

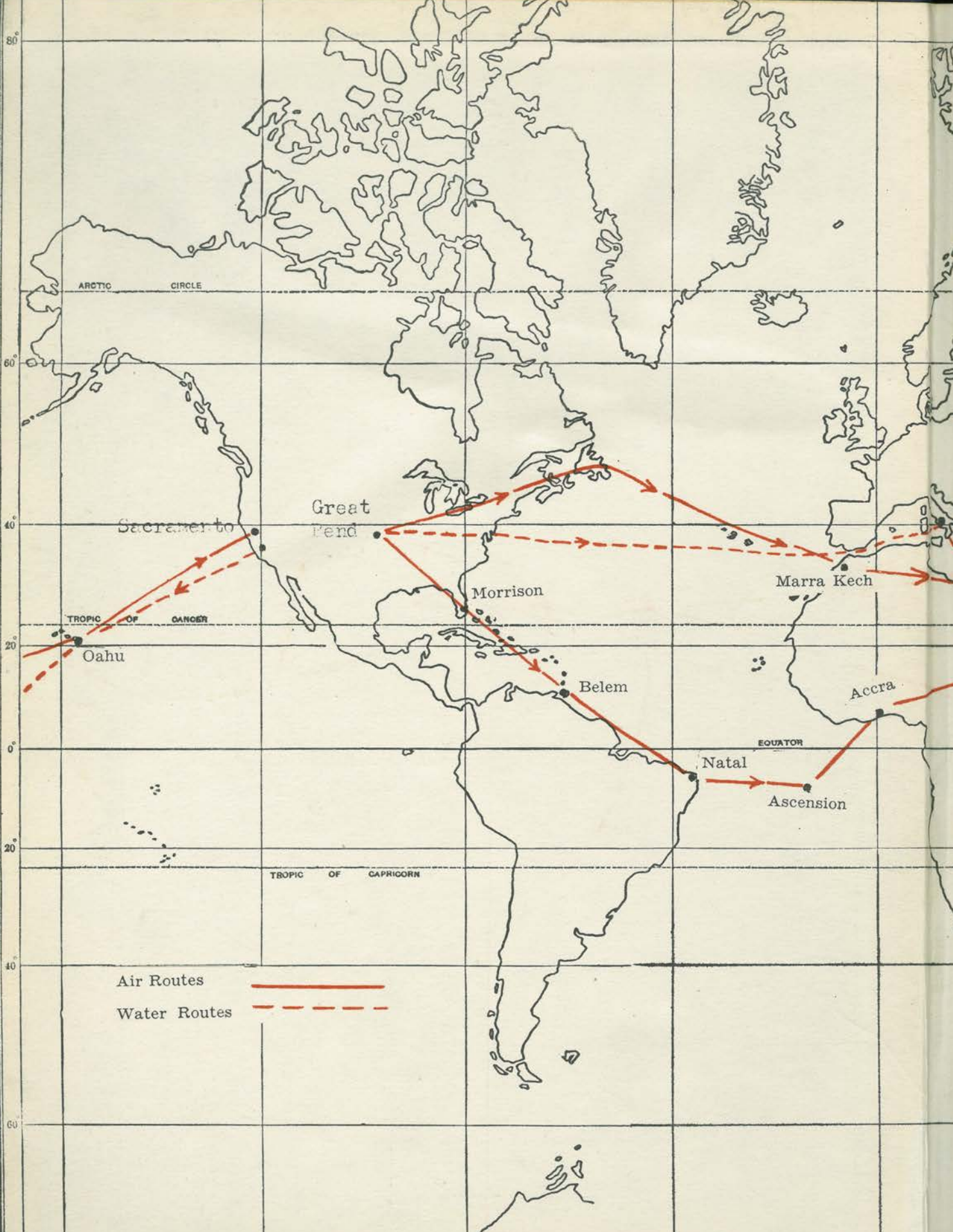
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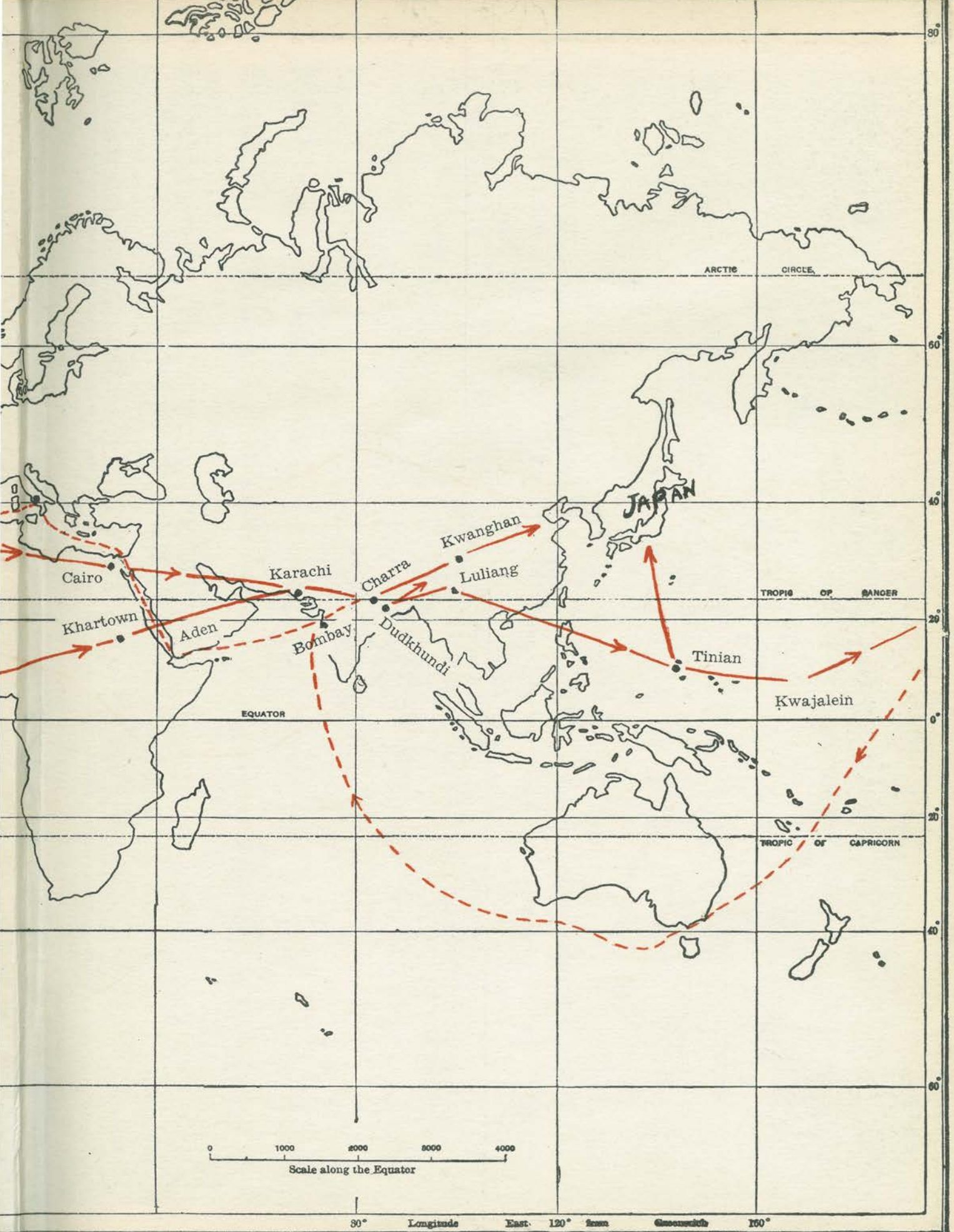
444TH

BOMB GROUP

VERY HEAVY SPECIAL



Air Routes ————
 Water Routes - - - -



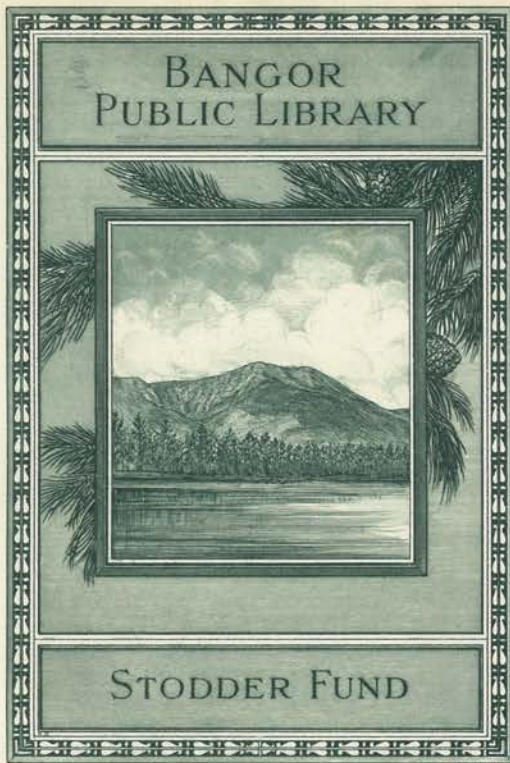
THE
PICTORIAL HISTORY
OF THE

444th

BOMBARDMENT GROUP

Very Heavy Special

RAAF
LIBRARY
RAAF HQ



War brings glory and war brings death. Let no man think the former compensates the latter. This book is not dedicated to the glories of a great combat record. It is a memorial to those who gave their lives to make that record. They are the only heroes. No rank, medals, or words of praise can do justice to their sacrifices.



SHELF NUMBER	VOL.
940.544.25848	
ACCESSION NUMBER	COPY
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ACCESSION DATE	
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COMMANDING OFFICERS



Colonel Alva L. Harvey . . . first commander of the 444th . . . assumed command July, 1943 . . . a veteran of twenty-seven years service with the Air Corps . . . participated in first Army Round-The-World flight in 1924 . . . commanded Puerto Rico Bombardment Wing in 1940 . . . selected as pilot for Harriman mission to Moscow in 1941 . . . took part in first B-17 daylight raid on Berlin . . . led the 444th most ably while pioneering the B-29 from drawing board to combat . . . became Chief of Staff of 58th Wing in April, 1945 . . . now Director of Training, Randolph Field, Texas.



Colonel James C. "Bromo" Selser . . . assumed command of 444th on Tinian Island June, 1945 . . . graduate aeronautical engineer from Georgia Tech . . . Air Attache to Brazil for four years . . . Deputy G-2 for Air with 10th Army under General Buckner for Okinawa invasion . . . a capable and fitting leader for a battle hardened group . . . in command of the 444th at time of deactivation . . . presently C.O. 43rd Bomb Group (VH) and Davis-Monthan Field, Tucson, Arizona.



Colonel Alan D. Clark . . . United States Military Academy graduate in 1937 . . . completed flying training with class of '38 C . . . operations officer with 25th Group in Puerto Rico . . . participated with Colonel Harvey in B-17 flight to Brazil . . . assigned as Deputy Commander of 444th in September, 1943 . . . commanded forward base of 444th in China through August, 1944 . . . assigned Stateside to tactical school at Orlando . . . returned to 58th Wing on Tinian as Assistant Chief of Staff A-3 in June, 1945 . . . at present A-4 8th Air Force.



Colonel William P. Brett . . . United States Military Academy graduate in 1938 . . . completed flying training at Kelly Field in August, 1939 . . . assigned to 58th Wing B-29 testing station at Boeing Wichita in July, 1943 . . . assumed duties of 444th group operations officer in September, 1943 . . . deputy group commander from August, 1944 to March, 1945 . . . assigned to Personnel Division, War Department General Staff in April, 1945 . . . presently A-3 15th Air Force.



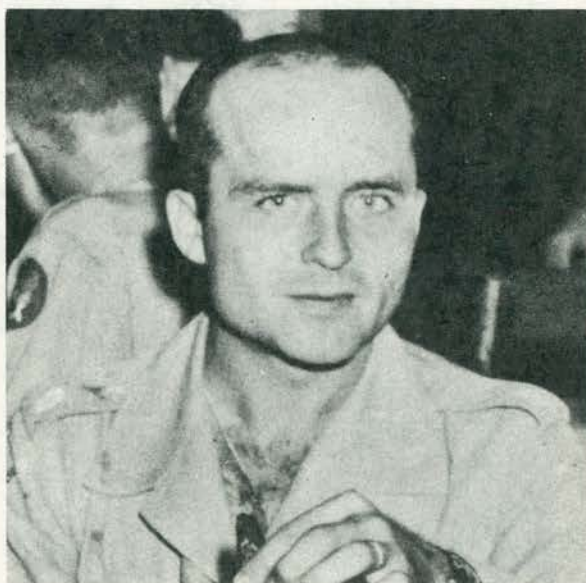
Lt. Colonel John J. Thornhill . . . Squadron Commander and B-17 pilot during "Battle for the Solomons" . . . first C.O. of 676th Squadron . . . commanded forward base in China until his return to the "States" in early '45 . . . now assigned test section Wright Field.



Lt. Colonel William E. Kinney . . . graduate engineer from University of Dayton . . . completed pilot training in May, 1941 . . . flew with 11th bomb group in South Pacific in early stages of the war . . . commanded 677th squadron from August, 1943 to October, 1944 . . . killed test flying C-97 Air Craft Wright Field, May 1947.



Lt. Colonel Alvan Moore . . . graduated from flying school August, '39 . . . stationed Langley Field until transfer to Puerto Rico where he served as S-4 officer and Squadron Commander . . . commanded B-17 squadron at Army Air Force School of Applied Tactics Sept., 1942 . . . joined 444th June, '43 . . . 679th and 676th Squadron C.O. . . . became Group Operations Officer March, '45 . . . Deputy C.O. of Group at deactivation . . . now C.O. 63rd Bomb Squadron, 43rd Bomb Group.



Lt. Colonel Winton R. Close . . . graduated flying school August, 1939 . . . stationed Langley Field and Puerto Rico . . . assigned ATC and flew South Atlantic . . . pioneered routes to bases in Africa and Persia . . . joined 444th in mid '43 . . . assumed command of 678th squadron . . . made Group Operations officer April, '45 . . . presently assigned A-1 division AAF Pentagon Building.



Major Charles Hansen . . . Flying class '40-B . . . assigned ATC Long Beach, California . . . Navigator on first mass B-17 flight from Hamilton Field to Hawaii . . . transferred to Memphis Wing ATC . . . holder of several records for South Atlantic flights . . . joined 444th late '43 . . . became 676th Squadron C.O. August, '44 . . . killed on Aug. 20 daylight strike against Yawata.



Lt. Colonel Olbert F. Lassiter . . . alumnus of University of Florida . . . former lightweight and featherweight golden gloves champion . . . served 29 months with ATC before joining 444th in October, 1943 . . . commanded 677th squadron from October, 1944 to July, 1945 . . . group operations officer until return of group to stateside . . . presently S-3 43rd Bomb Group (VH).



Lt. Colonel Virgil M. Cloyd . . . graduate of Baylor University . . . completed pilot training at Kelly Field in 1940 . . . squadron commander at Sebring, Florida before joining 444th in September, 1943 . . . assumed command of the 678th in February, 1944 . . . commanded squadron until his return to stateside in March, 1945 . . . at present Squadron C.O. 509th Bomb Group (VH).



Lt. Col. William H. Delacey . . . native Kentuckian graduated pilot training Kelly Field 1940 . . . one of original B-17 instructors at Sebring, Florida . . . joined 444th Sept. 1943 . . . Squadron C.O. 676 Squadron, Nov. 1944 to May 1945 . . . presently assigned in Germany with AAF.



Lt. Colonel Robert C. Root . . . completed flying school May, '40 . . . one of first group of instructors at Sebring and later Squadron C.O. . . . received Group's first Purple Heart . . . became 676th Squadron C.O. March, '45 . . . returned to USA September, '45 . . . at present, civilian Californian.



Lt. Colonel Charles J. Miller . . . class 41-F . . . assigned ATC Long Beach . . . transferred ATC Great Falls, February, '42 where he pioneered Northern routes through Alaska . . . joined 444th late in '43 . . . Squadron C.O. 678th squadron from March, '45 until his return to "States" Sept., '45 . . . now civilian Pittsburgh, Pa.



Major F. C. Steinemann . . . attended Ohio State University . . . graduated from flying school April, '41 . . . flew with 11th Bomb Group in early phase of war in New Hebrides, Solomon Island campaign . . . lead crew pilot . . . assumed command of 677th squadron July, '45 . . . now Air Inspector 43rd Bomb Group.



Lt. Colonel D. P. Wood . . . Flying class '41-C . . . instructor Advanced Training, Brooks Field . . . instructor training command, Smyrna, Tennessee . . . C.O. of B-24 training squadron at Maxwell Field . . . assigned 444th November, '43 . . . appointed Air Inspector February, '45 . . . 678th Squadron C.O. from October, '45 to deactivation . . . now A-3 Division Strategic Air Command.

COMBAT CREWS



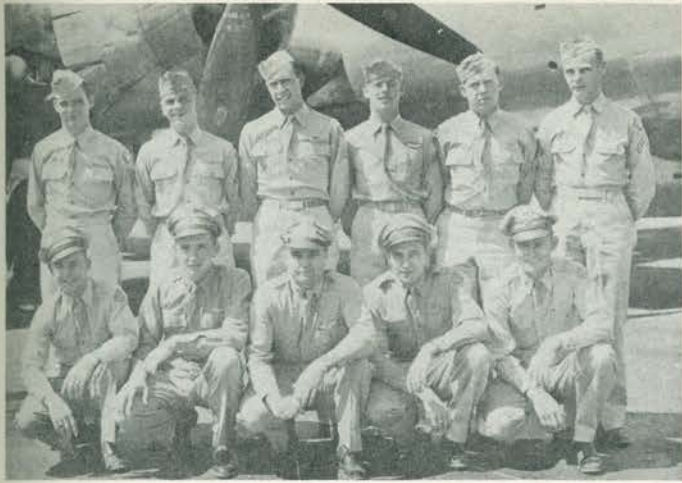
676 TH BOMB SQ.



677 TH BOMB SQ.



678 TH BOMB SQ.



"Pappy" Giles and crew



"Stud" Taylor and crew



Jack Doran and crew



"Mac" McCarthy and crew



Fearless Flint and crew



"Jack" Yancey and crew



Clyde West and crew



"Mac" Reider and crew



"Red" Moore and crew



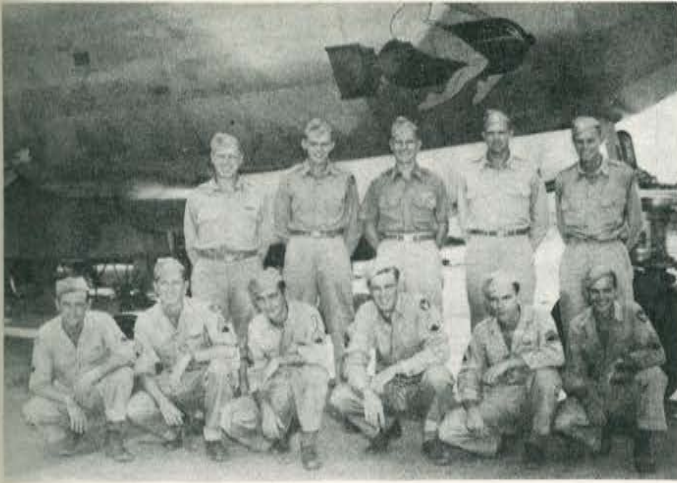
Justin Morton and crew



"Obie" Obenour and crew



"Bob" Root and crew



"Van" Vannoy and crew



"Jimmy" Williams and crew



"Ace" De Lacey and crew



Steve Krupinski and crew



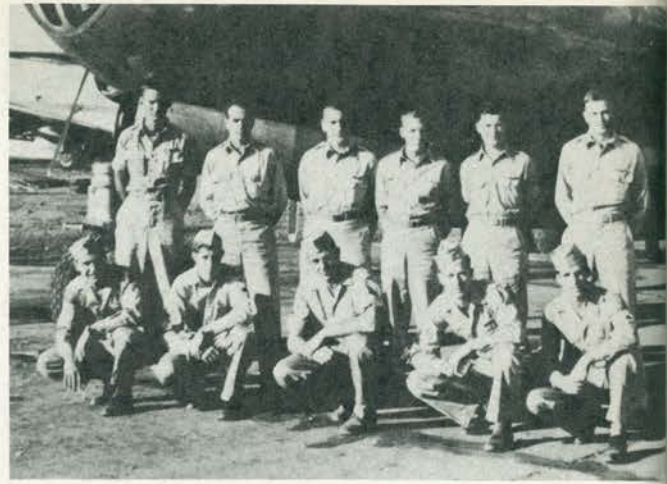
"Nat" Patland and crew



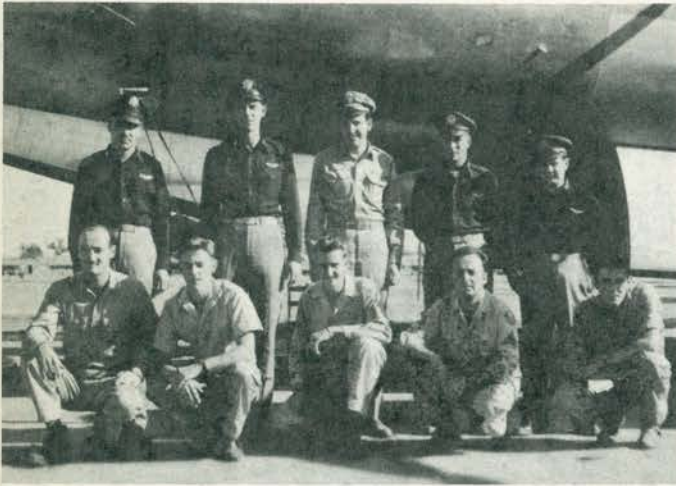
"Skin" Jenson and crew



Hal Bright and crew



"Pappy" Essick and crew



Spike Jones and crew



Herman Smith and crew



Ben Sisson and crew



Frank Englert and crew



Paul Burnor and crew



"Virge" Brazil and crew



Booth Malone and crew



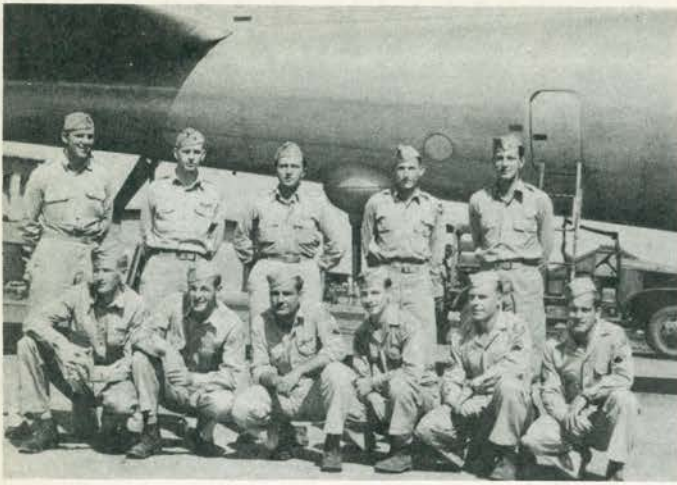
John Martin and crew



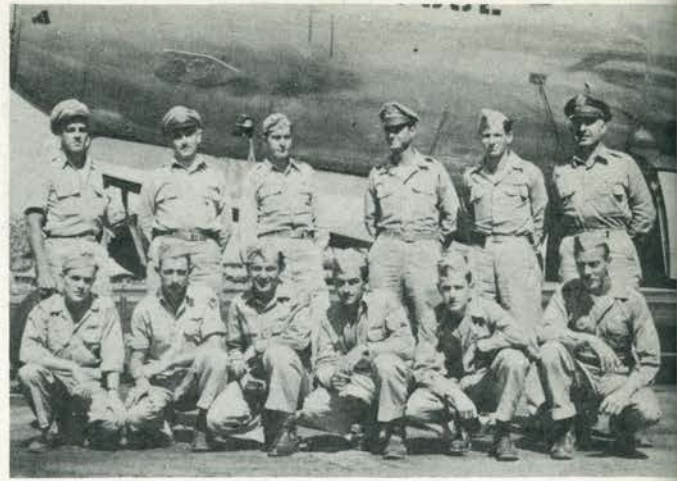
Harvey Wilson and crew



"Hoat" Hoatson and crew



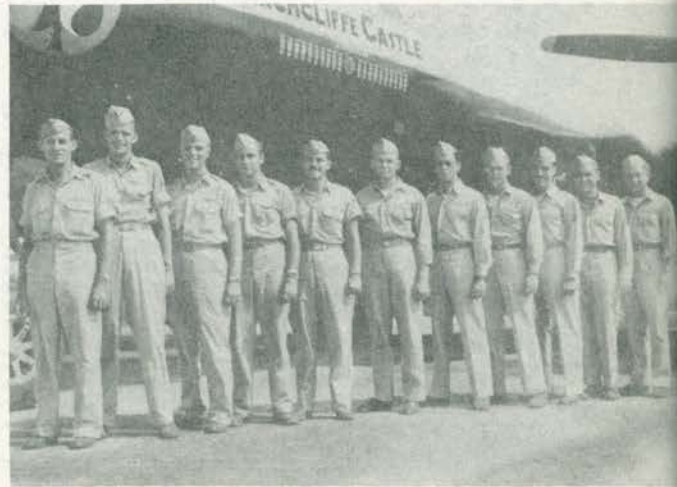
"Duke" Steinemann and crew



"Hutch" Hutchinson and crew



Dick Lassiter and crew



"Cleve" Cleveland and crew



Chrome Dome Provano and crew



Bill Wellington and crew



Joe Prochaska and crew



Chuck Hansen and crew



Chuck Henderson and crew



"The Brow" Linebaugh and crew



"Jack" Siler and crew



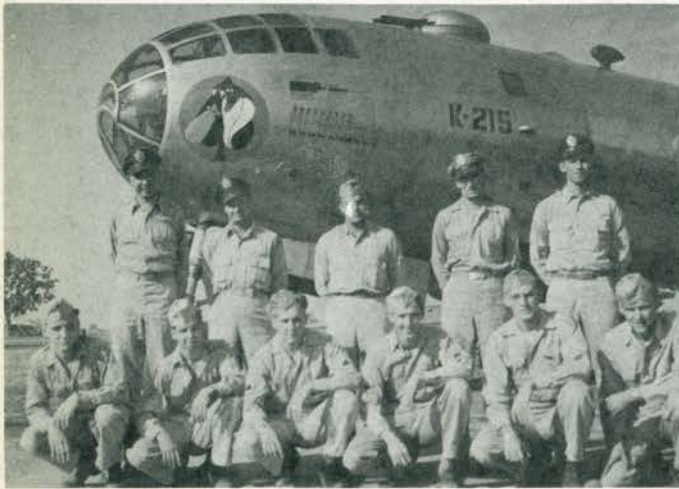
"Blackie" Blackwell and crew



Harry Bremner and crew



Ham Dyer and crew



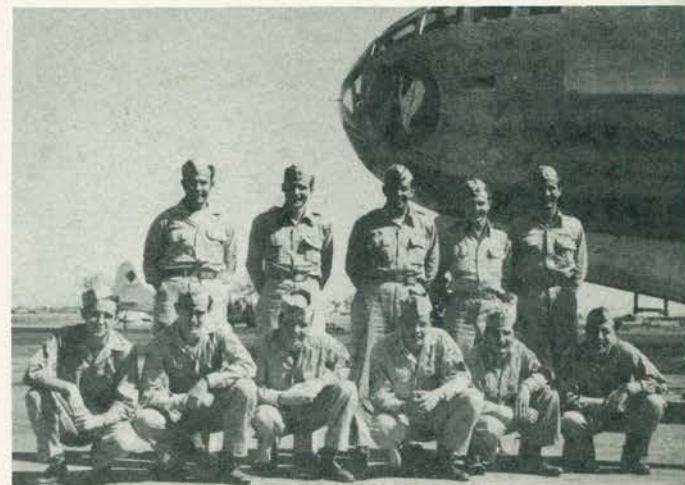
"Buttsy" Tremaine and crew



"Virg" Cloyd and crew



"Lee" Baker and crew



"Tubby" Knott and crew



Tommy Welch and crew



Bill Kinney and crew



Harold Lane and crew



John Townsend and crew



Deacon Moller and crew



"Mac" McPherson and crew



Wayne Mann and crew



"Teub" Teubner and crew



D. P. Wood and crew



Frank Sheehan and crew



"Bugs" Buenting and crew



"Mac" McCall and crew



"Wimpy" Close and crew



Dyson Cox and crew



"Howie" Mather and crew



"Bill" Curtiss and crew



Don Glass and crew



"Moe" Brown and crew



"Al" Stetson and crew



Armand Ratte and crew



"Wing Ding" Van Wingerden and crew



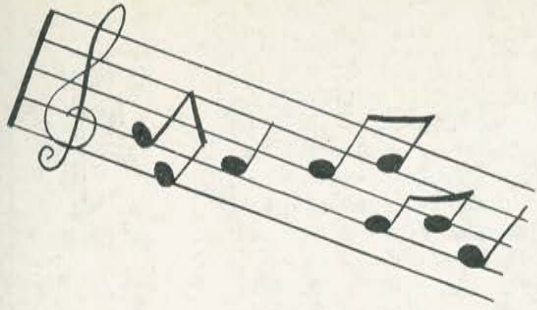
"Watson" Lacy and crew



"Shag" Sheldon and crew



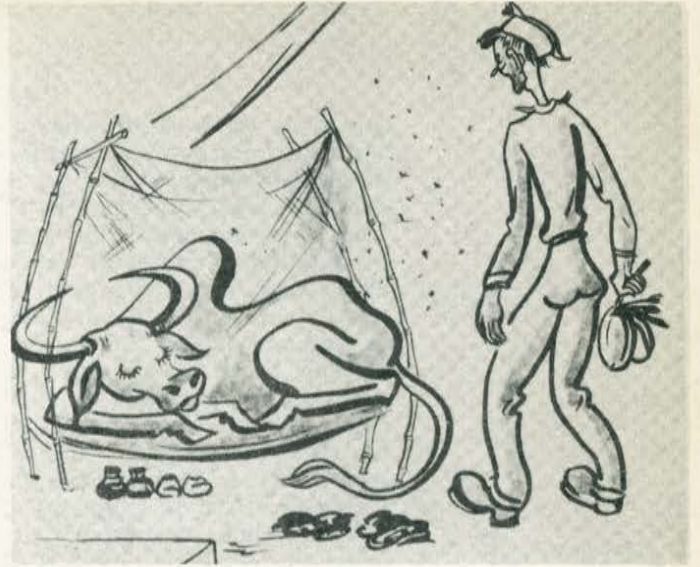
"Wilkie" Wilkinson and crew



Down

In

Old



"Re-e-ally Rough"

CHARRA



Where

Shafting

Was

Born



Charra

CHARRA

Were you in "Old Charra"? No? Sit down. It gets heavy. Charra is perhaps best known as the place where it was r-e-e-ally rough as well as the setting for the Group's theme song, "Down In Old Charra Where Shafting Was Born." The song was composed by members of the PSL (permanent second lieutenant) club whose membership was limited to 2nd lieutenants with a year or more in grade.

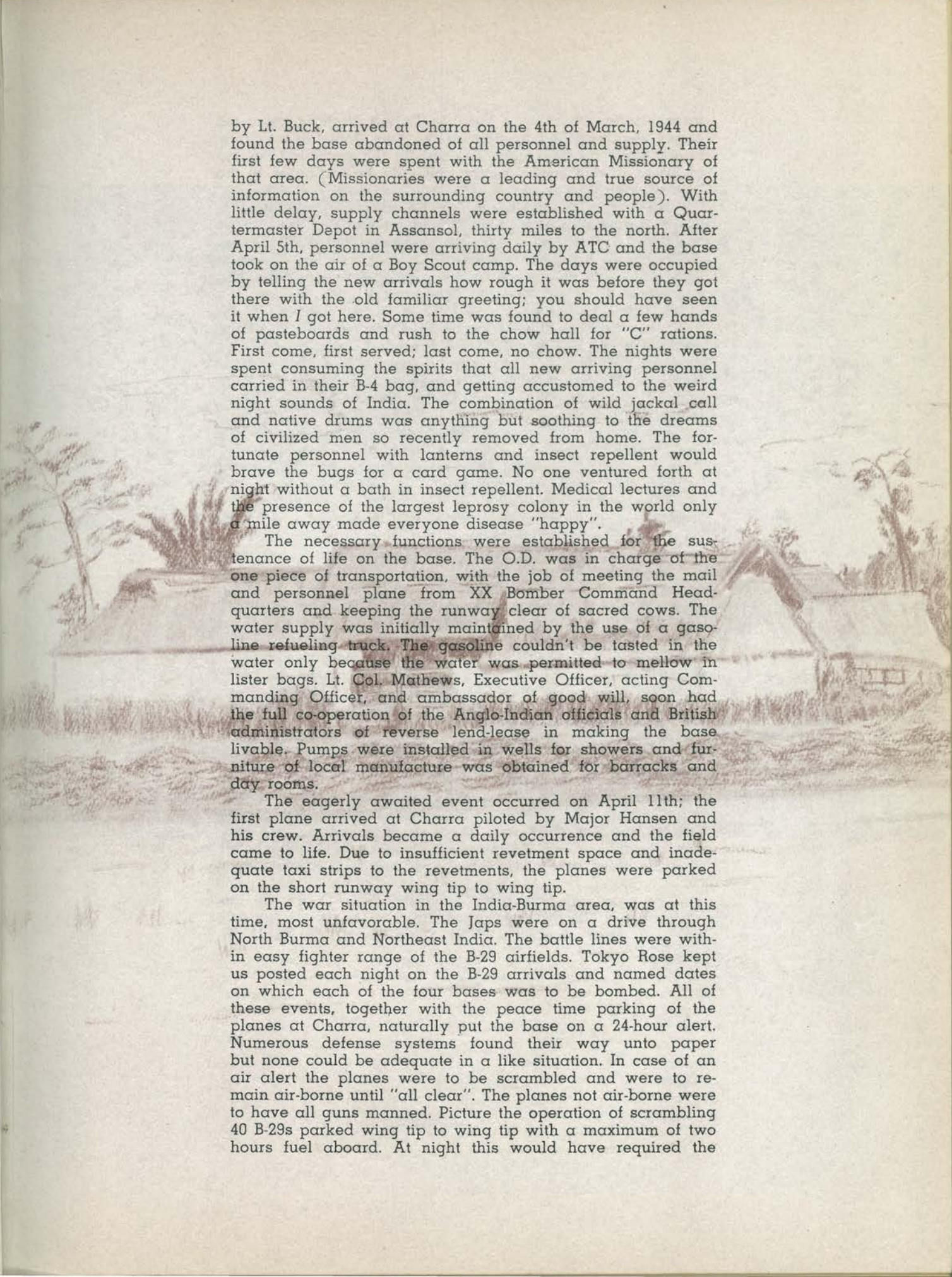
Personnel left Great Bend with the firm belief that no operational base in the world could ever be as bad as GBAAF. We had heard the normal rumors about the large well equipped bases being built for the B-29 in England, Russia, China, India, Siberia, and elsewhere. We had even been congratulated by some of the higher-ups on being able to go overseas with such an organization as the 20th Air Force which would have nothing but the best bases located with access to large cities for recreation and relaxation. All the way across to India we would ignore the personnel of the smaller outfits such as the world girdling ATC and walk around with the air of "nothing is too good for me." We would hear small groups of personnel discussing the secret eighth wonder of the world with remarks such as these: "I heard one go over here today but couldn't see it, they fly at 40,000 feet", or "One called in from 35,000 feet over Karachi, flying from England to China", or "I heard a pilot say that he had flown over a secret base in India and there was nothing in the States to compare with it." The last was the only rumor heard that could be truthfully applied to Charra; there was nothing in the States to compare with it.

Charra is located at the base of the Central mountain range of India, approximately 100 air miles northwest of Calcutta and 50 miles north of Jamshedpur, the steel city of India. Its main communication with the outside world is a branch line of the Bengal to Nagpur railroad.

The base was originally a British base for medium bombers and fighters. It consisted of two runways; one 6,000 feet long and the other approximately 4,000 feet long at right angles. The runways sloped with the lay of the land. The land didn't lay too well. The short runway had a slope of about four degrees and the long runway resembled a sine curve. When landing, if the back slope or the top of one of the ridges was overshoot, half of the runway was automatically unused. We attribute our lack of runway trouble to the conservative statement: We had the best pilots in the Air Force.

The physical set-up of the field was typically British—scattered all over Hell's half acre. The only buildings near the runways were a small tower building and an outhouse used as the weather station. There were no hangars or shop buildings of any kind. A few revetments were scattered over the countryside in a camouflage fashion. The administration and living areas were divided into three distinct areas. The administration area consisting of two long buildings was located approximately one mile from the field. The two living areas, at intervals of one and two miles from the administration area, consisted of scattered barracks and mess halls with the accompanying outdoor latrines and wash houses. All buildings of military installations in India were built of similar patterns and materials; concrete base and floor, pole or log framing, bamboo siding with plaster, straw thatched roofs, and wooden swinging doors and windows.

The advanced echelon of supply personnel, commanded



by Lt. Buck, arrived at Charra on the 4th of March, 1944 and found the base abandoned of all personnel and supply. Their first few days were spent with the American Missionary of that area. (Missionaries were a leading and true source of information on the surrounding country and people). With little delay, supply channels were established with a Quartermaster Depot in Assansol, thirty miles to the north. After April 5th, personnel were arriving daily by ATC and the base took on the air of a Boy Scout camp. The days were occupied by telling the new arrivals how rough it was before they got there with the old familiar greeting; you should have seen it when I got here. Some time was found to deal a few hands of pasteboards and rush to the chow hall for "C" rations. First come, first served; last come, no chow. The nights were spent consuming the spirits that all new arriving personnel carried in their B-4 bag, and getting accustomed to the weird night sounds of India. The combination of wild jackal call and native drums was anything but soothing to the dreams of civilized men so recently removed from home. The fortunate personnel with lanterns and insect repellent would brave the bugs for a card game. No one ventured forth at night without a bath in insect repellent. Medical lectures and the presence of the largest leprosy colony in the world only a mile away made everyone disease "happy".

The necessary functions were established for the sustenance of life on the base. The O.D. was in charge of the one piece of transportation, with the job of meeting the mail and personnel plane from XX Bomber Command Headquarters and keeping the runway clear of sacred cows. The water supply was initially maintained by the use of a gasoline refueling truck. The gasoline couldn't be tasted in the water only because the water was permitted to mellow in lister bags. Lt. Col. Mathews, Executive Officer, acting Commanding Officer, and ambassador of good will, soon had the full co-operation of the Anglo-Indian officials and British administrators of reverse lend-lease in making the base livable. Pumps were installed in wells for showers and furniture of local manufacture was obtained for barracks and day rooms.

The eagerly awaited event occurred on April 11th; the first plane arrived at Charra piloted by Major Hansen and his crew. Arrivals became a daily occurrence and the field came to life. Due to insufficient revetment space and inadequate taxi strips to the revetments, the planes were parked on the short runway wing tip to wing tip.

The war situation in the India-Burma area, was at this time, most unfavorable. The Japs were on a drive through North Burma and Northeast India. The battle lines were within easy fighter range of the B-29 airfields. Tokyo Rose kept us posted each night on the B-29 arrivals and named dates on which each of the four bases was to be bombed. All of these events, together with the peace time parking of the planes at Charra, naturally put the base on a 24-hour alert. Numerous defense systems found their way unto paper but none could be adequate in a like situation. In case of an air alert the planes were to be scrambled and were to remain air-borne until "all clear". The planes not air-borne were to have all guns manned. Picture the operation of scrambling 40 B-29s parked wing tip to wing tip with a maximum of two hours fuel aboard. At night this would have required the

transportation of crews to the line. During daylight hours the crews were required to stay on the line, doing line maintenance while on semi-alert. The zero in the statistical column of losses due to enemy action can only be attributed to the lack of enemy raids.

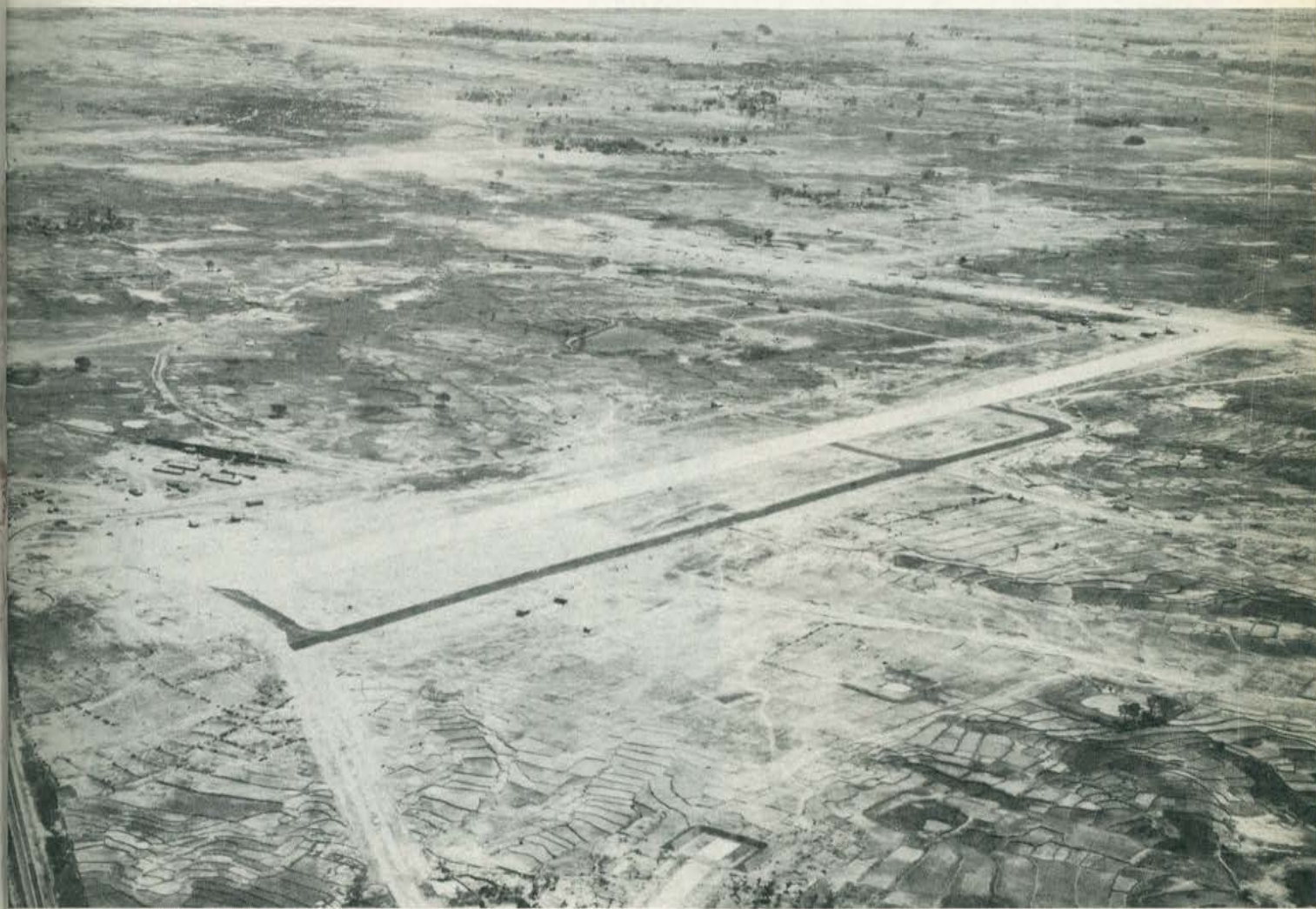
No discussion of Charra can be complete without mention of the weather or climate. The "r-e-e-ally" in the phrase "r-e-e-ally rough" is due to the weather. The months spent at Charra were the hot months of the year. The hottest month was June; just before the summer monsoon rains. The sky was generally clear and the scorching wind was from the India desert to the northwest. The only precipitation came from the afternoon thunderstorms and line squalls out of the northwest. The line squalls were preceded and accompanied by thick blowing dust and strong gusty winds. The normal maximum temperature was 115 degrees and the normal minimum at night was 85 degrees. Due to heat the working hours were from 0700 to 1500.

Because of the decreased lift due to heat and an increasing number of engine fires on take-off, the times of flying were set at a maximum of 105 degrees, which meant no flying between 0900 and 1700 each day.

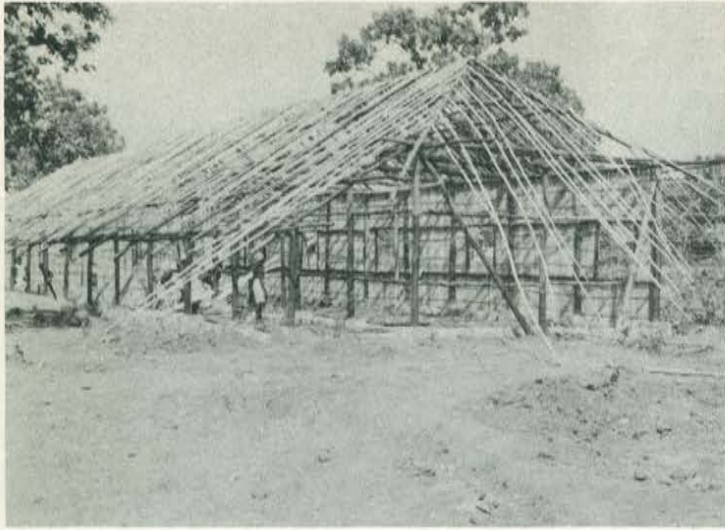
The operational difficulties at Charra were many; the greatest being the complete lack of fuel and fueling facilities. All operations were staged out of the other three bomb group bases of the 58th Bomb Wing, with Charra acting only as a maintenance and administrative base. Chakulia, 40th Bomb Group base, 50 miles to the south, was designated the staging base for the first hump trips. The SOP was to fly to Chakulia in late afternoon, get serviced, and take off at dawn for China. The return was made the next day; again via Chakulia. Although all servicing and emergency maintenance was performed at Chakulia, no personnel were detached there. The facilities and supply of the 40th were supposed to be available. The 40th naturally took the attitude of, "the 40th comes first."

The 87th Service Group, formed by a split of the 25th Service Group at Chakulia, moved to Dudkhundi on July 1, 1944 and the mass movement of the 444th in convoy style occurred on July 3rd, 1944. Only a small detachment for the clearing of the base was left behind at Charra. A few planes with engine changes were delayed in departing and the final gesture to "Old Charra" was given by Major Blackwell when he blew the roof from the mess hall with a neat "buzz job."

The only valuable thing salvaged from Charra is the reply an old Charra veteran will give when you approach him with your troubles—"YOU SHOULD HAVE BEEN IN CHARRA."



CHARRA—"Hell's Half Acre"



"ALL BUILDINGS ALIKE"

Pole or Log Framing

Thatched Roofs



Plaster Siding

Charra Laundry—



and Button Breakers, Ltd.

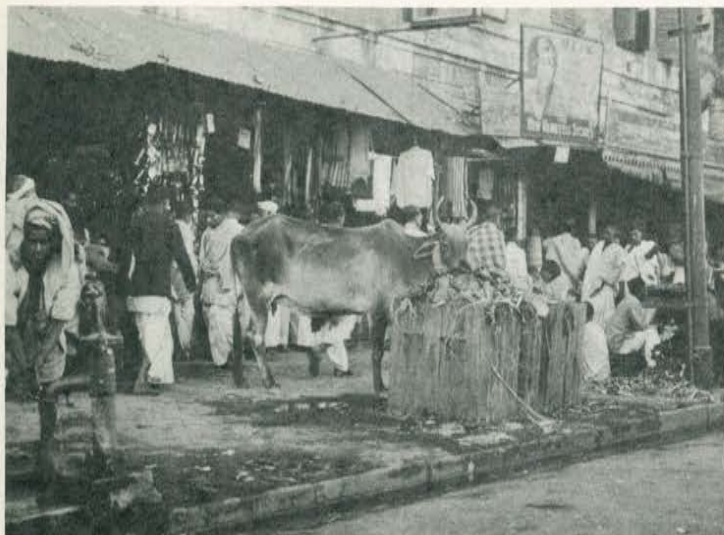
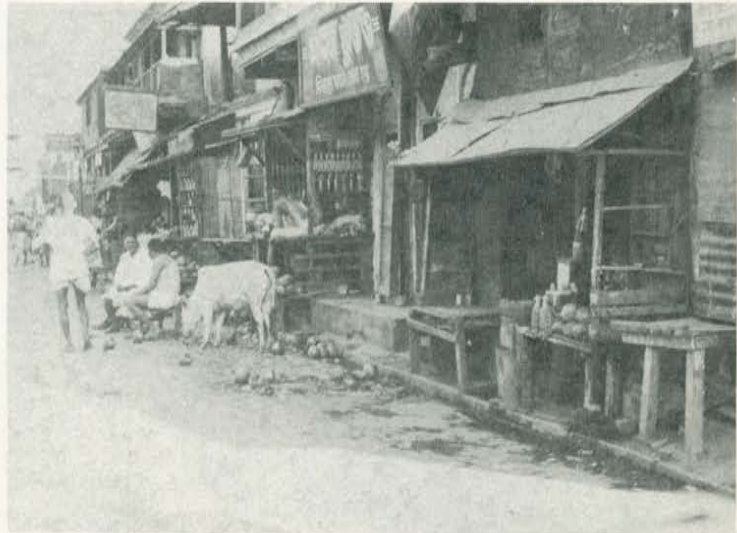
... We Deliver





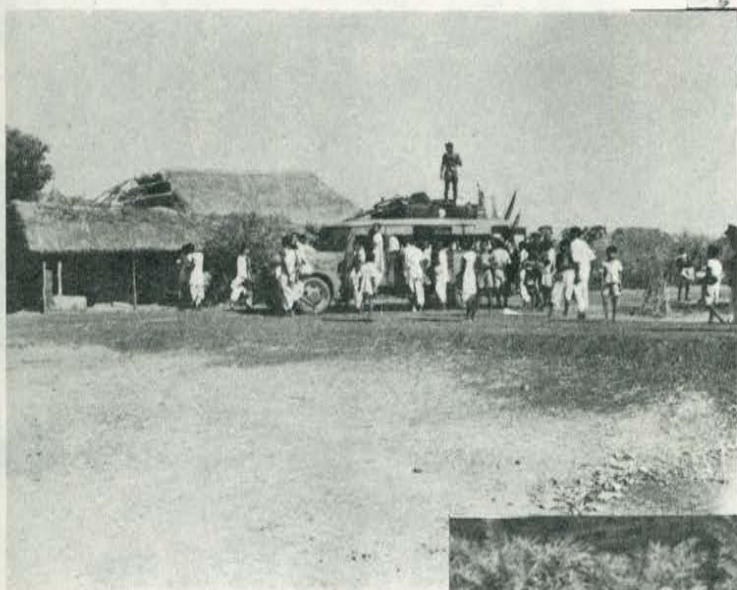
Purulia Super Market

Clean and Wholesome Food



Free Parking

"All India" Bus Line



"All Aboard"

"Machines—HMPF"





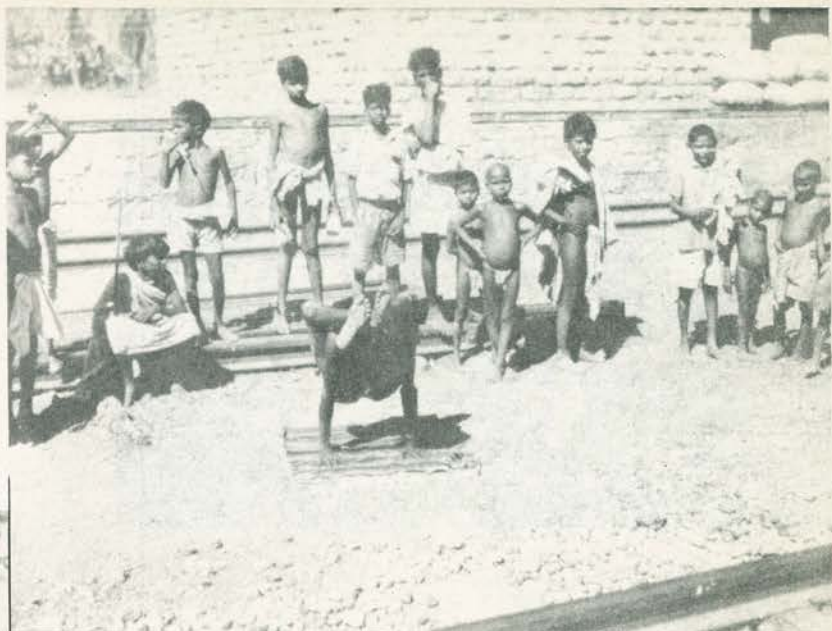
"Under the spreading Beetle Nut tree

The village Smithy sits



The Smith a mighty man is he"??

"Baksheesh, Sahib"



"Approved by Duncan Hines"

"There once was an Indian Maid"





"Be it ever so humble"

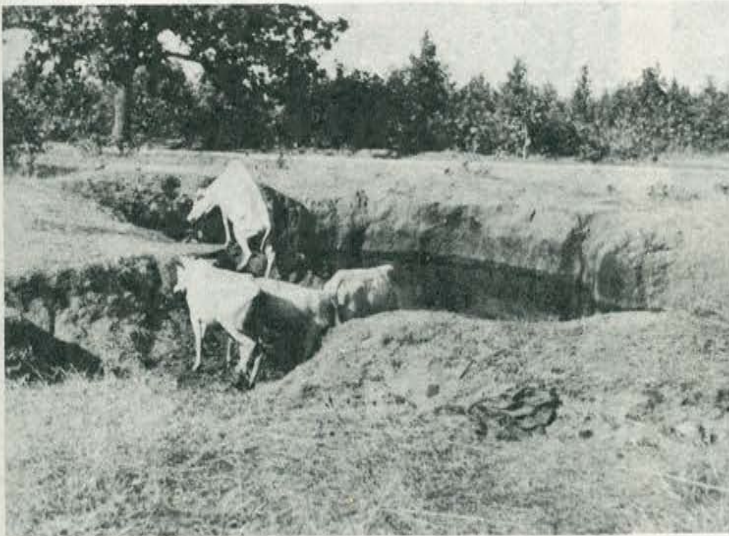
Purulia Street



Depot at Purulia



"Ol' Bubbles"



An all purpose water hole

A shopping center





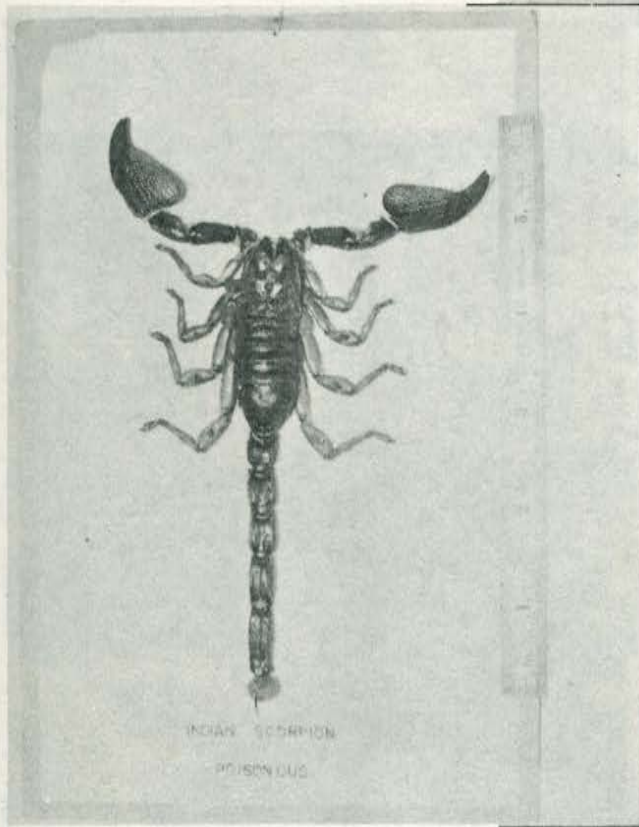
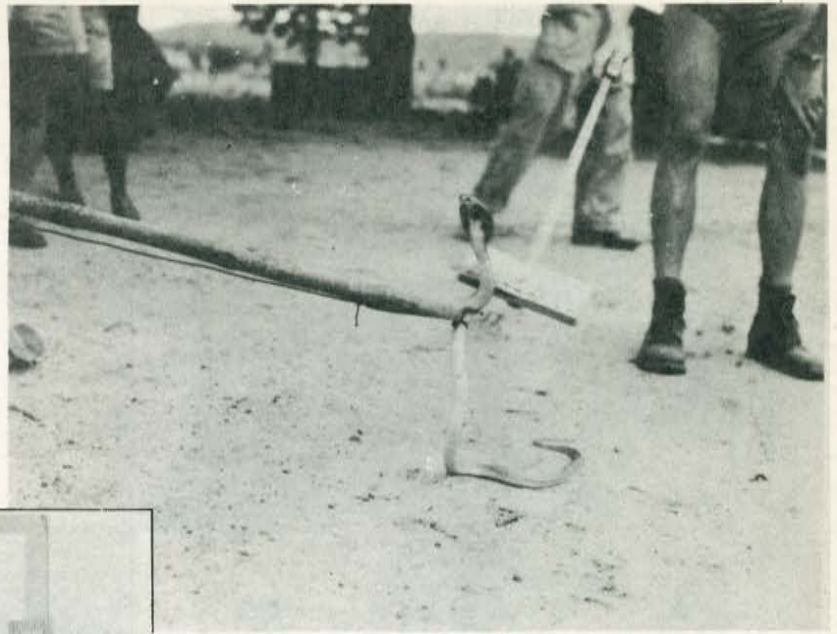
"How to win friends"

Shy lil' lass



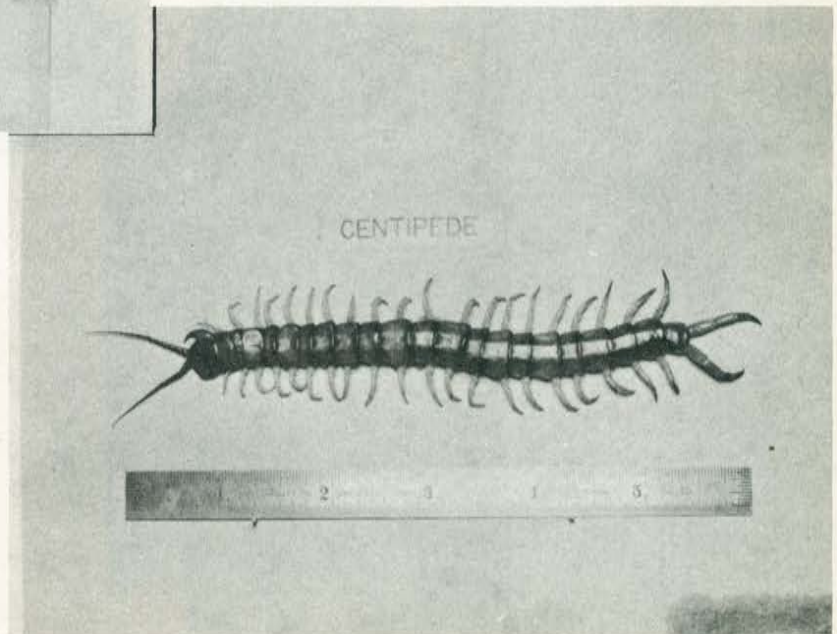
"Charlie Atlas? Who's he?"

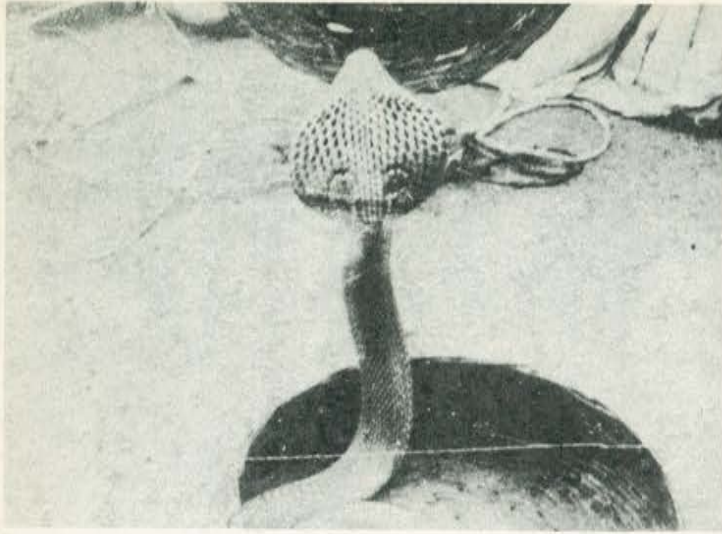
Various and Sundry . . .



Snakes and insects . . .

Shared our Bashas at Charra





Indian Cobra

Snake and Charmer



Turkey Buzzards

CHARR-acter Studies

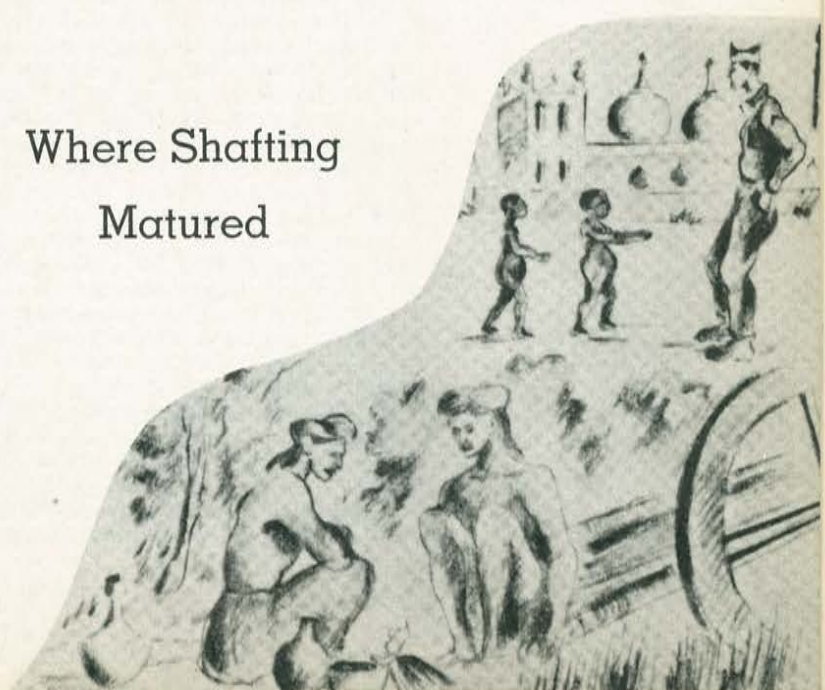




Down
In

DUDKHUNDI

Where Shafting
Matured



Dudkhundi

Dudkhundi, the second and last permanent base of the 444th in India, is a pleasant memory, especially when compared to that of Charra. Dudkhundi was an air base long before it became the home of the 444th. The British built it and leased it to the Americans lock, stock, and "Basha." To the 87th Service Group and to thousands of anonymous Indians goes the credit for making a B-29 base of the materials at hand. The two together managed this before the arrival of the advanced echelon and the combat crews that followed. These latter gave deserved thanks for efforts made, built a bar, and called Dudkhundi "home."

Many have moved that the section of this book dealing with Charra be deleted on the grounds that beyond the descriptive, "Re-e-ally rough," Charra is just too horrible to talk about. Amen. Dudkhundi, on the other hand, lives pleasantly in retrospect so that even now when a former denizen hears the crunching of a termite he goes back in nostalgic memory to the shores of "Kaboon Lagoon," the local bathing puddle—just four grazing cows, a group of playing children, and a broken down ox cart from the town of Dudkhundi.

The town itself, remained "Off Limits To All Troops" by the Americans, did not amount to much. The inhabitants were Hindu, untouchables, proud in their caste. The caste system is exclusive of India and works like this: Each higher caste makes life unbearable for the caste beneath it. The progression ends with each individual of the lowest caste, the Untouchables, making life unbearable for himself. The important thing is to be unhappy. Toward this end members of the 444th were willing contributors.

The fact of little to do became evident soon after initiation to Dudkhundi, so many Group members in lassitude would lie beneath their mosquito nets listening to the everlasting "Crunch, Crunch" of Dudkhundi's aborigines, the termites. These were restful periods and one had little to do but dream. Then, from nearby would come the patter of bare feet on the cement floor. "Ahh, the bearer." Eyes would thin to scheming slits. "The bearer. I'll wait. He's bound to make a wrong move. He always does. I'll watch. Easy now, don't let him guess. Ha, just as I thought. He looked at me." "SPYING, HUH! WHY YOU #&\$()&#()?S'! CAUGHT YOU, DIDN'T I! WHY AREN'T YOU DOING MY LAUNDRY OR SHINING MY SHOES OR SWEEPING THE FLOOR OR FILLING THE WATER BUCKET OR MAKING MY BED OR AIRING MY FLYING CLOTHES OR PICKING UP PAPERS AROUND THE AREA? GET TO WORK! MOVE! GET! JAO! AND IF I CATCH YOU SPYING ON ME AGAIN I'LL BREAK YOUR NECK! UNDERSTAND?" Bearers were always good for a little diversion.

Most Indians did not like the Americans especially after the Americans got wise to their continual plea of, "No Momma, no Poppa, no per diem, baksheesh, Sahib." On the other hand there are those who will think of the Americans from time to time with favor. There are the fortunate who either stole or were given a pair of GI shoes. As each elder in generations to come passes on his families pair of shoes he will affectionately tell the story of the time the Americans occupied Dudkhundi. The robber bands who pilfered our guns and ammunition will always be grateful to the "Sobs" who furnished them a means of livelihood beyond their wildest dreams. Ali, who lives alone in the mountains of Assam, is thankful for the salvaged bomb bay tank in which he makes his home. The chief of an Indian village in Bengal is thankful for the Rupees he got from the Americans who accidentally destroyed half his tribe. He hopes the "Iron Bird" will come again. The people most happy to have known the Americans, though, are the owners of Carews Distilleries. "Carews Booze for Combat Crews" was their slogan. One cannot imagine how many pairs of Indian feet were employed, beyond normal, crushing grapes for consumption by the 444th. The most conservative, the bi-weekly inebriates, alone must have doubled Carews output. Fortunately for

Carews these were a minority, the mild gastric disturbances. The acute indigestions made Carews Distilleries a national institution.

A favorite pastime of most of the indolent during a hot afternoon was to sit on the "Basha" veranda, sip a cool beer, and watch the lizards. If one had no ice he could sip a warm beer and watch the lizards. Without either, one could sit and watch the lizards. The laxness was not entire, however, for this was a time for strenuous mental activity along one of two lines. One, wishing for a beer; two, devising new ways to defeat the censor.

The Censor was a curse because readers at home wanted avidly to know exactly where "Somewhere in India" was. Had they but known "Somewhere" was "Nowhere" spelled "Dudkhundi" all would have been well but that fact was secret to all at home except the friends and families of returnees and Time magazine. Here was a challenge. "How to tell people at home, Dudkhundi. Think of the sensation that would cause at the next Church social." And so it went until each man devised an absolutely fool proof and unbreakable code to convey his message. Many of these absolutely fool proof and unbreakable codes can be examined at the Office of the FBI in Washington; classification secret and with the author's right index finger attached as a file marker—or so we were given to believe.

Both in and away from Dudkhundi, India afforded many pleasures. There were softball rivalries, drinking, flying, drinking, trips to Calcutta, drinking and trips to Karaya Road. Planes went occasionally to many of the famous cities of India. Perhaps one month a plane might be going to Delhi and the next to Bombay or Agra. Always the cross country ships carried a full loading list so that most of the Group members got at least a glance, now and then, of fabulous India outside of the base itself. If one could not get a plane ride to distant cities the other bases of the XX Bomber Command were near enough to be reached by truck. One could visit occasionally with friends of former, stateside days.

The pleasures at home consisted, for the most part, of thrice weekly movies and sparse but pleasurable parties at the Group and Service clubs which entailed eating free, fresh barbecued beef, drinking free gin, and exchanging Rupees over the crap table. This latter sport was exceptionally popular because even should one lose he could always console himself with the thought that, "After all, it's not as if Rupees were really money."

To understand Dudkhundi is to realize that the period spent by the Group in India was a revelation in time. Everyone was vitally concerned with time—not the time of day but the day itself—all the days as they slowly crawled by. Everyone tried to ignore the "watched pot" of time slowly passing but each day was so definite and considered a step in the direction of home that few could actually, by any pretense, ignore its passage. Days were long and started typically with a slow early awakening to the already bright warm morning. There always seemed to be a few moments than for quiet observation of surroundings from the partial concealment of the ever present mosquito net. It seems that all India moves on a well organized twenty-four hour working day. I know that in the scan of our surroundings, regardless of the hour, I would always see a number of the natives seemingly already awake for hours doing the usual menial tasks that were their lot. Perhaps the party this morning would be a group of the women stolidly filling their baskets with the sparse fruit of a nearby tree, oblivious now in the early hour, to the few white men stirring about. Barefooted, dirty, breasts exposed, they ignore even one another as they quietly pick the fallen fruit from the ground never from the tree—and by the time the majority of the camp is awake they are gone. Another morning one might see a group of native sweepers, ignored any other time, but noticed this morning from the simple fact that they are the only humans in view. These men are busy,

from the neck up at least, with the hubba hubba of Hindustani. Physically this group is scrawny, underfed, and, of course, dirty. Their work consists of waving a crude broom, which they make themselves, back and forth over a designated area for a given period of time in a gesture which looks for all the world like sweeping—an Indian version, of course, but sweeping none the less.

Always, in the distance can be heard the squeak of dry wood against dry wood heralding the fact that a caravan of oxcarts is passing through the camp going or coming from the market. The team of man, bull, and cart is an interesting one. The cow in India may be sacred, but the bull, wretched creature, is used as a beast of burden until he is too old to walk, at which time he may be eaten. The age then is ten years or over. The pitched battle between man and bull has been going on for centuries. One can see, watching an ox team under the guidance of a capable driver, that man through the countless generations has attained a measure of success. In fairness, when one sees an ox cart standing askew at the side of some road with a broken wheel or tongue, and the driver shouting oaths at his bull scampering madly across the prairie, he must admit that through the generations the bull also has met with a measure of success. One can dwell just so long dreamily abed of a morning though. So after washing and dressing, in once of native Indian custom, most everyone would head for the mess hall for at least an orange and a cup of coffee.

Breakfast at Dudkhundi consisted usually of powdered eggs, bacon, coffee, and a fresh and a dried fruit. Once in a while, it's true, the cook would round up fresh eggs. An advance notice of these days always brought the entire group to breakfast. With breakfast over thoughts turned to less pleasant things like ground school or working on an airplane. Either subject is better forgotten so let us jump quickly into the afternoon.

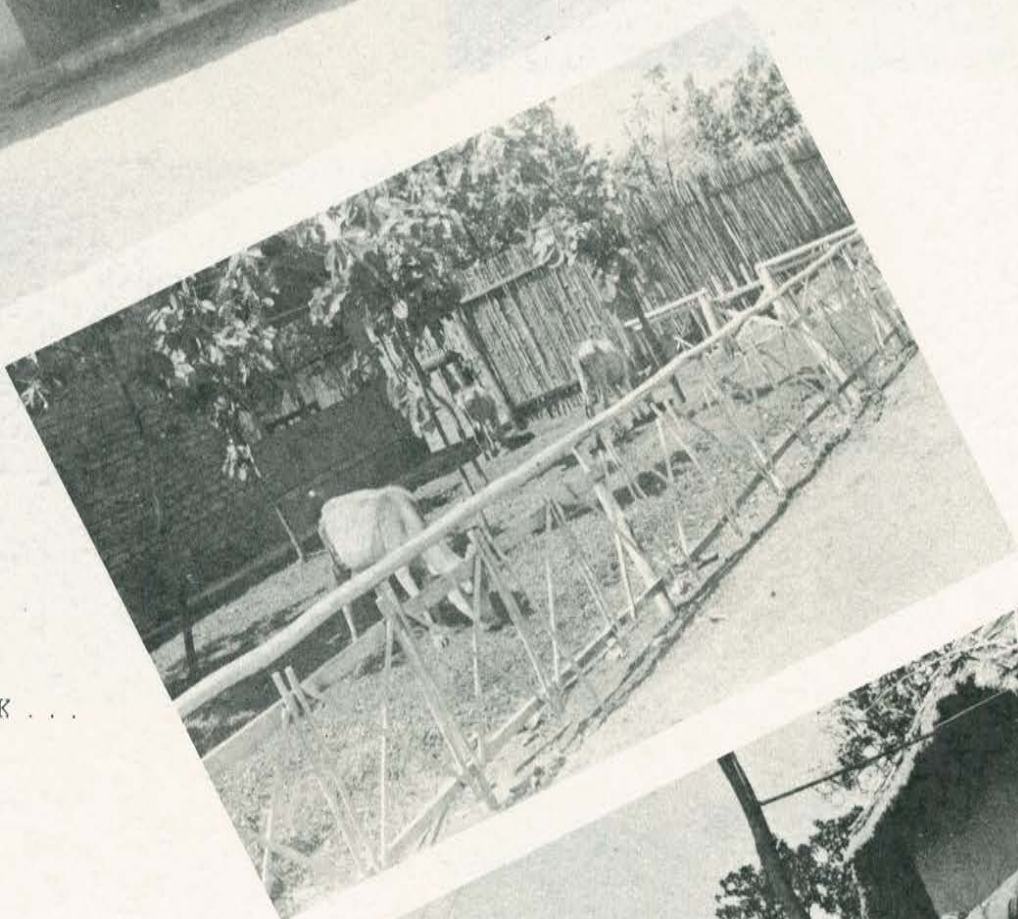
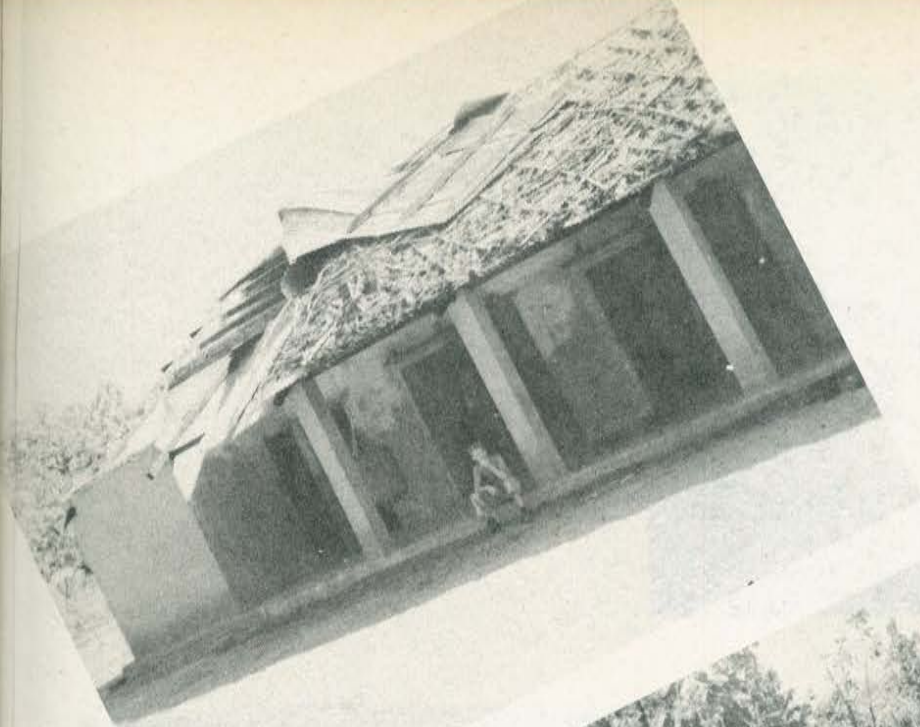
Afternoons were the time for blood rivalries on the soft ball field or the volleyball court. These games always seemed to take place the very hottest part of the very hot days. Anyway, it gave both participants and hecklers the chance to work up a good sweat which made the ceremony of the before dinner shower and shave even more enjoyable.

Dinner was the meal at which cooks, bearers, and personnel alike put their best foot forward. The reason, undoubtedly, that the squadrons made a ceremony so conscientiously of this meal is that they had so little else to be ceremonious about. A shower, shave, and clean, if not fresh, uniform were mandatory. Most succumbed to a pleasurable two or three drinks before sitting down to what then looked like a good meal anyway.

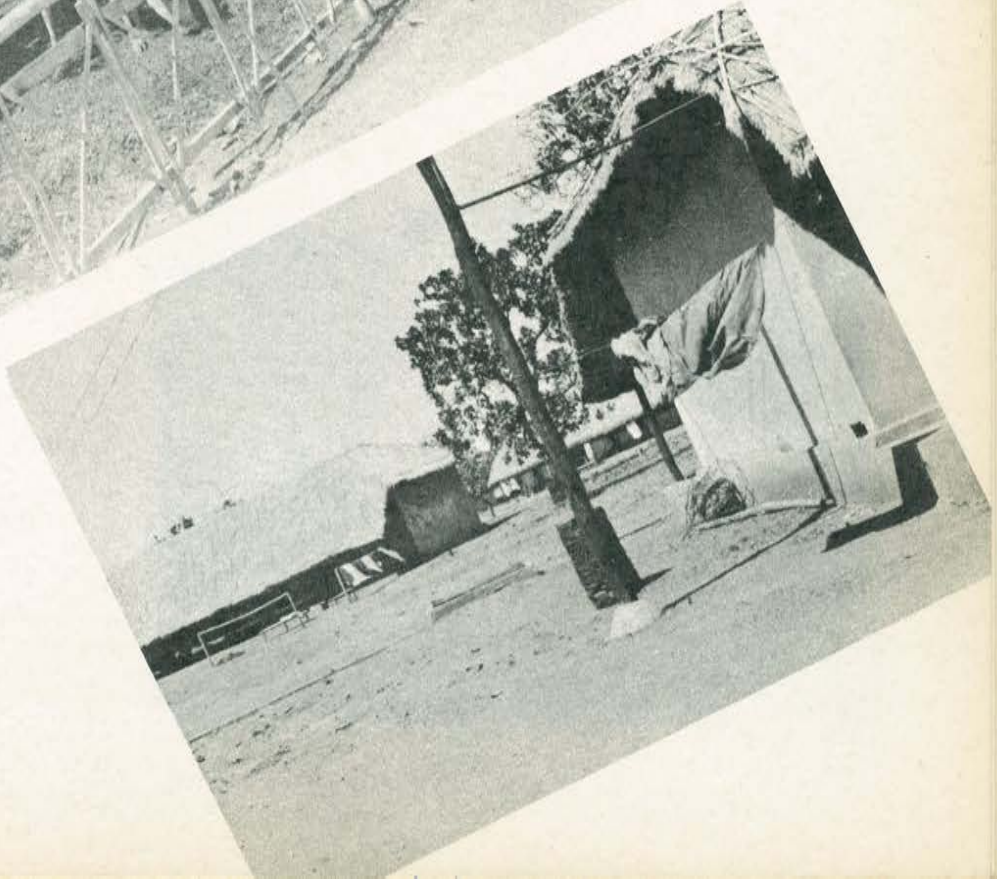
After eating, if one hurried, he could play a rubber or two of bridge or consume a few more drinks before the leisurely walk to the movies at the Group Club or open air theater. Something should be said of these movies. They were always old, in poor focus, and the sound was bad. They were always enjoyed; if not by the Group personnel, then by the Indians staring fixedly at the screen. They understood not a word or a who were always crowded around the fringes of the audience gesture but they enjoyed the movies none the less and they always came back for more. The movie over, not much remained of the day but some conversation or a card game with friends. "Lights Out" was usually early, and after one carefully tucked his mosquito net beneath the mattress, he could mentally chalk off another day to his indefinite stay in Dudkhundi.

The time to leave Dudkhundi came one day. We left bound for another "Somewhere." This time in the Marianas. We left with a bag full of memories. Some good. Some bad. We left with a furtive doubt that we would ever again, as a Group, enjoy the comradeship, the friendly rivalries, the proficiency, or the Esprit de Corps so firmly founded at Dudkhundi.

LOCK . . .



STOCK . . .

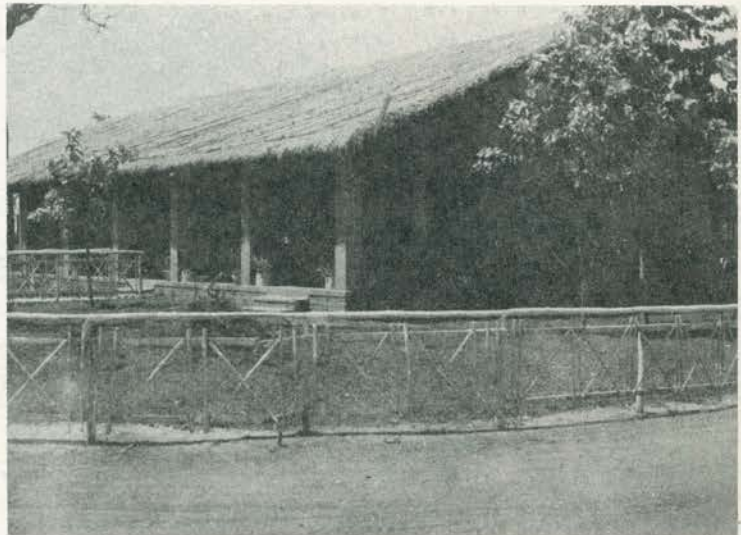


AND BASHA



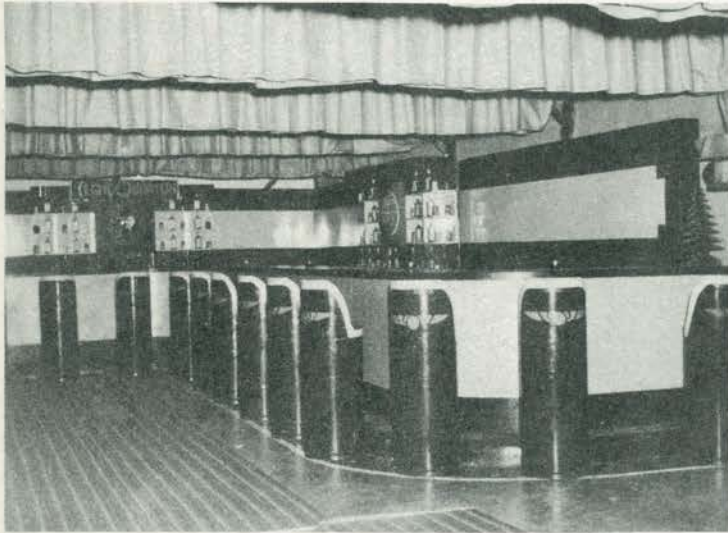
Early Morning "Buzz Job"
S.O.P.

The Harvey House



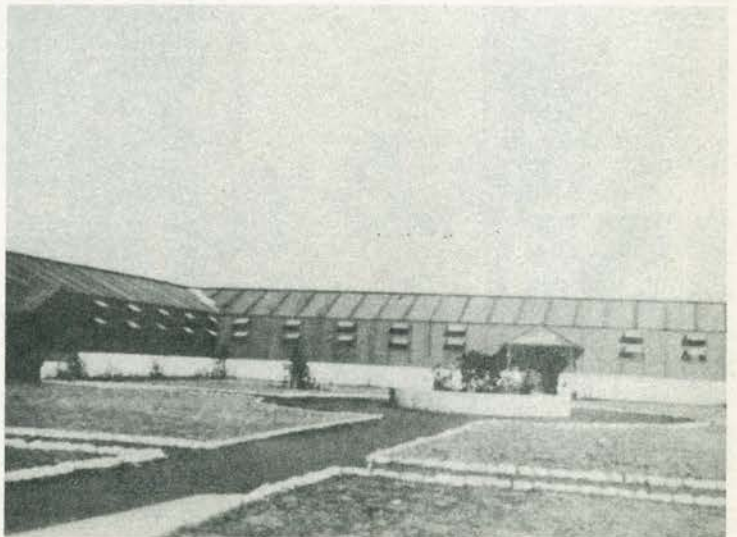
Some other shack

Gears at Ball Game



"Built a Bar and called it home"

Red Cross Club





"Drunk last night . . .

Drunk the night before . . .



Gonna get drunk tonight!"

"CASTE SYSTEM"

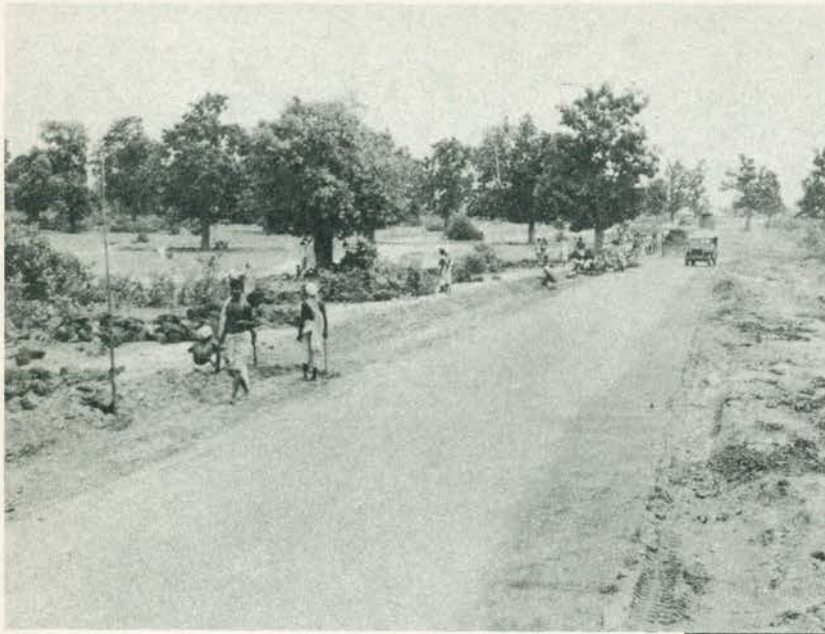
Left to right:
Puller
Puller's Helper
Puller's Helper's Puller
Pusher
Pusher's Helper
Pusher's Helper's Pusher
Pusher's Helper's Pusher's
Pusher coming up



Clean up Squad

BEARER!!!

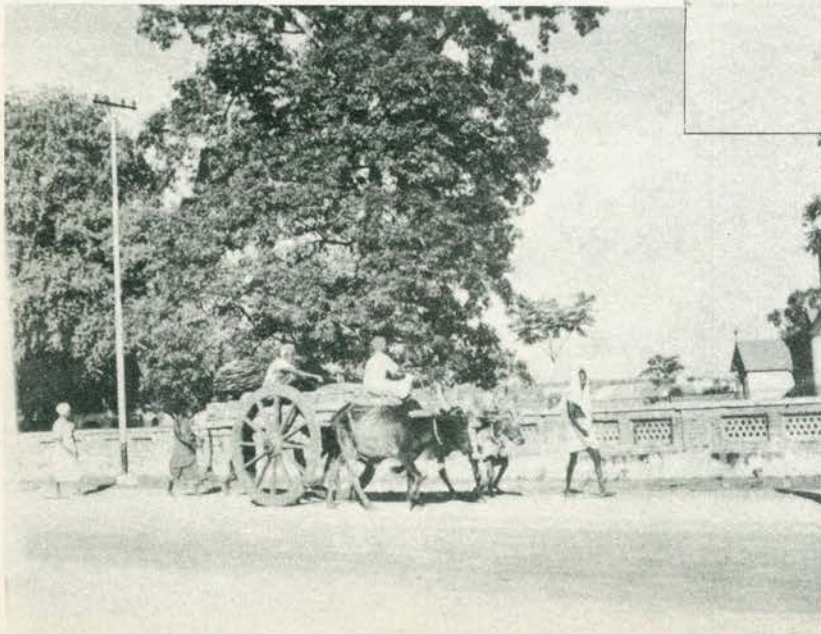




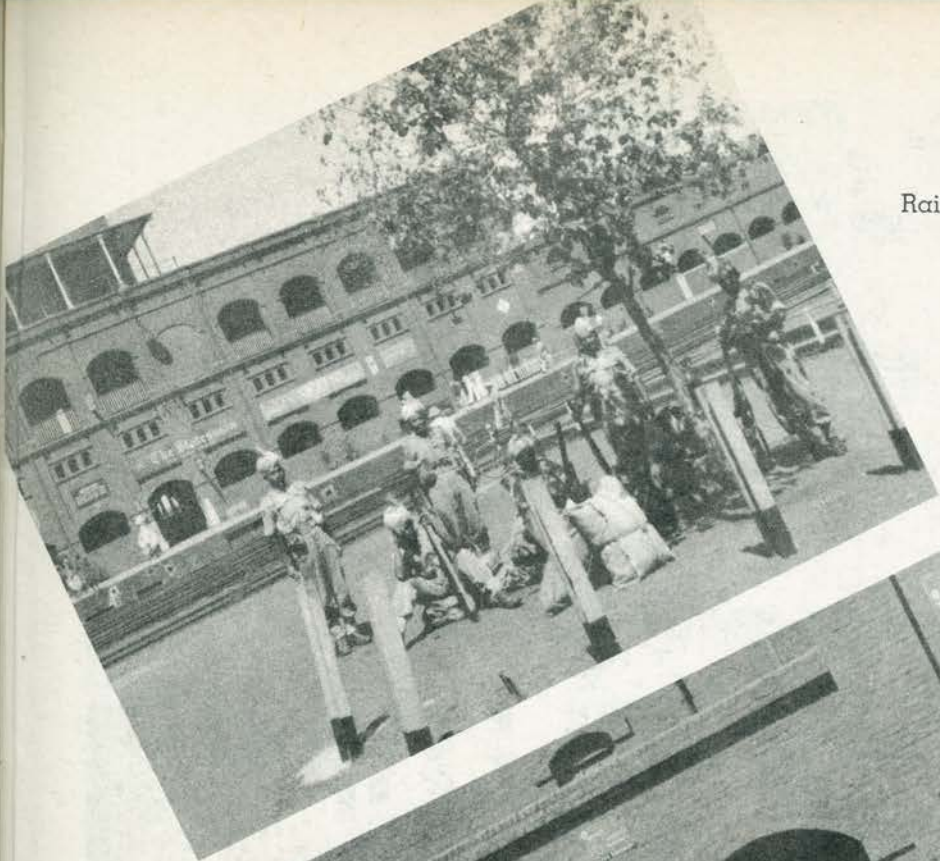
Road Repair Gang (110)



Road to Kharagpur



Outskirts of Calcutta



Railroad Station



At Kharagpur



"Ladies First"

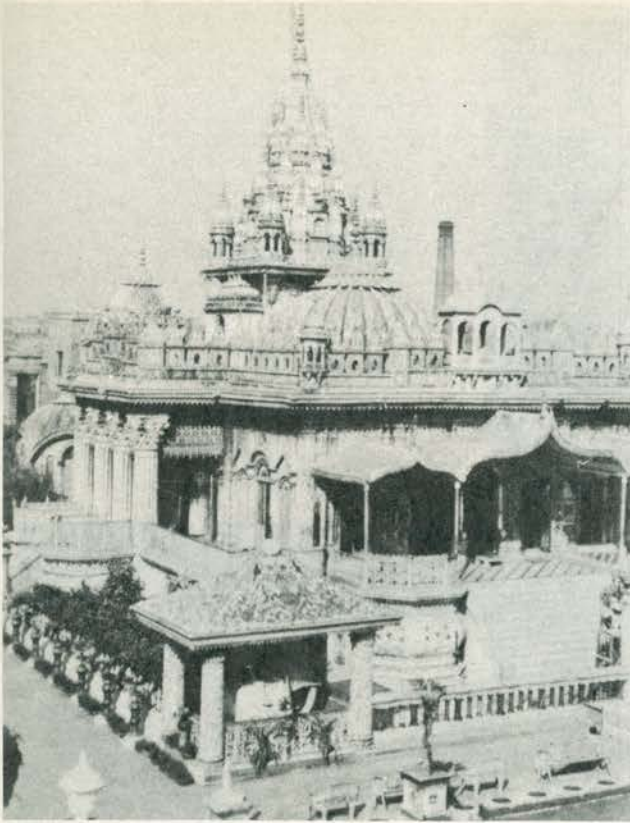


Calcutta !!

We thought so too, lady



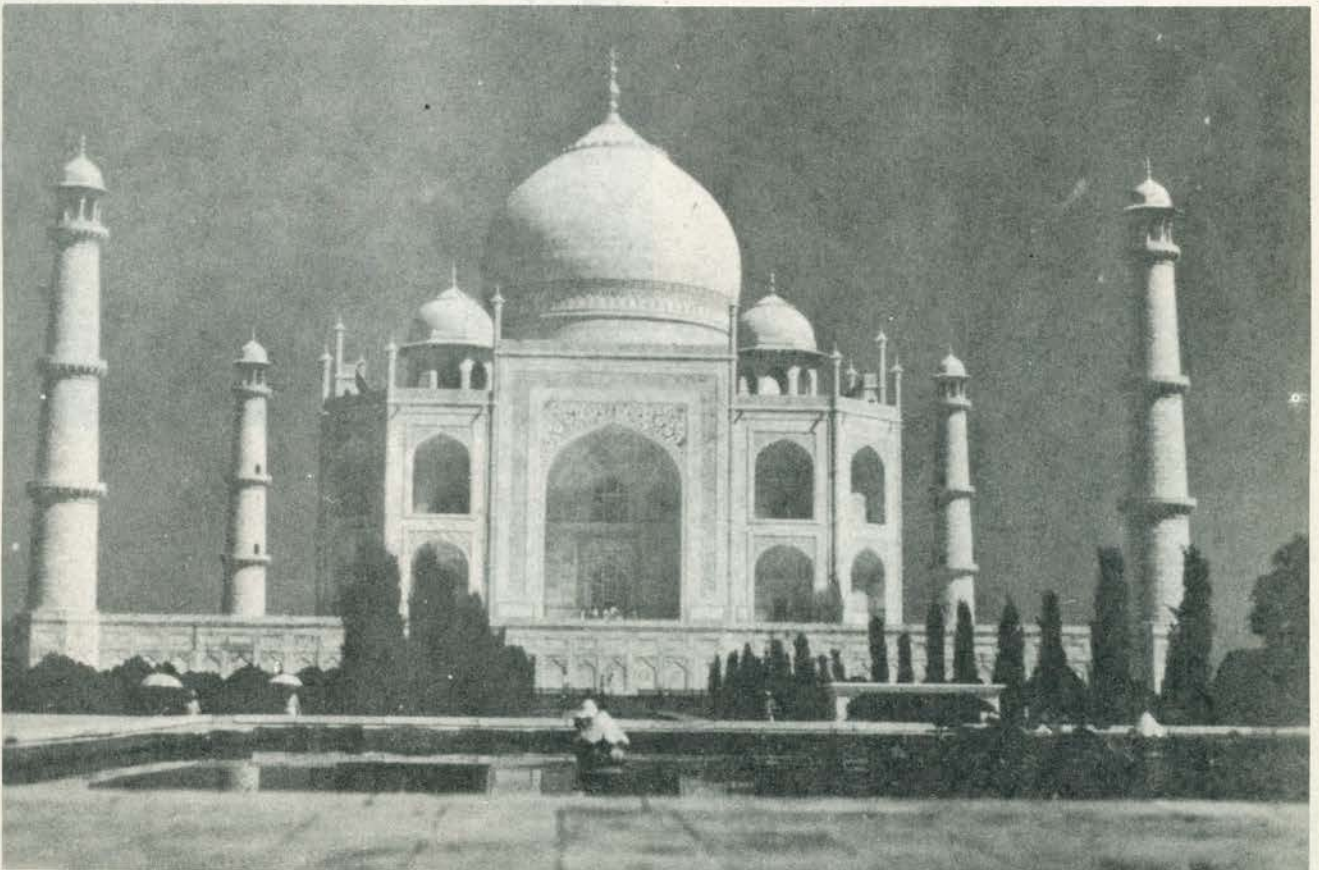
You too ??



Jain Temple



Governor's Mansion



Taj Mahal



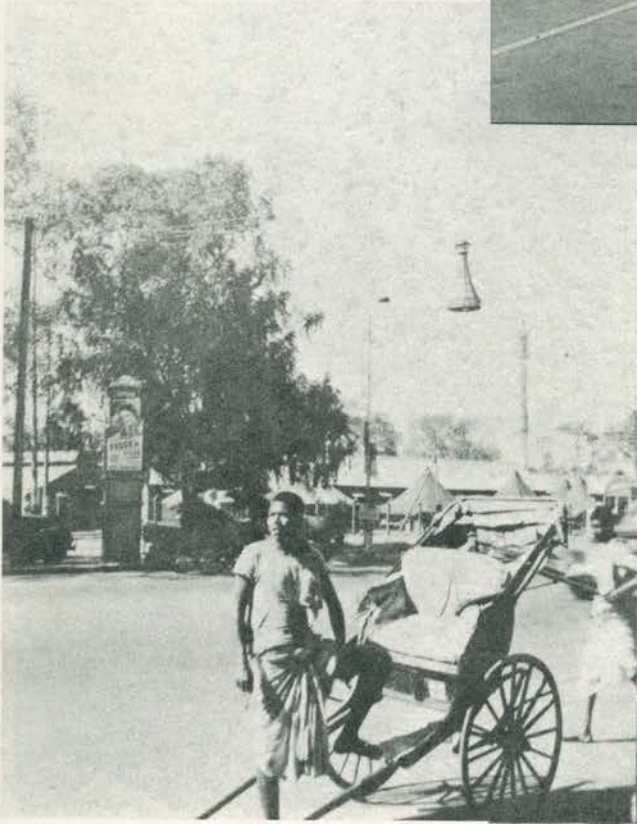
Kaboon Lagoon

Bleaching the "Tattle Tale Gray



Shooting at the moon

Howrah Station



Rickshaw Walla

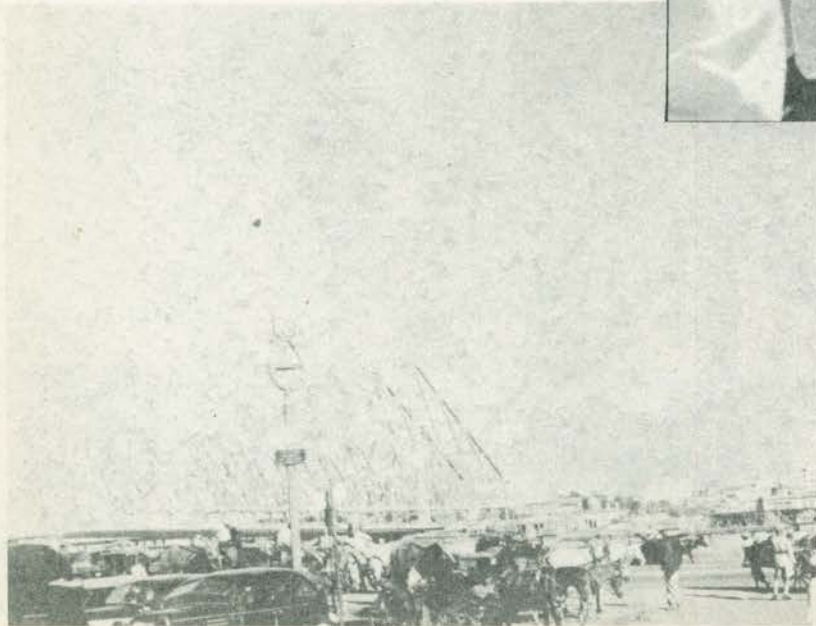


Crowbait, Ltd.



Chowringhee Intersection

At the Tolleygunge Race Track



Howrah Bridge

"Oh that Jim Jam Jumpin,
Jumpin Jive!"



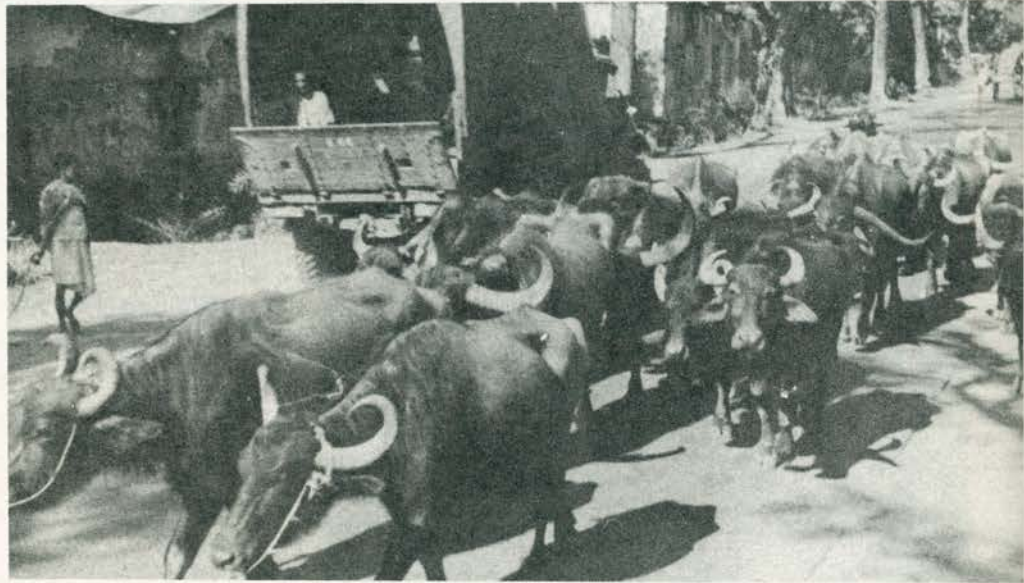
"Waiting For My Man To
Come Home"

"Shave and a Haircut
Eight Annas"





Calcutta street scene



Git along old Dogie



The town pump

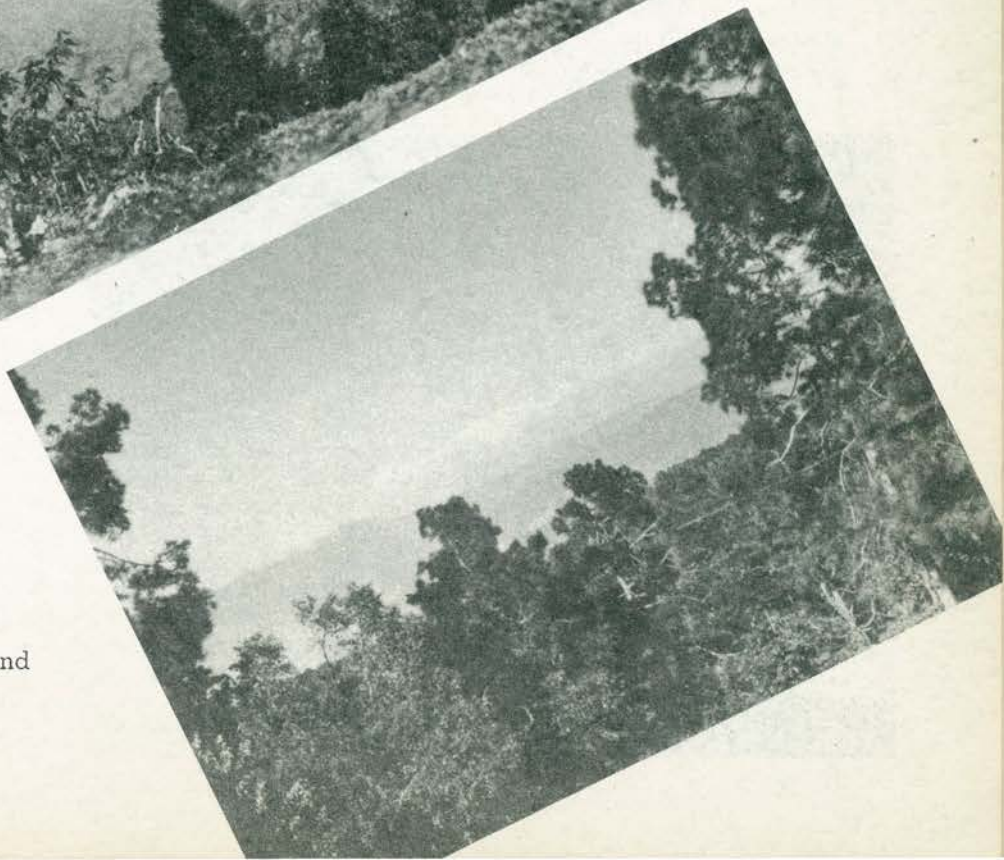
Views from Darjeeling Rest Camp

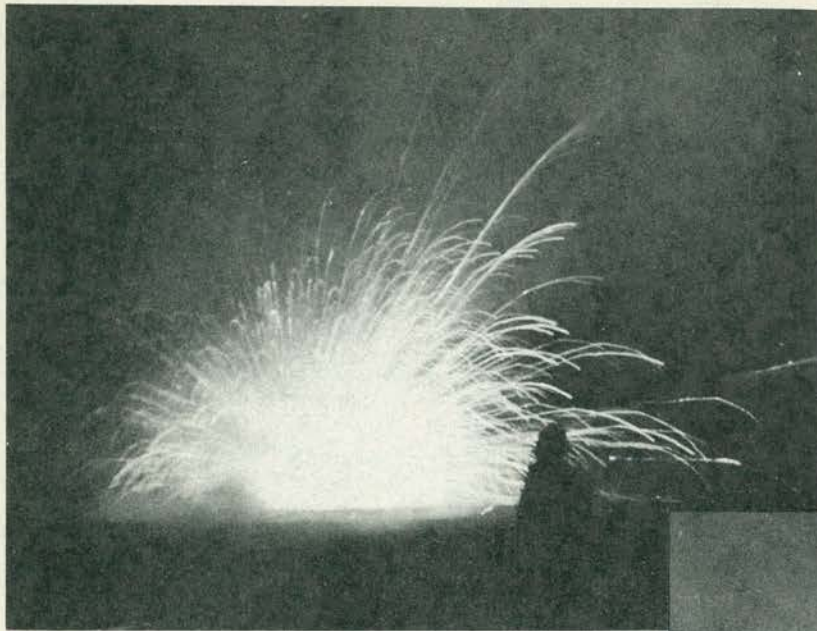


Mt. Everest—Highest

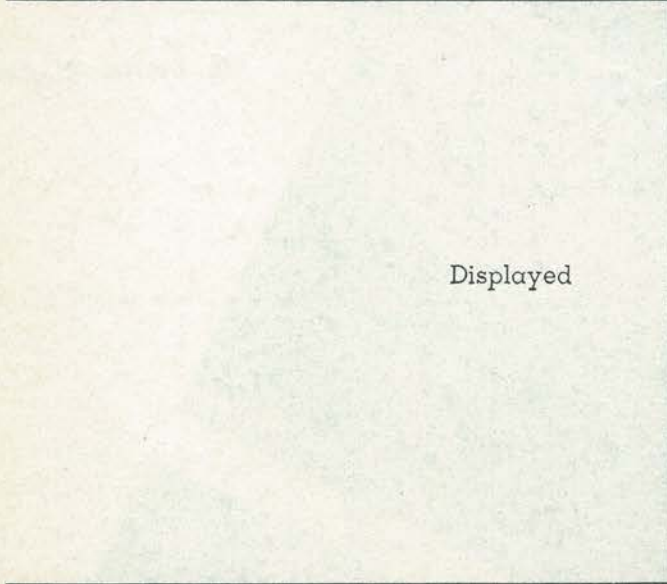


Mt. Kuenchenjungα—Second

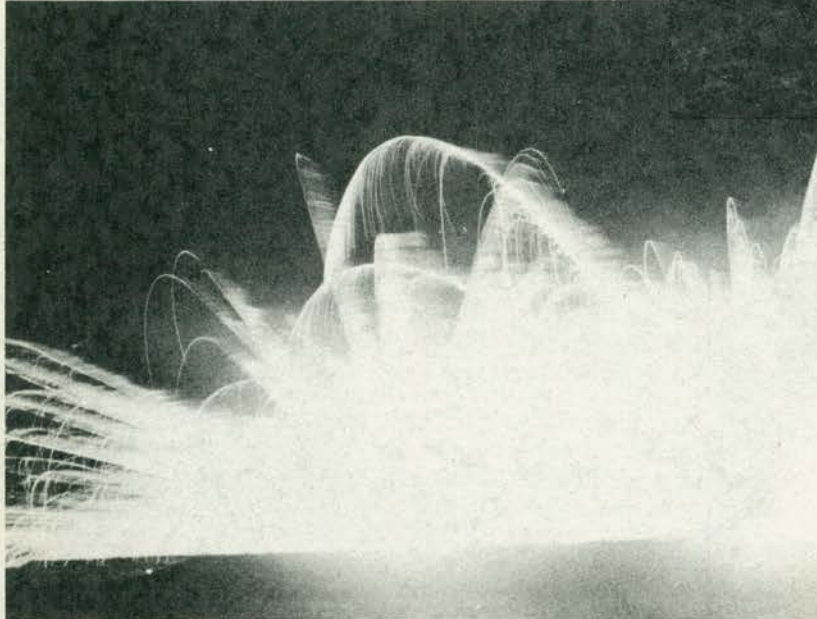
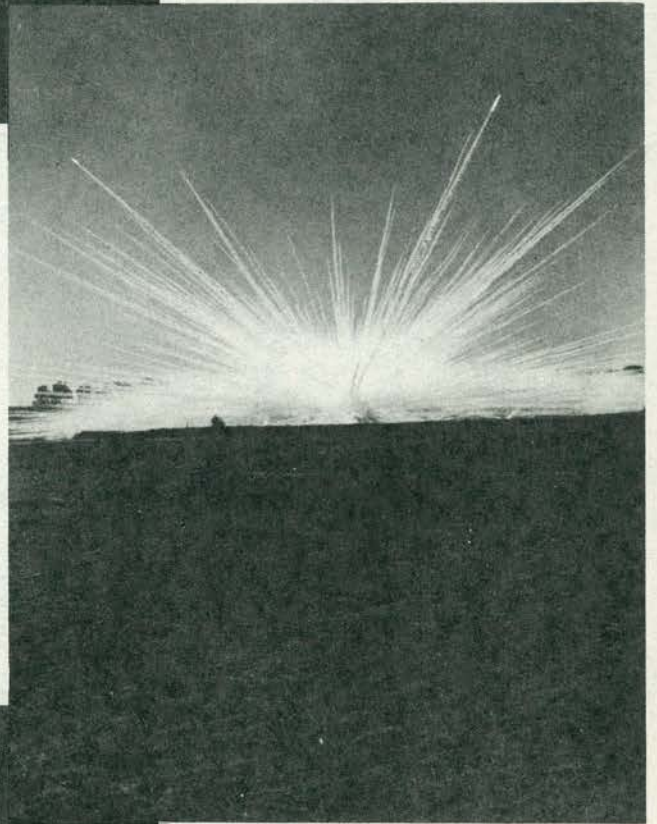




Incendiaries



Displayed



At Dudkhundi!

China

Generalissimo Chiang Kai Chek, in accordance with agreements made at the Big Four meetings, directed that four airfields, capable of handling the new Giant of the Air, the B-29, be built. Some hundred and fifty thousand-odd coolies were conscripted and put to work near the town of Kwangan in the Chentu area. In the short space of about four months an airfield was completed.

This base was an engineering miracle in consideration of the construction factors—the primitive tools employed, the hand-broken and hand-set rocks, the ten-ton roller drawn and pushed by hundreds of ragged Chinese, and the endless tasks of watering, hole filling and tamping. This accomplishment left us with a great respect for the humble Chinese coolie.

Work on the airfield was still in progress when the first ships, piloted by Major "Chuck" Hansen and Captain D. P. Wood, flew over the "hump" and landed at the new base. The majority of the coolies had never seen an airplane and a Jeep had to be dispatched to chase the coolies from the runway when the first planes landed. After a hundred or so aircraft had landed at the base, they finally realized that the big birds' right-of-way wasn't to be disputed without harmful physical consequences to the individual. Some still persisted in exposing themselves to the on-rushing giant, in the belief that their close proximity to the viciously spinning props would remove their evil dragons—with the result that both coolies and dragons were unavoidably removed.

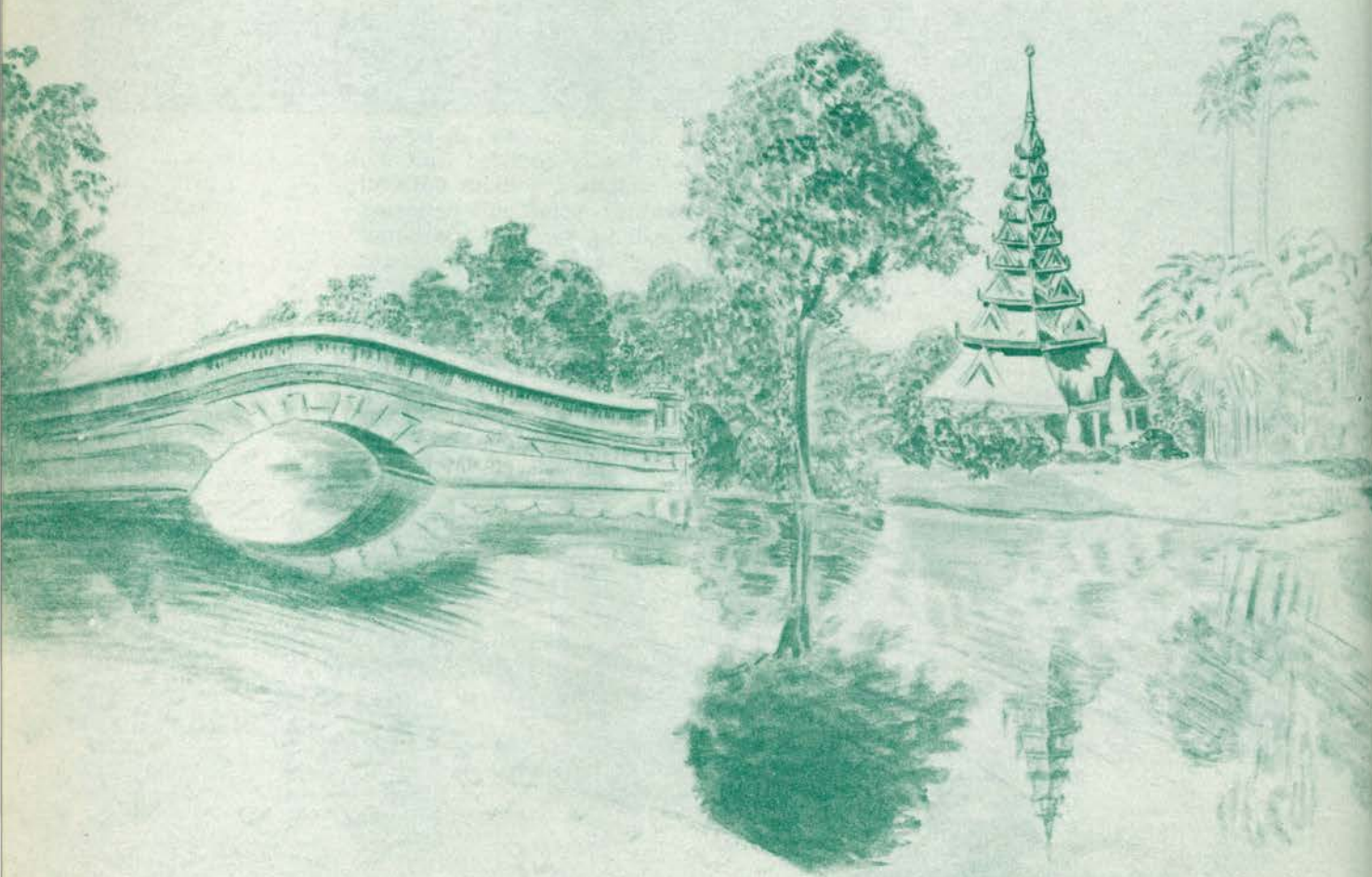
Sites were selected and tents were put up to house the men of the advance echelons, and preparations were made to accommodate the coming of the combat crews. Huge gasoline tanks had been installed, and fuel and bombs began arriving from the India bases. One coolie, puzzled as to what was being delivered in the drums by the ATC airplanes, lit a match over the opening to better view its contents. His name has not been disclosed nor have his fingerprints been found.

The winters in the Chengu Valley were severely cold and very damp. Open tents were the only sleeping quarters available, and a long, unheated, thatched hut served as a mess hall. Coal stoves provided scant comfort in these flimsy structures. Inevitably, several tents were burned to the ground by over-enthusiastic coal stokers. Our Air Corps-issued Arctic sleeping bags furnished perfect sleeping comfort, and the crews spent all their idle hours in them.

Will any of us ever forget the unwelcome sound of the shrill, harsh whistle used to awaken the combat crews for a mission—the extreme reluctance with which we abandoned the solid comfort of our sleeping "sacks"—the sick feeling experienced in the pit of the stomach on viewing the mission weather, heavy overcast clouds and scud wreathing the tent tops, and drizzling rain—the "eggus" and coffee served by the ever-smiling, hustling Chinese boys in the cold, drafty mess hall. This was the prelude to a China-based combat mission.

The monetary system was not to be dealt with lightly. The rate of exchange when the Americans first arrived in the area was approximately one hundred and seventy-five Chinese dollars for one American dollar. The rate of exchange before the 444th left China was six hundred and fifty to one and in some places nine hundred to one. The children didn't play with toys; they were given paper money and told to be satisfied to have anything at all to play with.

This was China.



Shower and washroom at Hostel #2



Coolies pulling small roller

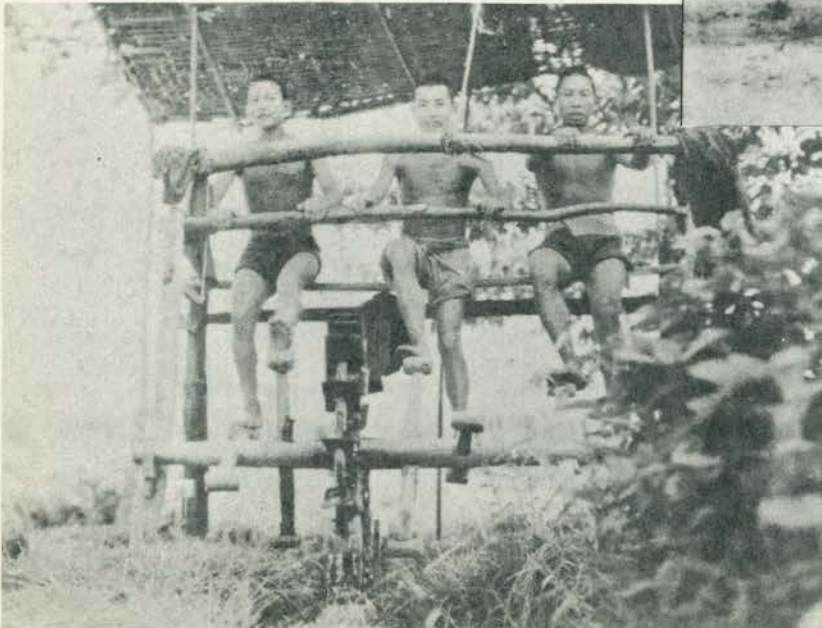
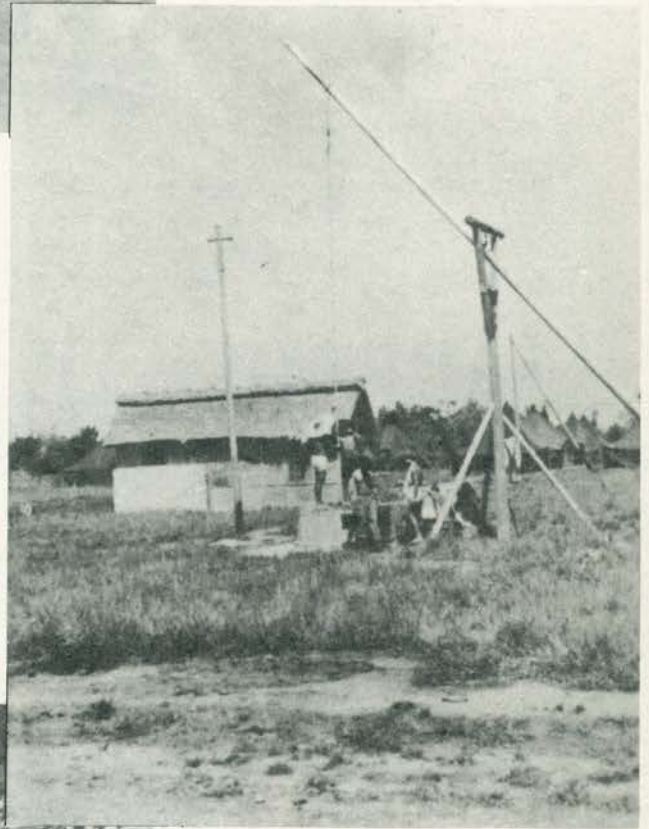
Roadside market near Hostel #2





Chinese Guard and Sentry House

The well at A-3, Hostel #2



Coolies operating irrigation
water wheel

Restaurant in Kwanghan



A Silversmith and Apprentice

Modern Carpenter Shop





Chinese Beggar



Brothers of the House of Fu Manchu



Barefoot Boy with Cheek



"Ding Haow"

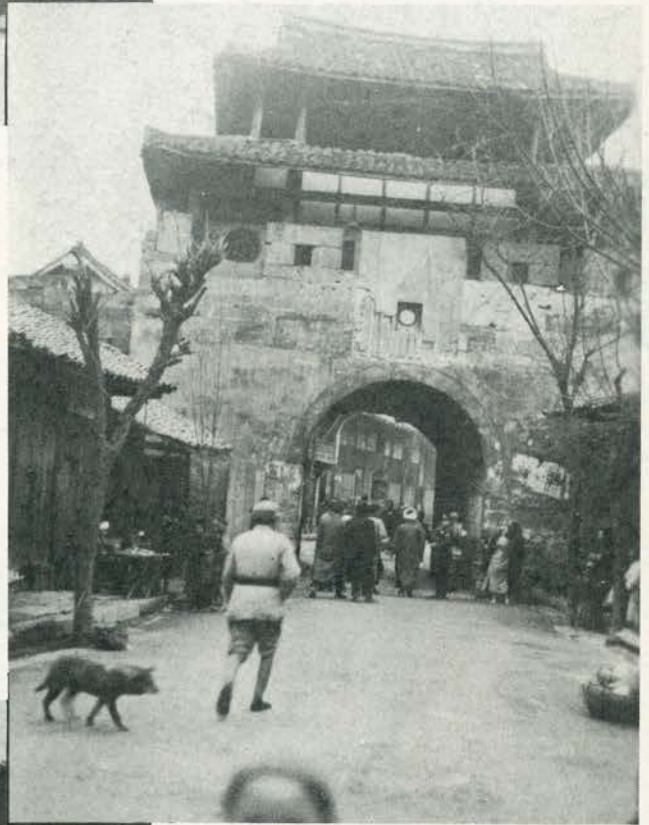


Pepsodent contains Irium



"Chow"

A Gate to the City of Kwanghan



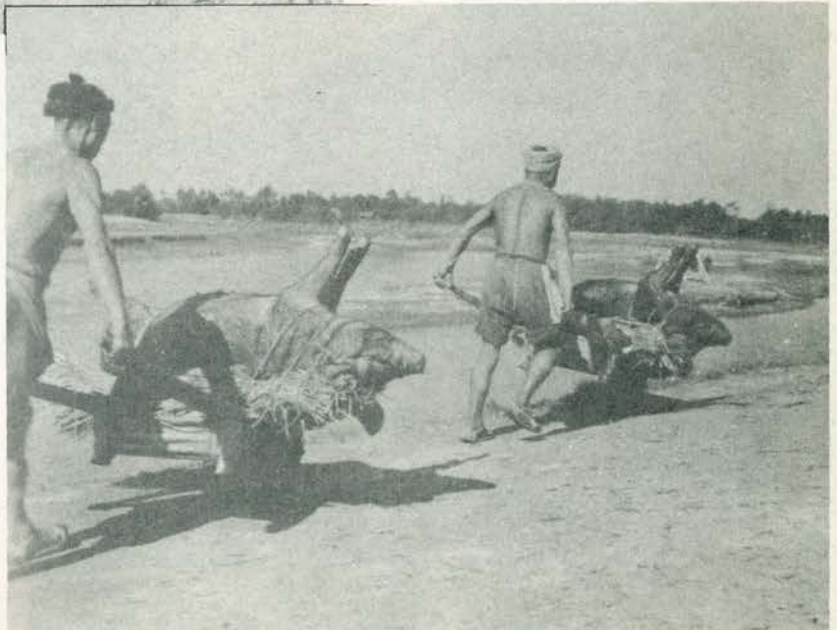
Kwanghan street scene

Roving Merchant with store
on his back



Moving family and belongings
to Kwangan, PCS

Squeaking and squealing
to market





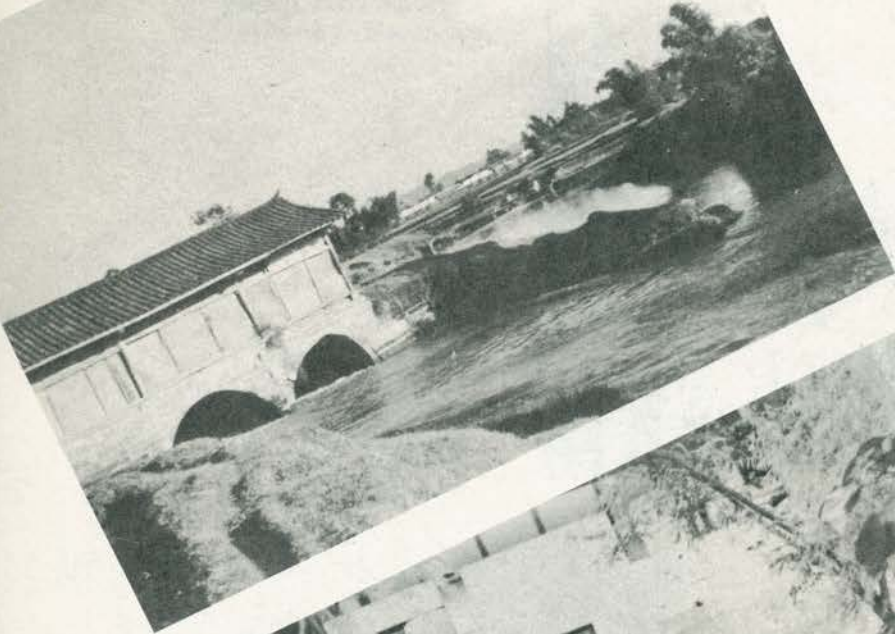
Junks on river

Fire alarm and lookout



Street scene

Grinding Mill near A-3



Street scene



Kwanghan Cemetery





Homeward Bound

One of her many children

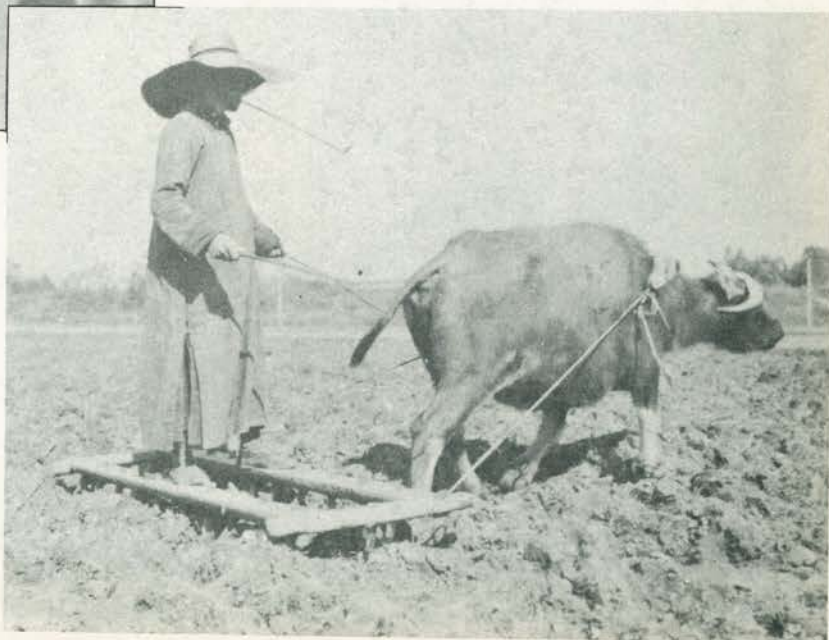


The Chinese Dionnes

Wealthy Merchant



Field worker



Harrowing, ain't it?

A Translation of the letter from
American Friends from the students
of Tsingchung Middle School attached
to the 33rd Army Group.

Dear American Friends:

You have come from the other side
of the Pacific Ocean to help us to
fight against Japan. We are ever
so thankful to you.

This morning, when we heard
the sound of your plane and en-
gines, we at once had in mind that
you were going to bomb Japan. We
were so happy that we could no
longer shut our eyes for sleep. To-
night we were glad to have met
you in a village (Chang-po about thirty
miles north of Tsing-tsin Ho-nan).
We saw your smiling faces and at
all times tried even though you
had travelled a long journey. We
were very much encouraged. Your
plane is out of order. We would
like to give you our heartfelt sorrow
to make up such material loss.
We especially hope that our letter to
you will bring you some comfort.
Dear friends! The Japanese bandits
will surely be defeated and with the

These tokens of friendship
made walking out of China
easier

great help of our American friends
the victory will soon come. We
Chinese will change our luck. The
Japanese bandits will no longer treat
us as slaves. We Chinese people all
wish to make friends with the
American people forever and we
very much appreciate your
kind words and free life. We
admire the greatness of your
great and democratic statesman
President Roosevelt. May good
wishes and good health be yours
as well as your gentlemen.

Very faithfully yours

Students of Tsingchung
Middle School

In the night of Nov. 21, 1944

THE DELEGATION WITH 30 DELEGATES OF
ALL THE PEOPLE OF WANYUAN

Request the pleasure of

MR. KELHA
MR. FORDNEY
MR. FAIR
MR. RICALDO
MR. HANCOCK
MR. WARR
MR. JONES

Company at dinner on Monday evening

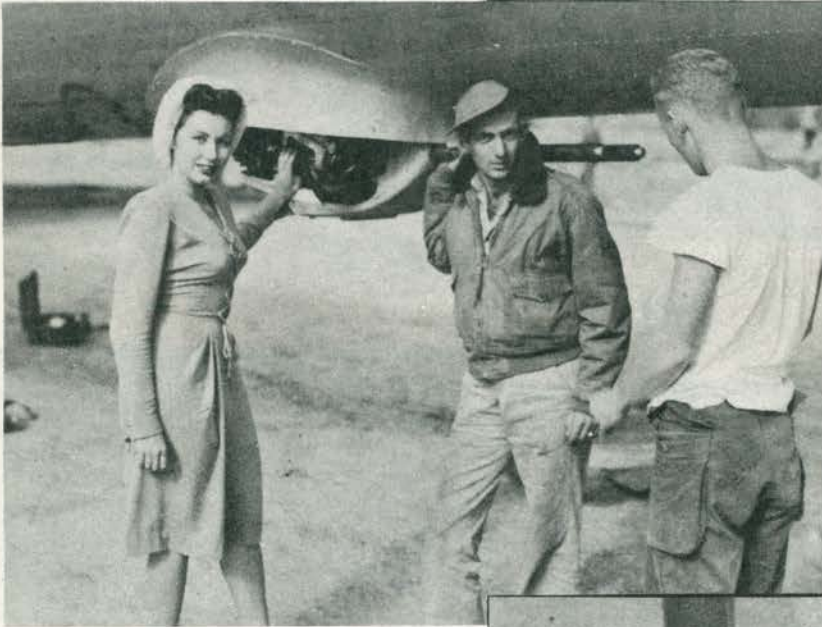
at 7 o'clock

13th November

The District Assembly
of Wanyuan

VISITORS AT A-3

Jinx Falkenburg



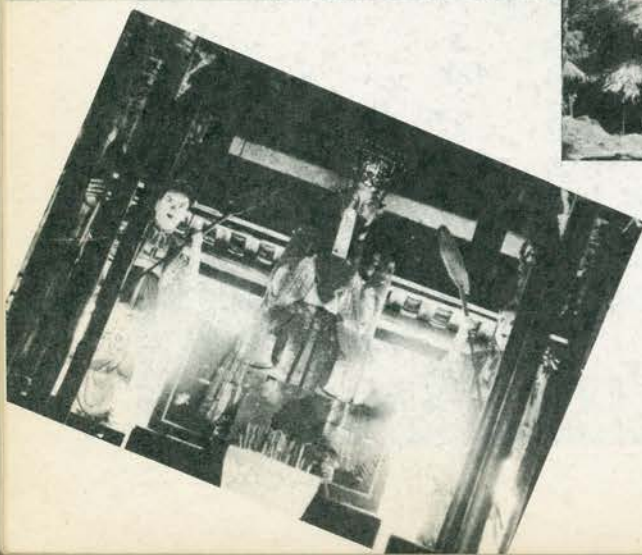
Betsy Eaton

Pat O'Brien



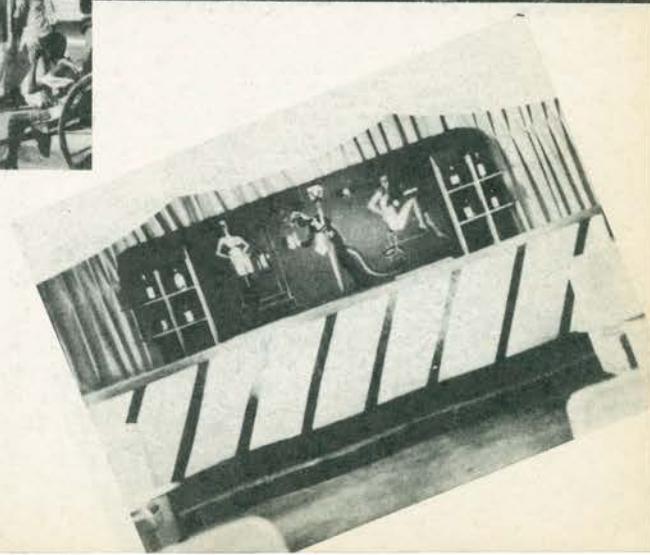


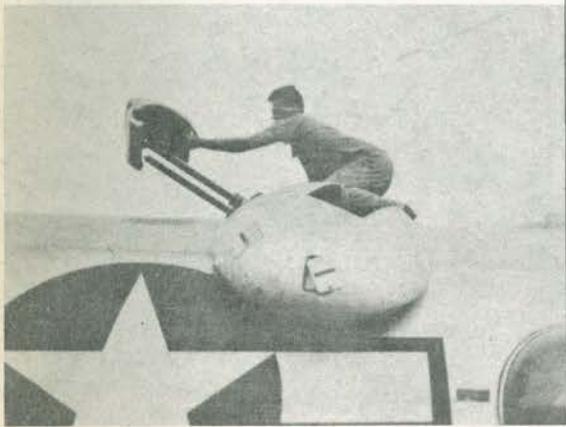
CBI



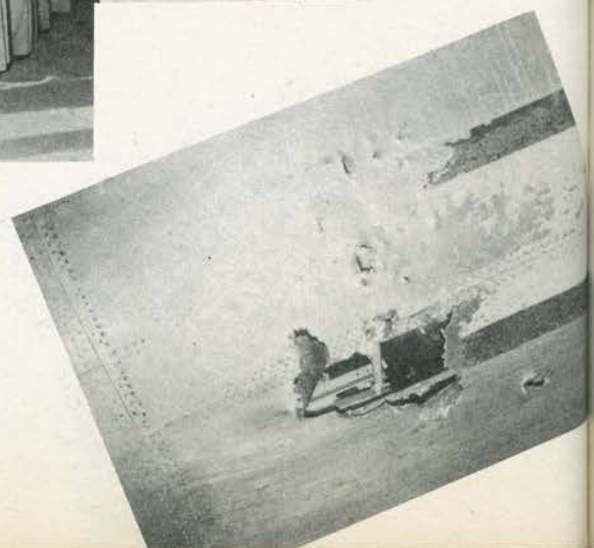
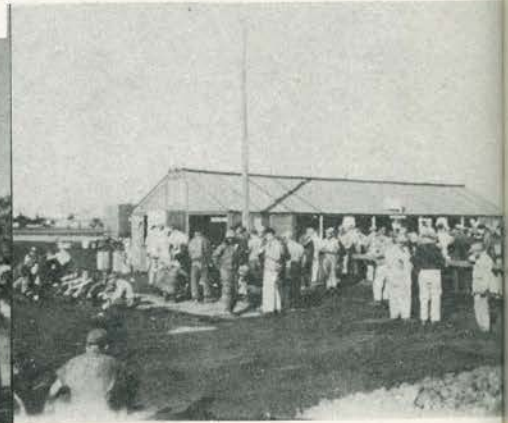


CBI





CBI



OPERATIONS CBI

The need for very long range bombers has been a controversial matter in the High Command ever since the fracas involving that grand old soldier, General Billy Mitchell. Military strategists will decide the timeliness of this weapons arrival but only those early men who readied this plane and flew it can fully know the harsh pains of its birth and dangerously rapid development. Like a proud parent they hide their pride because of the hopelessness of attempting to explain their sense of achievement to another.

Perhaps to those not air minded, matters of explosive decompression at altitude, of engine temperatures soaring above 300° C, of props that refused to "feather", of remote controlled turrets "cooking off" and spraying wildly, of multiplied stresses from unprecedented loads, perhaps these and other situations are uninteresting and unimpressive. To the men who flew these early planes they were, at the least, serious and often fatally dangerous. They meant engine fires (perhaps consuming a wing before men could "bail out"), gunners "cannon balled" from the cabin when their "blister blew," planes shuddering and mashing off the runway and hugging the ground until they disappeared in the distance in their pitiful attempt to gain speed and engine cooling, ships in formation riddling each other or themselves with 50 caliber bullets—friendly fire but none the less destructive. Each crew member pondered over these possibilities and forcefully dismissed them or quit. No one quit.

The Air Staff promised Generalissimo Chiang Kai-Chek at the Cairo Conference in November 1943 that the B-29 would be ready for combat in June of 1944 in the China-Burma-India Theater. For the 444th this meant preparing the B-29 for combat and training crews in six months—a job that normally would have taken two years.

Pilots and crew members met at Tucson, Arizona, organized and several months later moved to the training base at Great Bend, Kansas. Planes were slow to arrive and, after arrival, were immediately ferried to modification centers at Omaha, Marietta, Birmingham, San Antonio, and Oklahoma City. Two weeks before departure overseas the Group had received its full quota of airplanes which were placed in the hands of an army of civilians. They proceeded to attempt the thousands of last minute modifications directed by tech orders. Crew members stood by helplessly while these technicians sawed, hacked, and drilled their planes—and in despair viewed the inevitable results—landing gears collapsing, bomb-bay doors opening on actuation of gun switches, etc. One of the Group members aptly termed this last minute rush, "A proving ground for organized confusion." Despite the presence of over-whelming trouble and a multitude of pressing final preparations, the 444th Group planes taxied out and took off from Great Bend during the first week of April for destination—unknown.

April 12, the first B-29 rolled to a smoking, brake screeching stop on a short runway in India—a place called Charra. Bewildered crews climbed out into the blast furnace heat and viewing the single short dusty runway, the bone dry rice paddies, the dark emaciated dirty natives, attempted to reconcile this scene with the reports they had heard of super luxurious B-29 air bases. Fortunately, the need for becoming operational immediately absorbed most of the attention, leaving little time or energy for contemplation of the minor woes of living and operational comfort.

Within a week of arrival, the planes were ready and a program of ferrying gas, bombs, food, and supplies to the forward base at Chengtu, China was announced. This trip necessitated a stop at Chakulia, another B-29 base for loading since Charra had neither the fore-mentioned supplies or a runway long enough to permit a heavy take off. Take offs were made early in the morning—that being the coolest time of the day (the hot rarefied air of mid-day did not provide the substance for a heavy take off and was also conducive to engine fires). One B-29 in each of the Squadrons was stripped of turrets and converted into a gas tanker and the Group entered into the "back breaking" air transport business.

Jap fighters were encountered occasionally en route but were a slight menace alongside of the weather—certainly the foulest in the world's atmosphere. Lives and planes were lost flying cargo over the "hump"—a sorry end for a trained combat crew. The violent thermals which grasped the heavily loaded B-29s like toys and threw them thousands of feet up or down were not, however, the greatest peril. Ice, the almost non-existent and much sought after commodity on the ground in torrid India, was plentiful and undesired here in this instrument pilot's proving ground. It appeared suddenly and built up rapidly, leaving the pilot prayerfully pulling full power in his attempts to hold altitude and sometimes, in final desperation, lightening the plane by salvoing his load. Often a plane would land in China with less than three hundred gallons to deliver to the thirsty storage pits—sometimes, as a result of engine trouble or exceptional severe weather, a plane would be forced to refuel with a few hundred gallons in order to safely return to India. Against these often hopeless odds, the crews battled stubbornly to push across the cloud and ice wreathed "hump" at the low-

est possible altitude and minimum consumption of precious gas. At the same time the Allied Offensive in Burma was driving the Japanese continually further south, permitting us to fly on more southerly and lower altitude routes. This fact coupled with the steadily improving maintenance and growing share of the load by ATC gave added impetus to our supply efforts. Month by month, the stream of gas, bombs, and materials increased, permitting large scope and more frequent blows against the Japanese.

Mere words are inadequate to describe the superior ingenuity, exacting care, and almost fanatical energy displayed by the engineering personnel in "licking" the manifold problems which arose in the furnace heat and drenching rains of Monsoon India and the damp piercing cold of China. These men labored with burning determination and prayerful hope in efforts to get their airplanes "over the hump" and off on missions against the enemy—and they ill concealed their mental anguish when their plane "aborted."

Probably the greatest defect of the R-3350 engine lay in the constant failure of exhaust valves and valve guides on the critical top cylinders. These "swallowed valves" usually resulted in complete engine failure and often serious fires in flight. Crew chiefs learned to prevent this condition by side play checks or compression checks of the critical cylinders after each flight. Other causes of engine fires were worn ball joints and "burned out" short stacks on the exhaust collector rings (which were aptly termed a ten cent gadget on a million dollar airplane), broken off carburetor duct baffles which fell on the carburetor "air in" screens, and carburetor baffles which had a habit of vibrating loose.

Resistors on the electric prop governor control often failed making it impossible for the pilot to change prop position. At times the dump valve in the base of the prop governors would fail allowing the prop to run away. Wing cell gas leaks were also quite common and usually traced to an access door in the cell itself. The lower wing panels were removed and the change effected with the aid of native bamboo as wing braces. This simple recital of maintenance troubles sounds commonplace now but at that time the solution of these difficulties was of life and death concern to the pilots and crews who flew these planes with soaring cylinder temperatures, run away props on take off, flaming and disintegrating engines with props that refused to feather in flight. During the first few months the record engine time before change was 100 hours, average take off cylinder temperatures were 290° and four forced landings because of fire were accomplished in one day. At the end of four months in India, the ironic boast was that it was now a proven fact that a B-29 could be raised from the ground twice in one week without the aid of jacks.

June 5, 1944 the first B-29 bombing mission was executed—against Bangkok, Siam. The offensive was on. Early in the morning the B-29s staggered into the air with vapor trails pouring off the wings. This was the beginning of the pay off for the men who had built this machine, the finest airplane on earth, and the proficiency test of the air crews who flew her. It proved to be a deadly combination. The Jap fighters discovered that they were no match for our speed and fire power. Weather prevented our planes from joining in formation and effectively bombing the target but the crews returned with high confidence in the B-29 and in their own abilities. The green light was on.

The next raid, Yawata, Japan—the homeland. This was the first raid staged from the advanced base in China and the first bombing of Japan itself since the B-25 Doolittle Raid. Crew members, nervous with anticipation sat on pine benches that rainy morning in China while the Intelligence Officer announced the target and described its value and defenses. The Imperial Iron and Steel Works, producers of one fifth of the steel for Japan's War Machine would be struck. Silence broken only by the sound of rain on the crude bamboo and mud roofs followed the dramatic announcement as each crew member considered the long distance to be flown, the unknown enemy defenses, the mechanical condition of his individual airplane, and his own reaction to the dangers and strain of the hours ahead. At the conclusion of the briefing everyone rushed out to his plane. It wasn't time for take off and everything had been double checked but they wanted to be near the conveyance that was to carry them 3200 miles over mountains, occupied territory, and open sea within the next few hours. It was nearly dusk when the first of the silver planes rolled down the muddy runway, immediately followed by the rest of the striking force facing a rendezvous with—what? The hours rolled on, each man occupied with his own thoughts until their reverie was shattered by the navigator's announcement, "One hour from the 'Initial Point'." Soon thereafter the radar operator reported his set working and the I. P. in sight. Radar, the gadget we had looked upon as a fancy but impractical non-workable device in the B-29 received its baptism of fire this night and showed itself to be an invaluable navigational and bombing aid. Dead ahead lay the target with searchlights stabbing upwards and B-29s shining in their piercing rays. Each plane drove into the lights and was suddenly bathed in the dazzling brightness. The night sky was filled with orange bursts from the thundering AA guns far below. Angry fighters made passes to the tune of chattering 50 caliber turrets on the 29s. Each bombardier salvaged the full weight of his bombs on the city below, the "bombs away" light flashed on

the pilot's panel, and the ship dove away in a shallow turn to the right in an effort to pick up additional speed and gain the comparative safety of the China Sea. With engines purring smoothly, each crew member listening to the tail gunner's description of the inferno steadily retreating on the eastern horizon.

The exciting post mortem on the bomb run completed, everyone relaxed. Cigarettes were lit, K rations broken open and canteens passed around. With the dawn, the gunners were alerted but no Japanese interception challenged the passage. As Occupied China roiled by beneath the planes, the night's efforts were clearly visible in the drawn faces and blood shot eyes of the crew. At last the snow capped mountains surrounding the Chengtu area were visible on the horizon and at their sight, every man had visions of hot food, shower baths, and, most of all, a long uninterrupted tour in the sleeping bag. This mission proved that Japan could be bombed from land bases. Systematic destruction of Japanese industry and war potential by air was feasible.

The deadly raids continued: the daylight Yawata, Palembang, (the longest bombing mission in history), Singapore, Saigon, Formosa, Anshan, and Mukden were pounded by the far reaching 29s. The Jap mainland was struck again and again—Nagasaki, Omura, and Sasebo.

The "lead crew" system of bombing was adopted in September by order of General LeMay. Precision bombing results sky rocketed. Mission by mission the Superfort was proving itself, and the men who flew her had become acquainted with her every whim and foible. These men were now thoroughly indoctrinated in the harsh school of combat and they accomplished their mission with cool precision and deadly "know how." Squadrons hit the targets and withdrew in tight defensive formation bristling with coolly manned and accurately fired 50 caliber gun turrets. Flight engineers calculated their gas consumption and established power settings which returned them to base within 50 gallons of the expected 150 gallon reserve. Navigators felt their way across the uncharted and ever changing vastness of China with obscure landmarks and exacting celestial navigation and terminated their 3200 mile trip by splitting the home air field. Let downs into the mountain walled Chengtu valley were effected by pilots feeling, timing, and guessing their way in the heavy soup and often severe icing on multi-split bent radio range legs through passes, over low ranges, and within the 20,000 foot west wall until successful contact was accomplished—sometimes a bare 50 feet above the ground. The men of the 20th considered these extreme operational conditions—but continued to carry on.

From India bases our planes ranged down the Malay Peninsula as far as Singapore; blasting one of the Jap Navy's principal supply and repair depots and mining the Johore Channel and naval approaches.

On the 3rd of November the railroad marshalling yards at Rangoon, Burma, was subjected to the heaviest bomb load ever carried by individual airplanes—40 500 lb. bombs. All formations bombed with excellent results and the target was eradicated. In tactical support of the Allied attempt to halt the Japanese winter offensive in China, the 44th ran a maximum effort with incendiaries against the warehouses and docking facilities at Hankow. Results again were excellent and a large percentage of the warehouses were completely razed, cutting off the supply of Jap armies in the south. During the invasion of the Philippines our bombs rocked the air fields of Formosa and obliterated the aircraft assembly and repair plants at Keelung Harbor, Kagi, Okayama, and Shinchiku. Formosa was the staging area for Nipponese air power en route to repel the American landings in the Philippines.

On the 24th of February the King George V Dock, the largest floating dry dock in the world, was sunk at Singapore by precision bombing from 20,000 feet.

March, 1945 marked the end of a year's overseas operations for the 44th—and the termination of combat operations in the CBI. The Group could not claim to have crippled the Japanese war potential or even to have inflicted damage comparable to the results of later operations in the Mariannas. Nevertheless, the prime purpose of the organization had been achieved with skill and distinction—namely to combat test the B-29. The airplane had been successfully flown and maintained in the maximum extremes in temperature. Operations had been truly global in their range from Equatorial Singapore to the Polar reaches of Manchuria. Forty five missions were completed against primary targets and over four hundred enemy planes were shot down by the Bomber Command—a record of more planes shot down per sortie than any other command in the Air Force. A workable tactical doctrine had been evolved around the Lead Crew system. Finally ingenious maintenance devices and techniques had been perfected to meet our particular problems with the airplane and truly spectacular maintenance results were achieved. The Group takes well deserved pride in the fact that the hundreds of B-29s which struck Tokyo and later, in an ever growing flood overwhelmed Japan, incorporated modifications and changes which were a direct result of the selfless pioneer spirit and combat experience of the 44th.

MISSION BREAKDOWN

- JUNE 5, 1944 BANGKOK, SIAM . . . 2261 miles . . . 9 aircraft hit primary target . . . daylight mission at 23,000 feet . . . 430 500 lb. GPs on target . . . results were poor . . . first B-29 mission of the war.
- JUNE 15, 1944 YAWATA, JAPAN . . . 3182 miles . . . 11 aircraft hit primary target . . . night mission at 8-18,000 feet . . . 96 500 lb. GPs on target . . . results were good . . . first American aircraft to strike the Japanese mainland since the Doolittle raid.
- JULY 7, 1944 SASEBO, JAPAN . . . 3118 miles . . . 5 aircraft hit primary target . . . night mission at 16-18,000 feet . . . 40 500 lb. GPs and 40 Photo-Flash bombs on target . . . results were good.
- JULY 29, 1944 TAKU, CHINA . . . 2661 miles . . . 15 aircraft hit primary target . . . daylight mission at 20,000 feet . . . 114 500 lb. GPs on target . . . results were good.
- AUGUST 10, 1944 PALEMBANG, SUMATRA . . . 3603 miles . . . 9 aircraft hit primary target . . . night mission at 10-17,000 feet . . . 36 500 lb. GPs and 16 Photo-Flash bombs on target . . . results were unobserved.
- AUGUST 10, 1944 NAGASAKI, JAPAN . . . 3120 miles . . . 7 aircraft hit primary target . . . night mission at 18,000 feet . . . 85 incendiary, 20 frags, and 3 Photo-Flash bombs on target . . . results were unobserved . . . mission run in conjunction with Palembang mission.
- AUGUST 20, 1944 YAWATA, JAPAN . . . 3182 miles . . . 14 aircraft hit primary target . . . daylight mission at 26,000 feet . . . 93 500 lb. GPs on target . . . results were fair.
- SEPTEMBER 8, 1944 ANSHAN, MANCHURIA . . . 2791 miles . . . 26 aircraft hit primary target . . . daylight mission at 24,000 feet . . . 252 500 lb. GPs on target . . . results were good.
- SEPTEMBER 26, 1944 ANSHAN, MANCHURIA . . . 2760 miles . . . 26 aircraft hit primary target . . . daylight mission at 25,000 feet . . . 243 500 lb. GPs on target . . . results were unobserved.
- OCTOBER 14, 1944 OKAYAMA, FORMOSA . . . 2301 miles . . . 26 aircraft hit primary target . . . daylight mission at 26,000 feet . . . 295 incendiary and 385 500 lb. GPs on target . . . results were excellent.
- OCTOBER 16, 1944 OKAYAMA, FORMOSA . . . 2301 miles . . . 21 aircraft hit primary target . . . daylight mission at 26,000 feet . . . 60 incendiary and 220 500 lb. GPs on target . . . results were excellent.
- OCTOBER 25, 1944 OMURA, JAPAN . . . 3081 miles . . . 18 aircraft hit primary target . . . daylight mission at 25,000 feet . . . 76 incendiary and 159 500 lb. GPs on target . . . results were good.
- NOVEMBER 3, 1944 RANGOON, BURMA . . . 1502 miles . . . 10 aircraft hit primary target . . . daylight mission at 22,000 feet . . . 440 500 lb. GPs on target . . . results were excellent.
- NOVEMBER 5, 1944 SINGAPORE, MALAY STATES . . . 3752 miles . . . 13 aircraft hit primary target . . . daylight mission at 22,000 feet . . . 40 1,000 lb GPs on target . . . results were unobserved.

NOVEMBER 11, 1944 OMURA, JAPAN . . . 3081 miles . . . 9 aircraft hit primary target . . . daylight mission at 23,000 feet . . . 40 incendiary and 79 500 lb. GPs on target . . . results were unobserved.

NOVEMBER 21, 1944 OMURA, JAPAN . . . 3081 miles . . . 27 aircraft hit primary target . . . daylight mission at 23,000 feet . . . 116 incendiary and 244 500 lb. GPs on target . . . results were unobserved.

NOVEMBER 27, 1944 BANGKOK, SIAM . . . 2261 miles . . . 14 aircraft hit primary target . . . daylight mission at 22,500 feet . . . 444 500 lb. GPs on target . . . results were excellent.

DECEMBER 7, 1944 MUKDEN, MANCHURIA . . . 2710 miles . . . 21 aircraft hit primary target . . . daylight mission at 22,300 feet . . . 98 incendiary and 194 500 lb. GPs on target . . . results were poor.

DECEMBER 14, 1944 BANGKOK, SIAM . . . 2261 miles . . . 11 aircraft hit primary target . . . daylight mission at 20,000 feet . . . 126 1,000 lb. GPs on target . . . results were excellent.

DECEMBER 18, 1944 HANKOW, CHINA . . . 1382 miles . . . 24 aircraft hit primary target . . . daylight mission at 22,000 feet . . . 704 incendiary bombs on target . . . results were excellent.

DECEMBER 19, 1944 OMURA, JAPAN . . . 3081 miles . . . 10 aircraft hit primary target . . . daylight mission at 23,000 feet . . . 26 incendiary and 26 500 lb. GPs on target . . . results were unobserved.

DECEMBER 21, 1944 MUKDEN, MANCHURIA . . . 2710 miles . . . 10 aircraft hit primary target . . . daylight mission at 23,000 feet . . . 64 incendiary and 75 500 lb. GPs on target . . . results were poor.

JANUARY 2, 1945 BANGKOK, SIAM . . . 2261 miles . . . 12 aircraft hit primary target . . . daylight mission at 20,000 feet . . . 96 1,000 lb. GPs on target . . . results were excellent.

JANUARY 6, 1945 OMURA, JAPAN . . . 3081 miles . . . 10 aircraft hit primary target . . . daylight mission at 25,000 feet . . . 61 incendiary and 55 500 lb. GPs on target . . . results were unobserved.

JANUARY 9, 1945 KEELUNG, FORMOSA . . . 2406 miles . . . 10 aircraft hit primary target . . . daylight mission at 25,000 feet . . . 147 incendiary and 145 500 lb. GPs on target . . . results were unobserved.

JANUARY 11, 1945 SINGAPORE, MALAY STATES . . . 3624 miles . . . 5 aircraft hit primary target . . . daylight mission at 21,000 feet . . . 10 1,000 lb. GPs on target . . . results were fair.

JANUARY 14, 1945 KAGI, FORMOSA . . . 2321 miles . . . 20 aircraft hit primary target . . . daylight mission at 24,000 feet . . . 548 500 lb. GPs on target . . . results were excellent.

JANUARY 17, 1945 SHINCHIKU, FORMOSA . . . 2212 miles . . . 21 aircraft hit primary target . . . daylight mission at 25,000 feet . . . 200 incendiary and 398 500 lb. GPs on target . . . results were fair.

JANUARY 25, 1945 SINGAPORE, MALAY STATES . . . 3878 miles . . . 17 aircraft hit primary target . . . night mission at 4-5,000 feet . . . 101 aerial mines on target . . . results were excellent . . . the 444th was commended by Lord Louis Mountbatten, the Supreme Allied Commander of the theatre.

FEBRUARY 1, 1945 SINGAPORE, MALAY STATES . . . 3,722 miles . . . 18 aircraft hit primary target . . . daylight mission at 21,000 feet . . . 99 1,000 lb. GPs on target . . . results were poor.

FEBRUARY 7, 1945 SAIGON, INDO-CHINA . . . 3121 miles . . . 31 aircraft hit primary target . . . daylight mission at 21,000 feet . . . 629 incendiary bombs on target . . . results were unobserved.

FEBRUARY 11, 1945 RANGOON, BURMA . . . 1419 miles . . . 15 aircraft hit primary target . . . daylight mission at 19,000 feet . . . 1058 fragmentation bombs on target . . . results were good.

FEBRUARY 19, 1945 KUALA-LUMPUR, MALAY STATES . . . 3362 miles . . . 27 aircraft hit primary target . . . daylight mission at 11,500 feet . . . 162 1,000 lb. GPs on target . . . results were excellent.

FEBRUARY 24, 1945 SINGAPORE, MALAY STATES . . . 3769 miles . . . 29 aircraft hit primary target . . . daylight mission at 23,000 feet . . . 225 incendiary bombs on target . . . results were fair.

FEBRUARY 27, 1945 JOHORE STRAITS, MALAY STATES . . . 3841 miles . . . 10 aircraft hit primary target . . . night mission at 4,000 feet . . . 55 aerial mines on target . . . results were excellent.

MARCH 2, 1945 SINGAPORE, MALAY STATES . . . 3762 miles . . . 16 aircraft hit primary target . . . daylight mission at 23,200 feet . . . 125 500 lb. GPs on target . . . results were excellent.

MARCH 12, 1945 BUKUM ISLAND, MALAY STATES . . . 3786 miles . . . 16 aircraft hit primary target . . . daylight mission at 23,000 feet . . . 42 incendiary and 146 500 lb. GPs on target . . . results were fair.

MARCH 17, 1945 RANGOON, BURMA . . . 1499 miles . . . 21 aircraft hit primary target . . . daylight mission at 30,500 feet . . . 818 incendiary bombs on target . . . results were excellent.

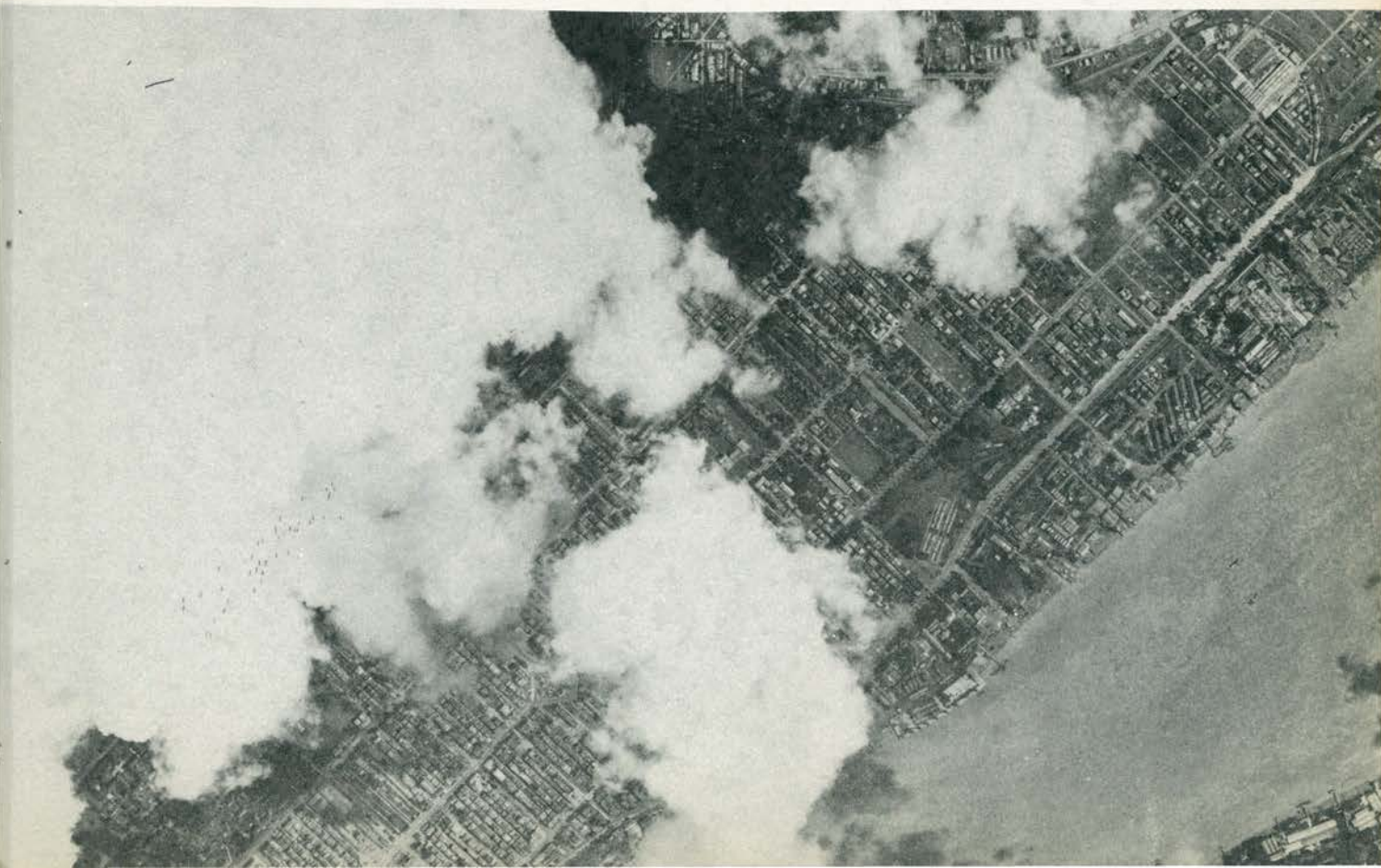
MARCH 22, 1945 RANGOON, BURMA . . . 1499 miles . . . 13 aircraft hit primary target . . . daylight mission at 28,300 feet . . . 390 500 lb. GPs on target . . . results were poor.

MARCH 28, 1945 SINGAPORE, MALAY STATES . . . 3821 miles . . . 19 aircraft hit primary target . . . daylight mission at 4-6,000 feet . . . 125 aerial mines on target . . . results were excellent.

Strike Photos

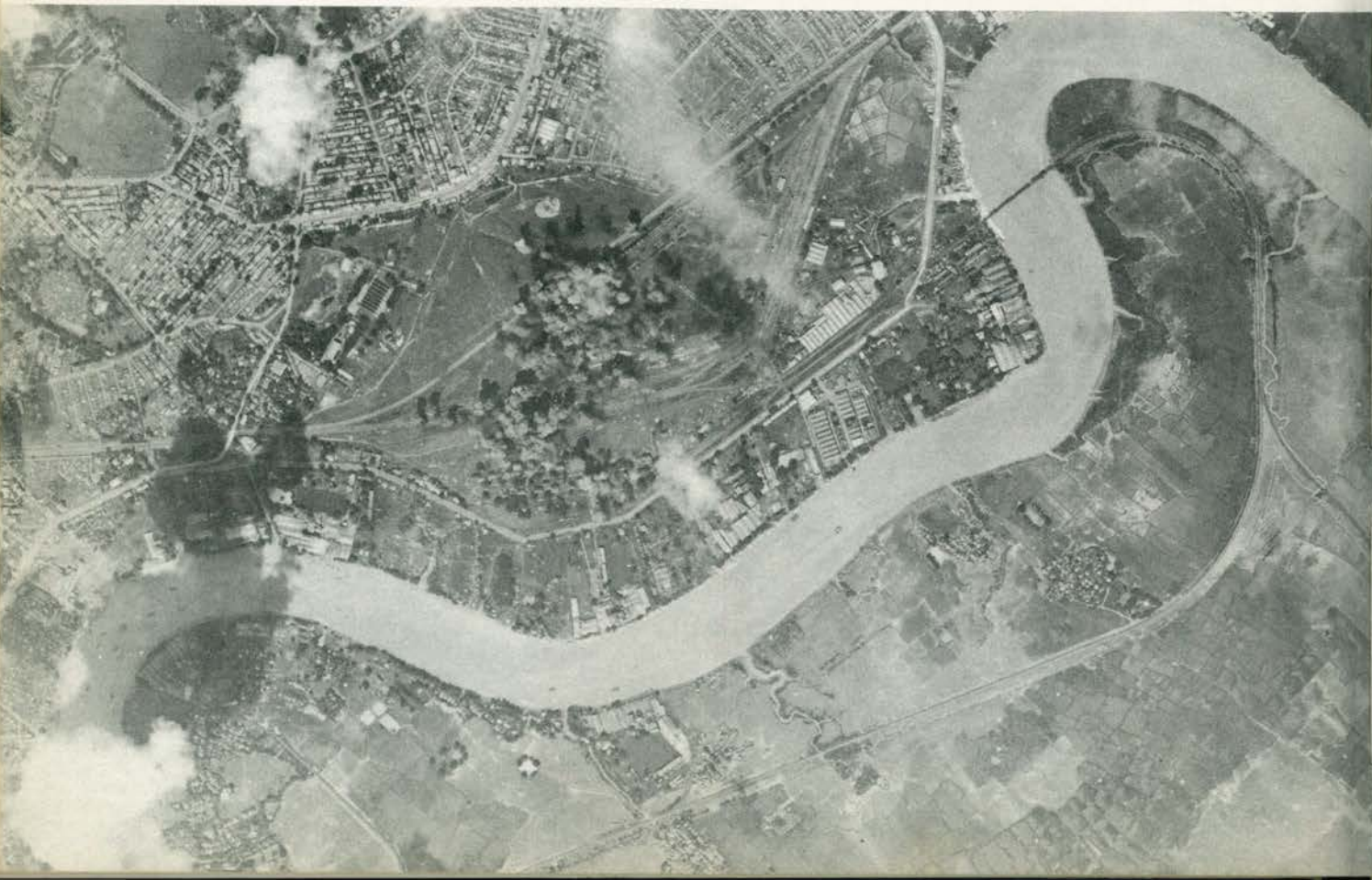


Maiaigon Marshalling Yards, Rangoon, Burma
Nov. 3, 1944





Rangoon—Nov. 3, 1944



KAGI AIR BASE
Kagi, Formosa
Jan. 14, 1945





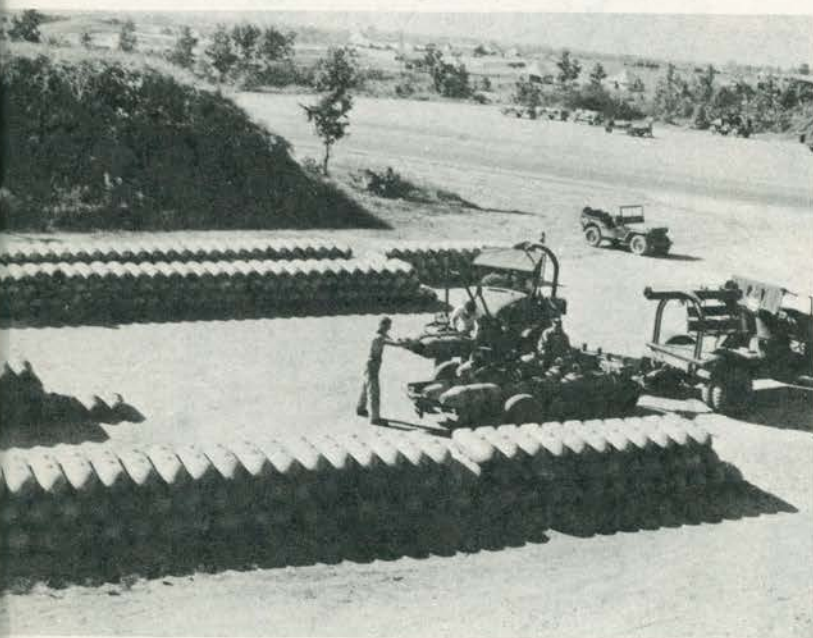
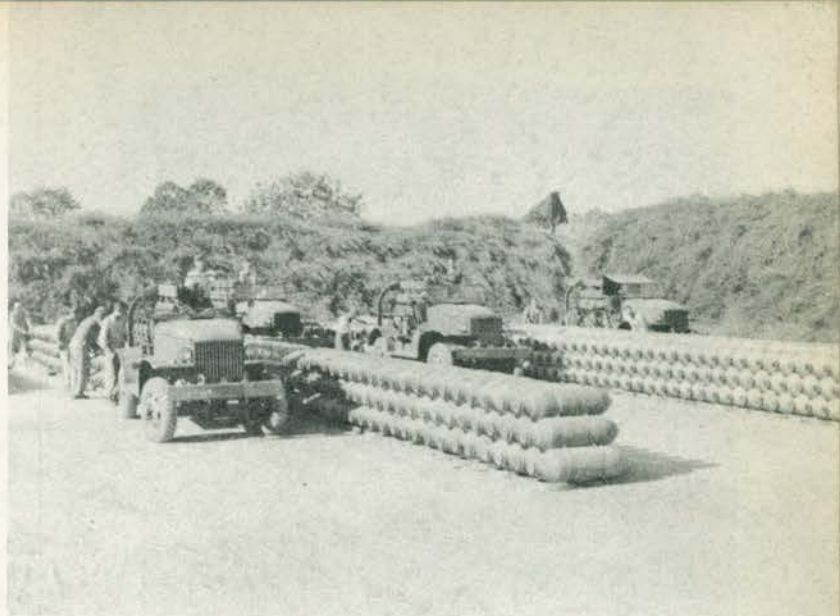
Bomb Truck and Practice Bombs

Practice Bombing Range
off coast of India



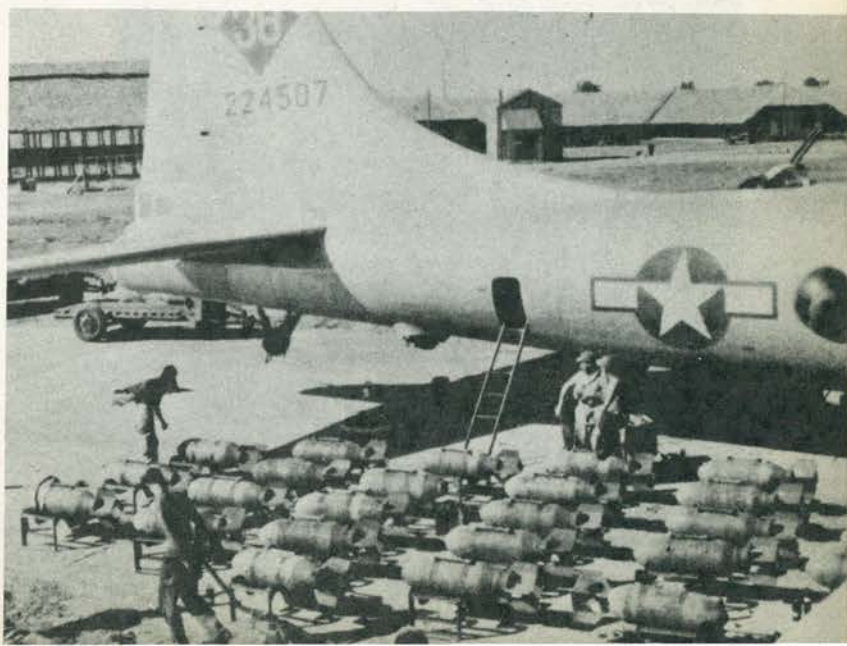
500 lb. Comp. B's
Arriving at Dudkhundi

Bomb Dump



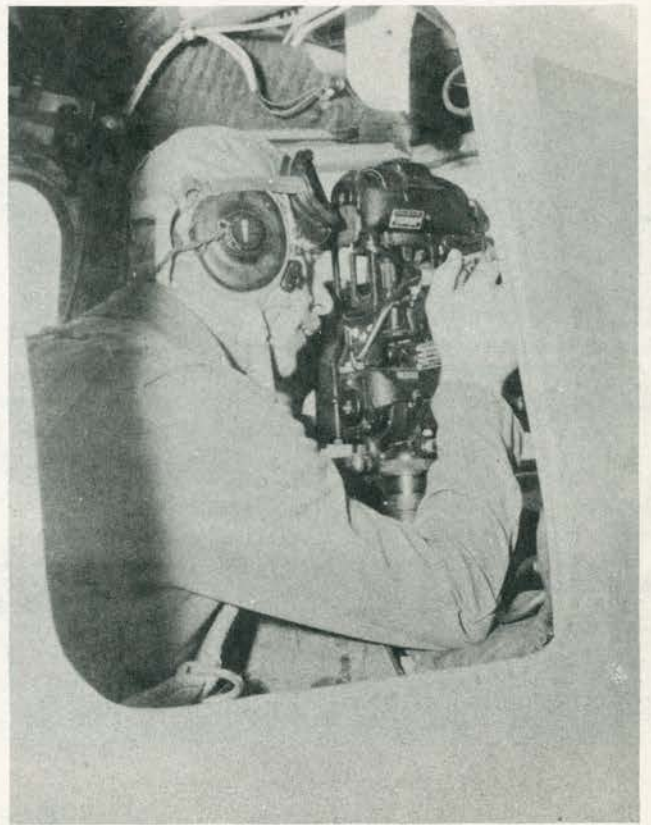
Hauling Bombs from Dump to plane

Attaching Shackles and Tail fins





Side Gunner



Tail Gunner



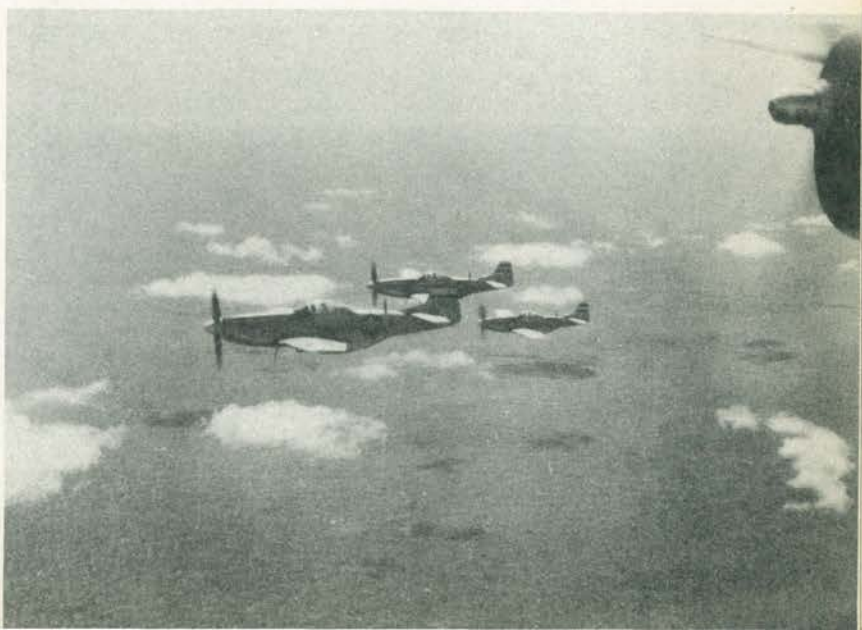
Top Gunner

Loading the 50's



Before a Mission

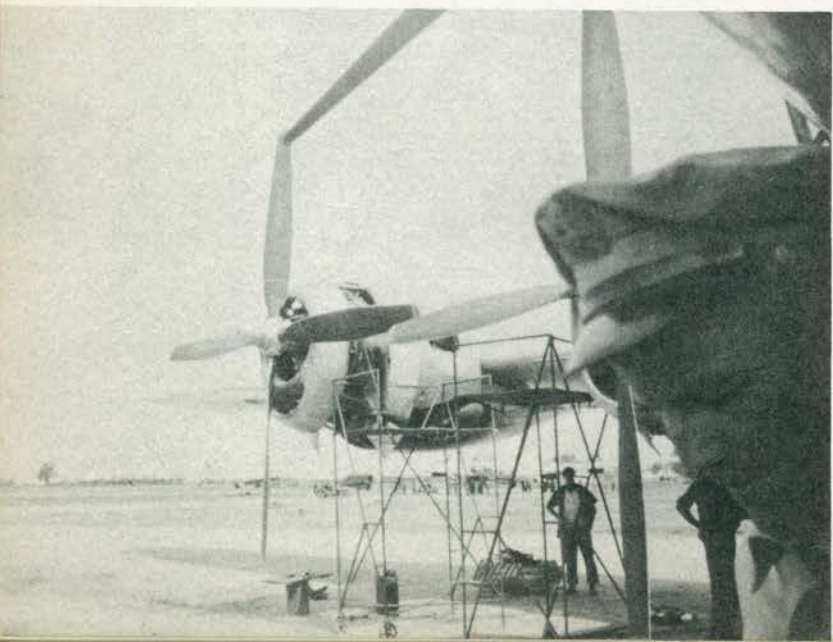
Fighter Cover





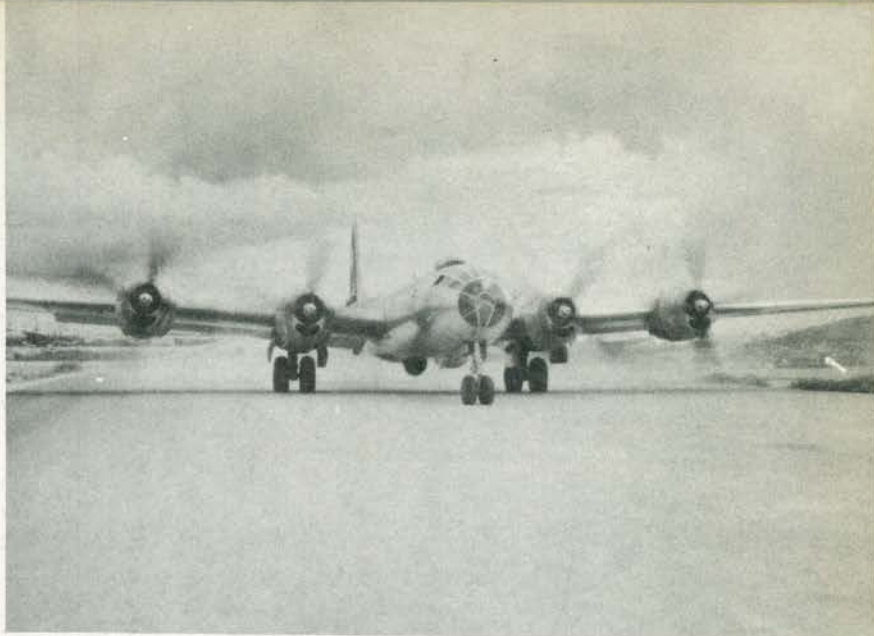
Washing down the plane

Bomb Bay trouble



Engine change

Taxiing out for take-off



Most take-offs were like this

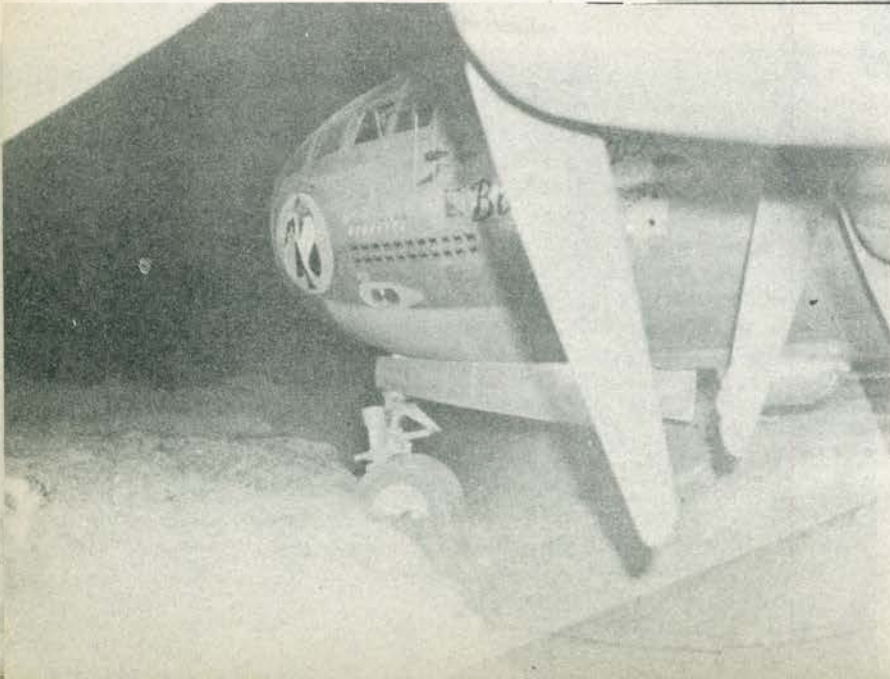
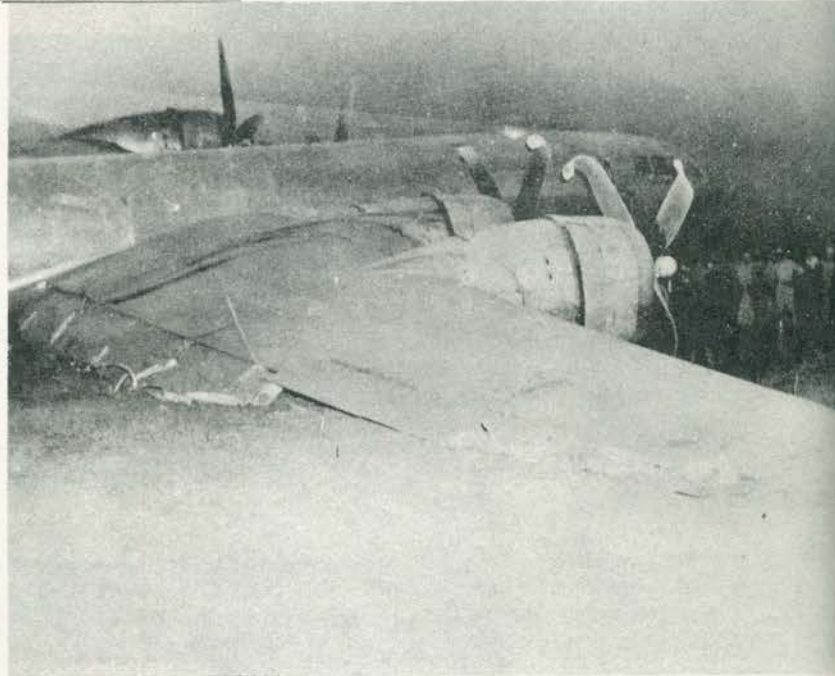
A few ended like this





Chaplains and Medics
Also sweated out

Take-offs like this



—and this

Mission End



Also Rough

A Ditching



THE HUMP



THE HUMP



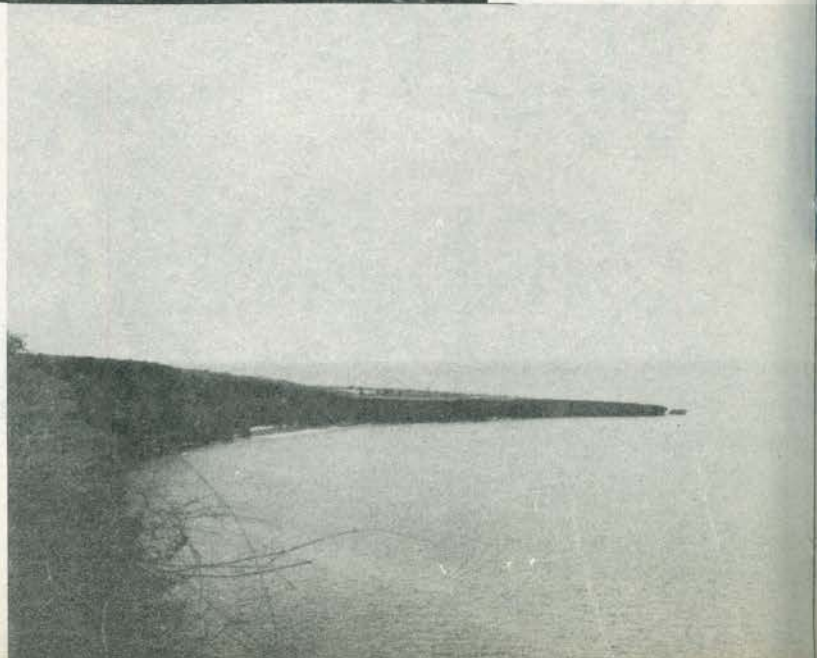
TINIAN

"An Emerald" . . .



set in the Azure Sea

caressed by the Pacific



Tinian

An emerald set in an azure sea! Palm trees swaying 'neath a star-studded sky! The caress of the soft Pacific breeze! Moonlight . . . shimmering, golden, romantic! Curse it if you will, but Tinian was all of that and more.

But is that what we will remember of the "Rock?" Hell no! Read on, MacDuff! Here is what Tinian meant to the G. I. of the 444th:

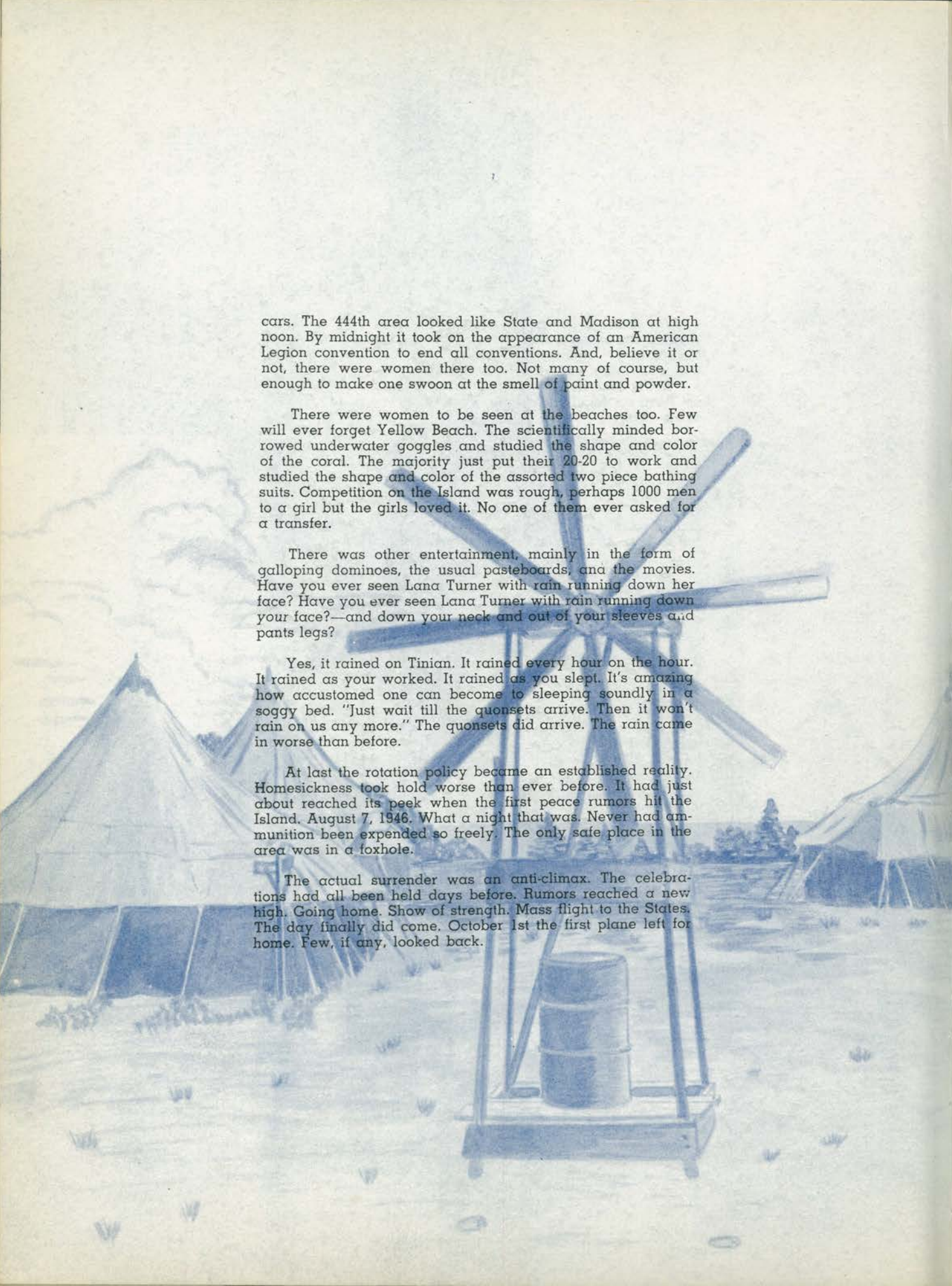
5 May, 1945! The same old story; no mess, no buildings, no nuthin'. Let's take that back. There was cane, sugar cane, more (censored) cane than you'd ever thought existed. Someone pointed out a patch of seven foot sugar cane—"Pitch your tent there." Someone pointed out another patch—"This is the supply room, clear it out." There were millions of stalks leering at you, and behind each was an imaginary Jap.

Somehow the area was cleared and the tents arose. C rations were replaced by Australian mutton, and the ever present outhouses arose over the dreaded slit trenches. The consolidated mess began operation, and the offices began to function in what is laughingly referred to as a normal manner. By the 15th of May, the first mission had been flown. Another move accomplished. The war could again proceed according to plan.

Long before this stage of the Tinian venture, we began to dream of those frosty bottles of Coca Cola the roads signs and magazine ads assured us were scattered throughout the jungles. You know the type; the brawny hero has just put a Jap out of his misery and now he stops to split a Coke with a sarong-bedecked, brown-skinned version of Heddy Lamar. And we dreamed too of beer, gallons of cold, cold beer! Note the free use of the word dream. There were no cokes; there was no beer. There wasn't even cold water.

The weeks rolled on and soon all settled down to tangle with the routine problems of winning a war. A few quonset huts appeared here and there; the tents assumed fanciastic design; and the foundations for the clubs took shape.

Next the grand opening of the two clubs. Heaven help the Motor Pool Officer at a time like that, Jeeps were stolen, wrecked, lost, strayed, and what not. The visitors arrived in cletracks, tankers, ducks, ton and a halfs, flatbeds, and staff



cars. The 444th area looked like State and Madison at high noon. By midnight it took on the appearance of an American Legion convention to end all conventions. And, believe it or not, there were women there too. Not many of course, but enough to make one swoon at the smell of paint and powder.

There were women to be seen at the beaches too. Few will ever forget Yellow Beach. The scientifically minded borrowed underwater goggles and studied the shape and color of the coral. The majority just put their 20-20 to work and studied the shape and color of the assorted two piece bathing suits. Competition on the Island was rough, perhaps 1000 men to a girl but the girls loved it. No one of them ever asked for a transfer.

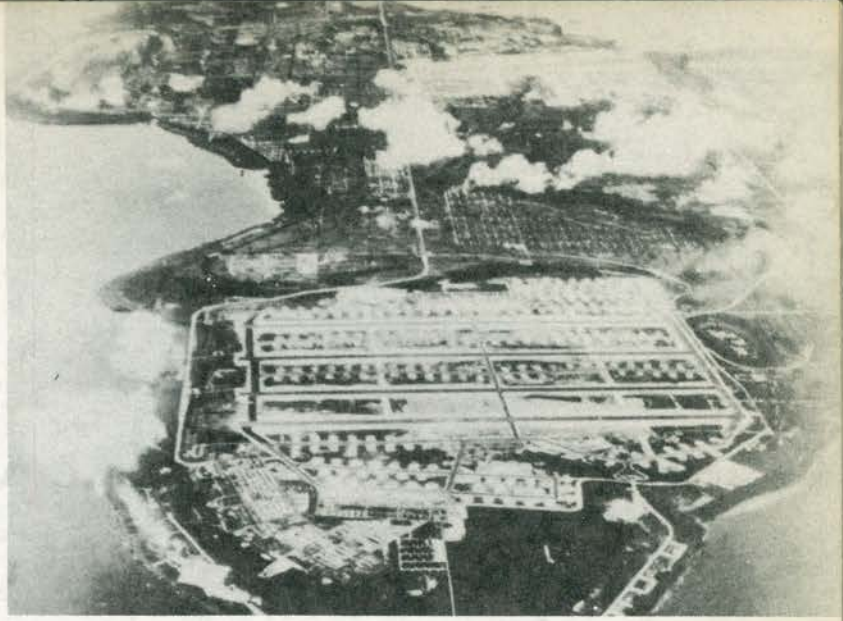
There was other entertainment, mainly in the form of galloping dominoes, the usual pasteboards, and the movies. Have you ever seen Lana Turner with rain running down her face? Have you ever seen Lana Turner with rain running down your face?—and down your neck and out of your sleeves and pants legs?

Yes, it rained on Tinian. It rained every hour on the hour. It rained as you worked. It rained as you slept. It's amazing how accustomed one can become to sleeping soundly in a soggy bed. "Just wait till the quonsets arrive. Then it won't rain on us any more." The quonsets did arrive. The rain came in worse than before.

At last the rotation policy became an established reality. Homesickness took hold worse than ever before. It had just about reached its peak when the first peace rumors hit the Island. August 7, 1946. What a night that was. Never had ammunition been expended so freely. The only safe place in the area was in a foxhole.

The actual surrender was an anti-climax. The celebrations had all been held days before. Rumors reached a new high. Going home. Show of strength. Mass flight to the States. The day finally did come. October 1st the first plane left for home. Few, if any, looked back.

The Rock



Before

and After

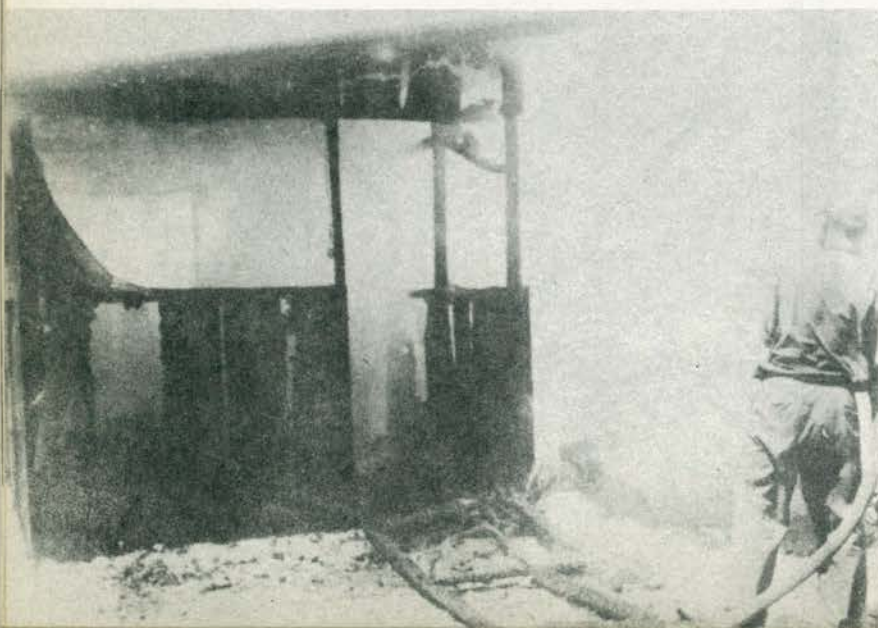




Oh, Please



Don't Burn



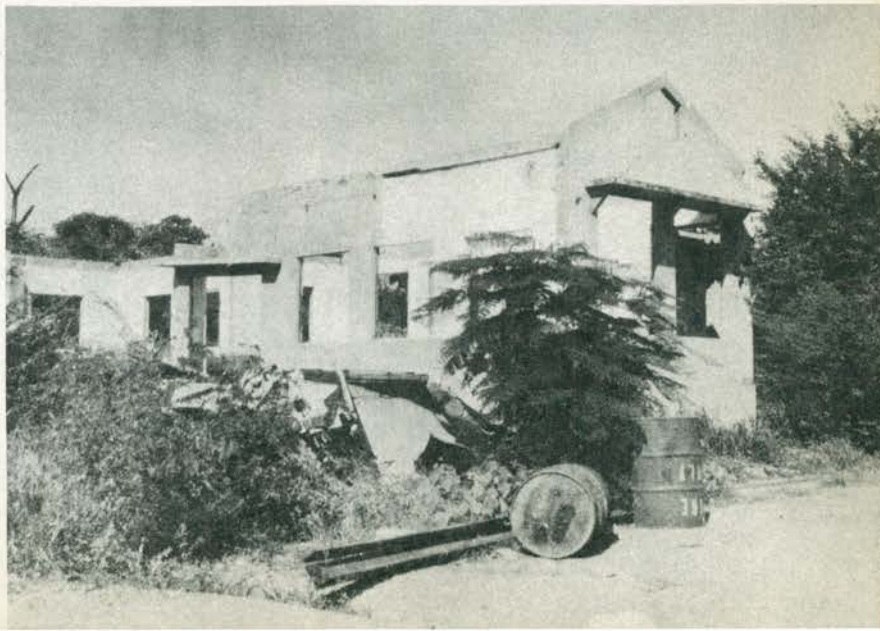
My-House Down

Canvas Village



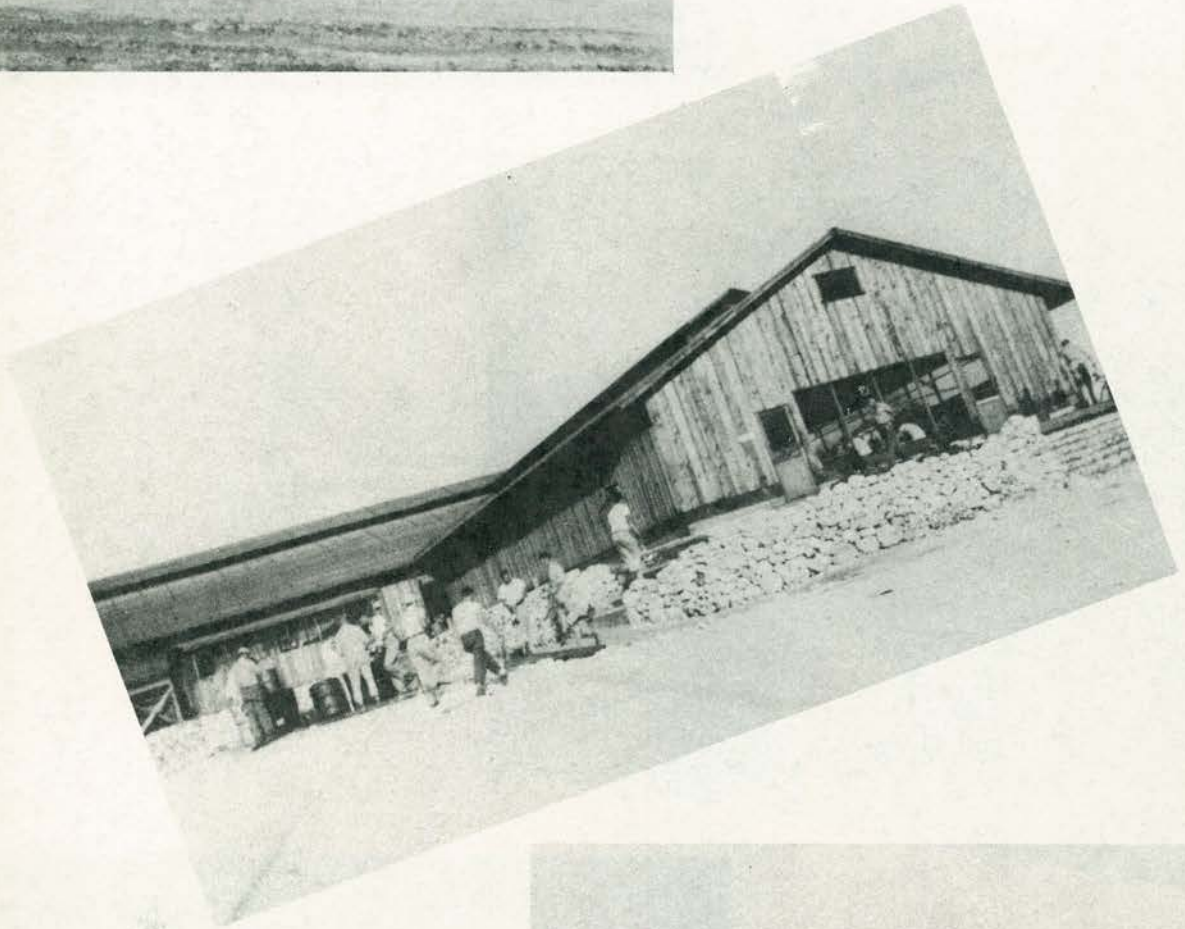
Maytags finest model

Formerly Tinian town





Supplies coming



Mess Halls were completed

Hurry up and wait!

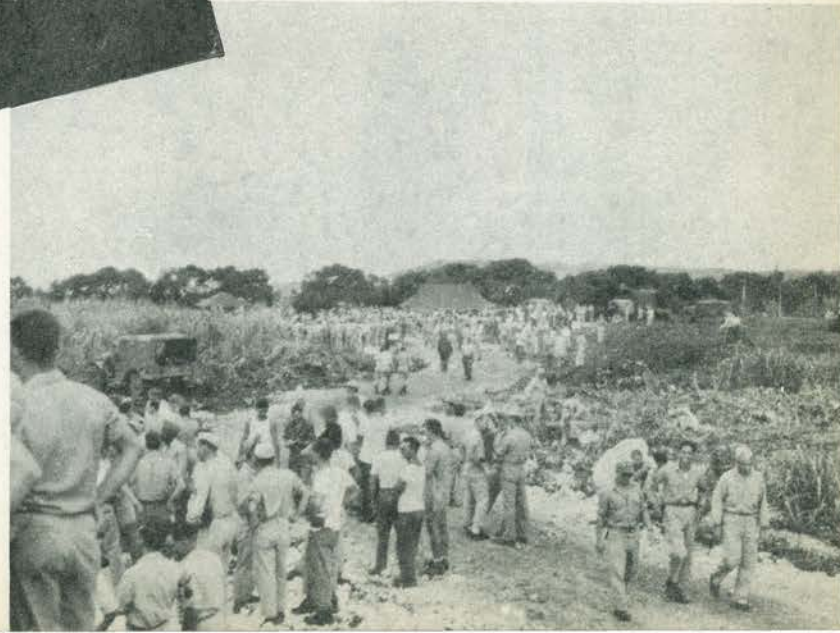


Free Beer



Legs and Lemonade and legs

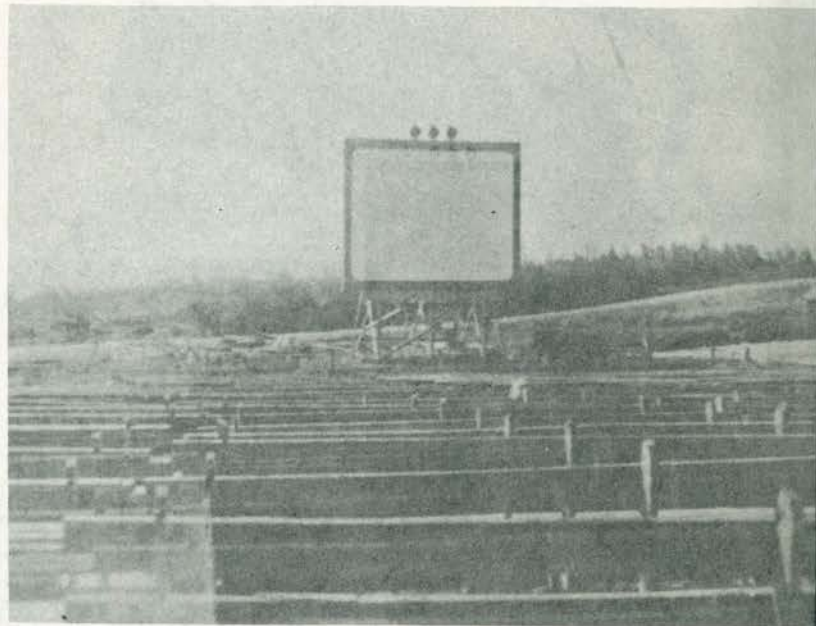
At Group Party





Yes it rained on Tinian!

—Liquor at Tasa Club

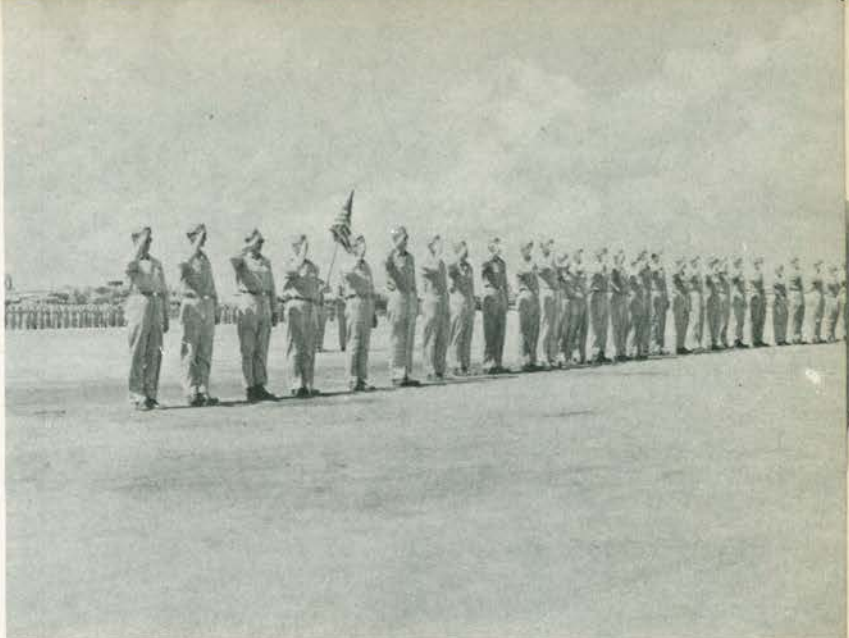


—Raindrops on Lana Turner



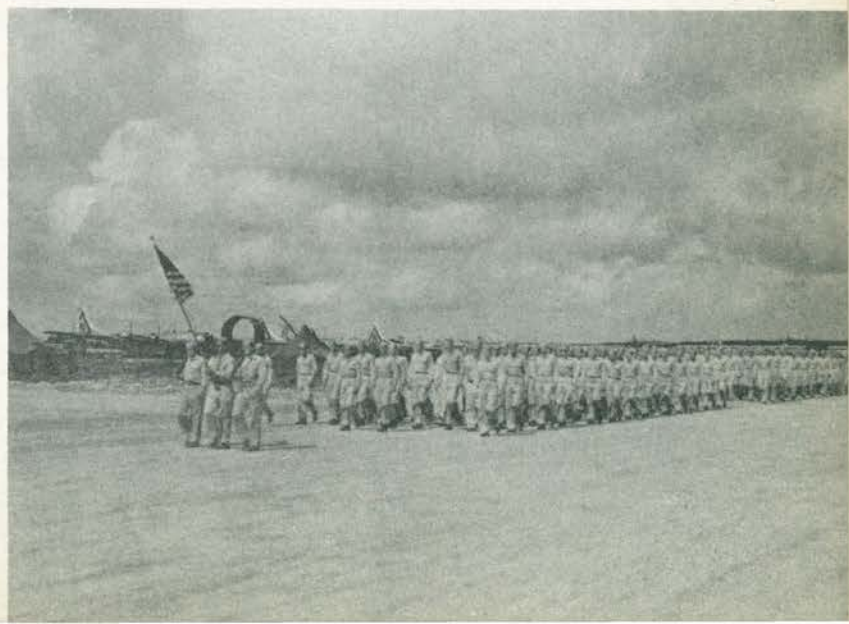
And Ramey reigned here

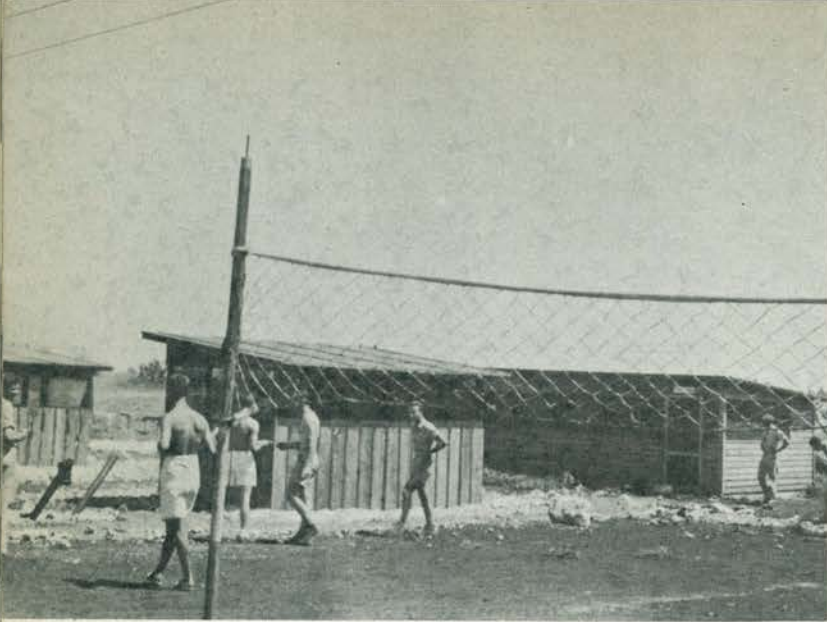
Review



Reviewing

Reviewed





Extra Curricular

Activities



"Au Naturel"

Dear Lady Mary, Queen of the Heavens,
Once again we dedicate ourselves to you.
Protect your Knights of the skies,
Give strength to our wings, and fidelity to our
arms.



Help us ever to chart our course towards your
Divine Son.

We are sorry for ever having offended Him,
Because He is all good and deserving of all
our love.

With your help we purpose never more to
offend Him again.



Enlisted Men's Club



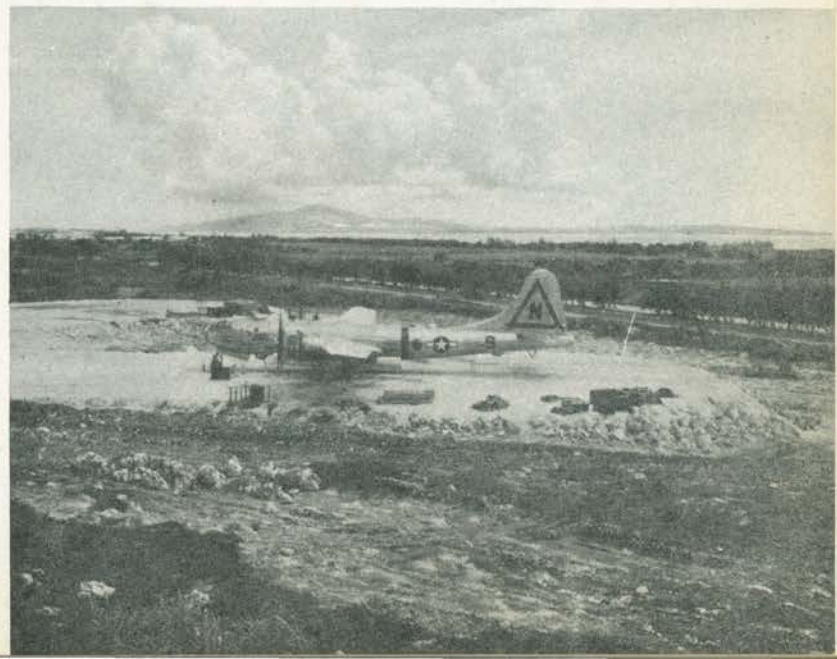
Officers' Club

Japanese Shrine



Prehistoric Monument

Saipan in background



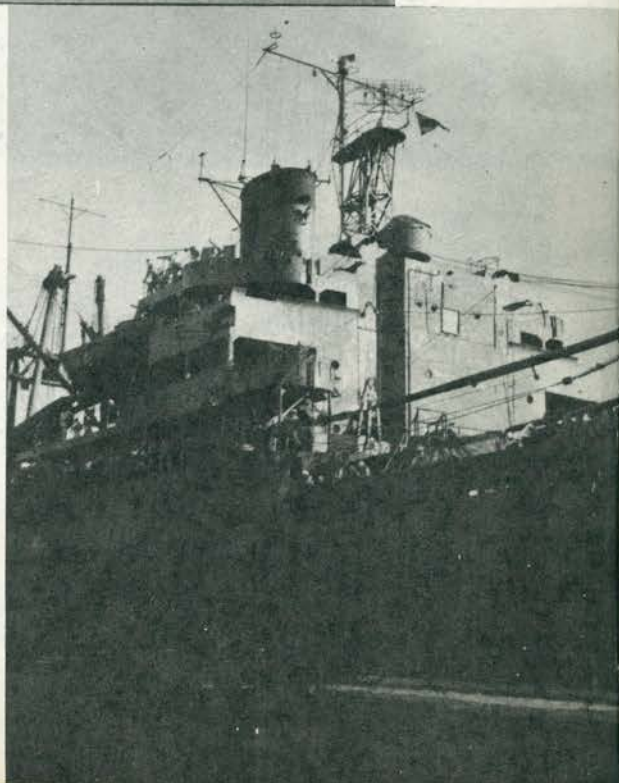


Ships returning from last mission

Some flew home

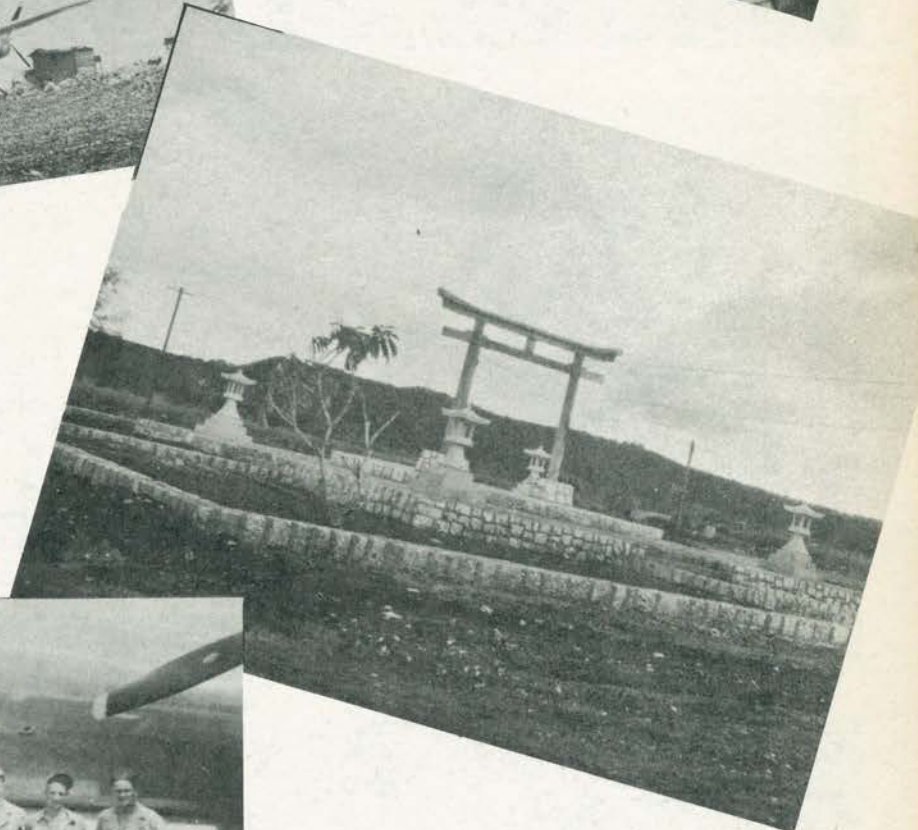


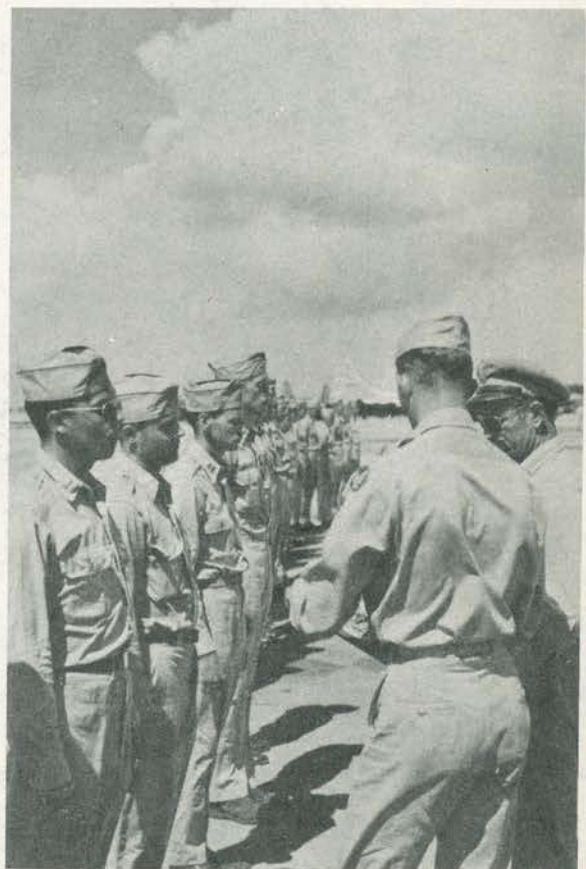
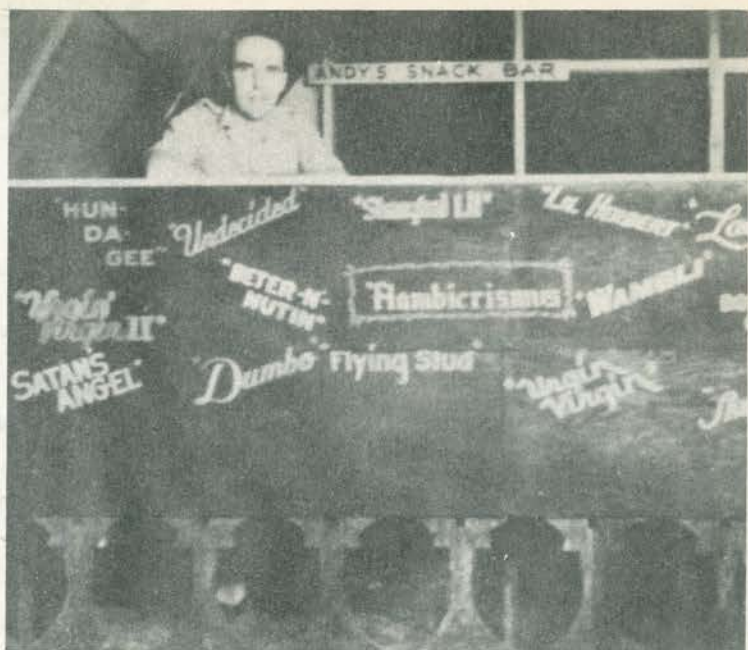
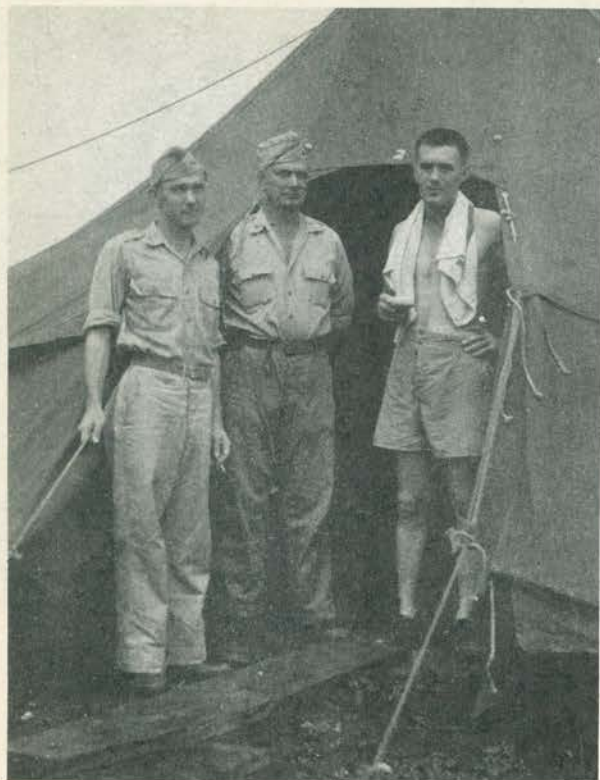
And some sailed home

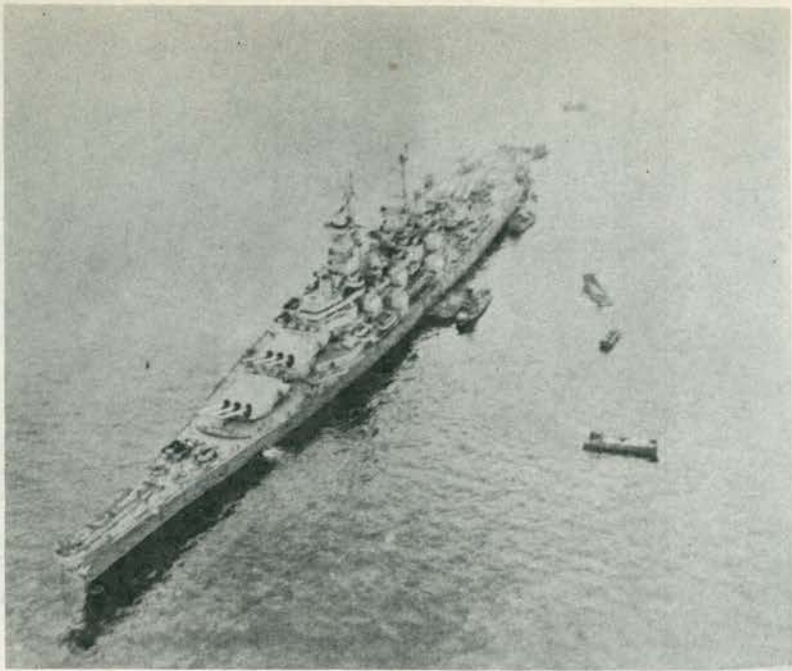


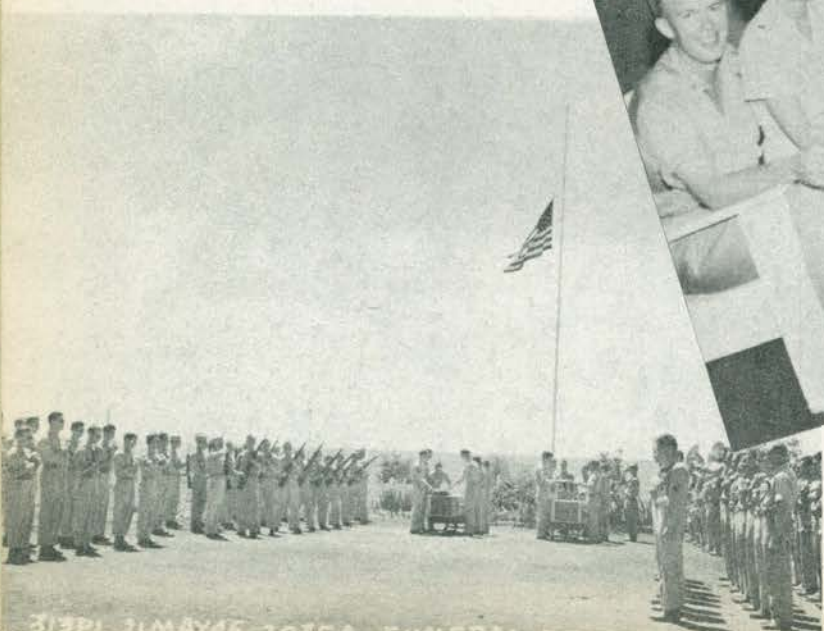


RANDOM TINIAN

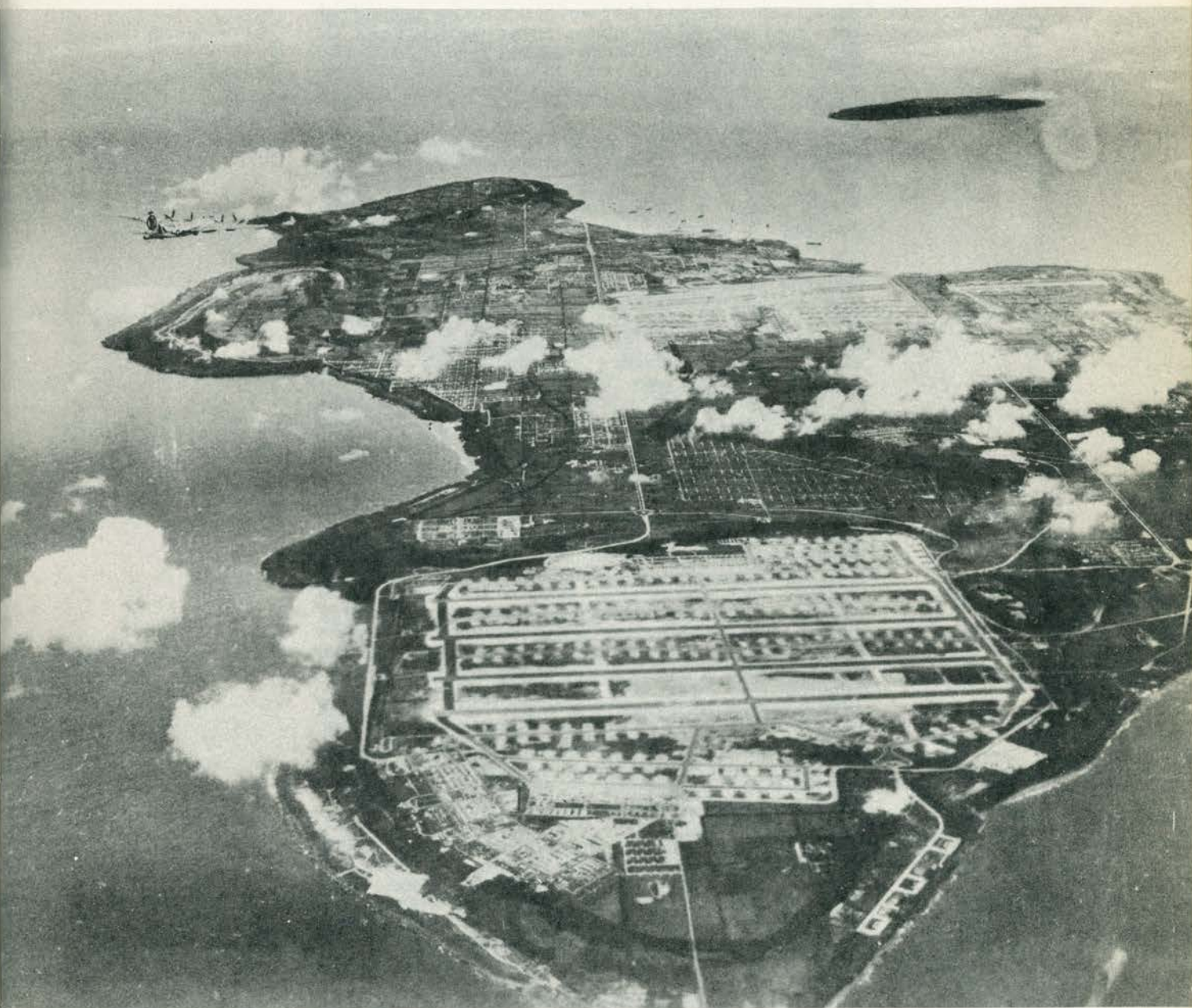








OPERATIONS TINIAN



ISLAND TINIAN

AIR OFFENSIVE JAPAN

"The all out offensive to end the war in 90 days!" That's what they called it when the 444th arrived on Tinian on May 4th, 1945. Within six days after arrival the Triangle "N" was pointed north, straight at the heart of Japan. One hundred and three days later the last mission of the war was flown. On September 2nd the battleship Missouri rode at anchor in Tokyo Bay. The 444th hadn't won the war, but its record proves it was in there hitting the Japanese Empire hard, hitting it where it hurt the most.

During the campaigns of China, Burma, and India, the E-29 was an experiment, a dream, a temperamental bird sometimes held aloft only by the fighting hearts of the crews who flew her. During the Air Offensive Japan she became a fine tactical weapon, a precision machine, aimed at the complete destruction of the enemy's war making potential.

During the campaigns of China, Burma, and India the flight crews and ground crews were learning, sometimes under incredible handicap, the thousand-odd minute details of tactical efficiency and maintenance that go into the formation of a smooth running team. During the Air Offensive Japan this knowledge was put into use. The B-29 had come into its own. The 444th Bombardment Group had become a powerful and efficient fighting force. The Rising Sun had begun to set.

Thirty-two missions were flown from the Marianas. There were the so-called "snap" missions like Fukui and Tsu, night missions with no fighters and little or no flak. But there were also the Tokyo raids on May 23rd and 25th. Five B-29s failed to return from the first; one was lost on the second. There was the daylight Osaka raid when nearly every ship of the 444th received battle damage and one broke in two over the target. Night after night the crowds gathered to watch the heavily laden ships roll down the two mile runway, slowly leave the ground and skim the hill, and fade into the night.

Some were called "snap" missions, but not before the mission. For the combat crews preparing for takeoff and for the ground crews remaining behind, there was always the heavy takeoff, the hill at the end of the runway, the weather, and the danger of engine failure during 3000 miles of over-water flight.

A typical mission flown from Tinian was the Osaka raid for which the 444th was awarded the second of its Unit Citations. It is the 23rd of July. Briefing is held the evening before the raid. As the tense nervous crews listen to the flak briefings, the possibility of fighter attack, the weather analysis, it becomes obvious that this is to be no snap mission. This is a full scale attack against heavy opposition.

An hour before dawn the hushed stillness of the night is broken by the roar of the first powerful engine coming to life; then another and another. Crews scramble into position, check equipment, and then follows the long, nerve wracking taxi out to takeoff position. Back on the line the Chaplains and Medics are making their rounds offering advice, wishing God speed. The usual crowds of watchers climb the tower, assemble at vantage points.

A green light flashes! Brakes off! One hundred and thirty five thousand pounds of men, bombs, and machinery slowly gain momentum. The co-pilot calls off airspeed; the engineer studies his instruments; pilot and crew sweat out the last thousand feet of runway. Finally, reluctantly, the ship is airborne and slowly clears the hill. All aboard breathe more easily and settle down to seven long hours of waiting, seven hours of wondering what the mission will be like. Will the engines hold out? Will the fighters be there? Intelligence said there was the possibility of up to 300! Were the flak diagrams accurate?

Dawn breaks majestically. You haven't lived until you've seen the dawn of a new day from high above the Pacific. But

to the keyed up combat crew it only means another hour closer to the hot spot. The sun will soon burn tired eyes straining to see the fighters before they press in to attack. There is a momentary break in the monotony as Iwo Jima is sighted. Four thousand Americans gave their lives for this bleak, God forsaken bit of volcanic ash. Countless thousands of lives were saved because of it.

At last the navigator announces Japan 50 miles ahead. There is a flurry of activity as flak suits are donned, guns checked, safety belts tightened, and one by one the ships join formation. The lead squadron heads for the target. The other squadrons jockey into position. Up ahead a few enemy fighters come out to meet the formation. It becomes obvious that these are anti-aircraft spotters. The flak will be accurate. The lead ship's bomb bay doors open. Your bombardier opens yours. Now the flak comes up thick and black and ugly, and it's close, too damned close! You hear it rattle against the sides of your ship, feel the concussion buffet you about. You pray; Oh, God, how you do pray!

Bombs Away! Your squadron breaks away to the right. The flak is still there but concentrating on the second squadron now. You feel a lump in your throat as your tail gunner calls out, "B-29 breaking in two over the target." No one gets out. Your crew checks in. No one hurt. No obvious battle damage.

The formation breaks up and heads for home. But as the ships near Iwo Jima it becomes apparent that many have been badly damaged; others are short of fuel. There is a mad scramble to set down on the long runway. There is cursing and griping and sweating as the crippled ships fight for a place in the landing pattern. Finally the last ship has landed. Over two hundred and fifty ships have made emergency landings within a few hours. Iwo Jima has paid off again.

A few hours later, plane refueled and checked, the weary crew takes off to complete its flight home. You didn't think you could ever come to call a quonset hut "home" but it certainly looks like a palace when returning from a mission. There is the interrogation, the shot of "hundred proof", a warm meal, and so to a well earned rest.

More spectacular, more deadly than the daylight raids were the night fire raids; outstanding feature of the operations from Tinian. No one who has even seen the glow of a dying city from 80 miles out to sea will ever drive the memory from his mind. Only the men who were there can describe the horror of flying over a city completely engulfed in flames, flames that reach hungrily toward your ship thousands of feet above. Nor can these men who were there ever forget the sickening stench of burning flesh, the violent updrafts, the eerie orange and red smoke clouds towering to twenty thousand feet. Spectacular, deadly, sickening, whatever they might be called, the raids were effective. City by city was written off bringing home to the Jap the real meaning of total war.

The day came when the radio began the most daring psychological attack ever directed against an enemy. The cities to be destroyed were announced in advance. Hour after hour the voice droned on, "People of Japan. Evacuate the following cities. The B-29s are coming soon. Your War Lords are powerless to stop them. The next cities on the list are: Yawata, Osaka, Tsu, Fukui . . ." The names went on. The cities were destroyed. New names were added to the list.

Suddenly the Atomic Age was born. At first the men of the 444th were stunned; then came the realization that the end was near.

At last there was a final mission. The target: Hikari Naval Arsenal. The results: The finest example of precision bombing in the history of aerial warfare.

The job was done. The celebration was wild but short lived. The officers and men of the 444th turned their eyes toward new horizons, toward a new life, toward home. They had done their part and done it well.

MISSION BREAKDOWN

MAY 10, 1945 O-SHIMA, JAPAN . . . 3220 miles . . . 20 aircraft hit primary target . . . daylight mission at 17,000 feet . . . 432 500 lb. GPs in target . . . results were excellent . . . first mission from Tinian.

MAY 11, 1945 KOBE, JAPAN . . . 3038 miles . . . 12 aircraft hit primary target . . . daylight mission at 16,000 feet . . . 244 500 lb. GPs on target . . . results were 39% of target destroyed.

MAY 14, 1945 NAGOYA, JAPAN . . . 3059 miles . . . 28 aircraft hit primary target . . . daylight mission at 17,000 feet . . . 581 incendiary clusters on target . . . results were fair.

MAY 16, 1945 NAGOYA, JAPAN . . . 3092 miles . . . 27 aircraft hit primary target . . . night mission at 13,600 feet . . . 852 incendiary clusters on target . . . results were 13.7% new damage.

MAY 19, 1945 HAMMAMATSU, JAPAN . . . 3050 miles . . . 16 aircraft hit primary target . . . daylight mission at 19-26,000 feet . . . 336 500 lb. GPs on target . . . results were poor.

MAY 23, 1945 TOKYO, JAPAN . . . 3058 miles . . . 32 aircraft hit primary target . . . night mission at 10,000 feet . . . 1149 incendiary clusters on target . . . results were excellent.

MAY 25, 1945 TOKYO, JAPAN . . . 3068 miles . . . 30 aircraft hit primary target . . . night mission at 8,000 feet . . . 968 incendiary bombs and clusters on target . . . results were 22 square miles burned out for the two Tokyo missions.

MAY 29, 1945 YOKOHAMA, JAPAN . . . 3049 miles . . . 26 aircraft hit primary target . . . day mission at 19,000 feet . . . 636 incendiary clusters on target . . . results were 34% destroyed.

JUNE 1, 1945 OSAKA, JAPAN . . . 3071 miles . . . 18 aircraft hit primary target . . . daylight mission at 20,000 feet . . . 21 frags and 609 incendiary clusters on target . . . results were poor.

JUNE 5, 1945 KOBE, JAPAN . . . 3081 miles . . . 22 aircraft hit primary target . . . daylight mission at 15,000 feet . . . 25 frags and 4355 incendiary clusters on target . . . results were 28% destroyed.

JUNE 7, 1945 OSAKA, JAPAN . . . 3071 miles . . . 21 aircraft hit primary target . . . daylight mission at 20,000 feet . . . 24 frags and 601 incendiary clusters on target . . . results were unobserved.

JUNE 9, 1945 OSAKA, JAPAN . . . 3038 miles . . . 28 aircraft hit primary target . . . daylight mission at 19,000 feet . . . 347 1,000 lb. GPs on target . . . results were 78% of aircraft plant destroyed.

JUNE 15, 1945 OSAKA, JAPAN . . . 3050 miles . . . 18 aircraft hit primary target . . . daylight mission at 18,000 feet . . . 4248 incendiary clusters on target . . . results were unobserved.

JUNE 17, 1945 OMUTA, JAPAN . . . 3297 miles . . . 33 aircraft hit primary target . . . night mission at 7,000 feet . . . 1191 incendiary clusters on target . . . results were fair.

JUNE 19, 1945 TOYOHASHI, JAPAN . . . 2970 miles . . . 34 aircraft hit primary target . . . night mission at 7,800 feet . . . 6177 incendiary bombs . . . results were 52% of target destroyed.

JUNE 22, 1945 HIMEJI, JAPAN . . . 3038 miles . . . 30 aircraft hit primary target . . . daylight mission at 15-17,000 feet . . . 808 500 lb. GPs on target . . . results were 96.1% of target destroyed.

JUNE 26, 1945 KAGAMIGAHARA, JAPAN . . . 3120 miles . . . 19 aircraft hit primary target . . . daylight mission at 15,500 feet . . . 1067 500 lb. GPs on target . . . results were 35% of target destroyed.

JUNE 28, 1945 OKAYAMA, JAPAN . . . 3148 miles . . . 35 aircraft hit primary target . . . night mission at 11,000 feet . . . 6362 incendiary bombs on target . . . results were 63% of target destroyed.

JULY 1, 1945 KURE, JAPAN . . . 3184 miles . . . 33 aircraft hit primary target . . . night mission at 10,000 feet . . . 1503 incendiary bombs on target . . . results were 64% of target destroyed.

JULY 3, 1945 TAKAMATSU, JAPAN . . . 3158 miles . . . 28 aircraft hit primary target . . . night mission at 10,000 feet . . . 4906 incendiary and 33 500 lb. GPs on target . . . results were 78% of target destroyed.

JULY 6, 1945 CHIBA, JAPAN . . . 3032 miles . . . 30 aircraft hit primary target . . . night mission at 10,000 feet . . . 40 frags and 1157 incendiary bombs on target . . . results were 43.4% of target destroyed.

JULY 9, 1945 SENDAI, JAPAN . . . 3344 miles . . . 31 aircraft hit primary target . . . night mission at 10,000 feet . . . 4 Photo-Flash and 1101 incendiary bombs on target . . . results were 27.8% of target destroyed.

JULY 12, 1945 UTSONOMIYA, JAPAN . . . 3210 miles . . . 29 aircraft hit primary target . . . night mission at 13,800 feet . . . 5219 incendiary bombs on target . . . results were 32% of target destroyed.

JULY 16, 1945 NUMAZU, JAPAN . . . 3418 miles . . . 31 aircraft, hit primary target . . . night mission at 10,800 feet . . . 1199 incendiary bombs on target . . . results were 89.5% of target destroyed.

JULY 19, 1945 FUKUI, JAPAN . . . 3190 miles . . . 31 aircraft hit primary target . . . night mission at 12,800 feet . . . 5681 incendiary bombs on target . . . results were unknown.

JULY 24, 1945 OSAKA, JAPAN . . . 3198 miles . . . 43 aircraft hit primary target . . . daylight mission at 19,500 feet . . . 115 4,000 lb. bombs on target . . . results were 85% of target destroyed.

JULY 28, 1945 TSU, JAPAN . . . 2980 miles . . . 39 aircraft hit primary target . . . night mission at 10,800 feet . . . 1148 incendiary bombs on target . . . results were unknown.

AUGUST 1, 1945 HACHIOJI, JAPAN . . . 3053 miles . . . 40 aircraft hit primary target . . . night mission at 15,000 feet . . . 3150 incendiary bombs on target . . . results were unknown.

AUGUST 5, 1945 IMABARI, JAPAN . . . 3118 miles . . . 30 aircraft hit primary target . . . night mission at 12,000 feet . . . 30 frags and 1202 incendiary bombs on target . . . results unknown due to smoke over target.

AUGUST 7, 1945 TOYOKAWA, JAPAN . . . 3021 miles . . . 17 aircraft hit primary target . . . daylight mission at 20,000 feet . . . 271 500 lb. GPs on target . . . results were unknown.

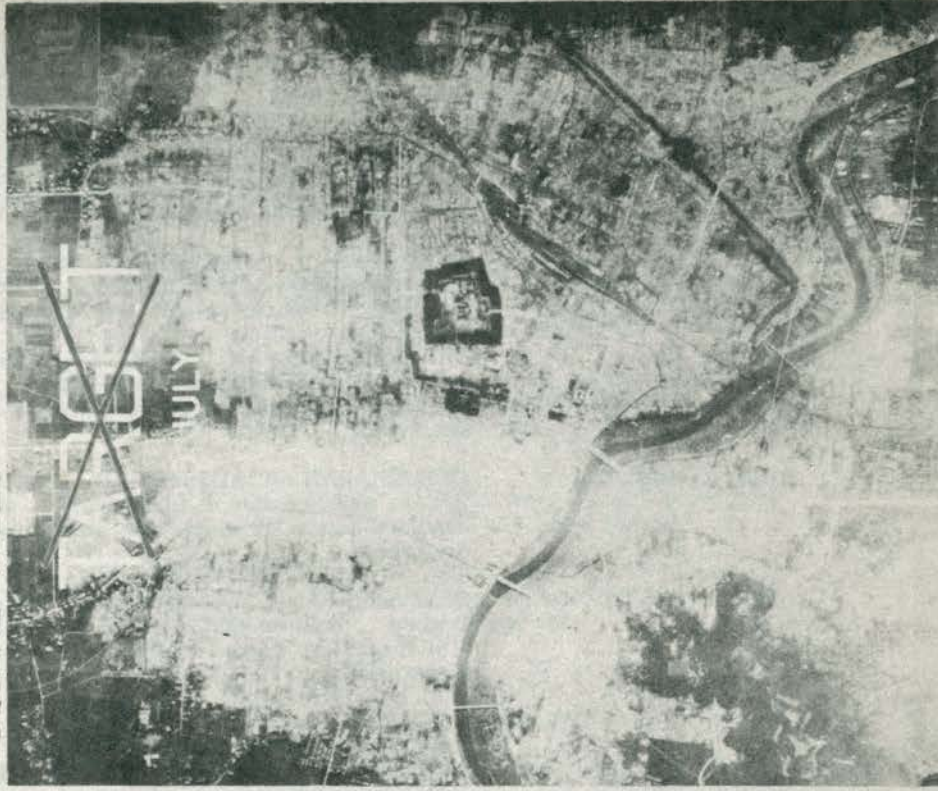
AUGUST 8, 1945 YAWATA, JAPAN . . . 3417 miles . . . 29 aircraft hit primary target . . . daylight mission at 20,000 feet . . . 681 incendiary clusters on target . . . results were unobserved due to smoke.

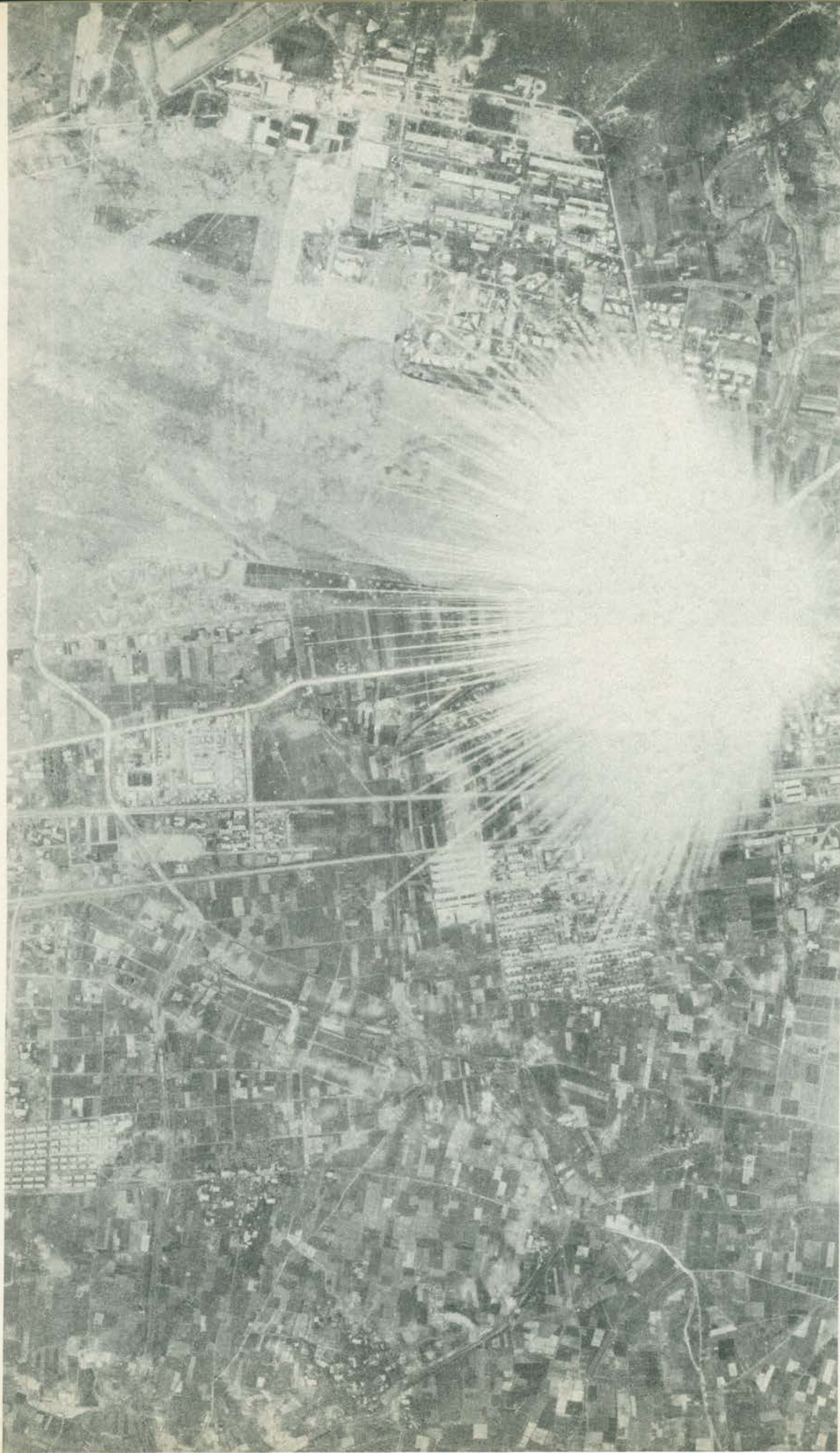
AUGUST 14, 1945 HIKARI, JAPAN . . . 3196 miles . . . 37 aircraft hit primary target . . . daylight mission at 15-16,000 feet . . . 902 500 lb. GPs on target . . . results were 95.5% of bombs within 1,000 feet of the target . . . recorded as probably the best precision bombing record in the annals of World War II . . . a fitting last mission for the 444th.

95% DESTROYED

BY 58th WING AT FUKUI

PLANNED TARGET AREA 1.7 SQUARE MILES

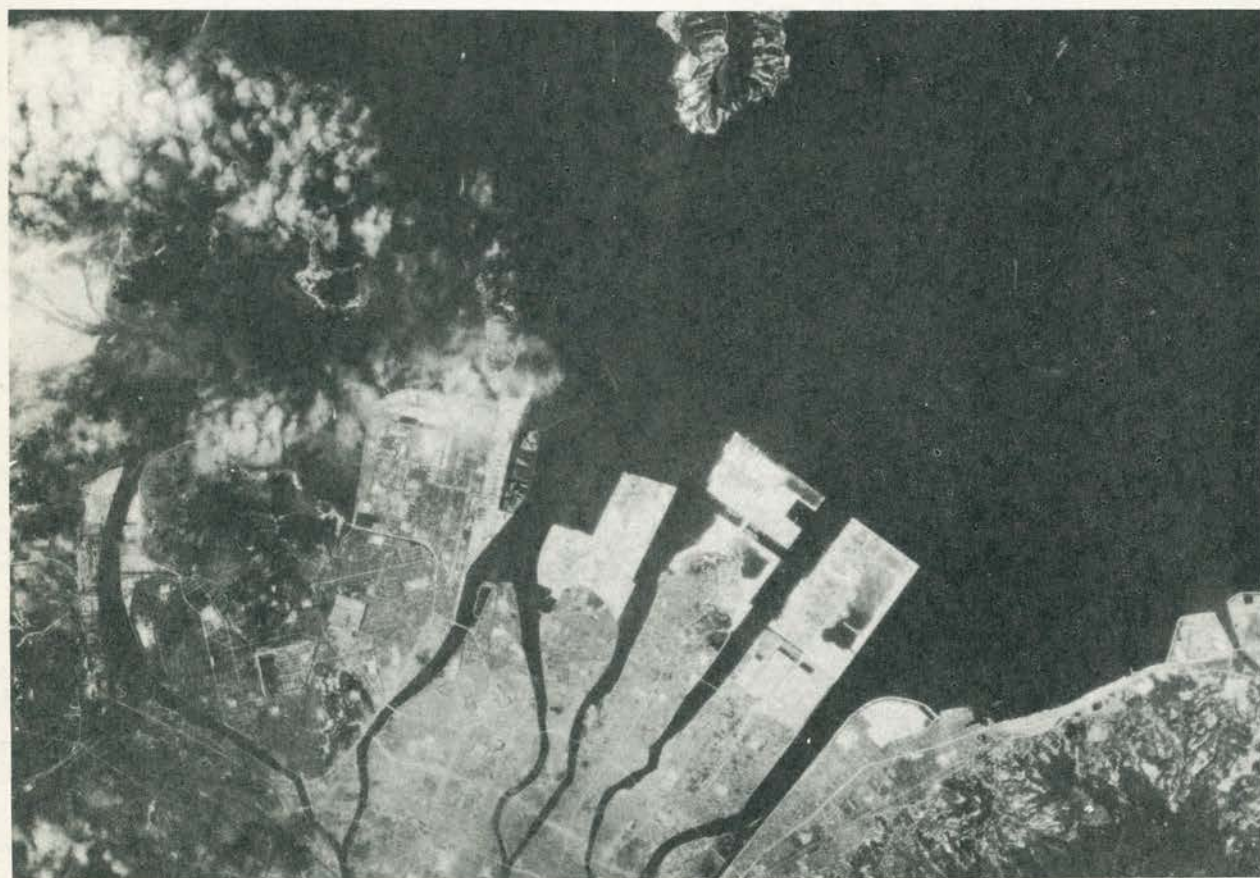




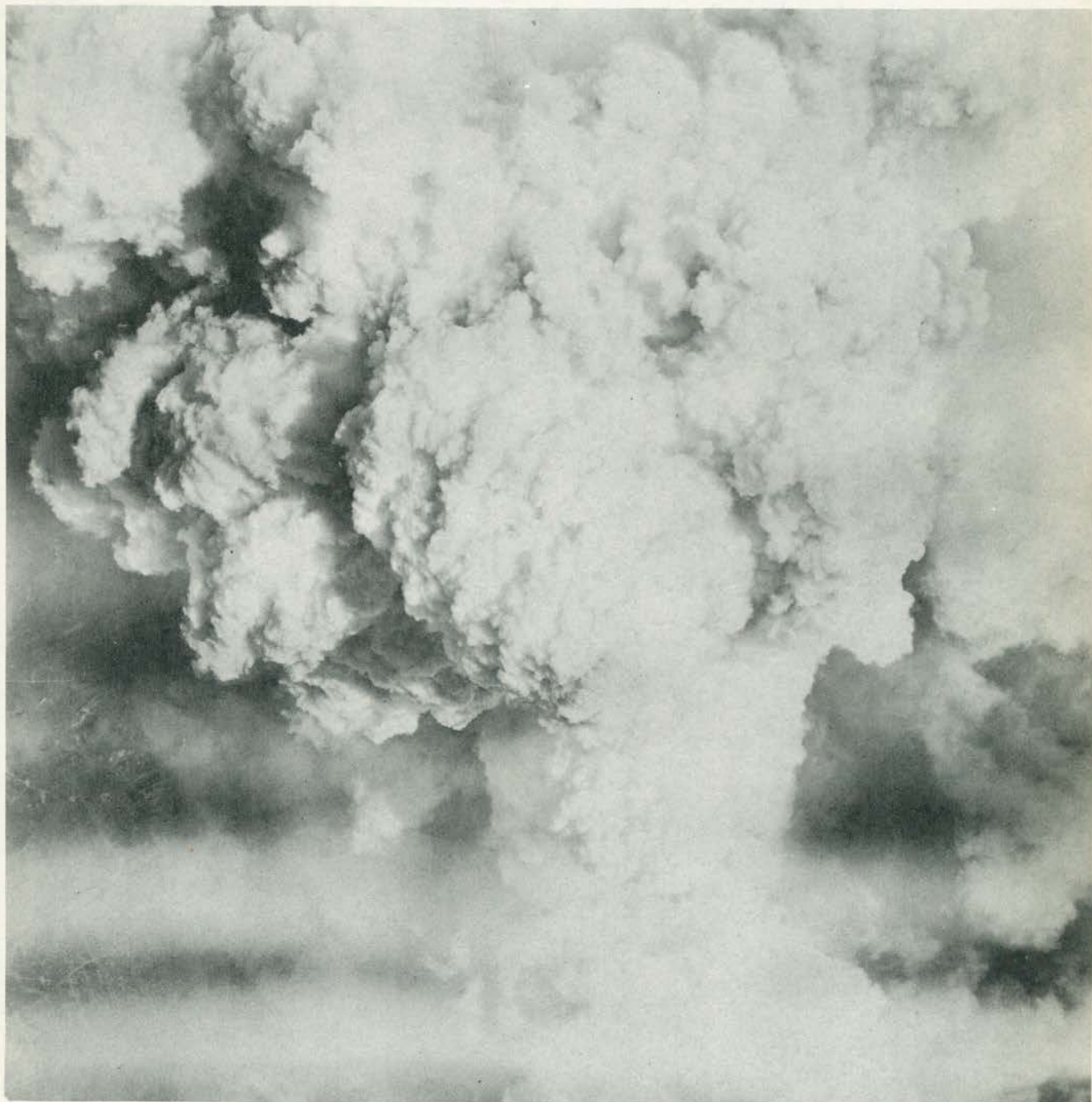
KAGAMIGAHARA
Flash Bomb



Okayama, 29, June



Tokyo, 1945



Yawata, Japan
Aug. 8, 1945



Osaki—Aug. 24th

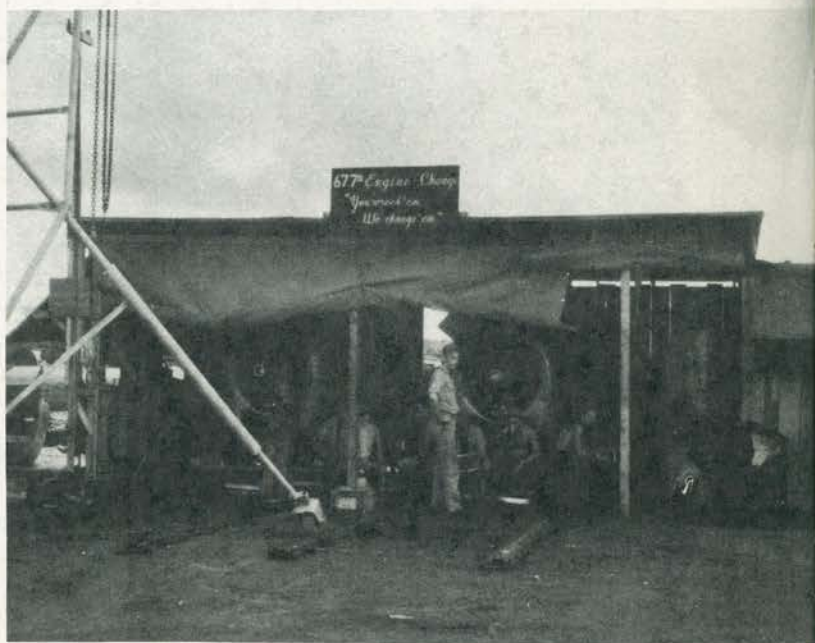


Hikari—Aug. 14, 1945
Last Mission



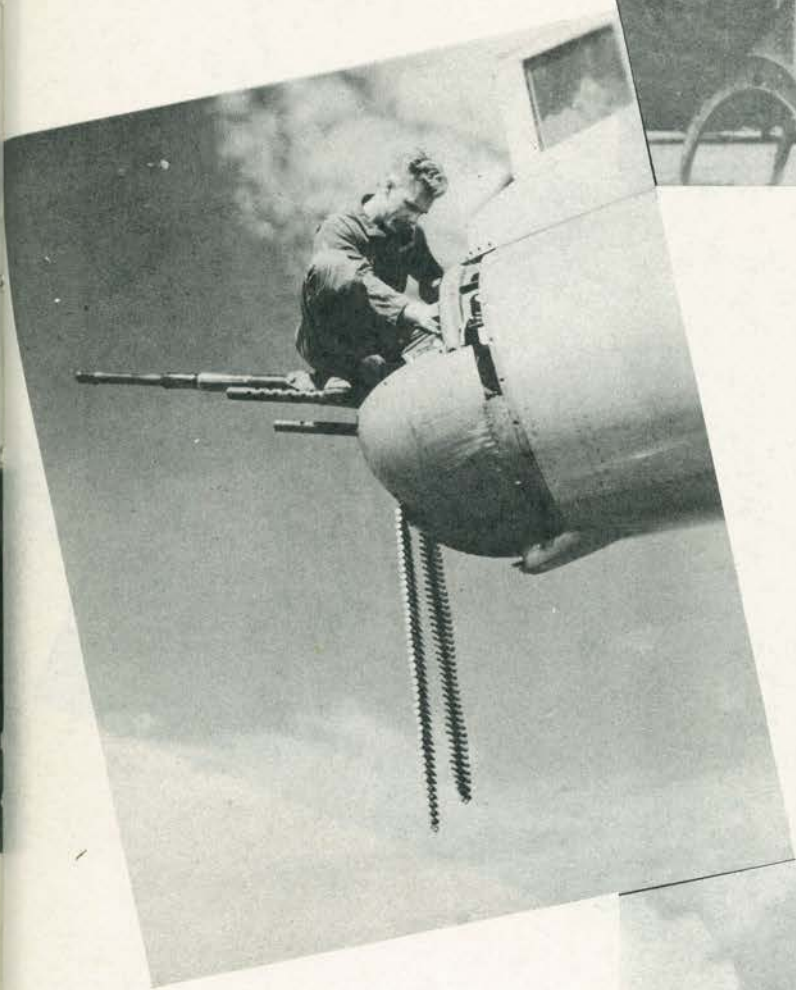
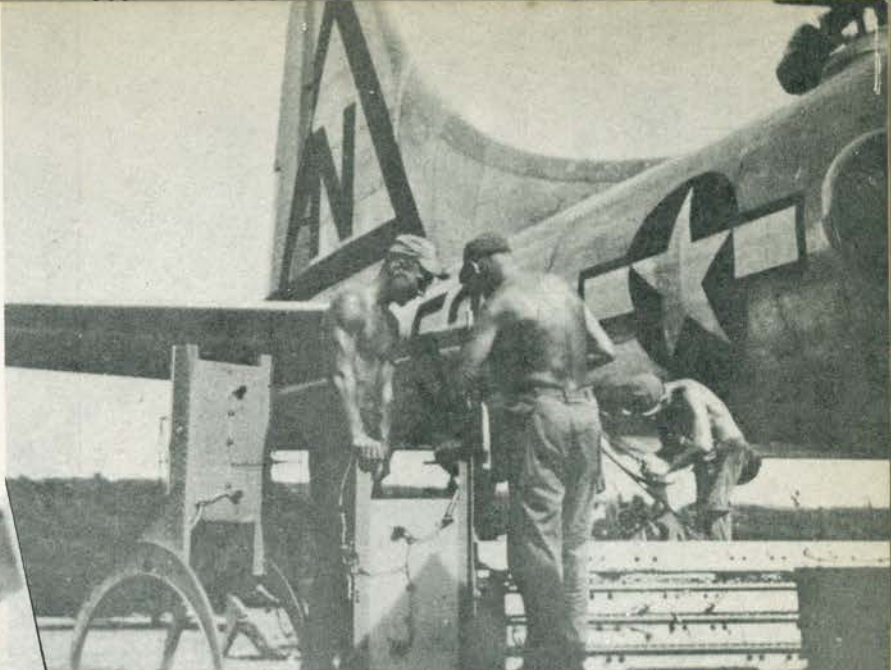
Prop Change

Engine Build Up



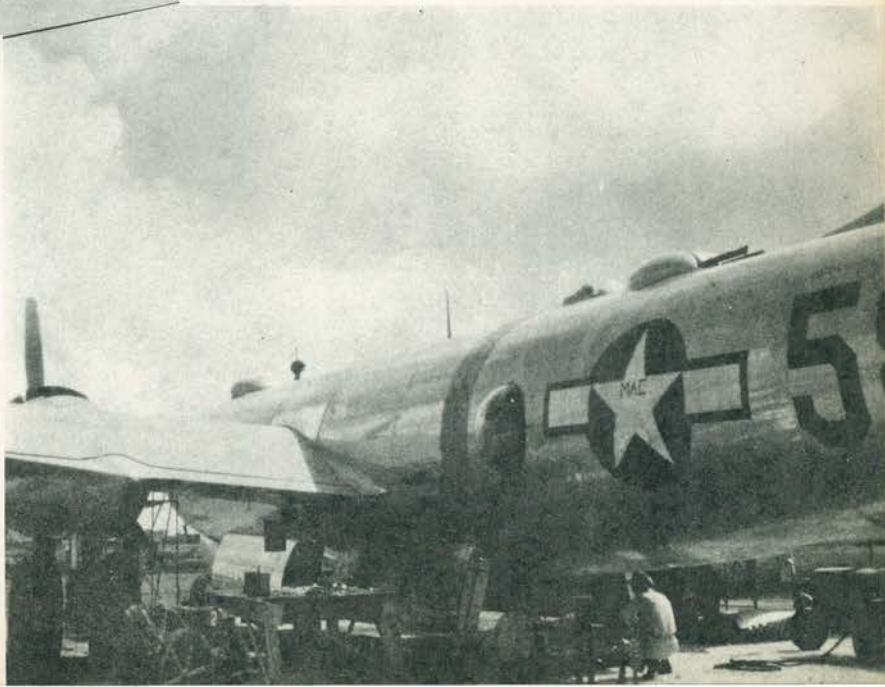
Super Service

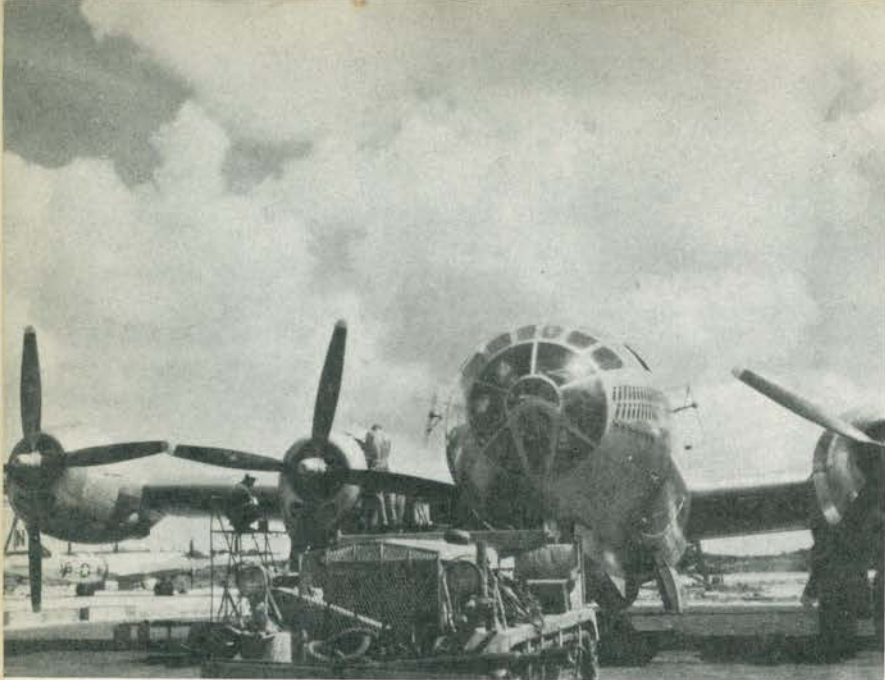
Installing Bomb Bay center racks



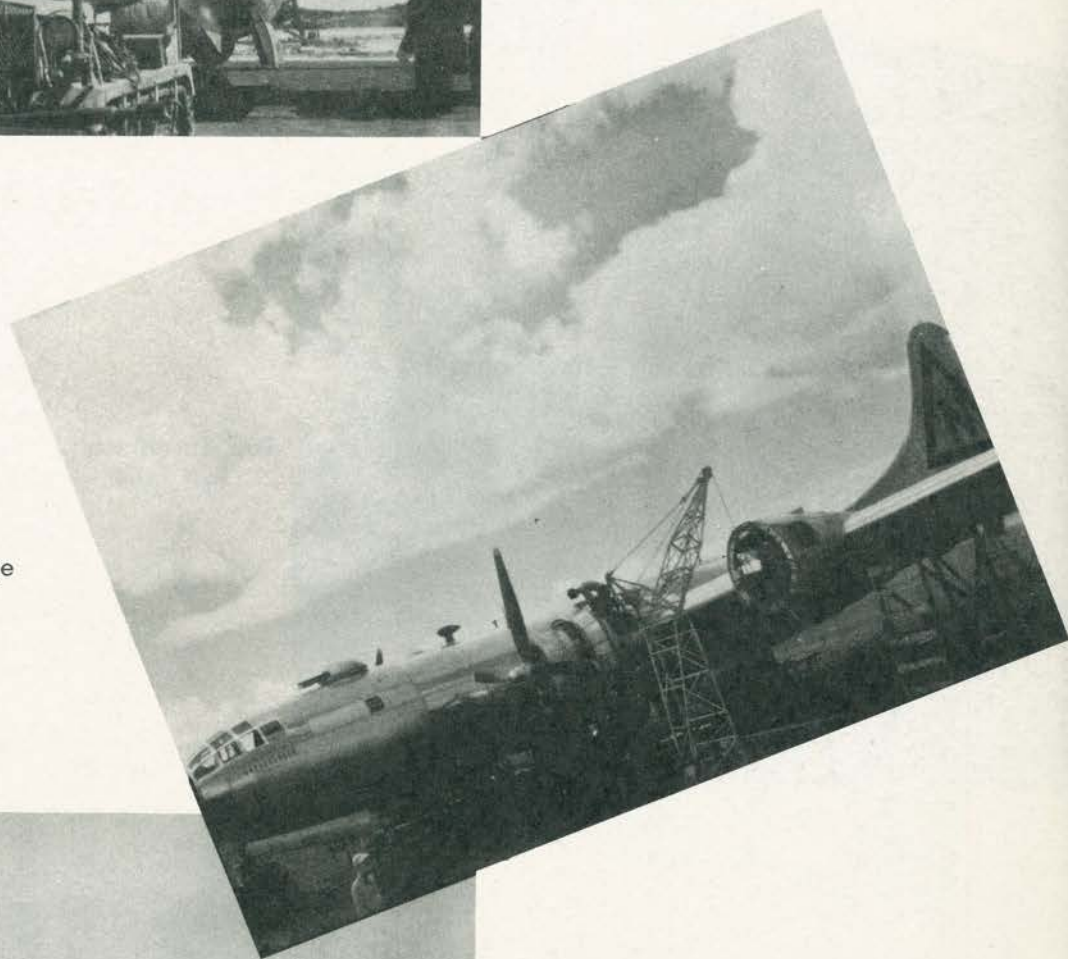
Tail Turret too!

Rack Check





Off to the Engine deck



Engine Change



Run Up

One hundred thirty five
thousand pounds



Gains momentum

Reluctantly is Airborne





Route Formation

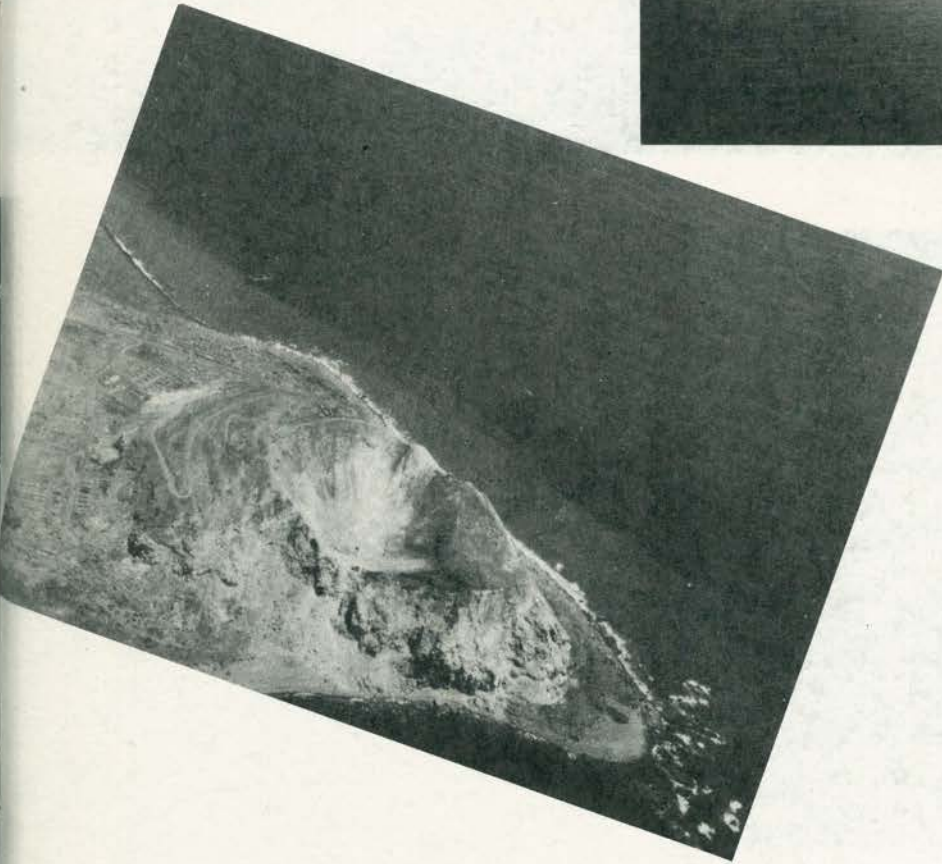
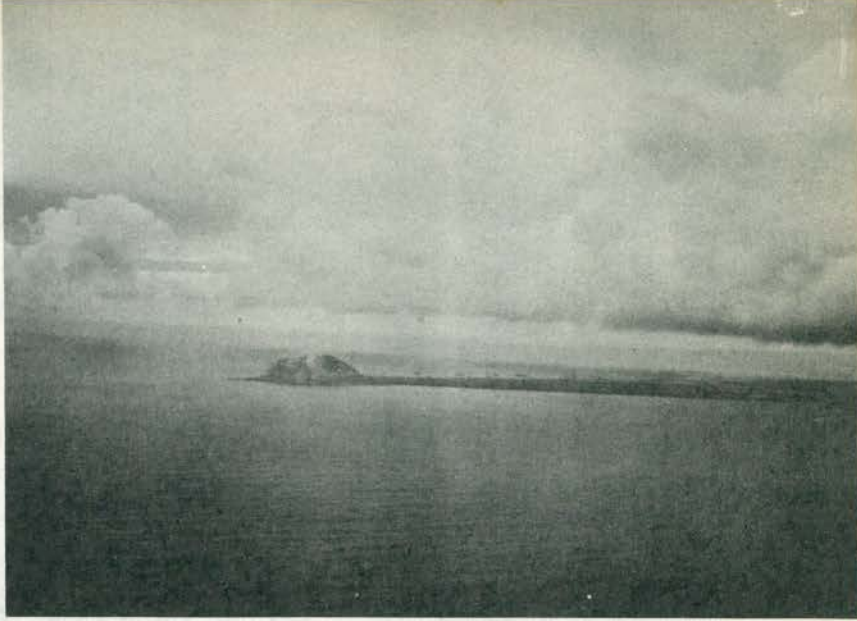


Homeward Bound



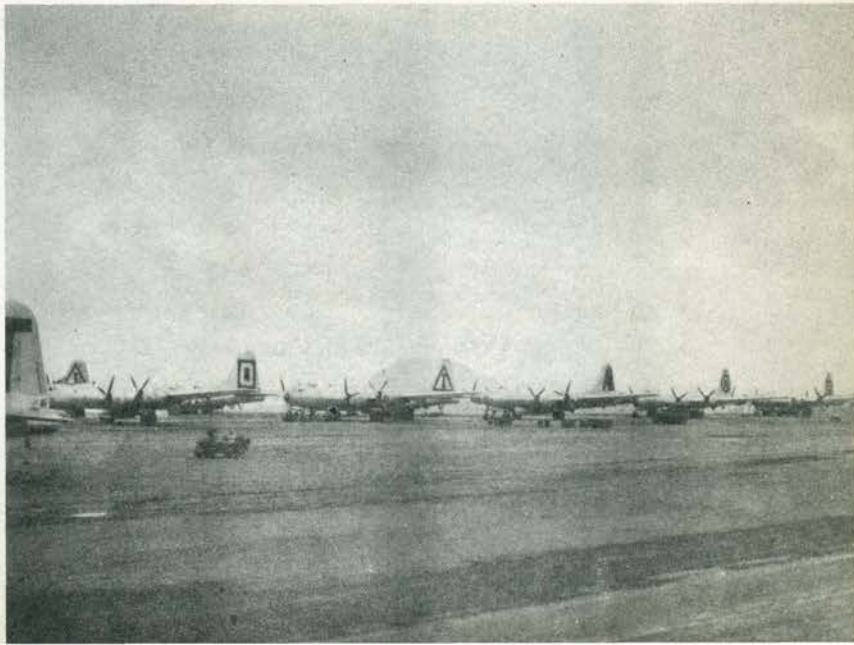
Peeling off for landing

Iwo Jima



Mount Suribachi

Iwo Jima saved countless thousands
of lives



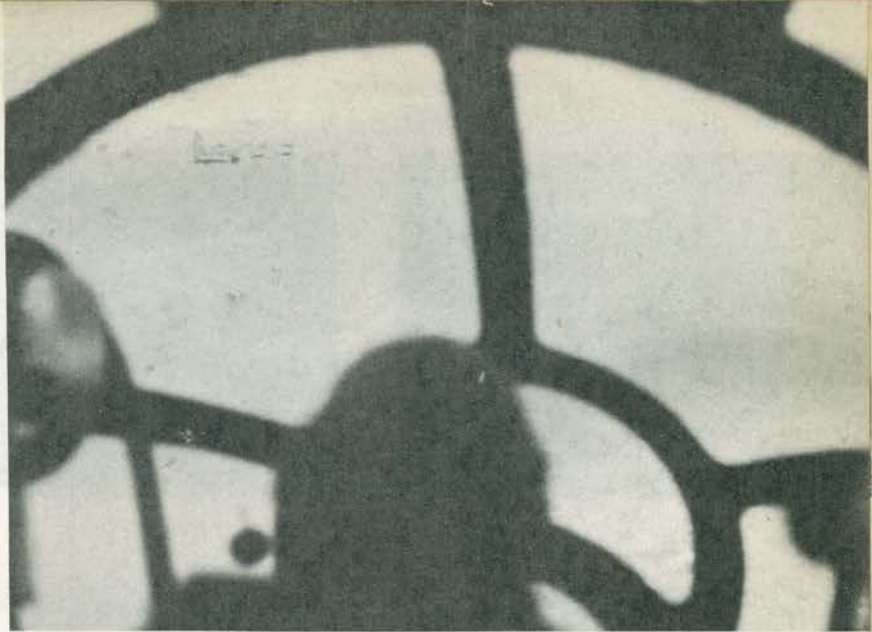
Views of



Mount Fujiyama

on Japanese Homeland

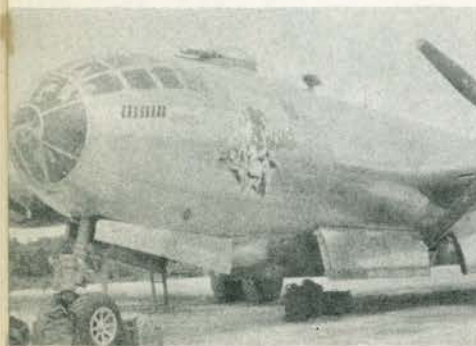




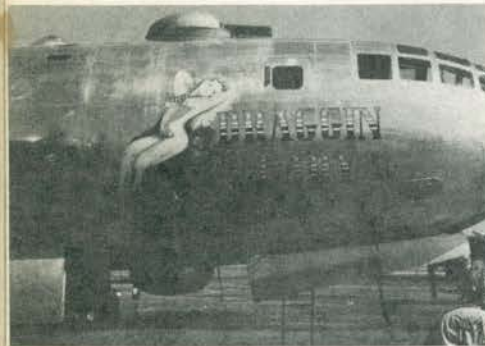
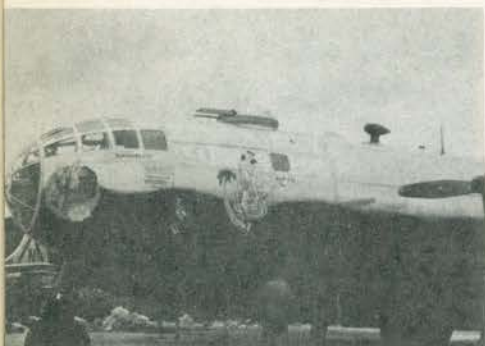
Pic's of the Japanese Mainland
and Tokyo Bay on V-J Day

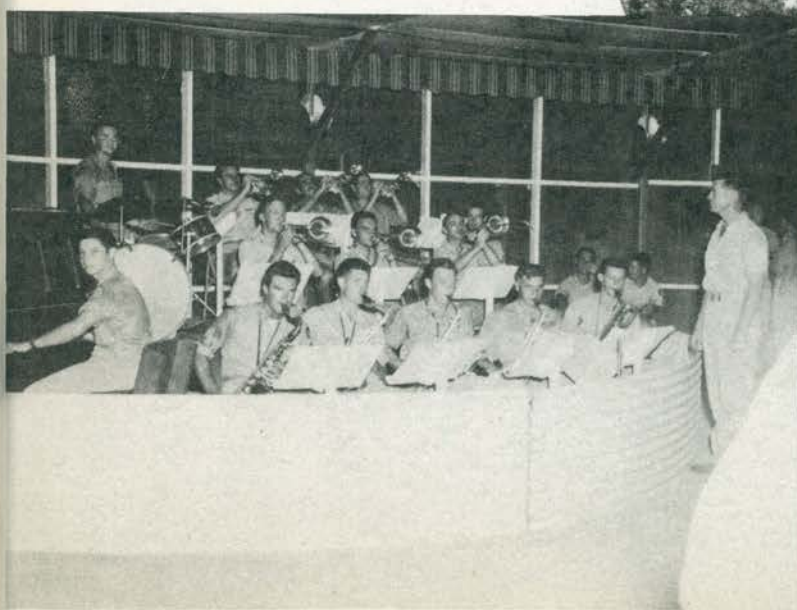
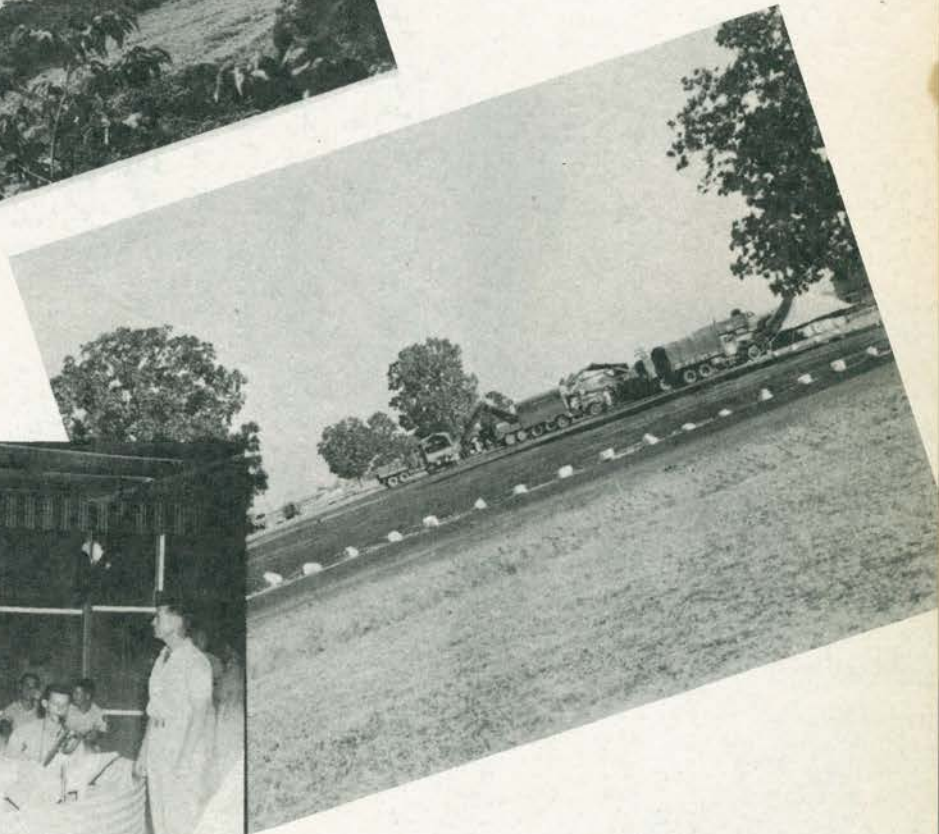
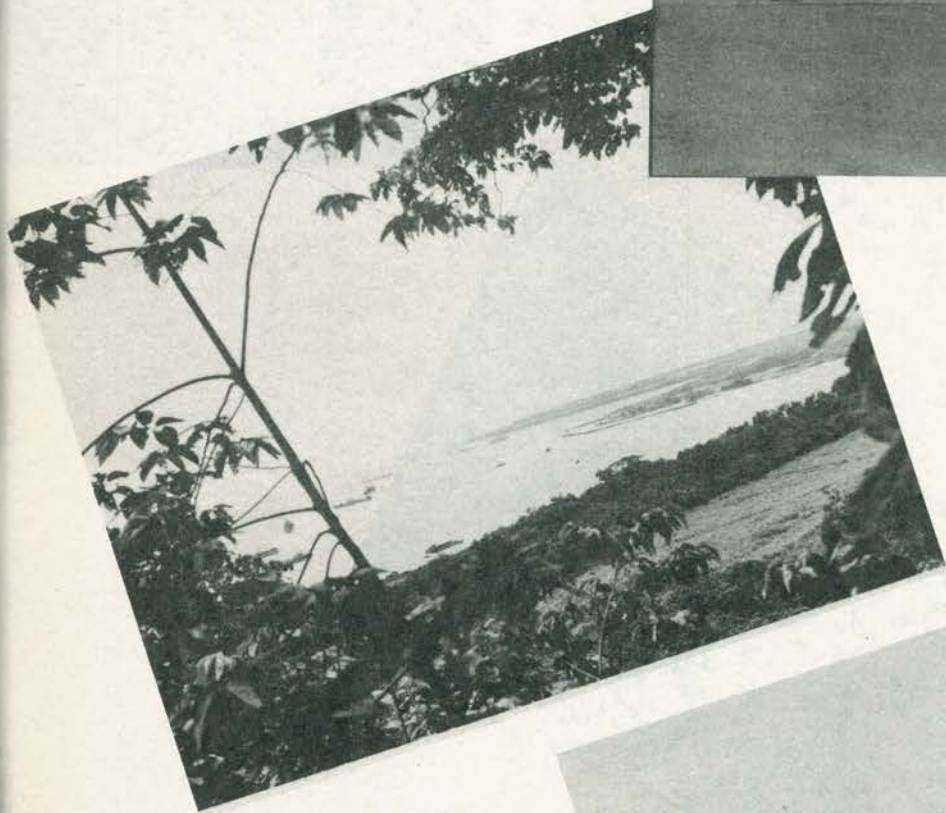


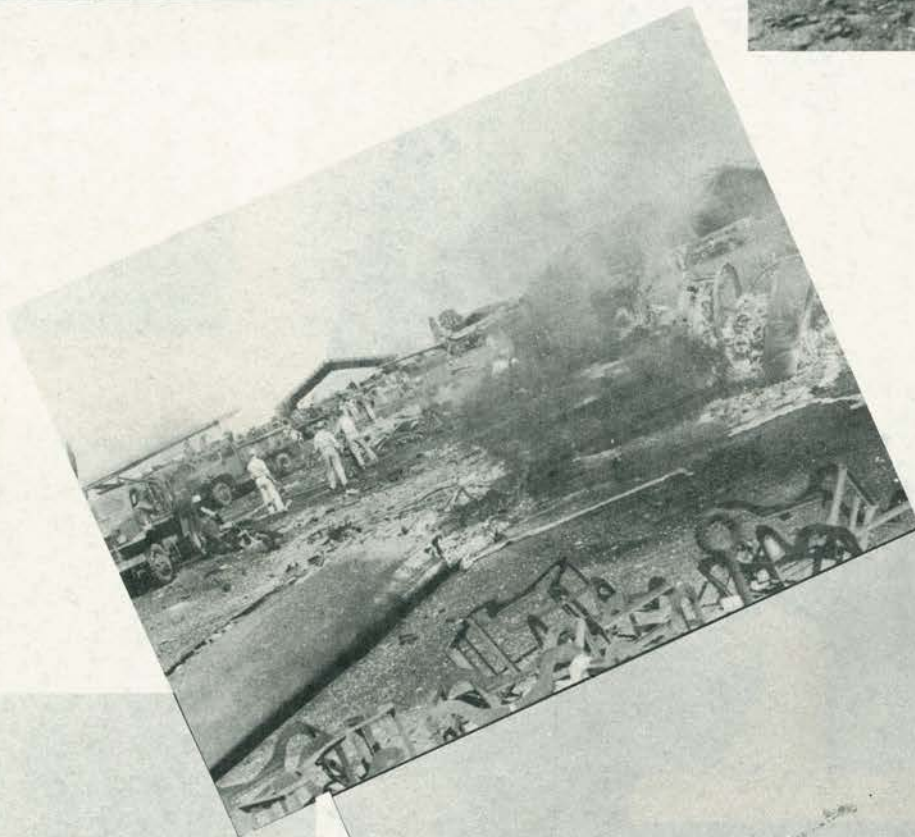
29 NOSES

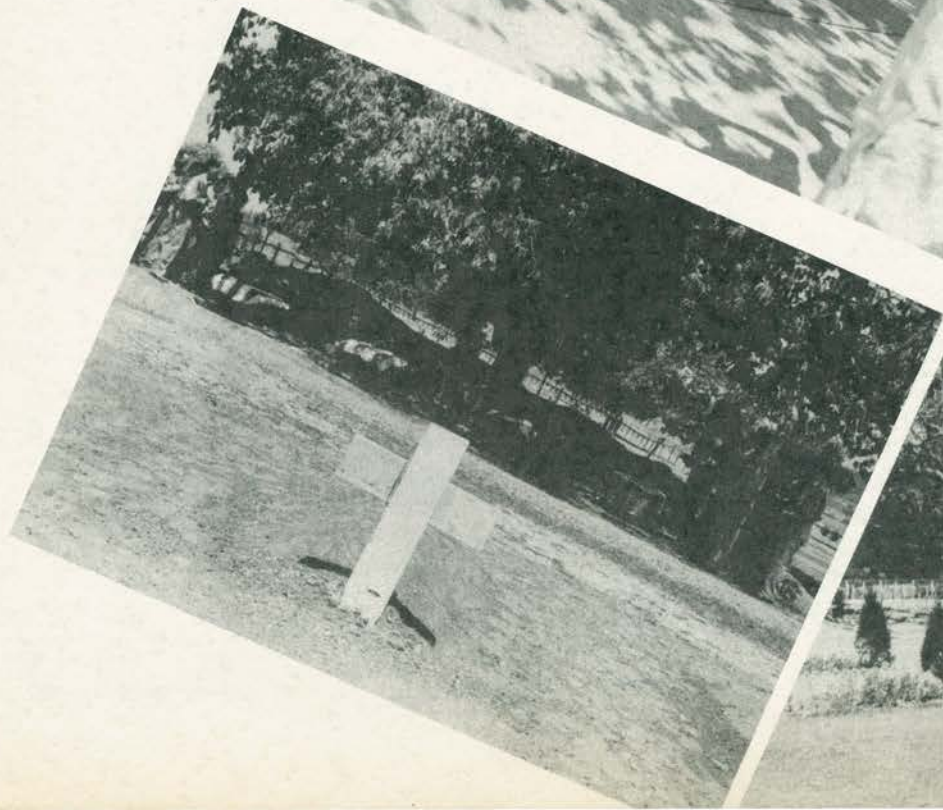
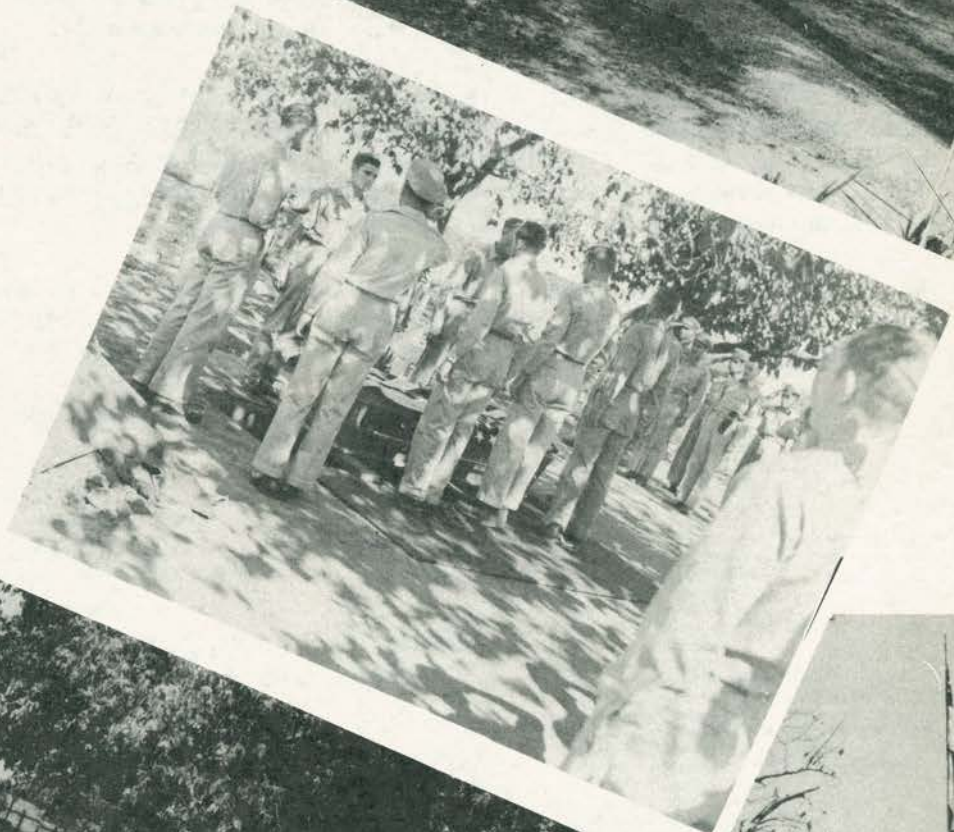
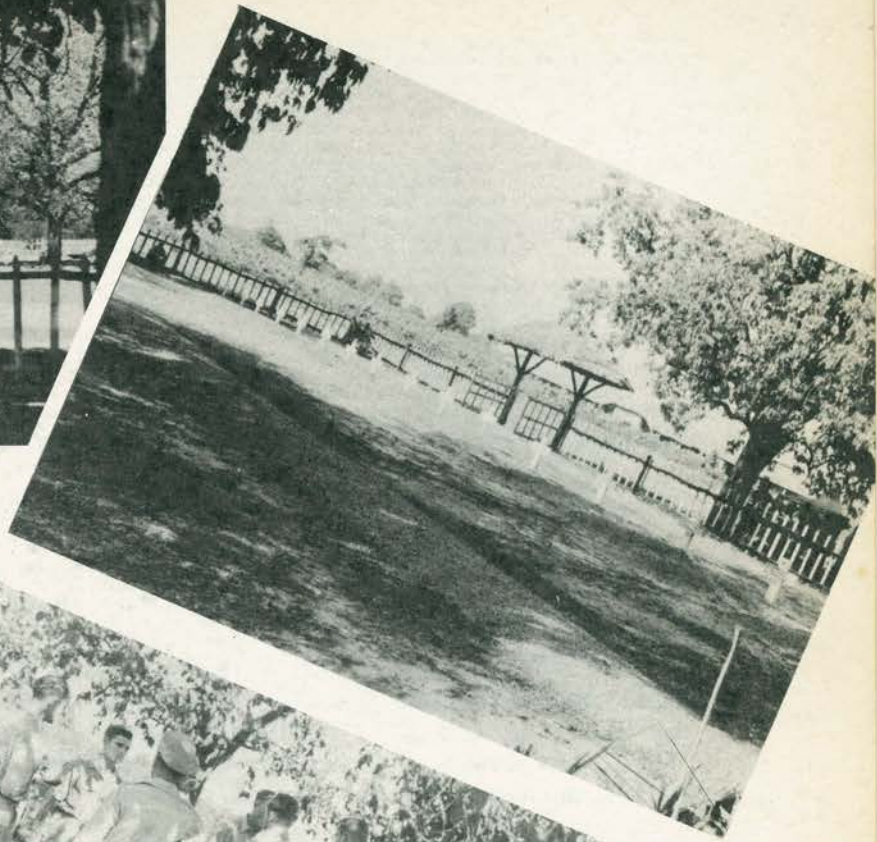












July 18, 1947

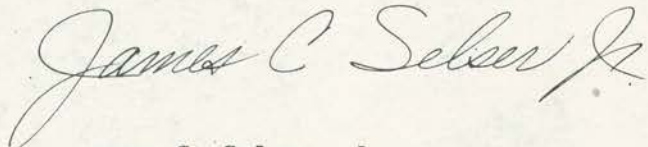
To the Personnel of the 444th Bomb Group V.H:

I wish to take this opportunity to communicate with all of you and express my gratitude and that of the Army Air Forces for the all out cooperation and unstinting sacrifices exerted by each of you individually while overseas with the 444th Bomb Group.

I feel that this book is a valuable and realistic pictorial and written history of this great combat group. This book renews in my mind, as I'm sure it does in yours, all the misery and discomfort, the fears and sorrows and the human and simple pleasures which were characteristic of our life overseas.

As I reflect on the past, I recall with pleasure and pride the close associations, the numerous deeds of self-sacrifice and bravery, and the satisfaction at War's end of a job well done.

My most sincere good wishes
to all of you,

A handwritten signature in cursive script that reads "James C. Selser, Jr." The signature is written in dark ink and is positioned above the typed name and title.

James C. Selser, Jr.
Colonel, Army Air Forces, USA

Abbott, Arthur C., 832 Lake Street, Rice Lake, Wisconsin
 Abbott, Bob W., 400 Walnut Street, Windsor, Colorado
 Abshire, John R., 3949 Ninth Avenue, Port Arthur, Texas
 Achtyl, Charles J., 82 Quincy Street, Buffalo, New York
 Adair, Arthur N., Jr., 4419 Seneca Avenue, Chattanooga, Tennessee
 Adams, Alexander A., Port Limon, Republic of Costa Rica
 Adams, Arthur W., 2 Lake Avenue, West Barrington, Rhode Island
 Adams, Chester P., 28 Safford St., Worcester, Massachusetts
 Adams, Clifford C., 1208 Avenue J, West, Childress, Texas
 Adams, Elmer, Wetumpka, Alabama
 Adams, Elmer M., Route 3, Homer, Louisiana
 Adams, Robert E., Neligh, Nebraska
 Adams, Robert H., 1048 Ophir Street, Stockton, California
 Adamski, Edward, 5123 Kent Way, Pittsburgh, Pennsylvania
 Adamson, Julian R., 1523 West Avenue, Miami Beach, Florida
 Adcock, Murlin W., 45 Rumson Way, Atlanta, Georgia
 Aegerter, Arden L., 238 South Second Street, Seward, Nebraska
 Ake, Frank W., 2240 Manchester Road, Akron, Ohio
 Albano, Richard J., 69 Deerfield Avenue, Buffalo, New York
 Albrecht, Eugene A., 65 Spring Street, Monticello, New York
 Aldrich, Eugene N., 1026 West Front St., Traverse City, Michigan
 Aldrich, Roy C., 826 Texas, Redlands, California
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 Vipperman, Charley E., Gooring, Idaho
 Vodhanel, Albert J., 8255 Asbury Park, Detroit, Michigan
 Voss, James S., 193 Elmwood Street, Irvington, New Jersey
 Vukelic, Mele N., 338 Bates Street, Steubenville, Ohio
 Wacławski, Stanley J., 2917 Erdman Avenue, Baltimore, Missouri
 Wade, Ira H., 217 Wood Avenue, Schoolfield, Virginia
 Wager, Jay, 9909 Grayson Avenue, Silver Spring, Missouri
 Wagoner, Joseph W., 310-6 3rd North Street, Longootu, Indiana
 Wailes, Chris A., RFD, Bennett, Colorado
 Walden, Leonard K., 66 Timson Street, E. Lynn, Massachusetts
 Waldrom, Arthur F., Route 2, Three Rivers, Michigan
 Walker, Lee G., Route 1, Pleasant Row, Utah
 Walker, Robert W., Jr., 350 Fifth Avenue, New York, New York
 Wallace, John L., 1031 Warden Street, Baltimore, Maryland
 Wallace, Thomas W., 220 Eighteenth Avenue, North, Seattle, Washington
 Walls, Owen P., 110 Pelly Avenue, Renton, Washington
 Walls, Fletcher E., Crumpton, Maryland
 Walsh, Gerard T., 1206 40th Street, Brooklyn, New York
 Walsh, Richard John, 220 Plant Avenue, Tampa, Florida
 Walter, Eugene L., Jr., 4075 Shevy Chase Drive, Route 1, Box 90, Pasadena, Cal.
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 Walters, Chester B., RFD 5, Greensburg, Pennsylvania
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 Walthall, Charles David, 1233 Bessie, Fort Worth, Texas
 Walthers, Robert, 1941 North Drake Avenue, Chicago, Illinois
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 Waranch, Myer, 2845 Boarman Avenue, Baltimore, Maryland
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 Ward, Bartholomew, 2227 Kanpali Avenue, Territory of Hawaii, Honolulu
 Ward, George J., 71 Washington Avenue, Cohoes, New York
 Ward, Joe B., Jr., Box 417, Whitney, Texas
 Ward, John C., 113 Dasadena Avenue, Highland Park, Michigan
 Ward, John F., Jr., 735 Union Street, Springfield, Massachusetts
 Ward, Samuel E., Route 2, Piqua, Ohio
 Ward, William R., 4 Morrison Avenue, Thomasville, North Carolina
 Warden, Clifford V., 8 Lynden Place, Totoma Borough, Peterson, New Jersey
 Wardone, Salvatore J., 298 Medford Street, Malden, Massachusetts
 Wareham, Robert E., 3124 Pleasant Avenue, Wellsburg, West Virginia
 Warfel, Robert R., 714 S. Queen Street, Lancaster, Pennsylvania
 Warnock, William T., 2282 Cambridge Street, Los Angeles, California
 Warm, Frank C., 1371 South Hill Street, Los Angeles, California
 Warren, Thomas P., 609 N. Main Street, Carlsbad, New Mexico

U.S. Army Air Forces, 144th Bombardment Group
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Wasilewski, Vincent T., Cantrall, Illinois
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 Watson, Benjamin, General Delivery, Zephyr Hills, Florida
 Watson, Harold C., 791 Madison Street, Denver, Colorado
 Watson, John T., 1416 North Wanamaker, Philadelphia, Pennsylvania
 Watts, Donald T., 1417 Carroll Street, Saginaw, Michigan
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 Weaver, Robert C., 157 Figueroa Street, Ventura, California
 Webb, Edon E., 503 South Cedar Street, Centralia, Illinois
 Webb, Edwin N., RFD #5, Towanda, Pennsylvania
 Webb, Raymond B., Route 4, Harrodsburg, Kentucky
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 Weeks, William L., Shawsville, Virginia
 Wehr, Henry F., 311 Hooker Street, Washington, Missouri
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 Weigner, Edwin, West Point, Pennsylvania
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 Weldon, James W., Box 131, Lenders, Texas
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 Wells, Edgar R., Jr., Prosser, Wisconsin
 Wells, Frank, Jr., 2027 North Chestnut, Colorado Springs, El Paso, Colorado
 Wells, Jack D., 1823 1/2 South Redondo Blvd., Los Angeles 35, California
 Wells, James J., Jr., 4510 N. Ashland Avenue, Chicago, Illinois
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 Wells, Phillips C., 24 West Grant Avenue, Roselle Park, New Jersey
 Wepsala, Alex, Route 1, Winlock, Washington
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 White, Charles E., 307 11th Street, Corbin, Kentucky
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 White, Jake, General Delivery, Decaturville, Tennessee
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 White, Robert B., 394 A Street, Hillside Park, Milwaukee, Oregon
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 Wilkins, Lamar R., 2735 South State Street, Salt Lake City, Utah
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 Willard, Thomas H., 4927 Erskine, Omaha, Nebraska
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 Williams, James F., Siesta Key, Sarasota, Florida
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 Williams, Gene, Route 1, Gruley, Alabama
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 Williamson, D. W., 416 Axetell Street, Clovis, New Mexico
 Williamson, Leland R., Denison, Kansas
 Willits, Rodney E., 17 Greenwood Avenue, Battle Creek, Michigan
 Wilmers, Roderick A., 347 Tamarack Street, Laurium, Michigan
 Wilson, Adam, 1870 Pierre Avenue, Niagara Falls, New York
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 Zahniser, Ralph W., 2335 Bookman Avenue, Pittsburgh, Pennsylvania
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 Wilson, Robert R., Route 6, Defiance, Ohio
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 Wilson, William M., 411 North Cedar Street, Greensboro, North Carolina
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 Winkley, Anton J., 636 Greens Ferry Road, Jackson, Missouri
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 Winner, Henry R., 215 Garden Street, Mount Holly, New Jersey
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 Wiseman, Harold, Route 1, Epeeing, North Dakota
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 Wood, Delmore P., 63rd Sqdn., Davis Monthan, Tucson, Arizona
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 Wood, Kenneth, Ivy Depot, Virginia
 Wood, Otha L., Route 2, Richland Spring, Texas
 Wood, Wilbur A., 514 Topeka Blvd., San Antonio, Texas
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 Woodward, Chester, Damariscotta, Maine
 Woodward, James J., 237 S. Elk Street, Sandusky, Michigan
 Wooley, J. W., 630 W. California Avenue, Oklahoma City, Oklahoma
 Wortman, Kenneth, 659 East Walnut Street, Hillsboro, Oregon
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 Wright, John R., Cliff Place, Pelham, New York
 Wright, Thomas A., 1704 DuPont Avenue, Johnstown, Pennsylvania
 Wright, Wesley M., Route 1, Blossom, Texas
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 Wrzala, Leonard F., 8029 Smart Street, Detroit, Michigan
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 Wysocki, Julian S., 1339 Wicker Park, Chicago, Illinois
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 Yancey, Jack G., 3119 Fair Oaks Avenue, Tampa, Florida
 Yandell, Edgar L., 824 Camden Street, Jackson, Tennessee
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 Yates, Shelton, Big Stone Gap, Virginia
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 Young, Henry T., 32 Demopokis, Greensboro, Alabama
 Young, Oscar E., 2645 Stavnton Avenue, Roanoke, Virginia
 Young, Robert A., 19 South El Molino, Alhambra, California
 Youngs, Delbert R., 33 Forest Street, Gloversville, New York
 Yuska, Donald E., Route 1, Buchingham, Iowa
 Zellerman, Robert, Route 4, Quincy, Illinois
 Zerbe, Donald E., Route 2, Deleware, Ohio
 Ziegler, Clarence, Route 1, Royersford, Pennsylvania
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 Zimmer, Marshall O., Route 1, Slingerlands, New York
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 Zink, Charles G., Jr., 141 Pratt Street, Fitchburg, Massachusetts
 Zuccarello, John, 22 Perrine Avenue, Trenton, New Jersey

APOLOGY

The editors of this book regret any omissions or discrepancies in this roster, but in a work of this sort, completed so long after the return of the Group from overseas, numerous mistakes are inevitable. We originally planned to include pictures of all personnel but because of loss of Group Photo files this was an impossibility and the album of necessity was composed of pictures sent in by former Group members. It is our humble wish that this album does justice to the enviable history of the 444th Group.

GENERAL ORDERS)
 NO 75)

HEADQUARTERS FIFTEENTH AIR FORCE
 Colorado Springs, Colorado
 22 October 1946

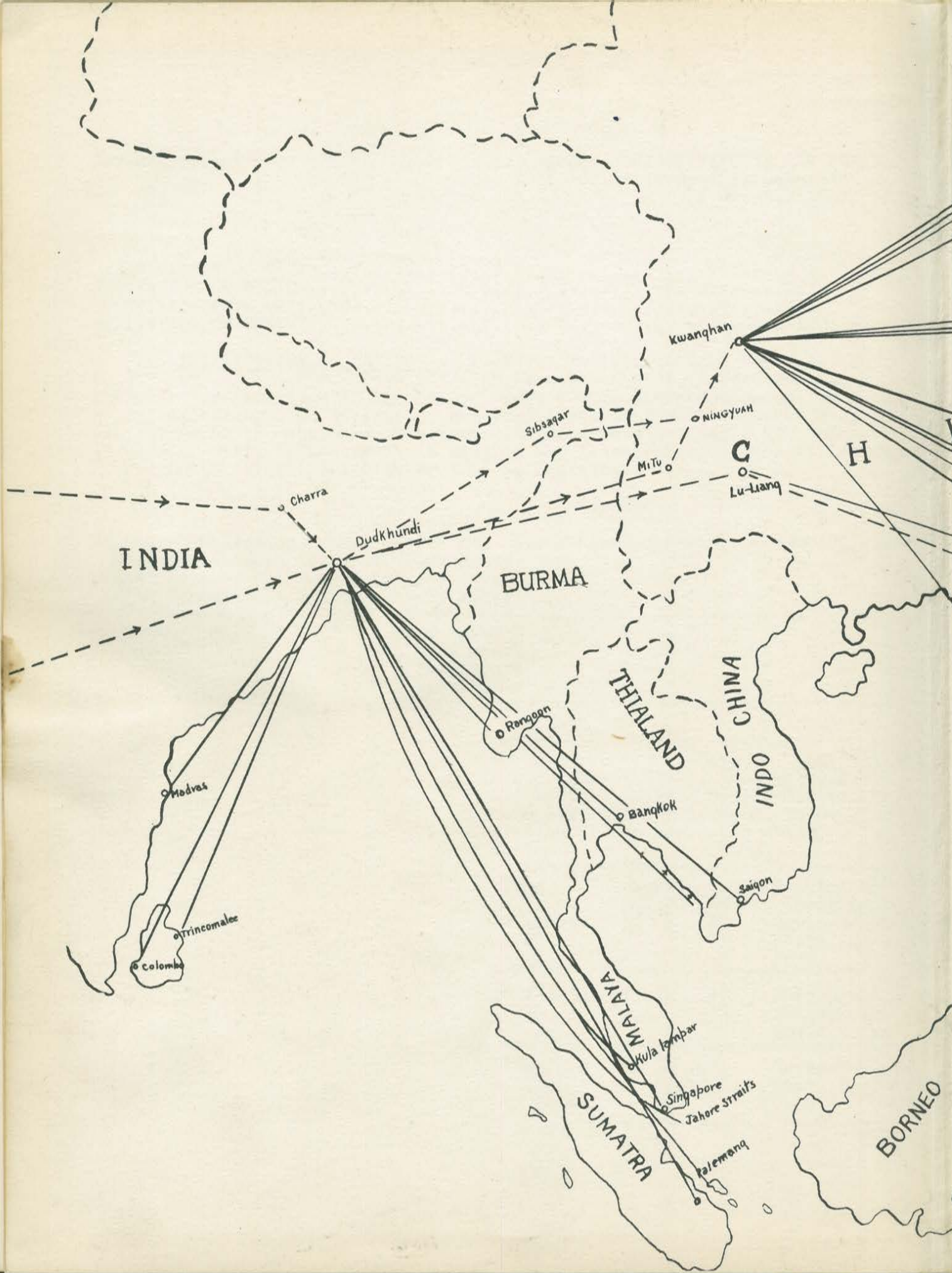
	Section
INACTIVATION OF UNITS	I
ACTIVATION OF UNITS	II
INACTIVATION OF UNIT	III
ACTIVATION OF UNIT	IV

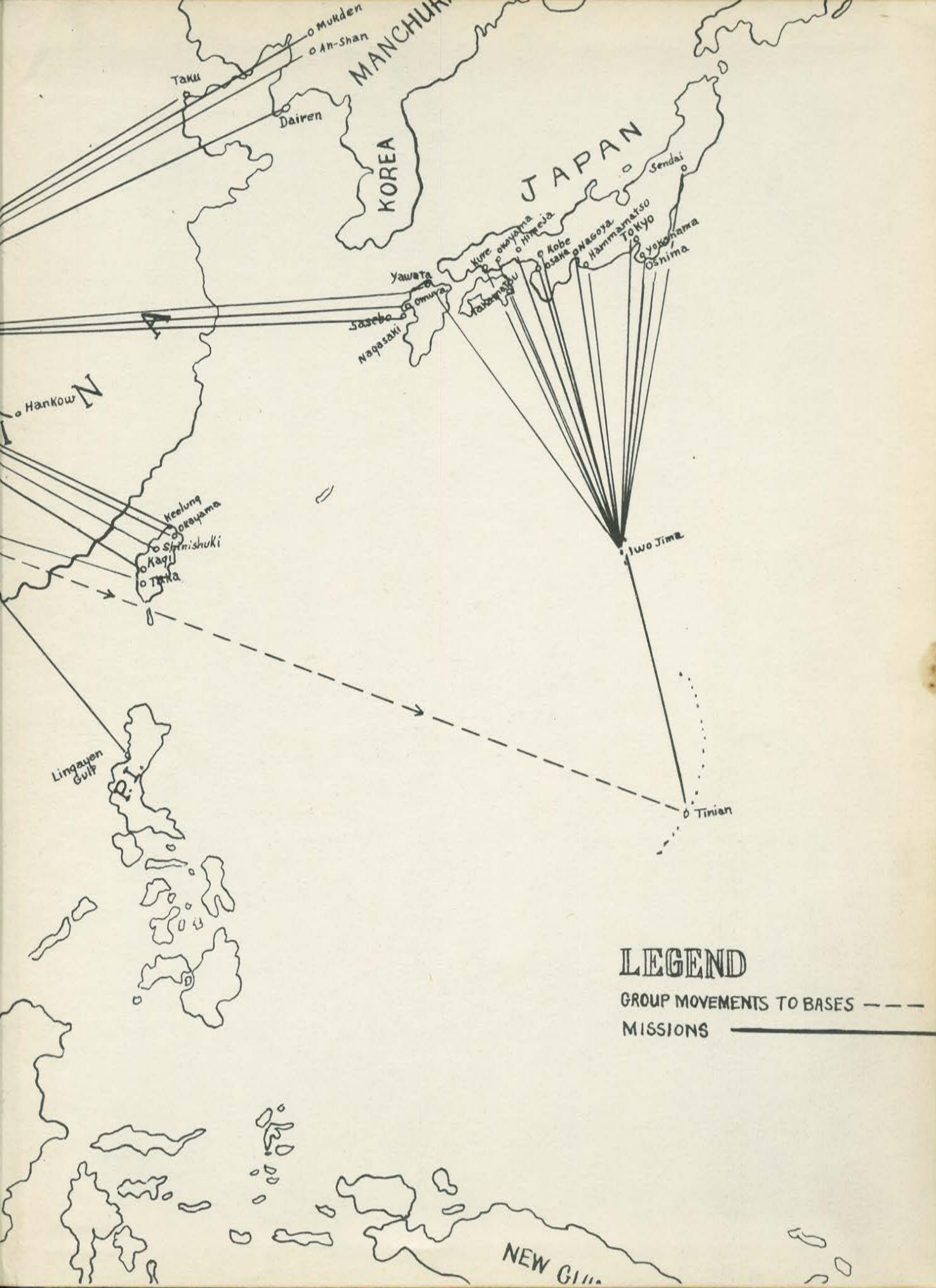
I. INACTIVATION OF UNITS 6--1. Pursuant to instructions contained in AG 322 (27 Sep 46) AO-I-AFCOR (277e)-M, War Department, 10 October 1946, subject: "Inactivation of the Headquarters 40th Bombardment Group, Very Heavy; Redesignation, Activation and Inactivation of certain other Army Air Forces Units," and 1st Indorsements, Headquarters Strategic Air Command, 15 October 1946, announcement is made of the inactivation of the following listed units effective 1 October 1946 as indicated:

<u>Unit</u>	<u>Station</u>
Hq 40th Bombardment Group, Very Heavy	Davis-Monthan Field, Tucson, Arizona
25th Bombardment Squadron, Very Heavy	" " " "
44th Bombardment Squadron, Very Heavy	" " " "
45th Bombardment Squadron, Very Heavy	" " " "
Hq 444th Bombardment Group, Very Heavy	" " " "
676th Bombardment Squadron, Very Heavy	" " " "
677th Bombardment Squadron, Very Heavy	" " " "
409th Bombardment Squadron, Very Heavy	" " " "

II. Activation of Units --8. Pursuant to authority contained in AG 322 (27 Sept 46) AO-I-AFCOR (277e)-M, War Department, 10 October 1946, subject "Inactivation of the Headquarters 40th Bombardment Group, Very Heavy; Redesignation, Activation, and Inactivation of Certain Other Army Air Forces Units," and 1st Indorsement, Headquarters Strategic Air Command, 15 October 1946, announcement is made of the activation of the following units, effective 1 October 1946, as indicated:

<u>Unit</u>	<u>T/O&E</u>	<u>Comp</u>	<u>Strength</u>			<u>Station of Activation</u>
			Off	WO	EM	
Hq 43d Bombardment Group, Very Heavy	1-112R, 5Mar 45, w/1c 18 Jul 45	1 ^a x Colm 4	39	2	57	Davis-Monthan Field, Tucson, Ariz
Hq 7th Bombardment Group, Very Heavy	1-112R, 5Mar 45, w/1C 18 Jul 45	1 ^a x Colm 4	39	2	57	Fort Worth AAFld, Fort Worth, Texas
63d, 64th, and 65th Bombardment Squadrons, Very Heavy	1-167R, 5 Mar 45, w/1C 12 Apr 45	1 ^b x Colm 4 plus 1 x Colm 20	81	0	492 (ea)	Davis-Monthan Field, Tucson Ariz





LEGEND

GROUP MOVEMENTS TO BASES - - - -

MISSIONS —————

