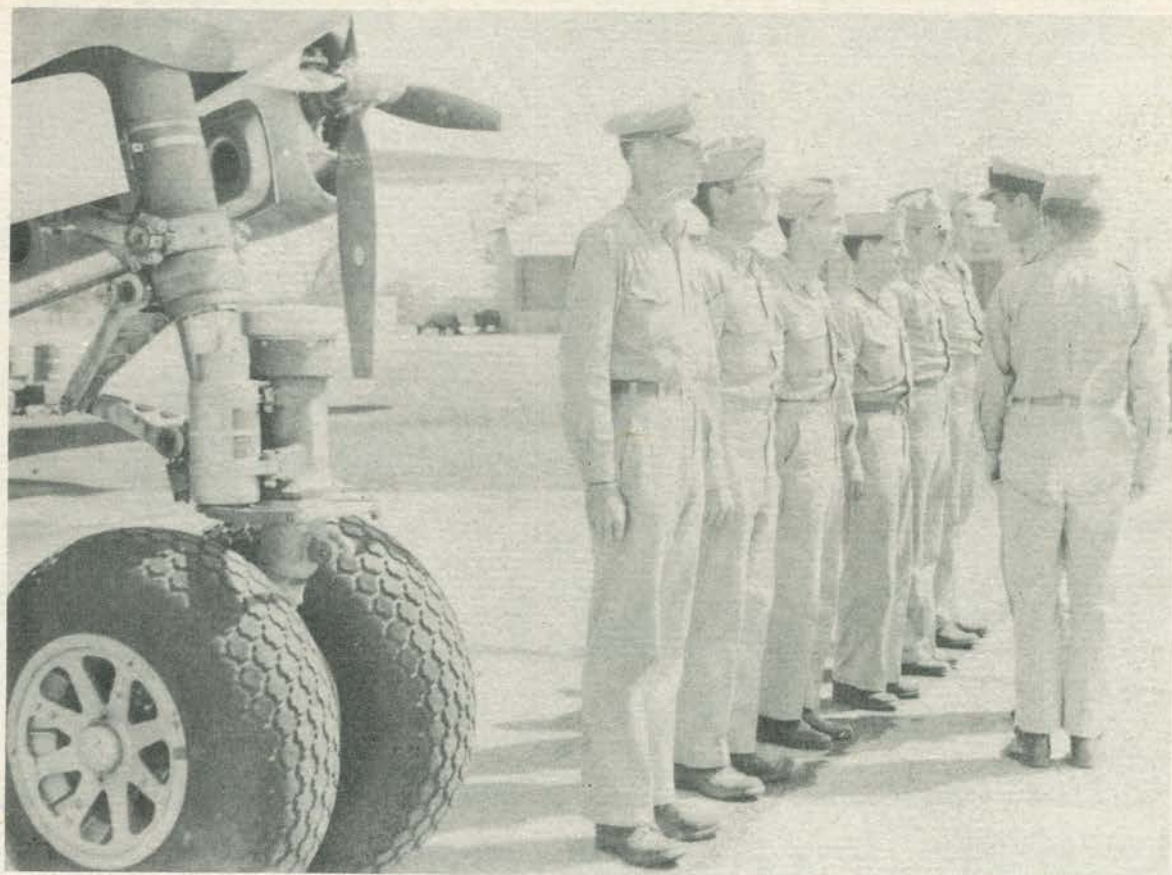
from the Southeast Asia Theatre commander, . . .



Admiral Lord Louis Mountbatten.



"Lord Louie" made a very favorable impression . . .



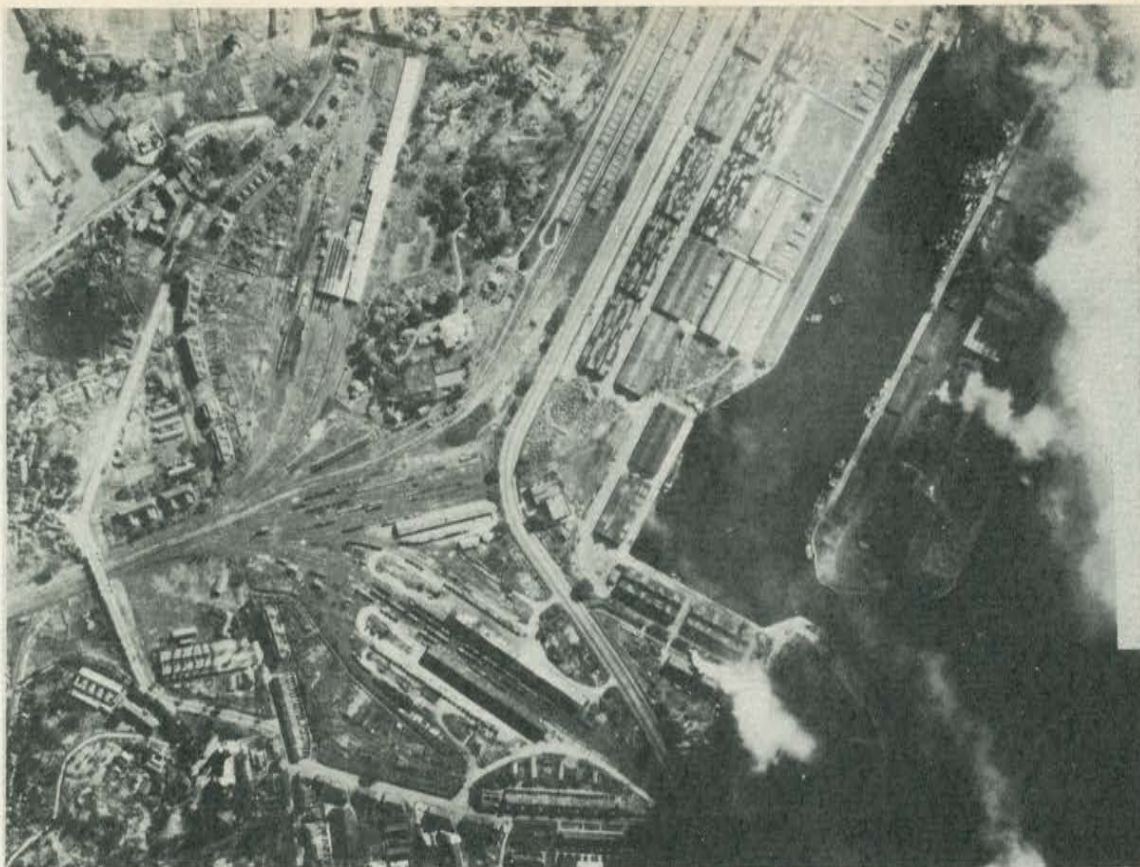
during his informal interview with the group personnel.



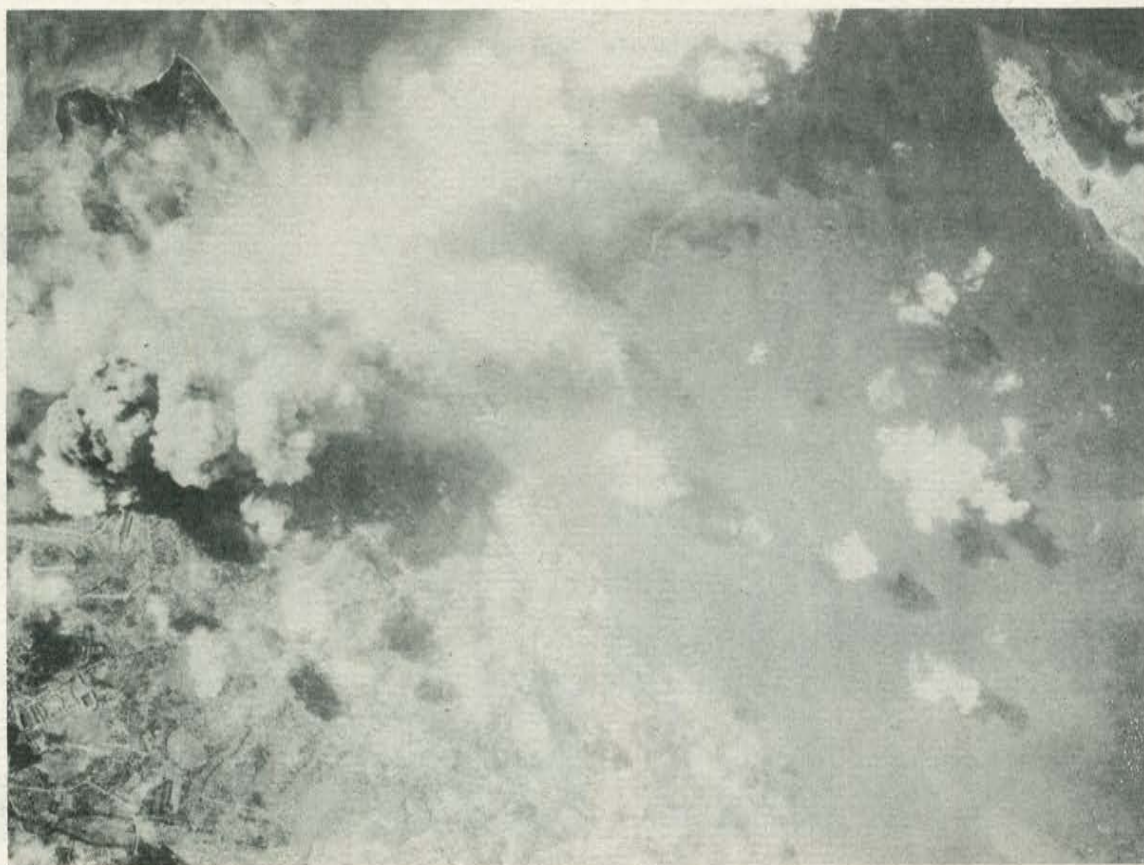
On the 23rd nine crews left Chakulia . . .



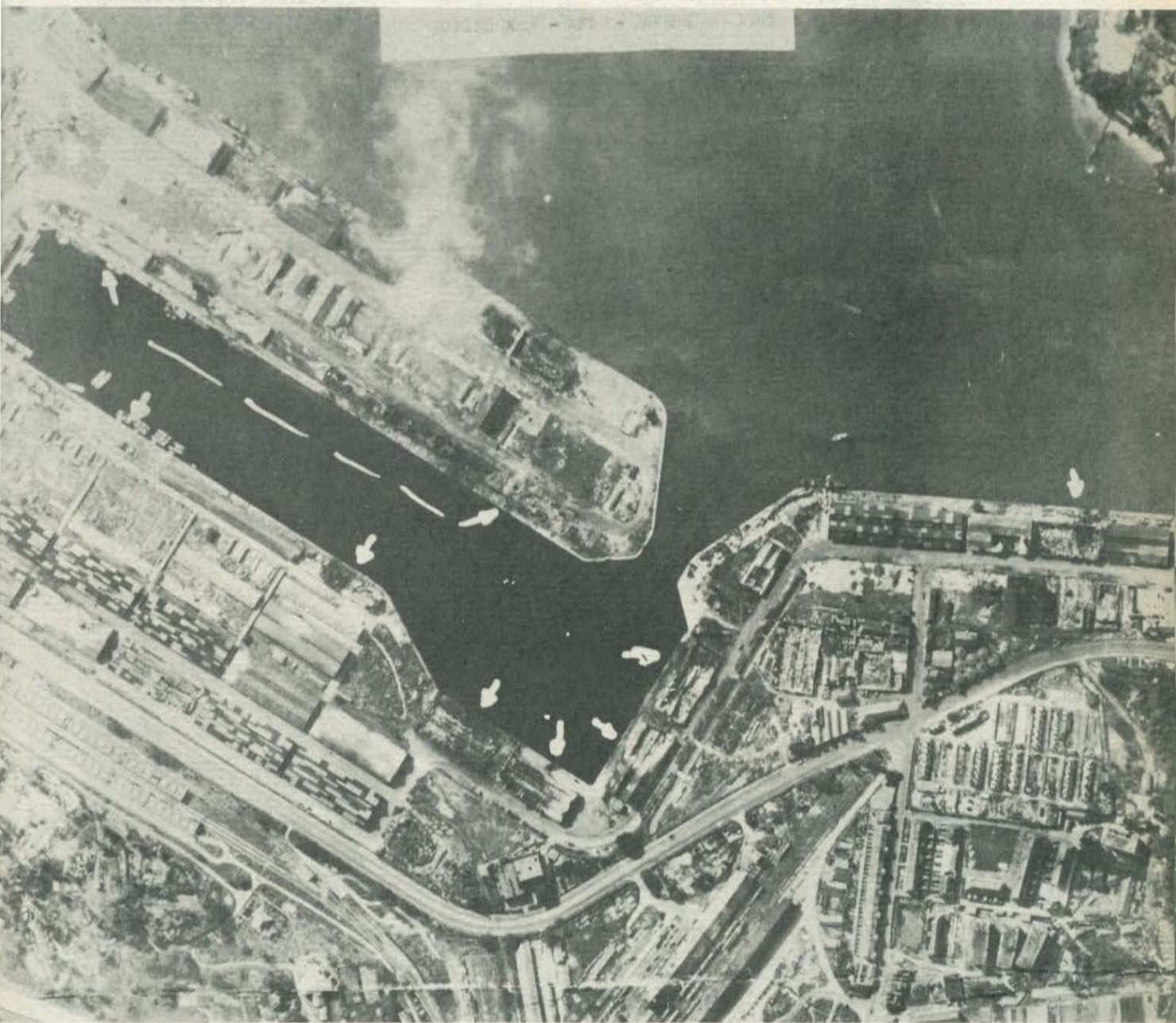
in eight B-29's for Uncle Sugar Able.



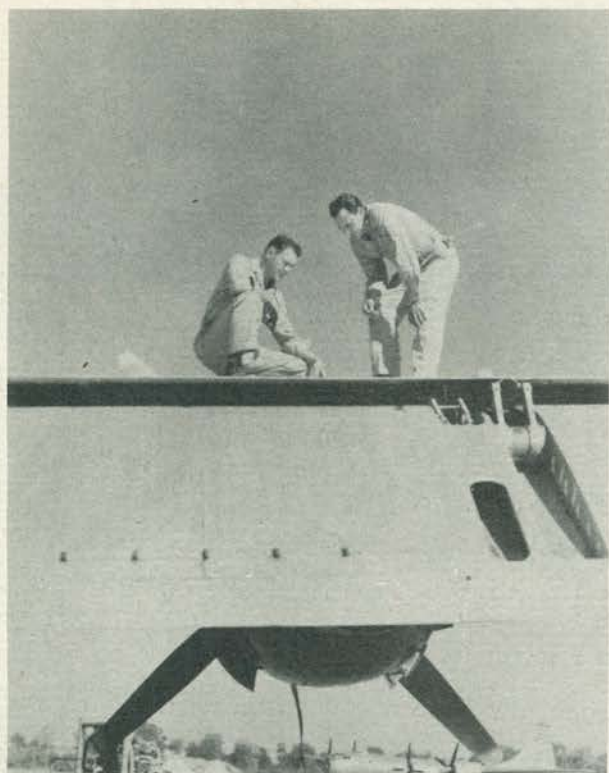
and the next day we attacked Singapore . . .



for the fourth time . . .



with good to excellent results.



During the latter part of the month . . .



many photo missions were flown to Singapore . . .



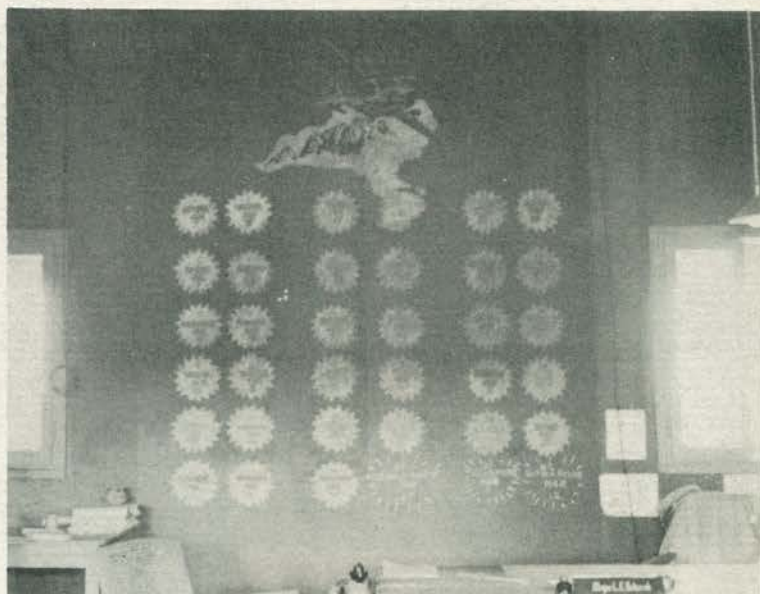
and at the same time our first shipments of ground personnel . . .



were leaving for LIRP and DUVA.



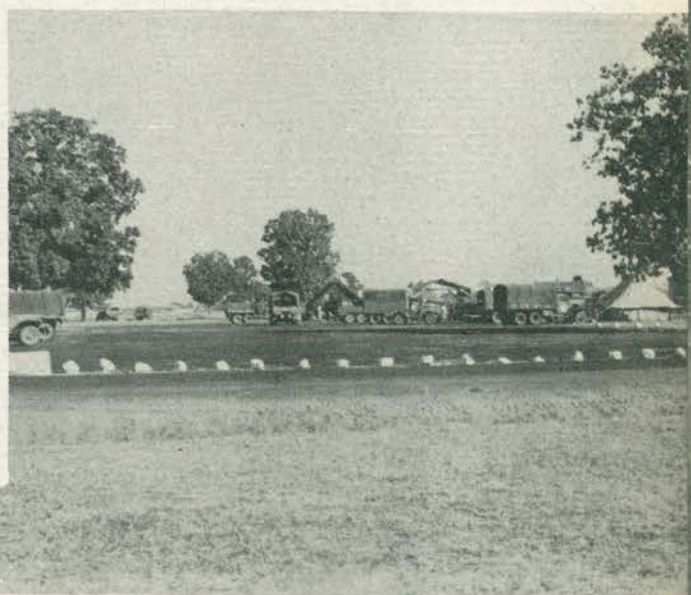
On the 27th our new CO, Colonel Wm. K. Skaer, assumed command.



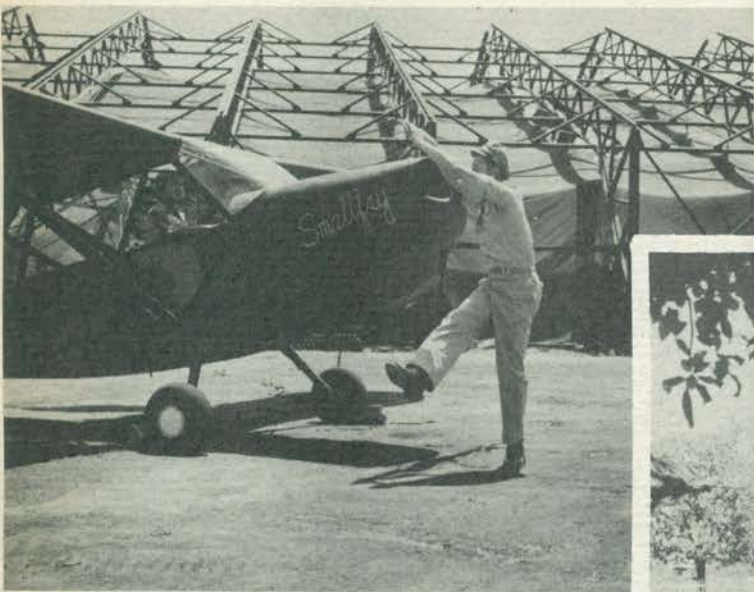
Despite five bombing missions and seven photo-weather missions, . . .



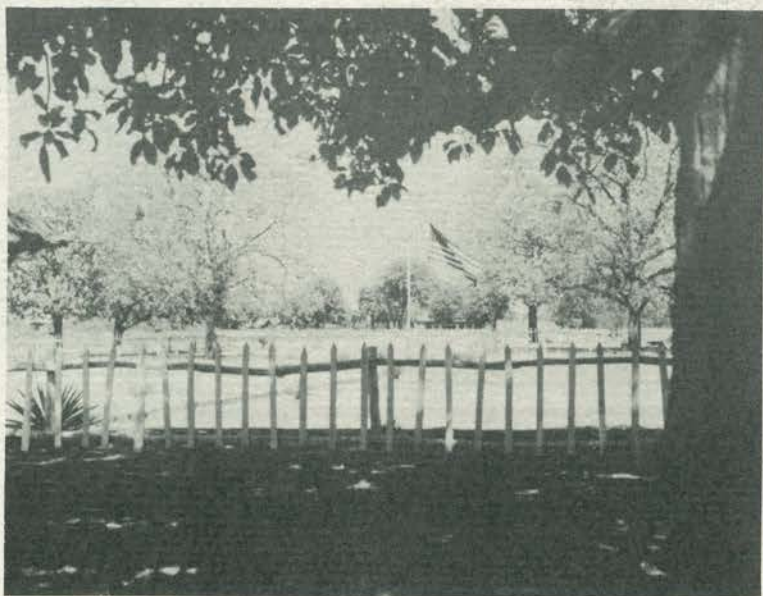
the month of March went by slowly.



Preparation for the impending move continued, . . .



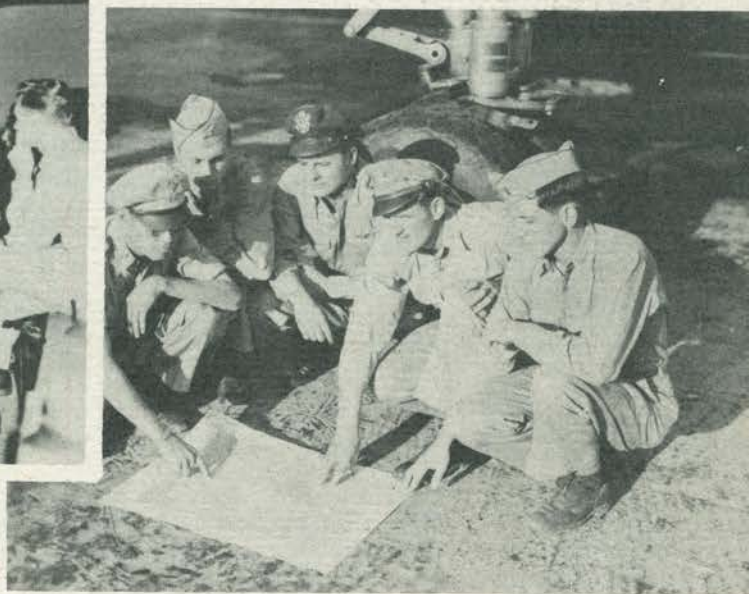
but not until April did we get definite orders.



April also brought the shocking news of the President's death.



On 16 April Brigadier General Ramey told us we were going to Tinian, . . .



and on the 20th, the first crews left Chakulia . . .



just before a terrific wind storm . . .



caused considerable damage to our big hangars.



At Luliang, China, our first and only stop, . . .



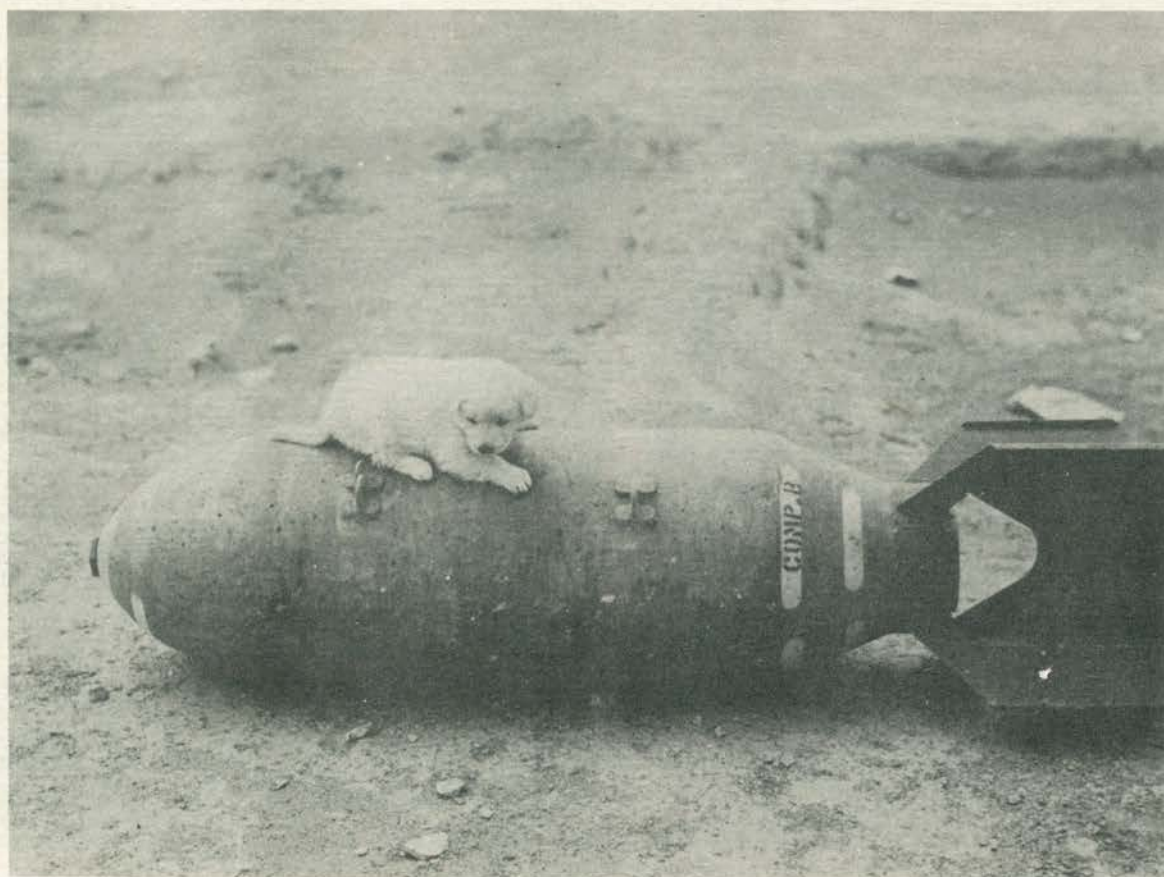
the third and last flight to leave Chakulia was held up for four days . . .



because of adverse weather in the Pacific.

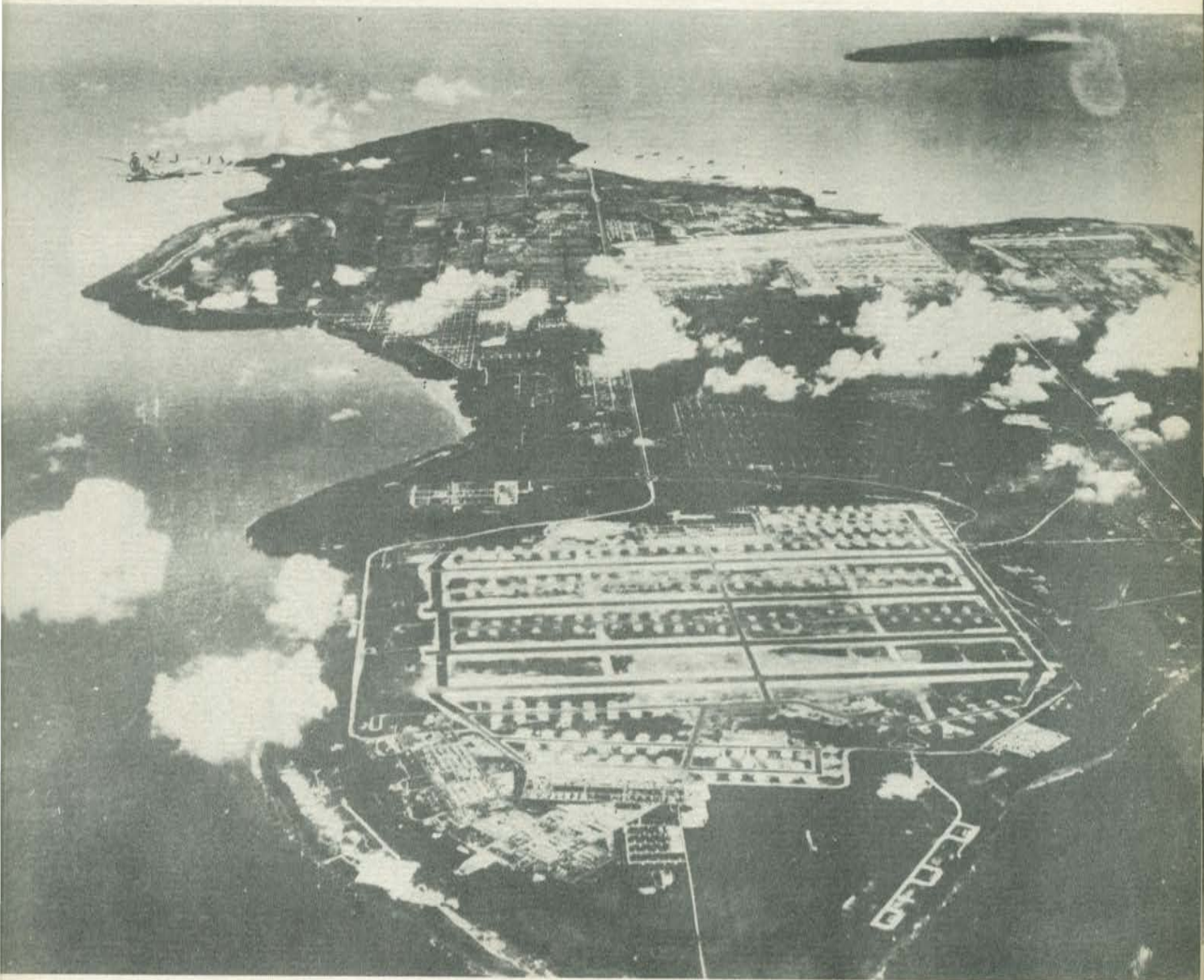


During this time we saw the last of our Chinese friends . . .

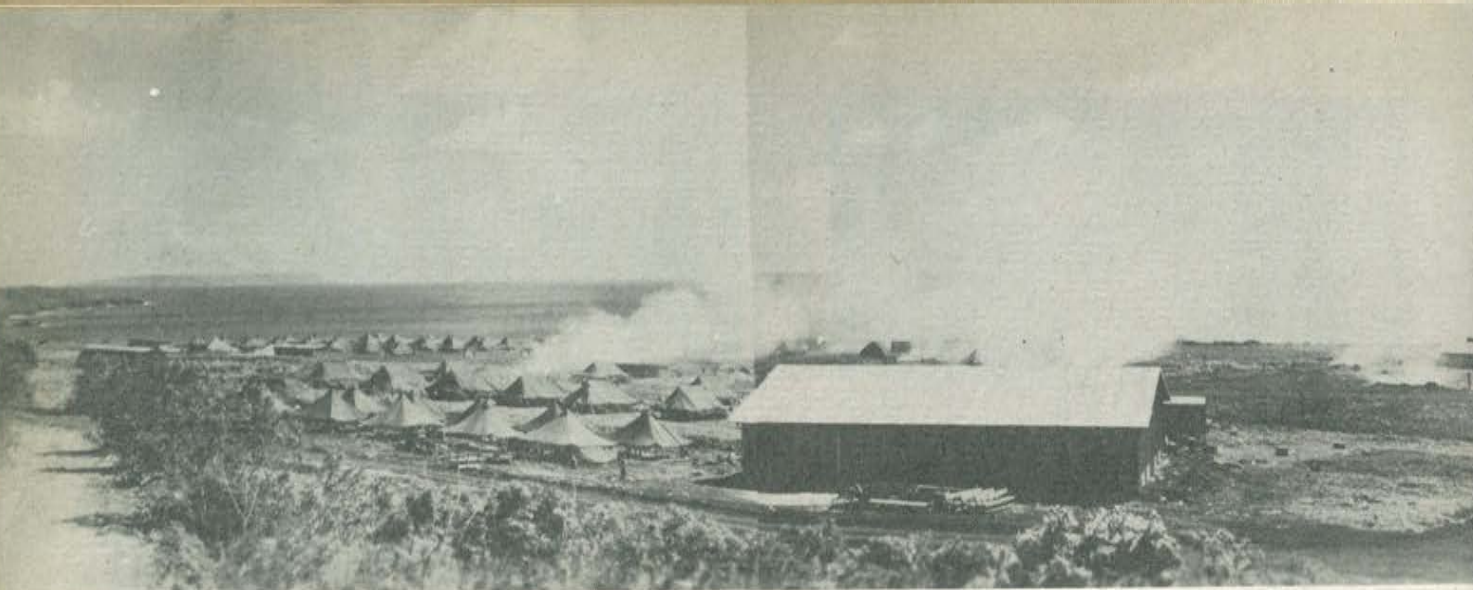


and their pets, . . .

TINIAN



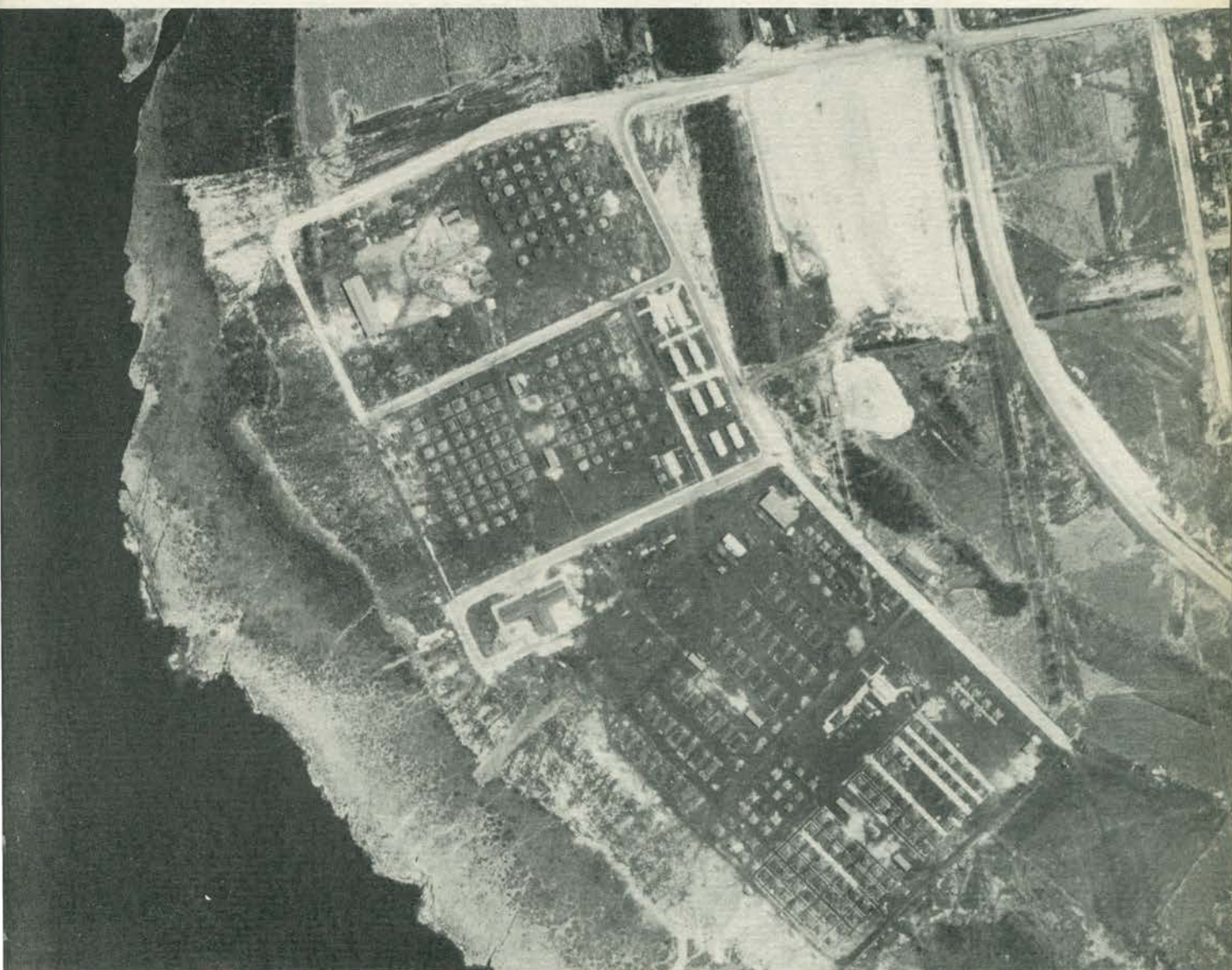
before continuing our 3960-mile trip to Tinian in the Marianas.



Our area on the west coast of the island . . .



had been cane fields and underbrush . . .



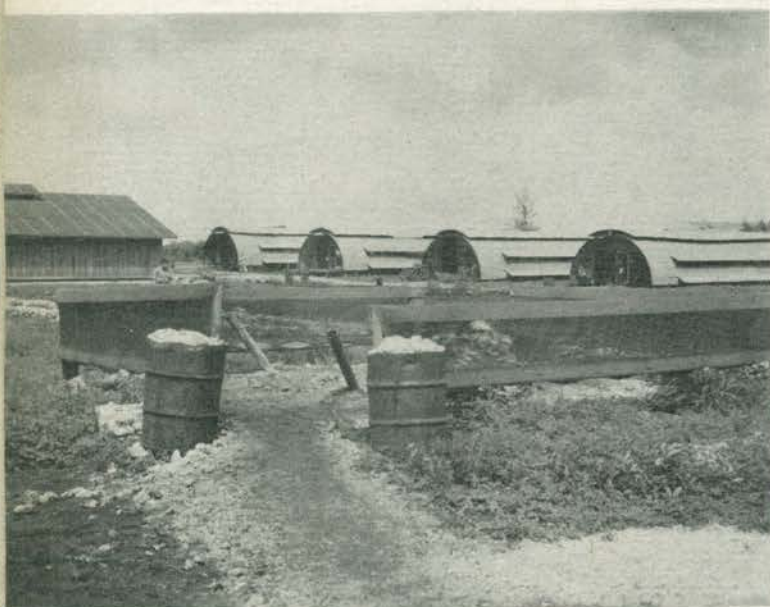
but by the 12th of May, through the diligent efforts of all, the area was beginning to take shape.



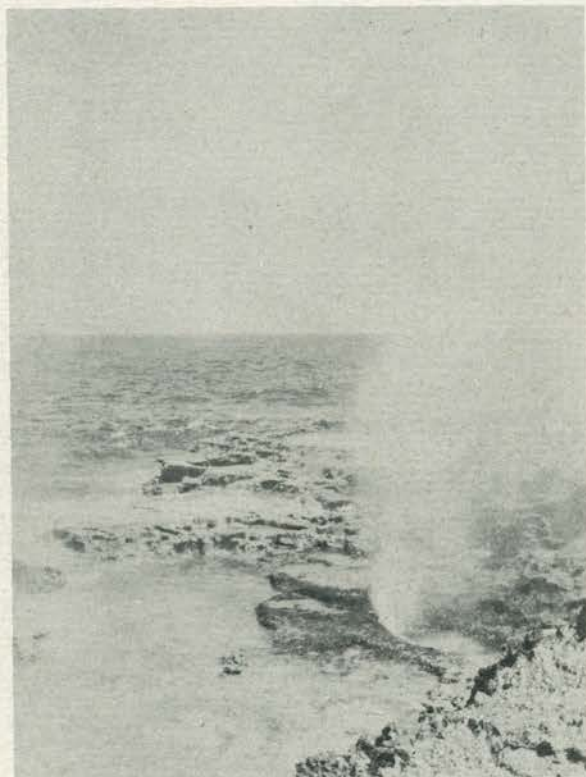
Living in tents wasn't too bad, when it didn't rain, . . .



and the food, especially that fresh butter, was definitely an improvement.



Our new style urinals became an unending test of marksmanship, . . .



and the island itself offered many new sources of interest.



From North Field, the home of the 313th Group, . . .



to the Shinto Shrine on the northeast, and from . . .



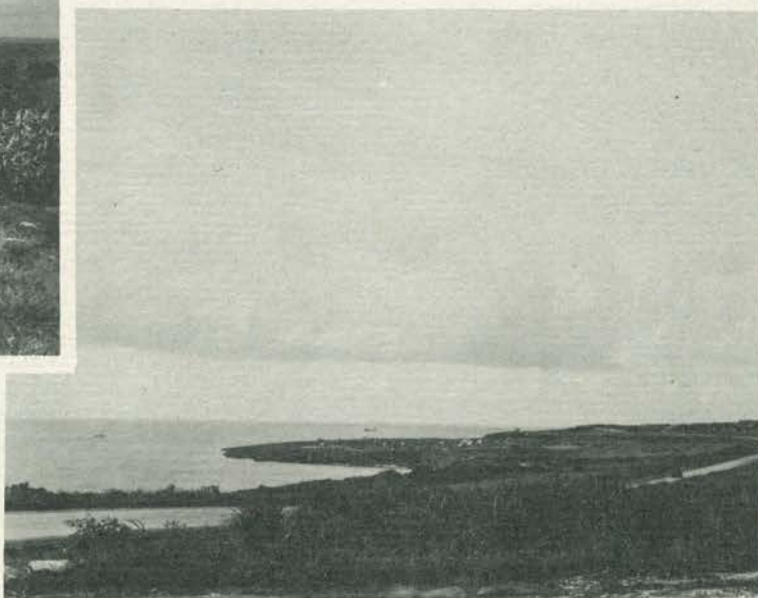
the high bluff on the southeast, overlooking Tinian Harbor, . . .



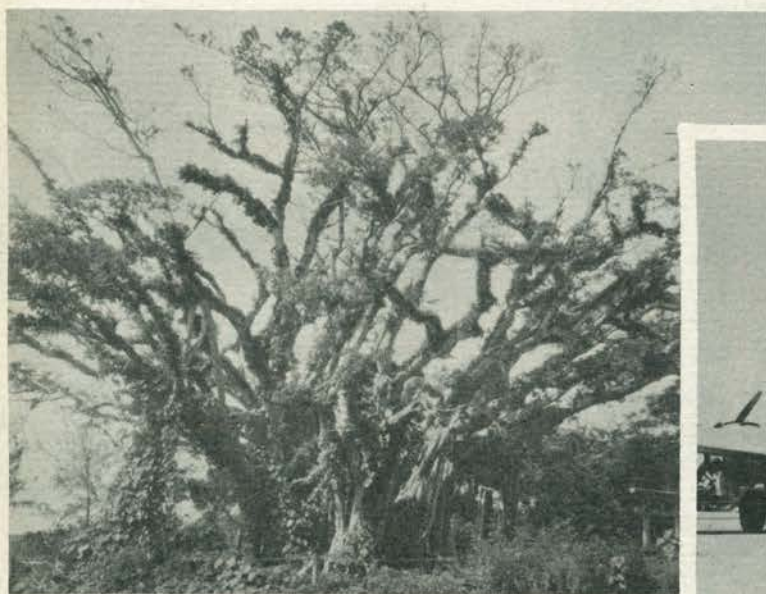
to the Navy strip on the south . . .



our excellent Seabee-built roads would take us past Aguijan Island . . .



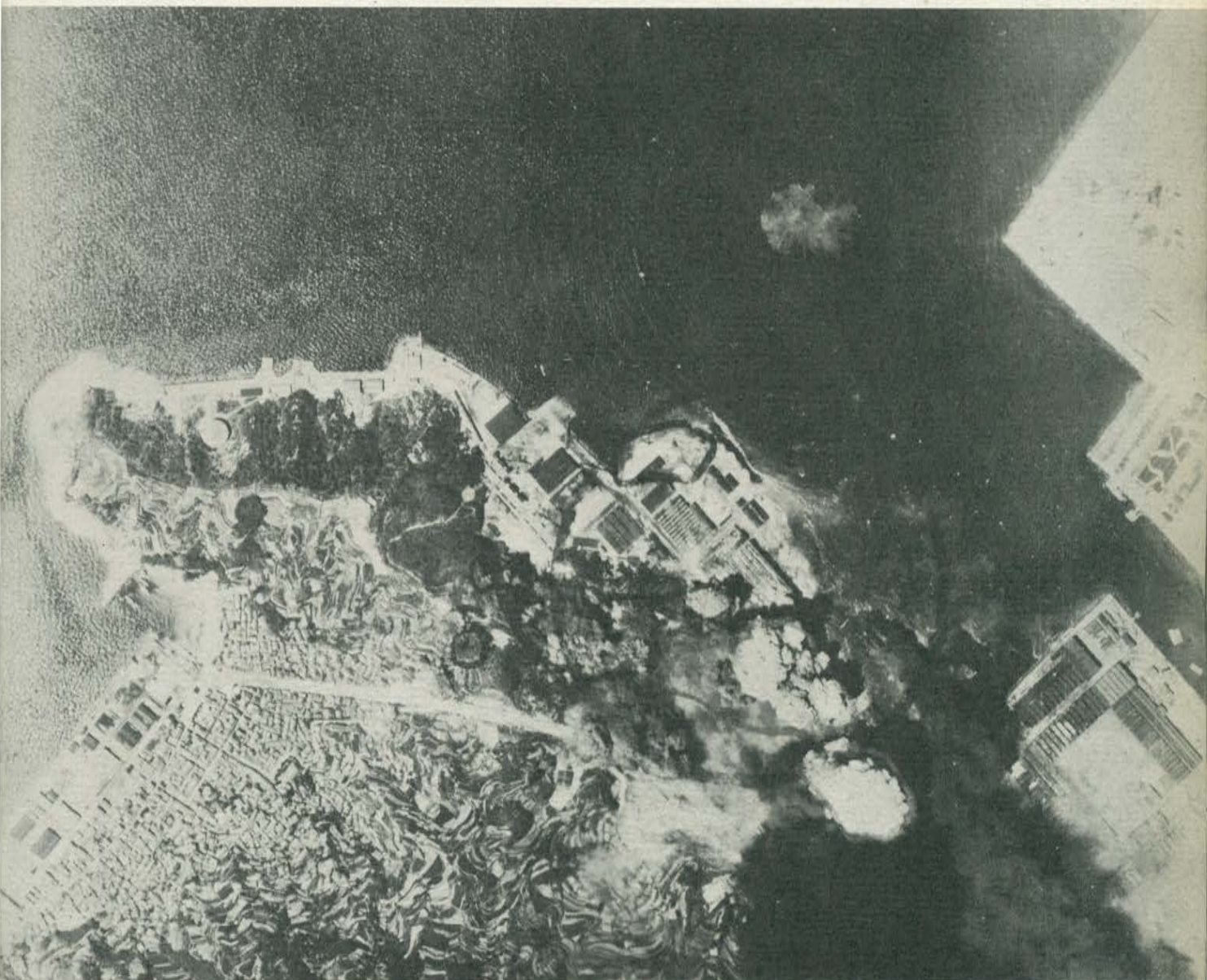
and then up Riverside Drive on the west to our own area.



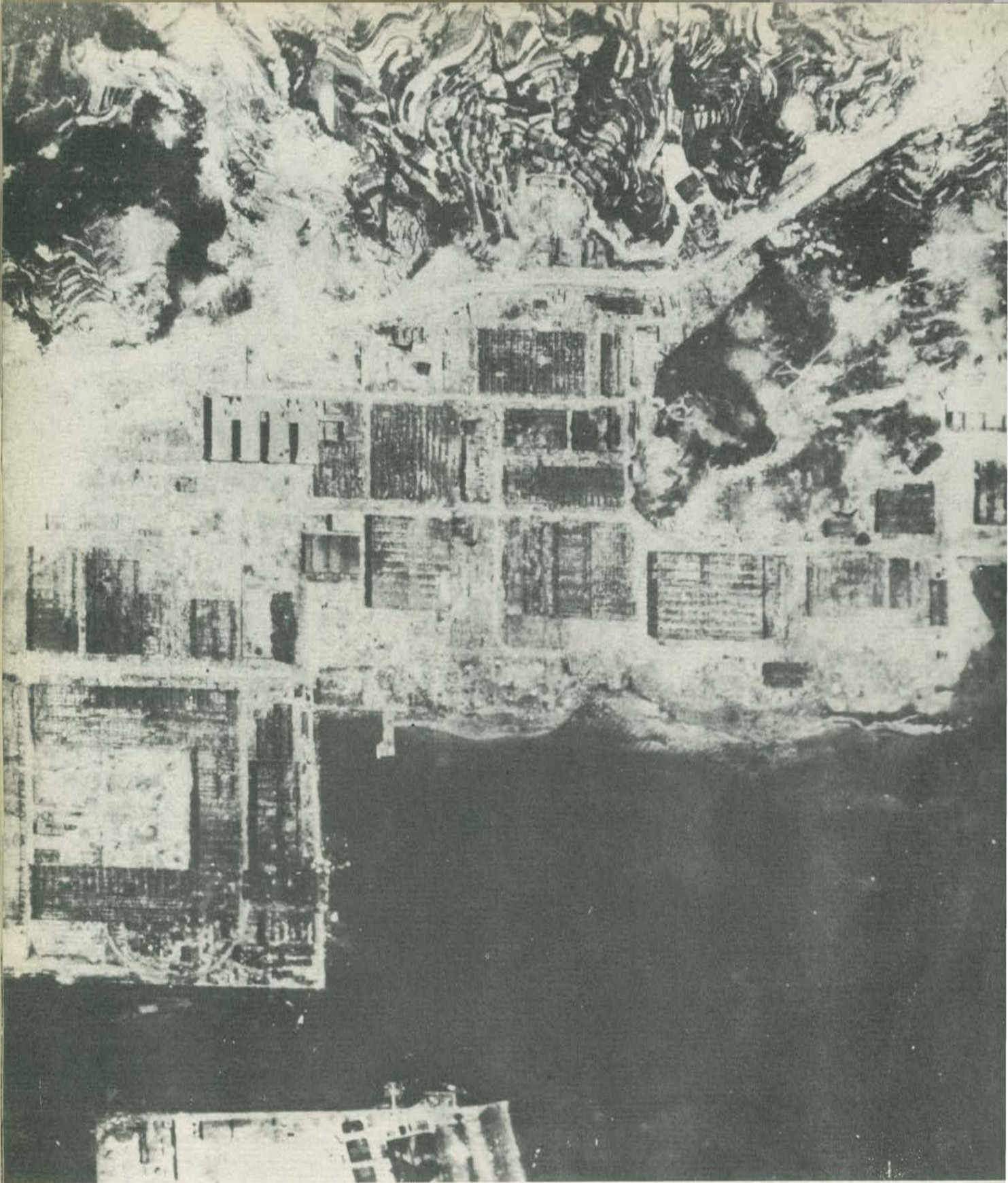
Our sightseeing did not last long, however, . . .



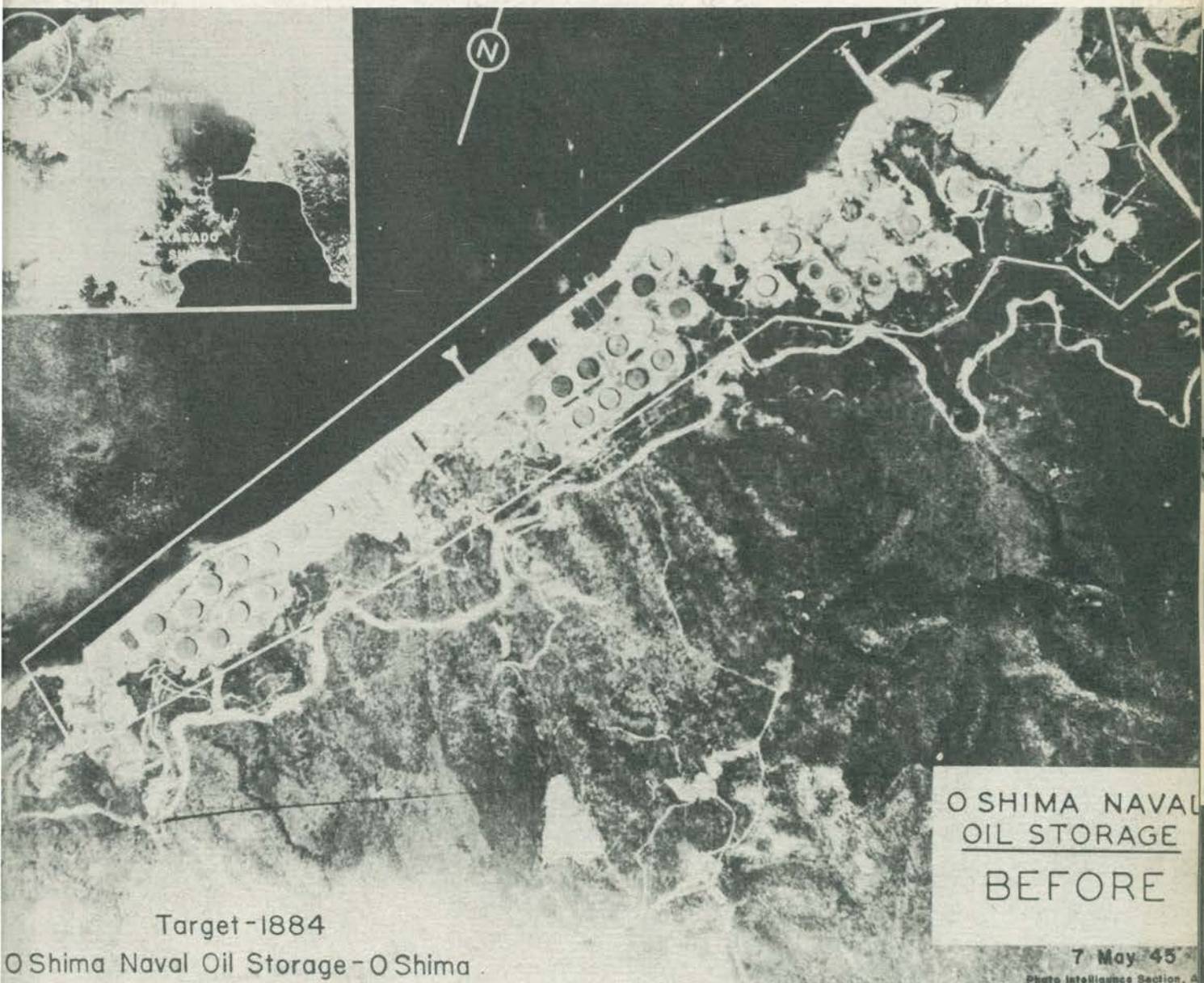
for before we had caught our breath, a mission was scheduled.



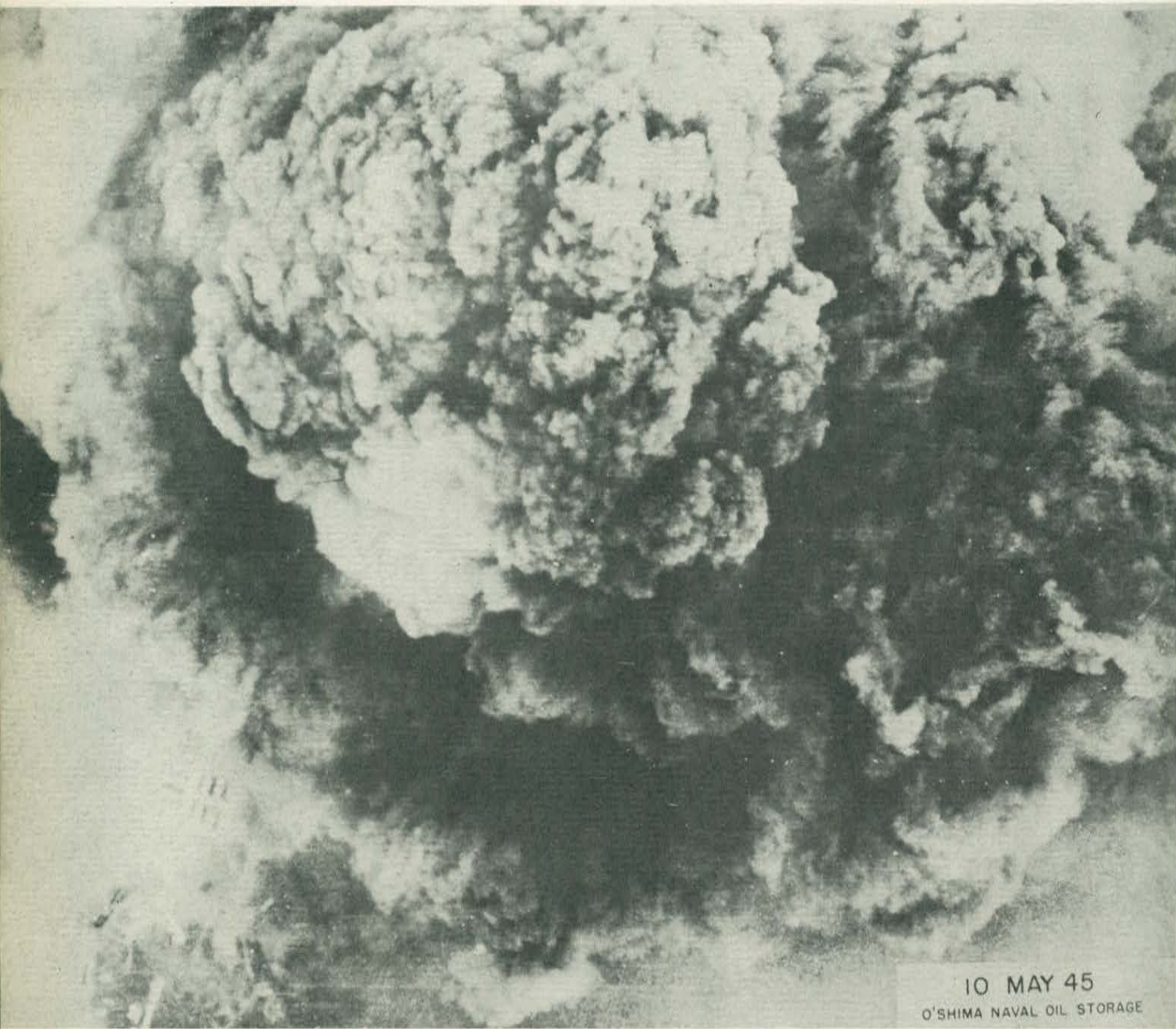
Our first mission, against the Hiro Naval AC Co., at Kure. . . .



came on 5 May, and was an excellent beginning.

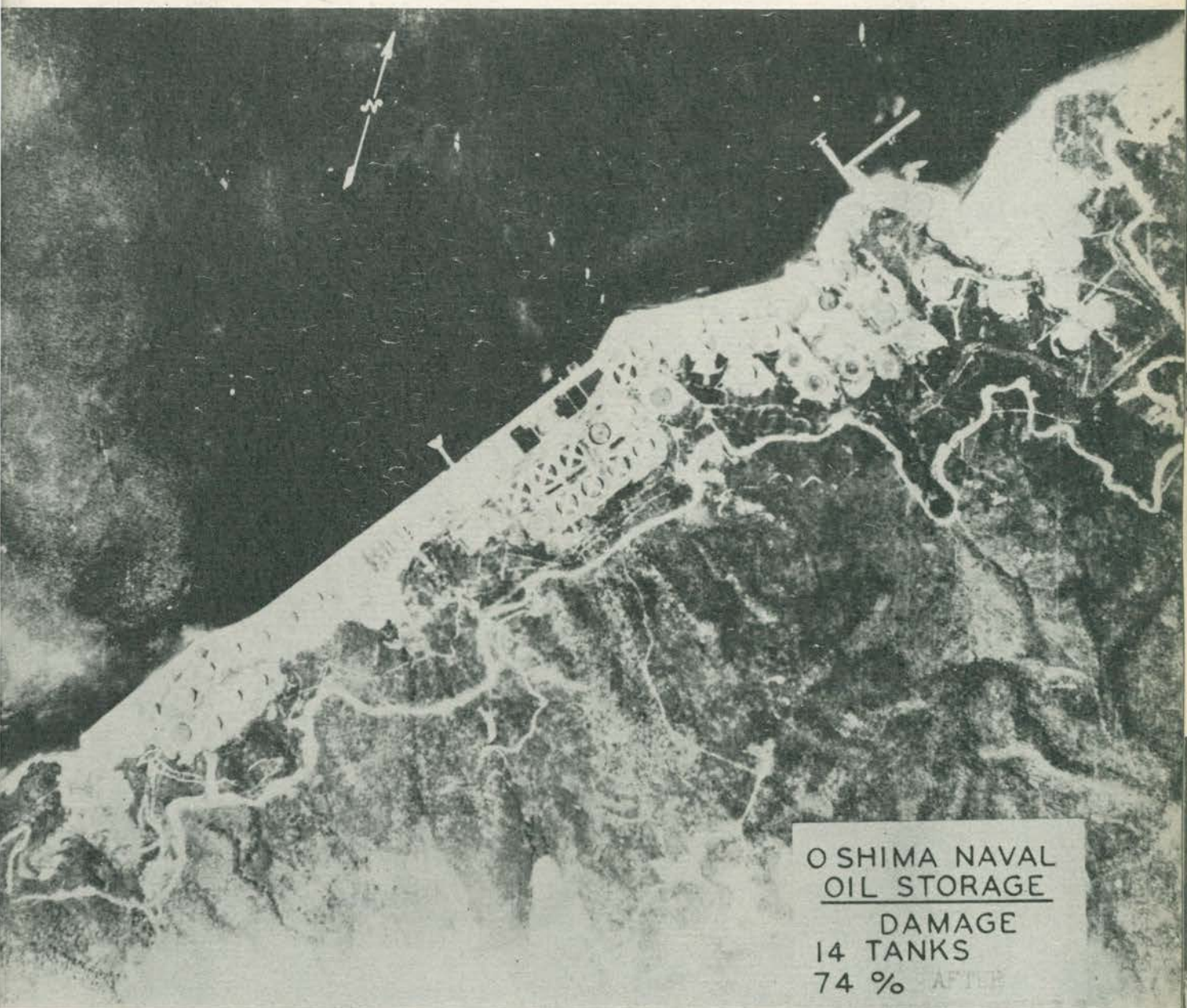


The second mission coming shortly after, on the 10th, . . .



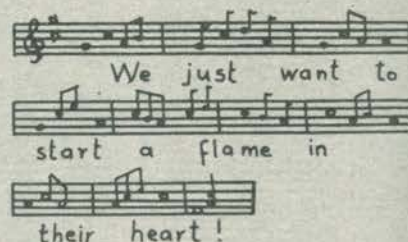
10 MAY 45
O'SHIMA NAVAL OIL STORAGE

proved very effective also, and it definitely proved . . .



that operations on Tinian were going to be slightly hectic to say the least.

NO.1 ON 58TH HIT PARADE



DAMAGE ASSESSMENT

THE 54TH WING CONTRIBUTED HEAVILY TO THE DESTRUCTION LISTED BELOW

MITSUBISHI AVE. WORKS
 MITSUBISHI P.C. ENGINE WORKS
 NIPPON VEHICLE MFG. CO.
 SAIJO ELECTRIC STEEL
 TOKAI ELECTRIC CO. PLANT 2
 TOKAI ELECTRIC CO. PLANT 3
 NAGOYA CASTLE
 HOKURIKU MACHINERY CO.
 OKURA IRON WORKS
 NARA SILK MILL
 MITSUBISHI ELECTRIC MFG. CO.
 OSAKA MACHINERY WORKS

EXTENSIVE DAMAGE
 ADDITIONAL DAMAGE
 SEVERE DAMAGE
 SEVERE DAMAGE
 SEVERE DAMAGE
 DESTROYED
 PRACTICALLY DESTROYED
 SEVERE DAMAGE
 SEVERE DAMAGE
 SEVERE DAMAGE
 SEVERE DAMAGE

THE ABOVE IS A LISTING OF SOME OF THE INDUSTRIES DAMAGED OR DESTROYED AS A RESULT OF THE TWO MISSIONS. THE XXI B.C. ADDED 4 SQUARE MILES OF DESTRUCTION TO NAGOYA.

RESTRICTED

NAGOYA



Our observations on this point were further proven by a daylight mission on the 14th, . . .



NAGOYA
DURING
NITE MISSION

which was quickly followed by a night incendiary to the same target on the 17th.



The raid on Hammatsu on the 19th . . .



was accomplished through 10/10 clouds.



AC # 271 was the only casualty . . .



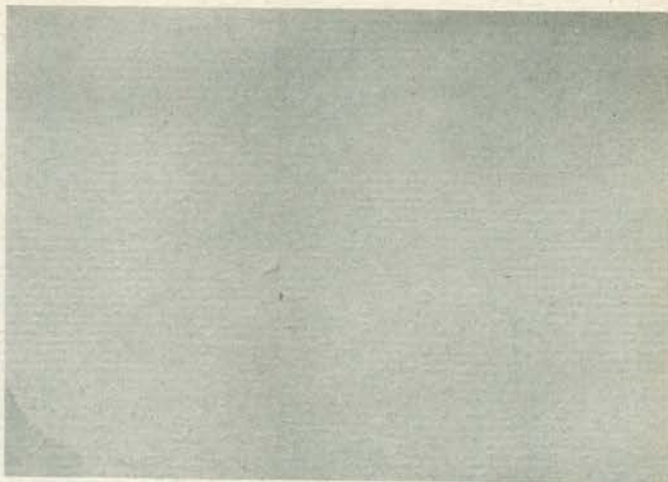
when it crashed off Iwo Jima.



Reason for the crash, . . .



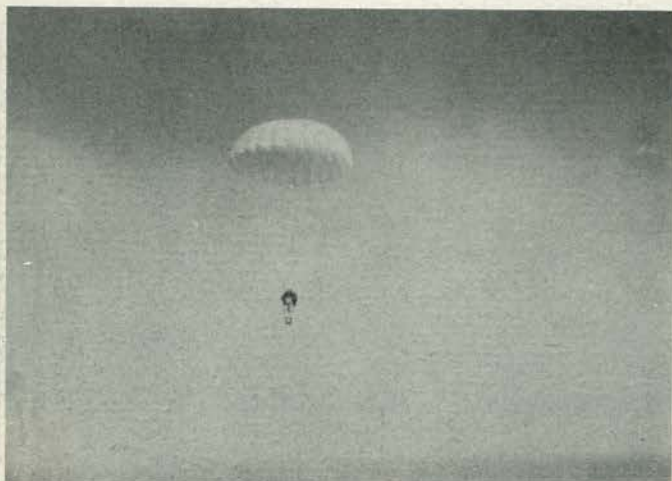
was a wind-milling prop, . . .



which blew off and cut most of the control cables.



All of the crew managed . . .



to bail out successfully.



The next two missions, night raids against Tokyo, on the 24th and 26th . . .



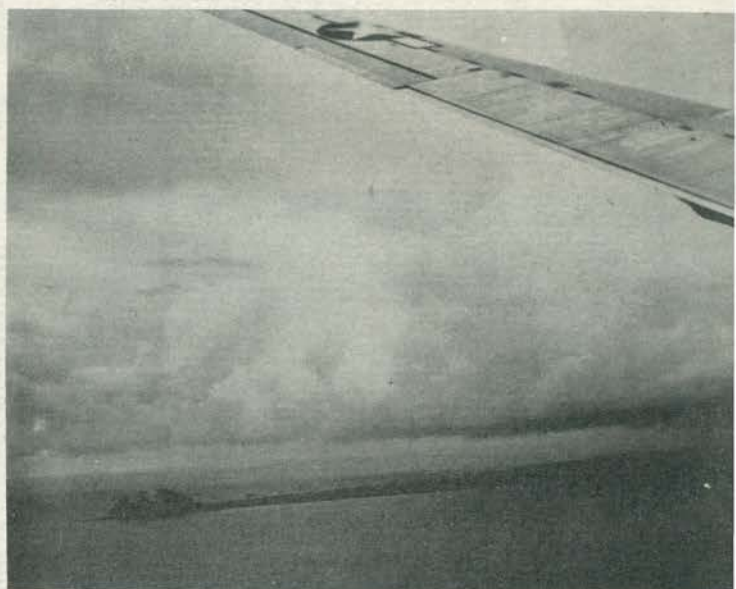
were probably the most spectacular and most damaging missions . . .



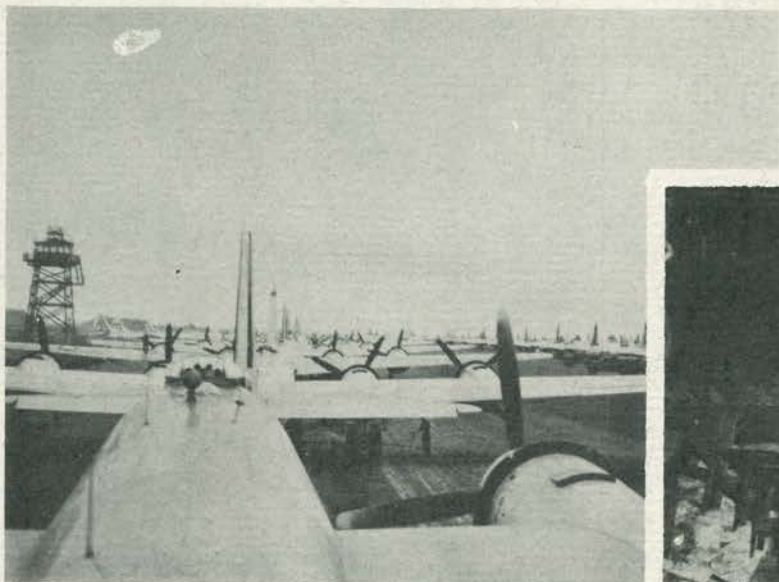
that the Group experienced while on Tinian.



Three AC were lost, 15 were struck by flak and one crew was rescued after bailing out.



Two, that "beautiful" island, . . .



received a record number of damaged and fuel-short AC.



Despite these terrific missions, returning crewmen, . . .



did not lack for relaxing entertainment, . . .



what with Moss Hart and his cast . . .



in the play, "The Man Who Came to Dinner, . . .



and, "Magic Moments," a USO show.



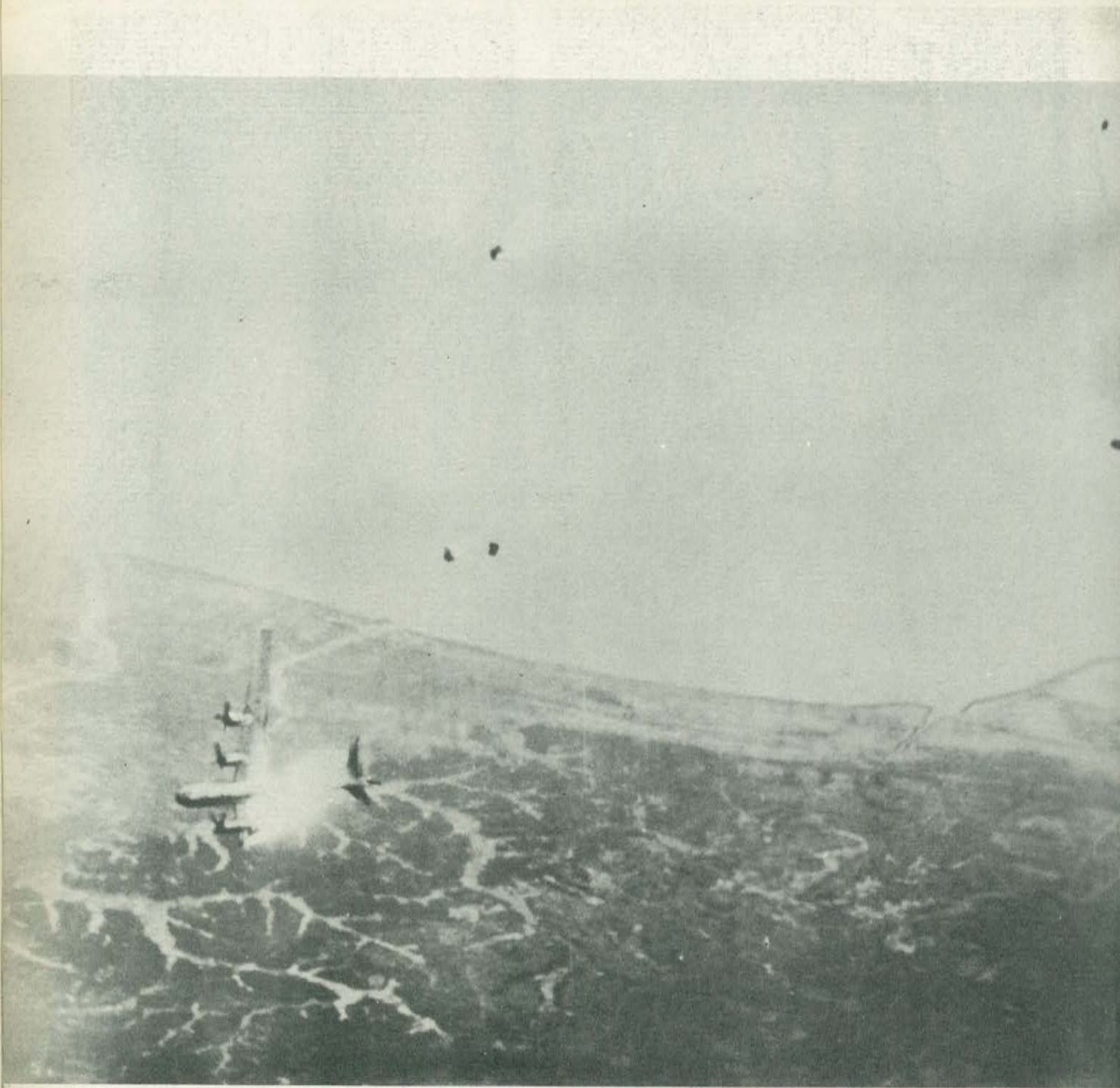
The eighth and last mission of the month came on the 29th . . .



target, Yokahama.



The results were excellent, but not without cost, . . .



for AC #894, 44th Squadron, was rammed.



That night Dick Jurgens, his band . . .



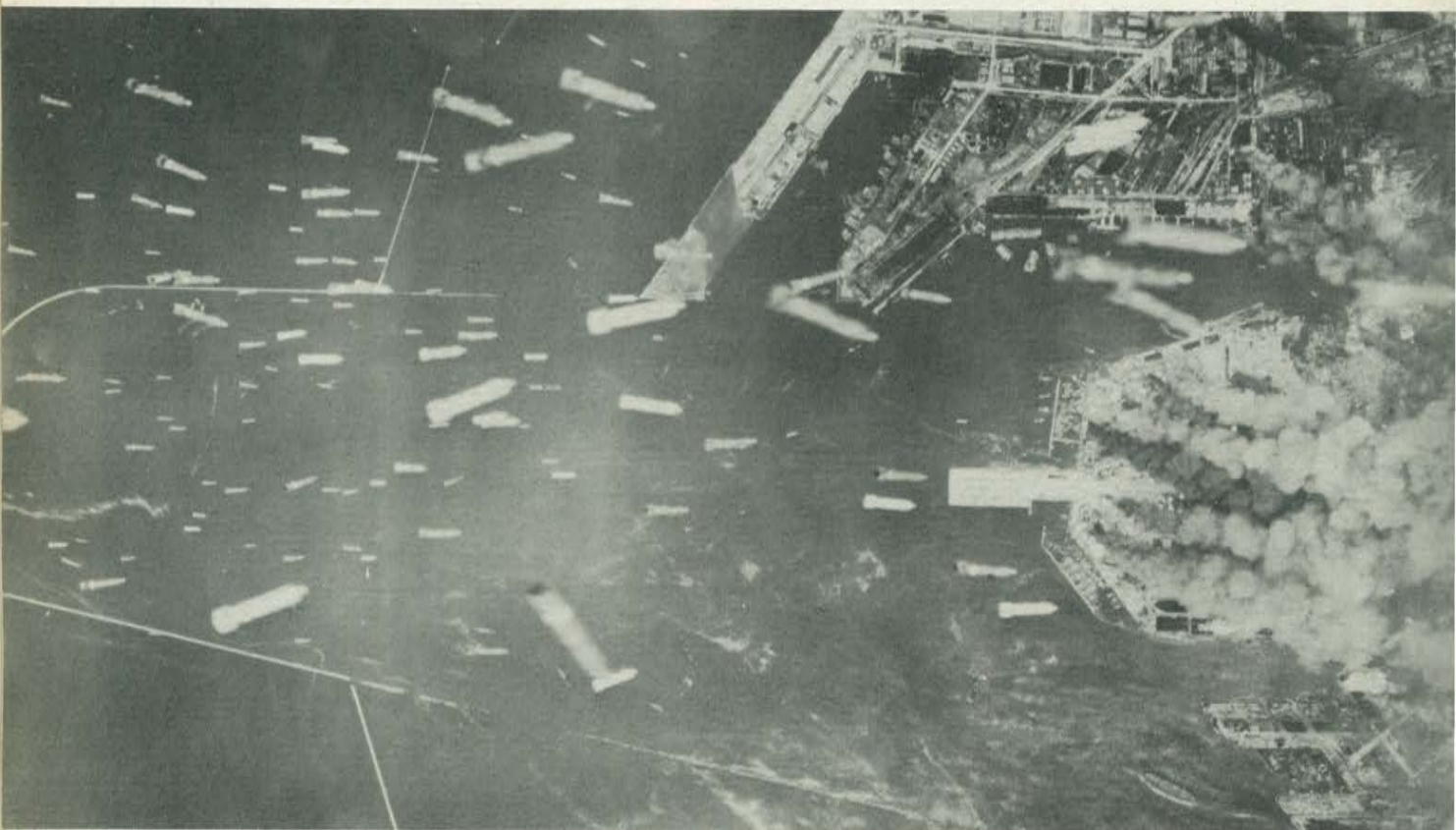
and comedians gave us an excellent show.



June 1st was the beginning . . .



of the 40th's most active combat month, . . .



starting off with a spectacular incendiary raid on Osaka, . . .

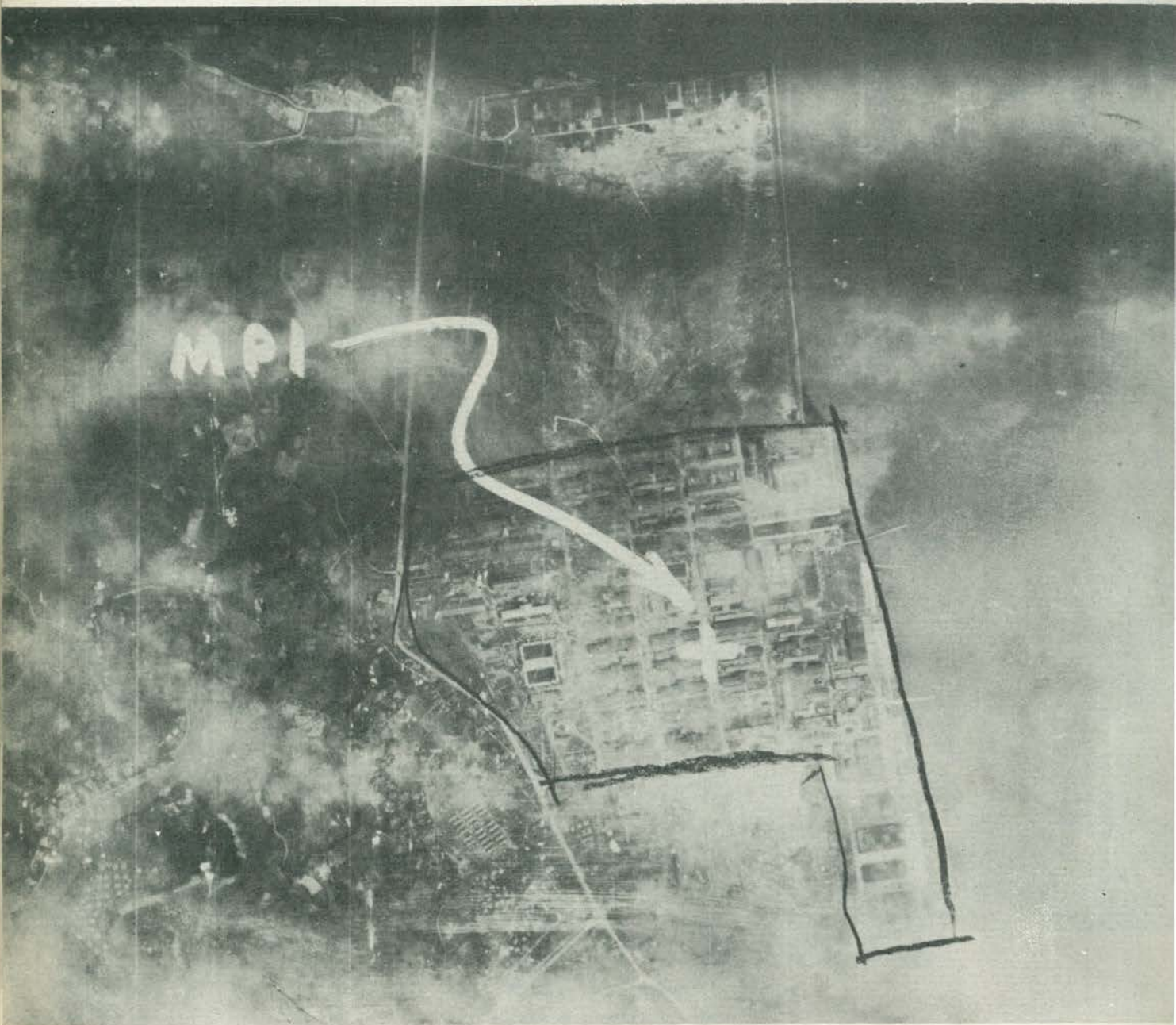
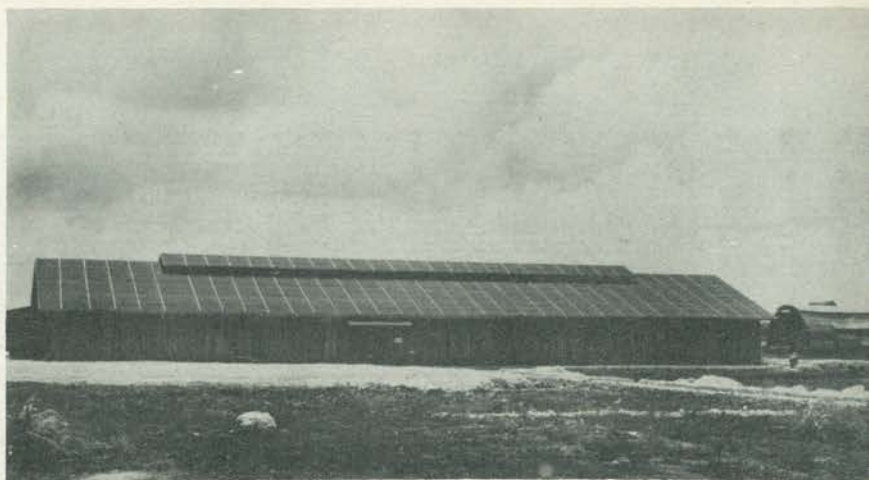


and following up quickly with . . .



another incendiary raid on Kobe on the 5th.

The Officer's Mess was opened between
the 5th and the . . .

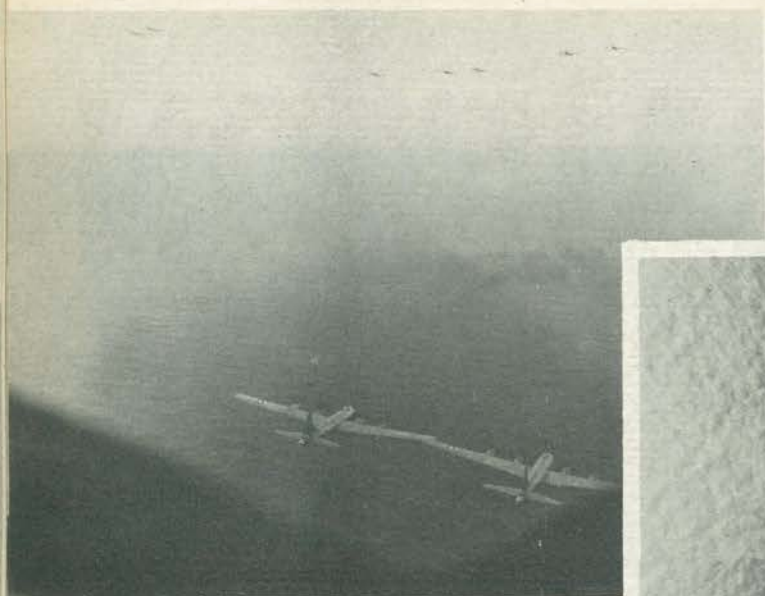


next raid on the 10th, against the Kasumiguara Seaplane base, . . .

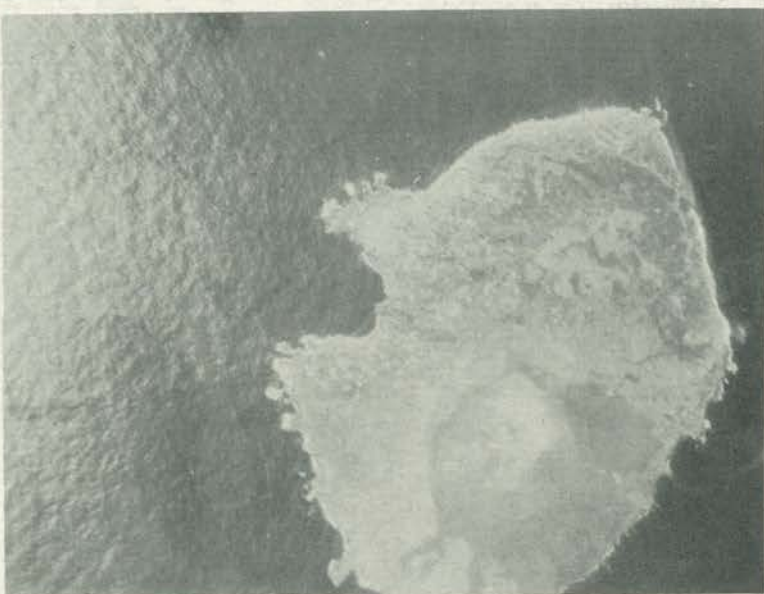
KASUMIGUARA SEAPLANE
STATION - 10 JUNE 1945



40% of which was totally destroyed.



Training activities were also increased this month, . . .



especially formation flying and practice bombing to Guguan Island.

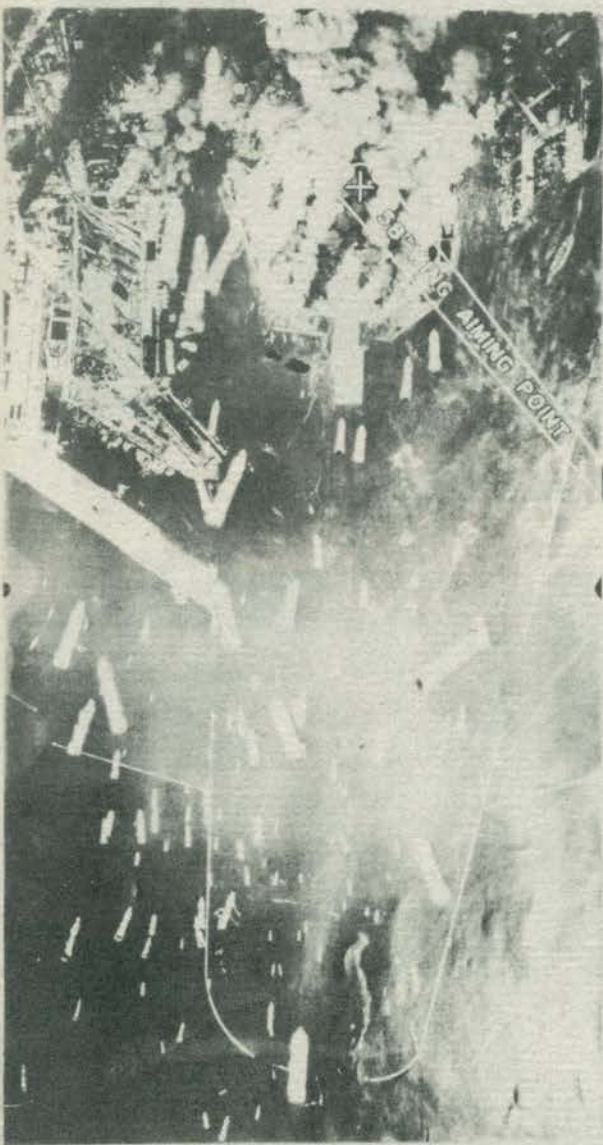


Our third mission to Osaka, . . .



on the fifteenth of June, . . .

BOMBS RAIN ON OSAKA



58TH BOMBARDMENT WING'S M-47'S LITERALLY RAIN ON OSAKA AND NEARBY AMAGASAKI

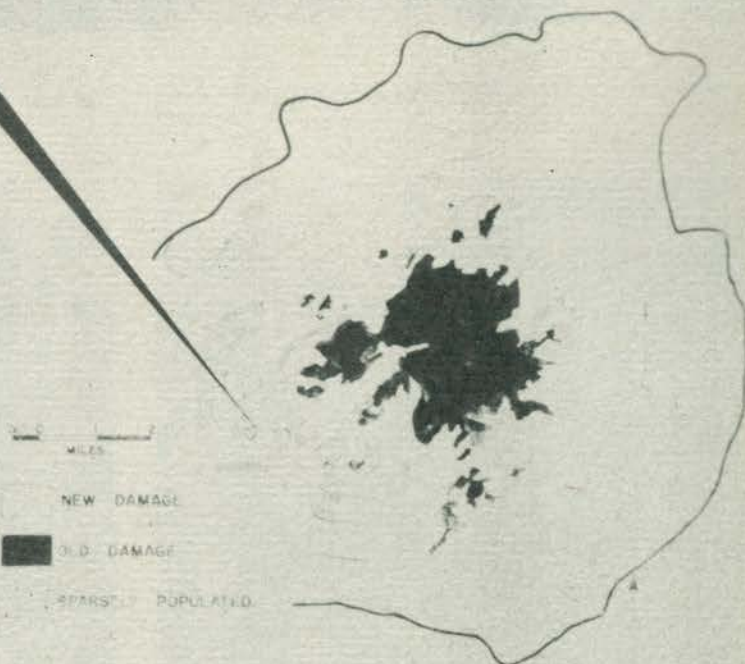
ON 13 MARCH 1945, UNITS OF THE XXI BOMBER COMMAND HAD DESTROYED 97 SQUARE MILES OF THE BUILT UP AREA OF THESE TWO CITIES

THE 58TH WING TOOK PART IN A DAYLIGHT STRIKE ON 1 JUNE AND IN TWO NIGHT STRIKES ON 7 JUNE AND 15 JUNE ON THIS AREA

AFTER THESE THREE MISSIONS, MORE THAN 16 SQUARE MILES OR 24% OF THE BUILT UP AREA OF OSAKA IS IN RUINS. ALSO THREE QUARTERS OF A SQUARE MILE OR 11% OF AMAGASAKI IS DESTROYED

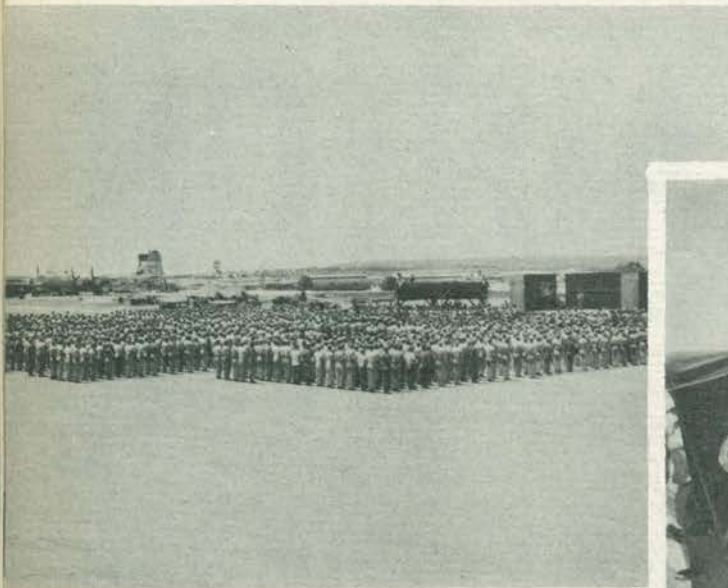
OSAKA WEATHER PREDICTION—

MORE RAIN



OSAKA CITY OUTLINE

helped increase the total destroyed area of that city to 16 square miles.



The 15th of June was also the anniversary . . .



of our first mission to the Jap homeland, . . .



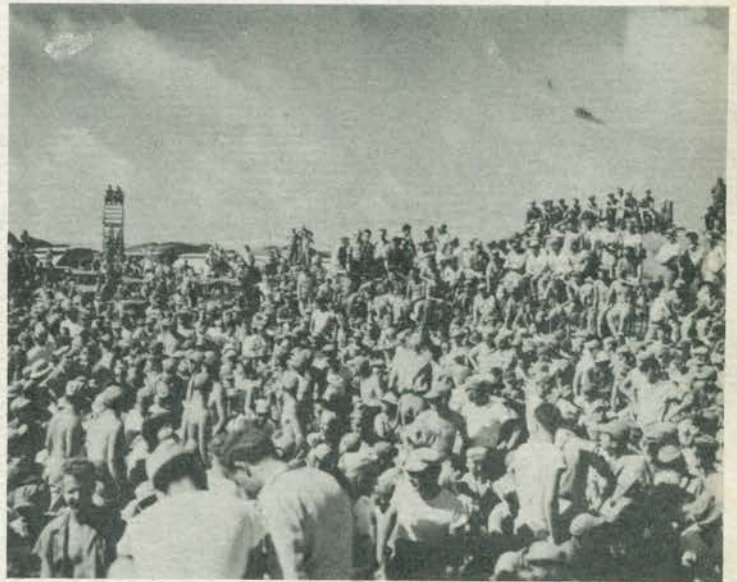
and it was appropriately celebrated by . . .



a visit from the "boss," General H. H. Arnold, . . .



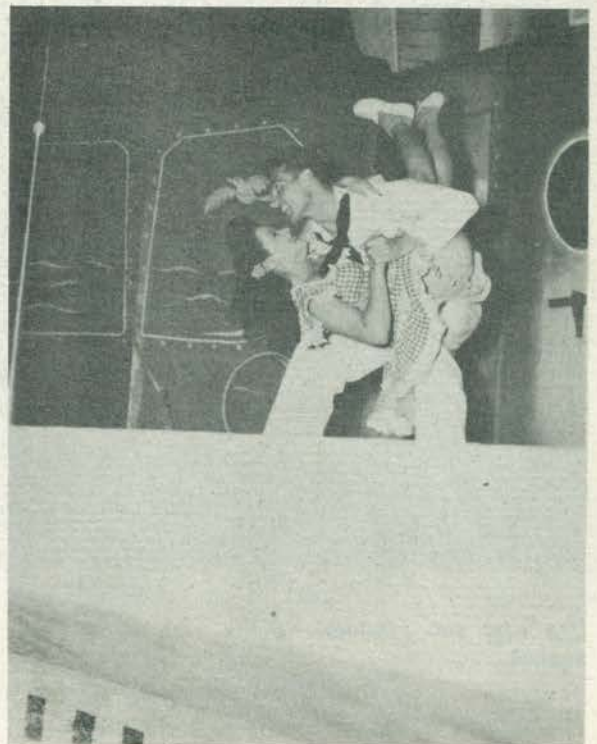
who made a fine speech and presented awards.



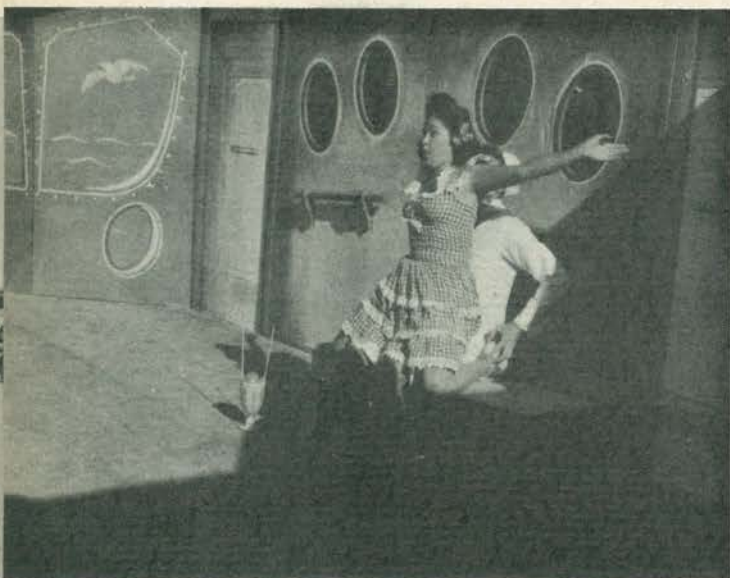
That afternoon and later that night we were entertained . . .



by the "shape ahoy" show, . . .



which was a "humdinger" to say the least.



Before the show, the four original B-29 groups...



were awarded the Distinguished Unit Citation by Brig. General Ramey.



Our next two missions, on the 17th and 19th, against...



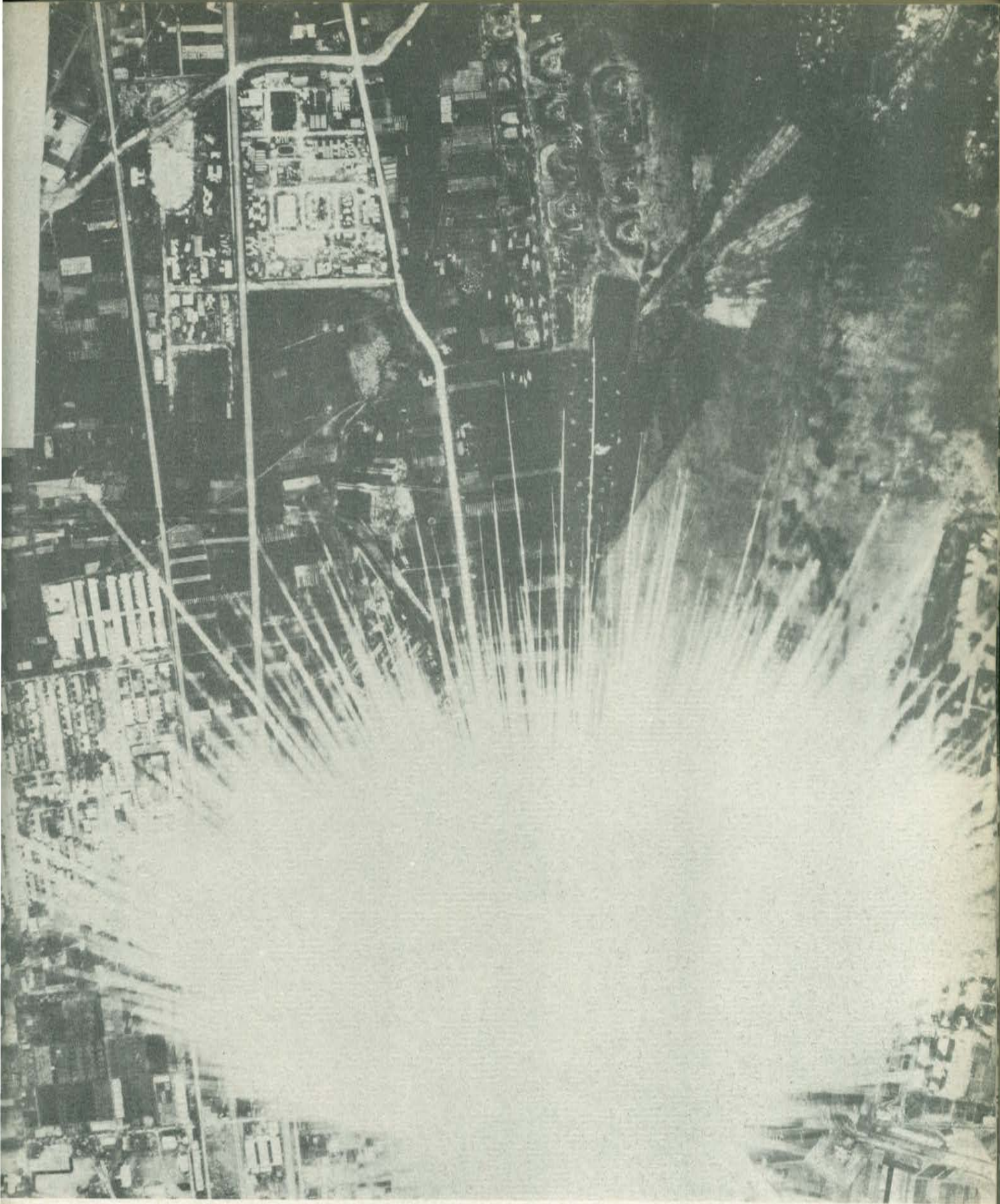
Omuta and Toyohashi were night raids, and not too effective due to cloud cover;...



however, our mission against the Kawanishi AC plant, on the 22nd, . . .



was a different story, our portion of the target area being wiped out.



The Mitsubishi AC plant was our next target on the 26th, . . .



and it was quickly followed by a night raid on the 29th, . . .

SEE FOR YOURSELF

THIS IS OKAYAMA OR THIS WAS OKAYAMA

FOR AFTER THE 58TH WING'S STRIKE ON 28 JUNE
2.13 SQUARE MILES OF THE TOTAL OF 3.38 SQUARE
MILES OF THE BUILT UP AREA IS DESTROYED.

THIS IS 63% OF THE CITY

BEFORE

AFTER

against Okayama, which was also very successful.



Although June was our busiest month as far as combat was concerned . . .



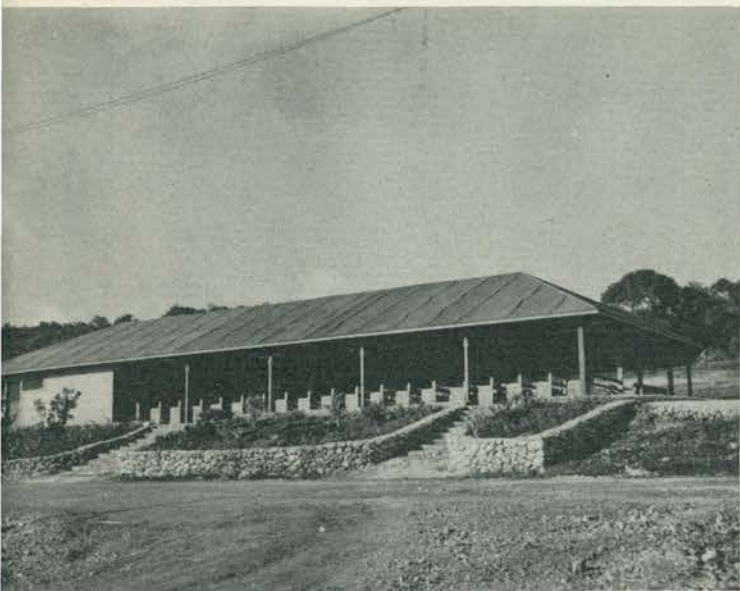
the building program in the living area did not slow down.



The "Whiskey Shack" was completed, . . .



and Padre Adler's super-deluxe chapel . . .



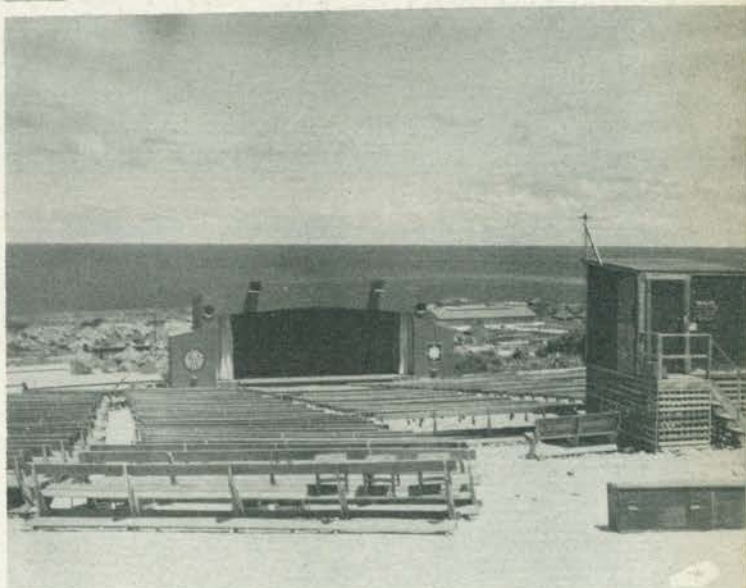
looked beautiful on the inside as well as out.



The approaches to the swimming hole were also greatly improved, . . .



and swimming became our main off duty pas-time . . .



besides the movies and shows in our new Stateside Theatre.



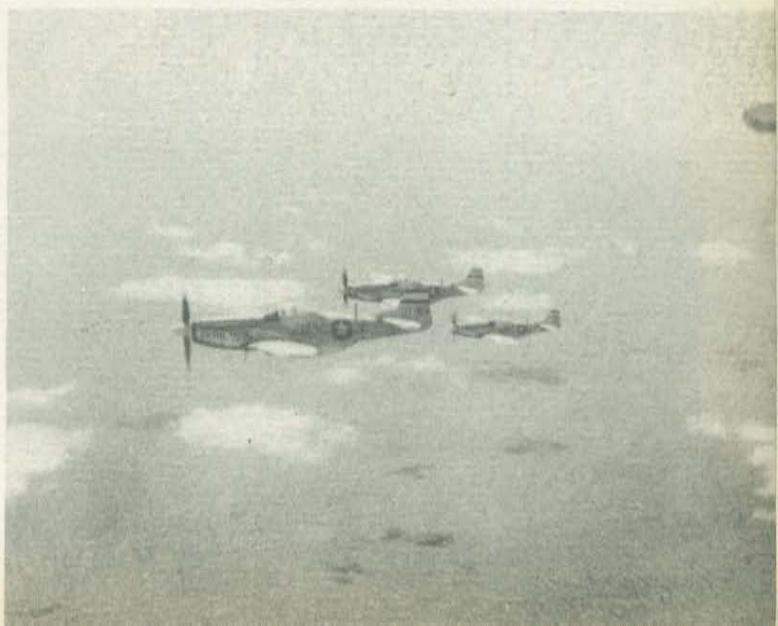
On the line, newly arrived aircraft . . .



received the "acid test" and quickly became combat veterans, . . .



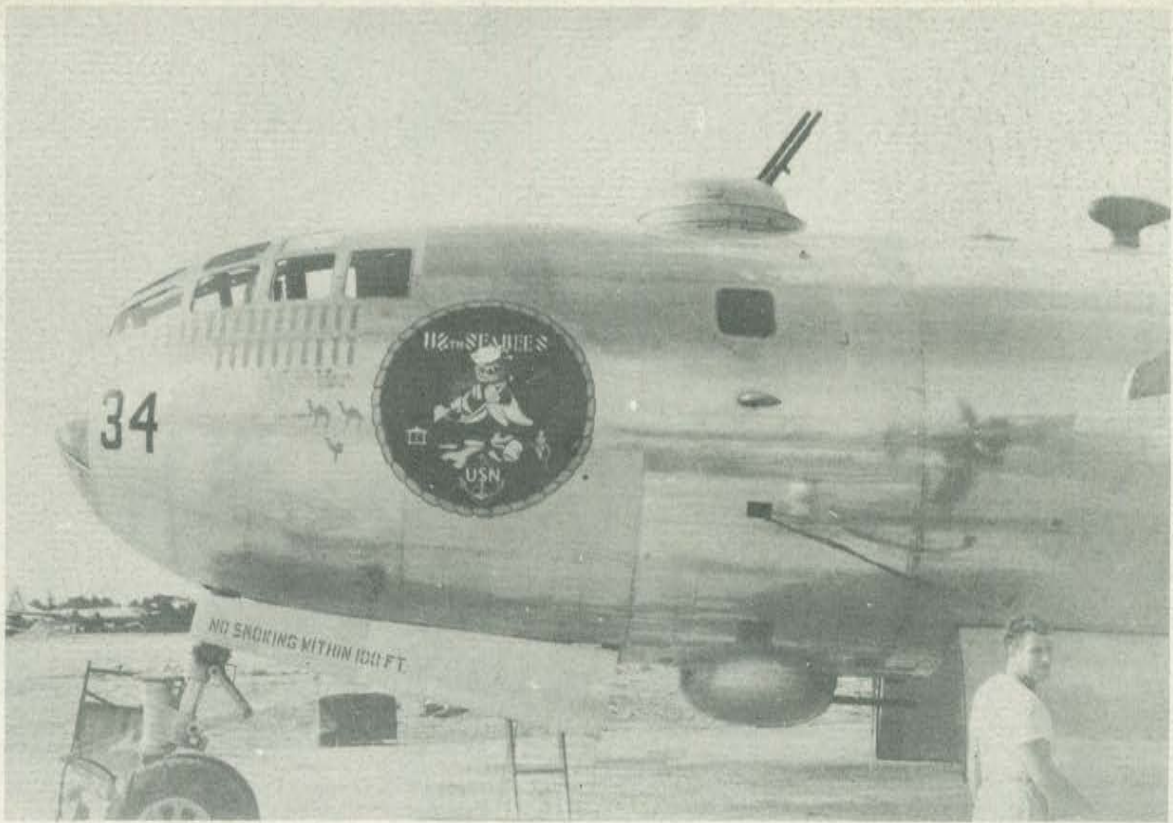
and those AC and crews not on missions, were
practice bombing . . .



or acting as navigational escorts to P-51's.



July started off just like June with a mission on the 1st.



The next mission on the 3rd . . .



resulted in the loss of AC #914, 25th Bomb Squadron, . . .



but the target, Takamatsu, . . .



was 78% destroyed.

45th Sg
10th BG.

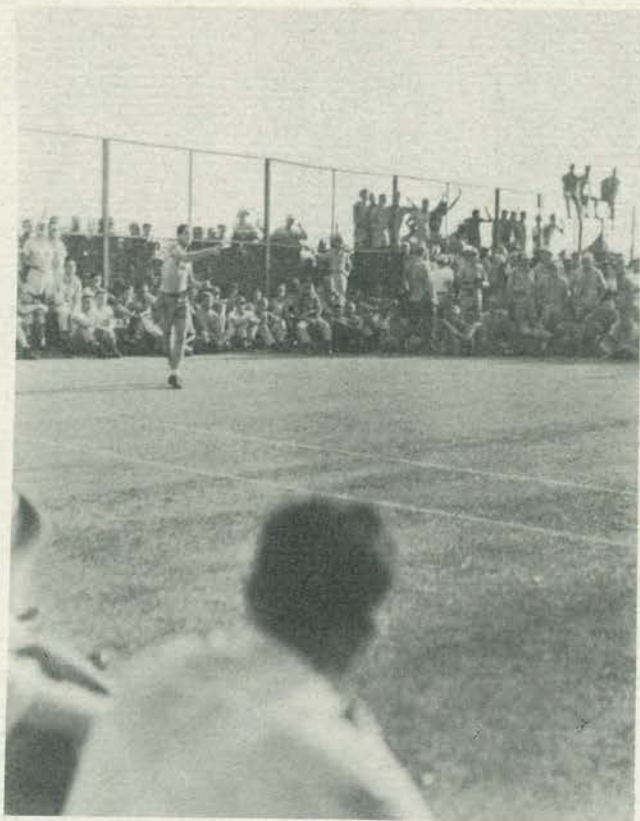
SENDAI
10 JULY '45

During Attack

Sendai, 190 miles north of Tokyo, was hit on the 10th . . .



and on the same date the AC #541 with the best record in the Group, departed for Uncle Sugar.



Though there was another mission on the 12th, the Group . . .



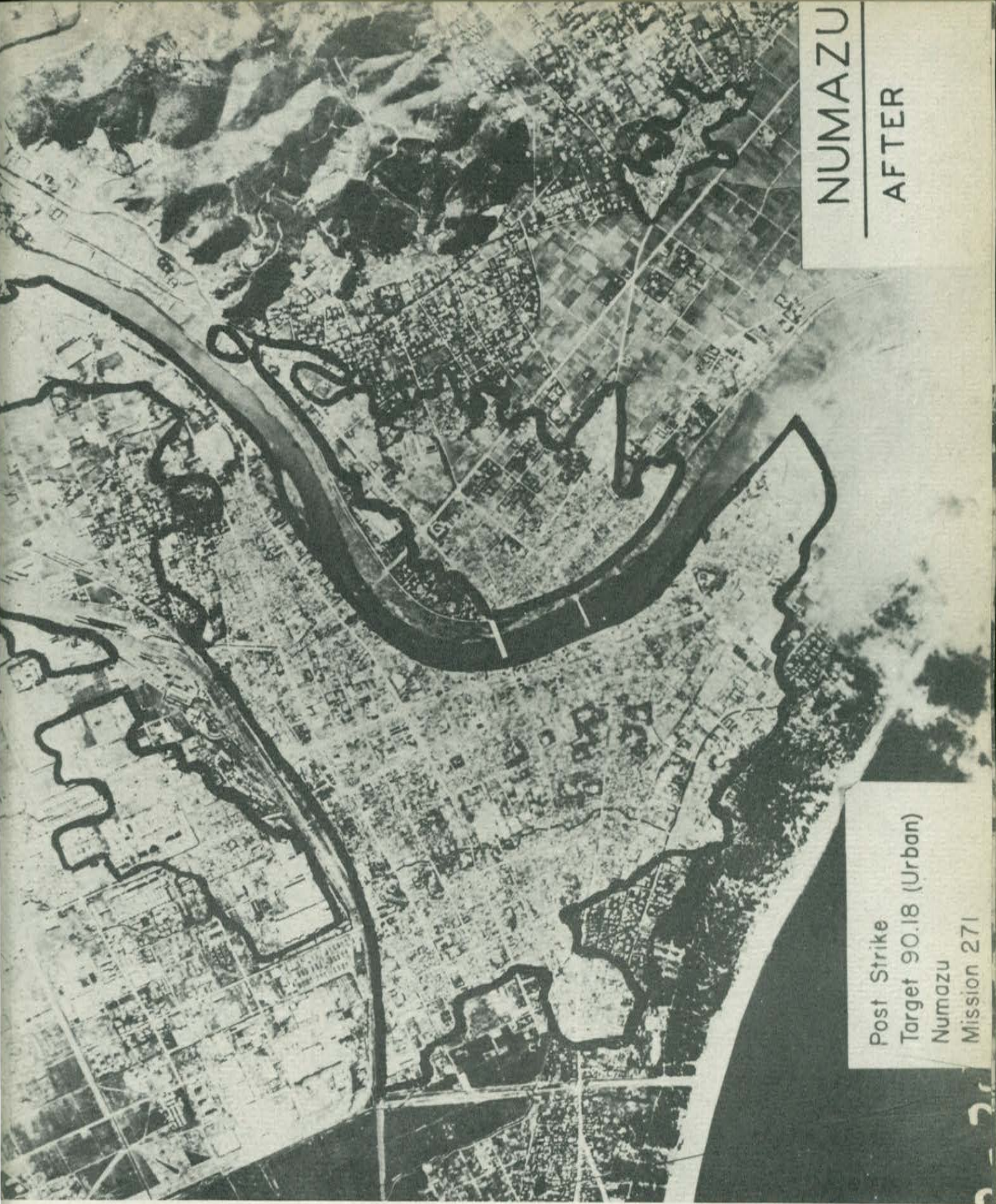
had time to enjoy some professional tennis matches.



NUMAZU

BEFORE
16 JULY 1945

Our 6th mission of the month was another night incendiary, . . .

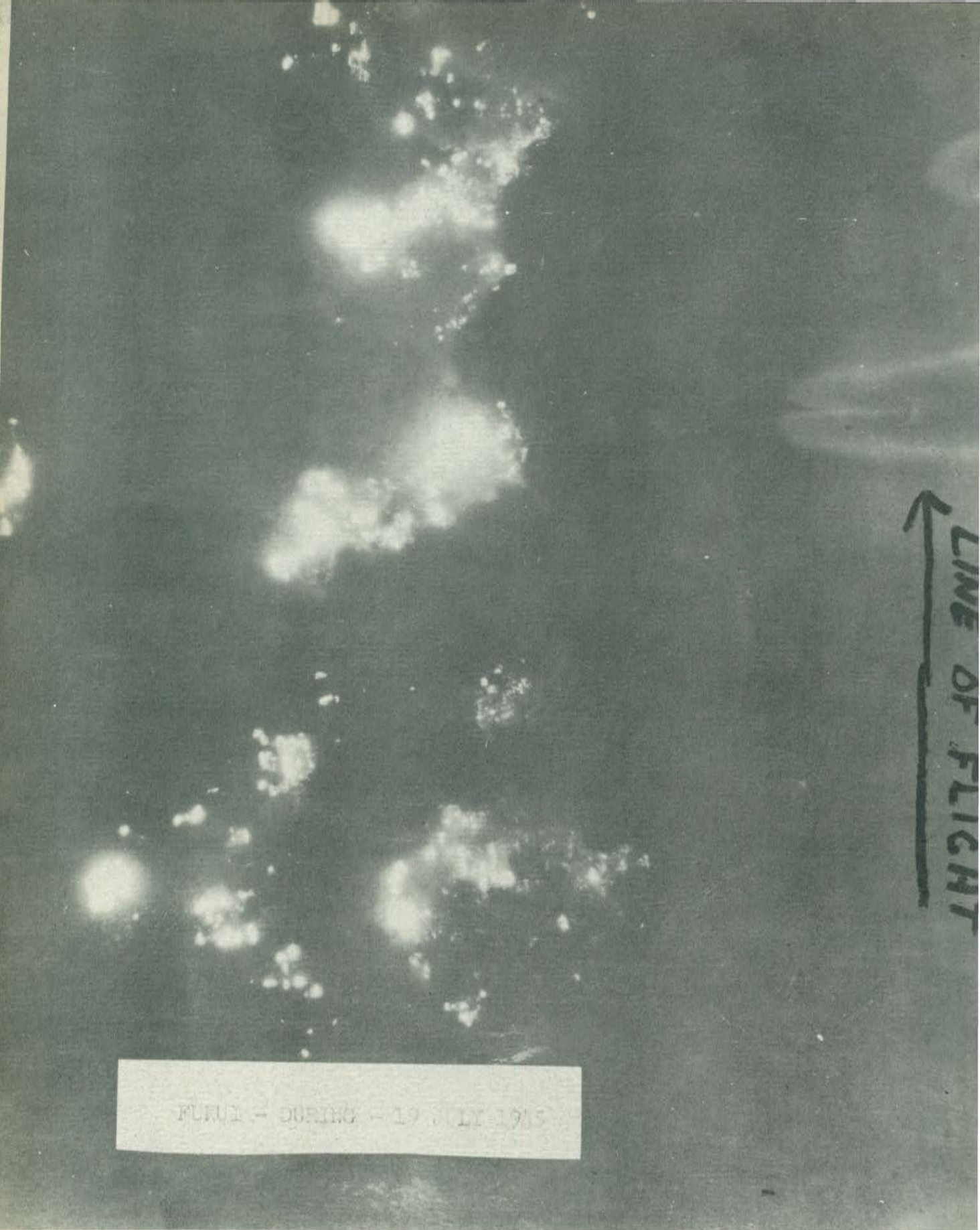


NUMAZU

AFTER

Post Strike
Target 90.18 (Urban)
Numazu
Mission 271

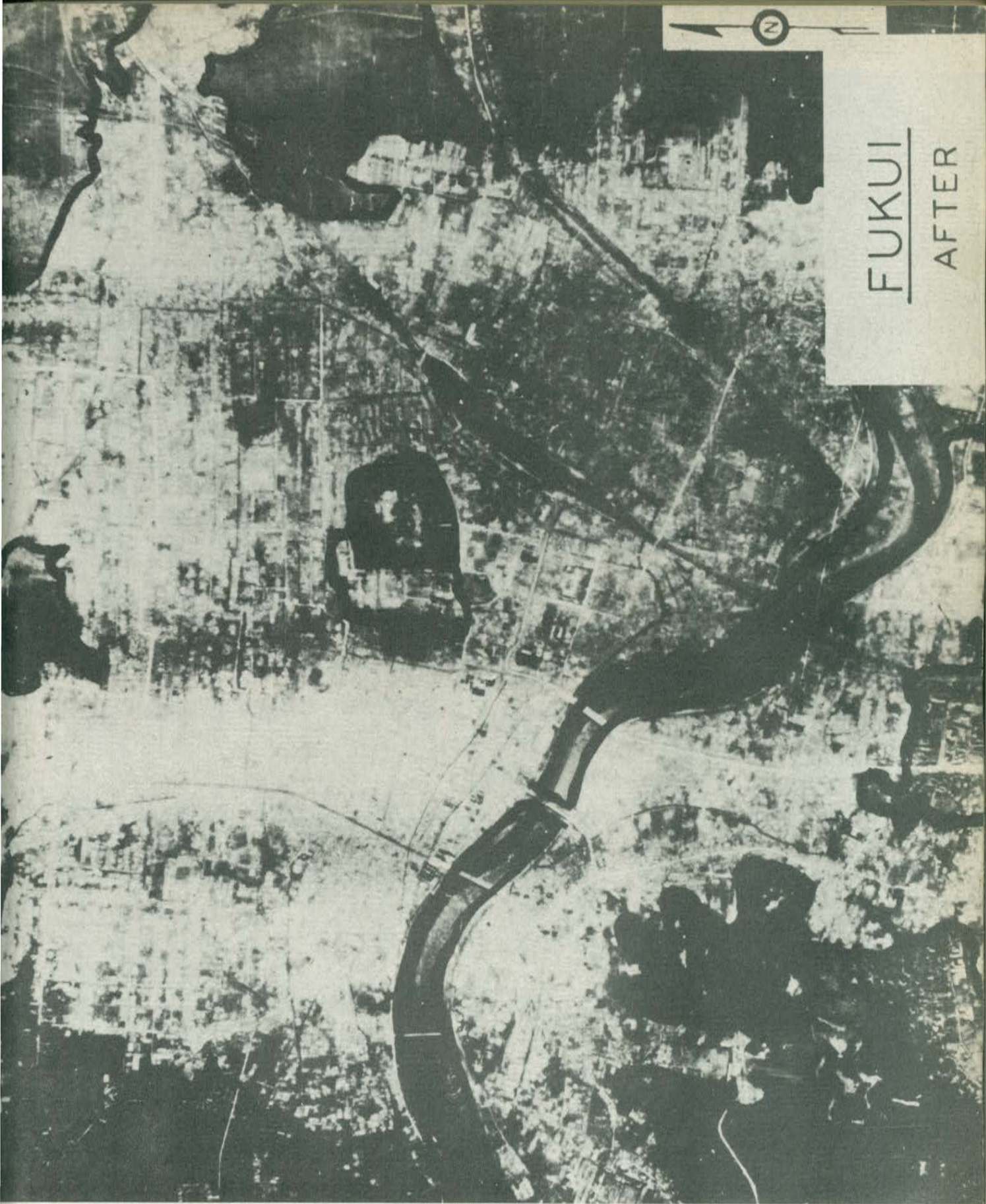
this time against Numazu, on 16 July, which was 89.5% destroyed, the greatest percentage destroyed of any city to date.



LINE OF FLIGHT

FUKUI - DURING - 19 JULY 1945

Fukui, our 7th mission, was hit on the 19th, . . .



FUKUJI

AFTER

and it too was substantially destroyed.



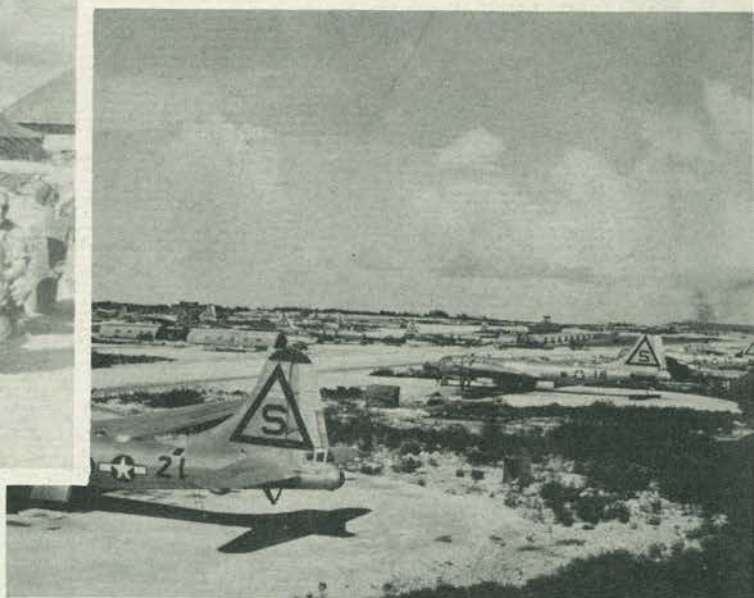
Briefing for the only daylight mission of the month . . .



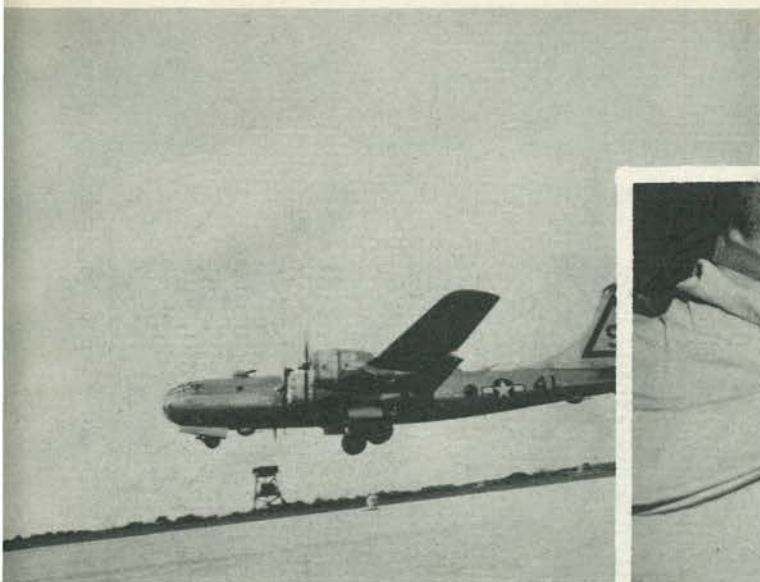
occurred on the 23rd and was typical, . . .



with crews waiting around their AC after briefing . . .



and an atmosphere of quiet expectancy surrounding the entire line area.



Take-off was the peak of excitement for the ground "wallahs," . . .



but in the ships it was the Pilot . . .



and the Flight Engineer who sweated the most, . . .



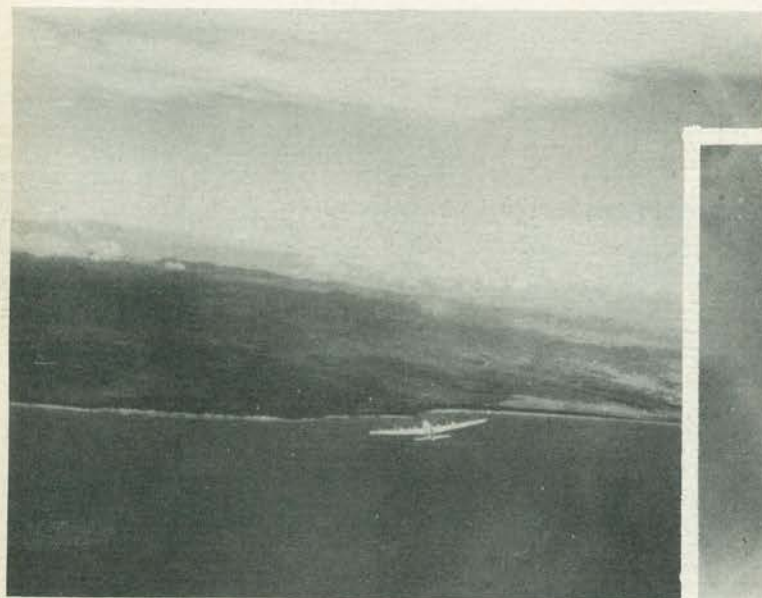
though some people have their doubts.



throughout the long haul to Japan, the
Co-pilot . . .



took his turn and the Navigator went sleepless.



Approaching the Jap coast and the rendezvous
point . . .



the formation would begin to form, . . .



and everyone became alert . . .



and watchful for fighters . . .



for "this was it" as the saying goes.



on the bomb run the flak was heaviest, . . .

and the Bombardier crouched over his sight.



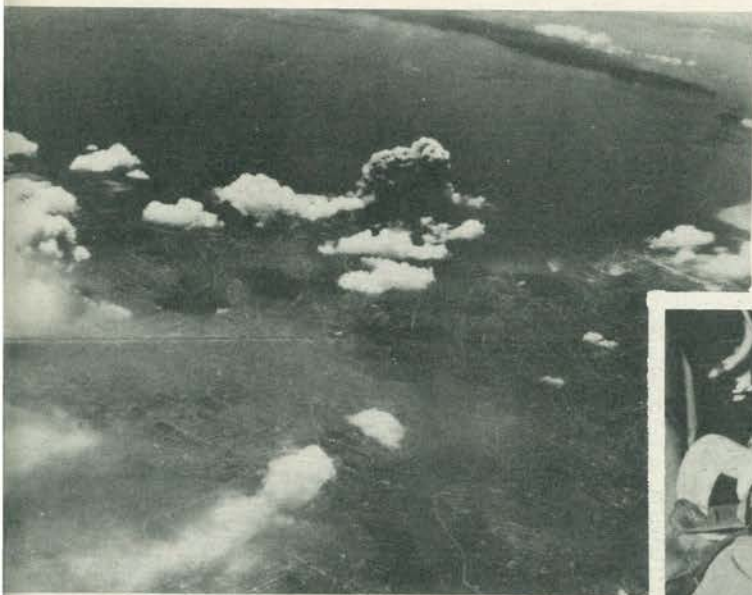
Suddenly "Bombs Away," echoed over the interphone, . . .



and our "big babies" leaped upwards, released from their heavy loads.



Less than a minute later tremendous explosions heralded our marksmanship, . . .



and as we turned away a tell tale column of smoke climbed upwards.



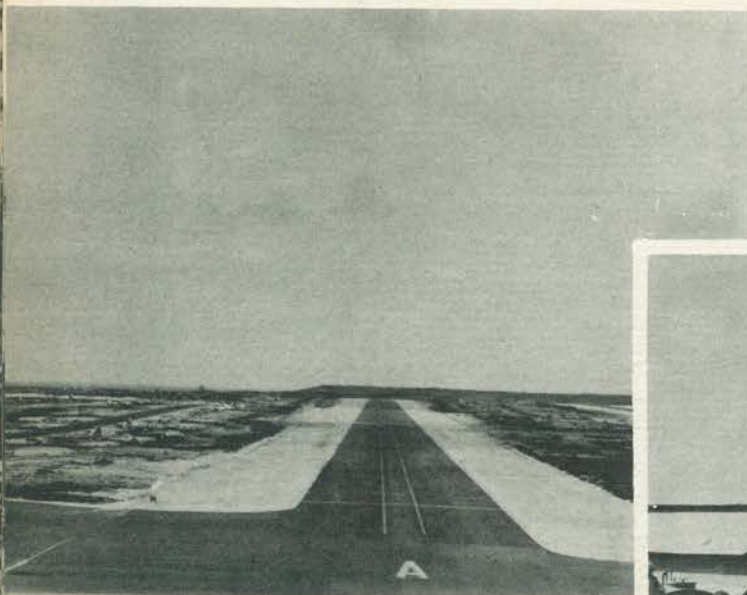
Being lucky, by escaping damage, our trip back was uneventful, . . .



though the radio operator was ever alert for distress calls.



After many tiresome hours, we let down to our home base, . . .



made our final approach to "Runway Able," . . .



and then taxied in to our hardstand with a sigh of relief.



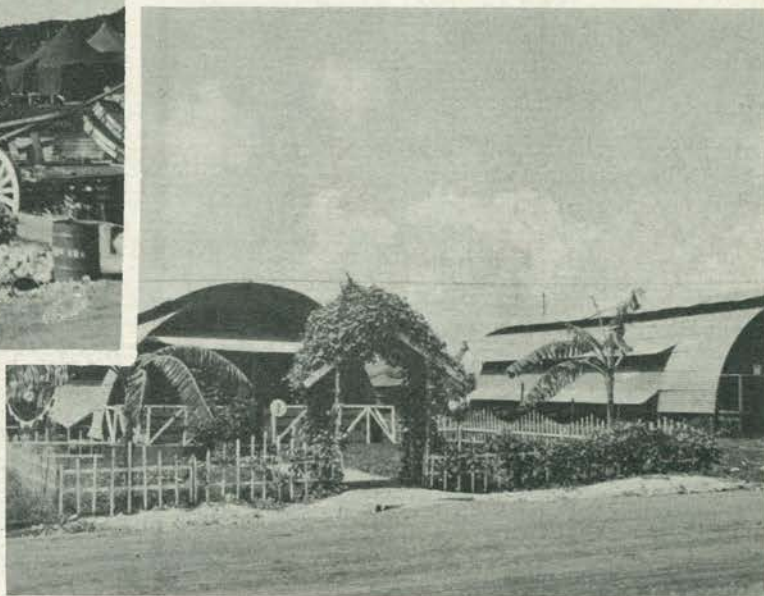
At the "Whiskey Shack," during interrogation, . . .



coffee was also appreciated by some . . .



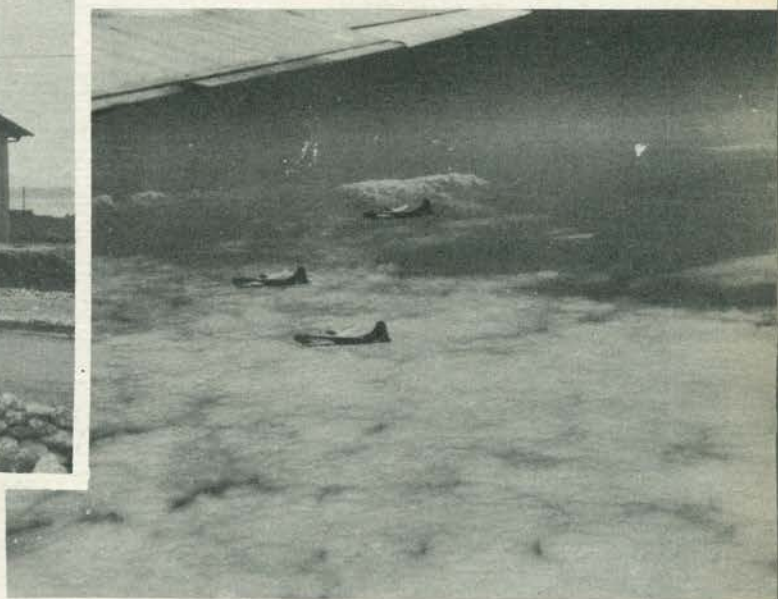
but "Home Sweet Home" with its wonderful sacks, . . .



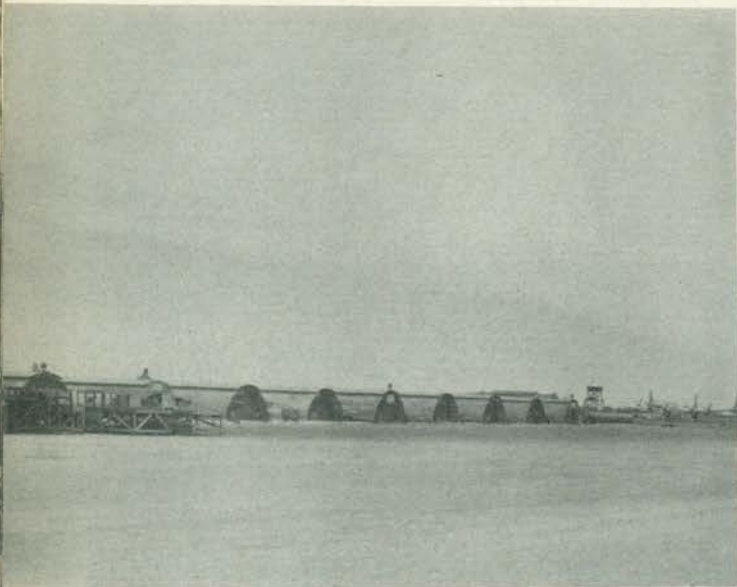
was the best of all.



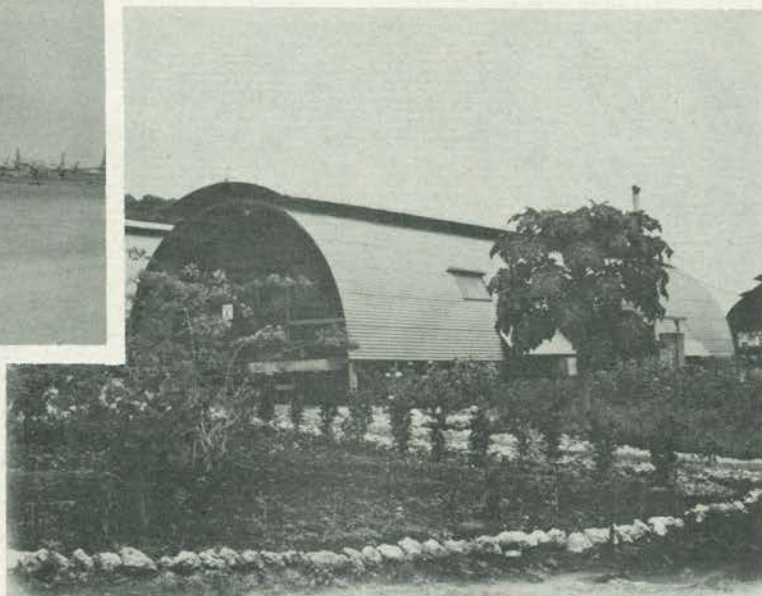
Briefing for the last mission of the month was not received with enthusiasm, . . .



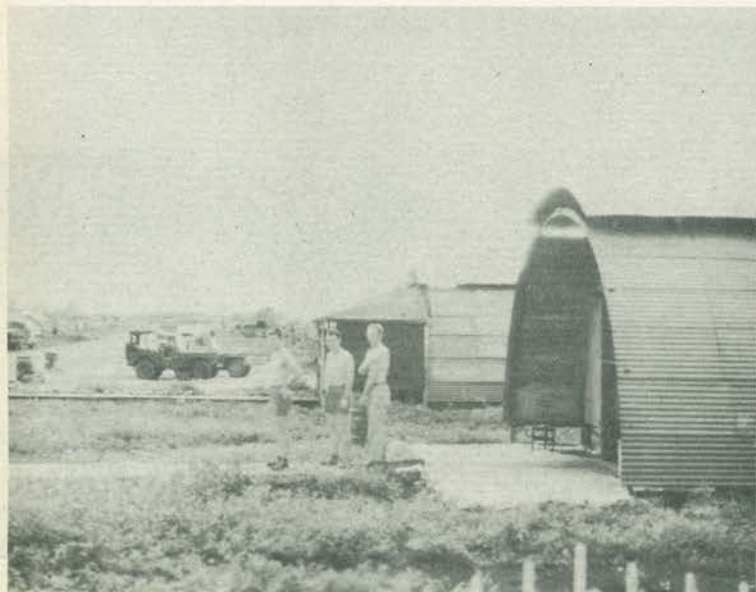
because the Japanese people had been warned that Tsu, the target, was one of 11 cities on our list for destruction.



The mission was a success however, and thus ended . . .



the 40th Group's 20th consecutive mission without a fatality or loss of any airborne plane, . . .



a record that is probably unparalleled in any other B-29 Group.



At the end of the month the living area had again . . .



improved by leaps and bounds.



Many of the personnel were maintaining gardens, . . .



and the Squadron Orderly Rooms . . .



were much more businesslike and comfortable.



The greatest morale factor of all, however, . . .



was the departure of the first group of EM for the USA . . .



on the point system.



August was the climax of our overseas tour, . . .



but before hostilities ceased the Group performed five missions.



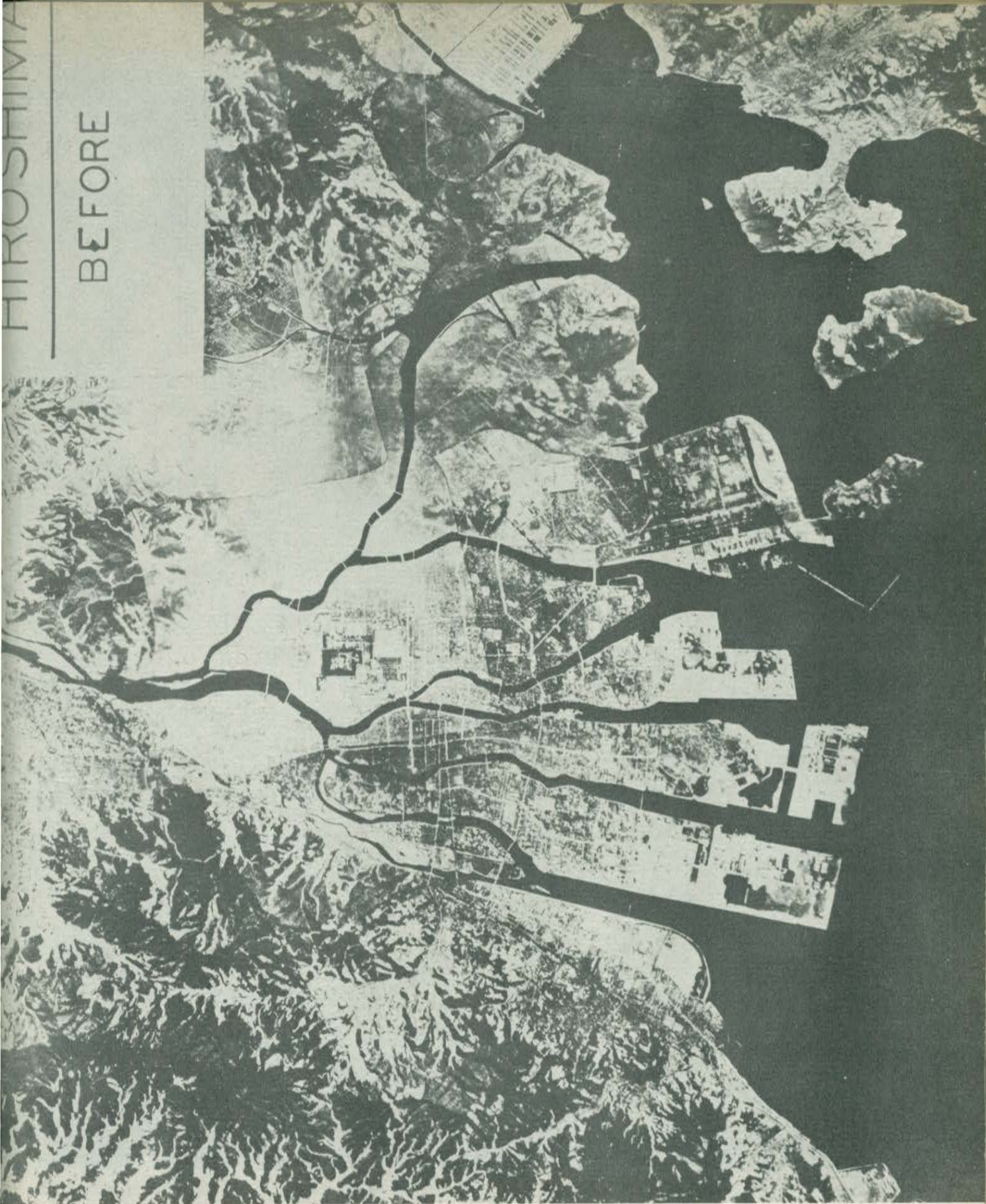
The 3rd of those five against the Toyokawa Naval Arsenal . . .



7 AUGUST 1945

appeared to be very successful though no damage assessment was received by S-2.

BEFORE



Also on the 7th, the first Atomic Bomb was dropped . . .



by a B-29 from our neighbors, the 509th Bomb Group.

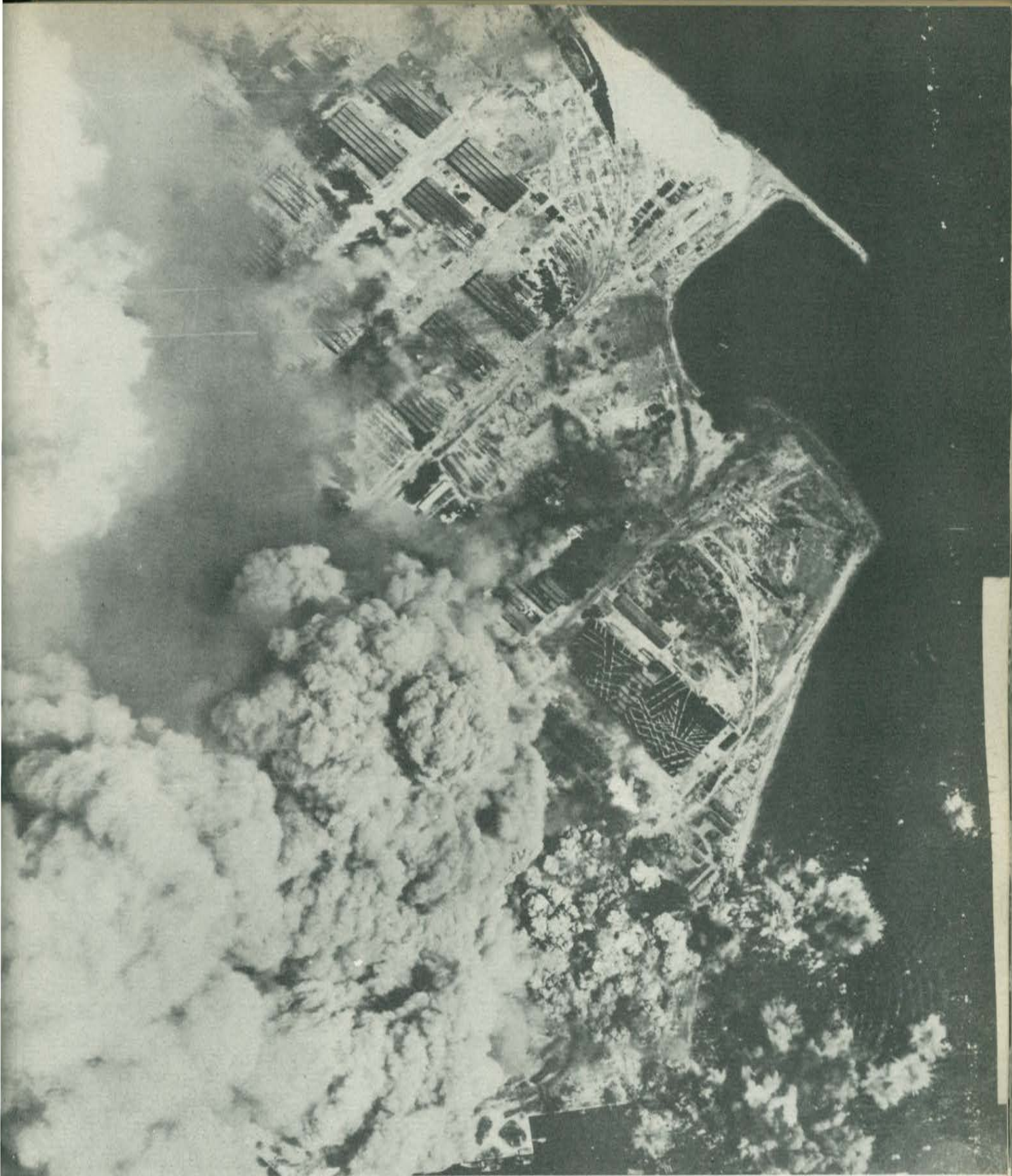


Our last bombing mission of the war came on 14 August after much indecision, . . .



Target 90.32-671
Hikari Naval Arsenal
Shimada

and it was also our most efficient mission, with all four formations over the target in one minute, . . .



and 68% of all bombs within 1000 ft. of the point.



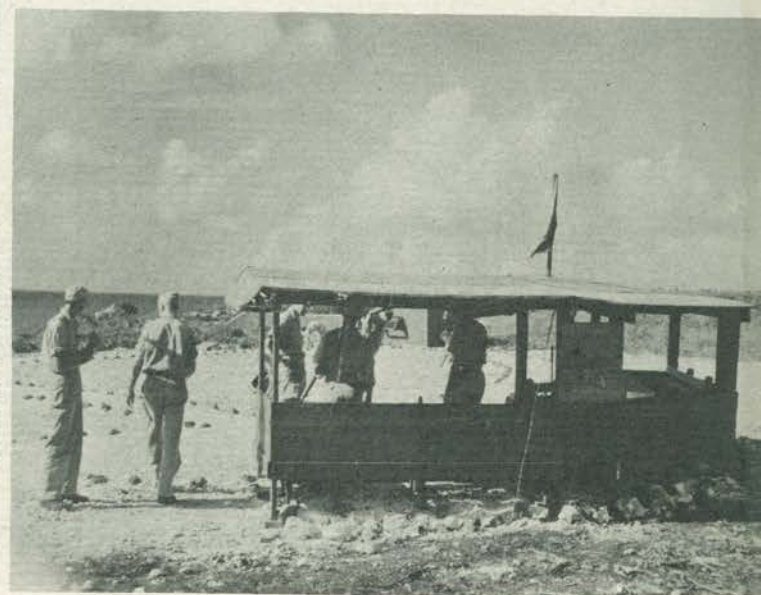
On the 15th President Truman announced
the end of the War, . . .



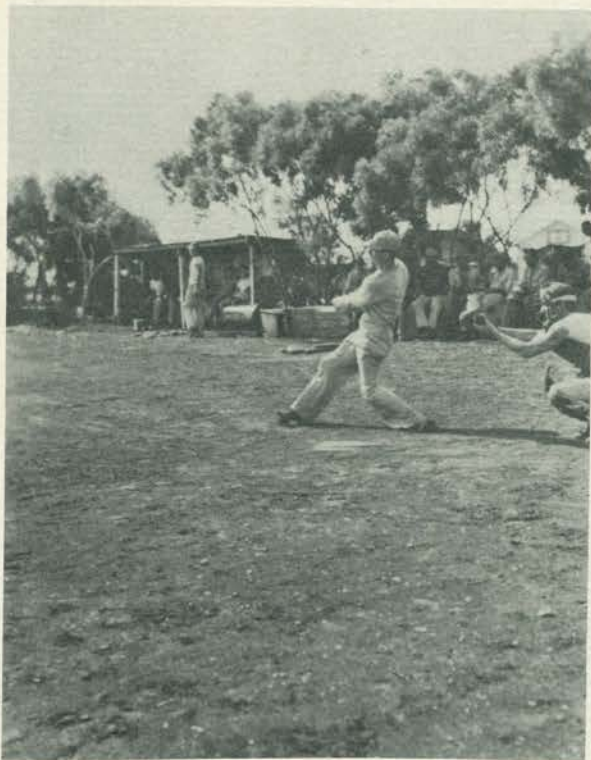
and Group morale soared to a new high.



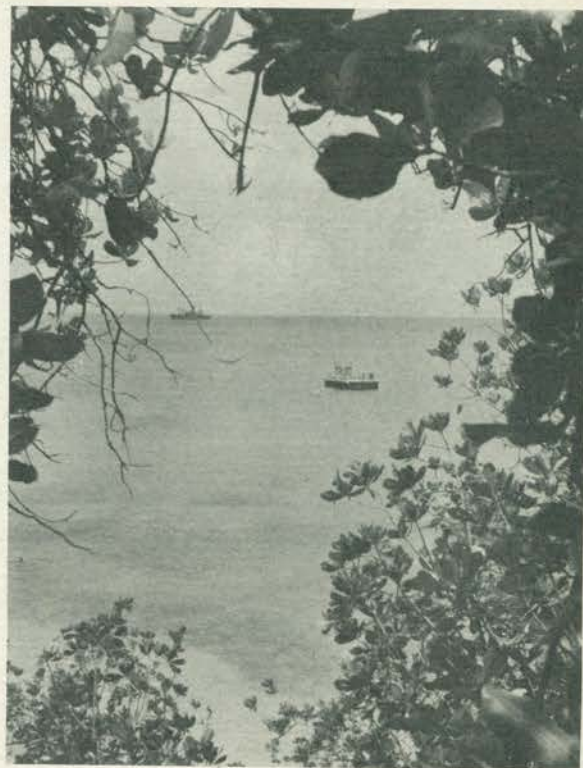
Thereafter there wasn't enough actual work...



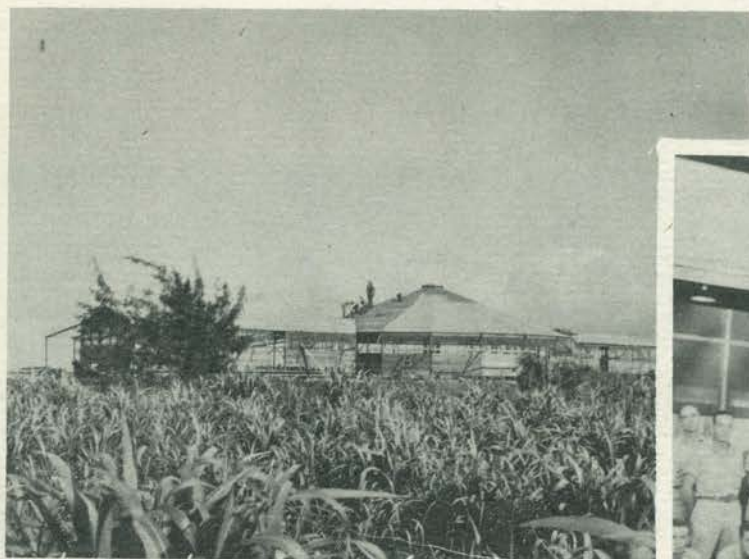
to keep us occupied, . . .



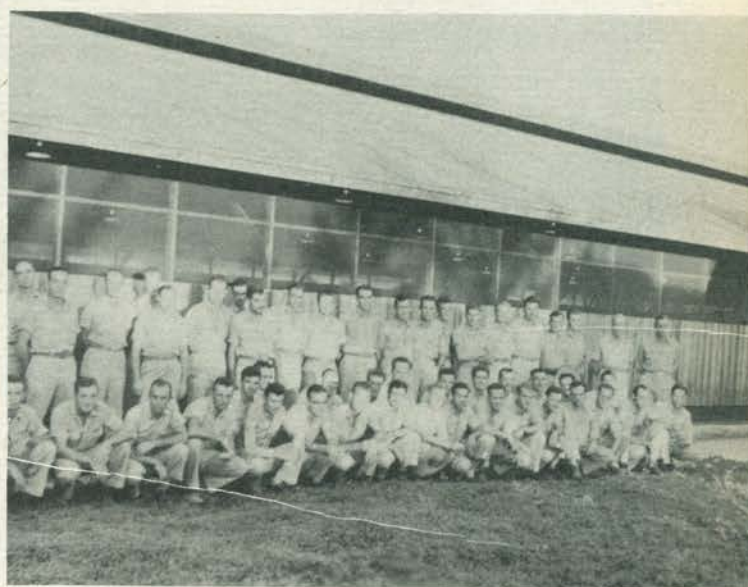
thus the opportunity for relaxation and pleasure . . .



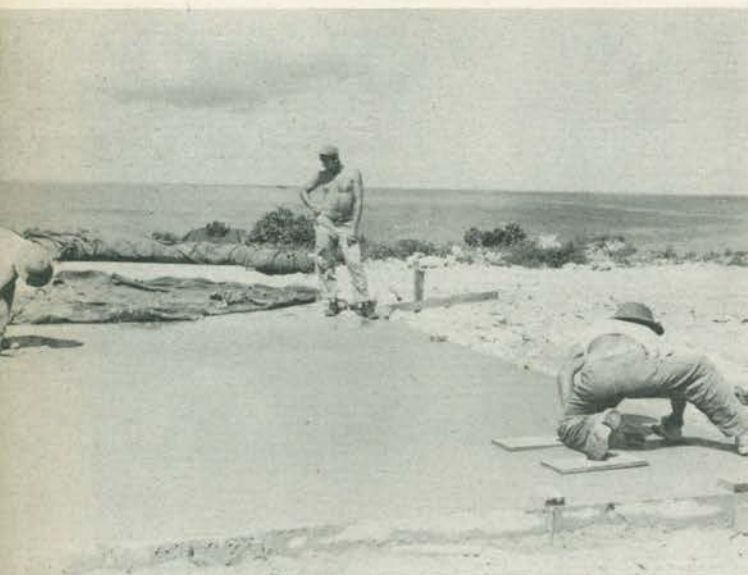
increased one hundred fold.



A party was held in the mess hall for all remaining
"Old Area Officers," . . .



and both Officers and Enlisted Men, . . .



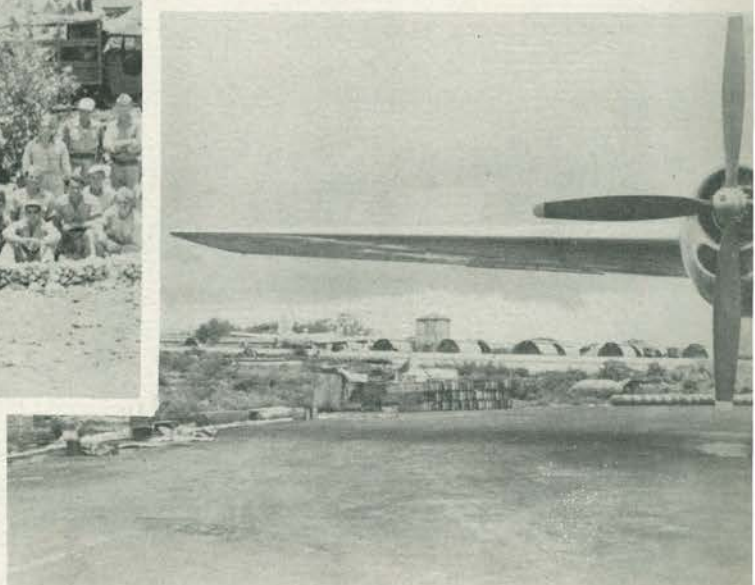
were hurrying to complete . . .



their respective clubs.



A second large group left for the USA on points, . . .



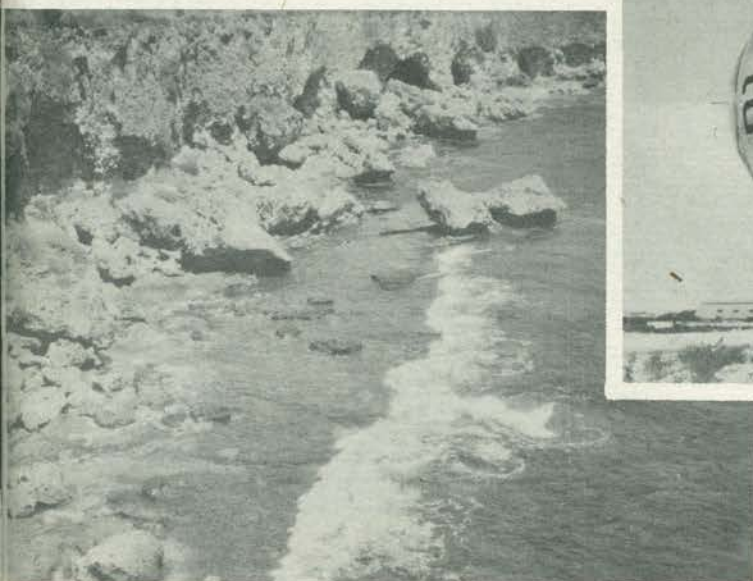
and with their departure many well deserved promotions were awarded.



Once more men were able to wander around, . . .

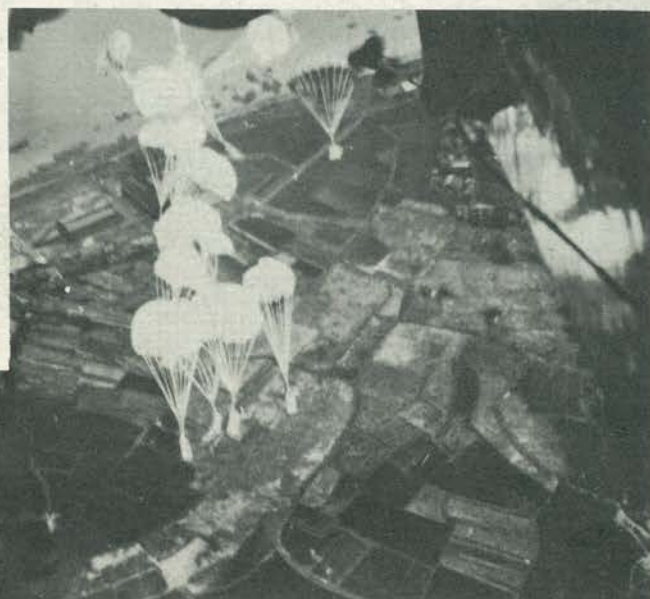


taking in the beautiful scenic views . . .



Late, but still effective, the Group received a semi-official nickname, . . .

displayed everywhere on the island.



and on the last day of the month the Group participated . . .

in supply drop missions to POW camps . . .



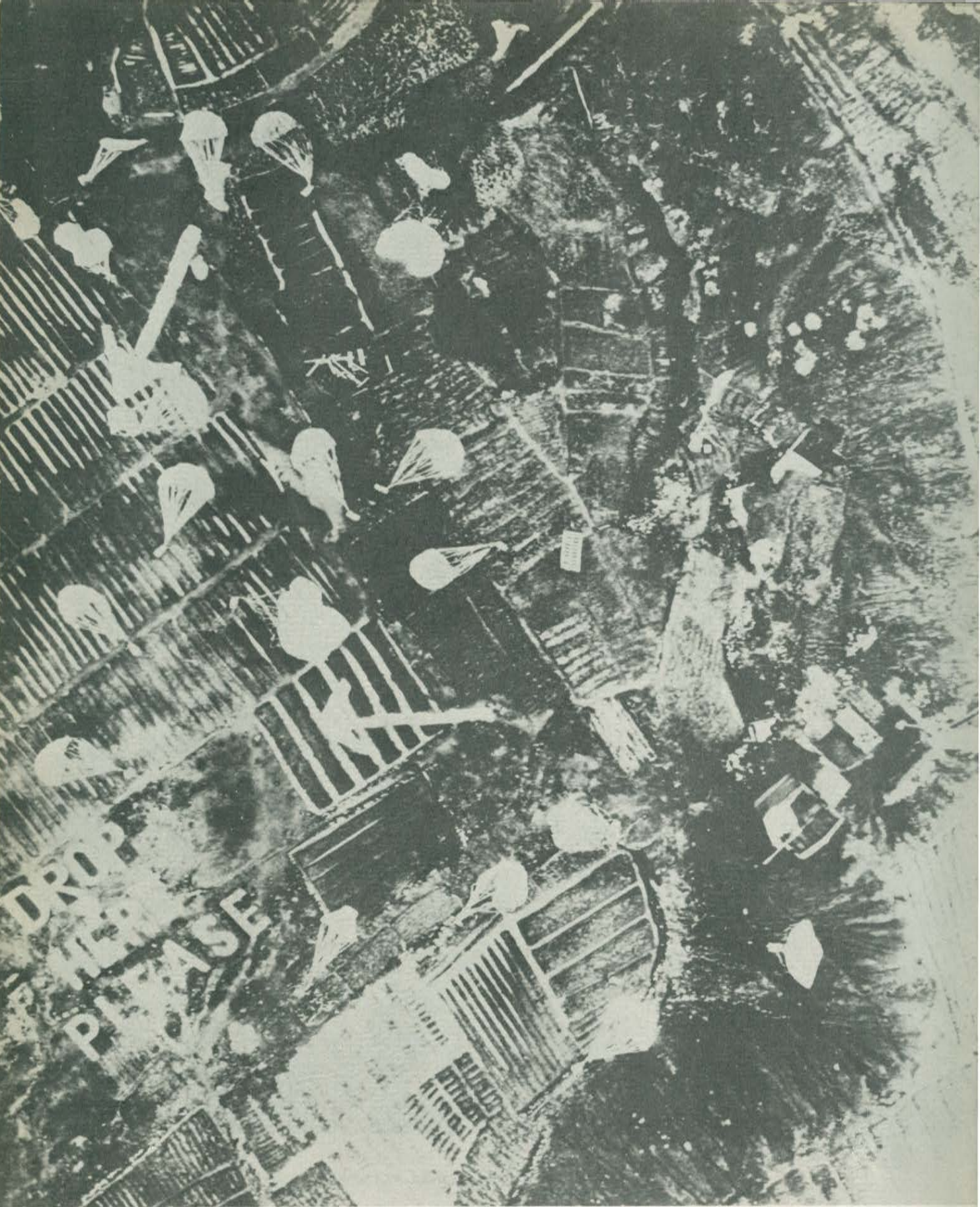
located in Fukuoka, Kyushu, . . .



Taihokli, Formosa and Keijo, Korea.



These supplies were joyfully received by our PW's ...



DROP
PLEASE

but our feelings were dampened by the loss of one crew . . .

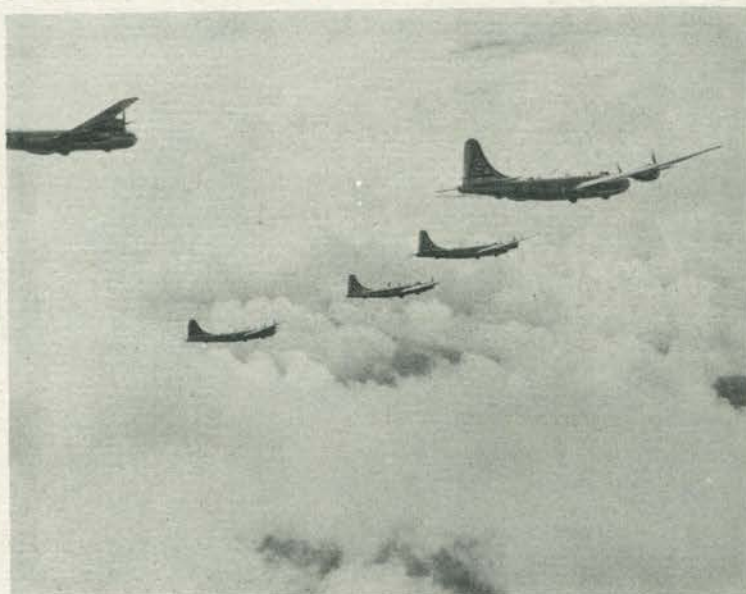
which did not return from their errand
of mercy.



The end of August saw a vast improvement in the Group Area.



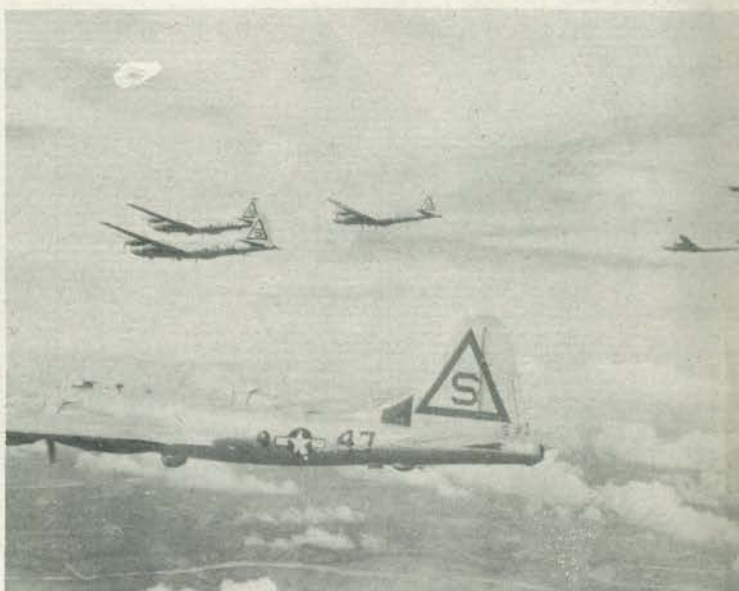
When the official end of the war came
on 2nd September, . . .



the 40th Group took its part . . .



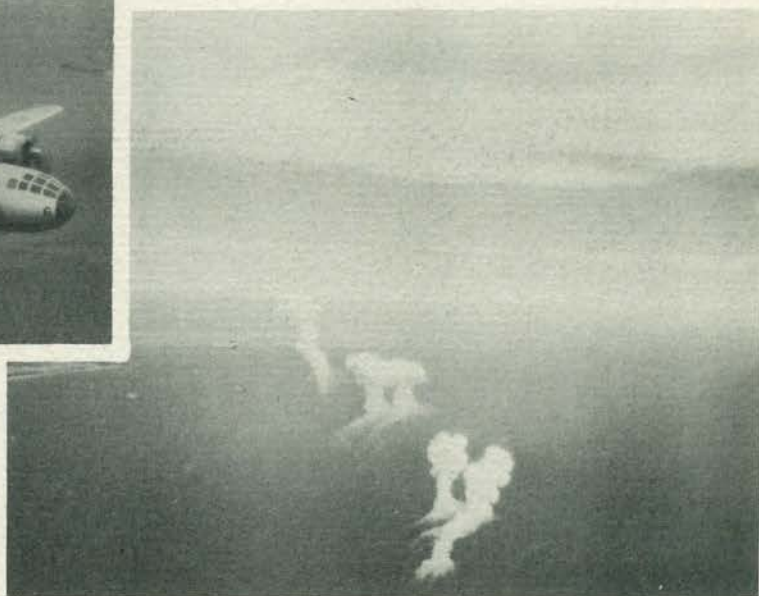
in the greatest display . . .



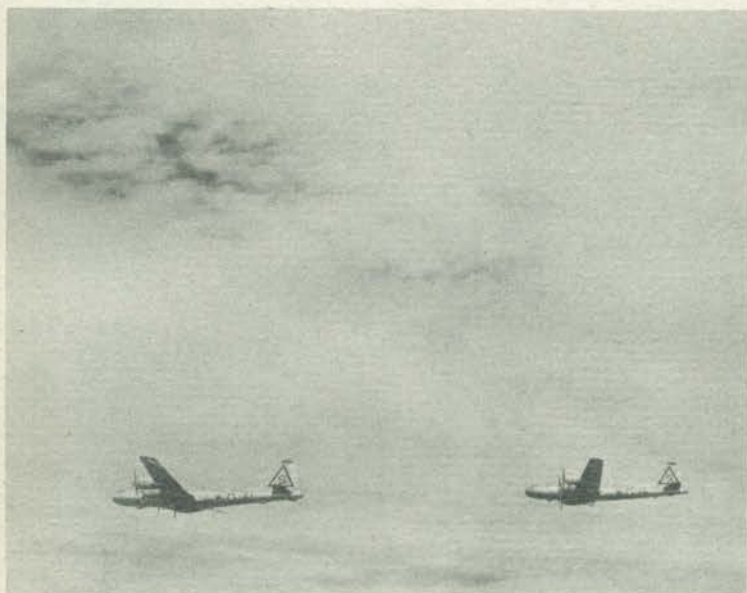
of aerial power . . .



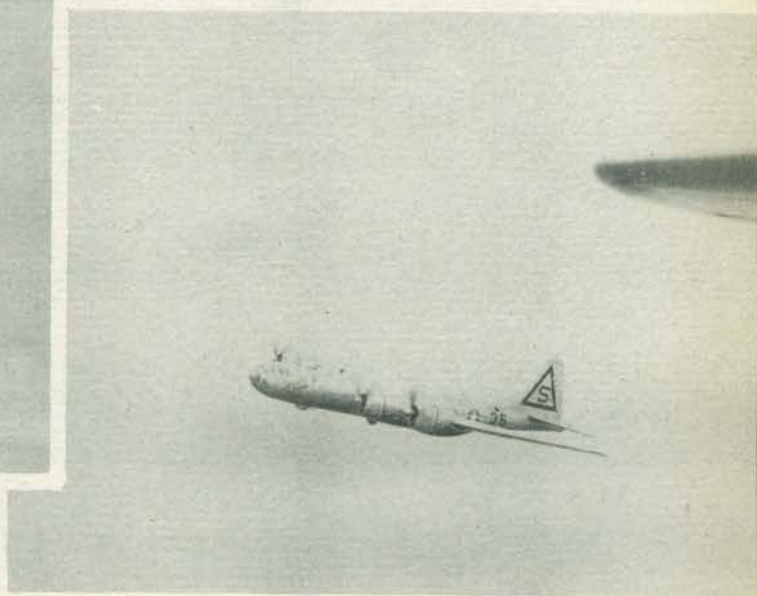
ever to be shown in the Pacific.



From the assembly point on the northeast shore
of Honshu, . . .



our aircraft, together with AC from . . .



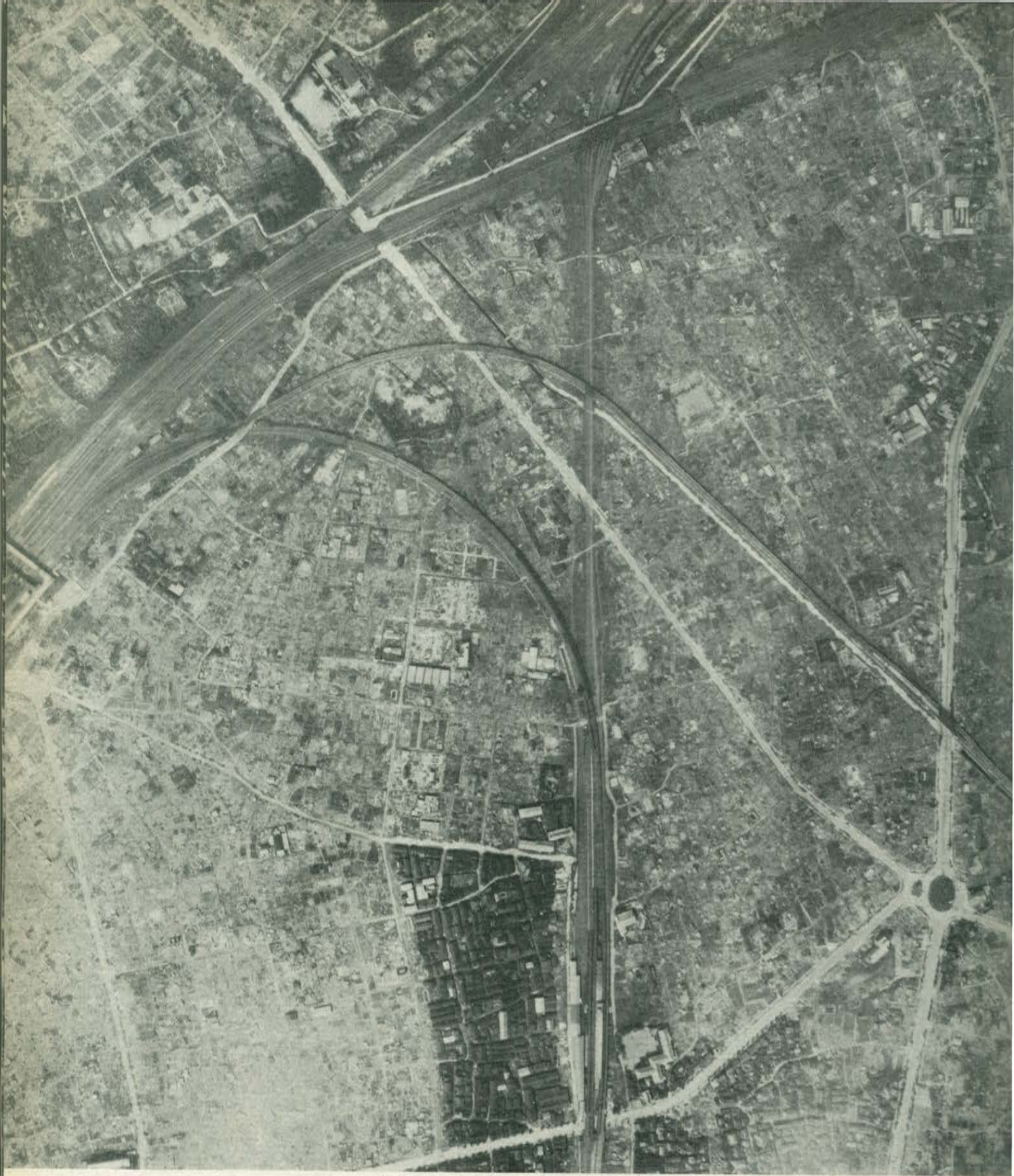
all Groups in the Mariana Islands . . .



flew over Tokyo and the surrounding area.



There, for the first time, . . .



our men, plus many passengers from all branches of the Service . . .



were able to see at close hand . . .



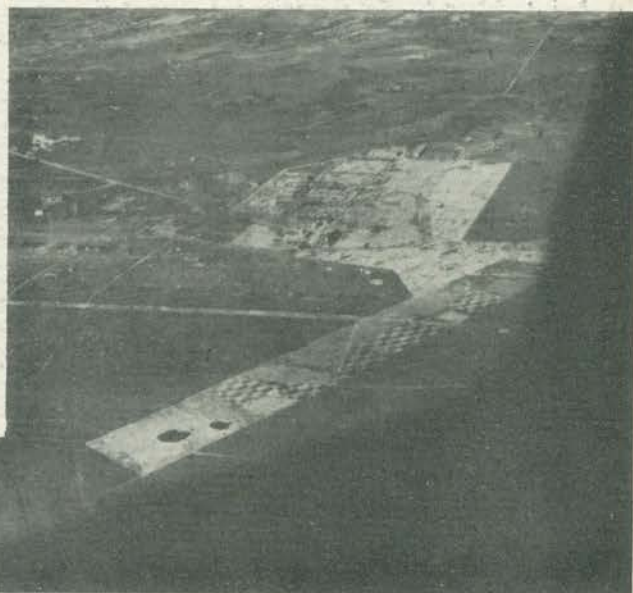
the devastating ruin and desolation . . .



caused by our incendiary and general purpose bombs.



From residential areas to business areas . . .



and from dock areas to airfields . . .

everything was laid waste before us.



The Emperor's palace escaped with little damage, . . .



but the adjoining areas were not so fortunate.



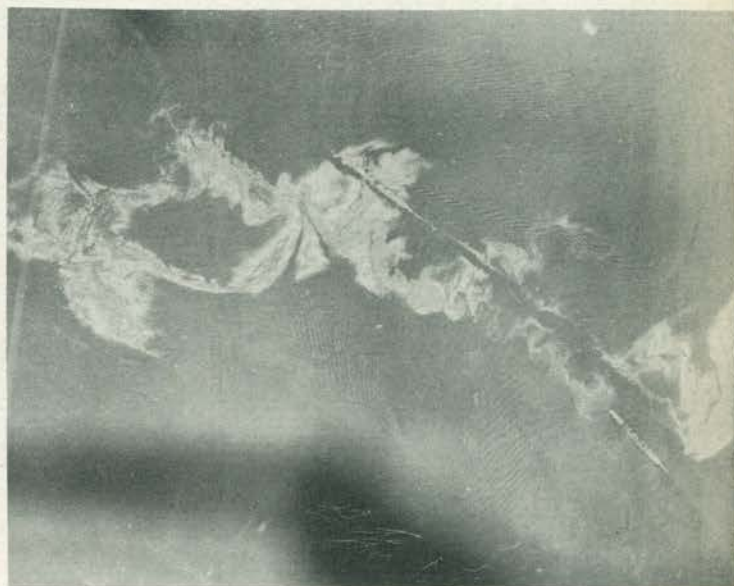
Probably the most thrilling sight of all . . .



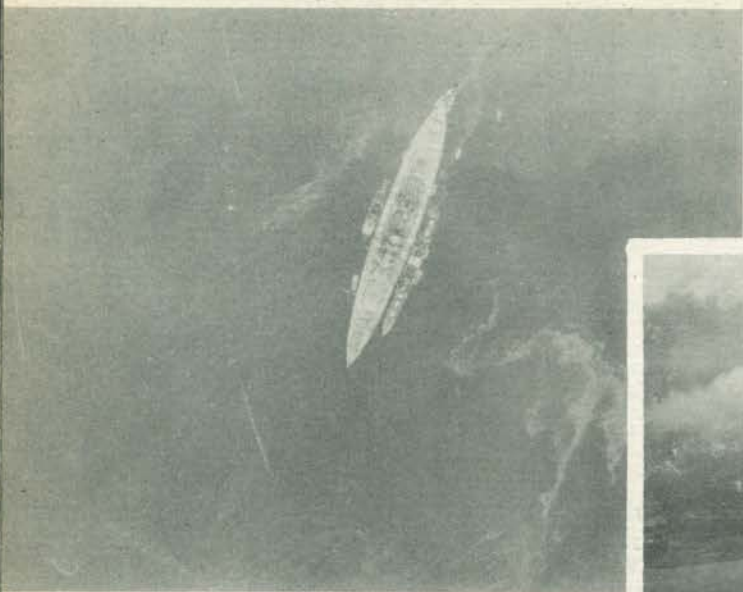
was the magnificent U. S. Navy . . .



in Tokyo Harbor.



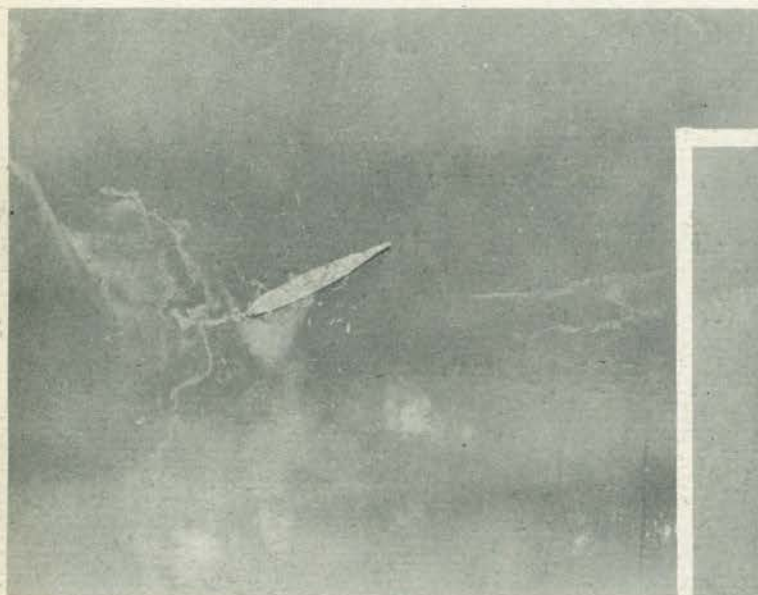
There were vessels of all sizes and descriptions, . . .



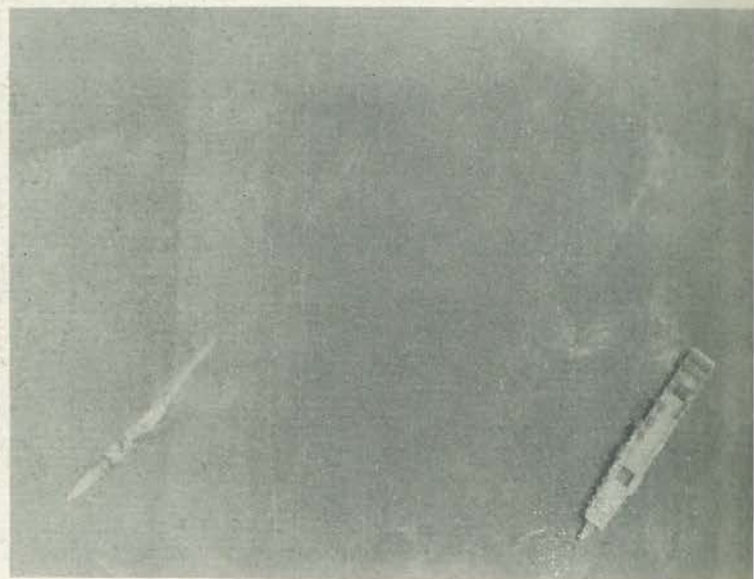
from LST's to tremendous battle wagons.



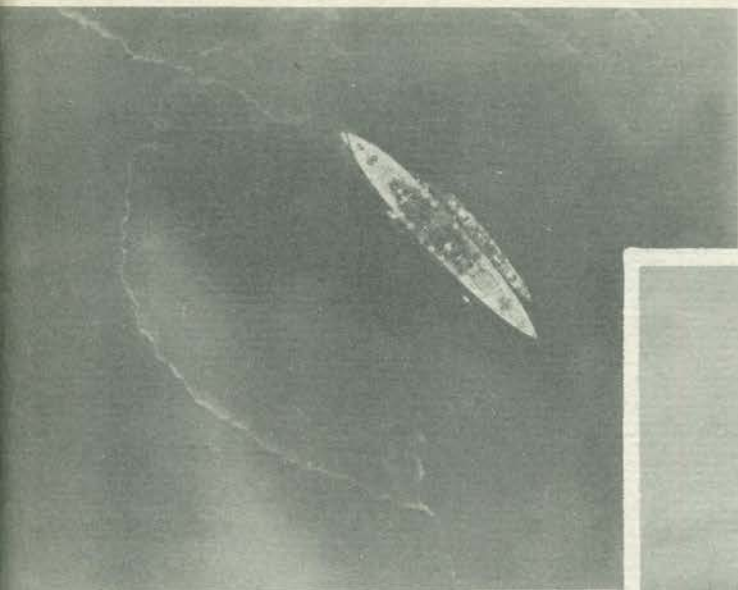
We were late for the signing of the Peace Treaty . . .



on the U.S.S. Missouri, . . .



but none the less its significance . . .



did not escape us and V-J DAY . . .



will live long in memory of those who took part
in it.



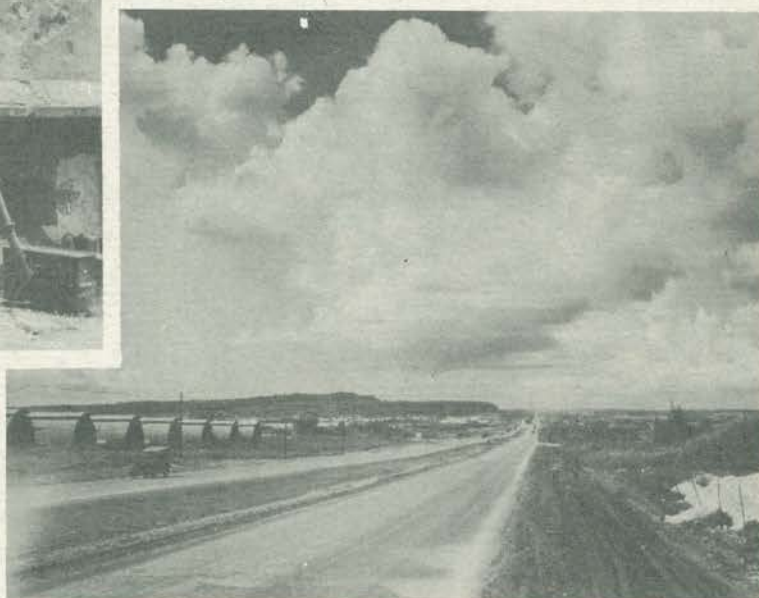
Back on Tinian rumors were hot . . .



as to our departure for "Uncle Sugar" . . .



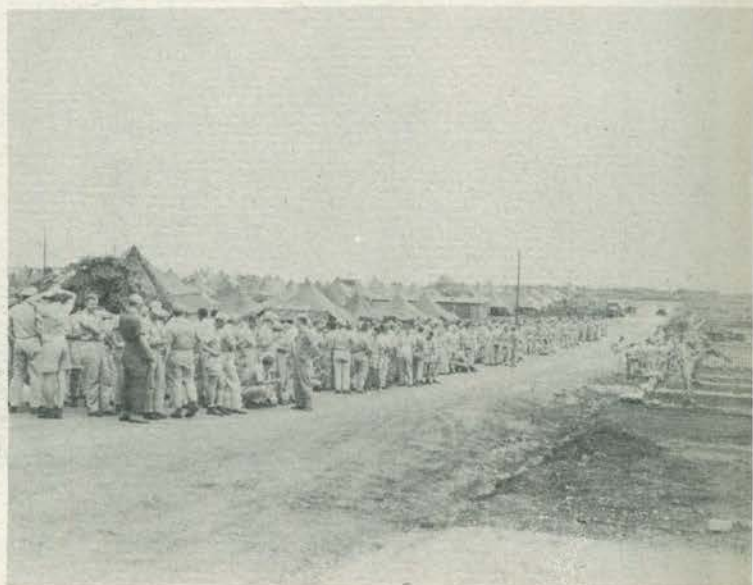
but as yet no definite date was known . . .



and most of us worked off our impatience . . .



by more sight seeing.



On the 6th of September we held a practice dress parade . . .



which was rained out . . .



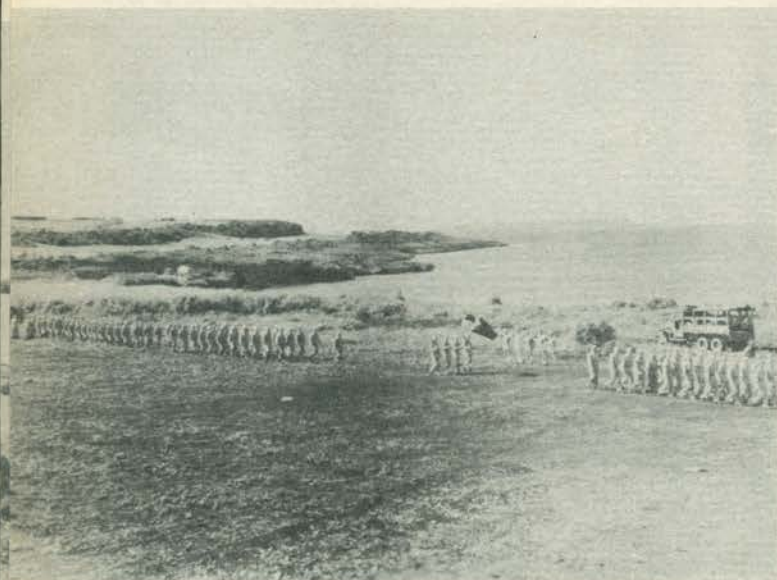
but a couple of days later . . .



we were successful . . .



and it was quite a sight . . .



even though we were a bit rusty.



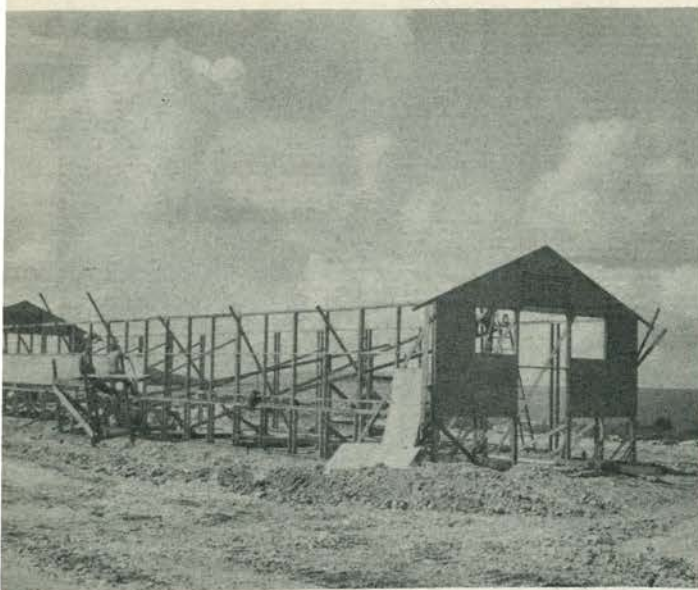
At the parade "Padre" Adler and Pfc. Barm-eister . . .



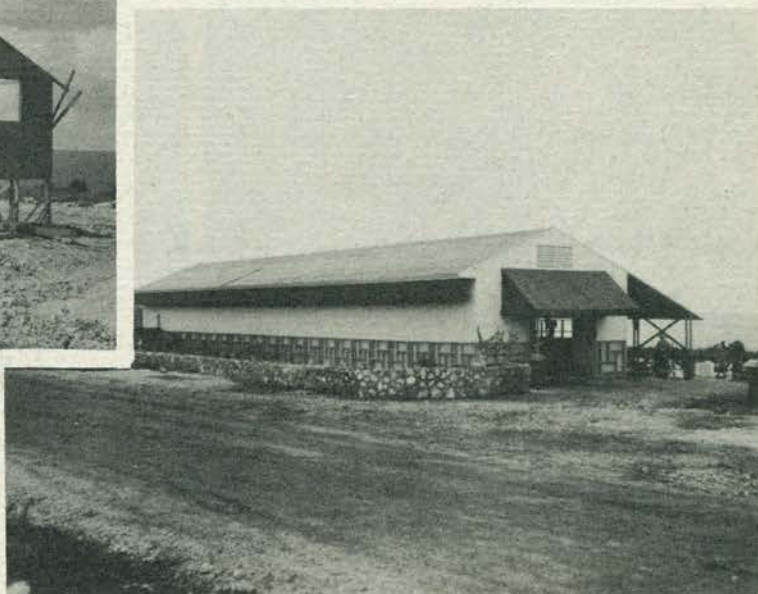
received the Soldiers Medal for their heroism during the explosion at Chakulia.



On the 13th of September a 40th Group crew took off for a non-stop flight to the U.S.A. . . .



and the E/M's club was completed . . .



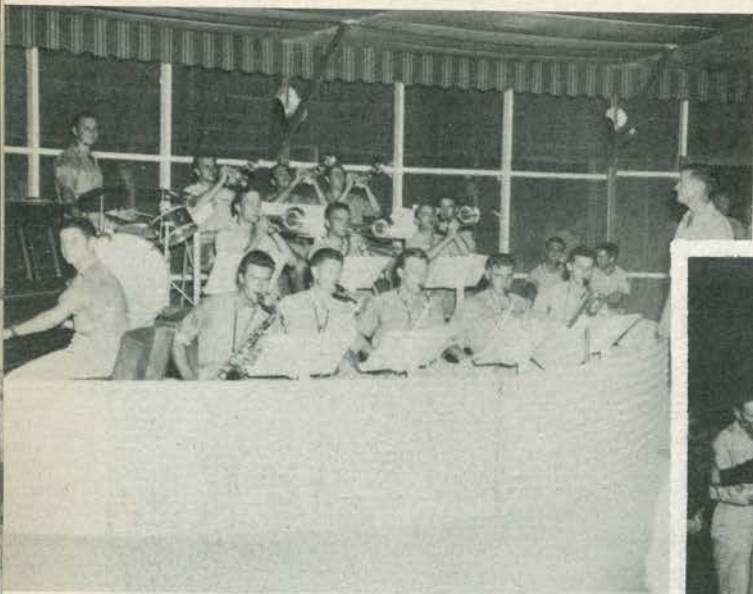
and opened on the 22nd . . .



with the "Stateside Seven" supplying the hot licks.



The officers quickly followed suit on the 24th . . .



and both openings, according to all reports,...



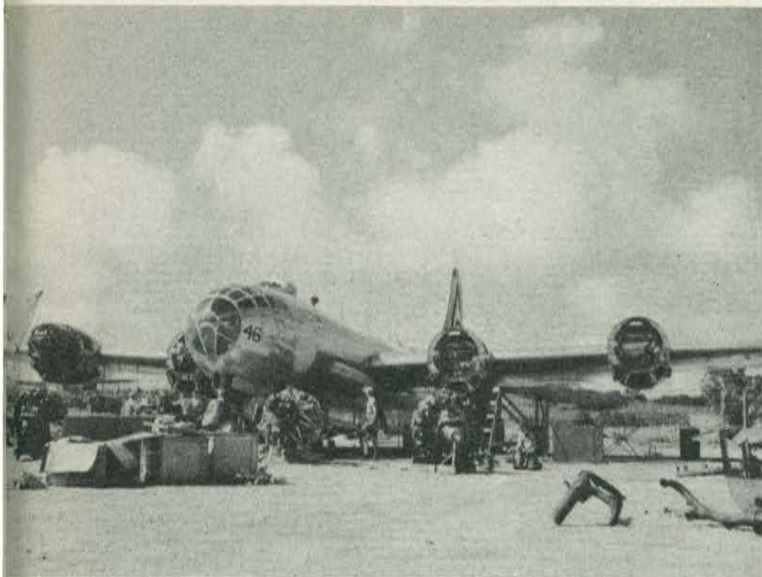
were very "wet."



By the end of the month everyone knew . . .



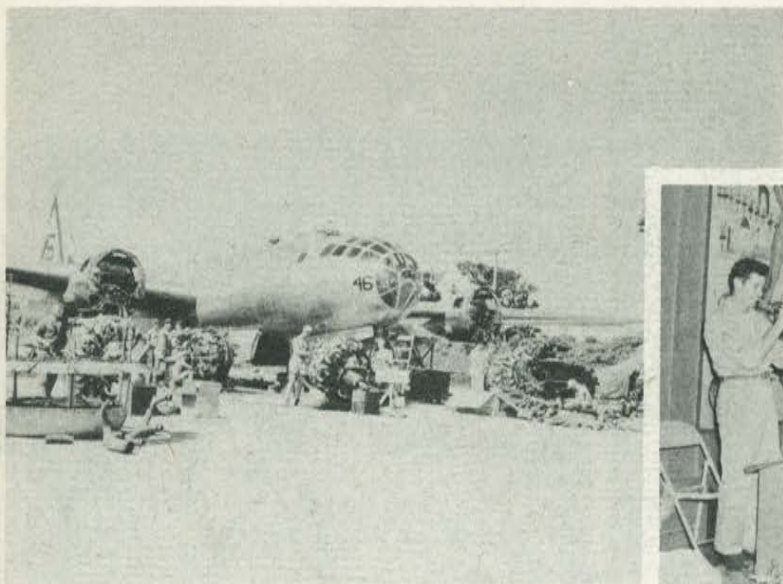
we were scheduled to depart for "HOME"!...



on the 10th of October.



Those days passed in a flurry . . .



of engine changes . . .



and social life, . . .



not only at the Clubs around the island . . .



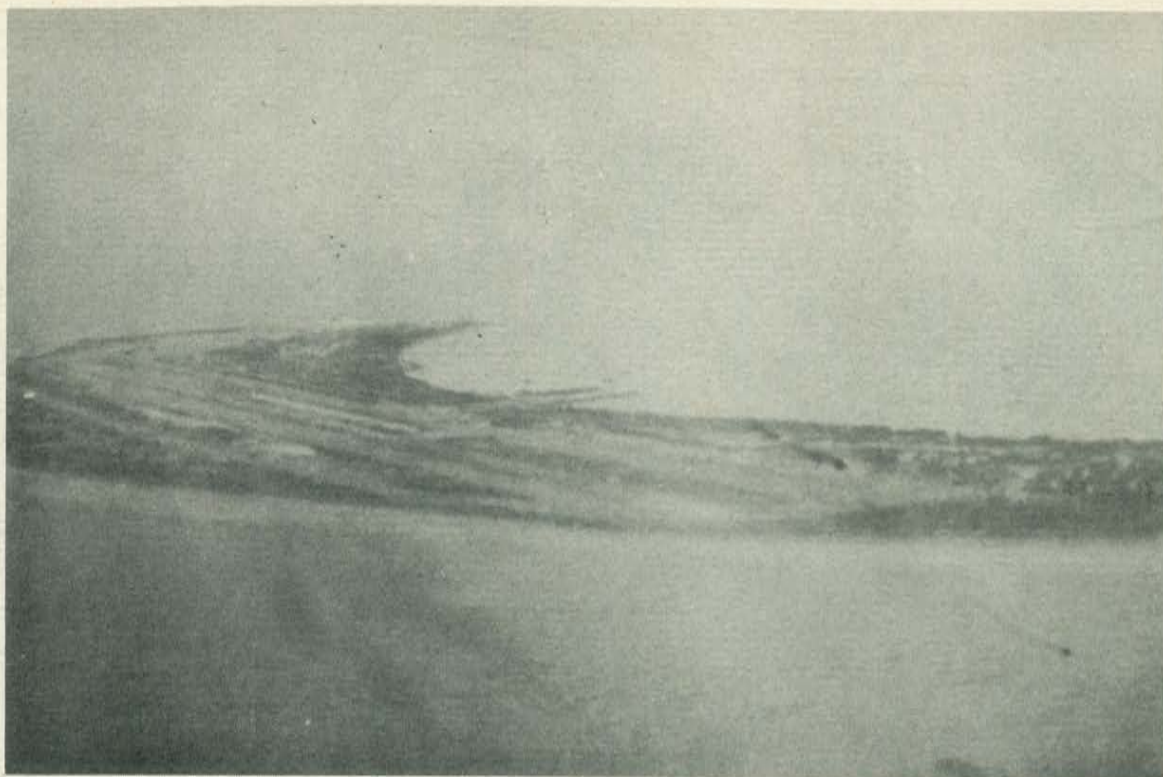
but also at the beaches . . .



where swimming was a poor second to other sports.



Our last view of our home on Tinian came on the 12th . . .



and Kwajalein was our first stop en route.



John Rogers Field, Hawaii, was our second stop . . .



and there, before continuing on the last leg of our "round-the-world" tour, a final portrait was taken of the faithful aircraft of the Fighting Fortieth.



INFORMATION ABOUT THE 40th BOMB GROUP

1. Original unit: Designation and date of activation:

The original unit, the 40th Bomb Group, Medium, was organized at Borinquen Field, Puerto Rico 1 April 1941. The order activating the Group was: Authority Puerto Rican Department, dated 12 March 1941.

2. Changes in organization, i.e., changes in the designation, transfer of the units to other commands.

25 October 1941—Puerto Rican Area of Bomber Command, CAF, General Order #15, Hq CAF: 40th Bomb Group assigned to VI Bomber Command, VI Air Force.

15 January 1942—Hq CAF, General Order #3, 40th Bomb Group detached from VI Bomber Command, attached to VI Interceptor Command.

6 April 1942—Hq VI Interceptor Command, Antilles Air Task Force: 40th Bomb Group assigned to VI Interceptor Command, Antilles Air Task Force.

7 May 1942—29th, 44th, 45th, 395th, redesignated (H) Squadrons, WDAGO Letter, subject: "Redesignation of Air Corps Units," dated 7 May 1942.

27 June 1942—Hq VI Air Force, 27 June 1942, General Order #32: 40th Bomb Group assigned to VI Bomber Command

15 June 1943—Pursuant to authority contained in Troop Movement #9, Panama Canal Department, 1 June 1943, amendment to Troop Movement #9, 14 June 1943, sailed from Panama, Balboa, Canal Zone.

15 February 1944—Hq 40th Bomb Group (VH), Special Order #1, Pursuant to authority contained in General Order #12, Hq Second Air Force, 24 January 1944, 40th Bomb Group, redesignated Hq 40th Bomb Group (VH) Special.

4 May 1944—General Order #4, Hq 40th Bomb Group, Pursuant to PXWG 2286, 58th Bomb Wing, 3 May 44, unit redesignated, 40th Bomb Group (VH).

9 March 1945—Pursuant to authority in paragraph 2, Classified Assignment Order #3, Hq XX Air Force, Office of the Deputy Commander (Adm) POA, APO 953, 9 March 1945, 40th Bomb Group assigned to XXI Bomber Command on arrival.

3. Stations (permanent or temporary) of units or parts thereof:

Hq 40th Bomb Group

Stations	Arrived	Departed
Howard Field, Canal Zone	10- 8-42	16- 9-42
Albrook Field, Canal Zone	17- 9-42	2- 6-43
Howard Field, Canal Zone	3- 6-42	15- 6-43
Pratt AAB, Pratt, Kansas	1- 7-43	9- 4-44
Chakulia, India	2- 4-44	22- 4-45
Hsinching, China	29- 4-44	24- 1-45
China Bay, Ceylon	9- 8-44	12- 8-44
West Field, Tinian, Marianas (Advanced Echelon)	5- 4-45	10-45

25th Bomb Squadron

Assigned Salinas, Equador	12- 5-43	27- 5-43
Howard Field, Canal Zone	30- 5-43	15- 6-43
Pratt AAB, Pratt, Kansas	1- 7-43	9- 4-44
Chakulia, India	2- 4-44	22- 4-45
Hsinching, China (Adv. Base)	29- 4-44	24- 1-45
China Bay, Ceylon	9- 8-44	12- 8-44
West Field, Tinian, Marianas (Advanced Echelon)	5- 4-45	10-45

44th Bomb Squadron

Borinquen Field, Puerto Rico	1-12-41	7- 6-42
Howard Field, Canal Zone	16- 6-42	3- 7-42
Guatemala City, Guatemala	6- 7-42	19- 5-43
Howard Field, Canal Zone	22- 5-42	15- 6-43
Pratt AAB, Pratt, Kansas	1- 7-43	9- 4-44
Chakulia, India (Advanced Echelon)	2- 4-44	22- 4-45
Hsinching, China	29- 4-44	24- 1-45
China Bay, Ceylon	9- 8-44	12- 8-44
West Field, Tinian, Marianas (Advanced Echelon)	5- 4-45	10-45

45th Bomb Squadron

Borinquen Field, Puerto Rico	1-12-41	7- 6-42
France Field, Canal Zone	16- 6-42	6-11-42
David Field, Republic Panama	11-42	29- 3-43
Galapagos, Island	30- 3-43	30- 5-43
Howard Field, Canal Zone	1- 6-43	15- 6-43
Pratt AAB, Pratt, Kansas	1- 7-43	9- 4-44
Chakulia, India (Advanced Echelon)	2- 4-44	22- 4-45
Hsinching, China	29- 4-44	24- 1-45
China Bay, Ceylon	9- 8-44	12- 8-44
West Field, Tinian, Marianas (Advanced Echelon)	5- 4-45	10-45

395th Bomb Squadron

Borinquen Field, Puerto Rico	3- 3-42	7- 6-42
Rio Hato, Republic of Panama	16- 6-42	5- 7-42
David Field, Rep. of Panama	12- 5-43	27- 5-43
Howard Field, Canal Zone	29- 5-43	15- 6-43
Pratt AAB, Pratt, Kansas	1- 7-43	9- 4-44
Chakulia, India	2- 4-44	
		Deactivated
(Advanced Echelon)		
Hsinching, China	29- 4-44	20-10-44
China Bay, Ceylon	9- 8-44	12- 8-44

1st Bomb Maintenance Squadron

Stations	Arrived	Departed
Pratt AAB, Pratt, Kansas (Activated)	3-12-43	1- 2-44
Chakulia, India (Deactivated)	15- 4-44	4- 5-44

2nd Bomb Maintenance Squadron

Pratt AAB, Pratt, Kansas (Activated)	3-12-43	11-2- 44
Chakulia, India (Deactivated)	8- 4-44	4- 5-44

3rd Bomb Maintenance Squadron

Pratt AAB, Pratt, Kansas (Activated)	3-12-44	1- 2-44
Chakulia, India (Deactivated)	15- 4-44	4- 5-44

4th Bomb Maintenance Squadron

Pratt AAB, Pratt, Kansas (Activated)	3-12-43	11- 2-44
Chakulia, India (Deactivated)	8- 4-44	4- 5-44

40th Bomb Group Forward Base Detachment

Hsinching, China	29- 44	24- 1-45
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Headquarters and Headquarters Squadron

Borinquen Field, Puerto Rico	1-12-41	7- 6-42
Howard Field, Canal Zone (Disbanded)	16- 6-42	10- 8-42

485th Ordnance Company

Borinquen Field, Puerto Rico (Attached)	3- 3-42	7- 6-42
Howard Field, Canal Zone	16- 6-42	27- 6-42
David Field, Rep. of Panama	29- 6-42	9- 8-42
France Field, Canal Zone	16- 6-42	27- 6-42
Guatemala City, Guatemala	29- 6-42	9- 8-42

74th Bomb Squadron

Guatemala City, Guatemala	21- 8-42	4- 1-43
Aquadulce, Rep. of Panama (Detached)	6- 1-43	12- 5-43

29th Bomb Squadron

Borinquen Field, Puerto Rico	1-12-41	7- 6-42
Aquadulce Rep. of Panama	31- 3-43	12- 5-43

4. Commanding officers, names and dates assumed command:

Name	Assumed Command
Lt. Col. William B. Souza	1- 4-41
Major George W. McGregor	29- 4-41
Colonel Ivan M. Palmer	26-11-41

Commanding Officers Continued

Name	Assumed Command
Colonel Vernon C. Smith	19- 1-43
Colonel Henry K. Mooney	16- 5-43
Colonel Louis R. Parker	1- 7-43
Colonel Leonard F. Harman	5- 4-44
Colonel William H. Blanchard	4- 8-44
Colonel Henry R. Sullivan	16- 2-45
Colonel Kenneth W. Skaer	27- 2-45

5. Losses in action by name and date:

Name	Date	K	M	W
1st Lt. James Abernathy, Jr.	20- 8-44	X		
Sgt. Byron E. Angevine	20- 8-44	X		
2nd Lt. Edwin G. Baetjer, II	29- 7-44	X		
2nd Lt. Howard A. Betz	20- 8-44	X		
S/Sgt. Arthur A. Carnes, Jr.	29- 7-44	X		
1st Lt. John F. Forhan	29- 7-44	X		
1st Lt. Robert H. Fitzpatrick	31-12-44	X		
2nd Lt. James R. James	20- 8-44	X		
Sgt. Francis R. Jelacic	20- 8-44	X		
Sgt. Norman E. Johnson	29- 7-44	X		
F/O Harvey L. Kantlehner	20- 8-44	X		
T/Sgt. Thomas W. Lacy	20- 8-44	X		
Sgt. Robert A. Linton	20- 8-44	X		
1st Lt. Clement W. Lyman	29- 7-44	X		
2nd Lt. Fred J. Riley	22-10-44	X		
Sgt. Edward H. Ringgold, III	20- 8-44	X		
T/Sgt. Leldon Sheal	29- 7-44	X		
Capt. Murr E. Skousen	29- 7-44	X		
Capt. James A. Slaterry, Jr.	20- 8-44	X		
1st Lt. Halloran E. Soules	14-12-44	X		
Capt. Neumon H. Taylor	29- 7-44	X		
Capt. Dorsey B. Thomas	31-12-44	X		
S/Sgt. Roy E. Wagner	20- 8-44	X		
1st Lt. Roy B. Allen	14-12-44		X	
S/Sgt. Theodore A. Birkmaier	14-12-44		X	
Sgt. William T. Blank	14-12-44		X	
Sgt. Robert V. Boalton	24- 5-45		X	
1st Lt. James L. Brennan	1- 2-45		X	
S/Sgt. Herbert E. Bridges	1- 2-45		X	
1st Lt. Marion B. Burke	14-12-44		X	
1st Lt. Irving Burness	14-12-44		X	
Sgt. Frederic S. Carlton	11-11-44		X	
2nd Lt. George E. Cassidy	11-11-44		X	
Sgt. Lee E. Chapman	1- 2-45	X		
1st Lt. Lionel F. Coffin	14-12-44	X		
1st Lt. Robert W. Conway	14-12-44	X		
Sgt. Chester L. Cummins	14-12-44	X		
1st Lt. William P. Donelan	14- 5-45	X		
S/Sgt. Stanton L. Dow	14-12-44	X		
Cpl. Richard O. Dugas	14- 5-45	X		
Sgt. Francis R. Edwards	14-12-44	X		
1st Lt. William R. Fesler	1- 2-45	X		
S/Sgt. Alvin K. Diedler	1- 2-45	X		
Capt. Howard L. Gerber	14-12-44	X		
1st Lt. Stacy B. Hall	14-12-44	X		
S/Sgt. George W. Hanger	1- 2-45	X		
1st Lt. Walter W. Ingalls	1- 2-45	X		
Sgt. Oliver M. Kidd	1- 2-45	X		
1st Lt. Charles L. Lancaster	14-12-44	X		

Name	Date	K	M	W
Sgt. Watson R. Lankford	11-12-44			X
Cpl. Douglas M. Lyon	14- 5-45			X
Cpl. Melvin S. March	14- 5-45			X
Sgt. James M. McCarthy	14-12-44			X
Cpl. Paul F. McKee	14- 5-45			X
Capt. Cornelius C. Meyer	18-12-44			X
1st Lt. Jim E. Miller	1- 2-45			X
Cpl. Cecil P. Monahan	14- 5-45			X
M/Sgt. Richard Montgomery	14-12-44			X
Sgt. John A. Myers, Jr.	11-11-44			X
Cpl. Donald L. Newhall	14- 5-45			X
2nd Lt. Burnard L. Page	11-11-44			X
Sgt. Carl B. Reiger	11-11-44			X
Sgt. Allen J. Rice	14-12-44			X
Capt. Aubrey J. Rtchard	1- 2-45			X
2nd Lt. Leon Schneider	14- 5-45			X
1st Lt. Raymond G. Schuette	1- 2-45			X
1st Lt. Monroe Stein	14- 5-45			X
T/Sgt. James A. Vermillion	14-12-44			X
1st Lt. Richard L. Vickrey	11-11-44			X
1st Lt. Edward R. Walter	1- 2-45			X
Sgt. Joseph R. Willis	14- 5-45			X
T/Sgt. Ernest Skeen	1- 2-45			X
S/Sgt. Elmer Aaron	31-12-44			X
F/O Laverne V. Bauer	22-10-44		X	
S/Sgt. Richard H. Lemin	22-10-44		X	
Capt. William L. Mueller	22-10-44		X	
T/Sgt. Grady W. Shiflet	22-10-44		X	
1st Lt. Robert E. Spain	22-10-44		X	
1st Lt. Albert Vlahovic	22- 1-45		X	
1st Lt. William D. Wilson	23-10-44		X	
Cpl. Ralph W. Allen	26- 5-45			X
1st Lt. George P. Appignani	25- 5-45			X
Cpl. Elmer H. Bertsch, Jr.	26- 5-45			X
1st Lt. Robert L. Brush	25- 5-45			X
Sgt. John J. Carney	26- 2-45			X
1st Lt. Mansel R. Clark	29- 5-45			X
1st Lt. Owen P. Donehue	29- 5-45			X
Cpl. William L. Douglas	29- 5-45			X
S/Sgt. Edward A. Gisburne, Jr.	25- 5-45			X
Pfc. Clements E. Gorman	25- 5-45			X
F/O Elmo W. Gray	29- 5-45			X
1st Lt. James D. Haddow	25- 5-45			X
Major Ronald A. Harte	25- 5-45			X
T/Sgt. Richard P. Haynes	29- 5-45			X
Pfc. Hershell J. Hill	26- 5-45			X
2nd Lt. Richard M. Hurley	29- 5-45			X
S/Sgt. Dale L. Johnson	25- 5-45			X
2nd Lt. Adolph C. Katzbeck	26- 5-45			X
1st Lt. William Kintis	26- 2-45			X
1st Lt. Harry O. Lee, Jr.	25- 5-45			X
1st Lt. Martin J. Long	26- 5-45			X
S/Sgt. Algernon Matulis	25- 5-45			X
S/Sgt. Lyman F. McGhee	25- 5-45			X
2nd Lt. Delbert W. Miller	26- 5-45			X
Pfc. James M. Moffit	26- 2-45			X
1st Lt. Maxine B. Montgomery	29- 5-45			X
1st Lt. Joseph N. Murphy	26- 5-45			X
Cpl. Walter W. Oestreich	26- 5-45			X
Capt. Andrew C. Papson	26- 5-45			X
2nd Lt. Patrick E. Pellecchia	26- 5-45			X
S/Sgt. Samuel Polensky	29- 5-45			X

Name	Date	K	M	W	Name	Date	K	M	W
T/Sgt. Elgie L. Robertson	29- 5-45	X			T/Sgt. John C. Blackard	27-11-44			X
S/Sgt. Earl O. Rogers	29- 5-45	X			1st Lt. Harry M. Changnon	26- 5-45			X
S/Sgt. Frank E. Rutledge	29- 5-45	X			Capt. James H. Cowden	26- 5-45			X
T/Sgt. Harry Spack	25- 5-45	X			1st Lt. William L. Gardner	26- 5-45			X
S/Sgt. John A. VonGonten	26- 5-45	X			Capt. Boyd L. Grubaugh	28- 8-44			X
1st Lt. William C. Burrows, Jr.	2- 3-45		X		S/Sgt. Albert F. Hockel	7-11-44			X
S/Sgt. John F. Laycak	7-11-44		X		1st Lt. Leland G. Jones, Jr.	21-11-44			X
T/Sgt. Harry Spack	7-11-44		X		T/Sgt. Royal V. Klaver	17-10-44			X
Sgt. Mervin H. Yoder	22-10-44		X		Capt. Jack C. Ledford	25-10-44			X
Sgt. George W. Miller	14-12-44		X		S/Sgt. Nicholas P. Oglesby	27-11-44			X
Sgt. Everett J. Nygard, Jr.	24- 2-45		X		S/Sgt. Lawton M. Patterson	20- 8-44			X
Cpl. John P. Blaine	24- 7-45		X		T/Sgt. Stanley Poplaski	27-11-44			X
S/Sgt. John W. Hause	20- 8-44	X			1st Lt. Ralph H. Weinberg	9-11-44			X
M/Sgt. Harry C. Miller	25-10-44	X			Sgt. George M. Hipple	2- 3-45			X
1st Lt. Ira B. Redman	21-11-44	X			1st Lt. Jack L. Riggs	30- 8-45	X		
M/Sgt. Alex Baran	15- 6-44		X		2nd Lt. John G. Cornwell	30- 8-45		X	
1st Lt. Carl E. Blackwell	27-11-44		X		Capt. Henry B. Baker	30- 8-45		X	
Cpl. Carson E. Cole	27-11-44		X		1st Lt. Alfred F. Eiken	30- 8-45		X	
Sgt. Jesse J. Cotton	15- 6-44		X		1st Lt. George H. Williamson	30- 8-45		X	
Sgt. Harry V. Crawford	15- 6-44		X		S/Sgt. Henry W. Frees, Jr.	30- 8-45			X
Sgt. Robert E. Dalton	14-12-44		X		S/Sgt. Walter R. Gustaveson	30- 8-45			X
S/Sgt. John A. Eudy	15- 6-44		X		Cpl. Bob L. Miller	30- 8-45			X
2nd Lt. Robert J. Fancher	27-11-44		X		S/Sgt. Solomon H. Groner	30- 8-45			X
2nd Lt. Martin B. Fisk	15- 6-44		X		Cpl. John D. Dangerfield	30- 8-45			X
S/Sgt. William J. Gabriel	27-11-44		X		Sgt. John M. Hodges, Jr.	30- 8-45			X
2nd Lt. John G. Gettler	27-11-44		X		Sgt. Norman E. Henninger	30- 8-45			X
Sgt. August A. Harmison	14-12-44		X		Sgt. Cleo A. Baker	5- 6-44	X		
Sgt. Vernon L. Henning	14-12-44		X		2nd Lt. Lawrence J. Bilon	5- 6-44	X		
T/Sgt. Roy S. Huntz	20- 8-44		X		S/Sgt. Norman A. Brothers	5- 6-44	X		
T/Sgt. Edward S. Hornyia	17-10-44		X		T/Sgt. Russell A. Butterworth	5- 6-44	X		
2nd Lt. Vern H. Hunnel	27-11-44		X		Sgt. Charles F. Denson	5- 6-44	X		
2nd Lt. Max S. Kendzur	15- 6-44		X		2nd Lt. Sol Fishman	5- 6-44	X		
Sgt. Lewis C. Landaver	15- 6-44		X		S/Sgt. Elwyn C. Gardner	17-10-44	X		
Sgt. Richard P. Leckliter	15- 6-44		X		Cpl. Joe W. Harvey	5- 6-44	X		
S/Sgt. Walter R. Lentz	14-12-44		X		Major John B. Keller	5- 6-44	X		
Sgt. Robert A. McCormick	27-11-44		X		S/Sgt. Charles O. Patterson	5- 6-44	X		
Sgt. Leon I. McCutcheon	14-12-44		X		2nd Lt. William S. Plattenburg	5- 6-44	X		
Sgt. John E. Montero	15- 6-44		X		2nd Lt. Clark N. Rauth	17-10-44	X		
2nd Lt. Jose J. Morales	15- 6-44		X		Cpl. Alvin R. Schwanz	5- 6-44	X		
2nd Lt. David B. Parmelee	14-12-44		X		2nd Lt. Vernon D. Smith	5- 6-44	X		
Sgt. L. D. Powers	27-11-44		X		Sgt. Leon H. South	5- 6-44	X		
2nd Lt. William A. Pruitt	15- 6-44		X		2nd Lt. Paul C. Wilfinger	5- 6-44	X		
Sgt. Elwood B. Renshaw	20- 8-44		X		2nd Lt. Wilbur J. Wortman	26- 7-44	X		
Sgt. Bernard Roth	27-11-44		X		Major Alex N. Zamry	5- 6-44	X		
Capt. Robert C. Shanks, Jr.	14-12-44		X		2nd Lt. Arthur S. Zinstein	5- 6-44	X		
S/Sgt. Lewis W. Sommers	14-12-44		X		1st Lt. Almon W. Conrath	20- 8-44		X	
Capt. Marvin Stockett	15- 6-44		X		S/Sgt. William T. Stocks	20- 8-44		X	
Sgt. William I. Stone	21-11-44		X		Cpl. Jacob W. Bruzos, Jr.	22-10-44		X	
Sgt. Karnik A. Thomasian	14-12-44		X		Cpl. Robert F. Dickens	22-10-44			X
1st Lt. Wayne W. Treimer	14-12-44		X		Cpl. Venner McNeil	10-10-44			X
1st Lt. William H. Webster	27-11-44		X						

40th BOMBARDMENT GROUP OVERSEAS RECORD

	CBI	POA	TOTAL
Number of Combat Missions	38	32	70
Number of Aircraft Air-borne on Bombing Missions	716	1048	1764
Number of Aircraft Bombing Primary	566	971	1537
Number of Aircraft Bombing Other Targets	94	23	117
Tons of Bombs Dropped on Primary	2119	6728	8847
Tons of Bombs Dropped on All Targets	2331	6887	9218
Number of Other Type Missions	48	26	74
Claims Against the Enemy			
Destroyed	37½	9	46½
Probably Destroyed	16	6	22
Damaged	50	14	64
Aircraft Lost			
Combat	26	6	32
Transport	9		9
Training	1	4	5
War Weary	23	4	27
Ground	3	3	6
TOTAL	62	17	79
Flying Time			
Combat	9,366	15,997	25,343
Transport	9,695		9,695
Training and Miscellaneous	5,991	1,967	7,958
TOTAL	25,052	17,944	42,996
Number of Engine Changes Completed	481	167	648
Number of Aircraft Suffering Battle Damage	92	83	175

Targets Hit By 40th Bomb Group

IN CHINA-BURMA-INDIA THEATER

TARGET	DATE
Bangkok	5- 6-1944
Yawata	15- 6-1944
Sasebo	7- 7-1944
Anshan	29- 7-1944
Palembang	10- 8-1944
Nagasaki	10- 8-1944
Yawata	20- 8-1944
Anshan	8- 9-1944
Anshan	26- 9-1944
Formosa	14-10-1944
Formosa	17-10-1944
Omura	25-10-1944
Rangoon	3-11-1944
Singapore	5-11-1944
Nanking	11-11-1944
Omura	21-11-1944
Bangkok	27-11-1944
Mukden	7-12-1944
Rangoon	14-12-1944
Hankow	18-12-1944
Omura	19-12-1944
Mukden	21-12-1944
Bangkok	2- 1-1945
Omura	6- 1-1945
Formosa	9- 1-1945
Singapore	11- 1-1945
Formosa	14- 1-1945
Formosa	17- 1-1945
Saigan	27- 1-1945
Singapore	1- 2-1945
Bangkok	7- 2-1945
Rangoon	11- 2-1945
Singapore	24- 2-1945
Singapore	2- 3-1945
Samboa Island	12- 3-1945
Rangoon	17- 3-1945
Rangoon	22- 3-1945
Singapore	29- 3-1945

IN PACIFIC OCEAN AREA

TARGET	DATE
Hiro Naval A/C Factory at Kure	5- 5-1945
Oshima Naval Oil Storage	10- 5-1945
Nagoya Urban Area	14- 5-1945
Nagoya Urban Area	16- 5-1945
Hamamatsu	19- 5-1945
Tokya Urban Area	24- 5-1945
Tokya Urban Area	26- 5-1945
Yokohama	29- 5-1945
Osaka Urban Area	1- 6-1945
Kobe Urban Area	5- 6-1945
Osaka Urban Area	7- 6-1945
Kasumigaura Seaplane Base	10- 6-1945
Osaka Urban Area	15- 6-1945
Omura Urban Area	17- 6-1945
Toyohashi Urban Area	19- 6-1945
Himeji, Kwanishi A/C Factory	22- 6-1945
Kagamigahara, Kawasaki Aircraft Factory	26- 6-1945
Okayama Urban Area	28- 6-1945
Kure Urban Area	1- 7-1945
Takamatsu Urban Area	3- 7-1945
Chiba Urban Area	6- 7-1945
Sendai Urban Area	9- 7-1945
Utsonomiya Urban Area	12- 7-1945
Namazu Urban Area	16- 7-1945
Fukui Urban Area	19- 7-1945
Osaka, Sumitoma Metal Industry	24- 7-1945
Tsu Industrial Urban Area	28- 7-1945
Hachieji	1- 8-1945
Imabari	5- 8-1945
Tokoyawa	7- 8-1945
Fukuyama	9- 8-1945
Hikari Naval Arsenal	14- 8-1945

DIRECTORY

OF NAMES AND HOME ADDRESSES OF MEN IN THE 40th BOMBARDMENT
GROUP AND THE 28th SERVICE GROUP.

(Editor's note: The following Directory, we realize, is not entirely complete, but all names and addresses are listed which were available when the directory was compiled.

Aaron, Elmer, 5432 Berks Street, Philadelphia 31, Pennsylvania
 Abbott, James W., 5410 Vanderbilt Street, Dallas, Texas
 Abrams, Russell H., 2329 Cooper Street, Jackson, Michigan
 Adams, Clinton S., Nicholville, Kentucky
 Adams, Gordon F., 705 8th Avenue, Shenandoah, Iowa
 Adams, Jay T., Clearfield, Utah
 Adams, John F., 4021 Broadway, Gary, Indiana
 Adams, William B., 107 8th Street, San Bernardino, California
 Adamson, Oliver E., Ankeny, Iowa
 Adamson, Ray P., Post Office 140, Atlanta, Georgia
 Adamson, Robert L., Box 345, Fergus Falls, Minnesota
 Adamson, Rosser L., Box 356, Clarendon, Texas
 Adamzak, Joseph P., 47 Church Street, Manchester, New Hampshire
 Adler, Rev. Bartholomew A., 5700 North Harlem, Chicago, Illinois
 Ahern, George L., 18 "K" Street, Salt Lake City, Utah
 Aichey, Cecil P., Dieterich, Illinois
 Albers, A. Ferris, Payette, Idaho
 Albert, Robert P., 57 Trinity Place, Buffalo, New York
 Albright, Mack E., Union Springs, Alabama
 Alexander, Harold N., 149 Hart Avenue, Santa Monica, California
 Alfred, Dadda, Route 2, Ferry, South Carolina
 Alford, Glen, C., 143 South Denver Street, Jackson, Mississippi
 Alford, James M., Zebulon, North Carolina
 Allana, Peter J., Route 1, Box 292, Petaluma, California
 Alldredge, Lester V., 2216 "I" Street, Sacramento, California
 Allen, Curtis, R., 31 Main Street, Springall, Maine
 Allen, Leo, 878 Wood Street, Muskegon, Michigan
 Allen, Ralph W., 2819 Campbell Street, Kansas City, Missouri
 Allison, Charles E., 6 Maple Street, Concord 8, North Carolina
 Almond, Daniel H., Box 113, Appomattox, Virginia
 Amazeen, John L., 53 Sixth Street, Melrose, Massachusetts
 Ambrosio, Leonard, 101-15 102nd Street, Ozone Park 16, New York
 Anderson, Howard T., 2370 Glendon Avenue, Los Angeles, California
 Anderson, Melvin L., 709 Myrtle Avenue, Inglewood, California
 Anderson, Paul D., 1209 W. Texas, Midland, Texas
 Anderson, Paul S., 316 East 2nd Street, Claremore, Oklahoma
 Andrews, David V., 31 Wandell Avenue, Pittsfield, Massachusetts
 Andrews, Howard F., 316 Pennsylvania Avenue, Ashtabula, Ohio
 Anang, William F., Jr., Route 1, Wooster, Ohio
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Winegar, Gilbert M., 22 Kellogg Street, Alden, New York
Wing, Frederick E., 228 East Bridge Street, Berea, Ohio
Wing, Norman W., 673 Fleming Avenue, Eau Claire, Wisconsin
Wing, Robert A., 1914 Sunset Avenue, Etica, New York
Wingfield, William R., 1007 South Kentucky Avenue, Roswell, New Mexico
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Winn, Woodrow W., RFD 4, Rector, Arkansas
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Winters, Robert A., 324 N. Valusia, Wichita, Kansas
Wise, Thomas C., 3217 E. 7th Street, Kansas City, Missouri
Wiseman, Harold D., Reed, West Virginia
Wiseman, Weyman L., McDowell, Virginia
Wix, Robert A., Stratford, Wisconsin
Wojcik, Roman J., 2369 South 32nd Street, Milwaukee, Wisconsin
Wojtusik, Leon J., 107 Mitchell Street, Jackson, Michigan
Wolf, Wm. E., 203 N. College Avenue, Hickory, North Carolina
Wood, Charles T., 20 Elm Street, Stonington, Connecticut
Wood, Donald C., Amory, Mississippi
Wood, F. G., Jr., 38 Locust Avenue, New Rochelle, New York
Wood, Herbert W., Jr., 4766 Highland Avenue, Beaumont, Texas
Wood, Raymond V., 2928 Grand Avenue, Dallas, Texas
Wood, Robert L., 2145 S. 18th Street, Milwaukee, Wisconsin
Wood, William W., 705 S. Osage Street, Okmulgee, Oklahoma
Woodruff, Owen D., 3722 Somerset Drive, Los Angeles, California
Woolsey, Chester A., 501 Seninon Street, Weatherford, Texas
Woodrum, Louie E., Box 175, Pleasant Plains, Illinois
Woolson, William, (NMI), Coronado Street, Los Angeles, California
Wordleman, John E., 9023 Hudson Boulevard, North Bergen, New Jersey
Worth, Jack F., 3204 Lincoln Avenue, Dearborn, Michigan
Worthley, Leighton E., Jr., 1012 W. 4th Street, Stillwater, Oklahoma
Wotipka, Barney F., Box 127, Flatonia, Texas
Wright, Harold B., 221 West Kansas Street, Liberty, Missouri
Wright, Rex L., RR 3, Box 305, Poplar Bluff, Missouri
Wright, Wesley M., Route 1, Blossom, Texas
Wright, William T., 220 S. Stakes Street, Harve De Grace, Maryland
Wriston, Roderic T., c-o AGD, Washington, D. C.
Wzask, Melvin C., 642 S. Elwood Avenue, Baltimore, Maryland
Wyant, Theodore G., 316 W. Catherine Street, Milford, Pennsylvania
Yoder, Walter J., Return to Sender
Yagos, Joseph T., CO of PD, Morrison Field, Florida
Yates, Elmer R., Warrensville, North Carolina
Yaw, Max R., 91 Wildwood Avenue, Salamancan, New York
Yeager, Raymond J., 627 Edmond Street, Pittsburgh, Pennsylvania
Yearred, Elmer C., 1424 East Sycamore, Vincennes, Indiana
Yoder, Mervin H., Box 233, Wheaton, Minnesota
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Youchnow, Frank, 1770 Sterling Place, Brooklyn, New York
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Young, Joe, General Delivery, Skowhegan, Maine
Young, Mayo W., 216 Ivie Street, Nampa, Idaho
Youngblood, Charles G., Jr., Glen Allen, Mississippi
Zagorski, George A., Route 1, Kinde, Michigan
Zalabak, William H., 15 Boston Avenue, San Jose, California
Zamchak, George V., 1848 Clearview Street, Scranton, Pennsylvania
Zawacki, Henry J., 8744 Marquette Avenue, Chicago, Illinois
Zebart, Anthony F., 27 North Road, Great Neck, New York
Zebrowski, Eugene J., 2615 E. Venango Street, Philadelphia, Pennsylvania
Zecher, Marlin E., 910 Vine Street, Hamilton, Ohio
Zeigler, Clarence, RD 1, Royersford, Pennsylvania
Ziegler, Grant N., 575 South East Street, Bucyrus, Ohio
Ziegler, Herman J., 1685 East 29th Street, Lorain, Ohio
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Zell, William A., Route 3, Lititz, Pennsylvania
Zeni, Germain, 40 West Main Street, Morgantown, West Virginia
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Zemba, Harry L., 1025 1/2 85th Street, Los Angeles, California
Zimmerman, William G., Loch Sheldrake, New York
Zingg, Jack P., 87 North Munn Avenue, East Orange, New Jersey
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Zinn, Martin H., 2430 East 24th Street, Brooklyn, New York
Zitar, Edward R., (No Address Available)
Zonars, Athans C., 225 Shaw Avenue, Dayton, Ohio
Zuegg, Francis C., 231 Sherrill Road, Sherrill, New York
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These additional names arrived too late for the original roster:

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Crocoll, Russell P., 54 Spillman Avenue, Buffalo, New York
Wright, William T., 1805 N. Liberty Street, Victoria, Texas
Hopkins, Kenneth H., General Delivery, Atoka, Oklahoma
Johnson, Raleigh W., 703 Percy Street, Greensborough, North Carolina
Hilton, Bobbie D., Bronson, Kansas
Gibbreath, Donald E., 4235 Patrick Avenue, Omaha 3, Nebraska
Kostrella, Edward, 429 Carver Street, Plymouth, Pennsylvania
Zonars, Athans C., 225 Shaw Avenue, Dayton, Ohio
Garmshausen, Eric W., 1132 Fairview Avenue, South Pasadena, California
Redd, Wayne, Lore City, Ohio
Huwel, Roy F., 3832 Nolan Avenue, Cincinnati 11, Ohio
Metzenbaum, Victor, 210 S. Fuller, Los Angeles, California
Mauder, Clarence D., 1039 Lancaster Avenue, York, Pennsylvania
Sutter, M., Cairo, New York
Savitt, Leo, 723 S. 11th Street, Newark, New Jersey
Hadley, Donald, 41 S. 10th Street, Richmond, Indiana
Raprager, John, Shore Acres, Wisconsin Rapids, Wisconsin
Simpson, Lee, 525 N. Plum Street, Lancaster, Pennsylvania

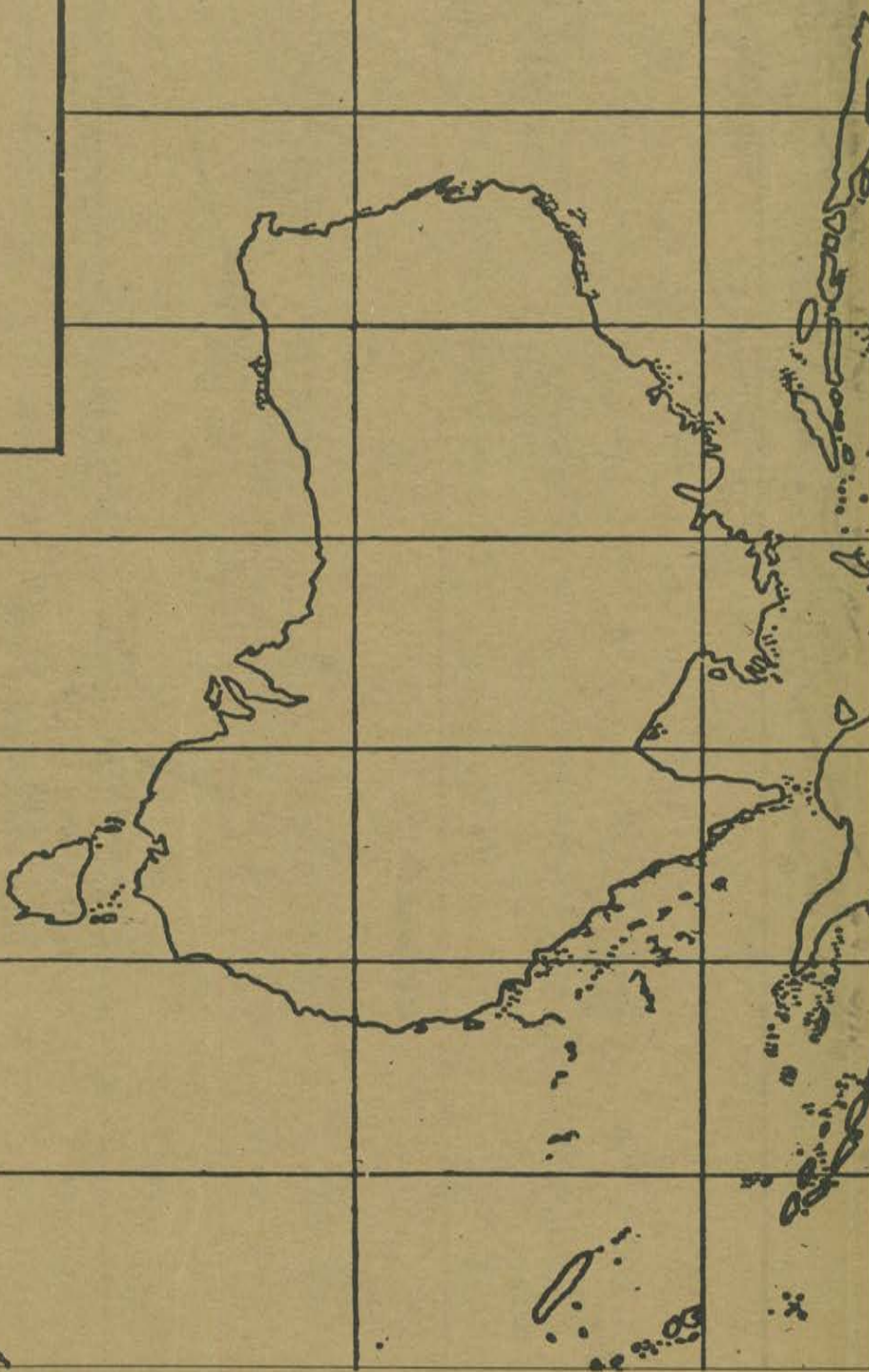
Dumas, Alton, 672 Goodyear Avenue, Rockmart, Georgia
Halligan, Robert, 309 Minneapolis Avenue, Duluth 3, Minnesota
Youchnow, Frank, 552 Sutter Avenue, Brooklyn, New York
Burchett, Ernest, Stambaugh, Kentucky
Sachs, Jerry, 2004 35th Street, Astoria, New York
Bowen, Donald, 533 N. 8th Avenue, Canton, Illinois
Alexander, Harold, 149 Hart Avenue, Santa Monica, California
Katzka, Irwin, 561 Rutland Road, Brooklyn 3, New York
Arrowsmith, A. V., 2514 Bird Drive, Eire, Pennsylvania
Almy, D. C., Shanks Village, Orangeburg, New York
Holecek, J. J., 42 W. 65th Street, New York, New York
Hirschfeld, H. C., 8046 Saginaw Avenue, Chicago, Illinois
Hadley, E. L., 1691 Hoyt Avenue, Everett, Washington
Bennett, W. B., 170 Woodward Avenue, Buffalo, New York
Dickens, R. F., 1834 Brevigle, Overland Park, Kansas
Dearborn, E. W., 7137 55 Avenue, South, Seattle, Washington
Evans, J. W., 1845 Pericles, Baton Rouge, Louisiana
Franks, C. E., 142 Roslyn Avenue, San Antonio, Texas
Vroegindewey, A. C., 125 E. Center Street, Midland Park, New Jersey
Kwitowsky, C. L., 6141 Elmwood Avenue, Philadelphia, Pennsylvania
Hitt, Harry W., 22 North Bishop Street, San Angelo, Texas
Hilliard, J. K. Route #7, Butler, Pennsylvania

28th SERVICE SQUADRON GROUP

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Armstrong, Robert M., Little Field, Texas
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Balderson, Justin M., Route 1, Warsen, Virginia
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Barnett, Ben, Route 2, Box 131, Middleboro, Kentucky
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Beam, William E., Route 1, Denton, North Carolina
Bensel, Charles L., 4333 Felston Street, San Diego, California
Bellie, Roger J., 341 Main Street, Auburn, Maine
Benchoff, Harry, 35 East Franklin Street, Greencastle, Pennsylvania
Bergamn, George M., 25 East Delaware Place, Chicago, Illinois
Bingham, John F., 13 Burritt, South Norwalk, Connecticut
Blackburn, Homer D., 1606 Penn. Avenue, Springfield, Illinois
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Bledsoe, Oscar C., 1217 North Western, Los Angeles, California
Boles, Robert S., Route 4, Box 127, Richmond, Indiana
Bonner, Thomas W., Scranton, Pennsylvania
Borden, Norman H., 119 East Princeton Avenue, Swarthmore, Pennsylvania
Bosworth, Walter R., Box 454, Route 3, Austin, Texas
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Berkett, John E., 104th Q. M. Comp. Plat., APO 465, c-o P. M. New York City, New York
Burr, Charles K., 67 Provost Street, Brockton, Massachusetts
Burton, James C., Rush, Kentucky
Bradgon, Richard T., Wilmington, Delaware
Bradley, Cornelius F., 134 Warren Street, Brooklyn, New York
Brehahah, Edward B., Route 1, Box 90, Pottsville, Pennsylvania
Brewer, Vincent A., Route 1, Rolling Prairie, Indiana
Brewer, Willard, Gilbert, West Virginia
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Caruthers, Loyd B., Route 1, Poplar Bluff, Missouri
Chantinn, Robert C., Hutchinson, Kansas
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Cochran, Charles V., Route 1, Corning, Arkansas
Cook, Robert L., Lorado, West Virginia
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Cooson, Forest B., Belle City, Missouri
Cottman, George L., Jr., 29 Third Street, Frenchtown, New Jersey
Craig, Thomas L., 1611 22nd Street, Sacramento, California
Craigayle, Perry O., Shelbyville, Missouri
Crow, John W., New Boston, Illinois
Dacunto, Michael J., 283 Bay 14th Street, Brooklyn, New York
Dadamo, Peter, Guam Air Depot, APO 246
Dadley, Frederick P., 28 North Sycamore Street, Brasil, Indiana
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Davies, Morgan J., Boston, Indiana
Deptula, Vincent A., 17 Obert Street, South River, New Jersey

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Dias, Marvin L., Cargo Service Unit, APO 493
Didebottom, Dana A., West Hamlin, West Virginia
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Dingham, George L., 711 North 17th Street, Albuquerque, New Mexico
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Drakell, Harry B., 1438 East Breckinridge Street, Louisville, Kentucky
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Eden, Eugene T., Hq. Ord. Sec. XX B. C., APO 493
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Ems, Harold A., Route 2, New Albany, Indiana
Estes, Hiram, Depot 2, APO 496, Camp Angus Repl.
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Ethem, Edwin W., 1349 Mariposa Street, Denver, Colorado
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Evelstein, Herbert R., 46 East Brookside Drive, Larchmont, New York
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Falco, Angelo M., 40th Bomb Group, APO 631
Featherole, John I., Route 1, Brookfield, Ohio
Fee, William H., Box 228, Silsbee, Texas
Felice, Dona E., 314th Bombardment Wing, APO 234
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Fischer, Edward G., 29 Durestein Street, Buffalo, New York
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Fraser, Christopher S., 224 Roxbury Street, Roxbury, Massachusetts
Freitz, Joseph C., 11 Edison Street, Amsterdam, New York
Fritz, Joseph C., 11 Edison Street, Amsterdam, New York
Frost, Cecil H., Route 3, Brainerd, Minnesota
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Gellings, Lloyd L., San Usidro, California
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Getz, Frederick M., 3647 Richmond Street, Philadelphia, Pennsylvania
Gevodon, Joseph F., (Address unavailable)
Gibbs, Frederick B., 129 Marshall Street, Lynchburg, Virginia
Gillman, Abraham S., 2209 West Prospect Street, Racine, Wisconsin
Goldbuatt, Max, 722 East 10th Street, Brooklyn, New York
Gohde, August W., 7 Lenora Avenue, Morrisville, Pennsylvania
Goncy, Bill S., 3598 East 135th Street, Cleveland, Ohio
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Goodnick, Elmore F., 532 Mascoutah Avenue, Belleville, Illinois
Goodwin, Darrough A., 608 Pettigree Street, Greenville, South Carolina
Gordon, Albert M., 1622 West Washington, Phoenix, Arizona
Gottschalk, Rudolph H., 112 60th Street, West New York, New York
Green, Ralph C., RFD 3, Tremonten, Utah
Greer, Roy H., 103 Arbutus Avenue, Roanoke, Virginia
Gresham, Allwin R., 328 Hillside Avenue, Newark, New Jersey
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Hamer, Edward J., 2535 South Cleveland Street, Philadelphia, Pennsylvania
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Haney, Lowell E., Guam Air Depot, APO 246
Harbord, Lelong L., 1101 Splitog Avenue, Kansas City 2, Kansas
Harris, James D., General Delivery, Bon Air, Alabama
Hartmeister, Elmer H., 6597 Scanlon Street, St. Louis, Missouri
Hatten, Herb, Hq. & Hq. Sqdn., Staging Det., 58th Bombardment Wing, APO 183
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Hein, Edward D., 15400 Indiana, Detroit, Michigan
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Jarrett, Roscoe Q., 1850 Hamilton Street, Allentown, Pennsylvania
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Johnson, Stanislaus J., Waren Street, Edgewater Park, New Jersey
Joiner, Lyndel E., Ocliffy, Kentucky
Jolly, Vernon L., RFD 2, McCurtain, Oklahoma
Jones, Carl, Ingalls, Indiana
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Karle, Donald J., 2127 7th Avenue, Altoona, Pennsylvania
Kelly, Arthur L., 52 East 11th Street, Newport, Kentucky
Kent, Elmer P., 714 West Washington, Bloomington, Illinois
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Koniowsky, Walter, RFD 1, Box 936, Niles, Ohio
Kopff, Orrin C., Box 183, Deerfield, Wisconsin
Kortis, John, 30 Cumiskey Street, Wilkes Barre, Pennsylvania
Kortis, John, 30 Cumiskey Avenue, Dayton, Ohio
Kortis, John, 146 Manhattan Street, Ashley, Pennsylvania
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Lamonds, Quinton H., Box 95, Candon, North Carolina
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Langley, Charles C., 18 Caroliano Drive, Vallejo, California
La Salle, Philip A., 61 East Houston Street, New York, New York
Layor, Otto C., 20 North Elizabeth Street, Danville, New York
Lee, William R., 1411 East 41st Place, Tulsa, Oklahoma
Leibfritz, Walter J., Guam Air Depot, APO 246
Levitt, Sam, 97 Repair Sq., 22nd Air Depot Gp., APO 493
Link, Thomas E., 229 Gimbren Avenue, Pittsburgh 11, Pennsylvania
Liston, Glen E., RR 2, Fairfield, Illinois
Longo, Edmund P., 1721 Zorega Avenue, Bronx, New York
Loomis, Edwin J., Jr., 100 West Irving Street, East Syracuse, New York
Loranza, Banning, Hampden Highlands, RFD 2, Maine
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Lunsford, George T., 314th Bombardment Wing, APO 234
Lynch, Joseph J., 145 Willis Avenue, Mineola, Long Island, New York
Lynch, Joseph J., 7 Rosslyn Road, Mineola, New York
MacGowan, Joseph C., 512 East 88th Street, New York, New York
Maloney, Auldrain M., RFD 1, Meadville, Pennsylvania
ManFe, Joseph A., 2455 West Harold Street, Philadelphia, Pennsylvania
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Marolda, James N., 31-11 88th Street, Jackson Hughes, New York
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Mattaies, Wilbert H., Fifth Street, Matteson, Illinois
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Meridith, Gene E., 919 North Anderson Street, Greensburg, Indiana
Miedema, William P., 252 West Osceola Street, Reed City, Michigan
Miles, Hibbert V., Amherst, New Hampshire
Milland, L. F., 4144 5th Avenue, Minneapolis, Minnesota
Miller, Clifford G., 135 West 22nd Street, New York, New York
Miller, Ernest A., 400 East 10th Street, Dallas, Texas
Miller, Jessie A., Ottawa, West Virginia
Mitchell, George W., Route 2, Selma, North Carolina
Moore, Claude W., Route 1, East Liberty, Ohio
Mueller, Raymond R., 33 17th Street, Fond Du Lac, Wisconsin
Mullens, Theodore G., Atsego, West Virginia
Murphy, Francis T., 193 Center Street, Massena, New York
Mutschler, Lavern A., Route 1, Baden, Pennsylvania
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Myron, L. Pierce, 811 South 4th Street, Wilmington, North Carolina
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Noto, Enrico, 314th Bombardment Wing, APO 234
O'Connor, Philip G., 336 Maple Avenue, Westbury, New York
O'Neil, W. J., 65 West Church Street, Oswego, New York
Owens, Vernard, East Millinocket, Maine
Oxton, Leeb, Box 252, Warren, Maine
Padgett, Francis W., 1st Q USF 2 B F, Signal Section, APO 885, c-o P. M., New York City, New York
Padgett, Travis W., San Antonio, Texas
Patrick, James H., Jr., Det. of Patients, 142nd Gen. Hosp., APO 465
Payne, William C., Excelsior, Wisconsin
Peake, James E., 118 Harriet Street, Evansville, Indiana
Penn, Walter M., Guam Air Depot, APO 246
Perry, Elmer, 11 Columbia Street, Wakefield, Rhode Island
Persinger, J. B., General Delivery, Oakwood, Oklahoma
Phipps, Obdel D., 1040 East Date Street, Porterville, California
Pierce, Allen C., 613 Apache Street, Marlow, Oklahoma
Pierce, Golden K., Tremonth, Utah
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Priest, Steve B., General Delivery, Davenport, Washington
Prince, Michael A., 773 Homewood Avenue, Warren, Ohio
Raines, Clair E., Route 1, Canal Winchester, Ohio
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Reeder, John P., 316 North Oak Street, Bloomington, Illinois
Reigart, Milton E., Mt. Rose Street, York, Pennsylvania
Reineck, Arthur, 5514 North 35th Street, Milwaukee, Wisconsin
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Richer, Walter W., Kampsville, Illinois
Riley, Clyde W., 344 North Church Street, Tupelo, Mississippi
Riley, Roscoe, Jr., 819 N. A. Street, Wellington, Kansas
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Saddler, Harve, Route 2, Scott, Arkansas
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Samm, Joseph W., Route 1, Lewis, Indiana
Santor, Aldo, Tin Hill, Pennsylvania
Satterwhite, Ardell B., 708 22nd Street, Houston, Texas
Schalt, Richard S., (Address unavailable)
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Seligson, Jacob J., 3560 Rochambeau Avenue, Bronx, New York
Shaffer, Robert L., 7040 South Oakes, Tacoma, Washington
Shank, Alphens H., HQ. 40th B. G.
Shapiro, Leon B., 212 East 182nd Street, Bronx, New York
Shillott, William A., Cargo Service Unit, APO 493
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Sickel, Frederick W., 1704 Franklin Street, Little Rock, Arkansas
Silverman, Abraham E., 1726 Union Street, Brooklyn, New York
Simmers, Carl C., Route 3, Rexburg, Idaho
Skansse, George W., Eng. District 2, APO 210
Smith, Alex M., 548 Davis Street, Shreveport, Louisiana
Snake, Lawrence D., 632 Eastwood Avenue, Lancaster, Ohio
Snoko, Lawrence D., 632 East Wood Avenue, Lancaster, Ohio
Solinger, Charles D., 4 Butler Street, Niles, Ohio
Stanton, David J., 432 Algonquin Avenue, Detroit, Michigan
Steadman, Joseph S., 4631 Airline Highway, New Orleans, Louisiana
Steele, Robert D., 410 North 1st Street, Albuquerque, New Mexico
Stenson, Bernard T., 45 Everett Street, Jamaica Plain, Massachusetts
Stepo, James R., (Address unavailable)
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Stratton, Beadfort E., Route 2, East Point, Georgia
Sturdt, Frank L., East Hirma, Maine
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Surtel, Chester J., 608 Tyndale Avenue, Youngstown, Ohio
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Swea, William C., Jr., 1325 Taylor Street, Corinth, Mississippi
Swilley, Wallace E., Camilla, Georgia
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Valdez, Raphael H., Box 434, Jerome, Arizona
Valdez, Rafael A., 314th Bomb Wing, APO 234
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Vaughn, James O., 1st V H Photo Recon Sq., Hg. ZZ BC, APO 493
Veltrie, Lee T., 1828 West College Street, Spokane, Washington
Villere, Sidney D., 4324 St. Ann Street, New Orleans, Louisiana
Wacker, Howard H., 314th Bomb Wing, APO 234
Wagner, Robert L., 1518 Main Street, East Louisville, Ohio
Ward, Andrew L., 1200 Larchmont Avenue, Louisville, Kentucky
White, Charles A., Route 1, Petersburg, Kentucky
White, Sermon L., 318 Smith Street, Salewburg, Maryland
Wilson, Bruce B., Route 1, Bluford, Illinois
Williams, James R., Mechanicville, Maryland
Winkler, Leo J., 1209 7th Street, North Fargo, North Dakota
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Young, Thomas M., Box 426, Carbin, Kentucky
Yuhr, Daniel E., 1306 Lydia Place, Louisville, Kentucky
Zierke, Calvin L., 314th Bomb Wing, APO 234



PRIMARY TARGETS
HIT BY
40TH BOMB GROUP



90° 100° Longitude 110° 120° East 130° 140° from 150° 180° Greenwich

