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58261



The Record



The Eleventh Bombardment Squadron (M)

THREE HUNDRED
SQUADRON (M)

ELEVENTH BOMBARDMENT
FORTY-FIRST BOMBARDMENT
AIR FORCE

UNITED STATES ARMY
AIR GROUP (M)

FOURTEENTH
AIR FORCES

BANGOR
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BANGOR ME



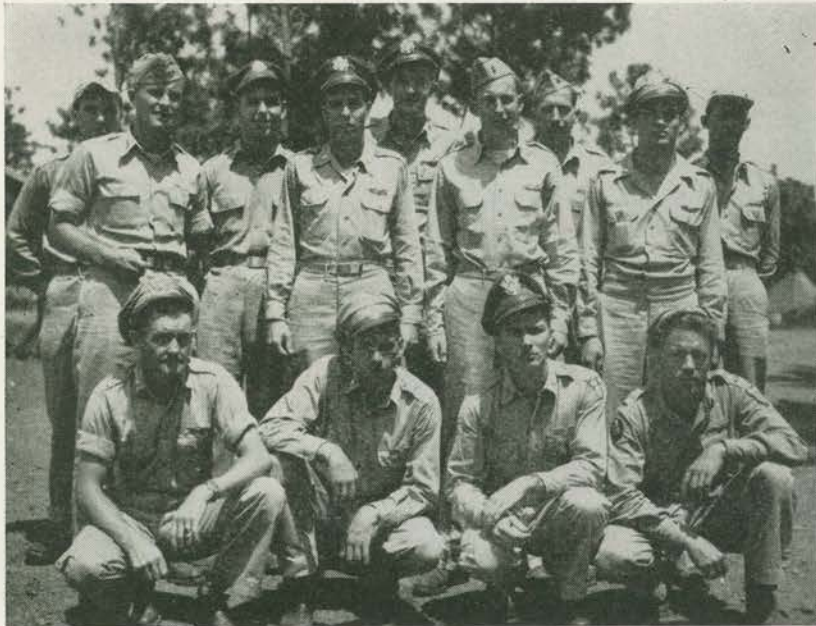
LT.-COLONEL CHARLES G. WILLES
Commanding Officer

BARBER
LIBRARY
PUEBLO
BANDER



ADMINISTRATIVE OFFICERS

Lt.-Colonel Charles G. Willes, *Commanding Officer*; Capt. Richard E. Voland, *Intelligence*; Capt. Frederick S. Wolf, M. D., *Medical*; Lt. Martin D. Scheffler, *Supply*; Major Milton L. Jungwirth, *Executive Officer*.



(*Front row*) Bailey, Daggett, Shore,
Des Plantes.

(*Center row*) Ammon, Smith, Owen,
Buttner.

(*Back row*) Russell, Allison, Jacke,
Posey, Birou.

FLYING OFFICERS

(*Kneeling*) Burke, Ratcliff, Steinke,
Straw, Creer.

(*Standing*) Wolf, Patton, Hage-
mann, Parham, _____,
_____, Mueck, Boyle.

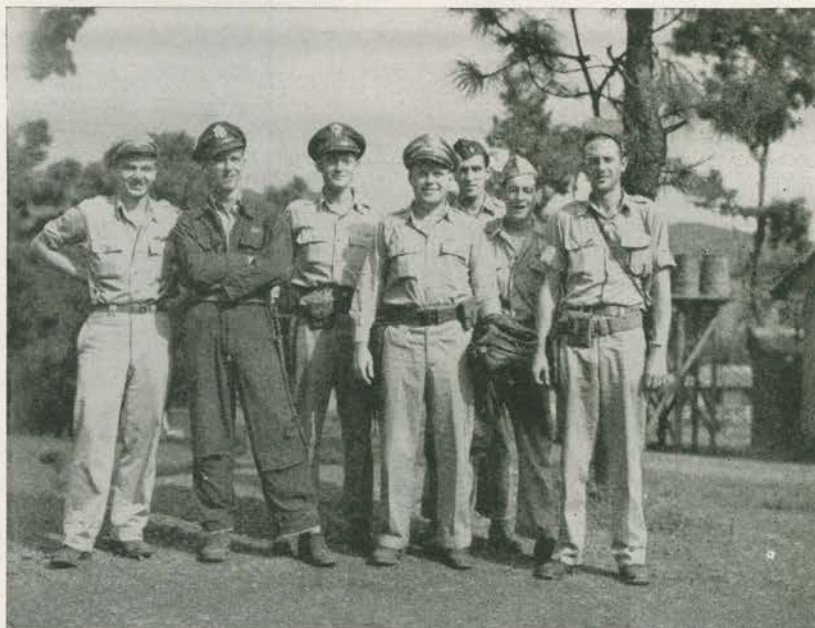




Radebaugh, Birou, Cates, Wendling,

Baroody, Shepherd, Spoons.

(Chenkung Bound.)



FLYING OFFICERS



(Front row) Freeman, Ponge, Cor-
kin, Hanley, Dichiara.

(Standing) Perigo, Frederick, Leech,
Whitley, Terpening, Zogheib,
Janczewski, Arbiter, Wingate,
Barnhart, Kelly, Easter.



(Kneeling) Prellen, Welch, Griffey,
.....

(Standing),,
Ahern, Wyatt, Smart, R. C. Conrad.

COMBAT

Foote, Surber, Lowe, Chandler, Les-
sler, Hogaboom, Hawkins, Jones
(C. E.), Maynard, Moore (T. S.),
Thompson.





Ayers, Mundy, Roberts, Preklas,
Cohill, Jessup, Burke, Kelly,
Kelleher, Bucher, Cobert, Ritter,
Bashaw.



COMBAT



Bechard, Pointek, Tobey, Mize.



Causey, Roden, Burson, Belue,
Brucker, Tevlin, Wilder, Telage,
Naylor, McGann, English, Huss,
Hutton, Moore (C.)

COMBAT

Paslowski, Homan, Hollabaugh, Henry, Barnett.





Mendola, Bevilacqua, Sullivan (E. D.), Miller, Sequeira, Colbert, Davis, Ehmke, Netcovick, Stoneking, Greco, Morton, Roden, Miner, Oester, Jordan, Moody.

ENGINEERING

Allen, Banks, Fletcher, Baldwin, Graziano, Michalewicz, Ward, Fosdick, Skurski, Williams (G. H.), Penofsky, Boreman, Reifsynder, Garrett, Stoller, Miller, Breen, Rymza, Singleton, Mainard, Healan, Paschal, Bevilacqua, Grimm, Feldman, Craig.





Miller, Williams (H.), Morton,
Miner, Stoneking, Mills, Munch,
Moody, Lippe, Sloan, Sequeira.

ENGINEERING

ELECTRICAL ENGINEERS

Osadnick, Goodman, Williams, Bul-
ger, Odelberg, Vance, Pfeiffer,
Leeps, Davis.





Sullivan, Sloan, Mills, Davis,
Munch, Lippe.



LINE CHIEF ENGINEERING



INSPECTION

Linthicum, Davis, Palmer, Garner.



(*Kneeling*) Kovaleski, Afendoulis,
Mahon, Turchi, Roesler.

(*Standing*) -----, Horton, Meyers,
Adams, Golding, Palance.

ARMAMENT

(*Kneeling*) Nigro, Svenson, Mahon,
Jewell, Johnson.

(*Standing*) Field, Gremour, -----,
Giotta, MacAdam, Pirretti, Deeds,
Murkowski, Breen, Marsh, Garrett,
Sprinkle, Leigh.





Wood, Krupitzer, Smith, Lynn,
Tarro, Mahon, Burson.



TURRET BOMBSIGHT

ORDNANCE



Kulju, Quinn, Read, Maenhout, De-
Rogatis, Schrecengost, Tarquino.



PARACHUTE

Lambert, Jordan, Garrick.

TRANSPORTATION

Slover, Hoke, Kroes, Clark, Kirkpatrick.





MEDICS

Adcock, DeRosie, Borinstein.



Puthuff, Burnham, Samet, Lundborg, Stubbins, Hurst,
Kashishian, Hartman, Rymysza, Thalenfeld, Thomas.

ADMINISTRATIVE

(Kneeling) Boucher, Viguerie, Curtis, Morris.

(Standing) Hutchens, Hill, Hawkins, Peresutti.



IN RECOGNITION

HEADQUARTERS FOURTEENTH AIR FORCE
A. P. O. 627. C/O POSTMASTER
NEW YORK CITY, NEW YORK

2 May 1945

Charles G. Willes, Lt. Col. A/C
Commanding Officer, 11th Bomb Sq. (M)
A.P.O. 212, China Theatre.

Dear Colonel Willes:

Let me congratulate you on the third anniversary of the activation of the 11th Bomb Squadron, 4 May 1945. The achievements of your squadron, accomplished often times despite difficult problems of supply and maintenance, reflect great credit on the Fourteenth Air Force.

You have maintained a stubborn offensive throughout the past three years. You have strangled the enemy in a series of vigorous sweeps which have spread American air might through China and Burma. You have shared in blasting his railroads, bridges, rolling stock, depots and shipping with such crippling effect as to render his supply lines and communications practically untenable.

The raids you have carried out in French Indo-China, Hainan Island and on the Island of Formosa, razed many of the enemy's most vital installations, destroyed landing strips and a formidable number of aircraft. Your strikes at enemy shipping in Hong Kong harbor have brought enemy shipping losses to staggering totals. These highly successful operations have been of inestimable value to our forces.

I ask you to convey my congratulations to the officers and men of your unit for their magnificent performance. May the coming year find you and the 11th Bomb Squadron marking up even greater victories.

Sincerely yours,

C. L. Chennault

C. L. CHENNAULT
Major General, USA
Commanding



ATTENTION - ALL COMBAT PERSONNEL!



**THE MISSION
TODAY . . .**

**. . . IS PUT ON
PAPER**





.. AND HANDED
INTO
THE BOMB BAY.



THE TARGET
IS SIGHTED



WE LINE UP
FOR TAKE-OFF



... AND DRAG
DOWN THE
VALLEY.

THE TARGET
IS SIGHTED...



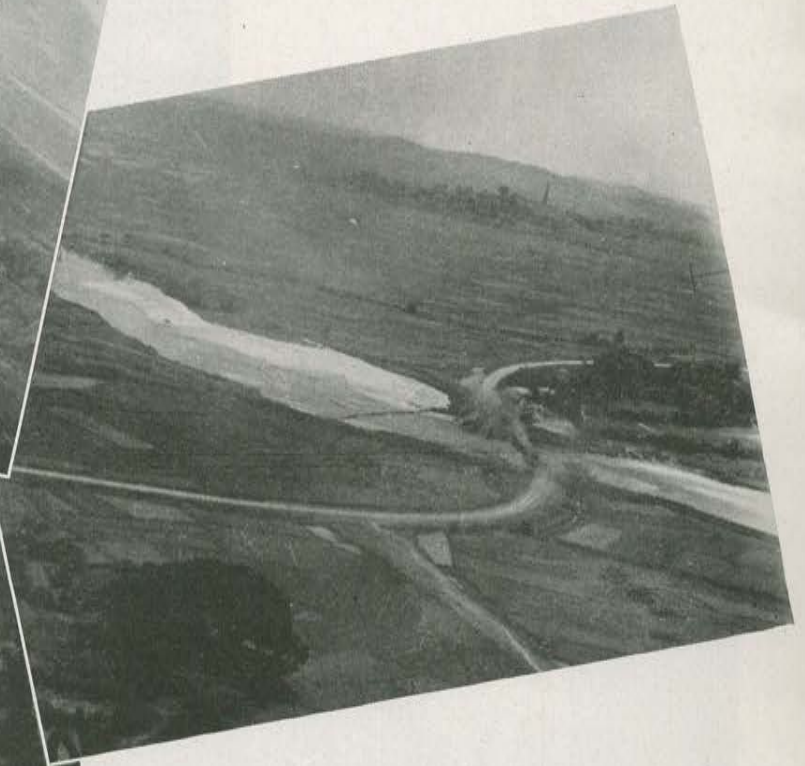


**... BUT NOT
SLIGHTED!**

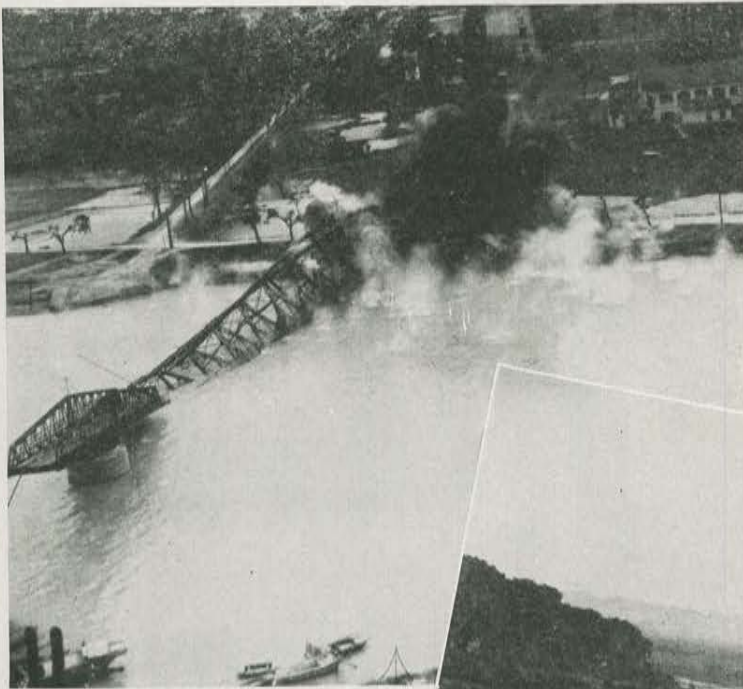


**FUN'S FUN, BUT
IT'S GOOD
TO BE HOME!**

MORE OF THE
SAME....

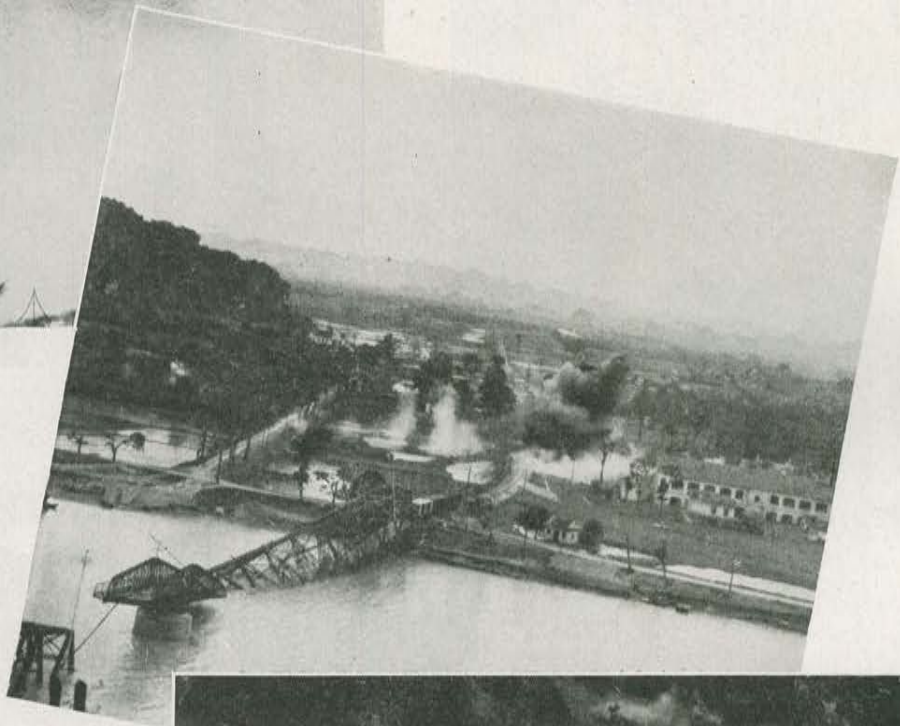


.....GOOD
RESULTS!

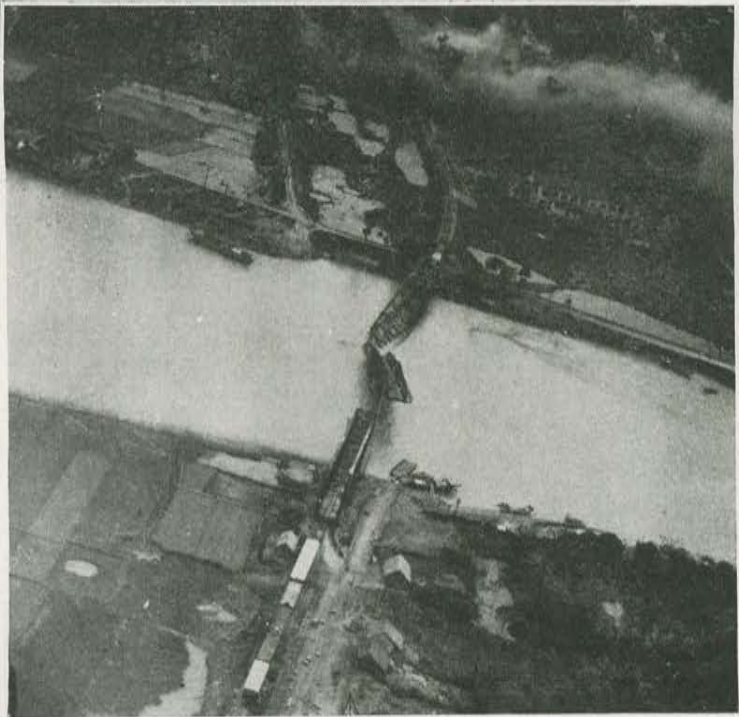


GOING . . .

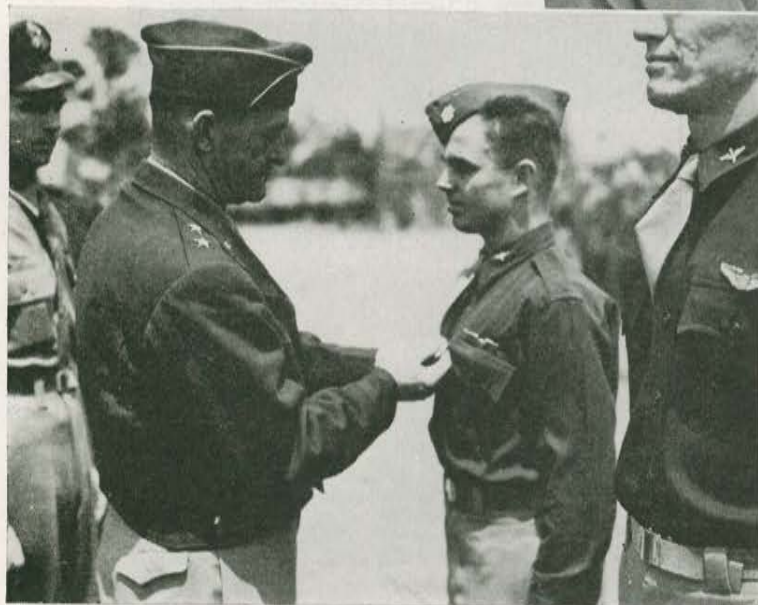
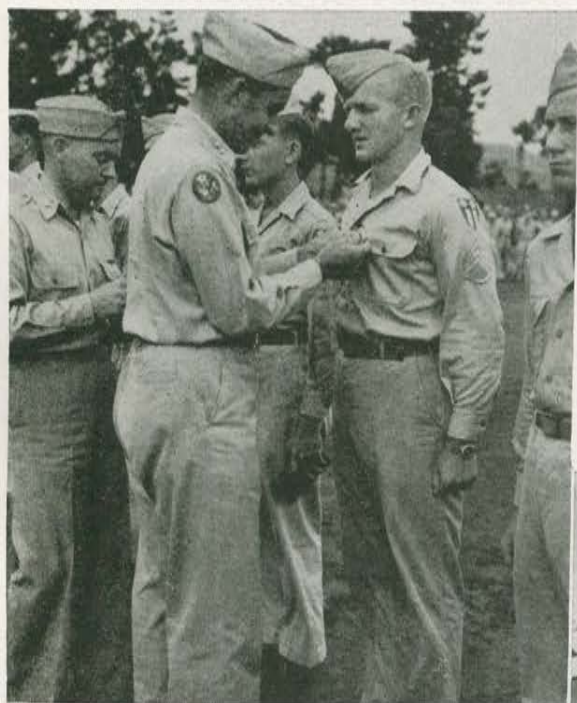
GOING . . .



GONE!



DECORATIONS



Special Features



Basketball

CHINA
CHAMPIONS
1944-45

YANGKAI ALL-STARS



Part of the Members of the Eleventh Officers Basketball Team, 1945 (*left to right, standing*): 2nd Lt. John Lievore, 1st Lt. Fred Carey, 2nd Lt. M. O. Elfman, 1st Lt. Bill Smith. (*Kneeling*) 2nd Lt. Dick Baroody, 1st Lt. George Doyle, coach, 1st Lt. Jim Carey.

Krobot, Hutton, Tobey, Carey (J.), Doyle, Smith, Locher, Carey (F.), Leibeck, Velan, Perry, Baroody, Belot, Waite.



The Eleventh Enlisted Men, Flying Crew, Basketball Team, 1945 (*left to right, standing*): Sgt. John Ahern, Sgt. George Goodwin, Sgt. John Mize, S/Sgt. Winfield Tobey, Cpl. Harry Ritter. (*Kneeling*) Sgt. Richard Hutton, Cpl. Harry Welch, S/Sgt. Robert Maas.





Mitchell D. Cates, *Editor-in-Chief*
Richard G. Leech, *Associate Editor and Historian*
Ronald E. Irwin, *Photographic Editor*
David M. Martin, *Staff Photographer*

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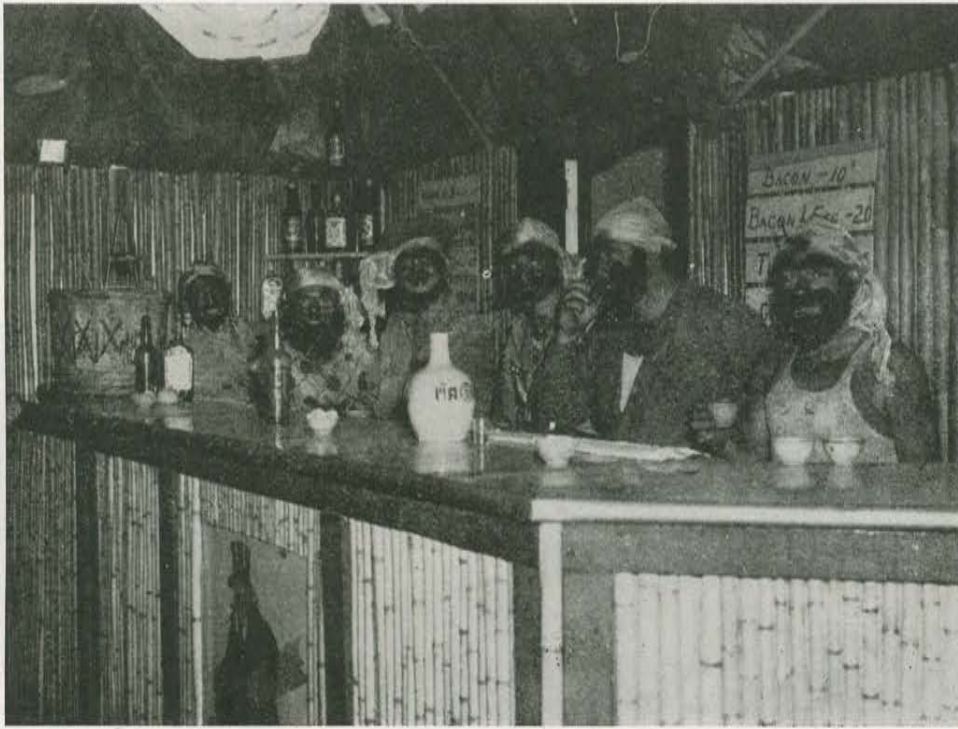
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Vicky, Buttner, Cates, Daggett,
Irwin.





PIRATE PARTY

IT'S
ONLY
MONEY





7:59³/₄
P. M.



AND
FIFTEEN
SECONDS
LATER



**AND
TWENTY!**

**PX
RATIONS...
COME
EARLY,
STAY
LATE**





NO
MATTER
HOW
THIN
YOU
SLICE
IT...



HAVE
A
LITTLE
PLAGUE
ON
ME...



REACTIVATION ANNIVERSARY PARTY



**THE RIGHT SEATS WERE
HARD TO GET**



**THE REST WERE A
DIME A DOZEN**

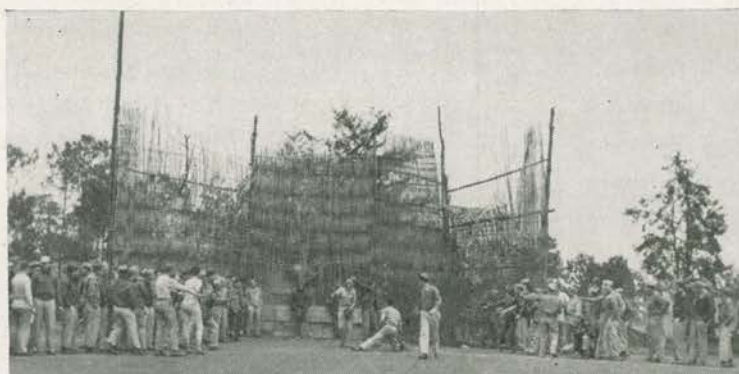




PROTECTIVE CUSTODY



BEFORE THE END



PLAYED A LA YANGKAI

AMERICA'S FAVORITE GAME



WITH JIGGS' APPROVAL

In Memoriam

Thomas R. Abel
Wayne J. Aderle
Thomas F. Aquino
William H. C. Arnold
Guy P. Baird, Jr.
Walter Bernert
Jerome H. Birkenfield
Herbert Blades
Charles N. Buchtel
Cannon
Fred M. Carey
James C. Carey
Thomas Cave
Allen B. Colfry
Kenneth L. Cox
Anthony J. DeFusco
Richard E. Dorn
Gerald H. Dornback
George E. Doyle
Donald Dumont
Carroll B. Duncan
Clifford Dutton
George E. Dykstra
Charles C. Edelman
Joseph L. Franklin
Frank L. Gaines
George M. Goodwin
John M. Hagy
John C. Halzell
Earl M. Hathfield
Herbert F. Hempe
Milton Hendrickson
Harold F. Hogue
Roy A. Jones
Joseph J. Kaldon

Harland B. Keating
Bennie F. Kelley
George A. Kelly
Ervin A. Khonke
Robert J. Kroll
Frederick B. Lee
Richard C. Lovell
John B. Lyman
Daniel Manley
Richard A. McCarthy
Archie E. McDonald
Buster P. Meadows
Franklin G. Miller
Loren Miller
Donald J. O'Brien
Lloyd R. Orr
Carl S. Penka
Charles W. Robinson
David B. Robinson
Richard R. Rouse
Robert V. Sayer
T. Clifford Schapansky
Walter J. Schexnayder
John T. Schmidt
Harold K. Searle, Jr.
Winthrop P. Sears
Elden E. Shirley
Thomas L. Skelton
L. W. Smith
Stanley A. Szczepanik
Alton A. Townsend
George T. Walsh
Douglas C. Weaver
Lyle J. White
William H. C. White

*Is not short paine well borne, that brings long ease,
And layes the soule to sleepe in quiet grave?
Sleep after toyle, port after stormie seas,
Ease after warre, death after life does greatly please.*

—EDMUND SPENSER.



History

OF THE

ELEVENTH BOMBARDMENT SQUADRON (M)

THREE HUNDRED FORTY-FIRST

BOMBARDMENT GROUP (M)

FOURTEENTH AIR FORCE

UNITED STATES ARMY AIR FORCES

The history of the 11th Bombardment Squadron begins June 26, 1917, when it was organized at Kelley Field, Texas, under the designation of the 11th Aero Squadron. The Squadron served overseas in the first World War from December 17, 1917, to May 1, 1919, and participated in the following battles:

Defensive Sector (Lorraine): September 17, 1918, to September 25, 11, 1918.

St. Mihiel: December 12, 1918, to September 16, 1918.

Defensive Sector (Lorraine): September 17, 1918, to September 25, 1918.

Meuse-Argonne: September 26, 1918, to November 11, 1918.

George McManus, famous creator of the "Jiggs" comic strip, was a member of the unit and the designer of the Squadron Insignia, which shows Jiggs hustling along with a bomb under one arm and an expression indicating fine plans of mischief afoot for someone.

Battle honors, carried by the 7th Bombardment Squadron, that the 11th won in World War I were: LORRAINE; ST. MIHIEL; MEUSE-ARGONNE.

In 1921 the squadron was redesignated as the 11th Squadron (Bombardment) and in 1922 as the 11th Bombardment Squadron. As part of the 7th Bombardment Group (Heavy), the Squadron was redesignated the 11th Bombardment Squadron (Heavy) in 1939, and in the same year furnished the cadre to activate the 22nd Bombardment Squadron of the Group.

On November 11, 1941, ground units of the Group left the States by way of the Army Transport "Republic." The Republic crossed the Equator on December 6, 1941, refueled in the Lau Group on December 13, 1941, and docked in Brisbane, Queensland, Australia on December 21, 1941. The 11th and 22nd ground echelons left Brisbane January 16, 1942, for Java.

The air echelons left Sacramento Air Depot in successive flights between December 15, 1941, and January 1, 1942, and all reached the scene of action in time to take part in the Macassar Straits and subsequent Java engagements.

In March, 1942, the Group moved to India, where the 11th and 22nd were the nucleus of the 7th Group.

On May 4, 1942, at Columbia Army Air Base, Columbia, South Carolina, the ground echelon of the 11th Bombardment Squadron (M), AAF, was activated, with permanent location unknown. The following officers were assigned:

- 1st Lt. Joe G. Sparks, Commanding Officer
- 1st Lt. Paul N. Dousal, Adjutant
- 2nd Lt. James C. Routt, Operations Officer
- 1st Lt. Chase Briggs, Intelligence Officer
- 1st Lt. Carl R. Sedore, Supply Officer
- 2nd Lt. John D. Raymond, Armament Officer
- 2nd Lt. Ralph S. Jordan, Communications Officer
- 2nd Lt. Chester P. Luke, Engineering Officer
- 1st Lt. Melvin R. Wilcox, Jr., Medical Officer

On May 25, 1942, the ground echelon embarked from Charleston, S. C., on the *Santa Paula*, destination unknown, landing at Karachi, India, July 23, 1942, and moving to the Malir Cantonment there.

In the middle of April, 1942, B-25 combat crews began to arrive at Morrison Field, Fla., as part of Project 157. Each crew was assigned a ship, and the entire unit was put under the command of Major Gordon C. Leland. Some two weeks were spent outfitting the ships, testing all the apparatus, and getting the crews accustomed to working together. The night of May 2, 1942, the first crews left for overseas. The ships were not only completely fitted and ready for immediate combat, but were loaded with a great variety of extra ground equipment for maintaining planes and crews. Every one of the ships had at least 500 pounds over the maximum overload for safe flight and this route had never been flown over by combat crews before, though part of the trip had been made in the same type ship by ferry pilots, with lighter loads.

The regular ferry route to India was followed, routing through Brazil, across the South Atlantic to Africa and across Africa to Karachi, India. At Accra, on the Gold Coast of Africa, several B-25's picked up formations of six to eight P-40's, which had landed from a carrier. These were led across Africa to India by way of Asia Minor. Many of these same P-40's and pilots later flew escort on missions in China.

Several planes never reached India and some arrived several months after the others.

By the last of May most of the other crews of Project 157 arrived in Karachi and were assigned to the 11th Bombardment Squadron, which was being reactivated after the Java campaign as a medium outfit, though the Squadron remained part of the 7th Bombardment Group (H).

Major Leland was given command of the new 11th and on 27 May led 6 ships to Allahabad, India, where bomb bay tanks were dropped and six 500-lb. bombs put in their place.

On 2 June, 1942, the six ships left Allahabad on a secret mission of 15 days duration, the crew members carrying their musette bags. Each ship carried one extra crewman to act as relief during the expected two-weeks' activity. This was to be the first tactical mission of the 11th Bombardment Squadron as a medium outfit. That night saw them at Dinjan, India, the western end of the ferry route across the Hump into China. At 0600 hours the next morning, the flights took off for Kunming, China, detouring by way of Lashio, Burma, which was to be the first target.

About 45 minutes out, the weather thickened to the point that the ships became separated, but five were able to regroup just before reaching the target. Despite the bad cloud formation, a run on the target was made by the five planes at 1500 feet above one of the runways, hitting it squarely. The sixth ship arrived in the target area while the other ships were finishing their runs and made its individual run about 45 seconds later down the other runway, laying a string of five bombs down its middle. Meanwhile, two enemy pursuit, which had started to follow the formation away from the area, now tacked on to this sixth ship. Staff Sergeant James T. Burge, the top gunner, damaged or shot down one of these on its first pass, but the other followed for 30 minutes, making over ten passes. Early during this action the bottom-gunner and radio operator, was hit in the back by a hollow nose .27 calibre bullet while manning his lower turret and died shortly after leaving the target. The ship eventually reached Kunming, however.

Meanwhile, the other five ships were flying formation through a solid overcast at 10,000 feet when the lead ship crashed into the side of a mountain, No. 2 of the first element and No. 1 of the second element following him in. The other two ships missed the mountain by only a fraction. The crews, for just a moment, were close enough to observe grass and trees through the heavy clouds and saw the flash caused by the others' crashes.

The two remaining ships became separated in the instrument weather, one of them getting into Kunming, the other running out of gas some miles north. The crew jumped to safety, however, and reached Kunming two weeks later.

At this time, then, there were in Kunming two planes, three crews and 15 ground crewmen sent up by transport 2 June. On 10 June, three more B-25's arrived with complete crews, and six days later, three more ships came in, bringing the strength to eight ships. Among these crews were Major William E. Basye, veteran of the Java campaign as a member of a B-17 outfit, now arriving as Commanding Officer of the 11th, and seven men who had received the Distinguished Flying Cross (War Dept. Radiogram No. 377, 14 May, 1942) as members of Brigadier-General James H. Doolittle's famed Tokyo raid. These officers and men were:

- Capt. Everett W. Holstrom
- 1st Lt. Lucian N. Youngblood
- 1st Lt. Clayton J. Campbell
- 1st Lt. Horace E. Crouch
- M/Sgt. Edwin W. Horton, Jr.
- T/Sgt. Adam R. Williams
- S/Sgt. Douglas V. Radney

Ten enlisted men arrived on 18 June to augment the ground crews and the rest of the month was devoted to the work of smoothing out Squadron organization and working on equipment. The lower turrets were considered of little use and were taken out, twin thirty-calibre machine guns being mounted in the opening along lines designated by Lt. Elmer L. Tarbox who, in addition to pilot duties, was Squadron Armaments Officer. Later events provided plentiful opportunity to test the installation in actual combat and the arrangement proved to be very satisfactory.

It should be remembered that these bombers were the first combat units of the U. S. Army Air Force in China. Until 5 July, there were no other combat units of the United States present, the American Volunteer Group still being active and providing pursuit protection up until that date.

The only tools available were those which the ground crewmen had brought along in their portable kits. The only spare parts available were those stripped from the planes as they were retired from long and faithful service.

One was left behind for that purpose and another for necessary work when, on 30 June, six ships took off for Kweilin, China, for operations in that section of the theatre. Necessary ground crews were sent ahead by transport. This was to be the real beginning of the 11th Bomb Squadron's operations in China, using the guerilla tactics for which General Claire L. Chennault was already famous, tactics in which the 11th soon became expert.

The first mission was on 1 July, 1942, against shipping in the Hankow area. It must have been a surprise to the enemy for no opposition of any kind was found. The next day three ships made a return trip to

Hankow, this time concentrating on the warehouse and docking facilities.

When working on targets in the Hankow area, it was necessary to work out of Hengyang. Hengyang airport consisted of one long runway made of rock and dirt mixed. The enemy was not long in overcoming his surprise at being attacked, and during the night of 2 July and 3 July, the 11th experienced at Hengyang, for the first time, the receiving end of a bombing raid.

The night of 2 July, the Nips sent five medium bombers over at 0230 hours and because of a thirty-minute warning, all crew members were safely in slit trenches or a reasonable facsimile thereof. The bombers came into view while still well away from the field because they were using running lights. The first flight of three was in a "V" formation with the second flight flying echelon right. Their formation was perfect and close. They circled the field and made their run down the runway. The actual bombing was bad as all bombs hit to the right of their mark and the damage was slight.

On 3 July, 1942, at about 0900, five ships took off from Hengyang, led by Major Basye into doubtful weather for a large modern Japanese-held airdrome at Nan Chang. They climbed up over the overcast that hung monsoon-like to the low hills. As they approached their target and hour and a half later, it looked like they would be unable to find their target because of near-solid overcast. When they hit the river which flows along the west side of their target, a large hole revealed the airdrome clearly. They dove down to an altitude of about 2500 feet and released their bombs over the large hangers and ramps.

Heavy anti-aircraft of large calibre began to close in on their line of flight prompting Major Basye to maneuver violently and climb back up over the overcast. As the bombers leveled off at the above course, Lt. Crouch came out over the command frequency, "I see red spots and they are right over us!" One came from below and was halted in his attack by S/Sgt. Adam R. Williams as he got too close and Williams got him as he tried to pull away.

The AVG escort stirred it up with the Jap fighters as the bombers pulled away at full throttle.

The AVG pilot, Jerry Bolster, in making good his promise to go down and strafe if the bombers did a good job, got his oil cooler punctured by small calibre anti-aircraft and only managed to get to friendly lines before being forced to bail out.

Two hours and a half after take-off, they were back at the base. Besides the one confirmed which Williams got in the air, the raid destroyed six confirmed and several probables on the ground.

The night of the 3rd the story was just about the same, only this time there were only three Jap bombers and they arrived an hour earlier. Again they made a wide circle of the field and again the bombs went to the right of the mark.

No opposition was sent up either night and the Nips had everything their own way. Radio reports from Tokyo heard two days later claimed that the airport of Hengyang had been "wipped out" and military supplies destroyed. Some of the 11th's members never did know the damage done, because they were too busy to walk that far away from the field to see the holes.

The chief complaint from all members of the squadron was, "I hate to get up at that hour of the night to see such a poor show!"

The force then moved back down to Kweilin in time to hit the Tien Ho airport at Canton on 4 July and docks and warehouses on 6 July. By this time the enemy was beginning to expect ghost ships, but did not seem to be able to anticipate where to be or to know what to do about it. A fast approach, often hidden by clouds, a short but efficient bombing run and quick, diving turns away from the target, seemed to catch them by surprise. The bombers were gone before they recovered. Even their anti-aircraft fire, which was beginning to show itself, was usually behind the formation.

Intelligence reports furnished by the Chinese indicated that a certain house near Tengchung on the Burma-China border was being used as Headquarters by the enemy. On 8 July, the one ship left at Kunming for repairs, attacked and demolished the building. Then followed a week's rest. Dysentery, or the "Crudd" as it was more unpopularly called, had reared its ugly head at Kweilin and was having its way with the outfit. The result was that little resting was done; there was, on the contrary, a great deal of activity, but not of the nature to cause damage to the enemy.

On 15 July, 1942, a four ship flight, led by General Haynes with wingmen Sheldon, Capt. Blair M. Sorenson and Lt. C. H. Hagan, took off from Hengyang to bomb docks and godowns at Hankow. The mission was very successful, the entire north half of the godown area being set afire.

Upon returning to Hengyang, the ships were about half-gassed when an alert sounded—the signal for all ships to take-off and go to the dispersal field, Lingling, China, about 100 miles south of Hengyang.

One crew experienced unexpected difficulties on the way to Lingling.

This was the crew of old No. 72, a B-25C, which included:

Capt. Skeldon, Pilot
1st Lt. S. E. Sewell, Co-pilot
2nd Lt. R. D. Hippert, Navigator
1st Lt. G. A. Stout, Bombardier
T/Sgt. N. G. Stubblefield, Eng.-Gunner
Sgt. J. L. Soikowski, Radio-Gunner

The minute the alert sounded, gassing was stopped and the crew climbed aboard and took off. The weather was poor—low ceiling and thundershowers. When approximately 30 miles from Lingling, several P-40's were observed. About 10 seconds later, a terrific burst of machine gun bullets poured through and around the ship. It looked like a Fourth of July celebration with the tracers tearing through the ship and past the nose. Stout came through the tunnel out of the nose in a single headlong dive. Stubblefield was in the turret trying futilely to make it fire, but like the left engine, it too was hit in the first burst and was inoperative. Approximately 20 seconds later (it seemed like an instant) the attacking fighter, wearing a shark's nose, fired its second burst. This burst was worse than the first. It not only disabled the left engine, but also knocked Stubblefield out of the turret. A bullet glanced off his skull, leaving a very neat hole in his helmet. Somewhat in a semiconscious state, he managed to get into his chute. About that time, Skeldon had ordered the crew to bail out as he could no longer control the ship. All bailed out safely, though Lt. Sewell made a somewhat delayed opening to prevent strafing and Captain Skeldon was reported down with the ship as he jumped at such a low altitude that his chute was not observed.

Some of the crew spent a cold, miserable night in the hut of a poor farmer. However, the other crew members were fortunate enough to land near the home of General Wong. Madame Wong had been saving several cans of good old USA canned beer for the first American flyer that she met. This, along with a few other luxuries was, to say the least, a pleasant surprise to be found in the heart of China where anything in a can is like a gift from heaven.

All personnel arrived the next afternoon at a little town about 20 miles from Lingling, but located fortunately on one of China's few railroads.

Here the whole population turned out to see, some of them for the first time, the "mai gwa fiji," or American flyers. The populace really feted and entertained them in the best Chinese style. At every opportunity the Americans were required to make a speech with the aid of an interpreter.

That evening the crew boarded the train for Kweilin, the home base, and although not feeling very healthy arrived home glad to be alive.

It was not until arriving at Kweilin that they knew that it was a P-40 piloted by an AVG which had blasted them from the sky. Unfortunate as it was, still the crew was pleased to think that it took six 50-calibre machine guns and two passes to actually get them and that they probably wouldn't have anything as formidable to face in the future.

July 15th through 20th, three raids were run against Canton, Linchuan, and Kiukiang in that order. In the Canton raid, six bombers were destroyed on the ground. The raid against Linchuan was in direct support of Chinese ground troops who were laying siege to the city and having some time of it. The day after the city was bombed, however, they moved in with little opposition. These three raids ended the first series of raids in this area, and the remaining five ships returned to Kunming.

No missions were run thereafter until August, as the ships needed maintenance work, and also some time was needed to apply the lessons learned in this first assault against the enemy. Up to this point, the Chinese contingent of the 11th had accomplished eleven combat missions, ranging from Burma to Canton to Hankow, over some of the most rugged terrain to be found, and during the monsoon period, with a score of no planes lost to enemy action. Four had been accounted for by the weather in the first trip to China, and one was shot down by friendly (military designation only!) aircraft.

The equipment was not new to begin with and steady flying under combat conditions hastened their deterioration. Only elementary, first echelon maintenance was possible and even relatively unimportant replacement parts were something not to be found. Requisitions to India for parts were weeks in being filled. It was seldom possible to get all the planes in the air at one time.

During this period set aside for needed maintenance, Lt. Tarbox installed a fixed fifty calibre machine gun in the nose of each ship, so arranged that it could be charged by the bombardier and fired by the pilot, who had a ring and bead sight. He also initiated and supervised the installation of a thirty-calibre machine in the rear end on a novel frame so that when fired by either the top or bottom gunner it would wobble, spraying lead over a large area to the rear which previously had been a weak blind spot.

There was little chance for the Squadron to be caught on the ground by an enemy raid, as the air-raid warning system all over China and

around Kunming especially was very effective. It was usual to have from forty-five minutes to an hour's warning of the approach of hostile or unknown planes and though frequent attempts were made to reach Kunming by the enemy, they were either intercepted well in advance by the pursuit or turned back for other reasons before reaching their objective. However, the Squadron was always off the ground well in advance of the enemy's possible arrival.

Meanwhile, there was a detachment of the 11th working out of Dinjan, India. On 28 June, two B-25's with complete combat crews arrived at Dinjan. The crews were made up of:

1st Lt. Donald L. Thompson
1st Lt. Edward N. Garrett (returned to Karachi
with attack of appendicitis)
2nd Lt. Patrick L. Ham
2nd Lt. Max F. West
2nd Lt. Robert W. Sikes
2nd Lt. Burch Williams
2nd Lt. Richard A. Walter
2nd Lt. Robert C. Dupola
Sgt. Duncan E. MacAllister
Sgt. James W. Young
Sgt. James P. Rouse
Sgt. Herbert R. Cromwell

The detachment's orders placed their operations under control of the Ferry Command under Lt.-Col. J. R. Joplen, who gave them a free hand. Immediately they began to run missions into northern Burma.

1st Lt. Richard O. Joyce and 1st Lt. Robert N. Gray, who had been awarded the Distinguished Flying Cross as pilots of the Tokyo raid, had been flying P-40's on reconnaissance missions over Burma since 1 June. They immediately joined up with the bombers and were of great assistance because of their previous reconnaissance missions.

During July, these two bombers, with two complete crews and one relief pilot, flew two reconnaissance missions and eleven bombing missions in the area of Myitkyina and vicinity. In the latter part of the month eleven maintenance men arrived from various places in India.

Lt. Robert C. Dupola, bombardier, was killed 18 July, 1942, when he walked into the propeller of a plane preparing to taxi out to take-off on a mission.

On 2 August the six flyable ships in China took off for Kweilin and ground crews were sent along by transport. The weather was drizzly and thick, but the crews were waiting for any break so were ready to go 0800 to 16000 every day and remained on the alert till dark. There being no relief crews, everybody, of necessity, followed these hours day-by-day until on 6 August the weather broke and four planes immediately took off for Canton Airport and succeeded in raising merry hell with the treacherous enemy by catching many aircraft on the ground. An accurate string of eggs was laid across the field, catching the runways, the planes and several buildings. Reports were confirmed that twelve light bombers and six heavy bombers were destroyed on the ground, along with many probables and one barge loaded with troops!

There could be only one explanation of this, since the bomb string did not start until well onto the airport. It was the custom to carry six 40-lb. fragmentation bombs in the rear end of each ship. These were in addition to the regular bomb load and an after-thought directed towards further discomfiture of the sly enemy. These bombs were thrown out by the bottom gunner at a signal of some sort, usually given by interphone. The signal being given, he would pull the pins and toss them out the camera hatch as quickly as possible, then return to his gunnery post.

On this particular mission, a military intelligence officer was riding in the back end of one of the planes. He cooked up a signal with S/Sgt. Patrick Boudreaux, bottom gunner of the ship in which he was riding; he was to watch for the big bombs to fall and when they started he would kick Boudreaux, who would be crouching "on the mark" with a bomb in his hand. At the kick, Boudreaux would leap into action. This was, theoretically, a good system, but the sudden turn onto the bombing run caught the observer off balance and he accidentally kicked the bomb-dropper. Before he could stop him, Boudreaux had thrown out two bombs, and since the turn was made just before crossing the river, they must have hit the barge. Sgt. Boudreaux did not deny this possibility.

Five ships returned to Canton airport and Naval Headquarters on 6 August, getting direct hits in both targets. Sgt. Edward M. Cooning, turret gunner on the crew comprised of:

1st Lt. C. D. Jantzen, Pilot
2nd Lt. S. E. Sewell, Co-pilot
2nd Lt. A. R. Kirkland, Navigator
2nd Lt. S. C. Dennis, Bombardier
Sgt. E. M. Cooning, Engineer
Pfc. L. N. Howell, Radio Operator

got one zero probable over Canton. The Canton area offered many good military targets only an hour and a half flying time from our base and was situated so close to the cagey enemy's front lines that they seldom had any warning. These targets also offered good sport for they were well protected by anti-aircraft besides large concentrations of planes at the Tien Ho and satellite airports, which sometimes attempted interception.

On 9 August the extra crews were sent back to Kunming by transport, while five of the six ships were prepared for a mission which many outsiders had declared could never be successfully undertaken. Lt. C. D. Jantzen and Lt. S. E. Sewell were left at Kunming to fly the sixth ship to Kweilin as soon as needed maintenance was completed, while the other five ships took off for the reportedly impossible raid against Haiphong, Indo-China. It was necessary to refuel at Nanking in South China before going on to the target. The five ships and six pursuits were refueled out of five-gallon tins by swarms of eager Chinese with each crew standing by for immediate take-off. Nanning was only five minutes flying time from the enemy lines and it would have been a merry scramble getting all the planes off should the clever enemy have picked that particular time for a raid. There was no interruption, however, and as soon as the gassing was done, everyone fired up and took off. The sky was about eight-tenths covered leading up to the target and there was some question whether the target could be found. All doubts were soon dispelled when the formation roared across the edge of the overcast at 17,000 feet into perfectly clear weather with the dock and warehouse area laid out below as though by prearranged plan. The first flight of three made their run, the wing ships dropping off to Major Morgan, who was the bombardier in Colonel Haynes' lead ship, and the second flight with Lt. S. C. Dennis bombing for Capt. Blair N. Sorenson in the lead ship, made their run at a different angle just a few minutes later. All planes returned to Kunming, though their gas was very low. It had been a long flight and the weather had made it much longer since it closed in and the formation had to look for a hole to get to their base.

Later, intelligence reports stated that both strings of bombs were laid well within the target area and the whole area was completely gutted by fires which burned uncontrollably for three days, being brought under control only when there was no longer any material left for the flames to work on. This area was never rebuilt by the unlucky enemy.

In the next two weeks new bomb racks were installed in each plane. Lt. Robert Reese of the Ordnance Section had been working for some time on an idea by which the frag bombs could be carried and dropped more conveniently than by the old hand method. A large rack used by the Chinese served as a model, but Lt. Reese's adaptation was a small compact unit which could be installed snugly in the rear of a B-25's bomb bay with no interference to the normal bomb load and could be taken out quickly should bomb bay tanks need to be installed. The racks carried ten frag bombs hanging nose down and were dropped by the lower gunner from the radio compartment.

The Ordnance Section, under Lt. Reese, was a live-wire outfit as it had to be to keep the bombers supplied with bombs. The only bombs, besides those flown over the Hump by the transports, were supplied by the various caches where the Chinese had hidden away over a course of years a varied treasure of explosives of all weights, makes and measures. This miscellany included American 500-lb. demolition, Chinese 100 kilogram demolition and incendiary, and other weights and types, French 50 kilogram demolition, Russian demolition and incendiary in weights and sizes ranging from 200 kilogram down to 50 kilogram bombs which were really artillery shells with fins and shackle fittings. Ordnance was continually at work cutting off and welding on to these misfits so that when the demand came for bombs they would be ready to fit the shackles and bomb bays of the B-25's.

There was no extra personnel in the 11th so that there was no one to be used for the special purpose of loading bombs. The duty of loading each ship fell to the crew of that ship for the mission intended. Every combat member was subject, at any hour of the day or night, to a sudden order requiring the loading of bombs, a briefing, and then a mission. If it should happen that several missions were run in a day, including possibly a flight to an advanced base, it might mean some 15 hours flying, with a few bomb loadings thrown in between and no meal between a 0430 breakfast and a possible evening meal. At some advanced bases it was necessary to awaken at 0300 after getting to bed at 0200, and night raids from the industrious enemy sometimes broke into these few precious hours.

It may have been noted that the operations of the 11th were spotty, characterized by several weeks' activity and several weeks' seeming inactivity. This was due to several peculiar characteristics of the theatre in which the Squadron operated.

One of these characteristics was that of supply. China, at the end of probably the longest supply route in the world, was connected to the outside world by a thin line of transport planes, operated by the U. S. Army Ferry Command. Every piece of equipment, every piece of materiel that came into China that could not fly itself, was flown over the Hump from India. What else was required was furnished by China as far as possible.

China itself had few roads, and fewer railroad facilities, so that personnel or equipment had to be flown to other bases inside China. Sometimes the 11th supply of bombs was used. It could not then use that base again until these requisites of aerial warfare were flown to that base in sufficient quantity to justify further operations.

Another characteristic was the weather. Frequent overcasts and heavy ground fogs and haze made flying difficult at best. Maps were unreliable. Still, if the overcasts were above the hilltops in the vicinity of the base, and the target was reported clear, a mission would be run, were there gasoline and bombs to be had. Some missions into North Burma were flown round-trip at 10,000 feet through an overcast into which the tops of the mountains disappeared. This necessitated the formation wending its way delicately between the overcast and the tops of the lower hills. It was not uncommon to find a mountain mapped at 9,000 feet to 10,000 feet turn out to be actually 14,000 feet to 16,000 feet or higher.

Another characteristic which has been mentioned before was the shortage of equipment and personnel, necessitating periods of maintenance and rest, though complete maintenance or rest was practically impossible. The combat personnel could never completely relax because it was always necessary to alert the planes and when off alert to be ready at 15 minutes notice for a raid.

26 August, 1942, the Squadron stirred and began again to harrass the forces of a numerically superior enemy. Lashio, in Burma, was hit, then two strikes in Indo-China, and on 29 August Lashio was again visited. Lashio was the start of the Burma end of the Burma road, the depot for all Jap supplies, men and equipment going into the northeast Burma area. Thus it always presented an interesting target.

On 30 August five ships, led by Colonel Haynes, left Kunming for an attack against Myitkyina, its airport and other installations. This target was the northernmost depot of Burma, supplying the Jap troops operating in that part of Burma and basing aircraft used for attacks either on Yunnan Province, China, or on Assam, India. This meant also that it could be used as a base for operations against the U. S. Ferry route from India to China.

The first flight scored hits on the runways of the airfield, while the second flight laid its string directly across the soldiers' barracks, after which the formation reformed and continued on to Dinjan, India, where bombs were loaded. The next day the five ships made the return trip to Kunming, unloading their bombs the same as the day before on Myitkyina.

The squadron roster of the 11th Bombardment Squadron (M), AAF, as of 31 August, 1942, is shown as follows:

Name, Rank and Duty

Major William E. Basye, Sq. Commander
 Capt. Blair M. Sorenson, Opns. Officer
 1st Lt. Allen P. Forsythe, Sq. Adjutant
 1st Lt. John C. Ruse, Supply Officer
 1st Lt. Elmer L. Tarbox, Armaments Off.
 1st Lt. Joseph T. Sheldon, Pilot
 1st Lt. Crandall H. Hagan, Pilot
 1st Lt. Robert B. Klemann, Pilot
 1st Lt. William T. Cross, Pilot
 1st Lt. Robert W. Ford, Pilot
 1st Lt. Lucian N. Youngblood, Pilot
 1st Lt. Lynn D. Blackwell, Pilot
 1st Lt. Charles D. Jantzen, Pilot
 1st Lt. Douglas C. Weaver, Pilot
 1st Lt. Everett W. Holstrom, Pilot
 1st Lt. Horace E. Crouch, Navigator
 1st Lt. Clayton J. Campbell, Navigator
 2nd Lt. Robert Miller, Navigator
 2nd Lt. Robert D. Hippert, Navigator
 2nd Lt. Glee G. Smyth, Navigator
 2nd Lt. Rowland G. Hill, Navigator
 2nd Lt. Vincent J. Scally, Navigator
 2nd Lt. Alton Peck, Navigator
 2nd Lt. Arvis R. Kirkland, Navigator
 2nd Lt. Joseph F. Dockwiler, Navigator
 2nd Lt. Abe Schestopol, Navigator
 2nd Lt. Chrls J. Clarino, Navigator
 2nd Lt. Frederick B. Lee, Navigator
 2nd Lt. John Tyson, Pilot
 2nd Lt. Franklin F. Young, Pilot
 2nd Lt. Winthrop P. Sears, Pilot
 2nd Lt. Lloyd N. Kindall, Jr., Pilot
 2nd Lt. Mason O. Brown, Pilot

2nd Lt. Albert E. Briggs, Pilot
 2nd Lt. Lloyd J. Murphy, Pilot
 2nd Lt. Stewart E. Sewell, Pilot
 2nd Lt. John B. Lyman, Pilot
 2nd Lt. George A. Stout, Bombardier
 2nd Lt. Stephen C. Dennis, Bombardier
 2nd Lt. Emory M. Downs, Bombardier
 2nd Lt. Charles H. Dearth, Bombardier
 2nd Lt. Robert E. Davis, Bombardier

ENLISTED MEN

M/Sgt. Lester W. Lumsdon, Spcl.
 M/Sgt. Harold McCabe, Ap. and Eng. Mech.
 T/Sgt. George A. Brumett, Ap. and Eng. Mech.
 T/Sgt. Edwin W. Horton, Jr., Ap. and Eng. Mech.
 S/Sgt. Howard C. Baker, Parachute Rigger
 S/Sgt. Charles L. Bradham, Ap. and Eng. Mech.
 S/Sgt. Noble Brown, Ap. and Eng. Mech.
 S/Sgt. James T. Burge, Engineer
 S/Sgt. James M. Clarkin, Instrument Spcl.
 S/Sgt. Samuel D. Iseli, Ap. and Eng. Mech.
 S/Sgt. Aden E. Jones, Bombardier
 S/Sgt. Ralph J. McCann, Engineer
 S/Sgt. Sam J. McGlaughlin, Jr., Engineer
 S/Sgt. Charles H. Patton, Engineer
 S/Sgt. Morris A. Paynter, Bombardier
 S/Sgt. Douglas V. Radney, Engineer
 S/Sgt. Earl D. Rhodes, Engineer
 S/Sgt. Norton G. Stubblefield, Engineer
 Sgt. Clair S. Archer, Armorer
 Sgt. Carl W. Bankston, Bombardier
 Sgt. John Bayley, Engineer
 Sgt. Patrick Boudreaux, Radio Operator
 Sgt. Thomas C. Byrne, Armorer
 Sgt. Edward M. Cooning, Bombardier
 Sgt. Delbert Coulter, Bombardier
 Sgt. Daniel L. Darling, Radio Operator
 Sgt. Robert L. Hagerman, Ap. and Eng. Mech.
 Sgt. Robert W. Hawkins, Bombardier
 Sgt. Robert E. Johnson, Radio Operator
 Sgt. George A. Kelly, Engineer
 Sgt. Samuel O. Koval, Radio Operator
 Sgt. William B. LaPlant, Radio Operator
 Sgt. Roland Palagi, Radio Operator
 Sgt. Philip Patterson, Radio Operator
 Sgt. Frank Ralph, Bombardier
 Sgt. Robert T. Schafer, Radio Operator
 Sgt. Elden E. Shirley, Bombardier
 Sgt. Joseph L. Soikowsky, Radio Operator
 Sgt. Harry O. Wells, Armorer
 Sgt. Adam R. Williams, Engineer
 Sgt. William H. Williams, Engineer
 Sgt. Jean P. Yates, Radio Operator
 Cpl. William L. Bower, Ap. and Eng. Mech.
 Cpl. Robert C. Coffman, Ap. and Eng. Mech.
 Cpl. Charles Brown, Clerk
 Cpl. Dudley R. Ehlers, Armorer
 Cpl. Douglas A. Erickson, Ap. and Eng. Mech.
 Cpl. Kenneth Falkner, Personnel Clerk
 Cpl. Ross W. Funk, Ap. and Eng. Mech.
 Cpl. Richard T. Mantooth, Eng. Clerk
 Cpl. Karl H. May, Armorer
 Cpl. Harris A. Streed, Ap. and Mech.
 Cpl. Philip R. Karda, Photographer
 Tech/4 Hugh Larson, Radio Maintenance
 Tech/4 Robert A. Wilkins, Ap. and Eng. Mech.
 Tech/5 Ralph P. Holding, Ap. and Eng. Mech.
 Tech/5 Julius H. Vosburg, Ap. and Eng. Mech.
 Tech/5 Chester H. Weycker, Ap. and Eng. Mech.
 Pfc. Melford P. Landry, Armorer
 Pfc. Richard Mortenson, Radio Maint.
 Pfc. John W. Scott, Radio Operator

Pfc. William Martin, Engineer
 Pvt. Leslie N. Howell, Engineer
 Pvt. Frank Norton, Armorer
 Pvt. Richard C. Snyder, Ap. and Eng. Mech.
 Pvt. Raymond A. Sousa, Armorer

ASSIGNED MEDICAL PERSONNEL

Capt. Cyrus G. Johnson, Flight Surgeon
 Sgt. Anthony V. Angello, Med.
 Tech/5 Irving Bloom, Med.

ASSIGNED OFFICERS (Total)..... 43

ENLISTED MEN (Total)..... 70

This preceding roster includes only the personnel of the 11th Bomb Squadron stationed at Kunming, China, as of 31 August, 1942.

During August, the boys on the other side of the Hump obtained another pilot, along with several new crew members. These were:

- 1st Lt. Richard A. Knobisch, who received the Distinguished Flying Cross as Pilot on the Toyko Raid
- 1st Lt. Clarke R. Johnston, Pilot
- 2nd Lt. John Barber, Pilot
- 2nd Lt. William H. Stephens, Pilot
- S/Sgt. Aden E. Jones, Gunner on the Toyko Raid and awarded the Distinguished Flying Cross
- Sgt. George Larkin, Gunner on the Toyko Raid and awarded the Distinguished Flying Cross
- Sgt. Robert J. Stephens, Gunner on the Toyko Raid and awarded the Distinguished Flying Cross
- Sgt. B. M. Jordan, Gunner on the Toyko Raid and awarded the Distinguished Flying Cross
- Sgt. William F. Hester, Gunner

Fourteen missions were flown over Burma and three missions in China were participated in during August, 1942.

3 September, Major Basye took one ship on an armed reconnaissance against Hanoi. The object was to bomb the airport and gather information for further raids in greater force. Major Bailey, executive officer of the Bomber Command, acted as co-pilot, navigator and observer. For that matter, flying officers held down all ground posts of the outfit as there were no ground officers to handle these jobs. Executive officer, supply officer, engineering officer, all offices were handled by pilots. It was necessary to climb to 20,000 feet to get over the weather and the target was approached and the bombing run made at that altitude. The weather was broken just enough at the target to permit a run to be made. However, frost had covered the bombardier's windows to the extent that his bombsight was useless. Lt. George A. Stout was up to the occasion, however, for he uncovered his lower front gun port, which was a ball and socket swivel affair, and using his bombing data, conjectured his dropping angle. The target came into view through this port and Lt. Stout dropped his bombs squarely across the runways and a line of hangars which were on a line with the interception of the runways. Major Bailey observed planes taking off below and Major Basye made his diving turn to leave the target behind as quickly as possible. About this time, S/Sgt. Douglas V. Radney, top turret gunner, observed casually by way of interphone, that there were seven "I-45's" hovering around above. As these planes started in, Sgt. Radney poured a burst into their midst, sending one smoking for a probable and scattering the rest of the timid enemy in all directions, just as Major Basye dove into a cloud formation for which he had been heading with all possible speed. He levelled off on instruments and, as the country did not permit safe instrument flying at too low an altitude, broke out shortly again into the open. Sgt. Radney spied two of the uneager enemy planes only slightly out of range. One moved in as though to come from beneath, but a few well-placed rounds from Sgt. Robert Schafer's lower twin-thirties immediately discouraged him. Meanwhile, Sgt. Radney was given occasion to fire several warning rounds at the other "I-45" which seemed unable to screw up the necessary courage for a pass. After this exchange, the shy enemy followed at a safe distance for some thirty minutes and then turned back for the more certain comforts of their home field, while the bomber completed its return flight to Kunming uneventfully. Lt. Stout's bombing had destroyed nine light bombers on the ground at Hanoi.

The Dinjan detachment had, meanwhile, with two planes in operation, added fifteen bombing missions for the month of September to their total of some twenty-seven missions for their previous two months of operation. They also received five badly needed maintenance men from Karachi.

Throughout the remainder of September and three weeks into October, eleven missions were run against northeast Burma by the 11th in China. Most of these raids were in support of Chinese ground troops fighting along the Salween River. Among these targets were the sub-depots for Lashio, the concentration points for Jap men, supplies and

equipment, directly at the front. The most important of these points were Tengchang, Manchih, Paoling and Lungling. These were small towns, surrounded by walls and the area within these walls was soon littered with rubbish from repeated bombings. On several occasions, fires and explosions were observed out of all proportion to the results which could be obtained were mud brick houses, the only fuel.

Hanoi Airport was raided by four planes and Sgt. W. B. LaPlant, radio-gunner on the following crew:

- 1st Lt. Robert B. Klemann, Pilot
- 2nd Lt. Stewart E. Sewell, Co-Pilot
- 2nd Lt. Rowland G. Hill, Navigator
- S/Sgt. Morris A. Paynter, Bombardier
- S/Sgt. Earl D. Rhodes, Engineer
- Sgt. William LaPlant, Radio-Gunner

was credited with one Zero probably destroyed.

One of this series of raids was interesting in that it served as a training flight for the bombardiers. Due to the dearth of bombsights, only the lead ships carried them. The bombardiers on the wing ships began toggling their bomb load out when they saw the first bomb leave the lead ship. This had worked out very well in the past, since the work had been confined entirely to area bombing. The system did not develop or utilize the ability of wing ship bombardiers, however, and they had grown a little rusty on the use of bombsights. This mission was utilized to give them some practice in precision bombing. The target was a bridge on the Burma Road just north of Wanling. Four wing ship bombardiers were carried along on the one ship mission. Enough runs were made over the target to permit each bombardier to try his hand at the target. Among them, they destroyed the bridge.

The Squadron on 15 September, 1942, was redesignated from Eleventh Bombardment Squadron (H) AAF, Seventh Bombardment Group (H) AAF, to Eleventh Bombardment Squadron (M) AAF, Three Hundred Forty-First Bombardment Group (M) AAF.

On 28 September, a surprising thing occurred. It was learned that the 11th was to receive five new planes, so five skeleton crews were sent to Karachi, India, to pick them up. They returned on 5 October with the five ships, with two extra planes and complete crews, thus bringing the squadron strength up to twelve planes, twelve complete six-man combat crews and about forty ground men.

Changes in personnel, both officers and enlisted men, for the 11th Bombardment Squadron in China as of 30 September, 1942, are shown as follows:

LOSSES FROM ASSIGNED (OFFICERS)

- Capt. Blair M. Sorenson, Operations Officer
- 2nd Lt. Robert Miller, Navigator
- 2nd Lt. John Tyson, Pilot
- 2nd Lt. George A. Stout, Bombardier

The above officers were transferred to the 341st Bombardment Group (M), AAF, Karachi, India.

- 1st Lt. William T. Cross, Pilot

The above officer transferred to the 23rd Fighter Squadron, Chngyi, China.

LOSSES FROM ASSIGNED (ENLISTED MEN)

- S/Sgt. Noble Brown, Engineer-Gunner
- Sgt. Philip Patterson, Radio Gunner

The above enlisted men transferred to the 341st Bombardment Group (M), AAF, Karachi, India.

ASSIGNED MEDICAL PERSONNEL (GAINS ONLY)

- Sgt. Wilfred M. Berry, Medical Duty
- T/5 Burton C. King, Medical Duty
- T/4th, Medical Duty
- Pfc. Raymond Argast, Medical Duty
- Pfc., Medical Duty
- Pfc. Walter J. Wipperforth, Medical Duty
- Pvt. Louis A. Boucher, Medical Duty
- Pvt. Louis Carbone, Medical Duty

ATTACHED PERSONNEL

- Sgt. George J. Attack, Photographer
- Sgt., Photographer
- Sgt. Philip R. Karda, Photographer

ASSIGNED OFFICERS (Total)..... 44

ENLISTED MEN (Total)..... 81

Late in October several ships and crews of the 22nd Bombardment Squadron (M), AAF, 341st Bombardment Group (of which the

Eleventh was a part) came into Kunning to work with the 11th. On the night of 24 October, the crews loaded their ships and the next morning, as soon as the weather cleared, took off for Kweilin. After a short briefing, 12 ships took off for Hongkong, led by General Haynes, a recent promotion, leading the 2nd element of four, with Captain Everett ("Brick") Holstrom leading the 3rd element of four ships. The 4th ship in this last element was a 22nd Squadron plane, flown by Captain Howard O. Allers.

The course to Kweilin to Hongkong went directly over Canton, so that it was necessary to circle wide to avoid the possibilities of early interception from the several fields there. Only 7 pursuits, led by Colonel Robert Scott, escorted the 12 bombers. They went into tight battle formation 30 minutes before reaching Canton.

No trouble was found from Canton and soon the bay came into view, with Hongkong Island only five minutes away. No opposition yet! It was a beautiful day, with not a cloud in the sky, and the panorama that spread below offered no warning that all hell was soon to break loose, and the bombers made their turn into the bombing run at 17,000 feet with a strange foreboding that there were things yet to come. A perfect target area came into view, the docks, warehouses and general shipping facilities for the Hongkong area bunching themselves as if for the sole benefit of eager bombardiers. Then the anti-aircraft started, puffing in front, in the middle, and around the formation. The string was laid, however; 500-lb. bombs from 12 ships running in three parallel, evenly spaced clouds of dust and debris, across the warehouses and into the docks. Then the usual turning dive out of the anti-aircraft. But before the turn was completed, General Haynes went into a sudden turn into the other direction, splashing right into the middle of a myriad of diving "O's" which had been waiting in the sun. This maneuver caught them by surprise and turned their attack into a frightened *melee* of Jap fighters attempting to get harem-scarem out of the way of those glazing fifties from 12 ships, which they had gotten into the middle of before they had intended. The formation of bombers was flying wing inside wing, full throttle in a slight dive and, although it seemed impossible, some of the Zeroes dived through the formation.

But the shrewd enemy immediately reformed out in the sun side of the bombers and started a systematic series of passes. Each time the unlucky enemy came within range, every gun in the formation spoke in unison, surrounding the attacker with a halo of orange tennis balls, which the tracers from a fifty-calibre resemble. The persistent enemy could stay with the formation for only a few minutes, for those B-25's were making many miles an hour. During these few minutes, however, the gunners on the following crews added to their box scores:

Brig.-Gen. C. V. Haynes, Pilot
 Major D. W. Bailey, Co-pilot
 Lt.-Col. Morgan, Bombardier
 S/Sgt. W. C. Stubblefield, Engineer
 Sgt. Patrick Bourdreaux, Radio Operator
 Sgt. Thomas Cave, Photographer
 Capt. E. W. Holstrom, Pilot
 2nd Lt. L. J. Murphy, Co-pilot
 2nd Lt. C. L. Bingham, Navigator
 2nd Lt. R. E. Davis, Bombardier
 S/Sgt. A. R. Williams, Engineer
 S/Sgt. D. Ogden, Radio Operator
 1st Lt. A. P. Forsythe, Pilot
 2nd Lt. A. E. Biggs, Co-pilot
 1st Lt. H. E. Crouch, Navigator-Bombardier
 S/Sgt. W. H. Williams, Engineer
 Sgt. R. Palagi, Radio Operator
 Major W. E. Basye, Pilot
 1st Lt., Co-pilot
 1st Lt. C. J. Campbell, Navigator
 2nd Lt., Bombardier
 S/Sgt. D. V. Radney, Engineer
 Sgt. R. T. Schafer, Radio Operator

Sgt. Stubblefield shot down one Zero and one I-45 with two other Zeroes probably destroyed; Sgt. A. R. Williams got one confirmed and one probable; Sgt. W. H. Williams destroyed one Zero; and Sgt. Radney got one Zero probably destroyed.

Canton was again detoured and tense but happy gunners kept their eyes peeled for further interception, but none developed. Eleven ships pulled into Kweilin. The twelfth, Captain Allers' ship had gone down. Two weeks later, Lt. Marich, Capt. Allers' co-pilot, and Lt. Cunningham, his navigator, walked into Kweilin and gave the following account:

"We had just come over the target and dropped our bombs when the Flight turned into a very steep bank. It was not until we had straightened out did I notice that these were Japanese pursuits attacking, in number approximately twelve, that I could see. It was a matter of seconds before three pursuits were bearing down on us. The top turret

gunner, Sgt. Webb, opened fire. I could not see these planes. Allers closed in even closer to the element.

"Meanwhile, the Japanese pursuit attacking the first element of the formation, while attacking this element, passed on towards the rear, firing on the bombers as they passed them. At this time, the Japanese pursuits were close enough to see that there was one plane different from the rest not only in color, but also the ship itself. It was not a radial engine. There was a Zero on his wing and both dove at our ship, missed and passed in front of us. However, the black ship which I now recognized as a Me-109 made a beautiful vertical reverse and hit us from the right engine to the tail in that one movement.

"The radio man, Young, called up and said the right engine was on fire. I then noticed that we had been hit in the oil line. The emergency system worked but the engine was still working a bit and throwing oil. Oil pressure was zero. It was not long before we began to gradually drop back from the formation, also the Japs began to concentrate on our ship. I counted seven ships at one time attacking us.

"It was at this time that a Zero diving on us turned at our level and gave the top gunner a beautiful shot. The plane seemed to disintegrate in the air, tail coming off first in bits. Not much later, another Zero made a head on pass at us and I could see Lt. Cunningham and also Sgt. Webb's tracers hitting it. The plane burst into smoke and fire and kept on going towards the sea.

"This all seemed to take a long time, but actually it was a matter of minutes. We were hit in our left engine at ten thousand feet or so and it quit immediately. All this time the right engine would quit for a second and then start up again. After we had lost our second engine, Captain Allers headed for land and gave the order to get ready to bail out. The gunners had run out of ammunition at about this altitude or a little lower.

"Sgts. Young and Webb were the only men to bail out. Capt. Allers had given me orders to get ready to bail out. Lt. Lewis didn't have his parachute on when I got out of my place. Lt. Cunningham came out almost at the same time I did and helped him with his chute, but Lt. Lewis could not strap his on as they were too short. This was about 2,000 feet and after all this I saw it was too late for all to get out. I saw Allers line up on a rice paddy field, so I just yelled that it was too late to bail and that Allers was going to crash land. It was a good landing; the plane skidded pretty badly and we got out in a hurry: Lewis, Cunningham, Allers and myself. Captain Allers' immediate concern was some way to burn the plane as we thought we were in a Jap village. Allers fired seven bullets into the bombsight from the outside.

"We had not seen the planes coming in to strafe us until one had passed over. He had cut his throttle back and hence we couldn't hear him; however, we did see the other two coming and dived into the bushes. Captain Allers received a wound in the left foot. Lewis and I helped him while Cunningham ran back to the plane for a medical kit.

"The village was about four hundred yards from the crash landing. When we arrived there the whole village gathered around us. We did not see any Japs so we stayed there and dressed Allers' foot and also tried to get a doctor, but no one seemed to move or try to help us, so as soon as we were ready, we started for the hills nearby. However, some of the villagers who knew a little English said they could get us out if we gave them some money. These Chinese then took us to a temple and we gave them about \$1,000 national currency. They gave us the clothes (Chinese) and we took off our jackets and flying suits and put them over our OD uniforms . . ."

Lts. Marich and Cunningham were the only two who escaped out of the crew of six, the other four becoming prisoners of war.

The final tally-up of enemy planes knocked down on the rail were seven confirmed and eight probables for the bombers, six confirmed and seven probables for the pursuits. Too much praise could not be given Colonel Scott's pursuits in this battle. The initial attack was made by at least three different flights of enemy ships, which were far too many for only seven pursuit ships to stop. However, the outnumbered P-40's did hinder the efficiency of the attack and effectively took care of as many of them as could be reached.

Immediately upon arriving back at Kweilin, each bomber taxied up to the pile of bombs and went to work loading six 500-lb. bombs and the usual 10 "haircutters," or frags. Then followed a quick trip by truck for 15 bumpy miles to the hotel, a hasty meal and the trip back to the field. Six ships' crews were briefed and took off at 2100 hours for Hongkong again, led by Major Basye.

It was a beautiful night and Hongkong, when it came into view, added to the scene with its intricate and colorful patterns of brilliant electric light, which did not black-out on the approach of the 11th Squadron. Not until the bombing run started with the Hongkong powerhouse as the bull's eye, did the anti-aircraft open up, giving the whole scene the appearance of a Fourth of July celebration back home. Thousands of tracers etched a curving trajectory across the sky as searchlights felt around for something solid to caress and the bombs

flared up in regular spaced and timed patches of flare from the target area far below.

This lasted for just a moment and then the bombers were out of it and gone, keeping an eye out for the ever present dangers of interception from Canton. Nothing happened and all arrived safely at Kweilin, though Captain Allen P. Forsyth was having his difficulties. Soon after taking off, his air speed indicator had gone out. He flew the mission in his No. 3 position, 1st element, with no airspeed indicator. On arriving back at the base, he circled the field until everybody else had landed. His plight became known by this time so Major Basye took off and met Forsyth over the field, where Forsyth tacked onto the Major's wing and they flew in to a perfect formation landing.

While these two flights had been bombing the night-lights out of Hongkong, another flight of three, led by Colonel Morgan, attacked the warehouse area at Canton, leaving the area in flames, and returning safely to Kweilin. Everyone went to his sack after servicing the planes which was finished up at about 0300 hours. Then up again, cheery and fit, at 0330 hours so as to be at the field by daylight for alert. There was an alert for awhile after arriving at the field, but the careful enemy failed to arrive and the bombers, in full strength, took off for Kunning This was on October 26th.

Lashio was hit twice in succession then on the 27th and 28th. At about this time, Lt. Robert Klemann organized the "Skeet Club." This was formed of gunners who had at least one confirmed or one probable enemy plane to their credit. Lt. Klemann drew up an attractive score card on which members' names were placed as they became eligible. For each confirmed enemy plane a small Japanese flag was painted beside his name, and for probable victory, one-half of a flag was placed there. At that time the score stood as follows:

T/Sgt. Norton G. Stubblefield—2 confirmed, 2 probable
T/Sgt. Adam R. Williams—2 confirmed, 2 probable
S/Sgt. James W. Broughton—1 confirmed
S/Sgt. Douglas V. Radney—3 probable
S/Sgt. Joe Edmonson—1 probable
S/Sgt. Sam J. McGlaughlin, Jr.—1 probable
S/Sgt. Samuel O. Koval—1 probable
S/Sgt. William B. La Plant—1 probable
Pfc. Thomas Higgins—1 probable

This made for much good natured competition among the squadron gunners.

The following changes are noted on the roster of the 11th Bombardment Squadron in China as of 31 October, 1942:

OFFICERS

LOSSES FROM ASSIGNED

Name, Rank and Duty

1st Lt. Charles D. Jantzen, Pilot
2nd Lt. Lloyd N. Kindall, Jr., Pilot
2nd Lt. Vincent J. Scally, Navigator

The above officers transferred to Headquarters, 10th U. S. Air Force, Delhi, India, pending re-assignment.

ENLISTED MEN

LOSSES FROM ASSIGNED

S/Sgt. Ralph J. McCann, Eng.-Gunner
Sgt. Delbert Coulter, Bombardier

The above enlisted men transferred to 11th Bombardment Squadron (Detachment), 341st Bomb Group, Karachi, India.

The Dinjan detachment ran eight missions in October before taking off for China to take part in the Kweilin area raids in the latter part of the month, which included the Hongkong raid of 25 October, 1942. About thirty minutes out of Dinjan, on this flight to China, Captain Robert M. Gray's plane developed engine trouble. Both engines quit. In the crash landing, everyone on the crew was killed. These officers and men were:

Capt. Robert M. Gray, Pilot, Commanding Officer of the Dinjan detachment; awarded the Distinguished Flying Cross on the Toyko mission

2nd Lt. Max F. West, Co-pilot
2nd Lt. Richard A. Walter, Bombardier
S/Sgt. George A. Larkin, Gunner
Sgt. Herbert F. Cromwell, Gunner
Pfc. Russell D. Juggers, Passenger.

After these raids in China, only one ship returned to India, flying four reconnaissance missions in the month of November.

Returning to the China Squadron, five ships hit hard at Lungling on 8 November, starting many fires in the town and squarely hitting a

motor pool with assembled vehicles and supplies. The same target again was hit by four ships on 20 November.

On 11 November, 1942, a formation was held at which five crews received decorations in the form of the Silver Star. Following are the citations:

1st Lt. Charles D. Jantzen, Pilot
2nd Lt. Lloyd N. Kindall, Jr., Co-pilot
2nd Lt. Vincent J. Scally, Navigator
2nd Lt. Robert E. Davis, Bombardier
Sgt. John Bayley, Engineer
Sgt. Patrick Boudreaux, Radio

CITATION

"On July 3, 1942, the above crew participated in a raid against an enemy held airdrome at Nan Chang, China. Because of unfavorable weather, it was necessary to attack at low altitude to insure the success of the mission, and although opposed by anti-aircraft fire and harassed by six enemy fighters, the attack was pressed home, resulting in the certain destruction of six airplanes on the ground and serious damage to runways and enemy ground installations. Such gallantry in action when opposed by both ground fire and enemy fighters is characteristic of the finest traditions of the Army Air Forces."

Major Bailey, Pilot
1st Lt. Elmer L. Tarbox, Co-pilot
2nd Lt. Joseph F. Dockwiler, Navigator
Sgt. Elden E. Shirley, Bombardier
Sgt. Samuel O. Koval, Radio
Cpl. Karl H. May, Eng.-Gunner

CITATION

"On July 18, 1942, the above crew participated in a bombing mission against Tien Ho Airdrome, Canton, China. The actual bombing of the airdrome was performed in the face of anti-aircraft fire of heavy calibre, but so precisely did every member of this crew perform his duties that every bomb dropped was seen to land in the target area. This one mission was responsible for the total destruction of large quantities of supplies and equipment vital to the enemy. Such gallantry in action in the face of heavy anti-aircraft fire while carrying out a successful attack in an area known to be defended by a superior number of enemy fighters is characteristic of the finest traditions of the Army Air Forces."

1st Lt. Robert B. Klemann, Pilot
2nd Lt. John Tyson, Co-pilot
2nd Lt. Arvis R. Kirkland, Navigator
2nd Lt. Charles H. Dearth, Bombardier
S/Sgt. Noble Brown, Engineer
S/Sgt. Adam R. Williams, Gunner

CITATION

"On July 16, 1942, the above crew participated in a raid against the Japanese concession in Hankow, China. The actual bombing of Hankow was performed in the face of heavy anti-aircraft fire, but so precisely did every member of this crew perform his assignment and duties, that every bomb dropped was seen to land directly in the target area. This one mission was responsible for the destruction of large quantities of gasoline and other war supplies in addition to several hundred casualties, and further resulted in shattering the enemy's confidence in their protection against air raids, as evidenced by Chinese Intelligence Reports confirming the results of the raid. Such gallantry in action in the face of heavy anti-aircraft fire while carrying out a successful attack in the area known to be defended by superior numbers of enemy fighters is characteristic of the finest traditions of the Army Air Forces."

1st Lt. John C. Ruse, Pilot
2nd Lt. Mason O. Brown, Co-pilot
2nd Lt. Abe Schestopol, Navigator
Sgt. Frank Ralph, Bombardier
S/Sgt. Charles H. Patton, Engineer
Sgt. Robert T. Schafer, Radio
Capt. Everett W. Holstrom, Pilot
1st Lt. Crandall H. Hagan, Co-pilot
2nd Lt. Alton Peck, Navigator
S/Sgt. Morris A. Paynter, Bombardier
S/Sgt. Earl D. Rhodes, Engineer
Sgt. William P. La Plant, Radio

CITATION

"On July 18, 1942, the above crews participated in a bombing mission against Tien Ho Airdrome, Canton, China. The actual bombing of the airdrome was performed in the face of anti-aircraft fire of heavy calibre, but so precisely did every member of those crews perform his duties, that every bomb dropped was seen to land in the target area.

This mission was responsible for the total destruction of at least six enemy bombers and damage to many others. Such gallantry in action in the face of heavy anti-aircraft fire while carrying out a successful attack in an area known to be defended by a superior number of enemy fighters is characteristic of the finest traditions of the Army Air Forces."

S/Sgt. Douglas V. Radney, Engineer-Gunner

CITATION

"On September 3, 1942, Staff Sergeant Radney was assigned and accompanied a reconnaissance mission from Kunming, China, to Hanoi, French Indo-China and return as top turret gunner. The weather enroute being unfavorable, it was necessary that search be made for the objective, which resulted in the reconnaissance plane being intercepted over Hanoi by nine Japanese twin engine fighters. A running fight ensued by Staff Sgt. Radney, who by his coolness, gunnery ability and devotion to duty, although opposed by odds of nine to one, prevented all enemy fighters from securing a position favorable for attack on his plane. It has further been confirmed by all members of the reconnaissance plane that one of the Japanese fighters by Staff Sgt. Radney was seen to peel out of the attacking formation with dense smoke pouring from one engine and was probably destroyed. Such devotion to duty on the part of Staff Sgt. Radney in the face of a numerically superior enemy force is in keeping with the best traditions of the Army Air Forces."

On 22 November nine ships returned to Kweilin, ground crews having been sent ahead in the customary manner. After landing at Kweilin, only enough time was taken out for servicing and briefing, then the nine ships took out again for the South China coast. Hongay was the primary target. This was the main port for this area of Indo-China, its main importance being its coaling facilities. Upon arriving over this area of the coast, many targets presented themselves. The first flight, led by Lt.-Col. Morgan, headed off for a large steamer already out to sea, which was sunk. Later intelligence reports established its size as 18,000 tons.

The second flight, led by Captain Holstrom, chose a ship in the harbor of Hongay and sank it, also manging to carry its string into the warehouse district of the town itself.

The third flight, led by Captain Ruse, had proceeded to Haiphong, Indo-China, and bombed the soldiers' barracks there. All three flights returned separately and safely to Kweilin.

The next morning six ships slipped past Canton to hit the airdrome on Sanchow Island, off the coast of China southwest of Hongkong. This was a well-developed field and the hangar received many square hits.

That afternoon Captain Holstrom led a flight of six ships against the old favorite, the Tien Ho airport at Canton. In the middle of the bombing run on the runways, Lt. Robert E. Davis, Holstrom's bombardier in the lead ship, sighted many enemy planes on the ground. Puffs of smoke appeared in box-like patterns off to the right and a little ahead, but despite this subtle suggestion that anti-aircraft batteries were blasting away from down below, Davis signalled on the Pilot's Direction Indicator for a change of course and, in perfect coordination, the six planes, bomb bay doors open, turned onto the new run. The target was one of opportunity which presented itself at the last moment and hardly had the ships straightened out of the turn when their bombs were dropping.

Later Intelligence reports credited this raid with 42 enemy planes destroyed on the ground, one large metal hangar hit and all contents destroyed and repair facilities of the field seriously impaired. This was on November 23, 1942.

One of the ships left at Kunming successfully bombed Lanling, Burma on the same day.

The next day, 24 November, six ships returned to Canton to attack the shipping in the river there. One large cargo ship was sunk and damage reported on several smaller vessels. An unconfirmed report claimed that the larger vessel was loaded with crated airplanes, but this claim could never be substantiated.

Eight ships took off early 25 November for Hengyang, China, where they serviced immediately. Captain Holstrom's ship had an engine ailing badly on the way up so that only seven ships took off thirty minutes after landing. The target was Sianning, in the Hankow area, which, though only a small walled village, was rumored to house many troops and a quantity of supplies. The trip was uneventful. The village was hit squarely and many large fires started, along with a direct hit on a train on a siding just outside the village walls.

After return to Hengyang, loading of bombs and servicing, eight ships returned to bomb Yo Yang, the same type of target in that same area. Captain Holstrom's ship had been made fairly serviceable while the others were out on the earlier mission. The bombs from all eight ships were laid neatly across the town from wall to wall and the bombers returned to Kweilin. During the day, Major Basye had arrived at Kweilin from Kunming in another ship, bringing with him a new

squadron officer, Lt. William N. Fitzhugh, who had been awarded the Distinguished Flying Cross as a pilot in the Toyko raid.

That night the crafty enemy made an attempt to wipe out the China Air Task Force with a three-ship raid against Kweilin airport. Everyone was routed out of bed at the alarm, but instead of taking to shelter, climbed the hill in which the shelter was located, the better to observe the fun at the airport some 15 miles away. Six fighters of the 16th Fighter Squadron were in the air to try to intercept. The watchers could hear the bombers roar overhead, then the pursuit could be heard. This went on for some thirty minutes as the timid enemy sought to slip in on the airport without being caught and the pursuit sought for them. Eventually, when they could put it off no longer, they made a run, hitting the runway squarely from 1,500 feet, but just as they dropped their last bomb, the pursuit caught them. This was too bad, for none of the hapless enemy got home that night. The runway was in full use the next morning.

A raid by ten ships against the Canton boat area was successful on 27 November, many hits being scored on several vessels. The brave enemy was lying in wait, however. There were 21 P-40's escorting the ten bombers, and no one ever knew exactly how many "Zeros" and "L-97's" attacked. They came in hordes and were shot down in hordes. The final tally, after the smoke had cleared away, was 23 confirmed and 6 probable enemy ships knocked down, with no losses for the home team, unless one wishes to count the P-40 pilot who got lost and landed in a river bed. That cannot be counted in good faith, however, for the pilot flew his ship in the next day, after locating himself. Of the enemy ships knocked down, the bombers accounted for two confirmed and two probables.

T/Sgt. Adam R. Williams, engineer-gunner of the following crew, got one confirmed:

Capt. Everett W. Holstrom, Pilot
2nd Lt. Lloyd J. Murphy, Co-pilot
2nd Lt. Charles J. Clarino, Navigator
2nd Lt. Robert E. Davis, Bombardier
T/Sgt. Adam R. Williams, Engineer-Gunner
Pvt. Jack L. Gould, Radio-Gunner

S/Sgt. James W. Broughton, engineer-gunner of the following crew, also got one confirmed:

Capt. John C. Ruse, Pilot
1st Lt. Joe G. Sparks, Co-pilot
2nd Lt. William M. Ross, Navigator
2nd Lt. Stephen C. Dennis, Bombardier
S/Sgt. James W. Broughton, Engineer-Gunner
Sgt. William B. La Plant, Radio-Gunner

S/Sgt. Sam J. McGlaughlin, engineer-gunner of the following crew, was credited with one probable:

1st Lt. Robert V. Ford, Pilot
1st Lt. Franklin F. Young, Co-pilot
2nd Lt. Glee G. Smyth, Navigator
S/Sgt. Sam J. McGlaughlin, Engineer-Gunner
Sgt. Samuel O. Koval, Radio-Gunner

S/Sgt. Douglas V. Radney, engineer-gunner of the following crew, was also credited with one probable:

Lt.-Col. Herbert Morgan, Jr., Pilot
1st Lt. D. H. Milan, Co-pilot
1st Lt. Clayton J. Campbell, Navigator
2nd Lt. George A. Stout, Bombardier
S/Sgt. Douglas V. Radney, Engineer-Gunner
S/Sgt. Robert T. Schafer, Radio-Gunner

Williams and Broughton knocked down "I-97's," McGlaughlin's probable was an "I-87" and Radney's probable was a "Zero."

The following day all but four ships returned to Kunming. These four returned to Hongay, where incendiary clusters and demolition bombs were dropped among the coaling facilities and tremendous fires started. These ships then returned to Kunming direct.

The following changes on squadron personnel were noted on the roster of the organization as of 30 November, 1942:

OFFICERS

LOSSES FROM ASSIGNED

Capt. Roy Hoffman, Armament Officer

The above officer transferred to Bomber Unit, China Air Task Force, 341st Bombardment Group (M), AAF.

WARRANT OFFICERS

ASSIGNED

WO/JG Christopher Rucker, Inspector
WO/JG Lester N. Lumsdon, Bombsight Officer

ENLISTED MEN

ORDNANCE SECTION

T/Sgt. Joe Krispman, Bomb Specialist
 S/Sgt. Roscoe B. Jones, Clerk
 Sgt. Dallas Harden, Basic
 Sgt. Marion Johnson, Armorer
 Sgt. Albert J. Hacenus, Mechanic
 Sgt. E. J. Cunningham, Jr., Small Arms Mechanic
 T/4Cr. Wellington R. Beckman, Mechanic
 T/4Cr. Charles J. Kogan, Carpenter
 T/4Cr. Herman A. Linder, Mechanic
 Cpl. Ralph Prince, Basic
 T/5Cr. John J. Ackerman, Armorer
 T/5Cr. Donald L. Lavis, Basic
 Pfc. Henry B. Barnsed, Basic
 Pfc. Harry From, Basic
 Pfc. Marshall Hall, Basic
 Pfc. Grant Hall, Jr., Basic
 Pfc. James C. Harless, Basic
 Pfc. Charles W. Healey, Basic
 Pfc. Ernest C. Johnson, Basic

The Medical Detachment's roster as of November 30, 1942, was composed of the following personnel:

Capt. Cyrus G. Johnson, Flight Surgeon
 Sgt. Anthony V. Angello, Med. Tech. and Clerk
 T/5Cr. Irving Bloom, Basic
 T/5Cr. Burton C. King, Med. Tech.
 T/5Cr., Basic
 Pfc. Raymond Argast, Basic
 Pfc. V. Keranen, Basic
 Pfc. Walter J. Wipperfurth, Basic
 Pvt. Louis A. Boucher, Basic
 Pvt. Louis Carbone, Basic

The above enlisted men transferred to 23rd Fighter Group, Kunming, China.

The total assigned strength of the 11th Bombardment Squadron, in China, as of this date was fifty-five officers, two warrant officers and one hundred twenty-seven enlisted men.

The last part of December, two men and one warrant officer, all former members of the 58th Bombardment Squadron (H), were sent to India to a heavy outfit and the squadron received nineteen men in return from the 11th Detachment at Karachi. In addition several ground officers arrived to take over their respective departments.

Four more crews were decorated by General Claire L. Chennault on 4 December when SILVER STARS were given the following officers and men:

Capt. Blair M. Sorenson, Pilot
 2nd Lt. Albert E. Biggs, Co-pilot
 2nd Lt. Stephen C. Dennis, Bombardier
 2nd Lt. Robert Miller, Navigator
 S/Sgt. Sam J. McGlaughlin, Jr., Engineer
 Sgt. Philip Patterson, Radio
 1st Lt. Allen P. Forsyth, Pilot
 1st Lt. Lucian N. Youngblood, Co-pilot
 2nd Lt. Rowland G. Hill, Navigator
 1st Lt. Horace E. Crouch, Bombardier
 Cpl. John W. Scott, Engineer
 Sgt. Jean P. Yates, Radio
 1st Lt. Robert Ford, Pilot
 2nd Lt. Franklin F. Young, Co-pilot
 2nd Lt. Glee Smyth, Navigator
 2nd Lt. Emory M. Downs, Bombardier
 Sgt. William H. Williams, Engineer
 Sgt. Daniel L. Darling, Radio

CITATION

"On July 3, 1942, the above crews participated in a raid against an enemy held airdrome at Nan Chang, China. Because of unfavorable weather, it was necessary to attack at low altitude, in order to insure the success of the mission, and although opposed by anti-aircraft fire and harassed by six enemy fighters, the attack was pressed home, resulting in the certain destruction of six airplanes on the ground and serious damage to runways and enemy ground installations. Such gallantry

in action when opposed by both ground fire and enemy fighters is characteristic of the finest traditions of the Army Air Forces."

1st Lt. Joseph Skeldon, Pilot
 2nd Lt. Stewart E. Sewell, Co-pilot
 2nd Lt. George A. Stout, Bombardier
 2nd Lt. Robert D. Hippert, Navigator
 S/Sgt. Norton G. Stubblefield, Engineer
 Sgt. Joseph L. Soikowsky, Radio

CITATION

"On July 16, 1942, this crew participated in a raid against the Japanese Concession in Hankow, China. The actual bombing of Hankow was performed in the face of heavy anti-aircraft fire, but so precisely did every member of this crew perform his assigned duties that every bomb dropped was seen to land directly in the target area. This one mission was responsible for the destruction of large quantities of gasoline and other war supplies in addition to several hundred enemy casualties and further resulted in shattering the enemy's confidence in his protection against air raids, as evidenced by Chinese Intelligence Reports confirming the results of this raid. Such gallantry in action in the face of heavy anti-aircraft fire while carrying out a successful attack in an area known to be defended by superior numbers of enemy fighters is characteristic of the finest traditions of the Army Air Forces."

The end of November, 1942, finished six months in the combat zone of China, with a record of forty-seven missions completed at no loss of squadron personnel or equipment in combat. The economical operation of a combat unit, inflicting the greatest damage to the enemy at the cheapest cost to the unit operating, reached a high level here. Any one of a number of the raids cost the enemy so dearly that the trouble and expense of maintaining such an organization at the end of the longest supply route in the world was more than repaid. This work was done under the greatest difficulty with shortages of personnel and equipment being only two of the numerous obstacles which had to be overcome.

The first raid of December was run against Tenchung, Burma, on the 12th. This was followed on the 14th by a six-ship attack on the Hanoi Airport. Interception was attempted, permitting S/Sgt. Joe Edmondson and Sgt. George Kelly to get one "Zero" probable each. They were on the following crews:

Capt. Douglas C. Weaver, Pilot
 1st Lt. John Lyman, Co-pilot
 2nd Lt. Frederick B. Lee, Navigator
 S/Sgt. Carl W. Bankston, Bombardier
 S/Sgt. George Kelly, Engineer
 Cpl. John W. Scott, Radio
 1st Lt. Lynn D. Blackwell, Pilot
 2nd Lt. Charles F. Whiffen, Jr., Co-pilot
 2nd Lt. William M. Ross, Navigator
 2nd Lt., Bombardier
 S/Sgt. Joe Edmondson, Engineer
 Pfc. Frank E. Norton, Radio

Then Lungling was hit, followed by two raids against Lashio, the last being a night raid.

Christmas Eve everyone was preparing to enjoy a special evening meal at the hostel, when about 1700 hours the order came to load bombs. The loading was accomplished, a quick briefing held and four ships took off to bomb Tenchung by night. These night raids were difficult since targets in Burma were usually located in the valleys snugly surrounded by 10,000 feet (or higher) mountains, but were nonetheless successful.

Lashio was hit on December 26th and 27th, the bombs evenly and fairly divided between the airport and soldiers' barracks in the usual manner. During the raid of 27 December on Lashio, Captain John Ruse made a single ship attack on a small walled village in China near the Salween River. Upon arriving back at Kunming, the crew reported great activity in that village, so Basye, just promoted to Lt.-Col., deputized Captain Ruse to lead a three-ship raid against the town that same day.

The three ships went in on the target at low altitude, which heretofore in dealing with such targets had been comparatively safe. However, the alert enemy was evidently expecting this second attack for as the bombers came over the target they were caught in a cross-fire from the tops of the surrounding hills. The target was hit squarely and pieces of bedding from the soldiers' quarters, truck fenders and wheels from the motor compound and other interesting bits of debris could be seen sailing through the air and large fires were started in what must have been a fuel dump.

The bombers were having their difficulties meanwhile. Captain Ruse's ship left the formation with one engine out. Captain Elmer Tarbox was hit in both legs by one bullet. Lt. Mason Brown, his co-pilot,

brought the ship back at full speed to Kunming, where immediate medical aid was found for Captain Tarbox and his lower gunner, S/Sgt. Patrick Boudreaux, who had also been hit in the leg.

Lt. Lynn Blackwell and his crew miraculously escaped without a scratch, though their ship was full of holes.

Captain Ruse eventually brought his ship into Yunnanyi after a hair-raising flight. It was necessary for Ruse to fly north for some thirty minutes, flying up a valley over enemy towns and installations, before finding a pass in the mountains low enough for him to slide over at the maximum 10,000 feet altitude he could get with one engine. Even then on it was touch and go, circling mountains, following valleys in the general direction of the home base. Dusk came on, but they could not climb to a safe altitude. They eventually reached Yunnanyi after dusk and landed safely.

It was during this flight that Lt. Rowland Hill, Captain Ruse's navigator, exhibited that character of selfless devotion to duty that histories are written about. While over the target a large fragment of shell came through the floor of his compartment, hitting him in the back. It made a deep, gaping wound, through which his blood poured unhindered, but Lt. Hill did not lose consciousness. The wound was too grave to respond to first aid treatment and Lt. Hill was forced to lie on the floor with his life blood flowing out of him, while the limping plane sought a way home. During this period, and up until the landing at Yunnanyi, Lt. Hill attempted to continue his duties as navigator, passing on advice to Captain Ruse and aiding materially in the plane's safe arrival at the field. He died shortly after the landing.

Staff Sergeant William La Plant, lower gunner on this plane, also received a serious leg wound.

The time was approaching when Col. Basye was to leave the squadron. It was thought by the members of the outfit that a party should be given him, so arrangements were made for a Chinese style meal with chop sticks at the hostel mess hall and all gladly gave up their hoarded bottles of whiskey. Some 45 bottles plus a few bottles of cordial and cans of fruit juice from supply made up the total party possessions of the squadron. A bar was set up and on the night of 28 December the party started at noon as alerts were over. The bar was a tremendous success, especially since one did not know what one was getting, which numbed the taste buds and made each ensuing drink even more delicious than the last. Everyone managed to get to the mess hall, where the chop sticks clicked industriously but ineffectively. The lively scene was dimmed somewhat by an occasional head dropping on the table, the owner completely "blotto."

Everything considered, however, the occasion was the most successful of the social season for the 11th and was the first moment of unrestrained relaxation since arriving in China some seven months previously. The weather turned bad on the 29th so those on alert could recuperate without fear of an air raid from the enemy or a mission against them. This was indeed fortunate.

The outfit, still tired but much relieved, went back to work on December 30, with a five-ship raid against that small village on the Salween that had cost so dearly three days prior, to finish off what might be left. The target was left in such poor condition as to make it of little use as a supply depot in the near future.

The last day of the year was spent installing half bomb bay tanks and loading bombs. This was done with an eye to bombing Swebu, some 475 miles southwest, 50 miles north of Mandalay, Burma. Seven ships flew to Yunnanyi on New Year's Day for the purpose of topping off their tanks and picking up pursuit escort. Misfortune was riding with Captain Robert W. Ford when, on his landing approach, he got into prop wash and was unable to right his plane in time to prevent a wing from going into the ground. The plane skidded across the ground, barely missing parked P-40s and finally coming to rest as a mass of wreckage. No one was injured and everyone still wonders why none of the 550-lb. Russian bombs, with which the ship was loaded, failed to explode. The Squadron wired the arming wires to the shackles so that duds could not be dropped. This made it impossible to drop the bombs safe. One of Captain Ford's bombs had broken loose from the shackle, lost its arming prop and fully armed buried itself two feet in the earth beneath the plane.

As soon as servicing was completed, the remaining six ships took off for Shwebo. Although the target was two hundred miles into enemy lines, no opposition was met and Col. Basye led the two flights in an uninterrupted run on the target, laying the bombs across the runway and well into the revetment area. All ships returned safely to Kunming.

The monthly personnel roster of the Squadron as of 31 December 1942, showed the following changes of personnel, both commissioned and enlisted:

OFFICERS

LOSSES FROM ASSIGNED

Transferred to 10th Air Force pending reassignment.

1st Lt. Lloyd N. Kendall, Jr., Pilot

Transferred to 159th Station Hospital prior to departure to U. S. A.
1st Lt. Rowland G. Hill, Navigator

Deceased—killed in action.

Capt. Cyrus G. Johnson, Flight Surgeon

Transferred to 341st Bombardment Group (M) AAF, Karachi, India.

WO/JG Lester W. Lumsdon, Bombsight Officer

Transferred to 436th Bombardment Squadron, Gaya, India.

1st Lt. Joe G. Sparks, Pilot

Transferred to 10th Air Force pending reassignment.

ENLISTED MEN

LOSSES FROM ASSIGNED

M/Sgt. Harold M. McCabe, Line Chief

S/Sgt. William L. Bower, Airplane Mechanic

S/Sgt. Thomas C. Byrne, Armorer

S/Sgt. Robert C. Coffman, Airplane Mechanic

S/Sgt. Ross W. Funk, Airplane Mechanic

S/Sgt. Robert L. Hagerman, Airplane Mechanic

S/Sgt. Harris O. Streed, Airplane Mechanic

Sgt. Dudley R. Ehlers, Armorer

Sgt. Richard C. Snyder, Airplane Mechanic

Cpl. Richard Mortenson, Radio Maintenance

The above men transferred to 436th Bombardment Squadron, AAF, Gaya, India.

Sgt. Philip R. Karda, Photographer

The above man transferred to 9th Photo Reconnaissance Squadron, Kunming, China.

Pvt. Louis A. Boucher, Basic (Medic)

The above man transferred to 74th Fighter Sq., 23 Fighter Gp., Kunming, China.

Total strength of the Squadron as of 31 December was 54 assigned officers, 1 assigned warrant officer, 119 assigned enlisted men and 2 attached enlisted men.

The next day Col. Basye left for India and his new job as executive officer for the 341st Bombardment Group (M) AAF. Captain Everett W. Holstrom took over command of the Squadron.

The Dinjan Detachment in December had been taken from under the administration of the 11th Bombardment Squadron and transferred to the 22nd Bombardment Squadron, 341st Bombardment Group (M) AAF in India. In their months as part of the 11th, this detachment had flown approximately 45 missions and dropped 200,000 pounds of bombs on Burma, using one to three ships.

The half bomb bay tanks were taken out and on 3 and 9 January 1943, two missions were run against Bhamo, Burma. This target, on the Irrawaddy River, was the "up river" terminal of heavy river boat traffic from Mandalay. No opposition was met on either mission, so that the bombing runs were made with no interruption. Captain Holstrom led the first flight in, dropping in the warehouse district to the left of the main road, while Captain Forsyth led the second flight in on a run calculated to cover buildings to the right of the road. After the second raid, pursuit pilots who had gone down to strafe claimed that nothing was left of the town except the shells of buildings.

On 16 January six ships raided Lashio, this bringing the total of missions run by the 11th Bombardment Squadron in China to sixty-two raids since the first on 3 June, 1942. The organization had yet to lose an airplane as the result of enemy action.

Five citations were received by members of the Squadron during the month of January, 1943. The following are the citations:

AWARD OF THE PURPLE HEART

ADAM R. WILLIAMS, Technical Sergeant, Air Corps, United States Army. Sergeant Williams was at his combat stations in the top turret of the lead ship in a flight of bombers which were flying a raid on a Japanese occupied town in Burma on 12 December, 1942. While on the bombing run and while the bombs were dropping, a violent enemy fragmentation explosion occurred directly under the rear half of the ship. Although severely injured by many fragments having entered his legs, thighs and area, he stayed with his turret trying vainly to get it back into operation. Only after the formation was out of the target area did this man leave his post to be treated by other members of the crew. Even though wounded, his actions in remaining at his post of duty are characteristic of the finest traditions of the Army Air Forces."

"ELMER L. TAREOX, Captain, Air Corps, United States Army. Captain Tarbox was serving as pilot on a plane carrying out a bombing mission over a Japanese held village in China on December 27, 1942. Severe and accurate anti-aircraft fire was encountered and during the

bombing run Captain Tarbox was wounded by enemy bullets which passed through both legs. Despite considerable pain and loss of blood, he remained at his station as pilot and assisted the co-pilot to bring the plane safely to its home station. This devotion to duty in spite of severe and painful wounds is characteristic of the finest traditions of the Army Air Forces."

"PATRICK BOUDREAUX, Staff Sergeant, Air Corps, United States Army. During a bombing mission over a Japanese occupied village in China on December 27, 1942, Staff Sergeant Boudreaux was serving as radio operator and gunner on a bomber. Severe and accurate anti-aircraft fire was encountered on the bombing run over the target. While on this run, Sergeant Boudreaux was painfully wounded in his left leg by shrapnel. Despite this wound, he remained at his station and accomplished his duties until the plane returned safely to its home station. This deed is characteristic of the finest traditions of the Army Air Forces."

"WILLIAM B. LA PLANT, Staff Sergeant, Air Corps, United States Army. During a bombing mission over a Japanese occupied village in China on December 27, 1942, Staff Sergeant La Plant was serving as radio operator and gunner on a bomber. Severe and accurate anti-aircraft fire was encountered on the bombing run over the target. While on this run, Sergeant La Plant was painfully wounded in his left leg by shrapnel. Despite the wound, he remained at his station and accomplished his duties until the plane returned safely to its home station. This deed is characteristic of the finest traditions of the Army Air Forces."

Changes in personnel of the Squadron during the month of January, 1943, are as follows:

OFFICERS ASSIGNED

1st Lt. Paul N. Dousal, Adjutant

Transferred from the 11th Bombardment Squadron Detachment, Karachi, India.

LOSSES

Lt.-Col. William E. Basye, Squadron Commander

Transferred to 341st Bombardment Squadron (M) AAF, Cammilla India.

ENLISTED MEN

ASSIGNED

T/Sgt. Ralph W. Lovelace, Airplane Mechanic

S/Sgt. John E. Chapman, S-2 Clerk

S/Sgt. Arthur G. Conry, Armorer

S/Sgt. Clarence J. Jones, Operations Clerk

Sgt. John J. Seymour, Armorer

Sgt. Ralph H. Merryman, Airplane Mechanic

Sgt. Henry J. Senac, Operations Clerk

Sgt. Edward T. Hrzic, Airplane Mechanic

Sgt. Lawrence M. Smith, Airplane Mechanic

Cpl. James L. Byrd, Armorer

Cpl. Elmer E. Cannon, Airplane Mechanic

Cpl. Franklin E. Ditto, Airplane Mechanic

Cpl. Frank J. Ellison, Armorer

Cpl. Arthur F. Norton, Armorer

Pfc. Carl D. Middlecamp, Armorer

Pvt. Wayne R. Currell, Airplane Mechanic

Transferred from the 11th Bombardment Squadron Detachment, Karachi, India.

LOSSES FROM ASSIGNED

Pvt. Leslie N. Howell, Airplane Mechanic

Transferred to Air Force Replacement Center, Karachi, India.

The Squadron's strength as of 31 January, 1943, was 59 assigned officers, 273 assigned enlisted men, 1 assigned warrant officer and 2 attached enlisted men.

This increase of personnel was a tremendous relief to the Squadron. The new ground officers took over jobs formerly held down by pilots who were flying combat also. The clerks of the Squadron had been working constantly, yet were barely able to keep up to date. 1st Sgt. Kenneth Falkner was 1st Sgt. and Squadron Headquarters Clerk. Staff Sergeant Frank Weigel was the Operations Clerk. These two handled also the officers' pay vouchers and flight certificates and enlisted men's payroll. Sergeant Richard Mantooth handled the engineering paper work. Among the new men were several clerks who stepped in immediately to share the load.

On 28 February after a forced rest of 33 days, due to the shortage of gasoline, six ships raided Mangshih, Burma, starting fires in the town and inflicting damage on the Japanese barracks compound located there.

During the month there were a number of promotions among the personnel which included a majority for Captain Holstrom, Squadron

Commander, and Captaincies for 1st Lt. Charles Driggs, Intelligence Officer and for 1st Lt. Carl Sedore, Supply Officer. Enlisted men to go up in grade were: T/Sgt. Iseli to M/Sgt.; S/Sgts. Bradham, Clarkin, Burge, McGlaughlin, Patton and Rhodes to T/Sgts.; Cpls. Byrd and Norton to Sgt.; and Pvt. Blankston to Cpl.

The following changes to Squadron Personnel for the month of February, 1943, are shown:

OFFICERS

LOSSES FROM ASSIGNED

Capt. Elmer L. Tarbox, Pilot

Transferred to 159th Station Hospital, Karachi, India.

Capt. Carl R. Sedore, Supply Officer

Transferred to 23rd Fighter Group, Kunming, China.

2nd Lt. William H. Stephens

Transferred to 341st Bombardment Squadron (M) India.

ENLISTED MEN

LOSSES FROM ASSIGNED

S/Sgt. William B. La Plant, Radio-Gunner

Transferred to Station Hospital.

Sgt. Hugh Larson

Transferred to 436th Bombardment Squadron (M), Gaya, India.

ORDNANCE SECTION

LOSSES FROM ASSIGNED

Transferred to 54th Service Squadron, Kunming, China.

1st Lt. Robert W. Reece, Ordnance Office

T/Sgt. Joe Krispman

S/Sgt. E. J. Cunningham, Jr.

S/Sgt. Roscoe B. Jones

Sgt. Wellington Beckman

Sgt. Charles J. Harden

Sgt. Charles J. Kogan

Sgt. Marion Johnson

Sgt. Albert J. Hacenus

Sgt. Herman A. Linder

Cpl. John J. Ackerman

Cpl. Henry B. Barnsed

Cpl. Donald L. Lavis

Cpl. Ralph Prince

Pfc. Harry From

Pfc. Grant Hall, Jr.

Pfc. Marshall Hall

Pfc. James C. Harless

Pfc. Charles W. Healey

Pfc. Ernest C. Johnson

At the end of February the strength of the 11th Bombardment Squadron in India and China was 57 assigned officers, 1 assigned warrant officer, and 259 assigned enlisted men.

A raid of six ships, led by Major Holstrom, was carried out on the third of March, the objective being the barracks area on the Burma Road. Although the sky was nine-tenths overcast at the target, all bombs hit their intended mark and three large warehouses were blown up.

An event took place on 10 March which was a *cause celebré* for the United States airmen in China, as on that day the China Air Task Force was activated into the Fourteenth United States Army Air Forces under the command of Brigadier-General Claire L. Chennault. No ceremony or celebration took place, however, and the situation remained the same as before except for the promises of more men, ships and supplies.

A phenomenon which is rarely experienced by any squadron in China (or any other theatre for that matter) happened to the 11th Bombardment on 15 March. On that day every ship assigned to the squadron was in operating order and Major Holstrom led the twelve of them on a raid against the Power Plant and Railroad Yards of Luo Kay. Accurate bombing of the target was difficult because of the poor visibility. Although no enemy fighters were encountered or seen and no anti-aircraft fire observed, one ship in the last flight reported two holes of undetermined cause.

The only other mission carried out during the month of March was a secret reconnaissance flight over Mandalay. The ship was piloted by Captain John Ruse and the duration of the flight was over 5 hours.

As in the preceding month, a number of cigars were passed out as a result of promotions. 1st Lt. Paul Donsal, adjutant, was promoted to Captain; S/Sgts. Baker, Hortman,, Schmolt, J. R. John-

son and Mohr were promoted to Technical Sergeants; and Privates Currell, Ellison, Fuller, Ogden Rolph and Gould were promoted to Corporal.

The only change in the personnel roster for the squadron noted during the month of March was the return to the Zone of the Interior of the "Ace" of the squadron, T/Sgt. Adam Williams, engineer-gunner, who in addition to having four confirmed enemy aircraft to his credit and having flown over Tokyo on the famed Doolittle raid, was one of the most popular men in the outfit.

Only one mission was run by the Squadron in April. On the 24th nine ships raided Namtu, Burma. Hits were scored in the target area with 500-lb. and 100-lb. demolitions and also 30-lb. frags, causing large fires and black smoke. All our aircraft returned to the base undamaged.

The Japs, for the first time since the AVG's arrived in China in December, 1941, bombed Kunming on 28 April at 11:20 o'clock. Lt. George Robertson, one of our pilots, was killed by bomb fragments while taxing a B-25 in a vain attempt to take-off. Staff Sergeant Mc-Glaughlin, engineer-gunner, and S/Sgt. James Clarkin, instrument specialist, were also seriously wounded. Though damage to the airfield was negligible, many Chinese were killed and injured when the majority of the Jap bombs fell in the village at the northeast corner of the field. Intelligence reports stated that 21 enemy bombers and 20 fighters participated in the attack upon Kunming airport.

There were a number of promotions for the boys in April. Sgts. Anderson, J. D., Bankston, Ditto, Hawkins and Sousa were promoted to Staff Sergeants; Cpls. Currell, Fuller, Gould, Ogden, Ralph and Scott went to Sergeants.

Four Chinese pilots of the Chinese Air Force were attached to the 11th in April for training and duty. These officers were: Captain Lintai Young, 1st Lts. Wang Wo Wing and Yang Tien Hsuing, and 2nd Lt. Yang Chin Hung.

Changes in personnel of the Squadron during the month of April, 1943, as shown by the monthly roster were as follows:

OFFICERS

LOSSES FROM ASSIGNED

1st Lt. Ralph S. Jordan, Communication Officer
Transferred to 341st Bombardment Group (M), AAF, India.

LOSSES FROM DEATH

1st Lt. George Robertson, Pilot
Killed in action, Kunming, China, 28 April, 1943.

LOSSES FROM ASSIGNED

ENLISTED MEN

M/Sgt. C. F. Orlowski
Pvt. Alva Carroll
Pvt. Robert Dempsey
Pvt. George Cannon

All transferred to 489th Air Base Squadron, India.

Pvt. Frank Burt

Transferred to 341st Bombardment Group (M), AAF, India.

Total squadron strength of China and India as of 30 April, 1943, was 59 officers assigned, 1 flight officer assigned, 1 warrant officer assigned and 267 enlisted men assigned.

Two raids were run against the Japs in May.

On the 4th nine planes bombed the Haiphong, Indo-China warehouse and dock area. Though clouds, which almost completely covered the target area, prevented accurate observation, a large fire and explosions were seen to come from the west edge of the docks.

Four days later ten bombers flew over Tien Ho Airport at Canton, dropping all their bombs in the target area and scoring three direct hits on the main hangar. Large fire were observed in this area with billowing black smoke columns rising 10,000 feet into the air and visible for fifty miles. Several fires were also noted in the storage area with four to six enemy planes believed to have been destroyed on the ground in the dispersal area north and south of the hangar.

However, the returning crews brought back sad news with them. One of our planes had exploded in mid-air while the formation was approaching the target and just as the bomb bay doors were opening. Members of the crew were: Captain Douglas Weaver, pilot; 1st Lt. John Lyman, co-pilot; 2nd Lt. Frederick Lee, navigator; S/Sgt. Elden Shirley, bombardier; S/Sgt. George Kelly, engineer-gunner; S/Sgt. Robert Mindun, radio-gunner; S/Sgt. Thomas Cave, photographer. Though the cause of this tragedy could not be determined, it is believed that the premature explosion by frag bombs carried in the plane caused the mishap.

On 15 May the Japs staged another attack upon Kunming Air Base. However, the members of the squadron and of the other organizations

then stationed there were "bomb-wise" and had put much distance between them and the airfield when the 27 twin-engine Nip bombers roared over the field. Though not a single American soldier was hurt in this attack and the damage to the field was negligible, one of our planes was riddled with shrapnel holes and two B-24's were destroyed. However, once again the unfortunate Chinese had to bear the brunt of the bombing as many of the Jap bombs fell in the Chinese village at the southwest end of the airfield, killing and injuring many of the Chinese living there.

The combat units, led by the Squadron Commander, Major Everett W. Holstrom left Kunming for what was to be a "two weeks" of extended duty at Kweilin, China. However, subsequent events proved that this new base was a permanent change of station for the 11th Bombardment Squadron was but another step along the road to Tokyo. Other combat personnel continued to leave for Kweilin until the entire squadron moved there in mid-July.

On the 25th there occurred an incident that was a red letter day in the lives of the men concerned. On this date, six members of the squadron who had bombed Tokyo with General Doolittle received their orders to return home! Thus, after more than 13 months of carrying the fight to the Japs, Major Holstrom, Captain Campbell, Captain Crouch, 1st Lt. Youngblood, 1st Lt. Fitzhugh and S/Sgt. Norton bid a hasty farewell to the rest of the squadron, cashed in their accumulated "CN" and boarded the first available transport, going over the Hump into India. T/Sgt. Stubblefield, with two enemy planes confirmed and two probables (all in action over Hongkong) to his credit, also departed with the Tokyo fliers, as well as 1st Lt. Clarino, 1st Lt. Stout, and S/Sgt. Palagi, who were members of the project that brought the first American bombers (B-25's) into China in June, 1942. Three days later, S/Sgt. Sousa received his orders and also departed for the States, to be followed by Captain Ruse, who had returned the day previously from leading a flight of three new B-25's into China from India. Incidentally, 1st Lt. Manch, another Tokyo flier and pilot, had received his orders belatedly and left Kunming for home on the 29th of the month.

The promotions included the following: T/Sgt. Bradham to Master Sergeant, and S/Sgts. Broughton, Edmondson, May and W. H. Williams to Technical Sergeant.

Changes of personnel as shown by the monthly roster for May was recorded thusly:

OFFICERS

LOSSES FROM ASSIGNED

Maj. Everett W. Holstrom, Squadron Commander
Capt. Clayton J. Campbell, Navigator
Capt. Horace E. Crouch, Navigator-Bombardier
Capt. John C. Ruse, Pilot
1st Lt. Charles J. Clarino, Navigator
1st Lt. William N. Fitzhugh, Pilot
1st Lt. Jacob E. Manch, Pilot
1st Lt. George A. Stout, Bombardier
1st Lt. Lucian N. Youngblood, Pilot

LOSSES FROM DEATH

Capt. Douglas C. Weaver, Pilot
1st Lt. Frederick B. Lee, Jr., Navigator
1st Lt. John B. Lyman, Pilot
Killed in action, Canton, China, 8 May, 1943.

ENLISTED MEN

LOSSES FROM ASSIGNED

M/Sgt. Edwin W. Horton, Jr.
T/Sgt. Douglas V. Radney
T/Sgt. Norton G. Stubblefield
S/Sgt. Roland Palagi
S/Sgt. Robert T. Schafer
S/Sgt. Raymond A. Sousa
All transferred to the United States of America.

T/Sgt.

Transferred to 54th Service Squadron, Kunming, China.

LOSSES FROM DEATH

S/Sgt. Hubert F. Blades
S/Sgt. Thomas Cave
S/Sgt. Eldon E. Shirley
S/Sgt. George A. Kelly
Killed in action, Canton, China, 8 May, 1943.

LOSSES FROM ASSIGNED

Detachment, Kermitola, India
Pvt. George Asborn

Pvt. John L. DeLuca
Pvt. George Abel
Pvt. Clarence Smith
Pvt. H. Wafford

Transferred to 159th Station Hospital, Karachi, India.

The total assigned strength of the squadron as of May 31st was 329, broken down as follows: 59 Officers, 2 Flight Officers, 1 Warrant Officer, 267 Enlisted Men.

NARRATIVE HISTORY 11TH BOMBARDMENT SQUADRON (M), AAF 341ST BOMBARDMENT GROUP (M), AAF

MONTH OF JUNE, 1943.

NOTE: From May, 1943, until 1 November, 1944, no attempt was made to record the history of the 11th Bombardment Squadron (M), AAF. Early in December, 1944, Captain Richard E. Voland and Lt. R. G. Leech began to assemble data necessary to the compilation of the Unit's History for the period named above.

Many records had been destroyed in the evacuations of Kweilin and Luichow. Only one or two persons who had been members of the squadron during those early days were still with the Unit. Thus, most of the information has been drawn from Mission Reports and from Orderly Room Daily Morning Reports. The writer has endeavored to present a clear picture of the 11th Bombardment Squadron's activity during those many months and hopes only that any errors found in this record may prove to be negligible.

* * * * *

On June 1, 1943, the 11th Bombardment Squadron had just ended its first year in China. During that time we had been a member of the China Air Task Force and after its redesignation as the Fourteenth U. S. Air Force we automatically became the first members of any U. S. Air Force to be stationed in China. Until June 15th, we had been stationed at Kunming, China, and most of our operations had been in Burma, French-Indo-China and over targets in South and Central China.

Although we had been based at Kunming we had often staged missions from many of the Fourteenth's new air bases which were Hengyang, Lingling, Kweilin and Suichwan. Thus it was that we were already familiar with Central and Southern China and on June 21, 1943, we moved and were permanently assigned to the base at Kweilin, China. The order that directed this move and assignment was Special Orders Number 63, Headquarters 14th AF (dated June 21, 1943).

From May 19th to the 29th we had had fifteen crews and thirteen aircrafts on D. S. from Kunming to Chanyi. These were the first crews to go to Kweilin for permanent assignment. Major Allan P. Forsythe, who had assumed command of the Unit in May when Major Holstrum had returned to the States, was in command of the Kweilin Forward Echelon. Other key personnel were: Captain P. E. Housel, Commanding Officer of the ground echelon, still based at Kunming; Captain L. J. Murphy, Operations Officer; 1st Lt. Chase Driggs, Intelligence Officer and Squadron Executive—the last two named were at Kweilin.

From June 22nd, thru the end of the month, personnel were busily engaged in the movement of equipment and personnel from Kunming to Kweilin. Most items and persons were moved via air except for a truck convoy consisting of three trucks and two vans (description unknown), which departed Kunming on 28 June, 1943.

At the time the Unit moved to Kweilin, there was only one Hostel Area, designated, of course, as Hostel No. 1. Beside the personnel of the 11th, there were members of the 74th Fighter Squadron and Base personnel, who were residing in Hostel No. 1. Some of the conveniences which had been enjoyed at Kunming were not available at Kweilin. The movies, which were few and far between, were shown in an outdoor setting. Instead of electric lights, Tung Oil Lamps supplied the only form of light during the evening hours. Water itself was a problem. There was only one shower and washroom for enlisted men and a like number for officers. This caused a decidedly crowded condition. The weather was hot and when we could have used recreational facilities the most, they were not available.

The organization's strength on June 1st was 60 officers and 161 enlisted men. During the month several officers and enlisted men returned to the states and some were placed on D.S. to India. The unit personnel strength on July 1st was 49 officer and 149 enlisted men.

At the time we moved to Kweilin we had 13 aircraft, which consisted of 8 B-25C's and 5 B-25D's. During the month of June we gained 3 new B-25D's—making a total of 16 aircraft for the squadron's use.

All of the missions flown during the month were high-level bombings. On June 2nd, 5 aircraft bombed Paluichi Airdrome from a 10,000 feet altitude. Eighty percent of the bombs hit the warehouse area on the Northeast end of the runway and several secondary explosions and fires were observed. These aircraft had staged from Kweilin. On June 6th, we again bombed Paluichi A/D, but due to

a malfunction of the bomb racks, all bombs dropped over the target and comparatively little damage was done.

On June 8th, flying from Kunming, 6 aircraft bombed warehouses and docks at Hongay, French-Indo-China. Eighty percent of the bombs hit in the target area causing secondary explosions and fires. On June 13th, again staging from Kweilin, 11 aircraft bombed the A/D, hangars and runways at Nanchang, China. The aircraft dropped frag bombs and secured 85 percent hits in the target area. One hangar was destroyed and one other hangar was seriously damaged. Other bombs hit a storage dump on the north end of the runway.

On June 15th, 9 aircraft, flying out from Kweilin, bombed a warehouse area at Ouichlekow, China. All of the bombs hit in the target area starting several fires, one in a oil storage dump. On June 21st, two missions were flown from Kweilin. Eight aircraft bombed Hwajung, China, starting small fires within the town, and 7 aircraft bombed Shishow, China, also starting several small fires. The two missions flown on June 21st were in support of advancing Chinese Ground Forces.

On June 1st, the following officers were promoted as indicated: Capt. Forsythe to Major; 1st Lts. Bingham, Baird and Whiffen from 2nd Lts.; and to the grade of Captain from First Lieutenants were: Hagan, Jantzen, Blackwell and Murphy. There was no record available on the promotions of enlisted men.

The following named personnel joined the unit during the month: 1st Lt. Manley, pilot; 2nd Lts. Fishborn and Funk, bombardiers; Flight Officers Arnold and Grambling, pilots; S/Sgt. Barnick, Sgts. Arellano and Walburn and Cpl. Hamilton, all aerial gunners.

The following commendations were received by the 11th Bombardment Squadron (M), AAF during the month:

June 12, 1943: From General Chen Cheng, Commander-in-Chief of the Chinese Expeditionary Forces. "I wish to thank you very much for your congratulatory radio message. Your United States Air Force has given great aid during this crisis. For this great assistance given to me, I wish to thank each of you and each of your pilots". (Letter Hq., 14th AF, dated June 12, 1943.)

June 15, 1943: From General Stillwell, Memo 14th AF, dated June 15, 1943. "Desire to convey to all Officers and Men of the 14th AF my hearty congratulations upon the able support rendered Chinese Forces on the Ichang-Tungting Lake Front. Destruction of supply dumps, rail, highway and river traffic, and Japanese Military forces, new forces both ground and air, contributed to the smashing victory, brought new laurels to the fighting prowess of the 14th AF, and foretells the coming of greater victories which are certain to follow."

June 18, 1943: From Provisional People's Political Council of Hsing-Hai Province. "During the recent great campaign in West Hupeh and Northern Hunan area, you have gained majestic prestige by many admirable feats and you have dealt hammering blows at our enemy. The onrushing onslaught of aggression has been dammed up and final victory for the United Nations is thus insured. Ravished by your grand success, we are hereby sending you our congratulations."

June 23, 1943: From General Arnold, quoted in Letter 14th AF, dated June 23, 1943. "The missions of the 14th AF along the Hoph front and on the Yangtze River have been a determining factor in the advance of the allies and the threat to Cungking being turned aside. On these latest victories, I extend my heartiest congratulations."

So ends the unit's history for June, 1943. Problems of administration, or Operations have not been specifically recorded, but it is assumed that these problems, if any, were similar to those experienced by any other Air Unit under similar conditions.

CHARLES G. WILLES,
Lt.-Col., Air Corps.

RICHARD G. LEECH,
1st Lt., Air Corps.
Historical Officer.

MONTHS OF JULY-AUGUST, 1943.

We started the month of July, based at Kweilin, with high hope of running many missions against Japanese installations and storage areas. However, the weather wasn't overly cooperative and combat crews were forced to remain inactive except on six days on which we ran some important high level bombing missions on wide spread enemy targets.

The first and second missions were run on the sixth and seventh days of the month. The first mission included six B-25's. They bombed barges on Yangtze River near Yshti, China, and the storage area at Paluchi Airdrome. The first flight attacked the river barges and most of the bombs fell between the barges and the river bank—but they were believed to have got two direct hits on the barges. The second flight raided Paluchi warehouses with their bombs falling slightly over the warehouse area and into several revetments. The mission scheduled for the following day saw seven B-25's bomb three large boats at the Whampo Docks, Canton. Several near misses were observed, but no estimate of damage is available.

The Japanese themselves were giving us a taste of what it felt like to be on the receiving end of a bombing. On July 23, 24, and 25 they bombed our Kweilin base with large formations of aircraft. Squadron policy required that our aircraft take off as soon as the Warning Net notified us of an impending raid—so several combat crews participated in three alert flights during the month. On 28 July, Colonel Vincent sent us a commendation for the cooperation and Attention to Duty displayed by all personnel during the enemy raids, as follows:

28 July 1943: Commendation: From Colonel Vincent, C. O., Forward Echelon, 14th A.F. "During the period July 23 to 28 incl., the Japanese directed 8 bombing attacks against our bases in this area, employing an estimated 200 planes. During this critical period I have noted with pride and gratitude the conscientious devotion to duty and unselfish cooperation displayed by both officers and men. It was only through this superior performance of duty that we were able not only to defend our bases from serious damage and destroy fifty Japanese airplanes (and probably thirty-four more), but also to put our planes into the air and thus carry the fighting to the enemy. Your actions in the face of overwhelming odds have been exemplary and will serve as an inspiration to Americans at home as well as to your brothers in arms fighting on other fronts."

July saw a large number of new men join the squadron. Eight new combat crews were among these. Those men who became members of the 11th Bombardment Squadron during the month of July were: 2nd Lts. Battle, Dykstra, Laverell, Donback, Aberle, Nice, Rouse, Kane, Kamhi, Lavelle, Edwards, Wells Gentry, O'Leary, Dickmann, Hempe, Grottle, Booth, Robinson, Searle, Overstreet Angell, Pawlowski, Mazanowski, Richter and Guma and F/O. Parker; T/Sgt. Pece; S/Sgts. Carton, Ellis, Schnexnaryder, Petrucelli, Rebstock, Shaak, Morris, Gallup, Casady, Cohill, Appleby, Steiner, Kolenda; Sgts. Lippe, DeWitte, Waite, Conley, Colemann, Johnson, Ilnicki Stainker and Costello; Cpls. Houlihan and Argest; Pfc. Patterson, Kagan, Smith and Falchieri. The squadron strength on 1 July was 49 officers and 149 enlisted men. On 31 July the strength was 76 officers and 182 enlisted men.

As the new crews arrived, they brought new aircraft with them. During July we gained eight new B-25D's. We lost 3 B-25C's and 2 B-25D's during the period so that our aircraft strength at the end of the month was 5 B-25C's and 13 B-25D's—18 aircraft in all.

Other missions run by the squadron during the month were these: On July 25th and 26th, B-25's bombed the Jap airdrome at Hankow. All bombs fell in the target area, destroying or damaging revetments, hangars and repair and maintenance shops. On the mission of July 26th, our aircraft engaged in a running air battle with Jap fighter planes which lasted from the beginning of the bombing run until our aircraft were 115 miles southwest of Hankow. T/Sgt. Charles H. Patton, an Engineer-Gunner shot down three enemy planes, definitely confirmed, and probably shot down three other planes. S/Sgt. Marino R. Galluzzo had two confirmed and one probable, while S/Sgts. Hadsell D. Barnhouse and Arthur B. Smith each got one probable.

On the 27th of July six of our aircraft attacked enemy shipping off Stonecutter's Island, Hongkong. All of the bombs missed the primary target which was a large transport. Bombs from the second flight hit the southeast corner of the island starting several small fires among buildings in this area. The following day six B-25's bombed the Kowloon Docks through a heavy overcast. Though crew members could make no observations, they felt that all bombs hit in the target area.

The truck convoy, that had departed Kunming on 28 June, arrived at Kweilin on 16 July. Thus for the first time since the squadron had been activated, 4 May 1942, the 11th Bombardment Squadron (M), AAF, was completely assembled at one base.

On 1 August, Lt.-Col. Morris F. Taber assumed command of the squadron relieving Major Allan P. Forsythe, who was then on D.S. to India, and who was appointed Deputy Commander. Colonel Taber had formerly been Commanding Officer of Air Cadets at Randolph Field, Texas.

From August 1st through the 19th, no missions were scheduled by this unit. However, beginning on August 20th we carried out extensive operations over eastern China. On August 26th a large part of combat crew and ground crew personnel departed Kweilin for a period of Detached Service to Hengyang. Colonel Taber was with this group and led nearly every mission flown from Hengyang.

On August 1st, promotion orders came through and the following named men were promoted as indicated: To Captain, 1st Lts. Young, Sears, Davis and Milam; to 1st Lts., 2nd Lt. Robert T. Scholes, Communications Officer; to M/Sgts., T/Sgts. Brummett and Wilson. S/Sgt. Weigel was promoted to First Sergeant. To T/Sgt., S/Sgts. Wilkins, Chandler, Jones, Wells, Brown, Donahue, Forlander, Holding, Hutson, Meek and Sullivan. Only four men were assigned and joined the squadron during the month, 2nd Lts. Dalnodar and McNichol, T/Sgt. Forlander and S/Sgt. Anderson.

On August 20th, six B-25's bombed Tien Ho Airport at Canton, China. The bombs fell in the revetment and hangar areas. No results were observed inasmuch as the formation was under attack continually throughout the bomb run. T/Sgt. Gouldthrite got one enemy fighter aircraft confirmed and S/Sgt. Cohill got one probable.

The following day seven aircraft bombed Hankow Airport with 78 percent of the bombs dropping in the target area. One enemy plane was hit and destroyed on the ground. On August 24th six B-25's hit Wuchang Airport, across the river from Hankow, and observed many fires among the headquarters and hangar areas as a result of their bombing. Other bombs fell among several revetments and possibly destroyed or damaged three enemy aircraft.

On August 25th, eight B-25's bombed shipping at Whampoa Docks, Canton. All bombs fell in the target area with at least two direct hits scored on two ships at the dock. One large ship in drydock, was hit squarely on the bow. The ship tied up at the docks burst into flames and black smoke billowed up to 2,000 feet before our bombers left the target area. It is believed that both ships were severely damaged, if not sunk. The ship which burst into flames and the ship in drydock were approximately 500 feet in length. A twin-engined airplane, flying east over the target was fired on by four of our gunners, was confirmed by the Chinese to have crashed.

On August 26th, five aircraft again bombed Tien Ho Airport. Clouds made accurate observations impossible, but bomb bursts were observed at an intersection of the runway. In an ensuing running air battle with enemy fighters, the following personnel shot down the attacking enemy as shown: T/Sgt. Gouldthrite, one Zero confirmed; S/Sgt. Frothe, one Zero confirmed; 2nd Lt. Howard, S/Sgt. Gallusso, T/Sgt. Edmondson, S/Sgt. A. B. Smith, each one Zero probable.

On August 29th, 30th and 31st, the squadron hit the following targets with good to excellent results: Jap airdrome at Kingmen, China; City of Ouchikov, Shishow; oil storage tanks at Ichang, airfield and buildings at Ichang and shipping at Shihhweiyei.

Thus our operations for the month came to an end—but, at last, we were beginning to pound the enemy steadily and repeatedly. Few targets were out of reach of our bombers and we were proving that the B-25 could more than defend itself by destroying more than a few of the enemy's attacking fighters in running air battles.

CHARLES G. WILLES,

Lt.-Col., Air Corps, Commanding.

RICHARD G. LEECH,
*1st Lt., Air Corps,
Historical Officer.*

MONTHS OF SEPTEMBER AND OCTOBER, 1943.

September, 1943, found the 11th Bombardment Squadron really swinging into combat action against the enemy. In a continuation of the air offensive started late in August the squadron almost daily pounded enemy installations, equipment, barracks, shops and shipping throughout Central, Southern and Eastern China. On the 27th of the month we ran our first "Low-Level" and "Sea-Sweep" missions. Prior to this date all of our attacks had been from medium altitudes (8,000 to 17,000 feet). Misfortune accompanied this first Sea Sweep and we lost one aircraft and crew which were shot down over the boat they were attacking. All but two members of the crew were rescued by a loyal Chinese fisherman and these crew members later returned to duty.

New combat crews continued to arrive to complete the full strength of the unit and also to relieve other crews who had completed their combat tour and were ready to return to the States. These were several new ground men who also joined the squadron during the month. The following named men assigned and joined the squadron during the month of September: Captains Nickels and Mowers; Second Lieutenants McCarthy, Ritzdorf, Toney, Williamson, Anderson, Brees and Lyle. Lt. Williamson was assigned as Squadron Adjutant and Lt. Lyle was assigned as Squadron Armament Officer. The following enlisted men joined during the month: S/Sgts. Gwinn, Svenson, and Veals; Sgts. Newbanks, Sharpton, DuBeau, Josserand, Carraway and Ross; Cpls. Mielka, Gutierrez, Morton, Moody, Miller, Mills, Munsch, Miner, Wood, Krupitzer and Odelburg; Pfc. and Pvs. Stephens, Ryan, Collins, Barth, Lavengood, Smarr, Palmer, Dawson, Steele, Cloutier and Sloan.

The squadron strength on the 1 September was 78 officers and 182 enlisted men; on 30 September the strength was 83 officers and 211 enlisted men.

On September 8th the 11th Bombardment Squadron moved from their cramped quarters in Hostel No. 1 to a new and finer quarters in Kweilin, Hostel No. 2. In these new quarters there were two barracks to house the officers and four barracks for the enlisted men. Rooms were larger and more comfortable than had been those at Hostel No. 1. Engineering set up a portable generator unit and thus made the use of Electric Lights a reality. There was a fine grove of trees around the buildings and an excellent space for the continuation of our out-door movies.

During the month several officers and enlisted men received the good word about being promoted. Second Lieutenants Searle, White, Harnett, Mills, Diekmann, Brenner, Gentry, Battle, Henry and Schapansky were promoted to First Lieutenants. Other promotions were as follows: To be M/Sgt.: T/Sgts. Murphy and Matthews; to be T/Sgts.: S/Sgt. Anderson, Roberts, Atack, Chapman and Straiton; to be

S/Sgts.: Sgts. Ayers, Lippe, Ogden, Passarino, Prothe and Sweitzer; to be Sgts.: Cpls. Dalton, Ellison, Hardesty, Middlecamp and Nutt; to be Cpls.: Pfc. and Pvts. Bartlett, Falchiere, Kagan, Patterson, Jones, Peterson, Grain, Root, Wippenforth and Griffen.

From 1 September until 27 September the squadron ran 16 missions. These were all medium altitude attacks and were against such targets as shipping in the Yangtze River, railroad yards and installations, godowns and docks in harbor areas, Jap ammunition dumps, manufacturing factories, such as the cotton mills at Wuchang, warehouses and supply dumps, and of course, the old standby, enemy airfields at many widespread places throughout Jap held China. On September 27th the first Sea-Sweep and Low-Level missions were run by this organization in China. This mission was flown by Lt.-Col. M. F. Taber, Squadron C. O., and Capt. L. J. Murphy, Operations Officer. These two aircraft left Nanning early in the morning for a sweep of the Gulf of Tongking. The plane piloted by Colonel Taber attacked and probably sank a 150-200 foot freighter. The enemy abandoned this ship. The aircraft piloted by Captain Murphy did not return from this mission. Several weeks later all of the personnel who were members of Captain Murphy's crew "walked into" Nanning except 1st Lt. Robert J. Kroce, the Bombardier and S/Sgt. Richard P. Belts, a photographer, who were killed when the plane crashed into the sea. Three other sea sweeps were run before the end of the month, but no further losses resulted.

On 2nd September, the following commendation was received from the Commanding General for the 11th's participation and successful completion of raids carried out against Jap installations on August 30th. Letter, dated 2 September, 1943, Forward Echelon, 14th Air Force. "I extend my congratulations for the excellent results obtained. The accuracy of fire and offensive spirit displayed are outstanding and are in accordance with the highest traditions of the United States Army Air Forces."

The first few days of the month of October were spent in idleness on the ground. But on the fourth day of the month we began to roll once again and started once more to harass the enemy at almost every conceivable occupational position. The sea sweeps which were started in September were becoming quite regular now and for a change the Japanese shipping lines from Haiphong, French-Indo-China, past Hong kong and thence north to Shanghai, heretofore not hampered by attacks, began to feel the blows of an offensive Air Force.

Meanwhile we were becoming better settled at Kweilin. On October 9th the Recreational Hall was opened. This hall, beside offering a place to show movies in, was the site of a snack bar that brought many new "luxuries" to the China soldiers. Ice cream, seldom before enjoyed by United States personnel in China, was served as a regular feature. Sandwiches and cooling drinks were also served and the unit might have had good reason to be quite satisfied with their station.

On the night of October 4th several Jap bombers bombed our field—but more—their bombs dropped uncomfortably close to a cave in the mountain side which had long been used as an air raid shelter. This was one of the few times that Jap bombs had really endangered personnel, and barracks areas, always before the enemy had bombed runways, revetments and supply dumps.

Only a few new personnel joined the unit during the month of October. They were: 2nd Lts. Ball and Gaudreault, M/Sgt. Miller and Cpls. Peterson, Cox and Kyzivat. Quite a number of combat personnel were returned to the States and among these was our Deputy Commander, former Commanding Officer, Major Allan P. Forsythe. The following named men received promotions during the month of October. To be Captain: 1st Lt. Manley; to be 1st Lts.: 2nd Lts. Mazanowski, Grottle, Rouse, LaValle, Guma, Nice, Gibson and Richter; to be S/Sgts.: Sgts. Arellano and Gould; to be Cpls.: Pvts. Stephens, Carton, Collins, Palmer and Ryan; to be Sgts.: Cpls. Brandon, Peltier, Pospichal and Zeigler.

On October 5th five aircraft from the 11th attacked the railroad yards, foundry and storage areas at Shihriveiyao, China. All bombs fell in the target area and the foundry was completely destroyed. The rail yards and storage areas were also hit and severely damaged. One secondary explosion was observed and returning crews believed it to be caused by a hit ammunition dump.

On the 7th of October Lt.-Col. Taber and four B-25's, led by him, went on a shipping sweep through the Formosa Straits. At a point approximately 100 miles south of Amoy they attacked a 200 foot freighter. Several near misses and one direct hit were made by our bombers causing the ship to burst into flames and to sink. The following day no mission was run, but on the 9th two B-25's, led by Capt. Loren S. Nickels, attacked a 140-foot patrol boat off the lighthouse at Niushan Tao. The bombs were all near misses but caused sufficient damage as to cause the boat to list. The same day 1st Lt. Daniel Manley led a two-ship formation that attacked a 150-foot tanker in the Nanao Wan bay area. The ship was hit with two 500-lb. demolition bombs and sank within two minutes. Both planes then flew in to the coast and strafed the lighthouse at Kwagao. On the second pass, Lt. Manley's ship crashed into a hill, evidently having been hit by fire from the lighthouse. All crew members on Lt. Manley's plane were killed.

Two sea sweeps were flown on October 13th, but no shipping was noted. On October 14th, however, four B-25's, led by Colonel Taber, attacked shipping in Amoy harbor. One aircraft, piloted by Lieutenant Harnett, attacked a 200 foot freighter dropping two bombs which were direct hits. This ship was burning fiercely when the bombers left. A second ship of this formation dropped its bombs on a 250 foot freighter, which was camouflaged, and scored one direct hit and one near miss. This boat was also observed to be burning fiercely. The remaining bombs were dropped on an oil dump and warehouse area at the southwest end of Amoy harbor.

On October 25th, two planes attacked a 150-foot tanker in the Gulf of Tongking. This vessel was hit and severely damaged. These same planes later attacked a 200-foot freighter, scoring two near misses which left the ship listing to port and settling by the stern when the bombers left. The following day, October 26th, three missions were flown, attacking a concentration of enemy shipping in Kunigshan Harbor, Hainan Straits. The first mission, directed by two B-25's, obtained these results: a 300-foot transport was sunk by two direct hits; a 250-foot tanker was hit—left listing and severely damaged; a 150-foot freighter was attacked and left listing when the bombers departed. On the second mission that day, a 200-foot freighter was attacked and seriously damaged. These aircraft also attacked the dock area. Six enemy "Zeke's" attacked this formation, causing one ship to crash in the harbor and one ship to crash land enroute to Nanning. The crew of the B-25 which crashed in the sea was: 2nd Lt. Herbert F. Hempe, pilot; 2nd Lt. Berald H. Dornbach, co-pilot; 2nd Lt. Wayne J. Aberle, Bombdr.-Nav. and S/Sgt. Loren Morris, engineer-gunner. All of these personnel were killed as a result of the crash.

On a sea sweep flown on October 28th, our bombers scored a direct hit on an enemy freighter, causing it to sink immediately, and two near misses on another freighter, causing it to list and to be down by the stern when the planes departed. Two other missions were run before the month ended, but no outstanding results were observed.

For the success of our performances on October 26th, General Chennault sent the following commendations: "On outstanding achievement of the 11th Bombardment Squadron's crews in attacks on Jap shipping, Hoikow, yesterday, congratulations. Highly commended is your action on attacking Jap freighters promptly". (Radiogram, N136 OA, dated 27 Oct., 1943).

CHARLES G. WILLES,
Lt.-Col., Air Corps.

RICHARD G. LEECH,
1st Lt., Air Corps,
Historical Officer.

COVERING MONTHS OF JANUARY THRU APRIL, 1944

At Kweilin the 11th Bombardment Squadron as a unit enjoyed a high degree of privacy. While the hostels of other units were closely grouped about the airfield and along the highway leading from the north side of the airfield into town, our hostel lay in splendid isolation two miles as the crow flies from the south end of the runway. For that section of China, long ago stripped of its forests and woodlots, ours was a rarely beautiful location. The hostel stood in a grove of tall, straight evergreens atop a knoll which overlooked wide expanses of rice paddies. In spring and summer when the paddies were flooded, it appeared from the air as a wooded island, while in winter months when the paddies were bare it seemed, and in fact it was, an oasis.

Our only link with the outside world was a dirt road which, built expressly for that purpose, led from the airfield to our hostel and ended there. Travel in all other directions could be undertaken only on foot, by hiking along the baffling network of paths which followed the mud walls or dikes of the rice paddies. The maintenance of this vital road, with the assistance of the local Chinese government, was one of the headaches attached to the duties of the Squadron Executive Officer. In times of heavy rain, overflow from the paddies inundated the road in many places, making it impassable even to our most seaworthy vehicles. It was not uncommon for our hostel to be marooned in this manner for as much as two days at a time. And invariably, after the floods receded, all that remained of our road, and the bridge where it crossed the brook, was a series of craters and buffalo wallows.

Rice paddies surrounded our hostel on three sides. On the fourth side, separated from us by a high bamboo fence, was a small Chinese village. Typical of this section of China, this village was a dense cluster of adobe dwellings with curved roofs of tile and gracefully upswept eaves. Winding through the buildings were narrow, cobblestone alleys polished and grooved by the footfalls of centuries.

For all the commerce that passed between these two neighboring communities, they might as well have been situated at opposite ends of the earth. From our side of the fence it seemed as though the other was a sleepy community, inhabited solely by old men and women who interfered with us only when one of them died. At such times—usually in the middle of the night, the silence of the countryside was shattered by the loud squeaking of stringed instruments which strove in a mighty discord of half-tones to frighten away the spirits of evil. This outrage upon sleep was usually consummated by deafening volleys of firecrackers which were effective indeed if they annoyed the spirits as much as they

did the Americans. At other times we were hardly aware of the existence of this village. Its great offending smell kept most of our personnel on their side of the fence. It is doubtful whether even the adventures of our more amorous comrades involved inhabitants of this village. The only daily reminders of its presence were the sway-backed hogs with bellies dragging on the ground and the scrawny chickens which for better feeding invaded our area.

If the proximity of the American airmen affected the life of this ancient community, we had no knowledge of the fact. Hardly ever did the villagers walk through our hostel, and when they did, they showed no interest in the marvels the Americans had wrought—our buildings, vehicles, radios, electric lights and telephone apparatus. They behaved in all respects as though these things had always been a part of their accustomed environment. Nor did they peer curiously through the fence at activities in our area which must have seemed unusual to them, such as volley-ball games and formations for calisthenics or arms-inspection. This was indeed remarkable, for in larger Chinese cities at this time an American was an object of extreme curiosity. He could not stop in the street to tie his shoe-lace, or blow his nose or take a picture without being surrounded at once by a crowd of excited, friendly onlookers. If our neighbors seemed by comparison deficient in this respect, it must be admitted that we were equally lacking in the desire to understand them. The only Americans who ever explored the recesses of the village were those who were sent occasionally to search for missing property or equipment, and invariably they were amazed at the hidden, teeming life of this community.

Our hostel was a compact group of twelve buildings including a mess hall, two officer's barracks, a recreation hall, two administrative buildings and six barracks for enlisted men. Of the administrative buildings one housed the Squadron Supply, the Orderly Room and the offices of the C.O. and Executive Officer, while the other contained the Mail Room, Special Services office, Dispensary and Photo Lab. All of the buildings were long, narrow, single-story structures with thatch roofs. Walls were of mud plaster supported by split-bamboo lathing. The only added feature of the barracks buildings was a plaster ceiling beneath the thatch which served to break the fall of water that seeped through the roof and to provide superb garret accommodations for swarms of enormous rats.

The larger barracks contained about six rooms measuring approximately twenty feet square. There were no hallways in the buildings and no interior connections between rooms. All rooms opened out on a long porch which, covered by the projecting eaves, extended all along the front of the building. Occupying the full depth of the barracks, each room had windows both in front and in back.

The rooms were undoubtedly overcrowded. In the barracks of the enlisted men, each room had ten or twelve occupants, while in the less congested officers' quarters there were six or eight men to a room. Bunks were double or triple-decked affairs with wooden frames and "springs" of gut or cord. In addition to the bunks, the furniture of every room included one or two small tables, a clothes locker for each man and three or four straight-backed chairs. It was impossible for all occupants of any room to be at home at the same time unless most of them "hit the sack". For writing and reading the tables and chairs had to be used in shifts. All the furniture was extremely fragile. Of local manufacture, and being made of unseasoned lumber with wooden pegs in lieu of nails, it literally fell apart as soon as it began to age. And like most perishable things, it was incredibly expensive. The prices supposed to have been paid for this furniture would have bought pieces for the finest home in America.

No description of the furnishings of the rooms would be complete without a tribute to the decorations. These can be described simply because they consisted simply of pinups. Pinups featuring breast art and pinups featuring leg art. These covered the walls, and covered them completely and exclusively.

Staying warm in the barracks was a major concern to all personnel during the months covered by this report. The rains were heavy and almost continuous, and while the temperature never quite reached the freezing point, the air had a damp and penetrating chill. The heating plant of each room consisted of a single small stove. These were cunningly manufactured by the Chinese from metal drums cast away by the Americans or purchased from them, and were comparable to your Timken Oil-a-matic only in cost. The space warmed by these stoves was limited to a radius of a few feet, and since only a few occupants of the room could enjoy that area at one time, on cold evenings the unfortunate ones sought their comfort in bed. This problem of keeping warm was aggravated by a scarcity of fuel. The only available fuel was charcoal, which was procured by the W.A.S.C. in Kweilin and delivered to us by truck. All other combustible material had been gleaned from the fields and hills adjacent to us centuries before our arrival. We were completely dependent upon that one source of supply and it was often inadequate and irregular. Under these conditions some of our high-priced furniture sometimes found its way into the stoves.

The officers' quarters, and at this time the rooms of the enlisted men also, were cared for by houseboys who were native employees of the W.A.S.E. They swept and mopped the rooms, made up the bunks and filled our water bottles. Many of these houseboys were fine, loyal

persons to whom we became no less attached than they were to us. The laundry of officers and men was also collected and returned by the houseboys, while the actual washing was done by other W.A.S.C. employees. At this time no charge was made for the laundry service. Presumably it was part of reverse Lend-Lease. On balance, however, it was probably direct Lend-Lease rather than reverse, so great was the quantity of clothes that never came back.

Personal cleanliness presented no problem at all. At the end of each barracks was a washroom containing two showers and two or three water taps. These were plentifully supplied with water from large overhead tanks erected at the rear of each barrack, which in turn were filled by bucket crews of coolies. Often the water was dirtier than the bathers, for at this time we had no well and all our water was drawn from stagnant pools and rice paddies. But at least in the showers this was not noticeable, and it was somewhat offset by the fact that while the supply of charcoal lasted we had abundant hot water for shaving and bathing.

Lighting, however, was one problem we never overcame. Each room had a single electrical outlet and was allowed one 60-watt Chinese bulb. To pull this load we had two portable generators, which the Engineering Section strove gallantly to keep in operation. Under normal conditions we had light enough for poker games but for almost nothing else, and that only until 10 P. M. when, for want of gasoline, the power was shut off. On two nights a week, moreover, we had movies in the rec. hall, and to run the movie projector it was necessary to plunge half the barracks into darkness. On such evenings occupants of these barracks who did not want to see the movie or who could find no seat in the rec. hall either had to go to bed or attempt to read or write by the light of a tung-oil lamp. Furthermore, both generators were more often out of order than they were operational, making resort to tung-oil lamps nearly a nightly occurrence for all personnel. These tung-oil lamps were crude affairs, apparently no different from those in use a thousand years ago. They had no glass chimneys and no device for regulating the wick. They were simply a dish or metal vessel filled with oil with a wick or which the lower end was immersed while the upper rested on the brim or lip of the vessel. In candlepower they were nearly equivalent to a firefly and they created an unpleasant odor. What's more, they were scarce!

Have a look at our rec. hall. It is a single, large room with a movie projector at one end and a movie-screen at the other. In between are numerous rows of low, wooden benches with no backs. On the walls are large maps of the various theaters of war, covered with cleared-film overlays on which the war situation is currently posted by the Intelligence Section in red and blue pencils. Using these maps for illustration, the Intelligence Officers, Captain Neil and Lieutenant Volland, have recently instituted the practice of giving short news orientation talks before each movie. At present, except for a toehold in southern Italy, we have not breached the Festung Europa of Hitler. Most interesting to us are the current American amphibious operations in the Gilbert and Marshall Islands and the growing strength of MacArthur's forces in New Guinea. These we hope will lead to combined assaults upon the Philippines and eventually to landings on the coast of China.

This room, though the largest one in the hostel, can afford seating space for only slightly more than half our total personnel. Behind the movie-screen is a small alcove with a counter surmounted by a pastry cabinet of glass. This is called the "Snack Bar." Operated by a Chinese concessionaire, it is probably the local listening post for Japanese intelligence. Served here are coffee, peanut brittle and Chinese pastry. "Hot dogs" are advertised and occasionally bought, though, being of local origin, they are of dubious content. All these things are concocted, of unknown ingredients from unknown sources, by this ingenious and prospering Chinese in a tiny cook shack built like a lean-to against the outer wall of the recreation hall.

The building is unheated. Officers and men come to the movie in furlined flying clothes—boots, jacket and helmet, and stamp their feet during the show to keep warm. In the pauses between reels they stand and throw their arms about for better circulation, and comment on how they can see their breath. Crowds of curious Chinese—W.A.S.C. help and their families, of all sizes, ages and descriptions, come to gawk at the great American movie. Those Chinese who can find no room stand outside and watch tirelessly through the windows, undiscouraged even by rain. When the screen shows beautiful women or tables spread with magnificent feasts, the American boys groan and moan as if their wives and their meals at home were just like that. Immediately the movie is over, they rush from the recreation hall, carrying chairs and cushions they have brought, stand in groups outside the barracks for a final "piss call", and then, shivering, crawl into the sack talking excitedly about how they'll eat and make love when they get back.

The mess hall stood in a remote corner of the hostel, adjacent to the area inhabited by the W. A. S. C. personnel. As one entered the door in the middle of the front of the building, to the right was the mess of the enlisted men while the officers' mess was to the left. Between the two rooms, and built out some distance from the rear of the building, was the kitchen. Very few men willingly visited this department. It was dingy and filthy, and the kitchen help, barefoot and clad in dirty, ragged clothes, hawked and spat and blew their



I'LL NEVER F

Cole . . . Old Nick at the poker table. "Can you stand a raise? I ought to buy this one."

Frederick . . . "I'd stay to see rats." More Calcutta time on his Form 5 than anyone in the squadron.

Irwin . . . Several thousand words on any subject.

Janczewski . . . Big Jan. Blubber. The Laugh.

Leech . . . B.T.O. "Watch me operate."

Petersen . . . "If you don't like the chow, we're looking for a new mess officer."

Jungwirth . . . Old Ironpants. Junglebutt. All the dirty work.

Scheffler . . . "Any new poop on when we leave?"

Wendling . . . Bubbles. Wheel. "I've got more time in turns than you've been in the army."

Wolf . . . Doc. "May I point out that fathers are essential only at the moment of conception!"

Des Plantes . . . Arnold Theodore. Many negative points with a hundred mission crush.

Fairbrother . . . The one-armed fiddler.

Palmer . . . Pop. "Natural gas hit 'em in the . . . What seven was that?"

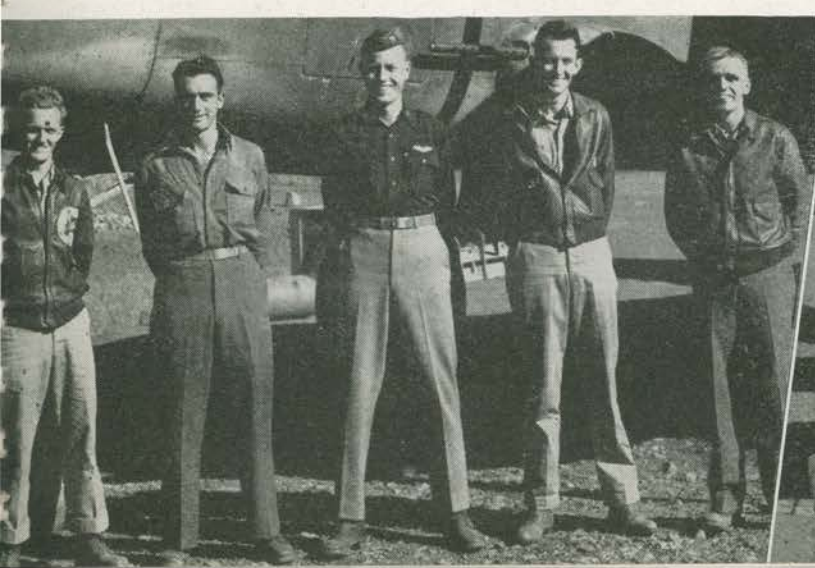
Butner . . . A line that wouldn't quit. Tall stories and taller drinks. Micky Finn behind the bar.





FORGET . . .

- Svenson . . .* "The back of me hand!"
- Avent . . .* Hose-nose. "If you've got about three hours, I'll tell you a combat story."
- Sorenson . . .* "I'll give you a bit of me Swedish luck."
- Williams . . .* That Alabama drawl.
- Buchrer . . .* Snowflake. Then, of course, there was another name.
- DeRosie . . .* Hot lips from the song of the same name.
- Ehmke . . .* "It was fair size."
- Nigro . . .* Midwife to Mable.
- Smart . . .* The Hook.
- Telage . . .* "So sweet, so pure, so young . . ."
- McCloskey . . .* Meathead. "Read? I can read!"
- Pullen . . .* Jam-sessioning on the piano at the "rec." hall for nickel beers.
- Szczygiel . . .* Cue-ball haircut. "I'm from Chicago, too."
- Mills . . .* Hardest worker in the squadron.
- Boucher . . .* The mail man, hell. . . Everybody liked him!
- Kashishian . . .* Cash. Shoot a buck, somebody, WE can't lose.



noses Chinese fashion as they went about their work. There were no electric lights in the mess hall; instead tung-oil lamps were placed in ceiling and wall brackets. Long, wooden tables and benches were the only furniture. Of course, the tables were bare.

Of the grievances associated with our life at Kweilin, many were trivial and some were imaginary. But one which was real and loomed terribly large was the food. At this time we had no Quartermaster provisions at all—no milk powdered or canned, no jam or butter, no fruit or juices, no Army rations, no yeast, no cornstarch or baking powder, and no beer! And, while various substitutes were employed, we had no American meat, vegetables, flour, sugar, coffee, salt, pepper or condiments of any description. Nearly everything served in our mess hall was produced within sight of our hostel, and we were living in a notoriously poor section of a very poor country.

From India, by virtue of occasional ferry-trips, we obtained coffee that was good, but in quantities so limited that it could be served at breakfast only. All of the other substitutes mentioned above were obtained locally, and, except for the salt and pepper, were as poor as the country from which they came.

The major source of meat was the water buffalo. However, this beast was too valuable to be slaughtered until old age or disease had ended his days as a draft-animal, with the result that the flesh was literally too tough to cut with a knife. A poor grade of pork was obtainable, but was so expensive that it could be served only occasionally. (We were not sympathetic with the boys in other theaters who complained of a monotonous diet of Spam. Any of us would gladly have given a week's pay for a single can of that Stateside delicacy). It would be no exaggeration to say that more than 90 percent of the meat served in our mess hall was not eaten. Were it not for fresh chicken, served about twice a month, it could be said that none of the meat was fit for human consumption. It was brought to us in carts or trucks from the city of Kweilin. Uncovered during the trip, exposed to flies, street filth and the elements, it was a revolting sight even before it was cooked. And mention should be made of the fact that neither in Kweilin nor in our hostel was there any form of refrigeration.

So small was the production of vegetables in our area that they were scarce even in season, and during the winter months they were not obtainable at all. Wheat flour, of which there were supposed to be enormous stocks in India, could not be had in China at any price. The local substitute, a rice flour, would perhaps have been adequate were yeast and baking powder available. But without leavening, the bread prepared from this flour was too heavy to be eaten except when toasted or fried as French toast, and even then was rather indigestible. Nevertheless, this toast was an import—and part of our diet. Soaked in meat gravy, it was the usual meal improvised by the many who found the food set before them unpalatable. As long as members of the Eleventh Bombardment Squadron survive, there will be memories of the substance called sugar which was served in our mess hall at Kweilin. This product was full of foreign matter—dead flies, wisps of human hair, straws and bits of string. And, being poorly refined, it rapidly fermented to the point where it had the color of a G. I. blanket while it smelled and tasted like the sludge in the bottom of a silo in late spring.

The universal, almost the exclusive crop of the area in which we lived was rice. For the poorer natives it was the only food; for us it was the bulk of the noon and evening meals. Boiled and covered with meat gravy, or mixed with bits of eggs and fried, we had it twice a day without fail, and frequently with nothing else that was edible. As an element of our diet, rice was second in importance only to eggs. It is a solemn truth that, but for the eggs we received in abundance, most of us should have starved or at least gone hungry more often than we did. So important were eggs to us that at one time, when a shortage stopped our supply, the citizens of Kweilin organized an egg-collection project not unlike our scrap metal drives at home, and donated us eggs enough to keep us eating—and flying.

With such a limited variety of available foodstuffs, our meals were completely monotonous. Breakfast, which was the best meal of the day, consisted invariably of fried or scrambled eggs, coffee, and French toast or hotcakes. The latter were cooked on a griddle made from a discarded piece of armor-plate, and, like the French toast, were eaten with a syrup made by dissolving fermented sugar in water. At dinner and supper tea was served in lieu of coffee. For these two meals the usual menu included buffalo meat with gravy, rice, and dry toast. A side order of fried eggs could normally be had, and was always demanded. Sometimes a dessert or "sweet" was serve at the noonday meal. This was always some form of Chinese pastry and was often quite palatable.

Fortunately, there existed several means to ameliorate the horrors of the mess hall. Best of these was a ferry-trip to India. Of course, this was a stroke of good fortune which occurred very infrequently and which benefitted only a few people at a time. But for those lucky few the benefit was enormous. For several weeks, while exploring the fleshpots of Calcutta, they could gorge themselves on beer and Stateside food. And when they returned, flying new planes into China, they could load their planes with enough American food and

drink to tide them and their friends over the rest of their stay at Kweilin. When these privileged characters returned to our mess hall carrying their hoards of Spam and canned fruits, all eyes watched them jealously. It would have been better to appropriate all such provisions for the benefit of the entire squadron, but this was not done.

To some extent, all personnel were able to supplement their meals with packages from home. However, at this time all such mail was carried as far as India by slow stages of water transport. A minimum of four months was required for the trip, and packages were often en-route six months or more. Many were also lost in transit—at sea, in coming over the Hump, or to unscrupulous handlers along the way. Even first class mail in these days was slow. Air-mail and V-mail letters from the State never arrived in less than three weeks and usually a month was required. Bad weather during the months covered by this report further relayed the delivery of mail by grounding flights over the Hump or by closing our own field for days at a time.

Where ferry-trips to India and packages from home failed, visits to the city of Kweilin were highly successful. It was by this means that the great majority of the Squadron satisfied their hunger for good food. There were a number of excellent eating places in town. The Lok Chong Hotel was perhaps the favorite of these. Located in the northern part of town, this was a rambling structure facing a spacious courtyard which was adorned with flowering trees and shrubbery and large stone images of fabulous animals. Except for its cleanliness and the efficiency of its service, the dining room of the Hotel did not cater to American taste as such. It offered Chinese cuisine at its very best, and all comers had to eat with chopsticks. Proficiency in the use of these utensils was vital, because the meal was not served in individual portions. Instead, each course was placed in a large dish in the center of the table, each diner being left to care for himself as best he could. Before the food was served, a pair of chopsticks wrapped in brown paper was given to each person, and the business ends of the ticks were sterilized by immersion in a bowl of boiling water brought for that purpose.

Throughout the meal at the Lok Chong, hot tea without sugar was served in small, dainty cups without handles. Various types of fruit wine could also be had on request. The meal itself varied with the tastes of the party—there was no such thing as a table d'hote. For those who were interested, there was a full-page menu of soups alone. Chicken soups and mushroom soups, creamed and clear, and soups featuring such poetic ingredients as lily-pod blossoms. The bulk of the meal, of course, was steamed rice. Individual servings of rice were constantly set before each person in small, deep bowls. Having helped himself to food from the common dish in the center of the table, the diner would mix this food with the rice in his own bowl. The list of entrees was even more varied than that of the soups. There were, among many other dishes, chicken and duck roasted and exotically seasoned, sweet and sour pork, chicken livers, mushrooms, bamboo shoots and bean sprouts. Many of our men discovered, while sitting in the warmth radiated by the open charcoal braziers at the Lok Chong Hotel, that Chinese food is infinitely more varied and more tasty than our own.

Of course, there were numerous other eating places in Kweilin. Two of the most popular were the Lide and Central Cafes. The proprietors of both these places sought to provide Stateside fare for their ever-increasing American clientele, and at this they succeeded remarkably well. Their menus included fried pork chops, roast chicken, French-fried and mashed potatoes, coffee with sugar and cream, and banana or custard pie. The Central Cafe was owned and managed by Anne and Yvonne, enterprising and attractive sisters from Hongkong, who spoke good English and understood the American male as well—or better.

Brooks Atkinson, in an article in the New York Times describing Kweilin in this period, called it "The Paris of Free China." This description angered many members of the Squadron, who felt perhaps that it cast some doubt upon the stories of hardship and sacrifice they wrote in their letters home. But in fairness it must be admitted that Mr. Atkinson spoke the truth. Kweilin at this time was indeed a cosmopolitan city.

Since the beginning of the "Chinese Incident," its population had increased several fold through the influx of refugees from the occupied areas of the coast and of the Yangtze River Valley. These refugees brought a higher standard of culture than had formerly prevailed in Kweilin, and in the case of exiles from Hongkong, Canton and Shanghai, introduced Western ideas for the first time. Under our very eyes a city which had been stagnant for centuries sprang to life and exhibited new energy in rich variety.

Perhaps nowhere in the world could a more varied population be found. There were Chinese from every province in the Republic, and besides Americans there were British, French and Russians, Burmese, Filipinos, Eurasians and Anglo-Indians. The Chinese exiles themselves were a heterogeneous lot, including merchants, manufacturers, bankers, accountants, doctors, students, teachers, architects, engineers and lawyers. The Americans who sought for it discovered in Kweilin a charming and cultivated society.

The adaptability of the exiles to their new environment was remarkable. In a short time many of them had established successful busi-

nesses. All the good restaurants and hotels patronized by the Americans were operated by these enterprising people. Others had set themselves up in numberless little shops and arcades which exhibited resplendent stocks of craft-work from all parts of China—embroideries, Changsha silks, Foochow lacquer, and knick-knacks of Chengtu silver and carved ivory.

Reflecting still further the cosmopolitan character of Kweilin—and the truth of Mr. Atkinson's remarks, were the ladies of the evening. Of these Kweilin had a better selection and a larger number than any city of contemporary China. Even in their mode of solicitation these ladies were more refined and less mercenary than their sisters in other cities. Instead of the conventional "What d'ya say, Joe"?, they would call: "Hey, Joe. Lessee go Lakeside. You fuckee me—I fuckee you. You say how much."

From this brief account of Kweilin it may be seen that with the Eleventh Bombardment Squadron at this time life was not all war and misery. The city afforded ample recreation for men of all tastes and habits. Unfortunately, however, these pleasures had to be rationed.

Officers and enlisted men alike were allowed in town on two evenings a week. Generally, Wednesday and Saturday were officers' nights while the enlisted men went to town on Monday and Thursday. At this time going to town was quite an informal affair. There was no scheduled transportation and no official appointment of driver. Usually, depending upon the number of persons expected to make the trip, two or three vehicles were made available. The most eager passenger, the first one to climb into the truck or jeep, was the driver. As soon as the vehicle had a load, it departed. Usually, but not always, the seven-mile trip to town was made without mishap.

As the vehicle threaded its way through the crowded main street of Kweilin, passengers would jump off by twos and threes to go to their favorite places. Most men came for a good meal, others for love, and some to shop. The latter was an interesting and rewarding pursuit. Tiny hoards of pre-war American canned foods could sometimes be found—at fabulous prices to be sure, but these we gladly paid. Such merchandise, together with American watches and jewelry and cosmetics, instead of ammunition, had been hauled in large quantities over the Burma Road in the last few months before the Road was closed by the enemy. At this time, Japanese canned goods, particularly sardines, were beginning to reach Kweilin from the occupied area to the north. Trusting the commercial judgment of the enemy, hungry Americans bought up these stocks of Japanese foods as soon as they appeared and took them home to supplement their mess hall fare.

Of necessity, the return trip from town to the hostel was more systematic. It was essential that nobody be left behind, for, in addition to the penalties for being AWOL, the journey by rickshaw was long and tiresome. Before leaving town, therefore, the vehicles would make the rounds of all the regularly frequented places, stopping at each one long enough for all who were present to climb or be carried aboard. The last stop was always at the pro station where it was usually necessary to wait ten minutes or more while latecomers to this place completed their ablutions.

Trips to town and movies at the hostel thus provided recreation for all personnel on four evenings a week. On the other evenings the most popular pastime was poker. Indeed, when operations were slack, many men devoted their daylight hours as well as the evenings to this form of amusement. In these games the takes were sometime staggering, and it was not unusual for a player to win or lose several hundred dollars at a sitting. In the amounts of money at stake, the games of the enlisted men were even more extravagant than those of the officers. The main reason for this orgy of gambling was the simple fact that our money had no real present value, since there were so few things that we could buy.

First-class entertainment was occasionally provided in the form of enemy air-raids or jingbaos. During the months covered by this report, these attacks always occurred at night—usually by the light of a waning moon and, to make the nuisance greater, in the wee hours of the morning. Due to the efficiency of the Chinese warning net, we were normally alerted at least forty-five minutes before the enemy planes were overhead. At this time, to announce the possibility of attack, a "one ball" alert was sounded in our hostel by the slow, regular beating of a gong.

According to their behavior upon the sounding of a "one ball" alert, the personnel of the squadron fell into three definite groups. There were the "believers"—roughly fifty percent of us, who got immediately out of the sack, donned helmets, gasmasks and carbines, and took off for the hills or sought shelter in distant caves and cemeteries. Leader of this group was Lt. Williamson, the Adjutant, who, in a vehicle reserved for his exclusive use in such emergencies, would speed down the road at the first sound of a "one ball" and stay away until the next day. The next group in order of size, being about thirty percent of our personnel, were the worried but doubtful ones, who were unwilling to move far from the sack but were taking no chances. Fully dressed and wearing helmets, they would gather about the slit-trenches in the hostel area and grouse about their interrupted slumber. Until bombs dropped or Maytag engines were heard overhead, they would continuously threaten to go back to the sack and predict that the alert would prove a false

one caused by some damned B-24 who wouldn't use his radio. The last group and the smallest one were the cynics, who refused to budge from their warm sacks but merely rolled over muttering: "It's impossible. They can't get in here." These boys were usually the more experienced ones, expert in the recognition of enemy aircraft by engine noise. And while they pretended to go back to sleep, actually they lay with ears cocked for that familiar washing-machine sound, at the first hint of which they would break all records in vaulting naked out of bed and diving into the slit-trenches.

The size of this latter group varied with weather conditions. It was known that the enemy bombardiers were pretty sharp, and it was assumed that their objective was the airfield—the runway, hardstands and revetments. Accordingly, under weather conditions which favored accurate bombing, our hostel, being two miles from the field and naturally camouflaged, was considered reasonably safe. But when visibility was poor, and the enemy might be expected to scatter bombs from hell to breakfast, the barracks were usually empty when a two-ball alert was sounded.

The two-ball alert was rung when the approach of enemy aircraft made an attack upon our base appear probable. It was sounded by two rapid strokes on the gong repeated at intervals of a few seconds. A frenzied belaboring of the gong with no letup was the signal for a three-ball alert, indicating that Jap planes were overhead.

At this time the enemy's air attacks were small, pusillanimous raids which were effective chiefly as a nuisance. Consisting rarely of more than six or seven planes, they were most often two or three plane affairs. For maximum nuisance effect, they would attack in single plane elements at intervals of twenty to thirty minutes. Though their bombing was generally accurate in the sense that they hit the field, the damage caused was negligible. During the period covered by this report, none of our planes was destroyed, none was even damaged by enemy bombings. In fact, the only effects which we could see were shrapnel holes in the walls of our line shacks. Fantastic indeed were the claims the enemy made as to the size and success of these raids. The two and three plane raids were invariably described as gigantic assaults in which more than fifty American aircraft were destroyed. And on several occasions official enemy communique claimed our air-base had been obliterated when in truth no raid had even occurred.

The enemy's preference for night attacks was quite understandable. By this time he had learned, to his great cost, that in the daytime our fighter defenses were more than a match for him. At night, however, these same fighters, having no radar equipment, were ineffective, especially since the field itself had no early warning radar. Interception was occasionally attempted, but was uniformly unsuccessful. Such other defenses as we had against night attack were pitifully inadequate. We had no searchlights, no guns or automatic weapons. Our entire defense consisted of three or four fifty caliber machine guns. Though capably commanded by Lt. Dick Lyle, these weapons, having no form of director control, presented no serious obstacle or danger to the enemy.

While the Japs dared not bomb us during the daytime, daylight alerts were frequent. On such occasions formations of enemy bombers from Canton would often come within ten miles of our base and circle in the area. The main purpose of this tactic was to force us, by sending fighters aloft, to waste our small supply of gasoline. In this it always succeeded, while interception were rarely accomplished. As a means of interrupting activities at our base, these daylight alerts were also quite effective.

At Kweilin, the squadron's facilities "on the line" were few and crude. Our aircraft were dispersed on hardstands located on the east side of the field. About half a mile east of the runway were two ramshackle sheds which housed the Communications, Armament and Engineering Sections. Operations and Intelligence were installed in two shacks facing directly on the taxistrip which paralleled the runway on the east side. For a long time one of these shacks was unused, while the other, being only about twenty-five by thirty-five feet, contained, with the utmost congestion, parachute bins, oxygen equipment, briefing facilities and the Operations and Intelligence offices. In February this congestion was greatly relieved when the Intelligence Section remodelled the vacant shack, installing benches and situation maps, and thus created a large and comfortable room for briefing and interrogation.

In combat, emphasis passed during the period under review from strategic to tactical operations. The Eleventh's brilliant campaign of low-level strikes against shipping, which had been launched in the latter part of 1943, was brought in January and February to its culmination, while in April, owing to the ominous massing of enemy troops and supplies in the Yochow area, we were forced to undertake a new phase of operations designed to hinder the impending drive of the enemy to cut southeast China in two.

Prior to October, 1943, the squadron had accounted for a sizable chunk of Japanese shipping. In all, it had sunk a gunboat of 150 feet and a merchant vessel of 1,200 tons, while damaging five cargo vessels totalling 30,050 tons and a destroyer. These results had been achieved at a time when operations were not directed primarily against shipping—for the most part in the course of infrequent high-level attacks on river and coastal ports.

A new era opened in October, 1943, with the inception of low-level, skip-bombing missions and the assignment of top priority to shipping targets. From this time on, our aircraft in flights of two or three ran almost daily sweeps of enemy-held river and coastal waters. Operating from our home base, or staging from advanced fields at Hengyang, Suichuan and Nanning, we brought within our range the upper reaches of the Yangtze from Anking to Yochow, and the seas from Shanghai to the coast of French-Indo-China.

Though these waters lay within our reach, the task we undertook was not an easy one. Sweep of the Yangtze required flights, often without escort, deep into enemy territory studded with airdromes and heavily defended with fighters. Nor was the problem of sweeping the seas any easier or less hazardous. We had no sea-search radar, no air-sea rescue service, no friendly submarine to scout for us or surface vessels to rescue us at sea. It was a matter of searching unaided—and sometimes of stumbling unawares upon a convoy escorted by warships.

Despite these difficulties, we had enormous success in our drive against the enemy's merchant marine. In the three months alone from October 1st to December 31, 1943, we sank and destroyed 39 vessels aggregating 48,900 tons, while 19 other ships with a total tonnage of 52,850 tons were damaged. Of naval vessels too, a heavy toll was taken, for in the same period we sank a destroyer and a 150-foot gunboat and damaged another destroyer and 6 gunboats.

In large measure these successes were due to one man—Captain (then 1st Lt.) George T. Grottle, Operations Officer. A fine pilot, Grottle was at the same time a master mechanic with a perfect understanding of the limitations and capabilities of his aircraft. Above all else, he was an expert tactician, who meticulously planned every mission and every maneuver with a view to decreasing the risks and enhancing the possibilities of success. Never did a squadron enjoy the leadership of an operations officer more competent or more courageous.

The momentum of this campaign against shipping carried over well into the period January through April, 1944. In fact, of the total of 56 missions flown during these four months, 45 were sea and river sweeps. January and February, moreover, were two of the best months in this entire campaign. In January alone our aircraft destroyed 12 merchant vessels totalling 9,000 tons and 1 gunboat of 200 feet, while damage was inflicted on another similar gunboat and 2 merchant vessels aggregating 2,000 tons. The ensuing month witnessed even more impressive accomplishments, for in this period we sank 6 merchant vessels totalling 17,000 tons and damaged 6 other ships of 9,450 tons in all. Thus, by the end of February, 1944, the Eleventh Bombardment Squadron had sunk 58 merchantmen aggregating 76,150 tons and 4 naval vessels including a destroyer, while damaging 32 merchant vessels totalling 94,350 tons, 1 destroyer and 8 other warships. And it is noteworthy that by far the greater part of this work had been accomplished in the short space of five months between October 1, 1943, and March 1, 1944.

Representative of the more outstanding sea-sweeps of this period was a two-plane mission of February 5, 1944, which was led by 1st Lt. George Laverell. This flight encountered in the South China Sea a convoy of 13 ships, including 7 merchantmen varying from 200 to 450 feet, two torpedo boats and 4 unidentified vessels. The lead plane, carrying four 500 pound bombs, scored one near miss on a 400-foot merchantman and sank a freighter of 350 feet. Carrying the same bomb load, the wing plane destroyed a 450-foot merchant vessel with two direct hits. As the following excerpt will show, the official report of the mission is laconic, reflecting the degree to which such outstanding achievement had become routine:

"Lead plane made attack on 400 foot cargo vessel in center left of convoy, dropping two bombs one of which hit short. The other burst very near to the vessel with no visible surface damage. However, crews believe second bomb burst close enough to have sprung plates below the water line. Lead plane continued run toward a very large freighter directly ahead but torpedo boat put A/A bursts so close run was discontinued in favor of a 350 foot freighter to the right. Remaining two bomb were dropped on this ship, one of which was a direct hit and boat was settling rapidly when left.

"Wing plane made run on a 450 foot freighter just ahead of lead plane's first target, strafing and dropping four bombs, two of which were direct hits. Ship lost headway, listed to an angle of 45 degrees, and began settling rapidly. Wing plane then turned to the right and made strafing run on a 350 foot freighter, joined lead plane and flight returned to base."

Another representative mission of the same period, which typifies also the expert, deliberate tactics of Captain Grottle, was his single-plane sweep of the Middle Yangtze River on February 7, 1944. The official mission report describes this operation as follows:

"Plane came up the river flying beneath the overcast at about 8,000 feet. Crew spotted four ships tied up together at a short jetty on the North River bank across from Siangkow. There were three river vessels from 100 to 125 feet long, and one tanker approximately 150 feet long all tied up as follows: one of the shorter vessel moored perpendicular to the jetty (parallel to the river bank). The tanker was tied alongside of this ship with a third vessel along the other side of the tanker. The last vessel

was moored across the up-stream ends of the other three ships. Almost immediately after they spotted three other ships, 100 to 125 feet in length, anchored cross stream approximately 7 miles down river. Two of them were tied alongside each other with the third one by itself a few hundred yards farther on."

"The pilot put the nose down and crossed the three down stream ships indicating over 300 miles an hour, strafed, and dropped two bombs on the first two ships and two on the third one. The first two suffered direct hits and upon completion of a 180 degree turn, only one of the three ships could be seen plus much debris floating on the water. The third ship was badly damaged by near misses."

"Plane continued up river to first four ships to make a strafing pass from the land side. Ship were partially hidden by the river bank and the pilot was afraid that if he dropped bombs they would skip off the bank. Therefore, he did another 180 degree turn and came in from the river side, dropping his remaining two bombs directly into the mass of moored ships. By the time the plane had completed a turn so that the ships could be seen the tanker was burning fiercely. Ship farthest from the bank had also had a direct hit and there was debris floating on the water around it. The flames and black smoke from the tanker hid the other two ships from view."

Not without saddening losses of personnel were these results achieved. On January 10th, 1st Lt. Harold K. Searle led a flight of 2 planes in a shipping sweep in the Middle Yangtze River. Proceeding east toward Kiukiang, he encountered three 100 foot tankers lined up together heading into a wharf at Wusueh. Calling the wing plane over the radio, Lt. Searle said that he would strafe this target and drop his bombs on a continuation of his down-river run. His strafing started large fires and violent explosions which threw debris into the air higher than the attacking plane, which was at an altitude of approximately 100 feet. The plane seemed to fly through the debris and rolled out to the left. Continuing the roll over onto its back the plane crashed into the center of the town of Wusueh. When it hit, a large ball of orange flame shot up with a violent explosion. It is believed that four of the six bombs carried by the plane had been dropped before it crashed. Aboard this aircraft, in addition to 1st Lt. Searle, the pilot, was Major Hendrickson, who had recently arrived to take command of the squadron and who, as co-pilot, was flying his first mission. Other crew members were 1st Lt. George F. Dykstra, bombardier-navigator and S/Sgt. Walter J. Schexnayder, radio-gunner. All were reported killed in action.

On the same day another crew was lost in a 3-plane sweep of the same area which was led by Commanding Officer, Lt.-Col. Joseph B. Wells. At Kiukiang this flight came upon two river-gunboats of about 200 feet in length. These were anchored off the waterfront heading into the bank. After one unsuccessful pass was made on this target by the lead plane, plane No. 2, piloted by 2nd Lt. Thomas L. Skelton, commenced a run on the downstream boat. Turning off because of concentrated machine-gun fire from the target, it swung to the left over the town of Kiukiang. Although no bombs had been seen leaving the plane, as it passed over the docks a very large explosion with a bright sheet of flame rising to 100 feet came up from that area. The plane then continued in a right hand turn around and back over the town again. One engine was smoking badly as it came over the town the second time, and, losing altitude rapidly, it crashed about 3 miles southwest of Kiukiang. When the plane hit, it exploded and burned. Observing its actions before the crash, member of other crews thought that either both pilots had been killed or seriously wounded or that the controls had been shot away. All members of this crew were reported missing in action. They were: 2nd Lt. Thomas L. Skelton, pilot; 2nd Lt. John T. Schmidt, co-pilot; 2nd Lt. Stanley A. Szczpanik, navigator and S/Sgt. Franklin G. Miller, radio-gunner.

Although January and February had been outstanding months in our low-level campaign against shipping, greater success might have been achieved had we not been hampered by bad weather. In both months there were many non-operational days, and the scale of our operations fell off sharply to a total of only 15 mission in January and 25 in February. Our large bag of ships sunk and damaged in these months, however, is more remarkable when this reduction in the level of activity is considered.

Bad though the weather had been in January and February, we learned in March and April that it could be infinitely worse. In this latter period of two months we were able to fly a total of only 16 missions—9 in March and 7 in April.

This enforced reduction in the scale of our operations was undoubtedly a prize factor in bringing to an end our drive against enemy shipping. But there were two other important causes. Such sea and river-sweeps as we were able to run in March and April were almost uniformly unproductive. "No shipping sighted, no bombs dropped" was the terse report describing nearly all these missions. The simple fact was, and it may have reflected the very success of our former operation, that the enemy's shipping had been driven from our waters. Finally, when in the latter part of April weather conditions began to improve, a much more urgent task confronted us—that of contributing our strength to the support of ground forces in the defense of southeast China.

Despite our relative inactivity in the months of March and April, this period witnessed two highly successful missions, and one which, though not so successful, is equally memorable.

On March 4th, Lt. Col. Wells led six of our planes in a brilliantly planned and executed attack by daylight on the enemy's Kiungshan Airdrome. Located on the northern tip of Hainan Island, this was to the enemy a valuable staging base in air transport between the Canton-Hong Kong area and French Indo-China. It was also a training field, and the base from which fighter aircraft in daily patrols menaced our sea-sweeps and those of the Liberators in the area west of Hong Kong. Its insular location and the presence of early-warning radar made it a difficult target to attack by surprise.

Our aircraft loaded each twelve parafrag clusters for a deck-level bombing and strafing run. In an attempt to achieve surprise, they took from Kweilin a roundabout course to the target with a long and devious overwater approach. On this sea approach all 6 planes, to avoid radar detection, flew for a long time so close to the water that prop-wash from the lead planes tossed spray into the windshields of the planes behind.

Perfect surprise was achieved, for, as our planes skimmed over a hilltop and came into view of the airdrome, a transport, wheels down, was coming in to land, and while 5 or 6 fighters were warming up at the end of the runway, only one was airborne, and he was only 150 feet off the ground.

Scattered about the field, with a large concentration in the northwest corner, were more than 20 training planes, numerous fighters and at least one twin-engine bomber.

Straddling the runway, the bombers made their run in line abreast formation at 150 feet altitude dropping frag clusters the entire length of the field and strafing hangars and grounded planes. With a good burst from his turret at short range, S/Sgt. Chambers probably destroyed the unhappy Zeke that was airborne, for it was last seen in nose-dive attitude pouring black smoke. Our planes did not tarry to observe the damage, for the ground defenses were letting go with everything they had. It was known, however, that 75 percent of the parafrag clusters hit squarely on the field, most of them among the closely parked planes. Ground sources later reported that more than 20 aircraft of all types had been destroyed in this attack. While three of our planes picked up an assorted collection of small arms and machine-gun holes, no major damage was suffered and none of our personnel was injured.

The enemy's air strength on Hainan Island had barely recovered from this when, unintentionally, it was dealt another more spectacular blow. The day was Easter Sunday, April 9, 1944, Captain Carl J. LaValle, with Lieutenant Gramling on his wing, was sweeping the seas off Hainan Island. In the vicinity of Cape Solomon in the southwest part of the island, this flight encountered a tanker of 200 feet. Dropping two bombs on this target, the lead ship scored one near miss at the stern. Lt. Gramling then made his run dropping two bombs both of which were direct hits. Immediately the tanker exploded, broke in half and burning fiercely started to go down. Sighting a tugboat in the distance, the two planes started for it when suddenly they were jumped by no less than 7 Tojo fighters.

At the time of the first attack, the bombers were on the deck but not in formation. To meet the attack with concentrated fire power, they got immediately into formation, and, starting for home, fought off repeated attacks of the enemy fighters in a running battle which lasted more than 20 minutes. Not only did they ward off these assaults, but they shot down 4 of the Tojos each of which was seen to crash into the sea. The other 3 probably shared the same fate, for when last seen each of them was afire and out of control.

Nowhere in the history of this unit, or, it is believed, in the history of any unit, can examples of individual heroism be found more stirring than in this particular mission. For example, during the early part of the fight, the oil cooler on the left engine of Captain LaValle's plane was shot out. Within 5 minutes the oil pressure in this engine had dropped so far that it was necessary to feather the propeller. Noticing this, the Japs renewed their attacks on the crippled plane with doubled fury while, due to loss of speed, our plane were even more vulnerable than before. In so extreme an emergency, Lt. Gramling could rightfully, in fact he probably should, have left Capt. LaValle to his almost certain fate and taken advantage of his own greater speed to run for safety. But tacked on Capt. LaValle's wing he stayed, indeed he flew with him all the way back to the coast of China where they were separated in the overcast.

No less remarkable was Captain LaValle's accomplishment in flying his disabled plane for 3½ hours on single engine to a safe landing at our base at Nanning, at which time he had 40 gallons of fuel left in his tanks. This, though he had but a few hundred feet of altitude when he lost his engine, and had high mountains to cross enroute to Nanning.

But the heroism was not confined solely to the pilots of these two aircrafts. At the very moment when Capt. LaValle lost his engine, the tail guns of his plane jammed. Simultaneously his top turret ran out of ammunition. Tail-gunner Sgt. Zane Mann immediately went forward to the waist position, and taking the ammunition which supplied the tail guns, fed fresh rounds to the turret guns by letting the

belts drape over his arm and scooting around the bottom of the turret as T/Sgt. Petrucelli turned to train his turret guns on the enemy.

Similarly, in the thick of the fight a gun jammed on the wing plane. Gunner S/Sgt. Edlund, an experienced trouble-shooter, tore the canvas covering from around the gun and by reaching around the armor plate was able to recharge it.

The seven aerial victories won on this mission were distributed as follows among the crews of the two planes: one confirmed and one probable to T/Sgt. Robert A. Petrucelli; one confirmed to S/Sgt. William H. Johnson; one probable to S/Sgt. Ervin R. Terwilliger; one confirmed split between Sgt. Zane B. Mann and 1st Lt. Paul J. Diekmann; one confirmed split between S/Sgt. William H. Johnson and S/Sgt. William R. Edlund and one probable split between S/Sgt. Robert A. Petrucelli and Sgt. Zane B. Mann.

Equally memorable but not so successful was our first attempt, on April 6th, at a night attack on the Tien Ho and White Cloud Airdromes at Canton. On this full-moon night, 8 planes were briefed to take off at intervals staggered at 45 minutes. To prevent abortions, the first plane, piloted by 1st Lt. Richard L. Edwards, was briefed to call back weather conditions encountered enroute to and over the target. It so happened that Kweilin was about the only spot in China with weather that night which was safe for flying, to say nothing of suitability for bombing. And to make matters worse, it turned out to be one of those nights when static made radio communications impossible at distances over 50 miles.

The ensuing events can perhaps be presented best from the viewpoint of those who sweated out the mission at the alert shack. The first 3 planes took off at 45 minute intervals as briefed. At 2,000 hours, no word having been received from Lt. Edwards, ship No. 4 took off, and at 2045 and 2131, there being as yet no radio contact with any departed plane, ships No. 5 and No. 6 took off. A few minutes later plots began to pour in on unidentified planes proceeding north from the Canton area. None of these planes could be contacted by radio for identification. Was the enemy going to give us a dose of our own medicine? A two-ball alert was sounded at the field, and ships No. 7 and No. 8 were forced to take off together at 2200 hours.

Bewildering plots on unidentified aircraft continued to come in— heavy engine noise circling Kweilin, one unknown headed north toward Changaha, unknown Unknowns coming up from the south. It seemed certain that these planes being plotted by the net were ours, yet no radio contact with any of our ships could be established. Finally the plane circling Kweilin identified itself as friendly. The field lights were turned on and the ship landed at 2340. It was Lt. Dow J. Richter, the third in order of takeoff.

In the vicinity of Tanchuk, enroute to the target, Lt. Richter had run into a low overcast. Visibility underneath was poor because of haze, and since the country was mountainous, he climbed above the overcast which built up to 10,000 feet at Canton. Letting down through the overcast above the target, Lt. Richter broke out at 8,000 feet only to find another solid layer beneath him with tops at 3,000 feet and with mountain peaks showing above it. He searched for a hole to let down through the overcast and, failing in this, returned with his bomb load to Kweilin. On the return course he had encountered two layers of overcast except in the immediate vicinity of Kweilin where, although the ceiling was unlimited, heavy haze reduced visibility almost to zero.

Owing to these weather conditions and radio failure, Lt. Richter's was the only plane that returned to Kweilin that night. Thirty minutes after his landing, the news was received that Lt. Robert A. Nice in plane No. 4 and Lt. Col. Wells in plane No. 2 were safely down at Lingling.

As of midnight, that left 5 planes unaccounted for. But hope remained since plots continued to pour in on unidentified aircraft all over southeastern China. Gradually, however, the plots thinned out and at 0330 hours the net was clear. At this time word was received from Hengyang that Lt. Earl Kane in plane No. 8 had landed there at 0210 hours, and from Lingling came the news that Lt. Col. Wells at the radio station had "talked" Lt. Denning Perdew (plane No. 6) down through the overcast and into a successful landing at that field.

The three remaining ships were unaccounted for until the next afternoon. It was then learned that Lt. Edwards had made a wheels-up landing in a rice paddy near Liling at 2045 hours with no injuries to the crew—a remarkable feat even in broad daylight; that the entire crew of Lt. John Overstreet's plane (No. 5) had bailed out without mishap near Leiyang at 0230; and that Captain LaValle (plane No. 7) at 0300 had successfully belied in at the Chensien landing strip.

Although only three of our eight ships had located and bombed their targets, the damage as later reported by ground information was extensive. Destroyed were two provision godowns, one gasoline dump and two buildings containing aircraft parts, while more than 50 Japanese were killed or wounded.

Though the squadron had no casualties in February, March or April, it suffered a real loss on April 14th in the elevation of its Commanding Officer, Lieutenant-Colonel Joseph B. Wells, to the position of Group Commander. In his new assignment a Commanding Officer of the

341st Bombardment Group, Lt.-Col. Wells succeeded Colonel Morris F. Taber, another former C. O. of the Eleventh Bombardment Squadron who had been reported missing in action. A West Pointer, Lt.-Col. Wells had assumed command of the Squadron on November 20, 1943. Five days later he led the historic raid on Shinchiku Airdrome in Formosa. Capt. Theodore J. Michel, also a West Pointer, succeeded Lt.-Col. Wells as Commanding Officer of the Squadron. As a pilot, Capt. Michel had served with distinction in the squadron for the preceding two months.

By the end of April it was clear that the enemy was gathering forces and supplies in the Yochow area for a gigantic drive to the south. It was apparent also that the objectives of this drive were ambitious, being to cut southeast China in two by gaining control of the entire Canton-Hankow Railway, and perhaps to effect a junction with Japanese forces in French Indo-China.

On April 27th, to assist by air action in forestalling this drive, a detachment of the Eleventh Bombardment Squadron was sent to the advanced base at Hengyang. Before the end of the month, the detachment made two successful high-level attacks on forward supply depots of the enemy in the Tungting lake region. This was the beginning of another new era—of operations purely tactical and more intense than any we had ever before undertaken.

Prepared by

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Approved by

CHARLES C. WILLES,
Lt.-Col., Air Corps, Commanding.

REPORT OF MISSIONS

JANUARY THROUGH APRIL, 1944

6 Jan. 44: Shipping Sweep, Middle Yangtze River.

Three B-25's made bombing runs on a 175 ft. river steamer seen heading down stream at Siangkow. A total of 14x500 lb. demos were dropped in individual runs on this target. Two bombs were direct hits, one a near miss, six were short and five over. The vessel sank. Lt. Sandbach's plane scored both direct hits. Defensive fire from vessel attacked was fairly accurate, but inflicted no damage on our planes. Lead plane dropped its two remaining bombs on two beached vessels in the same vicinity scoring a direct hit on one, but missing the other.

7 Jan. 44: Shipping Sweep, Middle Yangtze River.

Two strafing runs made on vessel near Lacchowitz. Near Hukow one large barge was strafed and two vessels, each approximately 125 ft. in length, were sunk. Lead plane sank one vessel with two direct hits and wing plane sank the other vessel with one direct hit. Strafing accompanied all runs.

7 Jan. 44: Shipping Sweep, Middle Yangtze River.

Two B-25's attacked a 100 ft. river barge north of Shihhweiyao. Of bombs dropped, 4 were hits, 1 was short and 5 were over. Barge was destroyed and also 50 ft. motor boat that moored beside it. Two bombs dropped on 200 ft. boat at Shihhweiyao. One bomb exploded beneath bow and vessel was settling when planes left area.

10 Jan. 44: Shipping Sweep, Middle Yangtze River.

Three 100 ft. tankers were attacked by 2 B-25's at Wusueh. Ft. Ldr' strafing caused violent explosion which threw debris higher than attacking plane. Plane flew through debris, rolled onto its back and crashed into the center of the town of Wusueh. Wing plane then strafed and dropped 2 bombs. All 3 tankers were burning vigorously as plane left area. Remaining plane also strafed and dropped 4 bombs on a 50 ft. launch. The launch was destroyed.

10 Jan. 44: Shipping Sweep, Middle Yangtze River.

A 75 ft. launch was strafed and destroyed by one bomb at Peugtsch. Two 100 ft. barges, and a tug pushing them were destroyed with 2x500 lb. demos. Two 200 ft. gunboats were attacked at Kiukiang. Two bombs, dropped by lead plane, were near misses. Second plane made a run on one of these vessels, but turned off because of MG fire from ship. This plane then made a right hand turn and came over the town again. One engine was seen to be smoking badly as the plane lost altitude and crashed about 3 miles from Kiukiang. The plane exploded and burned. Third a/c made strafing run but dropped remaining bombs on a railroad bridge at Teian with unobserved results and No. 3 plane dropped its bombs on railroads tracks 10 miles south of Kiukiang.

13 Jan. 44: Sea Sweep, South China Sea.

Two B-25's attacked shipping at Ft. Bayard Harbor. 6x500 lb. demos were dropped by lead a/c in one run on 4 vessels, from 100-125 ft. long, anchored in line astern. Three were damaged by near misses, 1 suffered a direct hit and blew up. Wing plane also dropped 6x500 lb. demos on 2 ships and a barge in the harbor, scoring a direct

hit on one vessel and near miss on the second vessel and the barge. Remainder of bombs walked into town, one hitting a warehouse and setting it afire.

14 Jan. 44: Shipping Sweep, Gulf of Tonking.

Two B-25's bomber field installations on Weichow Island. Lead plane dropped 3x500 lb. demos on Operations building and wing plane dropped 6x500 lb. demos on Control Tower and Administration building. Strafing accompanied both runs. Damage could not be estimated.

15 Jan. 44: Sea Sweep, Gulf of Tonking.

No shipping sighted. Lead plane dropped all 6x500 lb. demos on Hongay Power Plant, blowing up outbuilding and scoring near miss on main building. Wing plane dropped 3x500 lb. demos on a 200 ft. gunboat in cove SW of power plant. One direct hit and two near misses sank the boat. At Campha Port, wing plane dropped 3 remaining bombs on a large building south of railroad yards. One bomb fell on the railroad tracks and two direct hits destroyed the building. Strafing accompanied all runs.

15 Jan. 44: Sea Sweep, South China Sea.

Making individual runs, 2 B-25's attacked a collier type vessel off Swatow. Of the five 500 lb. demos dropped on this boat, 2 were near misses, one was over and one a direct hit, blew off the stern. The boat sank. Continuing north to one of the Nampeng Islands, both a/c dropped remaining bombs on lighthouse and building area on the island. Four bombs hit in the target area and 3 skipped into the water. The whole area was thoroughly strafed.

18 Jan. 44: Shipping sweep, Gulf of Tonking.

No shipping was sighted so bombs were dropped on railroad yards and wharf at Campha Port. Of the 7 bombs dropped, 2 were off, 4 were short and one demolished a building. Lead plane dropped 2 bombs on buildings in railroad yard. One building was demolished, the other bomb hit the railroad tracks. Wing plane dropped one bomb on radio station northeast of wharf; the bomb fell short. This plane's 2 remaining bombs were dropped on a group of large junks at Mon Cay with unobserved results. Campha Port area was thoroughly strafed.

19 Jan. 44: Sea Sweep, South China Sea.

No shipping sighted. No bombs or ammunition expended.

21 Jan. 44: Shipping Sweep, South China Sea.

Large junk was strafed off St. John's Island. No other shipping sighted so planes returned to base.

23 Jan. 44: Kaitak A/D.

Formation of 8 B-25's bombed Kaitak A/D. No bombs were in the target area briefed. Bomb string ran through buildings about 100 yards NE of the target area. A few small fires were started. Approximately 50 miles north of the target, the formation was attacked by a lone "Oscar". Top turret gunner in last plane claimed Jap plane was damaged by his fire. P-40 then attacked enemy aircraft and it made no more passes on our formation.

24 Jan. 44: Sea Sweep, South China Sea.

No shipping was sighted and bombs were returned to base.

24 Jan. 44: Sea Sweep, South China Sea.

A 300 ft. merchant vessel, sighted 10 miles west of Nampeng Island, was attacked by 2 B-25's. Making two runs each, a total of 8x500 lb. demos were dropped on this boat. All bombs were over on initial runs, but a direct hit was scored by each plane on its second run. Only the superstructure of the ship could be seen as the planes left the area.

5 Feb. 44: Shipping Sweep.

Two B-25's sighted a 13 ship convoy at 22 deg. N—116 deg. E. Lead plane dropped 2 bombs on a 400 ft. cargo vessel, one bomb falling short and the other bursting very near the boat. Next ship attacked by lead plane was a 350 ft. freighter. Remaining two 500 lb. demos were dropped on this ship, one of which was a direct hit, causing the boat to settle rapidly. Wing plane made run on a 450 ft. freighter, strafing and dropping 4 bombs. Two bombs were direct hits and the vessel settled rapidly. Wing plane then strafed a 350 ft. freighter.

5 Feb. 44: Shipping Sweep, South China Sea.

In the vicinity of 22 deg. N—117 deg. E 2 B-25's sighted 4 pairs of large junks. Both a/c dropped a total of 10x500 lb. demos, sinking 1 junk and badly damaging two. Other junks were strafed.

7 Feb. 44: River Sweep, Middle Yangtze R.

Near Siangkow, 1 B-25 attacked 3 ships, 100-125 ft. in length. Making a strafing and bombing run, this a/c dropped 2x500 lb. demos on first 2 ships, both direct hits, and 2 bombs on the third vessel. These were near misses and badly damaged the ship. Proceeding upstream,

the pilot dropped the remaining 2 bombs on 4 ships moored together. Two direct hits were scored, 1 on a 150 ft. tanker, which burned fiercely, the other on a 125 ft. ship moored nearby. Radio station in the same vicinity was strafed.

9 Feb. 44: Shipping Sweep, Gulf of Tonking.

At 20-15 N-108-10E, 2 B-25's attacked 2 125 ft. coastal type freighters. Of the 12x500 lb. demos dropped, 9 were near misses on 1 of the vessels and 3 near misses on the other. Both of these ships were seriously damaged and were claimed as probably sunk.

9 Feb. 44: Sea Sweep, South China Sea.

No shipping was sighted. Flight returned to base without dropping bombs.

10 Feb. 44: Sea Sweep, Formosa Straits and East China Sea.

Opposite Foochow, this formation of 3 B-25's sighted a "Nell" escorted by 3 "Oscars." Two of the enemy a/c attacked our formation. Many hits were scored by our top turret gunners on both of these a/c. One of the E/A left the formation in a shallow controlled dive smoking heavily. The other began smoking and dropped below the formation. Neither E/A was seen to crash, but both are claimed as probables.

11 Feb. 44: Kaitak A/D, Hong Kong.

34x500 lb. demos were expended by this formation of 6 B-25's. 40% of the bombs hit in the target area. As the bombers left the area a law pall of black smoke was noted over the target. Enemy a/c repeatedly attacked the fighter escort, but no passes were made on the bomber formation.

11 Feb. 44: Sea Sweep, Formosa Straits and South China Sea.

Except for local fishing boats at Amoy, these 2 a/c sighted no shipping and returned to base without expending any bombs or ammunition.

12 Feb. 44: Shipping Sweep, South China Sea.

Despite a thorough search, no shipping was found and both B-25's returned to base with their entire bomb loads.

13 Feb. 44: Shipping Sweep, South China Sea.

Two B-25's made a sweep of the waters between Nampang Island and Chiland Point, but found no targets and therefore returned to base.

13 Feb. 44: Shipping Sweep, East China Sea.

Beginning at Foochow, 2 B-25's made a search for shipping in the East China Sea. They found no targets, however, and returned their bombs to base.

13 Feb. 44: Sea Sweep, East China Sea.

Two B-25's attacked a convey of 6 or more freighters at 26-30 N-121-15 E. The flight leader dropped 3x500 lb. demos on a 200 ft freighter. One bomb exploded next to the hull, the other 2 bombs went over. The flight leader then attacked another ship, dropping 2 bombs, one of which went under the ship and exploded on the other side; the second hit the deck and ricocheted off into the water. On still another ship, the flight leader dropped his remaining bomb which went under the vessel and exploded on the far side. Results of these attacks were 1 ship sunk and 2 badly damaged. The wing plane became lost on return trip and crash landed near Sheklung.

13 Feb. 44: Coastal Search, W. of Hong Kong.

Convoy was not sighted which had left Hong Kong approximately 6 hours previously. Bombs returned to base.

14 Feb. 44: Sea Sweep, East China Sea.

No shipping was sighted during sea sweep. No bombs dropped.

18 Feb. 44: Sea Sweep, East China Sea.

Just south of Taichow Island, 4 B-25's attacked a 200 ft. cargo ship. 7x500 lb. demos were dropped on this vessel in 4 individual runs. Four were near misses, 2 were short and 1 was a direct hit on the stern. Ship was burning and settling rapidly when planes left area. On return course, 2 a/c strafed a lighthouse at Fuyin Tao.

20 Feb. 44: Sea Sweep, East China Sea.

No targets were sighted on this sea sweep. No bombs were expended.

20 Feb. 44: Sea Sweep, Formosa Straits.

Two B-25's swept coastal waters from Foochow to point east of Tungshan. No shipping sighted. No bombs dropped.

23 Feb. 44: Sea Sweep, East China Sea.

Two B-25's on sea sweep found no target. Returned bombs to base.

23 Feb. 44: Sea Sweep, East China Sea.

No shipping sighted in sweep from Foochow, out to sea and return. No bombs expended.

24 Feb. 44: Railroad Yards and Godowns Across Creek from RR. Yards at Kiukiang.

18x500 lb. demos were dropped by this formation of 3 B-25's. 75% of the bombs hit in the target area. 8-9 bombs hit directly in the RR. yards, 3-4 fell in the creek, and 6 landed in the godown area. One fire was started in RR. yards and in rice godown area. Of the 10 enemy aircraft that rose to meet the formation, only 2 made passes. Our planes suffered no damage.

25 Feb. 44: Wuhu Railroad Yards and Butterfield and Squire Godowns.

Two B-25's dropped 12x500 lb. demos scoring 75% hits. It is believed that 2 Butterfield and Squire warehouses suffered direct hits. Three fires were started in general target area.

29 Feb. 44: Yochow RR. Yards.

Three B-25's dropped 18x500 lb. demos scoring 50% hits. Two large warehouses suffered several direct hits, and a repair shed is believed to have been demolished. Remaining 50% of bombs fell along tracks N. of yard.

29 Feb. 44: Sea Sweep, East China Sea.

Two B-25's attacked a 100 ft. merchant vessel in the Taichow Island 8x500 lb. demos were dropped, and, although no direct hits were scored, several near misses probably damaged the ship. This vessel was strafed with no visible results. Three sampans that were clustered near the ship were sunk.

25 Feb. 44: Sea Sweep, East China Sea.

A small gunboat was sighted at Taiku Shan, but bombing run was impossible because of protection afforded by headlands. No bombs or ammo. expended.

26 Feb. 44: Sea Sweep, East China Sea.

No shipping was sighted on this mission. No bombs or ammo. expended.

1 Mar. 44: Nanchang, Military Zone in Northeast Part of City.

Six B-25's dropped 32x500 lb. demos on military zone in Nanchang. 25% of bombs hit in the target area. Other 75% fell among buildings just west of target. It is believed that several near misses were scored on a cluster of storage buildings in target area.

4 Mar. 44: Kiungshan A/D.

Kiungshan A/D was low leveled by 6 B-25's escorted by 23 P-40's. In line abreast formation, these a/c dropped a total of 50x100 lb. frag. clusters. 75% of clusters fell on the airdrome. Several biplanes are believed to have been destroyed and at least 2 fighters were seriously damaged by bomb explosions and strafing. Five columns of smoke were noted. One airborne enemy fighter is claimed as probably destroyed by one of our gunners.

10 Mar. 44: Two Troop Ships, reported to be in vicinity of Nanchang.

Target briefed was not sighted. One of the 2 B-25's salvoed all its 8x250 lb. demos on a railroad bridge west of Nanchang railroad station. No direct hits were scored but it is believed that 1 near miss may have damaged the bridge.

10 Mar. 44: Sea Sweep, South China Sea.

One of the 2 B-25's had an engine out completely, thinking he might have to crash land, salvoed his bombs. The lead plane, seeing the bombs falling, thought enemy aircraft were attacking and salvoed its bombs also. The mistake was discovered and the engine trouble cleared up sufficiently to enable the plane to land at Suchuan.

11 Mar. 44: Sea Sweep, South China Sea.

No shipping sighted except for a few sampans. Bombs returned to base.

12 Mar. 44: Sea Sweep, East China Sea.

No shipping sighted. No bombs dropped.

16 Mar. 44: Tien Ho A/D, Canton.

The target area was completely overcast and flight of 9 B-25's returned to base without dropping bombs.

18 Mar. 44: Sea Sweep, South China Sea.

Except for small junks, no shipping was sighted. No bombs or ammo. expended.

19 Mar. 44: River Sweep, Middle Yangtze River.

Flight of 2 B-25's attacked fort in river near Chihchow. Each plane fired one 75mm. cannon shell, 1 being a direct hit which made a large hole inside of fort and blew off the roof. Other shell was 30 ft. short. Wing plane dropped 4x500 lb. demos down middle of runway at Nanchang A/D.

6-7 Apr. 44: Tien Ho and White Cloud Airdromes, Canton.

Eight B-25's took off at staggered intervals and made night attacks.

PERSONNEL DATA—PROMOTIONS

JANUARY THRU APRIL, 1944

on Tien Ho and White Cloud Airdromes. Two a/c are missing from this raid, 1 turned back because of engine trouble and another failed to find a hole in the overcast which covered the target area and turned back to base. Plane No. 2 dropped its 12 parafrag clusters in revetment area northeast of White Cloud A/D, but due to poor visibility, results were not observed. Plane No. 6 was unable to find hole in overcast, so dropped 12 parafrag clusters by D/R from 4000 ft. Plane No. 7 could not let down through overcast at target. This a/c became lost, salvoed bombs and landed at Chenhsien. Target of plane No. 8 was hangar area at Tien Ho A/D. This a/c dropped 6x500 lb. demos by D/R on the Canton River. Results unobserved.

9 Apr. 44: Sea Sweep, Around Hainan Islands.

Two B-25's attacked a 200 ft. tanker off Cape Solomon. Lead plane dropped two 500 lb. demos, scoring 1 near miss and 1 over. Wing plane then dropped two 500 lb. demos. One bomb skipped into side; the second was a direct hit, breaking the tanker in half. These a/c then started to make runs on a tug towing a smaller ship at Cape Bastion. Runs were interrupted by an attack by 7 "Tojos". Wing plane succeeded in dropping one bomb but it was over. In the running battle which lasted until the China coast was reached, our gunners confirmed 4 "Tojos" and probably confirmed 3 others. Lead plane had left engine oil cooler shot out and was forced to make return trip on one engine. Wing plane throttled back and stayed with this crippled a/c all the way. Both 25's were badly shot up and one gunner was cut and bruised when trying to clear jammed gun during air battle.

9 Apr. 44: Sea Sweep, South China Sea.

Lead plane turned back because of weather near Muchow, and wing plane continued as far as coast where it was called back by CA-3.

20 Apr. 44: Sea Sweep, South China Sea.

No shipping sighted so all bombs were returned to base.

29 Apr. 44: Sea Sweep, South China Sea. and Gulf of Tongking.

No shipping was sighted so these 2 B-25's started to return to base. On their return course they were approached by 4 enemy a/c. Our gunners fired shot which were short bursts which discouraged the Jap fighters and they did not press home the attack.

28 Apr. 44: Target of Opportunity at Kichun.

Naval vessels, reported to be at Kichun, were not sighted. Six B-25's dropped a total of 48x250 lb. demos on the town of Yangsin. 85% of the bombs hit in the target area. Direct hits or near misses were scored on 2 large "H" shaped warehouses. A few bombs hit in lake east of the town. Smoke columns, 500 ft. high, were observed for 30 miles from the target at 8,000 ft.

29 Apr. 44: Advanced Supply Depot at Shayang.

Six B-25's dropped 38x250 lb. demos, scoring 60% hits in the target area. Bomb string was slightly to right of motor pool assigned as the target, but many warehouses and barracks in the area were destroyed. One fire was started as result of a violent explosion which shot flames several hundred feet into the air and black smoke could be seen until the target area was lost in the haze.

NUMBER OF COMBAT MISSIONS FLOWN

Month of January 1944.....	15
Month of February 1944.....	25
Month of March 1944.....	9
Month of April 1944.....	7

NUMBER OF COMBAT SORTIES FLOWN

Month of January 1944.....	41
Month of February 1944.....	60
Month of March 1944.....	34
Month of April 1944.....	28

PERSONNEL DATA—DECORATIONS

JANUARY THRU APRIL, 1944

Month of January.

DISTINGUISHED FLYING CROSS: Capt. Guy P. Baird, Jr., Capt. Charles F. Whiffen, Capt. Cleve L. Bingham, 1st Lt. Charles J. Bethea, Lt.-Col. Joseph B. Wells, Capt. William O. Mowers.

AIR MEDAL: Col. Morris F. Taber, Capt. Robert H. Bixby, 2nd Lt. William Lefkoe, 2nd Lt. Thomas L. Skelton, S/Sgt. A. J. Hemingway, S/Sgt. William V. Vickery, Sgt. A. B. Caraway.

Month of February.

PURPLE HEART: 2nd Lt. E. F. Kane, S/Sgt. J. D. Jossierand.

Month of March.

DISTINGUISHED FLYING CROSS: Capt. G. T. Grottle, 1st Lt. R. J. Mazanowski.

AIR MEDAL: 1st Lt. R. B. Fischborn.

Month of January.

To CAPTAIN: 1st Lt. Neil.

To FIRST LIEUTENANT: Lts. Gaudreault, Rochelle, Angell, Morrison, Williamson, Laverell, McNichol, Sparhawk, Lutton, Schuppert, Dykstra.

To TECHNICAL SERGEANT: S/Sgts. Banzhor, Johnson, Ellis, Passarino.

To STAFF SERGEANT: Sgts. Byrd, Coleman, Kuzbik, Wiggins, Keranen, Lantz, Carraway, Jossierand, Matthews, Zenishek, DeWitt, Nolan.

To SERGEANT: Cpls. Baca, Brummett, Dunaway, Geering, Ryan, Benton, Cox, Eastwood, Gutierrez, Mills.

To CORPORAL: Pfc. Boynton, DeLuca, Middlecamp, Seymour, Brown, Klinoff, Peltier.

To PRIVATE FIRST CLASS: Pvts. Cloutier, McNellis, Smith, McClintock, Norton, Stoneking.

Month of February.

To CAPTAIN: 1st Lts. Grottle, Gentry.

To FIRST LIEUTENANT: 2nd Lts. Monroe, Goode, Anderson, Kahmi, Overstreet, Sandbach, Thompson, Johnson, O'Leary, Robinson, Welsh, Gramling, Edwards, Booth, Meek, Ritzdorf, Wells, Cox, Kane, Perdew, Vavrick.

To MASTER SERGEANT: T/Sgts. Abbott, Brown.

To TECHNICAL SERGEANT: S/Sgts. Anderson, Casady, Dumas, Petrucelli, Appleby, Ditto, Galluzzo, Smith.

To SERGEANT: Cpls. Brown, Kagan, Conley, Wilder.

To CORPORAL: Pfc. Cloutier, Norton, McNellis, Smith.

To PRIVATE, FIRST CLASS: Pvts. Collins, Marsh.

Month of March.

To MAJOR: Capt. Dirggs.

To CAPTAIN: 1st Lts. Michel, Mills.

To FIRST LIEUTENANT: 2nd Lts. Butler, Maney, Collins, Lefkoe, Stone, Haman, Lewis.

To STAFF SERGEANT: Sgts. Lavengood, Richardson, Ligon.

To SERGEANT: Cpls. Mann, Peterson.

Month of April.

To CAPTAIN: 1st Lts. Guma, Scholes, LaValle, Mazanowski.

To FIRST LIEUTENANT: 2nd Lt. Voland.

To MASTER SERGEANT: T/Sgt. Brummett.

To STAFF SERGEANT: Sgt. Griffin.

To SERGEANT: Cpls. Middlecamp, Steele.

To CORPORAL: Pfc. Golding, Smarr, Marsh, Stoneking.

RETURNED TO ZONE OF INTERIOR

Month of January: None.

Month of February: None.

Month of March: None.

Month of April: 1st Lt. Howard, 1st Lt. Fontaine, 1st Lt. Harnett, T/Sgt. Gouldthrite, T/Sgt. Chiarello, S/Sgt. Hamilton, 1st Lt. Combs, 1st Lt. Monroe, 1st Lt. Brenner, T/Sgt. Passarino, T/Sgt. Dumas, S/Sgt. Holtz.

ASSIGNED

Month of January: 2nd Lt. Horey, 2nd Lt. Stone, 2nd Lt. Wade, 2nd Lt. Kornblum, 2nd Lt. Kostol, S/Sgt. Duval, Sgt. LeFrancois, Sgt. Arbaugh, Sgt. Russ, Sgt. King, 2nd Lt. Perdew, 2nd Lt. Voland, 2nd Lt. Haman, 2nd Lt. Smith, 2nd Lt. Edwards, S/Sgt. Simon, Sgt. Whaley, Sgt. Dembenski, Sgt. Wheelook, Cpl. Mann.

Month of February: Pfc. Golding.

Month of March: 1st Lt. Michel, T/Sgt. Jarrett, S/Sgt. Zecher, 2nd Lt. Pfeifer, S/Sgt. Harmon.

Month of April: 1st Lt. Talley, 2nd Lt. Francis, 2nd Lt. Martindale, 2nd Lt. Huffaker, 2nd Lt. Nichols, 2nd Lt. Krug, 2nd Lt. Halsall, 2nd Lt. Shumway, 2nd Lt. Nagy, F/O Corsa, S/Sgt. Coronad, S/Sgt. Terwilliger, S/Sgt. Nugent, S/Sgt. Duncan, Sgt. Cullen, Sgt. Helrlige, Sgt. Weber, Sgt. Reyer, Sgt. Anderson, J. I., Sgt. Loso, Cpl. Kehe, Pvt. Dickerson, 2nd Lt. Hauger, 2nd Lt. Charles, 2nd Lt. Howell, 2nd Lt. Painter, 2nd Lt. Woosley, 2nd Lt. White, 2nd Lt. Sloat, 2nd Lt. Chaney, 2nd Lt. Brown, S/Sgt. Arellano,

S/Sgt. Murray, S/Sgt. Zimmerman, S/Sgt. Defusco, S/Sgt. Blain, Sgt. Toca, Sgt. Bartsche, Sgt. Demarais, Sgt. Cushing, Sgt. Anderson, W. H., Sgt. Tsoulaskas, T/5 Kubin, Pvt. Fairbrother.

KILLED OR MISSING IN ACTION

JANUARY THRU APRIL, 1944

Month of January: Major Hendrickson, 1st Lt. Dykstra, 1st Lt. Searle, S/Sgt. Schexnayder, 2nd Lt. Schmidt, 2nd Lt. Skelton, 2nd Lt. Szczpanik, S/Sgt. F. G. Miller.

Month of February: None.

Month of March: None.

Month of April: None.

NARRATIVE HISTORY

11TH BOMBARDMENT SQUADRON (M), AAF

341ST BOMBARDMENT GROUP (M), AAF

MAY THRU OCTOBER, 1944

In May of 1944 one of the newest and most important of American airbases in China was at Hengyang in Hunan Province. Recently improved to accommodate medium and heavy bombers, this field contained, in addition to a large main runway, two gravel taxistrip which were suitable for taking off and landing. It was important because of all our bases it was nearest to the vital enemy-held cities of Hankow and Yochow, and also because it lay immediately in the path of the impending Japanese drive to cut Southeast China in two.

To this base the squadron had sent, on April 27, 1944, a detachment of six aircraft with eight complete combat crews and a small number of key personnel from the maintenance and intelligence sections. Already stationed at Hengyang was the 75th Fighter Squadron, another veteran China outfit which in times past had often participated in missions with the Eleventh. Our present assignment was to cooperate with the fighters as a small task force for the purpose of harrasing the enemy's lines of communication and forestalling his threatened offensive.

Immediately upon its arrival, our detachment was bedded down in a brand new hostel. The second and last to be built at Hengyang, this hostel was located a short distance west and north of the airfield. It stood directly on the east bank of the Siang River at the foot of a steep hill which commanded a superb view of the airfield, the river and the city of Hengyang itself. Atop this hill was a maze of slit-trenches and dugouts which were the refuge of all our personnel during the enemy air attacks which, at this time, were nearly a nightly occurrence at Hengyang.

Compared with our hostel at Kweilin, which already had become musty and dirty, these accommodations were a delightful improvement. The inner walls of the barracks gleamed in new coats of whitewash, while the bare unseasoned lumber imbued the rooms with a fragrance reminiscent of camping days at home. So abundant was the living space allotted to our small detachment that each room contained no more than five or six occupants and each officer and man enjoyed the comfort of sleeping in a single-deck bunk. Pleasantest of all surprises, however, was the mess hall. Here we found tables spread with gaily colored cloths and food superior beyond belief to anything we had known in China before.

Hengyang city, which was situated directly across the river from the airbase, also offered many attractions. The trip to town was itself a pleasant excursion, for it was necessary to cross the river in gondola-type boats of which many hundreds plied the waterfront in this area. The boatmen or gondoliers of these crafts, for the price of a sack of peanuts, would row a full load of passengers across the river and deliver them at the base of a steep, stone staircase which ascended the river bank and led to the heart of the town. More provincial than Kweilin, Hengyang was nevertheless a large city with many excellent restaurants and places of amusement. Its demi-monde, moreover, led by a spirited creature known as "Pinwheel," was second only to that of Kweilin, while its shops were bounteously stocked with genuine Changsha silks and embroideries which also were available at reasonable prices.

The long expected enemy offensive began in the middle of the month. Encountering light opposition, enemy columns racing southward from Yochow reached and reduced the principal city of Changsha within a few days. With the capture of Changsha the enemy had eliminated the only major obstacle in the path of its drive toward Hengyang, and it was then apparent that our days at that base were numbered.

At the same time the enemy's air attacks on Hengyang increased in fury. During the last weeks of May we not uncommonly received two or even three of these visitations in the course of a single night. Boldly executed, and consisting usually of ten or more aircraft, these raids repeatedly inflicted damage on our planes, necessitating repairs which taxed to the utmost our already overburdened maintenance facilities. Aided by the complete breakdown of our warning net in the area to the

north, the enemy's air assault upon Hengyang culminated, during the last week in May, in a brazen strike by daylight. One of the few such attacks ever delivered by the Japanese in China, it was also one of the most effective. For nearly an hour we huddled in slit trenches while twenty bombers and fighters strafed and dive-bombed revetments and barracks and other installations, and we learned how it felt to be on the losing end of a battle. In this particular raid our losses were luckily slight. Only one aircraft was utterly destroyed, and while several others were damaged, all of these were repaired and ready for action the following day.

Our own task force was by no means inactive during those anxious days. But we were handicapped by a critical shortage of bombs and gasoline, and also by non-operational weather in the front-line areas which prevented us from rendering close ground support to the defending Chinese forces. For our inability to render close support to the Chinese, there was, it must be admitted, one other reason besides weather, namely, lack of experience and knowledge of this particular type of tactical operation. Never before had any American unit in China, least of all a medium bomber squadron, been called upon to attack advancing enemy troops in strafing and low-level bombing missions of the type normally carried out, even in agreeable terrain, by fighter aircraft. It fell to the Eleventh Bombardment Squadron to pioneer this type of work in the China theatre, and it may be claimed in all modesty that we learned the technique quickly and very well. But at the time in question, lacking the supplies, the weather and the know-how, we were forced to hit back in high-level daylight attacks on airdromes, motor parks and storage depots in the rear of the enemy's advance. Of these missions we executed nine in the month of May from Hengyang, striking twice at the great Hankow Airdromes, and hitting also the Tangyang Airdrome, railroad and storage facilities at Sinyang, and barracks and warehouse areas at Shayang and Chienyangi. These were excellent missions, well and timely carried out, but far too small in number of aircraft to alter the course of the massive offensive which the enemy had launched.

On the 31st of May, under the imminent threat of enemy occupation of that base, our detachment evacuated Hengyang. All the personnel and equipment were stowed aboard our remaining aircraft and flown safely back to our home station at Kweilin. But the withdrawal was very temporary.

On June 1st, the next day, a new detachment was sent forward, this time to Lingling. Located in the Siang Valley about ninety miles south of Hengyang, Lingling was an ideal base from which to carry on the counterblow by air. It was well supplied by rail and water transport, and the base itself, though not so much improved as Hengyang, was easily adaptable to the needs of medium bombers.

As at Hengyang, our mission at Lingling was to team up with fighters of the 74th, 75th and 76th Squadrons in an attempt to slow the Japanese offensive. Stopping that offensive was simply out of the question, primarily because the Chinese ground forces defending Southeast China were far too poor in equipment, training and supplies to offer effective resistance. No could it have been contended by even the most sanguine proponents of the supremacy of air power that the mere handful of American fighter and bomber squadrons deployed in this area were a force sufficient to put that theory to a fair test. Nobody having knowledge of the facts doubted for a moment that the Japanese could, if they wished to pay the price, occupy the whole of the Hankow-Canton Railway and also seize Kweilin, Liuchow and Nanning to effect a junction with their forces in French Indo-China. The only question was whether defensive operations, air and ground, could make the cost of success to the enemy so great as to compel abandonment of his grandiose strategy.

The pace of the Japanese advance allowed us a sojourn of only seventeen days at Lingling, but they were days in which we mastered the techniques of night-flying, of low-level attack, and of the two in combination. Of eighteen missions which we ran from Lingling during this period, five were low-level, night-time operations. Targets for all but one of these were the Airdromes at Hankow, Wuchang and Pailuchi which, accommodating large numbers of enemy fighters and bombers, were heavily defended by searchlights and every type of anti-aircraft weapon. The one exception was our first attempt at sweeping rivers on the deck under cover of darkness—a profitable type of mission which in later months we exploited with extraordinary success.

Daylight low-level missions, of which six were flown from Lingling at this period, were directed exclusively at military traffic—troops and supply trains which were then thronging the roads between Yochow and Hengyang. That the enemy, as much as we, had lessons to learn, was well shown by the astounding results achieved by our early missions of this kind. First of the series, and typical of them all, was the three-plane mission of June tenth led by 1st Lt. Earl F. Kane. Following is the official narrative of this operation:

"In the vicinity of Yunganshih, East of Changsha, the bombers got down on the deck and followed the road northeast to Pingkiang. A continuous stream of enemy traffic was encountered on the road and concentrations of enemy troops were found in most of the villages enroute. The traffic consisted for the most part of cavalry, pack trains and foot soldiers. Only three motor vehicles, possibly armored cars, were noted. Large numbers of water

buffalo, as well as horses, were being used as pack animals. Bridges had been improvised across some of the streams by tying small boats together and laying planks on top of them. . . . Most of the paratrans were dropped along the road in the midst of pack trains and troop columns. A few were dropped in villages where enemy troops and pack animals were gathered. Several were dropped squarely on a small hostel area discovered in the vicinity of Pingkiang where a large fire started. All of these targets were thoroughly strafed. It is believed that several hundred troops and as many pack animals were killed. The bombers returned along the same road which they had followed going out and crew members observed large numbers of enemy killed and animal carcasses. . . . The troop columns were lightly armed and on the course out were taken completely by surprise. On the road coming back light ground fire was encountered from a few machine-gun positions which had been set up outside of the villages."

Thus goes the official record of the mission, but to those who participated it was distinguished chiefly by the insatiable blood-lust of Lt. Kane. Leading the other planes, Kane was so intent on his close-range slaughter of scores of Japs that he refused to pull up and give his wing planes a chance to strafe until all of his own ammunition was expended.

In the face of such murderous attacks, the Japanese soon discontinued daytime movement of troops and supplies to the forward areas. Instead, they resorted to stealthy movement at night, often by trucks in convoy. But this device was to prove even more costly, for we immediately applied our night and low-level experience to the perfection of a technique for low-altitude roadsweeps by night which in the months of August and September alone accounted for more than a thousand trucks and untold numbers of enemy personnel.

One pilot of the Lingling detachment who especially distinguished himself was 1st Lt. Dow J. Richter. In a high-level attack on the Wuchang railroad yards on June 13th, Lt. Richter's plane was hit by anti-aircraft fire while directly over the target and while three of his bombs were still in the racks. The damage to the plane was extensive, causing immediate loss of the right engine and making it impossible to drop the remaining bombs or to close the bomb bay doors. In anticipation of a crash-landing, the engineer gunner bravely lowered himself without a parachute into the bomb bay, and removed the three bombs which had hung up. Meanwhile, Lt. Richter struggled constantly to maintain his altitude, for it was necessary to cross several ranges of high mountains on the long course back to Lingling. On single engine and with bomb bay doors open, this alone was a severe test of flying skill. But having accomplished it successfully, and having arrived over the airdrome at Lingling, Lt. Richter still faced an extremely difficult test. After the right main gear and the nose-wheel had been lowered, it was then found impossible either to lower the left main gear or to retract the others. Thus it happened that Lt. Richter came in for a crash-landing on single engine, with bomb bay doors open, and with one gear and the nose wheel lowered, and so skillfully completed that landing that none of the crew members was even slightly injured.

After the evacuation of Hengyang, the enemy air assault was brought to bear on Lingling. While no daylight raids were attempted on this base, the tempo of night attacks was stepped up to the point where we were forced into the slit trenches two or three times a night, for an hour or more at a time. In these attacks one of our aircraft was completely destroyed, and minor damage was inflicted on several others.

With the pressure of our own operations and of enemy attacks, few of our personnel found time to sample the pleasures of Lingling. The town was too distant from the field, and the base itself afforded few recreational facilities. In cleanliness and abundance of space, however, our living accommodations were still greatly superior to those at Kweilin, and the mess was second only to that at Hengyang.

During the early part of June, it appeared to optimistic observers that the Japanese offensive had spent itself. Reaching the very outskirts of the city of Hengyang, it ground to a sudden halt in the face of stiffened Chinese resistance. But this state of affairs lasted for only a few days. Unable to overcome the defenses of Hengyang with the momentum of their first attack, the Japanese surrounded and laid siege to the city, and by the middle of June new offensives, bypassing Hengyang, were commenced. One of these new offensives started southward along the Hengyang-Canton Railway toward the city of Kukong, while the other and apparently the main drive moved down the railroad and highway from Hengyang toward Lingling.

Since the terrain between Hengyang and Lingling was favorable to rapid advance, the beginning of the latter offensive would in itself have necessitated the evacuation of our detachment. But for several days other and sufficient reasons had already existed. Enemy plainclothesmen had apparently infiltrated into the base and were causing mounting confusion and destruction. At night some of our personnel were shot at by snipers while there were sporadic brushes between Chinese guards and armed bands of alleged enemy agents. Finally, under circumstances strongly suggestive of sabotage, our gasoline and bomb dump at the railhead across the river from the base was one night set afire and largely destroyed.

On June 17th, therefore, hardly more than two weeks after the evacuation of Hengyang, our detachment retreated from Lingling. Again all personnel and equipment were hurriedly loaded aboard our aircraft and flown back to Kweilin.

At this time it appeared certain that Kweilin itself would soon be threatened by the Japanese advance. Plans had already been drawn for the evacuation of all but essential personnel to the Kunming area. Accordingly, on June 28th, Chanyi having meanwhile been designated as our last place of refuge, non-essential personnel and equipment departed for that base in Yunnan Province. Remaining at Kweilin, in addition to our full complement of combat crews, was a small number of picked personnel from the engineering, communications, armament and intelligence sections. From that time on our unit at Kweilin was technically a detachment, while our headquarters was located at Chanyi. In August the headquarters of the Squadron removed from Chanyi to Yangkai, and the latter base was made ready for eventual occupation by the entire squadron at such time as we should make our final evacuation from Southeast China.

At Kweilin in the latter part of July our operations reached an unprecedented intensity. With the period of bright moonlight past, nearly all were daytime missions. Hitting towns newly occupied by the enemy in the Hengyang and Changsha areas, usually in low-level attacks, and sweeping the roads and rivers in the rear of the Japanese advance, we often flew three or four missions a day. By the end of June, we had amassed for that month the impressive total of 52 missions and 223 sorties.

Upon our return from Lingling, we found our hostel and the town of Kweilin greatly changed and in many respects improved. A concrete tennis court had been built by our own men in the hostel area and was in constant use from dawn till dark. The mess hall had acquired a refrigerator which, while too small to be used in cooling our drinking water, aided the preservation and sanitary handling of food. A deep well had been dug in the hostel from which we now obtained unlimited quantities of clear and relatively pure water for drinking and bathing.

The weather was insufferably hot and humid. Severe cases of heat rash afflicted almost everyone. At night, under their mosquito bars, men lay naked on sweat-soaked beds and tossed restlessly. Poker-games at this time presented a bizarre picture. Around their tables players sat completely naked except for towels wrapped around their waists or draped over their shoulders to mop up the perspiration which coursed freely down their bodies. Of our new grievances the greatest was the total lack of anything cold to drink. Drinking water could not be drawn, boiled and cooled fast enough, in these torrid days, to keep pace with our enormous consumption, with the result that the only water available at any time was piping hot.

In the town of Kweilin also radical changes had occurred. Especially conspicuous was the disappearance of the Broadway Inn. Somewhat resembling an American tourist camp in the arrangement of its little cabins, this establishment, technically known as a brothel area, had been located alongside the road which led from the airfield into town. On the site there now remained not a wall standing, nothing but a small heap of ashes. The joint had been put to the torch, and the arsonist, according to reliable rumor, was some outraged customer from the Eleventh Bombardment Squadron.

The other changes were perhaps more significant. At street intersections in the city deep excavations had been dug to form tank-traps, while pillboxes and fortifications were hastily being constructed. A luxurious Red Cross Club had been opened. Known as "The Stateside Inn," it had spacious and beautifully furnished recreation rooms, while its clean and attractive dining hall served the finest American food then available in China. Other new and excellent eating places had been opened by the enterprising Chinese. The Lok Chong Hotel was under new management, and its old proprietors had successfully reestablished themselves in the Red Plum Cafe. A Chinese Hawaiian refugee from the Philippines was leading the field with his newly opened Eagle Cafe which featured tenderized buffalo steak with fried onions and delicious banana cream pie.

Countless exiles from the newly conquered and threatened areas thronged the already congested streets. These pitiable caravans of the dispossessed poured into Kweilin in a continuous stream from the roads to the north, while at the same time thousands were fleeing Kweilin itself, trudging southward toward Liuchow or westward in the direction of Kweiyang. Memories of this horrible exodus from Kweilin will always haunt the thoughts of those who saw it. Every railroad car that left Kweilin during the months of July, August and September was not only filled to the absolute limit of its capacity, but covered on top, sides and bottom by crawling, clinging humanity. On litters improvised on the rods beneath the cars one saw many women holding babies in their arms. But refugees who rode railroad cars were the lucky ones and a very small minority. The great bulk of these unfortunate people set out on foot, with their children and a few salvaged belongings strapped on their backs or piled on ancient push-carts. Sleeping by the roadside, and forced to forage for food in an impoverished countryside, thousands of them died of starvation and exhaustion on the roads to Kweiyang and Liuchow.

To this hideous tragedy, however, most of our personnel were at the time insensitive, as indeed we were indifferent to the new attractions and improvements of our base and of Kweilin. The fact is that we were too completely absorbed, day and night, in the furious pace of our own operations, to give much thought or care to anything else. To the staggering overload of work which was placed upon all personnel who remained at Kweilin, the response of everyone was magnificent. But already by August most of us were dazed and living on reserves of energy and patience. And at that time we still had more than two months of even greater strain to endure.

The fact that we were able to stay in the fight for the defense of Southeast China until the month of November was largely due to the stubborn resistance of the Chinese forces isolated in Hengyang. The twin Japanese offensives which in June had commenced to bypass Hengyang soon dwindled to mere efforts of infiltration while the major part of their very considerable force was contained in the siege of that city. Without replacements, and cut off from all supplies but those which we were able to drop to them by parachute, the Chinese garrison withstood the siege through the entire month of July and well into the month of August. It was not until August 8th that this garrison, decimated by casualties, disease and starvation, and with all its ammunition exhausted, finally capitulated to the Japanese. After the fall of Hengyang the enemy offensive immediately surged forward. Lingling fell within a few days and by the 1st of September advance columns were closing in on Kweilin. As a result, however, of the gallant defense of Hengyang, our evacuation of Kweilin, which as early as June was thought to be imminent, was delayed until September 14th, and even then we were able to continue the fight for seven weeks more from Liuchow.

With non-operational weather on thirteen days during July, our sorties and missions for that month fell off from the new peak attained the month before. But for flying four and five missions a day when weather permitted, we nevertheless achieved in July a respectable total of 42 missions and 174 sorties. Of this total sixteen missions in July were low-level, while a like number were night operations. Included in the latter were three massive assaults upon the Hankow airdromes and two similar attacks upon the Tien Ho and White Cloud Airdromes at Canton. But the great majority of our missions for this month was directed against towns in the enemy's rear which were being used for the staging of troops and supplies. Targets in this group were the towns of Tungcheng, Liling, Yuhsien, Liuyang, Sinshih, Kweiyi, Siangtan, Hengshan, Sianning and Puchi. Indicative of the predicament of the Chinese forces surrounded in Hengyang is the fact that nine of our missions in July were supply-drops on that city. The bundles which we dropped by parachute on these occasions were prepared by the Chinese army and contained medical supplies, rice, small arms ammunition and 75 millimetre cannon shells.

In retrospect, the most significant mission of July was our first attempt at low-level roadsweeping by night. For it was at this time that the enemy, in an effort to avoid the heavy losses attendant upon daytime marches, first undertook to move by truck convoys under cover of darkness, thus offering us a challenge we were quite ready to accept. Accordingly, on July 29, we loaded two aircraft with butterfly bombs and extra cases of ammunition and sent them to sweep the roads between Yochow and Hankow. Piloted by Lts. Karl Kostol and Elmer Haman, these planes encountered several hundred trucks in separate convoys and by bombs and strafing destroyed and damaged approximately one hundred.

Encouraged by this remarkable success, we ran six more missions of the same kind in the month of August while it became customary for aircraft on other night operations, after bombing their primary target, to hunt trucks on the way home and attack them by strafing. In August alone the six missions directed primarily against trucks, augmented by eight missions in which trucks were incidentally attacked, accounted for an estimated 687 vehicles destroyed or damaged. To this score must be added a bag of 75 trucks destroyed in a single daylight roadsweep in August, bringing the total of vehicles destroyed or damaged in that month to 762.

Outstanding among these night roadsweeps were two missions in the latter part of August. In the first of these, on the night of August 28th, seven aircraft carrying fragmentation clusters scoured the roads all the way from Hengyang to Hankow. Encountering more than 600 vehicles in convoys travelling south with lights on, they expended their entire bomb load and more than 5,000 rounds of fifty calibre ammunition in repeated low-level attacks, destroying or damaging an estimated 180 vehicles. The very next night seven other aircraft in the same area, carrying parafrag clusters and demos, destroyed and damaged 154 more trucks while expending all their bombs, 10 cannon shells and over 13,000 rounds of machine gun ammunition.

The hazards of this particular type of operation can hardly be exaggerated. To say nothing of the danger of ground-fire from convoys attacked, it was necessary in these missions to fly on the deck over tortuous roads which usually lay in valleys flanked by ranges of high mountains—and this at night without benefit of reliable maps! No greater proof can be found of the skill shown by our pilots at this time than the fact that in all these missions we lost not a single plane or crew member and suffered no injuries or major damage.

The campaign of low-level, night-time attacks on truck convoys extended through the month of September. From Kweilin, and later from Liuchow, six missions of this type were run during that month, and in all approximately 295 vehicles were damaged and destroyed. In a single October mission of the same kind, 25 vehicles were put out of action, which, counting 77 others destroyed and damaged in daylight sweeps in June and July, brought our grand total of trucks knocked out in low-level sweeps to 1,259. This total, moreover, is exclusive of all vehicles destroyed in high-level bombings and in attacks on bivouac areas where damage assessment was impossible.

In August, as in September, low-level roadsweeps at night, though extremely important, were a very small part of our overall operations. For in August we bettered our June record of operational activity. Despite six non-operational days, we flew in that month a total of 71 missions and 231 sorties as compared with the June peak of 223 sorties and 52 missions. But even this record was exceeded in the following month. For in September, with only three non-operational days, and while our mission total dropped to 66, our total of sorties rose to the all-time high of 333.

Thus August and September were the most active months in the entire history of the Squadron. On the very first day of August a promising start was made with a total of seven missions, and from that time until the first of October, any day on which we did not fly six or at least five missions was considered slack indeed. Low-level operations of all types were a major part of our activities in both months, totalling 54 missions in August and 43 in September. Nor, in this period, were night missions rare undertakings. In August 27th or more than one-third of our missions were at night, while similar missions in September numbered 17 or nearly one-fourth of the total for the month.

It is doubtful whether there is any type of mission of which the B-25 aircraft is capable which we did not fly in this period of August and September, and we pioneered some operations for which the B-25 had been thought to be unsuited. Conspicuous in the latter category were a sustained series of close ground-support missions which largely contributed to the success of the Chinese counteroffensive in the Anjen-Chaling sector. Aided by air-ground liaison, by panels and other types of markers, our aircraft frag-bombed and shelled and strafed enemy troops in concealed positions, paving the way for Chinese ground attacks. In the same category, no doubt, belong the night-time road and river sweeps at low altitude which were carried out so effectively during this period.

Important among the more conventional missions of this period were the night-time attacks upon the major enemy airdromes. Eighteen such strikes were made in August and September. Prime attention, of course, was focused on the great airbases at Canton, Hankow, Wuchang and Pailuchi, but to this list of targets it was now necessary to add Lingling and Hengyang. Raids upon newly occupied cities, and upon supply and staging depots behind the front lines continued in these months to make up the largest part of our operations, while supply-drops, seasweeps and interdiction of roads and bridges together made up a considerable percentage. In the effort to snarl the enemy's communications it had been found feasible to block roads by dropping 1,000-pound bombs in carefully selected cuts and ravines where landslides or impassable craters would result. Of these missions we ran ten in August and September.

In this intense period of two months the most critical phase of our operations, and the most furious, occurred in the 18-day period from August 21st through the 7th of September. For it was at this time that the enemy offensive temporarily outran its own communications, leaving large forward elements in exposed positions from which they could neither retreat nor advance. It was the ideal moment for smashing counterattack. To the East, in the vicinity of Leiyang, Anjen and Chaling, the Chinese had succeeded in stabilizing the front, and were preparing to mount offensives of their own. To coordinate air and ground operations, an American liaison team, headed by a Naval Lieutenant named McCaffrey, was sent to this sector. Equipped with panel devices and with radio, and maintaining constant liaison with the Chinese, this team understood to direct our bombers and the fighter squadrons in low-level bombing and strafing attacks upon the concealed positions of enemy troops. In the Western sectors, in the vicinity of Kiyang and Lingling, though no air-ground teams were available, the tactical situation was very much the same. Over the entire area Japanese troops, holed up in small villages and in roadside compounds, were extremely vulnerable to low-altitude strafing and bombing.

To exploit this opportunity to the utmost, all our aircraft were concentrated on the task. Day after day, from dawn till dark, they gave these areas a relentless working over, returning to Kweilin only long enough to reload gas, bombs, ammunition and cannon shells. For administrative reasons, it was necessary to group as a single mission all sorties of each morning and similarly all sorties of each afternoon. But in reality each sortie was in itself a separate mission, for while the planes sometimes flew in formation to the target area, once there they invariably split up to seek out targets of opportunity in single-ship elements. Rather than from the mission totals, therefore, some idea of the weight of these attacks must be gathered from the statistics

on ammunition expenditure. In the eighteen-day period cited, which included two non-operational days, our aircraft expended in these close support operations a total of more than 200,000 rounds of fifty calibre ammunition or an average of more than 12,450 rounds per operational day. On the morning of September 4th alone, an expenditure of 27,550 rounds of machine-gun ammunition was recorded.

In the nature of things, it was most often impossible to estimate the casualties inflicted on the enemy in these missions. But in the occasional instances when such estimates were possible, as when Lt. McCaffrey's team directly observed the carnage, or Chinese troops moved into the areas we had cleaned up, the results reported were such as to please the most sanguinary of professional blood-letters.

But this type of attack also proved to be the most hazardous we had ever undertaken. We discovered at this time that more dangerous than fighters, more dangerous even than flak at high altitudes, is the invisible and dispersed pattern of small arms and other ground-fire thrown up by troops in scattered and concealed positions. Almost invariably our planes came back from these low-level, daylight sweeps riddled with rifle and machine-gun holes, and not uncommonly with large, jagged rents caused by explosive bullets or small calibre shells from automatic weapons.

On these missions, moreover, our aircraft, flying in widely scattered elements of single planes, and being on the deck in broad daylight, were more than ever vulnerable to attacks by enemy fighters, especially since crew-members were usually more intent on strafing than on watching for hostile aircraft. Thus it happened that the squadron, which since January had suffered no losses and no serious injuries in combat, at this time was suddenly assailed by casualties.

The first of this series of tragedies occurred on August 23rd and resulted in the loss of the entire crew of a plane piloted by 1st Lt. John Halsell. When last seen this plane was searching for targets of opportunity in the Anjen-Chaling sector, and was flying over rugged terrain under a 400 foot ceiling. The fate of plane and crew has remained a complete mystery to this day, though it is considered probable that, pulling up through the overcast, the aircraft crashed into the side of a mountain. Other members of this crew, all of whom are reported missing in action, were: 2nd Lt. John M. Nagy, S/Sgts. Anthony J. DeFusca and Carrol B. Duncan and Sgt. Joseph J. Kaldon.

On August 24th, the very next day, in another low-level daylight sweep, Sgt. James A. Bartshe was struck by a 20mm. shell which severed his left leg below the knee. This accident occurred north of Hengyang in a strafing and skip-bombing run upon a bivouac area occupied by enemy tanks. Intense and accurate automatic weapons fire was encountered in this attack. One shell penetrated the right front fuel tank. The right engine was knocked out by another shell, while a third passed through the bomb bay and radio compartment and struck Sgt. Bartshe. Skilful first-aid treatment, immediately given by S/Sgt. Lester W. Helrighle, assisted by S/Sgt. Basil E. Murray and Sgt. Zane B. Mann, undoubtedly prevented the wounded man's death from loss of blood and also avoided the inception of gangrene. While first-aid was being administered, the pilot of the plane, 1st Lt. Orrin Zebarth, managed by extremely expert flying to avoid a crash which seemed inevitable, for the plane, when struck, was at less than 200 feet altitude in a narrow valley. Lt. Zebarth was able to climb to 1,800 feet before feathering the propeller on his damaged engine and then, by jettisoning bombs, ammunition and radio equipment, succeeded in topping high mountains on his return course and in landing at his base without further mishap.

Less than two weeks later, on September 4th, several other casualties occurred. In the afternoon of this day twelve aircraft simultaneously were bombing and strafing targets of opportunity in the Hengyang-Kiyang area. One of these planes was riddled by rifle and machine-gun bullets which penetrated the left engine, pilot's compartment, bomb bay, top turret and tail assembly. The pilot, 1st Lt. Lewis H. Beck, was seriously wounded in the left leg by a machine-gun bullet, while fragments from explosive missiles inflicted superficial wounds on copilot 1st Lt. Robert S. Schuppert. In the same mission another plane, piloted by 1st Lt. Ernest J. Gleason, was attacked by four enemy fighters. When the enemy planes were first sighted, Lt. Gleason was flying at 2,500 feet beneath a solid overcast with base at 4,000 feet. He started at once to pull up into the clouds, but before this could be done each of the fighters succeeded in making one pass at the bomber. In these attacks tail gunner S/Sgt. Albert V. Sargent was wounded in the head and legs by shrapnel. Reaching the safety of the overcast, Lt. Gleason also discovered that his right engine was afire and that a hole about one foot in diameter had been shot in the right vertical stabilizer and rudder. He therefore gave the order to bail out. The jump was successfully made by the entire crew, which soon reassembled in a nearby village. But their predicament was still serious, since they had bailed out behind enemy lines at a point approximately 20 miles South of Hengyang. Aided, however, by friendly Chinese and by guerrillas, they succeeded in walking safely out of enemy territory, and two weeks later the entire crew rejoined the Squadron at Liuchow.

The day after Lt. Gleason's mishap, namely on September 5th, in another mission of the same type in the same area, S/Sgt. Alexander

J. Tscukalas, tail gunner in the plane of 1st Lt. Charles S. Nichols, was grievously wounded by a rifle bullet which struck him in the back.

The final tragedy of this 18-day period occurred on September 7th, when 1st Lt. Lyle J. White, 2nd Lt. Jones C. Hopper, S/Sgt. Richard F. Dorn and Sgt. Richard G. Lovell were killed in action. All these personnel were members of a crew headed by Lt. White which also included Sgt. William H. Andersen. In a search for targets of opportunity in the Lingling area, this crew encountered and attacked a small steamer in the Siang River. The vessel was thought to be unarmed, but during the second run it cut loose with heavy machine gun fire which immediately knocked out the left engine. Lt. White at once set course for home and was attempting to gain altitude when his plane was attacked by eight enemy fighters. Each of the fighters made determined passes at the bomber, pressing home their attacks to within 200 yards. Finally the right vertical stabilizer of the bomber was shot off and it crashed almost immediately because of loss of control. In the crash Sgt. Andersen was thrown clear of the plane and sustained only minor bruises and lacerations, but all other crew members were instantly killed. Though the crash occurred behind enemy lines, Sgt. Andersen evaded capture and rejoined the Squadron three days later at Kweilin.

By this time, successful walkouts from enemy territory had become S.O.P. in the Eleventh Bombardment Squadron. During our long history in China many of our crews had been forced to crash-land or bail out in Japanese-held territory. But in every case all crew members known to have survived the crash walked safely back to friendly territory.

A most remarkable illustration of escape and evasion from enemy territory occurred in the period here under review. On August 17th, in a high-level attack on the Yangtze River city of Kiukiang, one of our aircraft, piloted by 1st Lt. Carl Kostol, was hit by flak while directly over the target. The ship burst immediately into flame and the crew of eight members was forced to bail out. The point at which this crew landed was less than five miles south of Kiukiang, deep in enemy territory and in an area slightly occupied and systematically patrolled by the Japanese. Yet in slightly more than three weeks the entire crew returned safely to Kweilin.

These experiences testified not only to the resourcefulness of our own airmen and to the excellence of their briefing on escape and evasion, but also to the extraordinary courage and ingenuity of the guerrillas and other friendly Chinese without whose assistance no attempt to walk out could have succeeded.

The extent to which our casualties in August and September were due to interception by enemy fighters would indicate that the Japanese air force was itself far from inactive during this period. And such was indeed the case. In the period of May through October enemy fighters were encountered by our planes on 27 missions. But the enemy's air activity was by no means confined to fighter aircraft. The sustained bombing assault upon our bases at Hengyang and Lingling in May and June has already been described. Kweilin became the target for this assault after the evacuation of those bases, and Liuchow in its turn received the worst pasting of all. During our seven weeks at the latter base, enemy aircraft were over the field so regularly each night that their E.T.A. could be predicted with exactness. Fortunately, during all these months none of our personnel was injured in air raids, and while two aircraft were destroyed at Hengyang and Lingling, and one in July at Kweilin, no planes were destroyed or seriously damaged by bombs in August, September or October.

Our borrowed time at Kweilin expired on September 14th. On that day our bombers were pressed into service as transports and, by dint of making a large number of round trips, evacuated all personnel and equipment to our base of last resort at Liuchow. So well planned and executed was this movement that the very next day normal operations were resumed.

Our operational activity was sustained at its peak level during the first two weeks at Liuchow, being the last part of the month of September. In October, however, with 16 non-operational days and a shortage of gasoline and bombs, our activity fell off sharply to a total of 25 missions and 103 sorties. Most of the Liuchow missions were flown in conjunction with a detachment of the 491st Bombardment Squadron which had been operating from that base for several months before our arrival.

In effectiveness, operations for October showed not the slightest decline. One mission of that month—a low-level attack on shipping in Hong Kong harbor, is undoubtedly the most outstanding in the entire history of the Squadron, while ranking with our best from any period are at least ten other missions of October. Included among the latter are two high-level attacks upon the waterfront and storage area at Samshui, on the West River near Canton. Perfect bomb patterns in both missions virtually destroyed this vital supply and staging depot. Also highly successful was a sustained series of night assault by large numbers of aircraft on the Tien Ho and White Cloud Airdromes at Canton. In a total of 7 missions of this kind, 43 of our planes struck at the revetments and runways of these fields. Reminiscent, moreover, of our earlier strikes against shipping was a successful sea-sweep of October 26th, in which a B-24 equipped with sea-search radar led two

of our planes to a large Japanese convoy in the South China Sea west of Hong Kong. In a single skip-bombing run over this heavily defended target, 1st Lt. Arthur E. Thomas destroyed one freighter of 350 feet and probably destroyed a 200 foot tanker.

In the midst of these effective operations from Liuchow, Capt. Theodore J. Michel, who had commanded the organization since April, was transferred to Headquarters, 341st Bombardment Group. The period of Capt. Michel's command of the unit had coincided with our greatest activity and accomplishment, and our success in this period was in large measure due to his excellent leadership. Command of the Squadron was assumed by Major Charles G. Willes, a graduate in 1941 of the Military Academy at West Point. Major Willes had served in China with our Group in the early part of 1944, and more recently had been assigned in India. Flying his first mission with the Eleventh on October 23rd, Major Willes thereafter led the Squadron in many difficult and well executed missions.

It is fitting indeed that one of the last missions flown by the Squadron in its long and bitter fight to defend Southeast China should be not only the greatest in the history of the unit but also perhaps the foremost single achievement of the 14th Air Force. This was the low-level attack of October 16th enemy shipping in Hong Kong harbor. The opportunity to strike this crippling blow at the Japanese merchant marine had been provided by the American Navy, whose task forces were then prowling in Formosa waters. Fleeing this menace, an enormous number of enemy ships of all types had sought refuge in Victoria Harbor at Hong Kong. A breakdown of this concentration of shipping by type and tonnage will be found in the official P. I. Report which is reproduced in the Appendix.

Our part in this historic operation can best be presented by the following quotation from the official mission report:

"Four B-25's of this squadron with four Mitchells of the 491st Bombardment Squadron (M) were briefed for a concerted low level attack on shipping at Victoria Harbor, Hong Kong. As briefed, this attack was to be made immediately after the high level bombing of the Kowloon docks by the B-24's, in order to confuse and disperse the AA defenses of the area. Close cover for the Mitchells was to be provided by eight P-40's of the 76th Fighter Squadron. Leader of the flight of Mitchells was Capt. Danforth Loring. Each of the B-25's was loaded with six 500 lb. GP bombs with tail fusing set at 4-5 second delay.

"The B-25's took off from Liuchow at 10:45 hours and, having rendezvoused with their escort and the formation of heavies, left the vicinity of the field at 12:11 hours for Waichow. Capt. Joseph P. Byrne was the lead navigator for the Mitchell formation. Reaching Waichow at an altitude of 9,000 ft., the Mitchells took up a heading of 215 degrees for Victoria Harbor, arranged themselves in line abreast formation, and commenced their dive. There were seven B-25's over the target, one aircraft of the 491st squadron having turned back because of engine trouble.

"Owing to the expert calculations of the lead navigator Capt. Byrne, the seven Mitchells hit the deck at the Kowloon waterfront and were able without changing course to sweep Victoria Harbor in line abreast formation. Still on a 215 degree heading, the right wing plane hit the waterfront slightly N of the Kowloon Wharves. Thus the Mitchells made a clean sweep of the entire section of the harbor lying S of Stonecutters Island and E as far as the Royal Navy Yard.

"The heavies had bombed the Kowloon docks approximately two or three minutes before the Mitchells commenced their bomb run, and this area was already covered with a heavy pall of smoke and bomb dust. Though this interval was greater than had been planned, the heavy AA defenses were so well distracted that their fire at no time menaced the formation of Mitchells. The bursts of heavy calibre AA fire were widely scattered and several thousand feet above the mediums during their bomb run. However, an intense barrage of automatic weapons and machine gun fire was encountered from the enormous concentration of vessels in the harbor. Despite this hazard none of the Mitchells deviated from its assigned path across the harbor and all pressed home their attacks with extraordinary accuracy.

"The four aircraft of this squadron were the left wing element of the formation. As they came across the harbor at 75 to 100 ft. altitude, the nose guns of all planes were trained on targets in their path while top turret, waist and tail gunners strafed ships on either side. In the 45 second bomb run over 6,500 rounds of 50 cal. ammunition were expended in strafing attacks by the four B-25's of this squadron. Excellent photos were taken by Sgt. Arvid J. Johnson and T/Sgt. Robert E. Mongello who at the same time operated tail turrets in their respective planes. The heaviness and accuracy of the strafing undoubtedly caused destruction which could not be observed, and in any case reduced the effectiveness of the AA fire from the vessels. In one case pilot 1st Lt. Leander L. Smith, seeing the flashing of automatic weapons from a vessel slightly to the right of his path, kicked his rudder

and with all nose guns firing sprayed the decks of this vessel from stem to stern and the firing was seen to cease.

"The plane on the right wing of our element, a B-25H (No. 43-4272), was piloted by 1st Lt. L. L. Smith. Lt. Smith found three large vessels directly in his path and his bombardier-navigator 1st Lt. Thomas S. Ackley, succeeded in toggling two bombs on each of these targets. The first of these vessels was a freighter or possible tanker of about 350 ft. in length. One of the bombs dropped on this target was a direct hit. The tail gunner and members of other crews observed a large secondary explosion on the boat after which a fire sprung up amidships. The other bomb dropped on this target may also have been a hit. Heavy black smoke was rising from this ship when it was last seen and red flames were visible on the deck. Lt. Smith's second target was a freighter of about 300 ft. The first of Lt. Ackley's bombs was a very near miss at the stern of this vessel while the second was over. Because of the proximity of the near miss this vessel is claimed as damaged although no fire or other results were observed. On the last target of Lt. Smith's plane, another freighter of about 300 ft., Lt. Ackley scored one short near miss which may have damaged the vessel while the second bomb was over by about 50 ft.

"On the left of Lt. L. L. Smith was Capt. Danforth Loring flying a B-25J (No. 43-3884). In his lane Capt. Loring found a large freighter of over 400 ft. in length. This vessel had a well deck amidships with prominent superstructure fore and aft. During a long run on this target Capt. Loring strafed continuously with his nose guns and numerous tracers were seen hitting the target. Passing over this freighter at an altitude of 75 ft., Capt. Loring trained out all his bombs at 20 ft. intervals. Two bombs were observed to be direct hits, four were near misses—two extremely close to the vessel on either side. An enormous secondary explosion on this boat was observed by Capt. Loring's tail gunner and by members of other crews, and the boat immediately took fire and was smoking heavily when last observed.

"Lt. Charles S. Nichols was flying a B-25J (No. 43-4091) on the left wing of Capt. Loring. His bombardier-navigator, 1st Lt. Jack Krug, also managed to toggle bombs on three targets in his path. He scored one direct hit with two bombs on a 350 ft. vessel. The other bomb toggled on this first target was over. Coming next upon a 200 ft. freighter, Lt. Nichols' bombardier scored a direct hit at the stern with one bomb. After the bomb explosion black smoke arose from the stern of this vessel and it appeared to be settling slightly at the stern. This vessel is claimed as probably destroyed. Lt. Nichols' last target was a 400 ft. freighter on which Lt. Krug toggled his three remaining bombs. The vessel lay at right angles to the direction of the plane's approach. The first two bombs fell short, while the third struck the vessel at the water line and exploded directly along side the boat close to the stern. A huge geyser of water and debris shot up to three times the height of the ship's mast. This vessel was clearly damaged.

"On the left wing of the entire formation was 1st Lt. Henry D. Wagner piloting a B-25J (No. 43-27807). Crowded over to the vicinity of the Kowloon Wharves and finding no targets in his path directly across the harbor, Lt. Wagner attempted to maneuver into position for an attack on the last vessel, a 400 ft. freighter, bombed by Lt. Charles S. Nichols. Passing over this target almost simultaneously with Lt. Nichols he trained all his bombs out at 20 ft. intervals. The entire string was over, the first bomb hitting approximately 50 ft. from the far side of the vessel.

"Claimed as destroyed are the 350 and 400 ft. freighters hit and left afire respectively by Lt. L. L. Smith and Capt. Danforth Loring. The 350 ft. merchant vessel and the 200 ft. merchant vessel on which direct hits were scored by Lt. Nichols are claimed as probably destroyed. The 400 ft. freighter on which Lt. Nichols scored one extremely close near miss, the bomb bursting at the water level alongside the ship, is claimed as damaged, as are also the two 300 ft. freighters on which near misses and one possible hit were scored by Lt. L. L. Smith.

"In the nature of things it is impossible to assess the damage caused by strafing or to credit the individual gunners. In several cases gun positions aboard vessels were seen to be silenced by strafing from some of the planes in the formation. Strafing attacks were made not only on vessels at anchor in the harbor, but also on boats tied up at the Kowloon Wharves and on buildings, docks, and gun installations along the Victoria waterfront. From the sheer weight of the strafing attack (6,558 rounds in 45 seconds) it can be safely assumed that heavy damage and perhaps casualties were caused.

"Two of our aircraft were sufficiently damaged by automatic weapons fire and machine gun fire from vessels in the harbor to necessitate major repairs. An explosive shell struck the left engine nacelle of plane No. 43-3884, piloted by Capt. Danforth Loring. Fragments of this shell penetrated several cylinders and

caused unknown damage to the accessory section of this engine. Three machine gun bullets penetrated the bomb bay doors of Capt. Loring's plane but caused no further damage. Plane No. 43-4272, piloted by 1st Lt. Leander L. Smith, was likewise hit in the left wing engine nacelle by an explosive shell which tore a jagged eight inch hole and caused a severe oil leak. Machine gun bullets penetrated the tail assembly and the nose of Lt. Smith's plane without causing additional damage. Another explosive shell, probably 20 mm. calibre, struck and punctured the nose wheel of Lt. Smith's plane and penetrated into the pilot's compartment where it exploded. The force of the explosion blew out the window on the right side and glass fragments slightly injured 1st Lt. Thomas S. Ackley. Fragments of this shell cut Lt. Smith's chute to ribbons but he was uninjured. One other plane suffered slight damage. Plane No. 43-27807, flown by 1st Lt. Henry D. Wagner, was struck by machine gun bullets which shattered the tail turret."

During the last weeks of our stay at Kweilin, the enemy offensive from the north had been coupled with a new drive from the Canton area which also had Kweilin and Liuchow for its objective. Both offensives had reached the approaches to Liuchow by the latter part of October, and we therefore stood ready, on the last day of that month, to undertake our fourth and final evacuation.

Prepared by: RICHARD E. VOLAND,
Capt., Air Corps, S-2.

Approved by: CHARLES G. WILLES,
Lt. Col., Air Corps, Commanding.

MAY THRU OCTOBER, 1944

NUMBER OF COMBAT MISSIONS FLOWN

Month of May.....	16
Month of June.....	52
Month of July.....	42
Month of August.....	71
Month of September.....	66
Month of October.....	25

NUMBER OF COMBAT SORTIES FLOWN

Month of May.....	64
Month of June.....	223
Month of July.....	174
Month of August.....	231
Month of September.....	333
Month of October.....	103

PERSONNEL DATA—DECORATIONS

AIR MEDAL: Capt. R. D. Guma, 1st Lt. D. J. Richter, 1st Lt. R. A. Rice, 1st Lt. J. R. Mills, 1st Lt. E. F. Kane, 1st Lt. W. A. Brenner, T/Sgt. R. C. Appleby, T/Sgt. F. R. Osborne, S/Sgt. A. K. Griffin, 1st Lt. W. F. Angell, 1st Lt. J. M. Overstreet, 1st Lt. P. J. Diekmann, 1st Lt. C. A. Lutton, 1st Lt. G. R. Howard, 1st Lt. A. I. Elechman, 1st Lt. J. E. Booth, T/Sgt. H. C. Passarino, S/Sgt. L. L. Stiner.

SOLDIERS MEDAL: 1st Lt. E. F. Kane, 1st Lt. R. M. Granling.

June.

SILVER STAR: Capt. C. J. LaValle, 1st Lt. R. M. Granling.

DISTINGUISHED FLYING CROSS: Capt. R. J. Mazanowski, T/Sgt. R. A. Petrucelli, Sgt. Z. R. Mann, 1st Lt. P. J. Diekmann, S/Sgt. W. R. Edlund.

AIR MEDAL: 2nd Lt. G. R. Francis, T/Sgt. F. A. Casady, S/Sgt. E. B. Terwilliger, 2nd Lt. S. D. Huffaker, S/Sgt. W. H. Johnson.

OAK LEAF CLUSTER TO AIR MEDAL: Capt. C. J. LaValle, 1st Lt. F. H. Gibson, 1st Lt. L. D. Goode, T/Sgt. E. E. Ranzhof, Capt. R. J. Mazanowski, 1st Lt. R. Kanhi, 1st Lt. E. J. Pawlowski, T/Sgt. R. A. Petrucelli.

PURPLE HEART: S/Sgt. W. R. Edlund.

July.

DISTINGUISHED FLYING CROSS: Capt. T. J. Michel, 1st Lt. R. L. Edwards, 1st Lt. C. H. Wells, 1st Lt. H. I. Robinson, 1st Lt. W. Lefkoe, 1st Lt. R. Kanhi, 1st Lt. W. A. Brenner, Capt. E. J. Pawlowski, 1st Lt. E. F. Kane.

OAK LEAF CLUSTER TO DISTINGUISHED FLYING CROSS: Capt. G. T. Grottle, 1st Lt. P. J. Diekmann, Capt. R. J. Mazanowski.

AIR MEDAL: 1st Lt. J. P. Byrne, 1st Lt. R. M. Granling, 1st Lt. H. E. Sparhawk, 1st Lt. T. B. Cox, 1st Lt. R. C. Battle, 1st Lt. D. J. Pfeifer, 1st Lt. W. R. Monroe, 1st Lt. O. G. Zebarth,

Capt. T. J. Michel, T/Sgt. L. W. Jarrett, T/Sgt. R. R. Thochstone, S/Sgt. F. C. DeWitt, S/Sgt. R. D. Shaak, S/Sgt. C. M. Cox, 1st Lt. J. O. Sandbach, 1st Lt. G. H. Laverell, 1st Lt. D. F. Ritzdorf, 1st Lt. J. S. Butler, 1st Lt. R. S. Schuppert, 1st Lt. S. A. Johnson, 1st Lt. S. V. Howard, 2nd Lt. G. M. O'Day, T/Sgt. W. W. Johnson, T/Sgt. H. M. Ellis, S/Sgt. J. T. Hopkins, S/Sgt. R. L. Lantz, S/Sgt. H. G. Coleman, Sgt. E. F. Hamilton.

August.

DISTINGUISHED FLYING CROSS: 1st Lt. S. A. Johnson, 1st Lt. D. F. Ritzdorf.

AIR MEDAL: Colonel J. B. Wells, 1st Lt. W. L. Wade, 1st Lt. G. R. Kostel.

September.

DISTINGUISHED FLYING CROSS: 1st Lt. W. L. Wade, 1st Lt. D. J. Pfeifer, 1st Lt. J. F. Butler, T/Sgt. L. W. Jarrett, S/Sgt. R. L. Harmon, 1st Lt. H. Rochelle, 1st Lt. J. P. Byrne, Capt. J. O. Sandbach, T/Sgt. G. E. Zecher.

AIR MEDAL: 1st Lt. A. J. Vavrick, 1st Lt. D. M. Perdew, 1st Lt. C. K. Kornblum, S/Sgt. R. L. Harmon, S/Sgt. H. L. Veale, 1st Lt. R. W. Sherman, 1st Lt. M. A. Maney, T/Sgt. G. F. Zecher, S/Sgt. R. W. Richardson.

October.

DISTINGUISHED FLYING CROSS: Capt. D. M. Perdew, 1st Lt. A. I. Blechman, 1st Lt. H. M. Edwards, 1st Lt. C. K. Kornblum, 1st Lt. R. R. Schuppert, 1st Lt. W. G. Welsh, T/Sgt. C. P. Chambers, S/Sgt. D. A. Boyle, S/Sgt. R. E. Mahler, Capt. R. S. Thompson, 1st Lt. T. B. Cox, 1st Lt. E. H. Haman, 1st Lt. G. M. O'Day, 1st Lt. V. Smith, 1st Lt. O. G. Zebarth, T/Sgt. R. J. Duval, S/Sgt. A. J. Hemingway, S/Sgt. R. W. Richardson.

AIR MEDAL: Capt. R. S. Thompson, 1st Lt. L. J. White, 1st Lt. J. C. Talley, 1st Lt. C. S. Nichols, 1st Lt. W. G. Hauger, S/Sgt. C. A. Toca, S/Sgt. R. E. Mahler, Sgt. W. P. White, Sgt. P. G. McCalvin, 1st Lt. G. W. Wright, 1st Lt. W. G. Welsh, 1st Lt. V. Smith, 1st Lt. M. S. Lewis, 2nd Lt. F. A. Woosley, S/Sgt. R. E. Mohrer, S/Sgt. W. R. Edlund, Sgt. A. T. Tsoulalas, Sgt. Z. B. Mann.

PROMOTIONS

May

TO CAPTAIN: 1st Lts. Nice, Pawlowski.

TO FIRST LIEUTENANT: 2nd Lts. Kornblum, Pfeifer, Kostol, Zebarth.

TO TECHNICAL SERGEANT: S/Sgts. Lippe, Currell.

TO STAFF SERGEANT: Sgts. Erzic, Wilder, Walburn.

TO SERGEANT: Cpls. Blakely, Linck, Peltier, Hampson, Palmer.

TO CORPORAL: Pfc. Collins, Pfeiffer, Mainard.

TO PRIVATE FIRST CLASS: Pvts. Weycker, Perrett.

June.

TO FIRST LIEUTENANT: 2nd Lts. O'Day, Smith, Edwards.

TO TECHNICAL SERGEANT: S/Sgts. Cannon, Foster, Kolenda, Arellano, Cohill, Gallup, Nolan, Wilder.

TO STAFF SERGEANT: Sgts. Carton, Dalton, Nutt, Toca, Ziegler, LeFrancois, Hamilton, Stanker, Worley.

TO SERGEANT: Cpls. Boynton, Hill, Stubbins, Dawson, Kyzival, Zeifer.

TO CORPORAL: T/5 Kubin, Pvt. Fairbrother.

TO PRIVATE FIRST CLASS: Pvt. Dickerson.

July.

TO CAPTAIN: 1st Lt. Laverell.

TO FIRST LIEUTENANT: 2nd Lts. Francis, Wade, Martindale, White.

TO TECHNICAL SERGEANT: S/Sgts. Payne, Zecher.

TO STAFF SERGEANT: Sgts. Dembinski, Middlecamp, King, Wheelock.

TO SERGEANT: Cpl. Collins.

TO CORPORAL: Pfc. Perret.

August.

TO CAPTAIN: 1st Lts. Edwards, Sandbach, Loring, Thompson.

To FIRST LIEUTENANT: 2nd Lts. Charles, Doyle, Howell, Krug, Leda, Hauger, Huffaker, Nichols.

To FIRST SERGEANT: S/Sgt. Wiggins.

To MASTER SERGEANT: T/Sgts. Mohr, Pace, Chandler, Matthews Anderson, Schmelt, Sullivan.

To TECHNICAL SERGEANT: S/Sgts. Kuzbik, Simon, Nutt, Worley, Mahler, Veale, Sweitzer.

To STAFF SERGEANT: Sgts. Baca, Cullen, Helrilge, Whaley, Cox, King, Patterson, Boyle, Demarais, McNellis, Benton, Dunaway, Owens, Williams.

To SERGEANT: Cpls. Gonzales, Sawyer, Klinoff.

To CORPORAL: Pvt. Adams.

September.

To CAPTAIN: 1st Lts. Byrne, Perdew, Williamson.

To FIRST LIEUTENANT: 2nd Lts. Ackley, Gleason, Shiels, Chaney, Luedke, Wright.

To TECHNICAL SERGEANT: S/Sgts. Chambers, Hemmingson, Duval, Zenishek.

To STAFF SERGEANT: Sgts. Avent, Bowles, Loso, Mann, Reyer, Stephens, Weber, Bartshe, Kreeber, McCalvin, Palmer, Sargent, Soukalas, White.

To SERGEANT: Cpls. Charon, Dotson, Marsh, Miner, Sequeria, Smith, Cloutier, Ebel, Miller, Moody, Sloan.

October.

To FIRST LIEUTENANT: 2nd Lts. Menzel, Shumway, Smith, Kelley, Brown.

To TECHNICAL SERGEANT: S/Sgt. Williams.

To STAFF SERGEANT: Sgt. Shevchik.

To SERGEANT: Cpl. Stoneking.

RETURNED TO ZONE OF INTERIOR

May: 1st Lt. Angell, 1st Lt. Gramling, T/Sgt. Osborne, S/Sgt. Lucas, 1st Lt. Goode, 1st Lt. Gibson, T/Sgt. Touchstone, S/Sgt. Cox, 1st Lt. Lutton, T/Sgt. Johnson, S/Sgt. Hopkins.

June: 1st Lt. Fischborn, 1st Lt. Wells, T/Sgt. Foster, T/Sgt. Petrucci, S/Sgt. Barnhouse, S/Sgt. DeWitt, S/Sgt. Lantz, 1st Lt. Diekmann, T/Sgt. Appleby, T/Sgt. Gallup, T/Sgt. Smith, S/Sgt. Barnich, S/Sgt. Griffin, S/Sgt. Robstock, 1st Lt. Kamhi, T/Sgt. Banzhof, T/Sgt. Galluzzo, T/Sgt. Vickery, S/Sgt. Coleman, S/Sgt. Hamilton, S/Sgt. Stiner.

July: Capt. Gumm, 1st Lt. Kane, 1st Lt. Robinson, M/Sgt. Brummett, T/Sgt. Casady, T/Sgt. Kolenda, S/Sgt. Ilnicki, Sgt. Hall, Capt. Mazanowski, 1st Lt. O'Leary, 1st Lt. McNichols, M/Sgt. Bradham, T/Sgt. Cahill, T/Sgt. Shaak, S/Sgt. Johnson, Pfc. Weycker, Capt. Pawlowski, 1st Lt. Richter, 1st Sgt. Wiegel, T/Sgt. Baker, T/Sgt. Ellis, S/Sgt. Conley, S/Sgt. Stankier.

August: Capt. Laverell, Capt. Nice, 1st Lt. Booth, 1st Lt. Funk, 1st Lt. Lewis, 1st Lt. Maney, 1st Lt. Overstreet, 1st Lt. Pfeifer, 1st Lt. Ritzdori, 1st Lt. Vavrick, 2nd Lt. Curtis, M/Sgt. Abbott, M/Sgt. Brown, M/Sgt. Iseli, M/Sgt. Murphy, M/Sgt. Wells, T/Sgt. Johnson, M. R., T/Sgt. Johnson, J. R., T/Sgt. Ford, T/Sgt. Anderson, R., T/Sgt. Pattengale, T/Sgt. Vosburg, T/Sgt. Wilkins, T/Sgt. Jarrett, T/Sgt. Zecher, S/Sgt. Mantcoth, S/Sgt. Linder, S/Sgt. Prince, S/Sgt. Hrzic, S/Sgt. Carraway, S/Sgt. Harmon, Sgt. Gonzales, T/Sgt. Veale.

September: Capt. Neil, T/Sgt. Forlander, T/Sgt. Meek, T/Sgt. Sweitzer, T/Sgt. Zenichek, T/Sgt. Lovelace, T/Sgt. King, S/Sgt. Ligon, S/Sgt. Kolowith, Sgt. Houlihan.

October: None.

PERSONNEL DATA—ASSIGNED

May: 1st Lt. Russell, 1st Lt. Loring, 2nd Lt. Wilson, 2nd Lt. Wright, 2nd Lt. Dada, 2nd Lt. Doyle, 2nd Lt. Gleason, 2nd Lt. Luedke, 2nd Lt. Shiels, T/Sgt. Mongello, T/Sgt. Reilly, S/Sgt. Hoopea, S/Sgt. Stout, S/Sgt. Culkin, S/Sgt. Cowperthwaite, S/Sgt. Fowler, Sgt. Shevchik, Sgt. Sargent, Sgt. McCalvin, Sgt. Polinsky, Sgt. Kreeber.

June: 2nd Lt. Ackley, 2nd Lt. Smith, 2nd Lt. Beck, 2nd Lt. Holman, 2nd Lt. Kelly, 2nd Lt. Hessler, 2nd Lt. Krobot, S/Sgt. Schwartz, S/Sgt. Jones, S/Sgt. Smart, Sgt. Avent, Sgt. Johnson, Sgt. Bowles, Sgt. Russ, Sgt. Bell, Sgt. Gaines, Sgt. Hathfield.

July: 2nd Lt. Hopper, 2nd Lt. Thornton, 2nd Lt. Menzel, 2nd Lt. Coombs, 2nd Lt. Cather, F/O. Franklin, S/Sgt. Dorn, S/Sgt. Connor, S/Sgt. Fanini, S/Sgt. Toornburg, Sgt. Augustine, Sgt. Lovell, Sgt. Jankowsky, Sgt. Benesch, Sgt. Hanilion, Sgt. Krant.

August: 2nd Lt. Hill, M/Sgt. Svenson, M/Sgt. Hudson, S/Sgt. Stanick, S/Sgt. Johnson, S/Sgt. Harper, S/Sgt. Robley, Sgt. Abel, Cpl. Bulger, Cpl. Bevilacqua, Cpl. Nicholson, Cpl. Michalwicz, Pfc. McDonough, Pfc. Slover, Pfc. Ehmke, Pfc. Lavin, Pfc. Lambert, Pfc. Matthews, Pfc. Meyers, Pfc. Paulson, Pvt. Ferris, Pvt. Clark, Pvt. MacAdam, Pvt. Lundborg.

September: 1st Lt. Wagner, 2nd Lt. Buchtel, 2nd Lt. Dutton, 2nd Lt. Easter, 2nd Lt. Steadman, 2nd Lt. Cole, 2nd Lt. Doyle, 2nd Lt. Owen, 2nd Lt. Petersen, 2nd Lt. Bogue, 2nd Lt. Zoghaib, 2nd Lt. Wise, 2nd Lt. Frederick, 2nd Lt. Mack, 2nd Lt. Tempest, 2nd Lt. Burtner, 2nd Lt. Buttner, 2nd Lt. Freeman, F/O. Dichiaro, F/O. Irwin, T/Sgt. Oliver, S/Sgt. Cyr, S/Sgt. Thompson, Sgt. Maynard, Sgt. Henry, Sgt. Tevlin, Sgt. Hogaboom, Cpl. Hollabaugh, Cpl. Kobo, Cpl. Chandler, Cpl. Huss, Cpl. Paslowski, Cpl. Surber, Cpl. Edelmann, Cpl. Touart, Cpl. Brucker, Cpl. Lowe, Cpl. Naylor, Cpl. Toennigee.

October: 1st Lt. Scheffler, 2nd Lt. Allison, 2nd Lt. Ammon, 2nd Lt. Barnhart, 2nd Lt. Whitley, 2nd Lt. LaRocque, 2nd Lt. Leech, 2nd Lt. Shore, 2nd Lt. Smith, 2nd Lt. Carey, F. M., 2nd Lt. Carey, J. C., 2nd Lt. Bowen, 2nd Lt. Brelje, 2nd Lt. Chambers, 2nd Lt. Ponge, 2nd Lt. Mueck, 2nd Lt. Russell, F/O. Ziedsee des Planes, T/Sgt. Barnes, T/Sgt. Simon, T/Sgt. Westphal, S/Sgt. Mitchell, Sgt. Belus, Sgt. Foote, Sgt. Szczygiel, Sgt. Wilder, Cpl. Congdon, Cpl. Hawkins, Cpl. Paterno, Cpl. Baron, Cpl. Birkenfeld, Cpl. Hutton, Cpl. Daugherty, Cpl. Molitor, Cpl. Perkins, Cpl. Kohake, Cpl. Mellon, Cpl. Homan, Pvt. Crus, Pvt. Talage, Cpl. Dumont, Cpl. Goodwin.

KILLED OR MISSING IN ACTION

May: None.

June: None.

July: None.

August: (Missing) 1st Lt. Halsell, 2nd Lt. Nagy, S/Sgt. DeFusca, S/Sgt. Duncan, S/Sgt. Kaldon.

September: (Killed) 1st Lt. White, 2nd Lt. Hopper, S/Sgt. Dorn, Sgt. Lovell.

October: None.

REPORT OF MISSIONS

MAY THRU OCTOBER 1944

1 May 44: Tangyang Airdrome.

Two B-25's dropped 36x500 lb. demos and 8x300 lb. demos on Tangyang Airdrome. No bombs hit assigned target which was depot and storage area on eastern side of runway. 70% of bombs were on runway.

4 May 44: Sea Sweep, South China Sea.

No bombs dropped by 2 B-25's on sea sweep. Southwest of Hong Kong, 12x60 foot sampans, laden with cargo, were sighted and thoroughly strafed. It is believed that all persons aboard were killed.

3 May 44: Tangyang Airdrome.

Four B-25's dropped 32x300 lb. demos scoring 50% hits in the target area. Bombs from 3 aircraft fell into depot and storage area northeast of runway continuing into river south of the area.

6 May 44: Hankow Airdrome.

In a coordinated mission with CACW Mitchells, 6 B-25's escorted by 20 P-40's, 8 P-38's and 16 B-51's, struck at Hankow Airdrome. In order to lure enemy fighters into the air, the longest route to the target was taken. Only one enemy fighter was seen by our crews, but estimates of top cover were 40 to 60 enemy aircraft. 48x300 lb. demos were dropped by these 6 aircraft, scoring 100% hits in the target area. Bombs fell through barracks and storage areas south of the airdrome.

11 May 44: Storage Area NW. of Railroad Yards at Sinyang.

Six escorted B-25's dropped 40x300 lb. demos and 6x500 lb. demos scoring 90% hits in the target area. A few bombs were short in railroad yard. Two were over. Smoke and dust columns rose 1,500 to 2,000 feet into the air obscuring all damage.

14 May 44: Motor Park NW. of Linsiang A/D.

Twenty-two enemy aircraft intercepted this formation of two B-25's before the target was reached. No bombs were dropped. Three enemy aircraft are claimed as probables.

17 May 44: Warehouse and Barracks Area at Shayang.

Seven escorted B-25's dropped 84x100 lb. demos scoring 90% hits in the target area. Six bombs were over into the field and small lake north of the target. No fires were started.

18 May 44: Barracks and Storage Area at Crossroads North of Chienyangi.

Six escorted B-25's dropped 36x100 lb. demos and 36x120 lb. incendiary clusters scoring 90% hits in the target area. Demos walked through building area northwest of crossyards and into field beyond. 24 incendiary clusters hit short and went through area southwest of crossroads and into area northwest. One aircraft salvoed incendiaries which were over.

19 May 44: Sea Sweep, South China Sea.

A convoy, which was the primary objective for these two B-25's, was not sighted. Near Sanchau Island, one 75 mm. shell was fired at a 75 feet sampan. It was a miss. Lead plane strafed this boat and left it in a sinking condition. At Henghai Bay, 3 laden sampans, about 75 feet in length, were attacked. One bomb was dropped between 2 of these sampans, sinking them both. Three bombs were dropped near the other sampan which was seen to sink almost immediately. This last sampan was also strafed.

21 May 44: Shipping Sweep, South China Sea.

Two B-25's made a thorough search in the area of St. John's Island, but encountered nothing other than a few unladen sampans. Because of unfavorable weather, they continued their search no further and returned to base.

22 May 44: Sea Sweep, South China Sea.

At Kaulan Island, one B-25 made one bomb run and two strafing passes on a cargo vessel of about 150 feet in length. Two bombs were dropped on second run, one of which was a miss and the other struck the deck and bounded off, exploding in midair. It is believed that serious damage was done to the vessel by this bomb. Other B-25 followed very much the same course as first aircraft but sighted no targets and returned bombs to base.

22 May 44: Sea Sweep, South China Sea.

No suitable bombing targets were sighted by these two B-25's. Bombs were returned to base.

26 May 44: Sea Sweep, South China Sea and Formosa Strait.

Soon after taking off these two B-25's were separated while climbing through an overcast and flew separate courses from that point on. Off Breaker Point, Lt. Haman's plane sighted and attacked a 100-foot cargo vessel. On the first run, all the bombs were accidentally salvoed when the bomb-bay doors were open. The ship was strafed on this and three succeeding runs. On the fourth strafing run, some of the tanks which covered the ship's deck were seen to explode and the vessel burst into a mass of flames. Other aircraft returned bombs to base.

26 May 44: Sea Sweep, South China Sea.

Two unescorted B-25's attacked two 100-foot gunboats in the South China Sea. The wing plane made two runs on one of the vessels. On the first run one possible hit and one near miss with the 75 mm. cannon was scored. One bomb, dropped on the second run, was over, causing no apparent damage. Gunfire from the vessel damaged the plane to such an extent that it salvoed its remaining bombs and headed for the coast where it crash landed in water off Fokai Point. Lead plane attacked second vessel. On the first run two 75 mm. shells were fired, one being over and the other a direct hit on the stern of the ship. Three succeeding runs were made. One bomb was dropped which was a near miss and two 75 mm. shells were fired. Both were over. Captain Pawlowski and other crew members were injured during this encounter by fire from the gunboat. This plane became lost and gas ran so low that it was forced to crash land 20 miles southeast of Chaling. No lives were lost on either of these two aircraft and all personnel were eventually returned to their original base.

29 May 44: Tangyang, China.

Seven escorted B-25's dropped 114x100 lb. demos scoring less than 10% hits in the target area which was the town on north bank of the river.

30 May 44: Village 4 Miles West of Kweiyi, Reported to Be Troop and Supply Concentrations.

Five escorted B-25's dropped 29x500 lb. demos, scoring 75% hits. Dust and smoke columns obscured results of bombing. Five or six bombs went over into an adjacent field.

1 June 44: Hankow Airdrome.

Taking off at staggered intervals and flying in flights of two, six B-25's made night attacks on Hankow Airdrome. Planes were each loaded with 12 parafrag clusters. Plane No. 1 dropped on west runway. Plane No. 2 dropped among hangars southeast of field and area adjacent to east runway. Plane No. 3 dropped 9 clusters in 3 runs on revetment areas southeast of Pauluchi Airdrome and 3 clusters on motor convoy encountered north of Yochow. This aircraft

also strafed many small boats on east shore of Tung Ting Lake. Plane No. 4 dropped no bombs. Plane No. 5 dropped in string from revetment southwest of Hankow A/D to western-most NE-SW runway. Plane No. 6 dropped one-half of its clusters in revetments west of the field and one-half among hangars SE side of the field. 100% hits were scored on all bomb runs.

2 June 44: Shipping in Ft. Bayard Harbor.

One B-25, in a night attack, dropped 2x500 lb. demos on the town of Chihkom and 2x500 lb. demos among aircraft on the airdrome. This plane then began a run on 5x150 foot vessels anchored off Ft. Bayard. Heavy concentrations of 20 mm., 40 mm. and machine gun fire was encountered on beginning run and a direct hit on the nose of the aircraft wounded the bombardier. The pilot then dove to the deck to evade this fire and returned to base without dropping his two remaining bombs.

3 June 44: Enemy Troops and Stores Reported in Pingkiang.

Six escorted B-25's dropped 72x100 lb. demos scoring 100% hits in the target area. Bombs were dropped in the northeast section of the city and were laid in a string from the outer edge to the center of the city. Smoke columns rose to 4,000 feet above the area bombed.

6 June 44: Reported Enemy Troop Concentrations on Tienhsin Hu Island.

Six escorted B-25's bombed the town of Yuankiang, which was the alternate target for this mission. 72x100 lb. demos were dropped scoring 25% hits. Misses were over, falling into the lake. About 18 bombs fell in the northwest fringe of town causing little damage.

6 June 44: Pailuchi Airdrome.

Five unescorted B-25's dropped 48 parafrag clusters scoring 100% hits. Planes No. 1 and No. 5 dropped entire loads among revetments north of the old landing strip. Plane No. 2 did not drop its bombs. Plane No. 3 dropped its clusters in the revetments south of the runway and in the revetted building area northeast of the runway. Plane No. 4 dropped its bombs among the double revetments north of the runway.

8 June 44: Yuankiang, China.

Five escorted B-25's dropped 48x100 lb. demos on Yuankiang scoring 100% hits. One large fire was observed.

8 June 44: Pailuchi Airdrome.

In night attacks, six B-25's dropped a total of 60 parafrag clusters. Three planes dropped on Pailuchi Airdrome scoring 100% hits. Although no fires were observed, it is felt that any aircraft, parked in revetments on which bombs fell, would have been damaged. One plane dropped its bombs on Pachi Airdrome with unobserved results. One plane salvoed its bombs over the countryside west of Yochow. One aircraft experienced engine trouble and returned to base with full bomb load.

9 June 44:

Five B-25's escorted by 11 P-51's were briefed to attack the town of Siangyin. One aircraft took off, but due to engine trouble 10 minutes later, returned to base. The remaining 4 planes dropped 48x100 lb. demos on the target. Virtually all bombs landed to the right or east of the target.

9-10 June 44: Hankow and Wuchang Airdromes.

In night attacks, seven B-25's dropped a total of 36xM1 frag clusters and 6x500 lb. demos with delay fuses. Plane No. 1 dropped its frags squarely into the revetments at Hankow. Planes No. 2 and No. 3 dropped their frag clusters into the revetment area north of the E-W runway at Wuchang. Plane No. 4 dropped its load of delayed 500 lb. demos in the building area and revetments along the eastern edge of Hankow Airdrome.

10-11 June 44: Hankow and Wuchang Airdromes.

In night attacks, seven B-25's dropped a total of 36xN1 frag clusters and 18x500 lb. demos with long delay fuses. Plane No. 1 dropped its frag clusters on the revetment area at Hankow. Three or four minutes after the bombs were dropped, a very large explosion was seen in the target area. Plane No. 2 dropped its frags in the barracks and warehouse area south of the runway at Wuchang. Plane No. 5 dropped its parafrags in the western revetment area at Hankow. Plane No. 4 dropped its frag clusters in the revetment area north of Wuchang Airdrome. No fires were seen. Plane No. 5 got off course and, with the threat of a possible gasoline shortage, decided to drop its delayed 500 lb. demos on a target of opportunity. Sighting a straight line of 12 lights, it dropped on these. Because of the long delay fuses, no results could be observed. Plane No. 6 dropped its 500 lb. demos in the depot and hangar area west of the N-S runway at Wuchang Airdrome. Plane No. 7 dropped its 500 lb. demos on the N-S runway at Wuchang.

11 June 44: Troop Concentrations If Sighted in Yiyang Area.

Four escorted B-25's sighted no suitable targets in the area originally assigned and proceeded to the tertiary target, the town of Lanchi. 48 x M1 frag clusters were dropped, scoring 30% hits in the town. Other 70% were over in the water and village on north bank of river.

10 June 44: Military Traffic on Roads NW of Changsha.

Three B-25's dropped a total of 36 parafrag clusters on targets of opportunity. Most of the parafrags were dropped along the road in the midst of pack trains and troop columns. A few were dropped in villages where enemy troops and pack animals were gathered. Several were dropped in a small hostel area in the vicinity of Pingkiang where a large fire was started. All of these targets were thoroughly strafed.

11 June 44: Military Traffic on Roads NE of Changsha.

Dropping 24 parafrag clusters, 2 B-25's bombed and strafed enemy troops, killing approximately 100 troops and an equal number of pack animals.

11-12 June 44: Hankow, Wuchang and Pailuchi Airdromes.

In night attacks, six B-25's dropped a total of 48 frag clusters and 12x500 lb. demos with delayed fuses. Plane No. 1 dropped its frags in the revetment area on the north side of Wuchang Airdrome. Plane No. 2 dropped its frags in the revetment area on the eastern side of Hankow Airdrome. Plane No. 3 dropped its frags on the revetment area on the west side of Pailuchi Airdrome. Plane No. 4 dropped its frag clusters in the west revetment area at Pailuchi Airdrome. Plane No. 5 dropped its 500 lb. demos on the warehouse and building area along the eastern edge of Hankow. Plane No. 6 dropped its 500 lb. demos on the building area in the northwest corner of Wuchang Airdrome.

12-13 June 44: Pailuchi Airdrome.

Two B-25's made night attacks on Pailuchi Airdrome. Plane No. 1 dropped 12 parafrag clusters in the revetment area to the west of the airdrome. Second plane did not drop its bombs.

13 June 44: Railroad Yards, Wuchang, China.

In a coordinated mission with the 491st Bombardment Squadron ten escorted B-25's of this squadron dropped 80x250 lb. demos on Wuchang railroad yards. Insofar as was observed, there were no hits in the target area. Enemy aircraft were taken care of by top cover and did not attack bomber formation.

17 June 44: Targets of Opportunity. Boats and Troops in the Area NE of Yiyang.

No suitable targets were sighted. Just before reaching the southern edge of the Tung Ting Lake, the formation of 4 B-25's encountered 8 to 12 enemy fighters, half of which engaged the escorting P-40's. The other enemy aircrafts followed the bombers, and 8 P-40's that remained with them, as far as Yiyang.

17 June 44: Lanchi, China.

Two B-25's attacked Lanchi dropping 9 incendiary clusters. 75% hits were scored.

17 June 44: Targets of Opportunity in the Changsha Area.

One B-25 of this organization and one B-25 of the 491st Bombardment Squadron dropped 12 parafrag clusters on targets in the Siang River. The Eleventh Bombardment Squadron's plane sighted 2 groups of power boats, 60 to 70 feet in length, travelling south on the river. Three bombs were dropped on the first group and 4 on the second. One bomb landed squarely amidship on one of the craft causing it to explode. Other hits were observed but damage could not be estimated. The 491st Bombardment Squadron's plane located 3 powered boats on the west bank of the river 10 miles north of Changsha. Eight bombs were dropped but results were not observed. Remaining bombs were dropped on 4 vessels south of Siangyin. These ships were badly damaged.

17 June 44: Chuchow, China.

In a coordinated attack with 3 CACW Mitchells, 4 B-25's of this squadron bombed Chuchow. All of the 36x100 lb. demos and 3 of the 4x500 lb. demos fell squarely within the target area.

17 June 44: Shanglishih, China.

Two B-25's bombed this target with 24x100 lb. demos scoring 90% hits in the target area. Other 10% fell in river. Except for the 5 bombs which fell in the river, all of the demos hit in the town or on the bridge. The bridge is believed to have been destroyed, for numerous hits were scored on it and fires as well as quantities of debris were observed over the area. One plane carrying parafrags, dropped its load on a small village south of Liuyang. Bombs landed squarely on the village. One aircraft returned frags to base.

17 June 44: Road Leading NE Out of Liling.

Four B-25's dropped a total of 48 incendiary clusters. Bombs were dropped at irregular intervals, beginning on the outskirts of Liling and extending to Kinkangtow. Direct hits were scored on several buildings alongside the road.

13 June 44: Military Traffic E. of Changsha and Pontoon Bridges at Liuyang.

Plane No. 1 dropped all 12 parafrag clusters on the pontoon bridge at Liuyang and thoroughly strafed the target at the same time. The bridge is believed to have been destroyed. Along the road to Yunganshih, plane No. 2 dropped its parafrag clusters, one by one, on groups of enemy foot soldiers and pack horses. This plane also strafed these troops. Because of the lightness of traffic, only 50 to 100 enemy troops, and a like number of pack animals are believed to have been killed or injured.

14 June 44: Enemy Traffic on River North of Changsha.

In a night river sweep, two B-25's dropped 24 parafrag clusters. At Siangyin, plane No. 1 dropped 6 clusters on 5 troop barges found close together in mid-stream. All barges were probably destroyed. This aircraft also strafed gun positions on the east bank of the river 5 miles north of Changsha. Plane No. 2 dropped 2 clusters on a 50 to 70 foot barge, discovered about 3 miles north of Changsha. Two clusters were dropped on a concentration of small boats north of Changsha. This aircraft also dropped 8 clusters on gun positions 18 miles north of Changsha.

15 June 44: Tsungyang, China.

Because of the urgency of this mission, this formation of two B-25's proceeded into bad weather as far as Hengyang where a 400-foot ceiling was encountered and planes were forced to turn back.

15 June 44: Ningsiang, China.

This B-25 ran into bad weather and turned back in vicinity of Thalín.

18 June 44: Shipping Concentration in the Siang River and Delta S. of Tung Ting Lake.

Formation of 4 B-25's sighted boats along the east bank near Laoling and started to make a run on them when heavy A/A positions were spotted. Shifting slightly from the original course of their run, the flight made a run on the A/A positions instead. 100% hits were scored and many of the guns ceased firing as the bombs exploded. 36 parafrag clusters were dropped on these positions.

18 June 44: Flight No. 1 river area between Yiyang and the Siang River. Flight No. 2 Siang River between Chengsha and Siangyin. Flight No. 3 river area from Chuchow to Changsha.

Three flights of 2 planes each made night attacks on river shipping between Yiyang and Siang River. 1st flight (491st BS) dropped 3xM1 frag clusters on a 75 foot powered boat north of Taungshuipu, but scored no hits. Three more clusters were dropped on a group of boats south of Paimasse. Six remaining clusters were dropped on the town of Ikiawan. One oil fire was started. Wing plane dropped all 12 clusters on Jap encampment east of Tiyang. 2nd flight (11th BS) turned back because of weather and dropped no bombs. 3rd flight (11th BS) dropped 24xM1 clusters on shipping concentrations in Siang River west of Chushow. Due to darkness, no estimate of damage was made.

19 June 44: Targets of Opportunity in the Siang River N of Changsha.

Two escorted B-25's dropped a total of 16x250 lb. demos. Lead plane strafed and dropped 4 bombs on a group of boats north of Siangyin. Bombs landed dead center and one boat exploded, giving off heavy black smoke. This aircraft dropped its remaining 4 bombs on the town of Ningsiang, which was the alternate target for this mission. One large fire was started. The wing plane dropped 2 of its bombs on a boat estimated at 40 to 60 feet long. The bombs fell short. Further south, 2 more bombs were dropped on a cluster of 460 footers. One hit was scored. The remaining 4 bombs were released on a group of craft on the Siang River below Kiakow. Results were not observed. In all of these attacks the crafts were thoroughly strafed.

23 June 44: Targets of Opportunity in the Siang River N of Changsha.

Two unescorted B-25's dropped 16x250 lb. demos on a group of large sampans about 50 miles north of Hengyang. Results of the strafing and bombing were 3 ships under water and the rest badly damaged. Several formations of mounted soldiers were also strafed on the road from Youngfeng to Hengyang. The wing plane strafed cavalry troops.

23 June 44: Targets of Opportunity on the river from Hangshan N.

Two unescorted B-25's dropped a total of 8x250 lb. demos and 12xM1 frag clusters. A large 100 foot sampan was attacked in the

river below Chuting. One bomb was dropped which left the boat in a sinking condition. Three more bombs were dropped on several sampans further up the river. One was sunk and the other damaged. A large river sampan was also attacked north of Sanmen and this boat was claimed to have been damaged. The second plane dropped bombs on a group of sampans opposite Chuting. Three were sunk and 3 were in a sinking condition.

23 June 44: Targets of Opportunity on road from Paoching N to Changsha.

Two unescorted B-25's dropped a total of 24 parafrag clusters. Two clusters were dropped on a large sampan. Craft was also strafed. Results could not be determined but boat was hit. Remaining clusters were dropped on the town of Ikiawan. The town was squarely hit and there was one large explosion and two fires started.

23 June 44: River Sweep from Hengyang.

Two unescorted B-25's dropped a total of 6x250 lb. demos and 12xM1 frag clusters. This formation sighted no suitable targets on sweep up the river. When they reached Chuchow they decided to drop their bombs on that town. One large fire was started in the eastern part of the town.

25 June 44: Sinshih.

Two escorted B-25's dropped a total of 24xM1 frag clusters. Eight clusters were dropped on some buildings in Sinshih that appeared to be housing military personnel. No fires were started. Remaining 16 clusters were dropped on a concentration of trucks and other vehicles in the NW part of the city of Kwedyi. Just outside the town a large camp containing many troops, horses and tents was strafed with better than 3,000 rounds of 50 caliber ammo.

25 June 44: River Sweep from Hengshan to Tung Ting Lake along the Siang River.

Two unescorted B-25's dropped a total of 16x250 lb. demos. A large concentration of shipping was attacked between Toshih and Kiakov with 75 mm. cannon, then strafing and finally 4 bombs were dropped. Although many hits were scored both with ammo and bombs, it was difficult to estimate the number of boats sunk because they were clustered so closely together. Piles of supplies in open spaces around the town of Siangyin were strafed. Two double decked power boats were sighted 4 miles north of Changsha. A direct hit with 75 mm. cannon was made on first run, collapsing vessel's superstructure in the center. After strafing, there was three bombs dropped with one hit and 2 near misses on the other boat. The last bomb was dropped on another power boat approximately the same size. Bomb was a direct hit.

25 June 44: Yuankiang, China.

Five escorted B-25's (2 a/c of the 491st Bombardment Squadron) dropped 68x100 lb. demos on Yuankiang. 70% hits were scored. Some bombs were over in lake.

26 June 44: Tungcheng, China.

These 2 B-25's were unable to get gas tanks topped off at Lingling and, lacking sufficient fuel for trip to Tungeheng and back, they decided to bomb Pingkiang instead. All 24 parafrag clusters landed squarely in the center of the town. Many large fires and several small ones were started.

26 June 44: Siangtan, China.

Two B-25's dropped a total of 24 parafrag clusters. Lead plane dropped 12 clusters on a small town south of Siangsiang. Wing plane dropped its bombs on Siangtan. Many fires were started.

26 June 44: Pingkiang, China.

Six escorted B-25's (3 a/c of the 491st Bombardment Squadron) dropped 82x100 lb. demos on town of Pingkiang. Bombing pattern started just short of the town. One distinct large fire was started and several small ones.

27 June 44: River Sweep S of Chuchow.

Two unescorted B-25's dropped a total of 16x250 lb. demos. Lead plane dropped its bombs on several small villages at river bend below Wangshilwan. Villages were strafed at the same time. Wing plane dropped 2 bombs on a group of sampans below Chuchow, scoring one near miss. Remaining 6 bombs were dropped on the town of Chuchow.

27 June 44: Road Sweep SW of Changsha.

Two unescorted B-25's dropped a total of 24 frag clusters. Lead plane dropped 12 clusters in the town of Siangeiang. All bombs landed in the town and one large fire was started. Wing plane dropped 6 clusters on the town of Tshshni and remaining 6 clusters on a bridge at Tanshih. 100% hits scored and Tanshih bridge was completely demolished.

28 June 44: Road Sweep from Pingkiang to Tsungyang.

Two escorted B-25's dropped a total of 24 parafrag clusters. Lead plane strafed and dropped 5 clusters on 25-30 trucks N of Pingkiang. Clusters hit squarely among trucks. Farther north 20-30 trucks were strafed and bombed with 5 clusters, which landed among trucks. Large concentration of trucks was attacked near Nankiang. 14 clusters were dropped in 4 runs on these trucks and 2 strafing runs were made.

28 June 44: Pingkiang, China.

In a coordinated mission, 6 B-25's of the 11th BS and 491st BS, escorted by 8 P-40's, dropped 43x250 lb. demos on the town of Pingkiang. 95% hits were scored in the target area. While bombers were making their run, fighter escorts contacted enemy fighters. Enemy a/c made no passes on our formation.

28 June 44: River Sweep Hengyang to Hengshan.

Carrying only 75 mm. shells, 2 escorted B-25's attacked river shipping. 18 rounds of 75 mm. and 700 rounds of 50 caliber ammo were expended. Many sampans were sunk and damaged, but number could not be observed because they were packed so tightly together. Eight 75 mm. shells were fired into the town of Hengshan.

28 June 44: Liling, China.

Four escorted B-25's dropped a total of 48x100 lb. demos on the town of Liling. The first element's bombs fell short while those of the second element landed in the city.

29 June 44: Yuhsien, China.

Six escorted B-25's dropped a total of 80x100 lb. demos on the town of Yuhsien. 40% of the bombs hit in the target area. Misses were short falling into the river.

29 June 44: Targets of Opportunity in the Tung Ting Lake.

Carrying only 75 mm. shells, 2 escorted B-25's searched for shipping in the Tung Ting Lake. Finding no shipping in the lake itself, the planes continued down the Siang River to a point north of Hengyang where they sighted a large group of sampans. In all 47 rounds of 75 mm. shells and approximately 2000 rounds of 50 caliber ammo were expended. Two direct hits were scored on a large sampan carrying oil. One large barge received a direct hit and probably sank.

29 June 44: Yiyang, China.

Six escorted B-25's dropped a total of 72x100 lb. demos on the town of Yiyang. 10% of the bombs hit in the town starting 2 large fires. Other bombs landed in the water to the west of the town.

29 June 44: Artillery positions in the vicinity of Hengyang.

The artillery positions in the vicinity of Hengyang could not be spotted on the course out. Both planes therefore dropped their bombs on Hengshan. One plane dropped all of its 12 parafrag clusters and strafed in the southern part of Hengshan with unobserved results. Plane also strafed and caused to blow up one 50 foot boat laden with gasoline. The other plane dropped all 12 parafrag clusters on 2 clumps of woods 5 miles north of Hengshan from which intense small arms fire had been encountered.

30 June 44: Trucks on the Pingkiang-Tungeheng road.

Two escorted B-25's dropped a total of 24 parafrag clusters. Lead plane salvoed its 12 clusters on truck convoy north of Pingkiang. Several clusters landed short. Wing plane dropped its 12 clusters on a concentration of trucks in Meisien, scoring many direct hits. This aircraft also strafed a formation of troops in Meisien, killing many troops. Lead plane made 2 strafing passes on trucks along road.

30 June 44: Chuchow, China.

Six escorted B-25's dropped 72x100 lb. demos on the town of Chuchow. All bombs fell within the target area. Pulling away from the target, crews noted 2 or more smoke columns rising to a height of 3000 feet. On the return course, a large formation of enemy aircraft was seen. The B-25's were unescorted at this time.

30 June 44: Hengyang Airdrome.

Taking off at staggered intervals, 5 B-25's dropped a total of 24x500 lb. delayed demos in night attacks on Hengyang Airdrome. 100% hits were scored on the field. Plane No. 3 expended 4x75 mm. shells and 1,855 rounds of 50 caliber ammo on a group of large sampans north of Hengyang. Other boats along shore were thoroughly strafed by this aircraft. Due to malfunction of the release mechanism, plane No. 4 returned all bombs to base. Automatic weapons fire was encountered over Hengyang Airdrome and was intense and accurate.

1 July 44: Tungcheng.

Tungcheng, the primary target, was not attacked because of unfavorable weather. The flight of 6 B-25's therefore dropped on the

alternate target of Pingkiang. All 72x100 lb. demos landed within the target area and, though no fires or smoke columns were observed, numerous hits on buildings were observed.

1 July 44: Hengyang Fighter Strip.

One plane strafed about 75 sampans and set one afire. The other aircraft sighted about the same number of sampans and strafed everything that came into view. With the exception of one plane all planes reported that their bombs landed squarely on the fighter strip.

2 July 44: Shipping on the Tung Ting Lake.

One B-25 scored a direct hit with the cannon on a 75 foot boat which literally fell apart in the water. Two other boats, one 75 feet and the other 100 feet, were hit and destroyed. This aircraft continued north, spotted several other boats lined up along the shore and severely damaged them with 50 caliber gun fire. This plane also strafed probable ack-ack positions in the vicinity where the boats were sunk.

3 July 44: Dropping Ammo to Chinese ground forces in Hengyang City.

Thirty-five packages dropped by 6 B-25's over Hengyang. Five attached parachutes failed to open.

3 July 44: Dropping of Ammo to Chinese ground forces in Hengyang City.

All bundles dropped by 5 B-25's.

3 July 44: 520 foot Bridge at Tungyang.

Two B-25's dropped 12x500 lb. demos. Most of the bombs were over, one was a near miss, and another ruined the northern approach to the bridge. Both planes continued along the road to Tungchang and in all strafed approximately 200 trucks.

4 July 44: Liling, China.

Six B-25's dropped 72x100 lb. demos, half of which was dropped on Liling and the other half on Yuhsien. 100% hits scored.

4 July 44: Hengyang Airdrome, dropping of medical supplies on town of Hengyang.

Five unescorted B-25's dropped a total of 5x1000 lbs. delayed demos and 12x500 lb. delayed demos. All bombs fell squarely on the runway and taxi strip. One plane dropped medical supplies to Chinese ground forces in the city of Hengyang. Planes proceeded separately down river toward Hengshan, strafing boats and villages along the river. An estimated 40x30 foot boats were destroyed, and numerous fires were started in villages along way.

5 July 44: Hengyang, dropping of food, ammo and medical supplies.

Three unescorted B-25's dropped a total of 11 bundles safely into the central portion of the city. Two parachutes did not open.

5 July 44: Tungchang, China.

These 4 B-25's lost contact with their fighter escort near Hengyang where the latter encountered a formation of enemy aircraft. Thinking it inadvisable to proceed to the primary target, the bombers dropped all of their 16x100 lb. demos on the town of Liuyang which was the alternate target. All bombs hit squarely in the town, scoring direct or near hits on civilian type buildings.

5 July 44: Hengyang, dropping ammo, food and medical supplies.

Two unescorted B-25's dropped bundles of supplies to Chinese troops in Hengyang. All but 2 bundles landed safely in the center of the city. 10 miles north of Hengyang, a group of buildings were thoroughly strafed. One aircraft strafed a concentration of motor trucks, horses, and men at Szetang, damaging 2 or 3 trucks and killing a possible score of horses and men.

5 July 44: Hengyang, dropping bundles of ammo, food and medical supplies.

Two unescorted B-25's dropped 20 parachute bundles in the center of the town. One aircraft turned back because of engine trouble.

5 July 44: Hengyang Airdrome.

Taking off at staggered intervals, 6 unescorted B-25's dropped 9x1000 lb. demos and 18x500 lb. demos in night attacks on Hengyang Airdrome. All bombs had delay fuses ranging from 8-11 seconds up to 24 hours. All bombs hit in the specific target area assigned.

6 July 44: Sinshih, China.

Six escorted B-25's dropped 72x100 lb. demos on the town of Sinshih scoring 100% hits in the target area. A pontoon bridge, used by the Japs to cross the river into motor pool, was hit and many bombs landed in the northeastern part of the town.

6 July 44: Kweiyi, China.

Six escorted B-25's dropped 60x100 lb. demos on Kweiyi scoring 80% hits. The balance were short and over. Our planes were attacked by enemy aircraft before and after the bomb run. Eight or ten enemy aircraft were encountered, 5 of which made passes on our formation. One "Oscar" is claimed as probably damaged.

6 July 44: Sinshih, China.

Six unescorted B-25's dropped 71xM1 stabilized frag clusters on the town of Sinshih and enemy installations across the river from town. 100% hits were scored on both targets. Six fires were started in the camp and depot area. Area was also strafed.

6 July 44: River Sweep of Yangtze River.

Carrying only 75mm. shells, 3 escorted B-25's shelled and strafed shipping in the river. Bombers made 2 passes each on 2x200 foot freighters south of Wuhu. Both boats sank. In the same area, one a/c scored a direct hit on a 60 foot motor launch which exploded.

6 July 44: Sinshih, China.

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6 July 44: River Sweep of Yangtze River.

Carrying only 75 mm. shells, 3 escorted B-25's shelled and strafed shipping in the river. Bombers made 2 passes each on 2x200 foot freighters south of Wuhu. Both boats sank. In the same area, one a/c scored a direct hit on a 60 foot motor launch which exploded.

7 July 44: Yuhsien, China.

Six escorted B-25's dropped 60x100 lb. demos on the town of Yuhsien scoring 100% hits. One aircraft failed to release its bombs over Yuhsien due to intervalometer malfunction and dropped its 12x100 lb. demos on the town of Hengshan. All these bombs landed in the center of the town.

7-8 July 44: Yochow RR Yards and Storage Area.

Taking off at staggered intervals, 6 unescorted B-25's dropped 24x250 lb. demos, 12x500 lb. demos and 6x500 lb. demos in night attacks on Yochow and Siangtan. Of the 2 planes assigned to the airstrip at Siangtan, one dropped its delayed action 500 lb. demos on the field with unobserved results, the other dropped its 8 instantaneously fused 500 lb. demos on the town. All bombs hit in the central portion of the town.

7 July 44: River Sweep, Anking to Kiukang.

Carrying only 75 mm. shells, 2 escorted B-25's attacked shipping in the Yangtze River. Two passes each were made on a 300 foot triple-decked boat south of Anking. Of the 20 shells fired at this boat, 9 were direct hits and 11 were either short or over. Strafing accompanied all runs. Boat was shipping water when bomber left. One plane was hit by defensive fire from the boat and was forced to feather an engine. Pulling away from the target, this aircraft was attacked by 2 enemy fighters which made only one pass from above and inflicted no damage. Before the fighters had time to renew their attack, a P-51 ran them away and then escorted the bomber to the hills. This B-25 landed safely at its base.

8 July 44: 1. Sinshih. 2. Storage area and truck pool. 3. Bridge at Sinshih.

Taking off at staggered intervals, 5 B-25's made night attacks at Sinshih. Plane No. 1 dropped 6x500 lb. demos on the town. Shortly after leaving the target, huge explosions were seen in the target area. Three aircraft, loaded with 12xM1 frag clusters each, dropped on the storage and motor pool areas. Due to ground haze and smoke, results could not be observed. At the time these bombs were dropped, the northeast half of the town was burning badly and explosions were throwing fires 5 to 600 feet into the air. One aircraft strafed a truck convoy north of Kweiyi, scoring many hits. Another aircraft made two runs on the bridge at Sinshih, dropping 3x500 lb. demos on each run. All bombs landed over.

9 July 44: Fighter strip, Hengyang A/D.

In a night attack, 1 B-25 dropped 6x500 lb. demos (3x8-11 second delay and 3x2-12 hour delay) on the taxi strip at Hengyang. Being delayed action bombs, no explosions were seen but course of plane would indicate 100% hits on the strip. One gun position on the field was fired on and probably knocked out by the tail gunner.

10 July 44: Revetment area at Wuchang and Hankow Airdromes.

Of the 6 B-25's that took off on this night mission, 2 turned back and 1 became lost on return course and crew bailed out. Plane No. 1 dropped its 12xM1 frag clusters on the runway and hangar area at Hankow. Plane No. 2 dropped 12xM1 frag clusters into the revetment

area southwest of the runway at Hankow. Plane No. 4 dropped its 12 frag clusters on revetments at Wuchang leaving several small fires. Plane No. 5 dropped 10 frag clusters on the revetment area south of Hankow Airdrome. Enroute to the target this aircraft strafed the city of Siangtan.

14 July 44: Chaling, China.

Taking off at staggered intervals, 4 B-25's made night attacks on the town of Chaling. 48xM1 frag clusters were dropped on the town, scoring 100% hits and starting several small fires. The last plane to take off strafed the roadway leading to the town of Hwangshih and the town itself.

14 July 44: Dropping medicine bundles in the city of Hengyang.

Taking off at night one B-25 dropped 6 medicine bundles to Chinese troops in the city of Hengyang. Mission was completed without incident and all bundles landed safely in town.

16 July 44: Siangtan & Chuchow, China.

Six planes were assigned to each target. The first plane over each target was loaded with 12x100 lb. incendiary bombs. One plane load of stabilized frags was also assigned to each target, all the other planes were loaded with demolition bombs. All planes took off at night at 5 to 10 minute intervals. All planes briefed for Siangtan found their target and dropped bombs. Six large fires and a dozen smaller ones were started in the town. Virtually one half of the city was ablaze. Five of the six planes assigned to Chuchow dropped all their bombs on the town scoring 100% hits. Results of bombing could not be determined. Other plane probably bombed Chuting. One aircraft destroyed an estimated 20 sampans in river south of Hengyang.

19 July 44: Dropping of supplies to Chinese troops in Hengyang City.

One escorted B-25 dropped all of its bundles in the center of Hengyang city and returned to the base without incident.

24 July 44: Sianning, China.

Thirteen escorted B-25's were assigned the town of Sianning as a bombing target. Two planes turned back because of engine trouble. One of these 2 aircraft dropped its six 500 lb. incendiary bombs on a boat yard near the town of Hokiasham. Bombs fell among buildings and boats, starting several large fires from which smoke columns rose to 3000 feet. The remaining 11 planes dropped 196x100 lb. demos on Sianning, scoring 75% hits. Misses of the first element were short in the river and those of the second element were over, landing in the fields east of the town. One aircraft dropped out of formation on the return flight. The pilot was forced to feather his left engine and, being unable to make Kweilin on one engine, crash landed near Chuanhsien. All crew members survived the crash without injury and were eventually returned to base.

24 July 44: Puchi, China.

Eight CACW Mitchells and 1 of this squadron dropped a total of 84x100 lb. demos and 6 incendiary clusters on the town of Puchi. 100% hits were scored. Three large fires were started which threw off great columns of black smoke.

25 July 44: Sea Sweep off Tengni Point in South China Sea.

Two freighters were attacked by 2 unescorted B-25's off Tengni Point. Several runs were made by both planes on one vessel. It was strafed and directly hit by bombs and 75 mm. shells. Bow of ship was under water and settling fast when planes left. The other vessel, beached nearby, was hit directly amidships by a 500 lb. demo.

28 July 44: RR Yards at Yochow.

In a coordinated mission with 6 B-25's of the 4th Bomb Group, 12 escorted B-25's of this squadron, were briefed to bomb the railroad yards at Yochow. Two aircraft turned back. The 10 aircraft of this unit that reached the target dropped 80x250 lb. demos and 8x300 lb. demos, scoring 100% hits. 60% of the bombs landed in the railroad yards proper and a direct hit was made by one bomb on a train pulling tank cars. Ack-ack was intense and an unobserved number of enemy fighters intercepted the formation, but due to excellent fighter cover, only one aircraft made a half hearted pass at our lead plane.

28 July 44: Hankow—Wuchang Airdromes

Taking off at night, one B-25 bombed Henhow and Wuchang Airdromes with 12x100 lb. demos. The first run was made on runway at Hankow. Of the 6 bombs dropped, 2 landed on the runway and one in the revetment area north of the enemy. Four bombs were toggled out on Wuchang Airdrome, 2 exploding in revetment area east of runway and 2 in the town of Wuchang. Last pass was made on revetments at Hankow Airdrome. One fire was started with these 2 remaining bombs.

28 July 44: Canton, Tien Ho and White Cloud Airdromes.

In a nuisance raid on Canton, one B-25 alerted the target area for about 2 hours. During this time, at intervals of from 20-35 minutes, this aircraft made 4 bombing runs, dropping 3x100 lb. demos on each run. Tien Ho Airdrome was attacked twice, the other targets being White Cloud and White Cloud Satellite A/D's.

28 July 44: Night interception of enemy a/c.

Using a radar sight, one B-25 attempted to intercept enemy bombers over Yang Tong Airdrome. This place was under the direction of CA-3 at all times and spent most of its time circling 30 miles outside of Kweilin. Two enemy planes were lost sight of almost immediately.

29 July 44: Road Sweep, Yochow to Puchi and Targets of Opportunity on roads south of Changsha.

Twelve butterfly bombs were carried by each of these 2 B-25's on a night road sweep. Plane No. 1 toggled all of its bombs on 4 separate truck convoys encountered south of Puchi. Last convoy was also strafed. In all this plane sighted 70 trucks on this mission, inflicting considerable damage on 40 of them with bombs and damaging the other 30 with strafing. Plane No. 2 attacked 2 convoys, one of approximately 10 trucks and the other 15-20. All of its bombs were dropped on these convoys. Many hits were scored and some of the trucks exploded.

29 July 44: Hankow and Wuchang Airdromes.

One of the B-25's scheduled for this night mission turned back because of weather. The other plane reached the target and dropped all of its 12x100 lb. demos in 2 runs over the airdrome at Hankow. Most of the bombs dropped on the first run landed in the Naval area north of the river. Two of the 8 bombs dropped on the second run landed in the arsenal area to the south along the Yangtze. Three night fighters were seen by this crew, but the fighters evidently could not locate our plane for they made no pass.

29 July 44: Canton (Tien Ho & White Cloud A/D's)

Taking off at night 1 B-25 was briefed to alert the Canton area for the longest time possible. This plane topped off at Tanchuk and flew to Canton where it remained in the area for about one hour. Four bombing runs were made at intervals of about 20 minutes on Tien Ho and White Cloud Airdromes. No evidence of damage was noted. Owing to a two-ball alert at Yang Tung, plane could not land and started towards Lingling. Enroute this plane became lost and the crew bailed out. All eventually returned to base.

29 July 44: Hengshan, China.

Both B-25's encountered frontal weather conditions northeast of Lingling and returned to base without dropping their bombs.

31 July 44: Hengshan, China.

In a night attack, 2 B-25's dropped 6x500 lb. incendiaries and 12 stabilized frag clusters scoring 75% hits. Misses were over the field northeast of the town.

31 July 44: Road Sweep Kweiyi to Sitang.

Bad weather conditions prevented this B-25 from bombing primary target. All 12xT-10 butterfly bombs were dropped on 2 groups of 3-6 trucks each. Two clusters are believed to have been direct hits on the first group and 10 remaining clusters were thought to have hit the second group of trucks.

31 July 44: Trucks & Motor vehicles on Road from Changsha to Sinshih.

In a night road sweep, 1 B-25 lost its right engine and was forced to salvo entire bomb load. Plane landed at Kweilin on single engine.

1 Aug. 44: Dropping of Ammunition on Hengyang.

Three B-25's dropped 18 bundles squarely in the center of the town. Three chutes failed to open.

1 Aug. 44: Dropping of Ammunition on Hengyang.

Five B-25's dropped 30 bundles of ammo squarely in the center of the town. Four chutes failed to open.

1 Aug. 44: Road Sweep, Hengshan N to Changsha.

Mission for this long Mitchell was to drop flares to light up the road for fighter aircraft which were following in order that they could strafe any motor traffic in the vicinity. Traffic on this road from Hengshan was not very heavy during the hour and ten minutes this plane spent in the area and the crew saw no more than 20 or 25 trucks all evening. After dropping its bombs, this aircraft strafed both banks along the river Siang and the railroad from Chuchow to Chuting.

1 Aug. 44: Hankow Airdrome.

Two B-25's made night attacks on Hankow Airdrome. One air-

craft dropped 6x500 lb. demos in a string beginning in the barracks area and training on in toward the center of the cross runway. Inasmuch as 5 of the bombs were 12 hour delay, it is difficult to pinpoint their positions. In this area where the bombs landed, photographs show fuel, storage, hangars and revetments. The second plane dropped 6x500 lb. demos in a string beginning in the revetment area NNW of the main landing strip. Being delays, there were no explosions to help crew pinpoint their position.

1 Aug. 44: Wuchang Airdrome.

Two B-25's made night attacks on Wuchang Airdrome. One plane dropped its bombs in train with the intervalometer set at 300 feet. Since the bombs were 12 hour delay, it was impossible to pinpoint their position but it was estimated that the string began in a storage area SSW of the cross runways and went on into the revetment area. The other aircrafts bombs hung up during the run and because of the intensive Ack-Ack encountered, the pilot decided not to make another run but carried the load on to Sinshih where he dropped all 6x500 lb. demos on a sizeable motor pool. After dropping its bombs, this plane strafed the main road from Kweiyi and secondary roads in the territory. An estimated 25 trucks were hit on these strafing runs.

1 Aug. 44: Canton (White Cloud & Tien Ho A/D's)

Two B-25's made night attacks on the airdromes at Canton. Poor visibility prevented one plane from dropping its bombs. Other plane dropped 8x100 lb. demos on White Cloud Satellite, two on White Cloud Airdrome and 10 bombs on Tien Ho Airdrome, most of which landed in the revetment area. One fire was started and could be seen burning 15 to 20 minutes after leaving the target.

1 Aug. 44: Road Sweep, Hengshan to Siangtan.

Two B-25's on night transportation sweeps dropped 24 butterfly bombs. One aircraft dropped bombs at various places wherever there were signs of activity. The second plane located various small groups of trucks numbering in total anywhere from 15-25 and dropped on these targets 2 and 3 at a time.

2 Aug. 44: Sintsiang, town and bivouac area.

Three B-25's made night attacks on Sintsiang. Two aircraft turned back on this night mission. 12 butterfly bombs were toggled by the other plane into the bivouac area scoring 100% hits.

2 Aug. 44: Sinshih, China.

Two B-25's attacked Sinshih at night. 20x100 lb. demos and 6x500 lb. incendiaries were dropped. Plane No. 1 dropped all its bombs in the central part of the town of Sinshih. Results could not be determined. Ten trucks were strafed with unobserved results near Yochow. Second plane dropped 3 incendiary bombs into the eastern part of the town. One large explosion was seen, but no fires were started. Circling to the northeast, one unidentified enemy fighter was encountered and the top turret gunner fired 3 long bursts at this plane. Some of the tracers were seen to hit the fuselage. The fighter dived under our plane and disappeared. The 3 remaining bombs were toggled in the bivouac area across the river from the landing strip. A few seconds after the fighter was encountered and fired on an explosion was seen in the general vicinity of the bivouac area.

2 Aug. 44: Bridge at secondary road where it crosses Chuanshui R.

One B-25 was to make a night attack on a bridge that spans the Chuanshui River. Not finding anything that looked like the briefed target this plane dropped its 3x1000 lb. demos (1 fused at 24 hours and 2 at 8-11 second delay) on Hengyang Airdrome. The bombs were toggled out at approximately 200 foot intervals. Apparently the 8-11 second delays were duds as they did not explode.

3 Aug. 44: Wuchang Airdrome.

One B-25 was to make a night attack on Wuchang A/D. Shortly before reaching the bend in the river just west of Yochow the left engine started to run rough and realizing that he was very close to Pailuchi A/D, the pilot decided to drop his bombs there. He dropped from an altitude of 5000 feet and the bomb flashes enabled the crew to sight the landing strip and the revetments momentarily, indicating that the bombs were dropped in a vulnerable spot.

3 Aug. 44: River Sweep from Kiukiang to Shihweiyao.

One B-25 was briefed to make a night river sweep from Kiukiang to Shihweiyao, but as gas was not available at Lingling, the pilot was instructed to run a river sweep from Hengyang north. Five miles south of Kiaokow 2 bombs were toggled on 5x40 foot junks. Both 250 lb. demos landed dead center. The remaining 6 bombs were toggled out on Linsiang Satellite landing strip, stringing on or a few feet off the eastern side of runway.

7 Aug. 44: Dropping Ammo on Hengyang.

Five B-25's dropped 30 bundles of ammo in the southern part of the city of Hengyang.

8 Aug. 44: Dropping Ammo on Hengyang.

Three B-25's dropped 10 bundles of ammo safely in the south-eastern part of the town close to the river. Two of the bundles dropped were lost.

8 Aug. 44: Pailuchi Airdrome.

On this night mission, 2 B-25's, carrying 6x500 lb. incendiaries and 12 stabilized frag clusters, dropped all bombs on the storage, revetment and barracks area. Five large fires were started, most of them in the barracks area. Black smoke rose to considerable heights by the time the planes left the area.

8 Aug. 44: Hankow Airdrome.

Two B-25's each dropped 24 stabilized frag clusters on Hankow Airdrome, Changsha and Siangtan, with 100% results. Numerous strafing runs were made on small groups of trucks along the roads in the vicinity of Hengshan and Chayuanpu.

8 Aug. 44: River Sweep from Kiukiang to Shihweiyao.

One B-25, loaded with 8x250 lb. demos was briefed to sweep the river from Kiukiang to Shihweiyao. Unable to release bombs during 2 runs on a 200 foot cargo vessel, this plane toggled one bomb into the river bank to test stations. Four bombs were then dropped on a 250 foot vessel. One was a near miss and the remainder over. Smoke was later seen rising from this ship.

9 Aug. 44: Northwestern tip of Hengyang.

A formation of two three-plane elements, carrying 74x100 lb. demos, was briefed to attack the northwest tip of Hengyang. All bombs were dropped, 90% falling in the target area. Except for one fire from which smoke arose to 1000 feet, results could not be observed.

11 Aug. 44: Hengyang.

Ten B-25's dropped 56x250 lb. demos, 8x300 lb. demos, 12x100 lb. demos and 5x500 lb. incendiaries on the town of Hengyang. All bombs landed in the target area. One secondary explosion, and one fire from which black smoke arose, were seen.

12 Aug. 44: Hengyang W Railroad Yards.

Seven B-25's were briefed to bomb the west railroad yards at Hengyang. Each aircraft carried 8x250 lb. demos. Because of low bombing altitude, necessitated by weather, 3 planes were unable to drop their bombs. The remaining 4 planes dropped all their bombs with 100% results.

14 Aug. 44: Sinshih and Sintsiang.

Two two-plane elements, carrying 48 parafrag clusters, were briefed to attack Sinshih and Sintsiang. One plane was abortive. Another plane, unable to find Sinshih, dropped 2 parafrag clusters on a 15-truck convoy south of Tungcheng. All bombs landed among the trucks and all 15 were believed damaged. One plane of the second element succeeded in dropping 12 parafrag clusters into the target area. The last aircraft dropped 12 clusters on 2 groups of trucks north of Ikiawan. All were direct hits or near misses.

14 Aug. 44: Pailuchi Airdrome.

Two B-25's loaded with 12 butterfly bombs each attacked Pailuchi Airdrome. All bombs were dropped with 100% results, into the revetment area north of the main runway and the double revetment area north of the old landing strip. On return a convoy was strafed. This convoy consisted of approximately 50 trucks. One truck was set afire and another damaged.

14 Aug. 44: Hengshan.

One plane briefed for this two-plane element returned with all its bombs. The remaining B-25 succeeded in dropping 12x100 lb. incendiaries in 3 runs with excellent results. Several secondary explosions were observed.

14 Aug. 44: Sianning.

Six B-25's in two elements of three planes each dropped 48x250 lb. GP demos on the town of Sianning with 60% of the bombs landing in the target area. No fires were started.

14 Aug. 44: Road fork 8 miles N of Hengyang.

This lone B-25, carrying 6x500 lb. GP demos, was briefed to block the Hengyang-Hengshan road by bombing this road fork. Two 12 hour delay bombs were direct hits in the middle of the road. Two landed on the west shoulder of the road and two on the east shoulder.

15 Aug. 44: Road Sweep north of Hengshan.

Two of the three aircraft briefed for this night road sweep, were abortive. The remaining plane loaded with 12 butterfly bombs, dropped one on an armored car 10 miles south of Hengshan. This bomb was a direct hit. In the same area this plane strafed a truck,

setting it on fire. Encountering no further suitable targets, this plane returned the remaining bombs to its base.

15 Aug. 44: Road Junction 8 miles North of Hengyang.

This lone aircraft, briefed for a night attack on a road junction, took off with 6x500 lb. GP demos. All these bombs were dropped a few hundred yards below the fork, with 100% results.

16 Aug. 44: Chaling.

Six aircraft dropped 48x250 lb. GP demos in the town. 90% of the bombs landed in the center of the town.

16 Aug. 44: Siangtan.

Six B-25's carrying 48x250 lb. GP demos attacked the southern terminus of the river crossing south of Siangtan airfield. All bombs were dropped. Numerous direct hits were observed on a large cluster of warehouse type buildings in the eastern part of the town. An unknown number of fires were started and billows of gray smoke rose to 100 feet.

17 Aug. 44: Kiukiang Railroad yard and storage area.

Twelve B-25's carrying 96x250 lb. GP demos attacked the railroad yards and storage area at Kiukiang. 50% of the first elements bombs and all of the seconds were good hits. In the bombing run one of our aircraft was lost due to intense and accurate ack-ack.

17 Aug. 44: Sea Sweep South China Sea.

Due to unfavorable weather and poor visibility, the 2 B-25's for this mission, turned back.

17 Aug. 44: Hengyang Airdrome, Hengyang-Hengshan road 13 miles north of Hengyang.

The 4 planes on this mission dropped 6x500 lb. GP demos on the taxi strip at Hengyang, and 18x500 lb. GP demos on the Hengyang-Hengshan road 13 miles north of Hengyang. 65% of the bombs landed in the target area. Buildings southeast of the town of Nanyo were strafed and shelled. Direct hits were made on five storage buildings. The towns of Hengyang and Hengshan were also shelled.

18 Aug. 44: Sianning.

These 12 planes loaded with 88x250 lb. GP demos, did not take off due to unfavorable weather.

18 Aug. 44: Runway at Hengyang A/D.

Six 500 lb. GP demos were dropped by a long B-25 on the runway at Hengyang. The bombs landed between the railroad yards adjacent to the river and continued north across the railroad yards. One direct hit was scored on a building on the north side of the yards.

19 Aug. 44: Sianning.

Twelve B-25's carrying 96x250 lb. GP demos bombed the city of Sianning. 50% of the bombs landed in the target area. No fires or secondary explosions were observed.

19 Aug. 44: Hengyang-Hengshan Road Hengyang Airdrome.

On this night mission, one plane dropped 6x500 lb. GP demos with 100% results on Hengyang Airdrome. The remaining 2 planes dropped 12x500 lb. GP demos on a straight section of road adjacent to the pontoon bridge 13 miles north of Hengyang. One bomb was a direct hit and the others were near misses.

20 Aug. 44: Hengyang A/D west taxi strip.

Two B-25's dropped 12x500 lb. GP demos with 100% results on the west taxi strip.

20 Aug. 44: Cut in Hengyang-Siangtan road north of Chayuanpu.

This target was hit by 2 planes carrying 6x500 lb. GP bombs and 3x1000 lb. GP bombs. All bombs were dropped. 80% of bombs landed in the target area.

21 Aug. 44: Yangtsishih, China.

Carrying 16x250 lb. GP demos, 2 aircraft, because of the lack of photo coverage, could not identify the target, and, rather than risk attacking a friendly town, proceeded to bomb the alternate target which was Anjen. All bombs were dropped. All but four hit in the target area. Numerous direct hits and near misses on buildings were observed.

21 Aug. 44: Anjen, China.

Six B-25's carrying 18x250 lb. GP demos attacked the town of Anjen. 42 bombs were dropped on Anjen with 80% results. Six bombs hung up therefore were dropped on the alternate target of Chaling with 100% landing in the target area.

21 Aug. 44: Village east bank of Chun Shui River across from Yangtien.

Four unescorted B-25's dropped 32x250 lb. demos scoring 75%

hits on the primary target; 6 bombs were over and short landing in the fields. It is believed that 7 buildings were destroyed by bombing of primary target. All planes heavily strafed the same area. No fires were started. Four bombs were dropped on small compound 3 miles to the south of the primary target. Two buildings were heavily damaged. Three planes heavily strafed buildings along the road from Leiyang to Chaling. An estimated 15 buildings were set afire or damaged. Three planes struck the Lei River north of Leiyang. A total of 35 sampans were strafed and approximately 20 were sunk or set afire. One 25 foot motor launch, loaded with troops, was probably sunk, and a 75 foot sailing vessel was strafed and damaged.

21 Aug. 44: Hengyang Airdrome.

Two unescorted B-25's dropped 12x500 lb. demos (4-5 second, 1 hour, and 12 hour delays) scoring 90% hits. One bomb fell on the west side of the west taxi strip. Five miles north of Hengyang, plane No. 1 attacked a 30 foot barge, strafing it and firing one 75 mm. shell at it which fell short. After this run was made, it was noted that this barge appeared to have been formerly damaged and beached. This plane then attacked Nanyo, damaging at least 3 buildings in the military compound with 75 mm. shells and 50 caliber ammunition. One round of 75 mm. was fired into the town and 2 strafing passes were made. Five or 6 strafing runs were made on buildings northwest of Nanyo and numerous tracers were seen hitting the buildings.

21 Aug. 44: Cut in Hengshan-Siangtan Road north of Chayuanpu.

Two unescorted B-25's dropped 12x500 lb. demos (8-11 second, 1 hour, and 12 hour delays) scoring 100% hits. Eleven trucks were seen on the stretch of road from Hengshan to the target. These trucks were strafed.

23 Aug. 44: Anjen, China.

Two miles southwest of Anjen, plane No. 1 spotted a building compound at the base of a small hill and circled to get into position for the shelling attack. At this point the pilot called plane No. 2, whose pilot replied that he had sight of plane No. 1. After the shelling attack, the pilot could not see plane No. 2 or contact it by radio. What happened to this plane, therefore, is entirely a matter of conjecture. In its attack on the building compound near Anjen, plane No. 1 scored a direct hit with 75 mm. cannon on a building. Proceeding further down the road toward Leiyang, this aircraft also strafed and shelled numerous buildings and compounds scoring 10 direct hits with the cannon. At least 2 buildings were set afire by strafing and 15 others destroyed or damaged by strafing and shell fire. Plane No. 1 did not drop its bombs because of low ceiling over the primary target. Plane No. 2 did not bomb the primary target.

23 Aug. 44: Panel target in vicinity of Anjen.

Two unescorted B-25's dropped 8x250 lb. demos scoring 100% hits. Neither plane located any Chinese panels due to poor visibility and only one aircraft found the overcast at Anjen sufficiently lifted to permit a bombing run. This plane toggled out 3 bombs on the town, all of which fell among buildings in the south central part. Then this plane proceeded once more up the road to Chaling, strafing buildings and compounds in the vicinity of the road. Near Anjen, a large compound was shelled and burst into flames. A detachment of about 50 Japanese cavalry was strafed a few miles further on and many casualties were inflicted. Plane then toggled out its remaining bombs on Hengshan, all of which hit squarely in the center of the town.

23 Aug. 44: Hengshan, China.

Two B-25's dropped 16x250 lb. demos scoring 98% hits. Two bombs hit in the river. The large quantity of black smoke which arose from the target was evidence that fires had been started. On its return course, one plane shelled a town 16 miles south of Hengshan. Two direct hits were scored. Other buildings were strafed along the river north of Hengyang. The second plane scored one direct hit on a storage building northwest of Nanyo with one 75 mm. shell. This plane then attacked the deeply revetted storage building across the road north of the camp. Two shells were fired at this building, but both were misses. 50 caliber bullets, fired into this building did not penetrate, but glanced off. Plane No. 1 then strafed and shelled the military compound southeast of the town of Nanyo. Two direct hits were scored with the 75 mm. cannon, one building was set afire, another damaged.

24 Aug. 44: Sweep Tung Ting Lake

Two B-25's dropped a total of 16x250 lb. demos scoring 100% hits. North of Hengyang, rain storms and a 1500 foot ceiling were encountered and because of these conditions, it was decided to attack Chuchow. Both planes dropped their bombs on Chuchow. Many direct hits and near misses were scored on civilian type buildings in the southwest part of the town. Two fires were started. Approximately 100x30 foot sampans were strafed and it is estimated that 50 of these were damaged.

24 Aug. 44: Road Sweep Hangyang to Siangtan.

Plane No. 1's bombs were salvoed on the hills in the vicinity of Chayuanpu to lighten the load after the right engine had been knocked out by ack-ack fire. At Hokiashan, plane No. 2 scored a direct hit with the 75 mm. cannon on a large building. A tank was sighted by this plane about 5 miles south of Shayuanpu and 3 runs were made. All bombs were dropped on these runs, none of which were hits. Plane No. 1 also encountered no tanks until the vicinity of Chayuanpu was reached. Here the plane came suddenly upon a tank in a clearing on the west side of the road. The pilot had come upon this target so suddenly that he was unable to bomb or strafe. Hoping to make a surprise attack, he proceeded northward along the road for several miles. Turning, he came in for a strafing attack at 200 feet. At the beginning of its run, this plane was hit by gun fire from the tank. One shell blew a 6 by 12 inch hole in the right front fuel tank. The right engine was knocked out by a machine gun bullet and another shell hit the waist gunner and severed his left leg below the knee. The pilot managed to get the plane up to 1800 feet before feathering the prop on his damaged engine landed safely at Lingling.

24 Aug. 44: Yangtien, China.

Two B-25's dropped a total of 16x250 lb. demos scoring 100% hits. On the Lei River north of Leiyang, plane No. 1 scored 5 direct hits on building compounds. One 75 mm. shell was fired at a small bridge 25 miles north of Leiyang and was a direct hit blowing out the middle of the bridge. A building in a compound in the vicinity of Hengyang was demolished by a direct hit with the cannon. Three or 4 more buildings were set afire along the Lei River and 20 small sampans were strafed along the same river. Plane No. 2 scored 2 direct hits on buildings in the Kaitow area.

24 Aug. 44: Road in cut south of Chayuanpu

Two B-25's dropped 3x1000 lb. demos and 6x500 lb. demos. All of the bombs on plane No. 1 were 200 feet to the left of the road on hillside. Plane No. 2's bombs landed on the left hand edge of the road in cut. Gunners on this plane strafed many compounds and buildings on the road between Siangtan and Hengshan. Plane No. 1 strafed a truck on the road after leaving the target and left it smoking. At Tapei he strafed 3 or 4x50 foot cargo sailing vessels and approximately 25 sampans.

25 Aug. 44: Anjen, China.

Two unescorted B-25's dropped a total of 16x250 lb. demos scoring 75% hits on the town of Anjen and 75% hits on the alternate target. Six bombs fell in the center of Anjen and 2 hit in rice paddies at the northeast edge of the city. A few small fires were observed. This plane also strafed about 15 compounds southwest of Anjen. Other plane contacted a ground station SM-9 and was given instructions to bomb buildings and compound area one mile east of the city of Anjen in place of the target briefed. Three runs were made and all bombs were dropped, 6 of which hit in the target area. Upon completion of these bombing runs, strafing passes were made on this and other areas in the near vicinity.

25 Aug. 44: Panel targets in vicinity of Anjen

Two unescorted B-25's dropped a total of 16x250 lb. demos. In the vicinity of Anjen this flight established contact with ground station SM-9 and was directed to bomb and strafe enemy troops on the hillside south of Anjen. Remaining in the area for an hour, our planes expended all their bombs and all their ammunition in numerous low level attacks on slit trenches, buildings, and other points where enemy troops had taken cover.

25 Aug. 44: Sweep of Hengshan-Hengyang Road.

Two unescorted B-25's dropped a total of 8x250 lb. demos. One aircraft carried no bombs. Enroute to the target, 1 plane expended all of its bombs on targets in the Nanyo area. Two direct hits on buildings were scored. After sweeping the road northward and finding no traffic both planes returned to Nanyo and expended all their 75 mm. shells on the military compound, the revetted storage area, the town and the large warehouse type buildings northwest of the town.

25 Aug. 44: Yangtien, China. Alternates 1. Compound area on E side of river opposite Yangtien. 2. Compound area on S side of river NE of Yangtien.

Three unescorted B-25's dropped a total of 23x100 lb. demos. One plane carried 75 mm. shells and no bombs. Plane No. 1 scored 80% hits in Yangtien, one bomb landing in the river. Plane No. 2 scored 100% hits in Yangtien. Plane No. 1 scored 40% hits on the first alternate target, 3 bombs landing over in trees. Plane No. 2 scored no hits on the first alternate target, dropping 4 bombs approximately 100 feet over in void area. Plane No. 1 dropped 2 bombs on second alternate target with no hits, bombs landing 100 feet over the target. Plane No. 2 dropped 2 bombs on area designated by SM-9 with hits unobserved. Plane No. 3 fired 20 rounds of 75 mm. at the city of Yangtien, 19 of which landed in the target area, tearing large holes

in buildings. 50 caliber machine gun fire was used in conjunction with the shelling.

26 Aug. 44: Sea Sweep, East China Sea and Formosa Straits.

No shipping was sighted and so these two B-25's dropped their 12x500 lb. demos on last resort target at Tsising Tao, scoring several hits on 12 barracks-type buildings. On leaving the target a considerable quantity of black smoke was seen billowing up from the target area.

27 Aug. 44: Block Hengshan-Hengyang Road.

In a staggered mission, 2 unescorted B-25's dropped 6x500 lb. demos (8-11 second and 1 hour delays). Plane No. 1 set 6 trucks afire and damaged an estimated 5 trucks in strafing and shelling runs on a convoy encountered on the road north of Hengshan. This same plane dropped all of its bombs on the assigned target, scoring direct hits. On the road north of Hengshan, plane No. 2 took about 25 cavalry troops by surprise and inflicted many casualties, both horses and men. He also encountered a group of 20 trucks in convoy on this same road and expended one bomb and one 75 mm. shell, both of which were short. Hits were scored, however, with 50 caliber machine gun fire and one fire was started. Plane No. 2's remaining 2 bombs were dropped on two different road cuts, one landing 20 feet to the side of the road and the other landing squarely on the road and skipping off far to the side. On the return course, this plane strafed the same convoy previously encountered, starting one more fire.

27 Aug. 44: Yangtze River sweep from Yochow to Kiukiang.

In a river sweep, 3 unescorted B-25's dropped 24x250 lb. demos. Plane No. 1 encountered no shipping between Hanhow and Shihhweiyao and therefore dropped all its bombs on the railroad yards and floating docks at the Shihhweiyao transshipment point. One small fire was started. Plane No. 2 dropped 4 bombs in 2 runs on a 200 foot vessel encountered on the river 15 miles west of Kiukiang. This ship was left in a sinking condition. Two more bombs were dropped on a 250 foot vessel in the same area, both of which hit squarely amidships, causing the vessel to break in two. This plane dropped its two remaining bombs on another 200 foot vessel in the same area scoring one direct hit on the deck at the bow. Plane No. 3 dropped four bombs on a cluster of small boats, sinking one 5 footer and two 35 footers. The remaining bombs were dropped on another group of boats at the Sinto waterfront. Three bombs fell in the town and one in the water. A large secondary explosion was seen in the town. Numerous strafing passes were made on these vessels at the waterfront.

27 August 44: Road Sweep Hengyang to Yochow.

In a night road sweep, four B-25's dropped 48 stabilized frag clusters. Plane No. 1 toggled 4 clusters on a convoy of 20 trucks encountered between Hengshan and Chunglupu. These bombs hit on the side of the road, causing no apparent damage. Further north along the road, this plane dropped its remaining bombs on 12 closely spaced trucks, scoring good hits. One truck caught fire. Plane No. 2 toggled four clusters on a convoy of 12 trucks north of Hengyang, scoring good hits. Further north, this plane toggled five bombs on 15 trucks with equally good results. Plane also strafed many other trucks along this road. Plane No. 3 toggled out 8 clusters on a convoy of more than 100 trucks, scoring good hits. This plane made 2 strafing passes on these trucks. It then strafed along the entire stretch of road from Siangtan to Hengyang. Bombs from this plane accounted for an estimated 25 trucks destroyed or damaged and 50-75 trucks damaged by strafing. Plane No. 4 dropped all its bombs on a convoy of 150 trucks on the Fulimpu road, scoring good hits.

28 August 44: River Sweep from Kiukiang to Hankow.

In a night attack, two B-25's dropped a total of 16x250 lb. demos. Plane No. 1 dropped 5 bombs in two runs on a 200 foot ship encountered in the river north of Shihhweiyao. One bomb hit aft and one dead center. The others were near misses. The ship was left beached and burning. One more bomb was toggled on 2 smaller boats but was a near miss. Finding no other targets, this plane dropped its remaining bombs on the town of Shihhweiyao. Plane No. 2 dropped 3 bombs on a 250 foot boat, two of which were short, the third unobserved. On pulling away from this target, a large explosion was seen aft on the ship, indicating heavy damage being inflicted.

28 August 44: Road Sweeps from Yochow to Hankow, Changaha to Yochow, and Hengyang to Changsha.

In a night river and road sweep, seven B-25's dropped 84xMI frag clusters. Plane No. 1 dropped all of its bombs on two convoys of about 200 trucks each. All bombs were well placed and caused considerable damage. Convoys were also strafed. These convoys were encountered on main stretch of road from Yochow to Hankow. Plane No. 2 toggled out all its bombs on a large convoy encountered on a road in the Yunglo River area. Bombing was accurate. Plane No. 3 strafed several small convoys of trucks but did not consider them in sufficient concentration to bomb. Finding no other targets, this plane returned to base without dropping its bombs. Plane No. 4

dropped 3 bombs on a small convoy of trucks 25 miles north of Changsha. One large and one small fire was the result of this bombing. Plane's remaining bombs were dropped on lights along the road all the way to Yochow. Plane No. 5 dropped its bombs on two convoys encountered just north of Hengyang and strafed other concentrations along the road up to Changsha. Plane No. 6 dropped 10 bombs on a small convoy just north of Chunglupu. Plane No. 7 dropped all its bombs on 2 convoys, one near Hotangpu and one near Changsha. Strafing runs were made on other convoys.

29 August 44: Supply and equipment to ground station SM-9.

Besides dropping equipment to SM-9, this plane strafed compounds and buildings a half mile west of SM-9's position.

29 August 44: River Sweep of Yangtze between Kiukiang and Hankow.

In a night river sweep, two B-25's dropped a total of 14x250 lb. demos. Near Lung Ping Island, plane No. 1 dropped 2 bombs on a boat, both of which were hits. This plane also scored a hit on a 250 foot vessel at Wh-Hsueh. Much debris was thrown into the air by the explosion and a column of smoke 200 feet high was observed coming from the boat. Both boats attacked were approximately 250 feet in length. Plane No. 2 dropped six bombs on Hengyang Airdrome but, since no explosion resulted, the remaining 2 bombs were returned to base.

29 August 44: Road Sweep, Hengyang to Yochow.

In a night road sweep, seven B-25's dropped a total of 36xM-4 parafrag clusters and 80x100 lb. demos. All bombs were dropped with approximately 80% hits on the various targets encountered. Estimate 9 trucks destroyed, 20 damaged or probably destroyed, and 45 damaged by bombs and strafing on the Hengyang-Changsha roads. On Changsha-Yochow roads estimate 20 trucks destroyed and 60 damaged by bombs and strafing. 13,000 rounds of 50 cal. ammo. and 10 rounds of 75 mm. were expended.

30 August 44: Road cut 16 miles north of Hengyang and 7 miles south of Nanyo.

Four escorted B-25's dropped a total of 23x500 lb. demos. Seven bombs were direct hits. Two of these hits were in the southernmost cut and five in the northernmost.

30 August 44: Yangtze River sweep, Hankow to Kiukiang.

In a night mission, two B-25's dropped a total of 16x250 lb. demos. Plane No. 1 damaged a 75 foot vessel 3/4 miles west of Shihhweiyao, dropping 7 bombs, all of which were near misses. South of the Siangtan ferry crossing, this plane strafed a convoy of trucks (about 35), starting one fire and damaging several other trucks. Another group of trucks was strafed between Hengyang and Nanyo. Plane No. 2 scored two near misses on two 100 foot boats in the vicinity of Kichum. In the vicinity of Wushuh this plane scored a probable hit and two near misses on a 200 foot gunboat or destroyer. In the same area, three direct hits were scored on a floating dock.

30 August 44: Road Sweep from Changsha to approximately 10 miles north of Changsha.

In a night mission, one B-25 dropped 12xT-10 butterfly bombs, scoring 100% hits. No targets were found on briefed section of road so plane dropped all its bombs on a road detour approximately 20 miles north of Hengshan. One truck was strafed approximately 5 miles of Hengshan and it was afterwards discovered that this truck had previously been destroyed by fire.

31 August 44: Road Sweep, Sintsiang to Changsha.

Four escorted B-25's dropped 48 stabilized frag clusters scoring 75% hits. Plane No. 1 dropped three bombs on a group of 5 trucks. Bombs were over. In numerous strafing attacks this plane damaged an estimated 10-15 trucks. Plane remaining bombs were dropped on the military compound southeast of the town of Nanyo. No visible damage was caused. Plane No. 2 scored six direct hits with bombs on 5 trucks in the vicinity of Changling. Plane's six remaining bombs were dropped on a compound containing 3-4 trucks about 10 miles north of Hengshan. In numerous strafing attacks on road from Sintsiang to Changsha, this aircraft damaged an estimated 20 trucks. Plane No. 3 dropped its bombs on groups of trucks, destroying a probable five, and strafed other groups of trucks, damaging or destroying an estimated 10. Plane also expended three rounds of 75 mm. shells on buildings in which trucks were thought to be stored. Plane No. 4 dropped all of its bombs on a group of 5-6 trucks, scoring 100% hits.

31 August 44: Road Sweep from Hengyang to Changsha.

In a night road sweep, 4 B-25's dropped a total of 48xM-1 frag clusters. 10 miles north of Hengyang, plane No. 1 dropped all of its bombs on a convoy of some 50 trucks. Plane No. 2 toggled 6 bombs on the north end of the runway at Hengyang and 6 on the NE end.

31 August 44: River Sweep, Kiukiang to Shihhweiyao.

In a night river sweep, two B-25's dropped a total of 16x250 lb. demos. Plane No. 1 dropped 5 bombs on a 200 foot boat 20 miles northwest of Kiukiang, two of which were direct hits and the others near misses. This boat was left beached and furiously burning. Continuing southward on the river, this plane encountered a 250 foot vessel, probably a naval boat, and dropped two bombs on it. Heavy ack-ack fire from this boat inflicted damage on plane, causing engine to run rough. Pilot therefore jettisoned his remaining bombs and returned to base. The two bombs which were dropped were near misses. Plane No. 2 bombed and strafed two groups of trucks with unobserved results. Remaining four bombs were dropped on the town of Sinshih, hitting buildings in the south of the town.

1 Sept. 44: SM-9's position.

Two bundles of supplies and equipment were dropped on SM-9's position, 10 miles south of Anjen.

1 Sept. 44: Road cut 16 miles north of Hengyang and 7 miles south of Nanyo.

One B-25 dropped 12xT-10 type bombs on the road cut 16 miles north of Hengyang, with an estimated 30% hits. No smoke or fires were observed.

3 Sept. 44: Supplies and equipment for SM-9.

Two bundles were dropped to SM-9 five miles southeast of Anjen. On return, one 60 foot junk was strafed and left smoking. The buildings and a pier one mile north of the city was also strafed.

3 Sept. 44: West Taxi-strip of Hengyang Airdrome.

Two planes dropped 6x500 lb. GP demos on the west taxi strip at Hengyang. Bomb bursts were not observed. It is believed that the failure of the bombs to explode was due to faulty fusing.

3 Sept. 44: River Sweep, Hengyang to Yochow.

Two B-25's were to sweep the Siang River from Hengyang to Tung Ting Lake. One B-25 returned with all bombs. The other plane encountering no shipping, dropped two 250 lb. GP demos on a trucks convoy on the Hengyang-Siangtan road scoring 2 direct hits. Three strafing runs were made, which set 5 trucks afire. A few miles further north another truck convoy consisting of approximately 150 trucks was attacked. The remaining 6x250 lb. demos were dropped on the road among the vehicles. Three strafing attacks were made on this convoy. In the vicinity of Hengshan a group of 10 trucks was strafed. It is estimated that 15 trucks were destroyed, and 30 damaged by this plane.

3 Sept. 44: Road Sweep, Hengyang to Yochow.

On this night mission, 8 planes were briefed to sweep the road from Hengyang to Yochow. Two aircraft did not reach the target area. Four B-25's dropped 48xM-4 parafrag clusters on two 100 truck convoys encountered between Hengyang and Siangtan. The trucks were then strafed. An estimated 30 trucks were destroyed and 70 damaged. One plane dropped 12 parafrag clusters on the alternate target, the Siangtan Ferry Crossing, starting one fire. All bombs were hits or near misses. All clusters were released into the Singiang bivouac area by one B-25 attacking this alternate target. Another plane encountered 100 trucks 30 miles north of Hengshan. Four parafrags were dropped which were direct hits, causing several secondary explosions. Further north, a convoy of the same size was attacked. Five strafing runs were made, and the remaining bombs were dropped with effective hits.

4 Sept. 44: Road Sweep, River Sweeps, and Railroad Sweeps between Kivang and Hengyang.

Eighteen parafrag clusters and 2 butterfly bombs were dropped on Paishui starting large fires. The 5 planes on this mission then strafed and shelled the town. One plane made strafing attacks on 50x35 foot sampans, 8x30 foot barges and 5 powered launches 2 miles north of the town. Compounds south and east of the town were strafed by 2 planes. Twenty parafrag clusters were dropped on Kweiyangshih starting 4 fires. Five butterfly bombs were dropped on several junks, scoring 3 direct hits. These 6 planes then strafed a score of 25 foot camouflaged boats and 2 x 50 foot junks. Two planes dropped 15 parafrags on Sungpai, starting 3 fires. The third plane strafed the town. Compounds in the near vicinity were bombed and strafed, and 3 fires started. Three 30 foot-sampans were also strafed. One plane dropped 12 parafrags on Likiang with 100% hits. Two other aircraft dropped 6 parafrags and expended 11 rounds of 75 mm. on attacks on adjacent compounds. Liangchwanfow was strafed and shelled by 2 planes. Ten parafrag clusters and 5 butterfly bombs were dropped on compounds in this area with 100% results. Bridges in the vicinity were also attacked. Four planes strafed buildings from Linkwanton to the outskirts of Hengyang. Compounds south of Hengyang to Leiying were also strafed. Three clusters were dropped on Szetan and 10 on compounds in the Szetan area. Four fires were started southwest of the town. One aircraft was damaged considerably by 7.7 MG bullets. Both pilot and co-pilot were injured. Two other planes were damaged by small arms fire. One aircraft was lost in this operation.

5 Sept. 44: Lingling Airdrome.

Two planes dropped 12x500 lb. GP demos on the runway scoring direct hits. One plane strafed buildings on both sides of the road from Lingling to Kiyang and back.

5 Sept. 44: Road and River Sweep between Lingling and Kiyang.

Two planes attacked the town of Taipingtang, dropping 15 parafrag clusters and starting 5 fires. Both planes then strafed the target and vicinity. Planes then dropped 2 parafrag clusters which were direct hits on the compounds southwest of the town. Several fires were started. Plane No. 1 was hit by 7.7 MG bullets, and its tail gunner was wounded seriously. Plane No. 2 made strafing and bombing runs on the roadside compounds from Taipingtang to Kiyang, and strafed the town of Kiyang and sampans in the vicinity of Kiyang. Plane No. 1 bombed, strafed, and shelled suitable building targets on the road from Lingling to Kiyang.

5 Sept. 44: Road Sweep from Lingling to Hengyang.

Two planes strafed buildings on both sides of the road from Lingling to Hengyang. These two planes also dropped 24xM-1 fragmentation bombs on Kiyang. Plane No. 1 dropped 12 bombs on buildings along the river. Plane No. 2 dropped its entire load on the town of Paichui. All bombs landed in the center of the town and started many fires.

5 Sept. 44: Siangtan Ferry Crossing.

One plane on this night mission dropped 3x500 lb. demos on a convoy moving south from Hengshan. It is estimated that approximately 8 trucks were destroyed or damaged.

5 Sept. 44: Road Sweep, Hengyang to Yochow.

One plane, briefed for this two-plane night mission, returned to base with all its bombs. The other plane dropped 12 stabilized frag clusters on the town of Kiyang. All bombs landed in the target area. Several large secondary explosions were noted.

6 Sept. 44: Kiyang and targets of opportunity between Kiyang and Hengyang.

Two B-25's dropped 12xM-1 stabilized frag clusters on Kiyang with 70% in the target being the results for one plane, and 100% for the other. Several small fires were observed. Six bombs were good hits on the ferry crossing at Kiyang starting one fire.

6 Sept. 44: Night Road Sweep N. of Lingling.

Four B-25's were briefed for a night sweep of the road north of Lingling. Eight trucks 25 miles southwest of Hengyang were strafed and the five parafrags which were dropped on them were all direct hits. Four M-4's were dropped on an eight-truck convoy between Hengshan and Hengyang with results unobserved. Five parafrags were dropped on another convoy of 25 trucks at Lingkwantien. All bombs landed on the edge of the road.

7 Sept. 44: Road Sweep NE of Lingling.

Carrying 12xM-1 frag clusters each, six B-25's were briefed to sweep the road northeast of Lingling. Twenty-four clusters were dropped by 2 planes on the town of Sungpai, with all but one bomb exploding in the target area. Five clusters dropped in the northeast part of Kiyang were 100% hits. A compound in the Paichui area was hit with 5 bombs, one fire was observed. One of these aircraft was hit by ground fire and failed to return.

8 Sept. 44: Road Sweep N. of Lingling.

On this night mission 48xM-1 frag clusters were dropped by 4 aircraft on truck convoys. It is estimated that at least 40 trucks were destroyed or damaged. One aircraft was damaged by heavy ground fire and four of its personnel were injured.

7 Sept. 44: Road Sweep N. of Lingling.

On this night mission of two B-25's, plane No. 1 dropped 12 butterfly bombs on the alternate target, Kiyang. All bombs landed in the buildings along the river. Plane No. 2 dropped 6 butterfly bombs on a truck convoy and the remainder on the northern ferry terminus. The first six bombs landed among the vehicles. The last 6 were unobserved.

8 Sept. 44: Road Sweep, Lingling to Hengyang.

Due to unfavorable weather the two B-25's scheduled for this mission turned back 10 minutes after leaving their base.

8 Sept. 44: Targets of Opportunity in the Taipingtang area.

Straw stacks used for concealment of equipment 2 miles north of Taipingtang were bombed by one B-25 which dropped 12x100 lb. incendiary clusters. Six of the straw structures were set afire. Plane No. 2 of this mission toggled out 12 clusters on Taipingtang. Several large fires were started.

8 Sept. 44: Town of Paichui.

Two planes dropped 24xM-1 frag bombs on Paichui. 60% of the bombs landed in the building area causing two large fires. Black smoke rose to a height of 100 feet.

7 Sept. 44: River Sweep, Liukiang to Wuhu.

On this night mission Plane No. 1 dropped 2x250 lb. GP demos on a 100 foot boat near Lao-Chou Toy. Both bombs were over. On the second run 3 bombs dropped on a 75 foot boat were misses.

8 Sept. 44: Bridges N. of Kiyang.

On this two-plane mission 6x500 lb. demos were dropped in several runs on a bridge adjacent to the town of Kiyang where the small river joins the Siang River, with four bombs missing, and two hitting directly and destroying the bridge. The next bridge north, was then bombed with 6x500 lb. demos. Several bombs were skips, and the remainder were over.

8 Sept. 44: Northern Terminus of Siangtan Ferry Crossing.

One plane briefed for this night mission returned with all bombs to base. The other aircraft was prevented from reaching the primary target by weather. The pilot decided to drop the 12xT-10 butterfly bombs on Lingling. Poor visibility prevented accurate observation, but all bombs fell in the town.

9 Sept. 44: Road Sweep, Lingling to Hengyang.

Two escorted B-25's dropped 24 stabilized frag clusters on approximately 10 compounds between Lingling and Kiyang. Of the first 12 bombs dropped, all but one were direct hits. Approximately 1/2 of the second group were effective hits.

9 Sept. 44: Road Sweep, Lingling to Hengyang.

Twenty-four stabilized frag clusters were dropped on the town of Lingkwantien by 2 escorted B-25's. All but approximately five of the bombs were either direct hits or near misses on buildings. Due to the great clouds of smoke rising from the target, it is believed that heavy damage was done.

10 Sept. 44: Euanhsien.

The first four B-25's of this 8 plane mission dropped 48xM-1 frag clusters on the town of Euanhsien. Approximately 10 clusters were good hits in the western part of the town. The rest of the bombs were over. The second flight dropped 48x100 lb. incendiary bombs. All bombs were in the target area starting several large fires.

10 Sept. 44: Road Sweep, Lingling to Kiyang.

One B-25 toggled 6xT-10 butterfly bombs on a grove of trees, which was thought to be used for concealing parked trucks and tanks. A group of huts suspected of housing supplies which was located near the grove was hit with the remaining 6 bombs. All bombs were dead center, but no activity was observed and no fires started.

10 Sept. 44: Szetang, China.

Four planes of this eight-plane mission dropped 48x100 lb. demos which were direct hits in the target area. Three planes of the second flight dropped 36x100 incendiaries causing two large secondary explosions and many fires.

11 Sept. 44: Road Sweep, North of Lingling.

Due to high oil temperature, one plane of this two-plane mission returned with all bombs to base. The remaining aircraft dropped 2x100 lb. GP. demos on Lingling with unobserved results due to poor visibility. This plane returned its remaining bombs.

11 Sept. 44: Miactiaw, China.

Eight B-25's scheduled for this mission loaded up with 96x100 lb. incendiary clusters. All these bombs were dropped on the town and river. Many fires were started.

11 Sept. 44: Kaochichih RR. Station and Supply Dump.

48x100 lb. demos and 36x100 lb. incendiaries were dropped by this seven-plane mission, with good results. Four distinct secondary explosions and several fires were observed.

12 Sept. 44: Sungpai, China.

Four B-25's dropped 48x100 lb. demos on this target, followed by four dropping 48 incendiaries. All of the demos and 60% of the incendiaries landed in the town. The remainder were over. One large secondary explosion and several secondary explosions were observed.

12 Sept. 44: Kaochichih.

Ten planes dropped 60x100 lb. demos and 60x100 lb. incendiaries on this town, with 75% of the bombs landing in the target area. Several fires were observed.

13 Sept. 44: Chuanhsien.

Six escorted B-25's attacked the town of Chuanhsien dropping

12x400 lb. demos. Most of these bombs fell in the target area causing many large fires.

15 Sept. 44: Lingling ferry crossing and Bus Station across the river.

Three planes attacked the ferry crossing dropping 36x100 lb. demos. All but 6 landed among the buildings and the ferry crossing.

16 Sept. 44: Lensuitai.

Six B-25's carrying 36x100 lb. demos and 12x500 lb. incendiary clusters were briefed to attack Lensuitai. One aircraft failed to take off. The remaining planes dropped all their bombs in one run. All bombs fell to the right or the west side of the target.

16 Sept. 44: Lensuitai at the junction of the Lingling RR.

One aircraft briefed for this six-plane mission failed to take off. The remaining 5 planes dropped 60x100 lb. demos, with 3 landing over, and the remainder all direct hits. No fires were started.

17 Sept. 44: Hwanyangshih.

Six B-25's dropped 72x100 lb. demos on Kiyang, as the primary target was observed to be burned out. All bombs landed in the target area. Two secondary explosions, but no fires were observed.

17 Sept. 44: Nanyo.

In a coordinated mission 15xB-25's, escorted by 8xP-51's, dropped 16x100 lb. demos and 24x500 lb. incendiaries on the town of Nanyo. All of the bombs landed in the target area, and two secondary explosions were observed.

18 Sept. 44: Lingling Ferry Crossing.

This mission consisting of six B-25's carried a load of 72x100 lb. demos. A total of 60 bombs were dropped on the ferry crossing but started no fires. The remaining 12 were dropped on the town of Chuanhsien with 100% results.

18 Sept. 44: Lingling, China.

Eight aircraft were briefed to bomb the town of Lingling. Two planes failed to take off and one already airborne, returned to base. The remaining 5 dropped all bombs in one run. All bombs landed in the target area. Two secondary explosions and 6 fires from which black smoke arose were observed.

10 Sept. 44: Lensuitai.

On this unescorted six plane mission, one B-25 dropped 4x500 lb. incendiary clusters on the town of Chuanhsien, scoring 3 direct hits. Another plane dropped 4 incendiary bombs in a compound 20 miles northeast of Chuanhsien with results unobserved. The remaining 4 planes dropped 4x500 lb. incendiary bombs and 36x100 lb. demos on Lensuitai with all but 2 incendiaries landing as direct hits.

20 Sept. 44: Lingling.

Seven escorted B-25's dropped 48x100 lb. demos and 12x500 lb. incendiary bombs on the town of Lingling. 97% of the bombs hit in the target area. Two small fires were started.

20 Sept. 44: Kiyang.

Nine escorted planes attacked the town of Kiyang dropping 72 stabilized frag clusters and 33x100 lb. incendiary clusters. 90% of the bombs were in the target area and one fire was started.

21 Sept. 44: Lingling Ferry, East Terminus and Chuanhsien barracks.

These six planes dropped 78x100 lb. incendiary clusters and 36x100 lb. GP demos on the Lingling Ferry causing one large secondary explosion, one large fire, and several small fires. The planes then dropped 18x100 lb. incendiary clusters on Chuanhsien which resulted in the entire barracks area to take fire.

21 Sept. 44: Building area on island one mile North of Lingling.

Five B-25's dropped 36x100 lb. demos and 24x100 lb. incendiary clusters scoring 100% hits in the target area. One secondary explosion was observed and heavy damage is believed to have been caused.

22 Sept. 44: Kianghwa at junction of Feng and Hsiao Shui Rivers.

Six B-25's dropped 36x100 lb. incendiary bombs and 36x100 lb. GP demos on the town of Kianghwa. 95% of the bombs were in the target area. One large secondary explosion, one large fire, and several smaller fires were observed. A column of heavy black smoke rose to 7,000 feet.

22 Sept. 44: Building area at crossroads WSW. of Hengyang.

Six planes, escorted by 7xP-51's, attacked the building area at crossroads WSW. of Hengyang dropping 36x100 lb. incendiary bombs and 36x100 lb. demos. 60% of the bombs were effective hits in the target.

23 Sept. 44: Chuanhsien.

The six planes briefed for this mission dropped 36 incendiary clusters and 36 demos. All the demos landed amongst the damaged buildings in the northwest tip of the town. Two fires were started and black smoke arose to 1,000 feet. All the incendiary bombs were misses.

23 Sept. 44: Storage area at Chuanhsien RR. yards.

One aircraft briefed for this six-plane mission failed to take off. One of the two elements blanketed the railroad yards with 60x100 lb. GP. demos. 80% were in the target. Many fires were started.

23 Sept. 44: Chuanhsien compound E. of RR. yards.

Approximately 50% of the buildings in the target area were heavily damaged by seven planes dropping 48x250 lb. GP. demos and 12x100 lb. GP. demos. About 30% of the bombs were in the target area.

24 Sept. 44: Kwanyang.

72xM-1 stabilized frag clusters were dropped by six planes with approximately 60% landing in the target. No fires of any kind were started. Also no secondary explosions.

24 Sept. 44: Taohsien.

Excellent results were obtained when 5xB-25's dropped 36x100 lb. GP. demos and 8x500 lb. incendiary clusters squarely in the target area. Numerous direct hits on buildings were observed, and the presence of many fires was indicated by large quantities of gray smoke billowing up from the town.

24 Sept. 44: Road Sweep, Lingling to Siangtan. Hengyang Airdrome.

Plane No. 1 of this two-plane mission made several strafing runs on small groups of trucks. Five parafrags were dropped on 15 trucks south of Szetang. These were direct hits. Five miles north of Hengshan, a convoy of 30 trucks was hit with 7 frags which were all good hits. Strafing runs were made during and after the bomb runs. In the Chayyuanpu area, a convoy of 10 trucks was strafed. One of the trucks exploded. It is estimated that 25 trucks were damaged by this plane. Plane No. 2 dropped 12xM-4 parafrag clusters on Hengyang Airdrome. No damage was observed.

25 Sept. 44: Kweiyangshih.

Six planes dropped 12x500 lb. incendiary clusters and 36x100 lb. GP. demos on Kweiyangshih. 95% of the bombs landed in the target. One large secondary explosion and three fires were observed.

25 Sept. 44: Canton-White Cloud Road Sweep Hengyang to Siangtan Canton-Tien Ho A/D W. river to Samshui.

Plane No. 3 of this 4-plane mission, briefed to hit Tien Ho failed to take off. Plane No. 2 failed to reach the target due to bad weather, but dropped 12xM-4 parafrag clusters on Lingling with unobserved results. Plane No. 1, unable to hit Tien Ho due to weather dropped 8x100 Kilo bombs on the alternate target, Wuchow. Five bombs were hits in the town. One fire was started which was believed to have been a gas dump. Plane No. 4 strafed two power driven boats one mile east of Wuchow.

26 Sept. 44: Chiupanpan.

On the unescorted mission, 6xB-25's were briefed to attack the town of Chiupanpan. One aircraft failed to reach the target. The remaining five planes dropped 12x100 lb. incendiary bombs, 8x100 Kilo demos and 12x100 lb. GP. demos on a town which was believed to be Chiupanpan and whose features checked with the maps. All the demos were good hits in the target area, and all incendiaries were misses. Many large fires were started.

27 Sept. 44: Lunfukwan.

Six B-25's bombed the town of Lunfukwan with 36x100 lb. incendiaries and 36x100 lb. GP. demos. 75% of the bombs landing in the target area started several large fires. Smoke from these fires rose as high as 5,000 feet.

26 Sept. 44: Taochuan.

Six B-25's carrying 36x100 lb. demos and 36x100 lb. incendiary clusters attacked the town of Taochuan. All bombs were dropped, and 95% landed in the target area. Three large secondary explosions were caused by the demos.

28 Sept. 44: Shangchiehtou.

Four B-25's, carrying 48x100 lb. demos bombed this target. Most of the bombs were hits or near misses on buildings. Three fires were started from which white and gray smoke arose.

28 Sept. 44: River Sweep, Lingling to Chuchow.

Plane No. 1, of this two-plane mission, began to sweep from Chuchow. Fifteen miles south this plane dropped 2x250 lb. demos which were direct hits on a 100 foot power driven vessel, causing it to sink. One bomb which was dropped on a 75 foot boat in the

Hengshan vicinity was a near miss, but caused no damage. Several strafing runs were made on clusters of sampans. Plane No. 2, also carrying the same amount of bombs, dropped his entire load on 2 single-stacked river boats, which were all near misses.

28 Sept. 44: Road Sweep, Lingling to Siangtan.

Three B-25's, carrying 12xM-4 parafrag clusters each, were briefed to sweep the road from Lingling to Siangtan. These three planes dropped all their bombs on numerous convoys and scattered vehicles. Two-thirds of these bombs were observed to be effective hits. Four trucks were set afire and an estimated 25 trucks were destroyed. Strafing runs were also made on the convoys.

29 Sept. 44: Twon.

One aircraft, briefed for this mission, failed to take off. The remaining 5 planes, because of widespread rains and a low ceiling area which they could not find a path around, returned to their base with all bombs.

29 Sept. 44: Village 2 miles N. of Taochuan.

Six planes, carrying 12xM-1 stabilized frag clusters each, were briefed to hit this target. Failing to contact fighters who were to lead them, they attacked a village intact 2 miles north of Taochuan which they believed to be the target. All bombs were dropped. Great quantities of gray smoke billowed up from the town immediately after the bombs exploded.

29 Sept. 44: Tien Ho and White Cloud Airdromes.

Nine B-25's were briefed for this night attack on targets at Tien Ho and White Cloud Airdromes. Four planes each carried 12xM-1 stabilized frag clusters. Four others were each loaded with 6x500 lb. GP. demos, while one plane carried 20x100 lb. GP. demos. All bombs were dropped with approximately 50% being effective hits in the target area.

30 Sept. 44: White Cloud and Tien Ho Airdromes.

Eleven B-25's, carrying 20xM-1 frag clusters, were briefed to attack White Cloud and Tien Ho Airdromes. Due to unfavorable weather, 5 of these aircraft did not take off, and 2 took off but returned back to base. Four aircraft, despite the weather, reached the target area. One plane dropped its bombs from 6,000 feet on barracks north of Tien Ho, but location of bomb bursts in respect to the target area was not observed. Plane No. 2's bombs hung up, therefore were dropped on the alternate target, Wuchow. Results were not observed. Plane No. 3 dropped all bombs on barracks area at Tien Ho. Plane No. 4 dropped its entire load on the revetment area at White Cloud. All bombs were misses.

1 Oct. 44: White Cloud and Tien Ho Airdromes.

Taking off at staggered intervals, 10x B-25's made night attacks on White Cloud and Tien Ho Airdromes. A total of 155xM-1 frag clusters were dropped. 50% of the bombs were seen to be effective hits, 40% unobserved and 10% were misses. One plane returned bombs to base. Six planes located and bombed their assigned targets which were the fighter revetments and barracks area at White Cloud Airdrome. Two aircraft dropped their frags on revetments at Tien Ho Satellite and one plane bombed the runway at White Cloud Satellite.

2 Oct. 44: Pingnan, China.

Five unescorted B-25's dropped a total of 100x100 lb. demos on this target scoring 100% hits.

2 Oct. 44: Tien Ho and White Cloud Airdromes.

Taking off at staggered intervals, 9x B-25's made night attacks on airdromes at Canton. Three aircraft turned back because of weather. Only 4 planes dropped on targets at Canton. Bombs on one plane hung up and were defused and jettisoned on return course. One plane strafed and dropped 9 frag clusters on Pingnan scoring 100% hits and starting one fire. Of the 4 aircraft to reach the primary target, one dropped 20x100 lb. demos by ETA on Tien Ho Airdrome, two planes dropped 12 frag clusters on one unidentified landing strip, and one dropped 12 clusters on fighter revetments northeast of White Cloud Airdrome.

3 Oct. 44: Pingnan, China.

Six unescorted B-25's dropped a total of 36x100 lb. demos and 36xM-1 frag clusters on Pingnan scoring 95% hits. Approximately 3 bombs landed in river. Before the bombing run, three planes of the second element strafed a 40-foot boat at Pingnan; villages adjacent to target; and town of Pingnan itself.

3 Oct. 44: River Sweep, Lingling to Siangtan.

In a night road and river sweep, one B-25 attacked a 15-truck convoy south of Nanyo. 8x250 lb. demos were dropped in train on this target. Two bombs exploded among trucks and 6 were near misses. No fires started and no observations made of the results. On the

Hengyang-Lingling road this plane strafed an estimated 100 vehicles. It is estimated that a minimum of 5 of these trucks were destroyed.

3 Oct. 44: Tien Ho and White Cloud Airdromes and West River.

Eight missions were completely by 8xB-25's with staggered take offs from Liuchow. One plane swept the West River from Tanchuk to Sanshui. Six planes hit targets at Tien Ho and White Cloud Airdromes and one plane, briefed for White Cloud, was forced, by bad weather, to bomb Pingnan. 60% of the bombs dropped in the target area were direct hits. One large fire, possibly gas, was started at Tien Ho Airdrome. Three small 50 foot junks, in the river, were set afire by strafing. Two 100 foot motor boats were probably destroyed by bombing and one 50 foot boat was sunk with a direct bomb hit.

4 Oct. 44: Road Sweep, Lingling to Changsha.

One B-25 ran into bad weather and was forced to return bombs to base.

4 Oct. 44: 3 A/C Tien Ho and White Cloud A/D's; 1 A/C West River Sweep.

Four B-25's were briefed for night missions with staggered take offs. The 3 planes dropped 52x100 lb. demos on the airdromes. The lone plane, for the river sweep, failed to find any shipping.

5 Oct. 44: Samshui Waterfront Storage Area.

In a coordinated mission, 6 aircraft of the 491st Bombardment Squadron, and 6 of this squadron, all B-25's dropped 97x100 lb. demos on Samshui, 90% being effective hits, the remainder landing on the river banks or in the water. Many direct hits on buildings were observed. Shortly after leaving the target, these bombers were jumped by enemy fighters. The enemy fighters were driven away by our fighters. There were no injuries to any of our personnel.

5 Oct. 44: 1. Warehouse area W. of Tien Ho A/D. 2. 1 A/C supply depot W. of White Cloud A/D. 3. 1 A/C revetment area E. side of White Cloud A/D.

Taking off at staggered intervals, 4xB-25's made night attacks on targets in Canton. Because of a heavy overcast over Canton, none of the planes found its primary target. Three planes dropped a total of 28x100 lb. demos and 12xM-1 clusters on Wuchow starting four fires and scoring many direct hits on the town. One plane dropped 15x100 lb. demos on the docks and storage area at Samshui starting one small fire.

6 Oct. 44: 1. 2 A/C West River Sweep. 2. 3 A/C White Cloud and Tien Ho A/D.

In night attacks, three B-25's dropped 36x100 lb. demos and 12 stabilized frag clusters on White Cloud and Tien Ho Airdromes. Two planes dropped 16x250 lb. demos in attacks on small craft in the West River, probably sinking two 50 foot boats. More than 200 small craft were strafed. Three 35 foot sampans were set afire by strafing.

14 Oct. 44: Sea Sweep, South China Sea.

Two B-25's sighted no shipping on sweep and returned bombs to base.

15 Oct. 44: Sea Sweep, South China Sea.

In spite of excellent visibility, no targets were found and both B-25's returned bombs to base.

16 Oct. 44: Shipping in Victoria Harbor.

In a coordinated mission with 3 aircraft of the 491st Bombardment Squadron, four B-25's of this squadron low leveled shipping in Victoria Harbor. Bombers were escorted by 8xP-40's. There were 24x500 lb. demos dropped. Results are as follows: claimed as destroyed are a 350 and 400 foot freighter, both hit and left afire; one 350 foot merchant vessel and a 200 foot merchant vessel. Both received direct hits and are claimed as probably destroyed. One 400 foot freighter received a near miss and is claimed as damaged. Two 300 foot freighters were probably damaged.

16 Oct. 44: Sea Sweep, South China Sea.

Over the entire course these two B-25's sighted no enemy shipping and returned bombs to base.

17 Oct. 44: Shop and Storage Area W. side of Tien Ho A/D.

In a coordinated attack with 8 B-25's of the 491st Bombardment Squadron and 7 B-25's of this squadron, all escorted, dropped a total of 42x500 lb. demos. 70% of bombs were effective hits. One direct hit on a building was noted. Most misses landed in open fields south of the target. Seven enemy aircraft were encountered 2 minutes after bombs were dropped. Two enemy aircraft made one pass each on one of our planes but inflicted no damage.

17 Oct. 44: Sea Sweep, South China Sea.

Both B-25's completed missions without sighting enemy shipping. No bombs or ammo. were expended.

20 Oct. 44: Kweiping, China.

A formation of 6xB-25's (3 a/c of the 491st Bombardment Squadron) bombed Kweiping with 36x100 lb. incendiaries and 66x100 lb. demos. 100% hits were scored. Two fires were started and heavy destruction was caused by the demos.

20 Oct. 44: Samshui Waterfront Storage Area.

In conjunction with 6xB-25's of the 491st Bombardment Squadron, 5xB-25's of this squadron dropped 66x100 lb. demos. All but 7 bombs were excellent hits in the target area. A few misses were short, while the remainder were over and fell in the river.

23 Oct. 44: Sea Sweep, South China Sea.

No enemy shipping sighted by these two B-25's and no bombs or ammo. expended.

23 Oct. 44: Menghu, China.

In a coordinated mission with 3xB-25's of the 491st Bombardment Squadron, 3 unescorted B-25's of this squadron dropped 54x100 lb. demos on Menghu scoring 100% hits. Three large secondary explosions were observed and 2 large fires.

26 Oct. 44: Convoy reported in South China Sea between Hainan Island and Hong Kong.

In a coordinated mission with 2 aircraft of the 491st Bombardment Squadron, two B-25's of this squadron skip-bombed a 6-ship convoy. Plane No. 1 scored 4 misses and one extremely near miss with 5x500 lb. demos on a 350-foot freighter. Plane No. 2 dropped on the same target. Two 500 lb. demos were short but near misses, one was a direct hit amidships. The vessel seemed to disintegrate. This plane toggled its 2 remaining bombs on a nearby tanker, the first fell short, but probably carried heavy damage for boat settled slightly. Second bomb was over.

27 Oct. 44: Sea Sweep, South China Sea.

Two 100-foot gunboats and a disabled 250-foot oil tanker were attacked by two unescorted B-25's east of Mofu Point. Entire bomb load of one plane was accidentally salvoed at beginning of run and all bombs landed short. Two runs were made by other plane on tankers, four bombs falling short and one bomb was a very near miss. Ship settled more noticeable and life boats were launched from vessel. All boats were thoroughly strafed.

27 Oct. 44: Sea Sweep, South China Sea.

No enemy activity was noted by either of these two B-25's and no bombs or ammo. was expended.

31 Oct. 44: Tien Ho and White Cloud Airdromes.

Three B-25's were briefed for night attacks on targets at Canton. Two planes turned back because of weather and dropped no bombs. One plane found a temporary break in the overcast and dropped its 12xM-1 frag clusters on Tien Ho Airdrome, but it is believed that no hits were scored in the barracks area.

ACTIVITIES OF THE ELEVENTH BOMBARDMENT SQUADRON (M) 14TH ARMY AIR FORCE, CHINA-BURMA-INDIA THEATER

MAY 26 TO AUGUST 12, 1944

INTRODUCTION

On 26 May, 1944, the Japanese launched from bases in the Tungting Lake area their long anticipated offensive to the South. On 11 August, 1944, Headquarters, 68th Composite Wing, 14th U. S. Army Air Force at Kweilin received the following message from the Chinese 100th Army which had failed in a desperate effort to relieve the beleaguered Chinese 10th Army surrounded in the battered city of Hengyang:

"GARRISON HENGYANG ENTIRELY LOST. JAP 34TH, 40TH, AND 116TH DIVISIONS IN FINAL ATTACK. NO CONTACT WITH 10TH ARMY."

The duration of the campaign, from its inception to the fall of the city, covered a period of 78 days. During this period B-25's of the 11th Bombardment Squadron flew 118 missions, over 95 per cent of which were in direct support of the Chinese Ground Forces involved in the campaign.

This report is compiled principally from an analysis of official mission reports, 24th Statistical Control Unit reports, and with the use of B-25 bombers in the Hengyang Campaign. It is possible,

however, that the over-all aspects of the report will be of value operationally in planning more effective employment of medium bombers in support of future ground campaigns in China.

Participating in the 118 missions were 24 individual planes of the 11th Bombardment Squadron.

Plane Model	No. of Planes	No. of Sorties	Combat Hours
B-25-J	11	266	837 Hrs. 45 Min.
B-25-D	3	72	274 Hrs. 45 Min.
B-25-H	10	78	229 Hrs. 30 Min.
Total	24	416	1,342 Hrs.

The basic difference in the model B-25's is armament:

B-25-J

Top turret twin .50's (located forward)	2
Six fixed package .50's firing forward	6
One flexible .50 in the nose	1
Two flexible waist .50's	2
One tail turret twin .50's	2
Total .50's	13

B-25-D

Top turret twin .50's (located aft)	2
Six fixed package .50's firing forward	6
One flexible .50 in nose	1
Two flexible waist .50's	2
Single flexible .50 in tail (no turret)	1
Total .50's	12

B-25-H

75 MM. cannon in nose	
Top turret twin .50's (located forward)	2
Eight fixed package .50's firing forward	8
Two flexible waist .50's	2
Tail turret twin .50's	2
Total .50's	14

Note: All turrets are power operated. The flexible nose .50's on the J and D can be locked in position resulting in the use of Nine .50's firing forward on strafing missions.

During the course of the campaign the 11th Bombardment Squadron lost eight (8) of the twenty-four (24) planes used or 33 1/3 per cent. Four (4) of these losses or 50 per cent. were due directly or indirectly to enemy action, but none of the losses were the result of enemy aircraft interception. Although by no means conclusive, in view of the small number of sorties, the loss quotient in the squadron in this particular campaign amounted to one (1) plane for every 52 sorties. Following are the types of losses:

- B-25-H May 26th—Crashed in water after attack on enemy PT boat. Automatic fire.
- B-25-H May 27th—Bailed out after attack on enemy PT boat. Due to weather. Radio compass and antenna shot out.
- B-25-H May 29th—Destroyed on ground at Hengyang by enemy bombing.
- B-25-J June 13th—Hit by AA over Muchang. Successful belly landing at Lingling but plane damaged beyond repair in landing.
- B-25-J July 10th—Bailed out. Could not find base due to weather. Night mission.
- B-25-J July 24th—Engine trouble. Plane destroyed in crash landing in rice paddy.
- B-25-J July 28th—Plane destroyed on ground at Kweilin by enemy bombing.
- B-25-J July 29th—Enemy raid in process. Plane advised to land at Lingling. Lost in weather. Crew bailed out. Night mission.

Fortunately, no crews of the 11th Bombardment Squadron went down in enemy territory during the campaign. It might be well to point out, however, that successful survival arrangements have been set up and are steadily improving. Of 45 fighter pilots missing in action from June through August, 1944, 23 returned safely from enemy territory, 6 from friendly territory, 5 were killed in action, 11 continued missing in action, of which some may be safe. Rescue is usually effected by Chinese farmers, coolies, guerillas, Nationalist troops and Communists in the order named. Efforts are coordinated through the Chinese Air Raid warning net and American Intelligence Radio teams in the forward areas.

There was no set or pre-determined policy governing the use of the B-25's in the Hengyang campaign. This is not only true of the

Hengyang campaign, but generally so in China, primarily for two reasons: (1) The over-all shortage of all types of planes; (2) The general shortage of gasoline. The urgency of the tactical situation was such during the Japanese drive on Hengyang, that all tactical planes of the 68th Composite Wing were employed continuously to stem the advance. However, the inadequacy of the gasoline supply precluded the B-25's from participating to the full extent of their capabilities. At one point the total supply of 100 octane gasoline at all Kweilin Air Bases for all planes was down to 11,000 gallons. In another instance gasoline was actually siphoned from the tanks of B-25's for use in fighters and evacuation transports. On 27 (34.8) per cent. of the 78 days of the drive, B-25's sat on the ground, 90 per cent. of the non-operational days being attributed to gasoline shortage. Compared with approximately five fighter squadrons under the 68th Wing, the three B-25 squadrons of the same wing played a relatively small part:

	<i>Fighter Sorties</i>	<i>B-25 Sorties</i>	<i>Total Sorties</i>
June 1st to August 10th	5,911	723	6,634
	(89%)	(11%)	(100%)

The number of planes used per mission is small; 42.3 per cent. of the missions being one- or two-plane missions. On only 6 per cent. of the missions were more than six of the squadron's planes used.

One-plane Missions.....	18
Two-plane Missions.....	42
Three-plane Missions.....	8
Four-plane Missions.....	11
Five-plane Missions.....	9
Six-plane Missions.....	23
Seven-plane Missions.....	3
Ten-plane Missions.....	1
Twelve-plane Missions.....	2
Thirteen-plane Missions.....	1
Total	118

In addition to gasoline shortage, a second factor necessitating the small number of planes per mission was weather. In many instances ceilings over enemy territory were so low that two-plane elements only could be attempted under the overcast. Finally, with the requirements for fighters urgent at all times for fighter-bomber missions, there was a continuous shortage of fighters for escort of daylight missions. Thirty-nine (32) per cent. of the missions were flown at night. Forty-five (58) per cent. of the 79 daylight missions had fighter escort.

(NOTE:—On fourteen (14) of the 118 missions, planes of the 11th Bombardment Squadron joined with planes of the 491st or 4th Bombardment Squadrons. The largest raid of the campaign occurred 13 June when 18 B-25's with an escort of 56 fighters hit the railroad yards at Wuchang, China.)

ORDNANCE

In addition to .50-cal. ammunition and 75-mm. shells, the B-25's on ninety-three (78.8) per cent. of the missions dropped 268.1 tons of bombs and clusters on the enemy. The following table gives the types of bombs used, the amount dropped in combat, and the percentage of hits in the target area.

<i>Type of Bomb or Cluster</i>	<i>Number Dropped</i>	<i>Tonnage</i>	<i>Per Cent of Hits in Target Area</i>
1,000-lb. G.P. (M65).....	27	13.5	96%
500-lb. G.P. (M64).....	234	58.5	78%
500-lb. Incendiary Cluster (M69)	29	7.3	90%
300-lb. G.P. (M31)	16	2.4	82%
250-lb. G.P. (M57).....	275	34.4	80%
100-lb. G.P. (M30).....	1,714	85.0	80%
100-lb. Incendiary (M50).....	53	2.7	67%
100-lb. Fragmentation Cluster (M1)	472	28.3	84%
100-lb. Para-Fragmentation (M4)	528	31.7	92%
100-lb. Fragmentation Cluster (M28)	72	4.3	100%
Total		268.1	85%

NOTE:—Bomb racks are the same on D, H, and J model B-25's. Bomb loads possible with various type bombs are as follows:

3x1000 G.P.	8x250 G.P.	12xM1 Frag Clusters
6x 500 G.P.	8x300 G.P.	12xM4 Frag Clusters
6x 500 I	12x100 G.P.	12xM28 Frag Clusters

All 100-lb. bombs and clusters by use of a special loading strap may be loaded two per rack, making it possible to carry 24 bombs or clusters instead of 12.

The overall percentage of hits in the target area (85 per cent) is perhaps high when compared with other figures for routine operations of medium bombers. The reason is evident after consideration of two factors: (1) all but a very few of the 93 bombing missions were run against area targets such as airfields, occupied towns, and advance positions rather than pinpoint targets such as individual ships, bridges, and buildings; (2) the lack of intensity of enemy AA and the feeble attempts at interception by enemy aircraft made a great many low-level attacks possible with the resultant increase in accuracy.

Para-frag bombs released at speeds of over 200 miles per hour at altitudes of 100 to 800 feet were extremely (92 per cent) accurate and destructive when used on road sweeps against troops, cavalry, motor transports and supplies.

Many hits were also scored with the same bomb against enemy planes parked in revetments at Hankow, Wuchang, and Pailuchi airfields.

The 1,000-lb. G.P.'s, generally with 12- to 24-hour delay fuses, were used only to neutralize enemy airfields. 500-lb. G.P.'s were used from both high and low level against all types of targets.

Incendiaries, 250-lb. G.P.'s and 100-lb. G.P.'s were used with a high degree of success against rail yards, dock areas, storage areas, and Jap-occupied compounds. Bombing technique and altitudes of attack followed no set pattern, but will be discussed under target classification.

Operational experience has revealed the use of the B-25-H in the same formation with B-25-J's and D's to be unsound. The B-25-H, in addition to its eight package .50's firing forward, is equipped with a 75-mm. cannon, adding some 600 pounds additional weight to the nose of the plane. The increased weight of the H makes it sluggish and cumbersome at altitudes normally used for high-level missions. Since D's or J's must be used for lead planes (no bomb sight in H), the result is a forced reduction in performance of the D's and J's to prevent straggling of H's when used as wing planes, a threat of overtaxing the H's to maintain formation, and a lessening of the speed of the formation which is the most effective means of avoiding losses by enemy interception.

When the Model H was first received by the 11th Bombardment Squadron there was much enthusiasm and hopes were high. Subsequent experiences, however, has indicated that targets peculiarly suited to cannon attack are not numerous. Many targets which are vulnerable to 75 mm. fire are equally vulnerable to .50-cal. or deck-level, light-bomb attack, which makes the cannon only an occasionally useful adjunct to the armament and rarely a necessary one. On sea sweeps, for example, the results accomplished by machine gun strafing and bombing, based on past experience, cannot be equalled solely by cannon attack. (See Appendix A, "14th Air Force Experience With 75-mm. Shells and 500-lb. G.P. Bombs.")

The use of the cannon necessitates tactics somewhat similar to those used by torpedo planes at the beginning of the war; that is, long, low-level approaches without evasive action. Pilots are firm in stating that this type of approach on well-defended targets is not healthy, particularly in a nose-heavy B-25. Furthermore, as there is no co-pilot, it is only on occasions when the freedom from fighter interception is certain that the pilot can give his full attention to the cannons.

NOTE:—Many fighter pilots use this same argument (that the 50's are more effective and more easily controlled) in turning down the 4.5" rockets (including the few bazookas used in this theater) in preference to the .50's.

As a matter of information the 75-mm. is generally fired at altitudes varying from 1,000 feet at the start of the run to 500 feet at the completion. The cannons are bore-sighted at 1,000 yards and are fired by the pilot with either the N-6A electric gun sight or the modified A-1 radar sight. Using the former sight, the pilot usually opens fire at 2,000 yards range getting in three rounds by the time he has closed to 1,000 yards. Using the radar sight, the pilot can start lobbing in shells on the target with a high degree of accuracy at 5,000 yards range, getting in 8 to 10 rounds by the time he has closed to 1,000 yards, at which range the .50-cal machine gun become effective and cannon fire ceases.

The number of rounds fired, using either sight, is determined by a number of variables such as the cannonier's ability, the speed of the plane, the condition of the cannon and the condition of the shell casings. Twenty-one rounds can be carried in the racks, but if conditions warrant, as many as 100 rounds can be piled in the plane for the use on one sortie. The cannon is very easily put out of alignment and for accurate firing, requires constant bore-sighting plus, in the case of the radar-range-computing sight, meticulous maintenance.

Contrary to reports and past experience, the 75-mm. cannon was used in the Hengyang Campaign with what appears on paper to be a

high degree of success on river sweeps, which constituted six of the seven missions on which it was used, the seventh one being a sea sweep.

The missions were generally two-plane flights sweeping the Siang and Yangtze rivers in search of shipping. In view of the cannon's limited use during the campaign and the pilots' failure to report fully on the number of direct hits, it is difficult to assess exactly the cannon's accuracy when employed in this type campaign. Out of 155 rounds fired on only 93 sorties, a conservative approximation would place 83 (53.5) per cent of the shells as direct hits in the target. This figure considerably exceeds the figure given in Table IV of the appendix, "Expected Percentage of Hits to Expenditures." Bear in mind, however, that in this type campaign, the cannon was employed against targets lightly defended in comparison with targets generally encountered on sea sweeps.

<i>Sunk</i>	<i>Probably Sunk</i>
200 ft. Freighter	200 ft. Schooner
200 ft. Freighter	75 ft. Barge
60 ft. Motor launch	Large group sampans
300 ft. Freighter (8 direct hits—beached)	100 ft. Motor boat
75 ft. Junk	
75 ft. Junk	
100 ft. Power boat	
	<i>Severely Damaged</i>
	Large group 20 ft.-50 ft. sampans
	Several Warehouses
	7 Sampans (50 ft.-60 ft.)
	100 ft. Ship
	Large group sampans
	2 100 ft. gunboats

No losses or damages of serious consequence were sustained on these missions and, consequently, even though the accuracy with 75-mm. shells checks out lower than the accuracy with light-bomb attack, it appears that, in view of the far greater number of shells per sortie that can be carried compared to bombs per sortie, more emphasis can be placed on the cannon for river sweeps in this type campaign where attack area and targets are lightly defended. Further targets also seem opportune for the cannon when considering its possible use against lightly defended enemy land positions in co-ordination with an air-ground liaison team located in the combat zone and "talking" it on the target.

An excerpt from one of the mission reports covering a river sweep of the Siang River in interesting and typical of the use of the cannon on this type mission.

"... as he came out of the overcast at about 300 feet altitude, he spotted a group of sampans dead ahead and made three passes on them. These craft were moored together along the shore. On his first pass, he scored a direct hit and the sampan, estimated at 75 feet, literally fell apart in the water. On his second pass, a similar boat broke in two and sank. The third, a grey, metal, power boat estimated at 100 feet was directly hit and blew up. Part of the debris from the explosion scattered as high as 300 feet and the pilot was forced to fly through this as he pulled away."

On 55 of the 118 missions, especially supply drops, a high-level bombing attack and night raids on enemy airfields, no .50-cal. ammunition was expended. On 63 (52.4) per cent of the missions 136,260 rounds of .50-cal. were used. Practically 100 per cent of this expenditure was used in low-level strafing attacks on enemy concentrations. The expenditure against enemy aircraft was almost nil.

All ammunition was linked; 2 armor-piercing, 2 incendiary, and 1 tracer. Fixed package guns were fired by the pilot using N-6A Electric Gunsights, and all flexible guns had open ring sights. It is interesting to note that the 11th Bombardment Squadron is now being equipped with Sperry Sights and, as a consequence, 25 per cent of future requirements for .50-cal. ammunition is being ordered belted—2 armor-piercing incendiary, eliminating the tracer.

Targets during the campaign were many, and varied from high-level bombing attacks on first class enemy airfields to deck-level strafing and cannon attacks on sampans, junks, motor trucks, and all types of enemy advance concentrations. The following table gives an indication of the variation in targets and a breakdown of the numbers of missions run against each type:

Enemy-Occupied Cities, Supply Dumps, targets of Opportunity	49
Enemy Airfields.....	25
River Sweeps.....	14
Supply drops to Chinese Troops.....	12
Road Sweeps.....	10

Sea Sweeps.....	4
Railroad Yards.....	2
Night Fighter.....	1
Bridge	1

CITIES, SUPPLY CONCENTRATIONS, TARGETS OF OPPORTUNITY

As the Japs moved South from their main supply bases in the Tungting Lake area, they took over Chinese cities, towns, and villages, using them for supply centers and bivouac areas. Almost half of the B-25 missions flown were to hit the troops, motor transport pools, and supplies concentrated in this type target.

Altitudes over the target varied between 1,000 feet and 10,000 feet but the average altitude of runs over the target checks out at 4,700 feet. Only on three missions did planes go below 1,000 feet and on these runs, para-frags were dropped.

The 100-lb. G.P. with instantaneous fuse was used on by far the greatest number of these missions and was generally released in train from medium altitude at intervalometer settings of 150 and 200 feet.

On only thirteen of the missions was AA fire reported and in all except one instance it was reported as inaccurate. On ten of the instances encountered, AA was reported of slight intensity and of heavy intensity on the other three.

In generalizing, it seems correct to state that the Japs advance on towns and villages by infiltration and, in view of the difficulties of transportation and the continued patrol of road approaches by 14th Air Force fighters, it is sometimes a matter of weeks before they can bring up heavy equipment to defend their advance positions.

Forty-three of the forty-nine missions considered were flown in daylight, the greatest number consisting of two 3-plane flights. Of the daylight missions, 71 per cent were flown with fighter escort which averaged 1.7 fighters per bomber. This figure is low in comparison with other theaters of operations, but during this campaign and for the type target being discussed, proved more than ample coverage. Enemy fighters were encountered on only five of the 49 missions and even then only twice came through the fighters to make feeble passes at the bombers. Enemy interception is discussed under a separate heading. An excerpt from a typical mission report follows:

"... taking off from Kweilin at 12:30, six B-25's with an escort of eight P-40's proceeded directly to the primary target of Liling. In javelin-down formation at an altitude of 4000 feet, they made their bombing run on a heading of 50 degrees. Intervalometer setting was 200 feet. All bombs fell within the target area. The string of bursts commenced at the southern tip of the town and extended northward parallel to the river to the northern extremity of the town. Great billows of smoke and bomb dust arose. Pulling away from the targets, crew members noted twelve or more columns of black and white smoke rising to a height of 3,000 feet. No AA was encountered..."

ENEMY AIRFIELDS

The Japanese had three first class airdromes within range of Hengyang on which practically 100 per cent of the air strength used against the Chinese in the drive was based.

<i>Airdrome</i>	<i>Distance from Hengyang</i>	<i>Average number of planes</i>
Pailuchi	170 miles	40- 45
Wuchang	280 miles	25- 35
Hankow	250 miles	85-100

In addition they had, of course, many second class fields and landing strips within a 300-mile radius of Hengyang. Twenty-five of the 11th Bombardment Squadron's 118 missions were run against the three first class airdromes mentioned and the captured American airdrome at Hengyang. The missions were of two types: (1) Night Harassing, and (2) Neutralization.

Nineteen harassing missions were all flown against Hankow, Wuchang, Pailuchi and their satellite fields. Altitudes over the target for level-bombing attacks varied between 3,000 and 15,000 feet and averaged 6,500 feet. General-purpose bombs, para-frags, and stabilized frags were dropped in a tonnage ratio of 6:3:1 in the order named. Para-frags were dropped with good accuracy in revetments from less than 1,000 feet. The number of planes per mission varied between one and six, and all missions were flown in single-plane elements staggered at 15- or 30-minute intervals.

The Wuhan cities of Hankow and Wuchang have been in Japanese hands since 1937 and, consequently, it is logical to assume that the airdromes located there should have adequate warning systems and AA defenses. Yet on five out of nineteen missions over the Wuhan area FIELD lights were on and generally B-25's have toggled their first bomb before AA starts. A POW has stated that there is a "radio warning device" 280 kilos south of Hankow, but obviously

the alert net for these main Japanese bases is neither adequate nor effective.

Searchlights are fairly numerous around the target area, but there is no indication that the lights are coordinated with AA fire or radar controlled. Only in a few instances have the lights been effective in picking up and holding the B-25's for any appreciable time.

AA fire over the Wuhai area has been reported thirteen out of nineteen times. It was reported accurate only twice and its intensity heavy on only six occasions. Both automatic and explosive fire were encountered.

On the six nights on which no AA fire was encountered it is a fairly safe assumption that the Japs were attempting interception with night fighters. On three of the missions night fighters were sighted and on a fourth they were reported in the air by the Chinese alert net. As they were sighted at very close range and still made no passes on the bombers, it is probable that they were not equipped with radar.

Between 21 June (Hengyang evacuated) and 11 August, B-25's made six daylight raids on Hengyang Airdrome for the purpose of neutralizing it and denying the Japanese its use. All bombs dropped were 1,000-lb. and 500-lb. general purpose, fused from instantaneous to 24 hours' delay. Average altitude over the target was 3,700 feet and 97 per cent of the bombs were in the runway and fighter strip. On all missions, AA was reported as inaccurate small arms fire, indicating once again that the Japanese either do not have excess supplies of AA equipment or have great difficulties in advancing over the rugged terrain of China with adequate automatic weapons and heavy AA. With the combined efforts of the fighters and B-25's, Hengyang Airdrome todate (eight weeks later) has not been of operational value to the Japs. The largest number of aircraft observed on the field at any one time has been *three*.

Based on the experience of this campaign, the neutralization even of first-class enemy airdromes in future campaigns should not be a task of major consequence. Night harassment of Japanese bases has always been worthwhile and with the arrival of air strength in full in China and adequate supplies, any enemy operational base should be vulnerable to this type operations. The possibilities of "relieving on station" have not yet been tried, but the Japs can look forward to many tense nights of "sweating it out" in the Hankow, Shanghai, Canton, Hong Kong areas.

RIVER SWEEPS

During the drive on Hengyang the Japs brought troops and supplies up the Siang River from Tunging Lake in rafts, barges, junks, sampans, power launches, double- and triple-deck boats, small freighters, and every conceivable type of floating craft that could be commanded. The usual prodigious and successful effort was made by the Japanese to camouflage their craft and conceal them from attacking planes.

The use of the B-25-H with 75-mm. cannon on river sweeps was covered under a separate heading and will not be discussed here. On ten missions B-25's were used on river sweeps with bombs, but, based on mission reports and interrogation, the results of the missions can not be classified as successful.

There were three types of bombs used, the 250-lb. G.P. with 4-5 second delay fuse, the M-1 stabilized frag, and the para-frag. The tonnage ratio of bombs used was 63:34:3 in the order named. Number of planes per mission, except for one 4-plane flight, all consisted of one or two planes. When two planes were used, they usually flew in string at 2000-yard intervals. Stabilized frags and 250-lb. G.P.'s were dropped at either deck level or from an altitude of 2,000-3,000 feet. Para-frags were dropped from 350 feet.

None of the bombs used appear to be suitable for the type target encountered. The construction of the various craft used by the Japanese for river traffic is usually wooden and flimsy to say the least. In several cases 250-lb. G.P.'s with 4-5 second delay fuses passed through a sampan or junk and exploded on the shore. No instantaneous fuses were used on G.P. bombs but the probabilities are that if bombing runs were made at sufficient altitude to use instantaneous fuses, the overall size of the target is so small and the freeboard so low, that an undue number of misses would result. Of course, in many cases boats are found in large groups when the problem of accuracy diminishes. Fragmentation bombs have a tendency to damage rather than destroy. The probabilities are that the combined .50-cal. machine gun fire of fighters and B-25's has damaged far more enemy river traffic than all the frags used by the same planes.

It would appear that experimentations with extensive fuses, gasoline bombs or large incendiaries with concussion sufficiently small to permit deck-level release, would be worthwhile.

On river sweeps, in view of simpler transportation, enemy AA fire is somewhat more intense than that encountered on road sweeps, which will be covered later. In several cases the Japs had hurriedly set up heavy artillery on the shore without revetments. Many of

the boats carried 12.7-mm. and 20-mm. automatic weapons. AA fire was encountered on every mission and one plane was badly damaged. Enemy aircraft were sighted once, but it was one of the two times the planes had fighter escort and they failed to attack.

The following, as accurately as possible, is the result of ten (19 sorties) missions using bombs against enemy river traffic.

<i>Destroyed</i>	<i>Probably Destroyed</i>
20 Small boats	6 Barges (50 ft.-75 ft.)
1 Small boat	Group of boats
3 Sampans (100 ft.)	1 Power boat (100 ft.)
1 Craft	
6 Sampans	
1 Power boat (100 ft.)	
6 Junks (40 ft.-50 ft.)	
	<i>Damaged</i>
	Cluster of boats
	Jap encampment
	Group of 20-30 boats
	5 Boats (40 ft.-60 ft.)
	Several large sampans
	Group of sampans
	200 ft. Freighter
	250 ft. Freighter

Although not conclusive, it is interesting to compare this table covering the results of 19 bombing sorties with the table on page 82 covering 13 cannon sorties. One specific comparison is two similar sorties against identical targets, one using cannon and the other using 250-lb. bombs. The target in both cases was a 200-ft. freighter. The plane using 250-lb. bombs attacked twice from 200 feet scoring two near misses and five over. The ship was damaged. The plane using cannon with radar-range-computing sight also made two passes firing 16 rounds of shells, scoring 7 hits. The ship was sunk.

Supply drops of ammunition, food, medical supplies and radio equipment to isolated Chinese garrisons were important. In addition to C-47's which carried out the major portion of the drops, B-25's were used with success. The number of planes used per mission varied between one and seven and averaged four. Six 100-lb. parachute bundles were carried in the bombing rack and toggled out by the bombardier on regular bombing runs from an altitude of 1,500 feet. Accuracy of the drops in assigned areas was practically 100 per cent except in one case where insufficient allowance was made for wind and the bundles drifted into Jap territory.

The bundles were prepared by the Chinese and in many cases the 'chute did not have capacity for the bundles, either tearing or failing to open. In addition the construction of B-25 bomb bays makes it difficult to load bundles and attach 'chutes in such a way that 'chutes open properly. Out of 291 bundles dropped over Hengyang 55 or 19 per cent had malfunctioning parachutes. Speed of the plane is also a factor in making supply drops and an effort was made to keep under 180 m.p.h.

The only interference was slight ground fire which resulted in minor damage to three planes out of fifty sorties. Two of the twelve missions had fighter escorts while over the target. One enemy fighter was sighted and a short burst discouraged it from attacking.

Low-altitude road sweeps are not particularly suited to B-25's when compared to the more maneuverable fighters for the same purpose. However, a B-25 normally carried six times as many frag clusters as a P-40 with belly tanks and has twice the number of .50 calibre guns for strafing. When used on road sweeps in areas where only small arms fire is encountered, it can take a devastating toll of enemy cavalry, foot soldiers, pack trains, motor vehicles, buildings and compounds.

Ten road sweeps were tried with varying degrees of success. Four of the sweeps were at night after the Japs had made the decision that movement on the main road approaches to Hengyang by day were too costly. In view of more suitable instruments for night flying in B-25's they were used to sweep the main road after dark. Visibility, of course, is difficult at night and in many cases they had come on a target and passed it before bombs could be released. By the time a 180-deg. turn had been completed, the trucks and troops had dispersed. In many instances though, they surprised long columns of trucks with headlights on and were able to cut loose with 8-9 .50's firing forward and tail .50's firing as they pulled up. On one sweep, 200 Japs standing at attention were completely surprised and fell like ten pins as the B-25 swept over with eight guns firing. Para-frags were dropped with almost 100 percent accuracy on motor truck and troop columns. On one mission a single B-25 dropped flares for the fighters to strafe, but unfortunately due to malfunction of the flares this use of the B-25 has not yet been fully tested.

On the six daylight sweeps, the missions were usually two-plane flights which split after reaching the target area and searched in-

dividually. The average altitude of attack was 1,350 feet and approaches were made at high speed with forward guns firing. Para-frags or stabilized frags were released as they passed over the target. Ground fire was always reported as slight, and out of 21 sorties only three planes received superficial damage from ground fire. 22,770 rounds of .50-cal. ammunition were expended on 20 sorties.

Although the B-25 was used with a certain degree of success on road sweeps in this campaign, particularly at night, and the probabilities are that it can be used on road sweeps with further success in future campaigns of the same nature, there is always the possibility of encountering camouflaged and heavily armored tanks or motor vehicles in which case the fleeting B-25 at low level would be a "well-done goose." Furthermore, the lack of maneuverability of the B-25 precludes thorough searches on the serpentine-like roads of China and frequently necessitates tangent passes only.

The following quotes are excerpts from a mission covering a road east of Changsha:

" . . . continuous streams of enemy traffic was encountered on the road and concentrations of enemy troops were found in most of the villages enroute. The traffic consisted for the most part of cavalry, pack trains, and foot soldiers. Large numbers of water buffalo, as well as horses, were being used as pack animals. Bridges had been improvised across some of the streams by tying small boats together and laying planks on them."

" . . . the two B-25's, from deck level, dropped para-frags along the road in the midst of pack trains and troop columns. A few were dropped in villages where enemy troops and pack animals were gathered. Several were dropped squarely on a small hostel area where a large fire started. All of these targets were likewise thoroughly strafed. It is believed that hundreds of troops and as many pack animals were killed. The bombers returned along the same road which they had followed going out and crew members observed large numbers of enemy dead and animal carcasses."

Although sea sweeps are the specialty of B-25's and normally constitute a large percentage of the missions, they are not rightfully included in this report as they have no direct bearing on the campaign. An indication of the emphasis normally placed on sea sweeps is given in an analysis of 199 missions from June, 1943, to July, 1944, which shows 53 sea sweeps or a total of 26.6 percent of the total missions flown. With the urgency of the tactical situation during the Hengyang drive and the gasoline shortage, this figure dropped to 3.4 percent. For the sake of completeness they are mentioned here, but will be the subject of analysis in a separate report based on more coverage.

On only two missions were railroad yards the specific target of the B-25's, but they are separately classified as they will become increasingly important targets with the accumulation of air strength in China and operations on a major scale. Wuchang in the Wuhan area is one of the major rail centers of China. Yochow on Tungting Lake is one of the major rail centers on the Peking-Hankow Railroad and the point through which most of the supplies were transhipped for the Hengyang drive. Wuchang was hit by 18 B-25's with an escort of 57 fighters, and Yochow was hit with 12 B-25's covered by 36 fighters. In the first raid all bombs were over, and no damage was inflicted. In the second raid, bombs were 100 percent in the target area and from observation of crews, caused much destruction and blew up one train of tank cars carrying gasoline.

Both bombing runs were made between 12,000 and 13,500 feet. For good dispersal, 300-lb., 250-lb., and 100-lb. G. P.'s with instantaneous fuses were used. Bombs were released in train on the flight leader with 200-ft. intervalometer setting. AA fire was heavy and accurate—probably 75-mm. Similarly, on both raids the fighter interception was the strongest of any missions run, but fighter escort was excellent and no bombers were lost to enemy aircraft. On the only two missions run, it is a fairly safe conclusion that main Japanese rail centers are relatively well defended.

In China to date there is no G.C.I. radar nor are any planes equipped with AI radar for night interception. 14th Air Force fighters have been used on many occasions but with no success. On one mission a B-25-H with radar-range-computing sight was put up as a night fighter. The decision was based on the assumption that the B-25 has a crew of four to keep watch plus thirteen .50-cal. guns that can fire in all directions instead of forward only. At one point the radar sight showed that an enemy plane was in the 30-degree cone of which it is capable and held it for 5 seconds. Generally, the radar sight was valueless. Two enemy planes were sighted visually, both dead ahead and below. Unfortunately, both planes passed under the B-25 and by the time the B-25 had completed its turn, contact was lost. Had they passed above the B-25, the top turret gunner could have brought twin .50's to bear.

Night raids by enemy planes on Kweilin have followed a fairly set pattern, in that they follow the railroad down the valley from Hankow, pick up Kweilin, make a run for a certain number of minutes on a certain heading and know that they are over the field. Planes

used are usually "Sallys" which made a 30-degree glide bombing run on the field. Bombs used have been 100 kg., 50 kg. G.P.'s, a very few with short delay fuses and clusters containing seventy-six 1/3 kg. frag bombs per container. Damage has been negligible.

A flight of two B-25-J's participated in one mission for the specific purpose of knocking out a 520-foot bridge spanning one of the tributaries of the Yangtze River. Both road approaches were blown out, but the bridge itself received no apparent damage.

Bridges in China are important but extremely difficult targets to knock out from the air. Important bridges are usually abutment type. Unless the abutments are knocked out, the bridge is easily repaired. The most likely method of attack so far developed is to make a bombing run on a heading 10 to 15 degrees to that of the bridge and at an altitude of 800 to 1,000 feet, or just high enough to prevent the bombs from skipping. The bombardier used a D-8, fixed-angle sight, and lays the bombs in train lengthwise to the bridge at an intervalometer setting of 25 to 35 feet. Bombs used are 500- or 1,000-lb. G.P.'s with 4-5 second delay fuses. The attack requires expert timing and coordination of the pilot and bombardier. All important bridges are well defended with AA by the Japanese.

Mention might be made of the vulnerability of the Japanese alert net. On ninety-seven or 82% of the missions analyzed, "No evidence of enemy having been alerted" was reported. The major portion of the evidence that the enemy had been alerted, was based on the sighting of enemy aircraft. It is problematical whether these were routine patrols or specifically alerted for the purpose of interception. In any event the Japanese have certainly used no mobile radar in China and inadequate provision for air-warning has made even prime targets like the Wuhan Area vulnerable to surprise raids. At Pailuchi, a first class enemy airdrome, fighter planes on three separate occasions, have caught the Japanese planes flat-footed on the ground and taken a heavy toll. From a study of available ground reports and other intelligence, Operations Officers have been able to plan approaches to enemy targets enabling the bombers on many occasions to make their runs on the target without detection until the first bombs are released.

In passing, it is interesting to note that the Chinese air-warning net, based on observers with radio and telephone communications only, has never failed to the extent that 14th Air Force planes were caught on the ground or American bases did not have some warning. The Chinese net has shortcomings in that its communications are disrupted as Japanese ground forces advance and, on rare occasions, even by severe storms, thereby decreasing the warning time, but, as the only means in China to date of giving plots on enemy planes, it is good.

The last B-25 lost to Japanese fighters in China was 26 October, 1943. An assessment of enemy fighter tactics based on the Hengyang campaign is difficult and meaningless, for the obvious reason that aggressive interception is so rare as to be almost nil. Japanese troops taken as prisoners during the drive appear to have been completely demoralized by our air attacks and complained bitterly of the failure of their air force to lend air support. On most occasions when 14th Air Force pilots encountered Jap fighters, they not only reported lack of experience, but lack of aggressiveness. It may be that the Japanese Army Air Force is husbanding its planes and first-line pilots for future use, and it is worthwhile recording what little can be developed from tactics employed by enemy fighters in the recent campaign.

Within a 300-mile radius of the city of Hengyang, the Japanese had at the start of the drive eight first class airdromes, three second class airfields, and twenty-three usable landing or emergency strips. Based on very good photo coverage, the various fields in this area contained a daily average of 160 planes, 90 percent of which were based at the three first class airdromes of Hankow, Wuchang and Pailuchi.

	Daily Average (June 1st-August 15)		
	Bombers	Fighters	Total
Hankow.....	24	47	71
Wuchang.....	21	13	34
Pailuchi.....	1	42	43
	46	102	148

Despite the daily total of 102 fighters based on enemy fields within easy range of the combat area, B-25 sighted Japanese planes on only twelve of the 79 daylight missions flown. On eleven of the sightings, the enemy fighters closed on the bomber formation, but the inconsequence of the attacks is shown by the fact that only 10,300 rounds of .50 cal. was expended in turning them away. This is 7½ percent of the total expenditure of .50-cal. ammunition by the B-25's during the whole campaign. The B-25's in all but two instances, had fighter coverage, but even so, there were many occasions when the bombers were vulnerable to aggressive attack and the Jap pilots failed to take advantage. Excerpts from the mission reports covering the attacks will show best the lack of aggressiveness and inexperience of the Japanese Army pilot and the complete failure of this kittenish attempt to knock down B-25 bombers:

Attack No. 1

"... just after bombs away on Wuchang R. R., two enemy Oscars were sighted attempting to sneak up on the formation from 5 o'clock below. Two short bursts by one gunner diverted them before they were engaged by P-40's. Two more enemy fighters trailed the formation from and for several miles before pulling off and heading back toward Hankow."

Attack No. 2

"... 8 Oscars sighted at 10 o'clock 5000 feet above formation. The Oscars immediately split; four attacking the top cover and four P-40's and four following the bombers at 6 o'clock and almost directly overhead. At this time the close cover 40's, for some unknown reason, were in very poor position below the bombers. The Oscars, however, in perfect position, made no passes and turned back after several miles."

Attack No. 3

"... after the bombing run, 5-8 Oscars were sighted 1,000 feet above at 9 o'clock. Eight P-40's attacked and four remained as cover. Two Oscars left the dog fight and tried to sneak up on the rear of the formation. A few bursts by the top turret while the enemy was at 1,000 yards' range turned them away."

Attack No. 4

"... fighters came in from the rear but broke off far out of range. Followed for 15 minutes."

Attack No. 5

"... large formation of enemy planes sighted dead ahead and slightly above. Enemy formation consisted of 2 twin-engine bombers, 10 Vals, and 15 Oscars—all on a southeast heading. The six B-25's were in javelin-down formation on a southwest heading. They were unescorted, as P-40's had left to strafe river traffic. The Vals and Oscars turned into the B-25's. In rapid succession two Oscars made passes at the lead plane in the lead element, both from 1 o'clock and slightly above. Both passes were pressed home and in neither case did the fighters open fire before 300 yards. The first fighter pulled up over the second element where a top turret got in 50 rounds and claims damage. The second fighter broke sharply between elements. There were only two passes, but twelve Oscars and five Vals pursued the six bombers for twelve minutes."

Attack No. 6

"... one Oscar came up from below at 7 o'clock but did not fire on five unescorted bombers. He made a complete loop and the tail gunner caught him at the top of his loop with a short burst. A second burst discouraged him from attack."

Attack No. 7

"... sighted four enemy aircraft. Escort fighters engaged them and bombers continued on to targets."

Attack No. 8

"... no escort. A few minutes after bombers had released, five Zeros were sighted high at 2 o'clock. Three made one pass at the lead plane in the formation. Bombers were not hit."

Attack No. 9

"... five made an in-line pass from 2 o'clock pulling off on their own left wing at 6 o'clock under the bombers. One Tojo made two passes. Our escort of six P-40's busy on its own. Enemy fighters' marksmanship was poor. One lone enemy fighter came in on the lead B-25 low and ahead. Pilot dropped nose and fired as the fighter came in his sight. After the second burst, the fighter fell away making no further passes."

Attack No. 10

"... three Oscars attempting to make a pass were chased off by one P-51."

"... as the B-25 pulled away on one engine (hit by AA), two Oscars came in from above firing on their way down. Before they had time to renew their attacks, a P-51 ran them off and escorted the B-25 to the hills, then turned back."

Attack No. 11

"... one enemy fighter started a pass on the lead plane from 11 o'clock, but was discouraged by a long burst from the top turret. Two others were maneuvering to make passes at the lead plane in the second flight, but one of the escorts engaged them and they veered off."

The only comment on enemy fighter tactics that appears to evolve from the above is that the Japanese pilots have no standard attack, are inexperienced and fail to show the aggressiveness exhibited in the earlier stages of the war, and in other theaters.

The figure of only 11 percent of all sorties flown in the campaign belies the usefulness of the medium bombers in the type campaign covered. The medium bomber has an important and 24-hour part to play. Few people, unless they have actually been in China, realize the extreme difficulties of transportation. It is true that the Japanese advance by infiltration, but their supplies and heavy equipment necessary to maintain an advance must be brought up on the *very few* roads that are passable. The Japanese commit a certain number of trucks and, if enough air strength can be mustered to knock out the trucks committed, the drive is stalled. Going a step further, rivers are practically the only means of communication to the jumping-off point. If a high enough toll can be taken of river shipping, the campaign is stalled before it is started. B-25's have been invaluable in daylight raids on supply centers, night sweeps of roads and moonlight attacks on river shipping out of range for fighters.

November, 1944, like many another month for the 11th Bombardment Squadron, was a month that brought many new changes—changes in base of operations, in living quarters, in personnel and in equipment. Unlike previous months, however, the tempo of combat operations slowed down to a mere walk, and even the usual harassment by enemy bombers was nugatory—thus causing many a new crew member to question the tales of hardship supposedly imposed upon those fighting the war in China.

Early in the morning of the 1st day of November, plans were carried out for the evacuation of the USAAF Base at Luichow in Kwangsi Province, which was being immediately threatened by forward Japanese ground forces. The main part of the Air Echelon departed Luichow on November 1st, while the remaining part of the Air Echelon, aircrew members and aircraft, left the following day for the new base for operations at Yanghai, in Yunnan Province.

Representatives from nearly all sections had departed Luichow late in September, anticipating the ultimate evacuation of Luichow, and had set up skeleton operations at Yanghai. Members of the Squadron Detachment Headquarters, Operations, Communications, Engineering, and Armament sections had already set up equipment and supplies, so that the actual change of operations became merely a part of daily activity.

New crews had reported to the 11th Bombardment Headquarters at Yanghai beginning October 1st and had been assigned quarters there. Thus when the Air and Ground Echelons moved from Luichow to Yanghai even the large accommodations afforded by the living facilities at Yanghai were severely taxed. However, even with the crowded housing conditions, the new quarters were a vast improvement over former accommodations. Instead of eight or ten men in a single room, a maximum of six men were assigned to one room. The Officers fared even better—for only 2 or 3 men were occupying the same room. Electric lights, instead of the odorous tung-oil lamps used at Luichow, were welcome by one and all. The ever present problem of hot water for showers and for shaving—tho' still with us—was nevertheless a problem only at scattered intervals!

On November 4th a meeting of all officers and enlisted men was held in the Squadron Mess Hall. At this meeting our new C. O., Major C. G. Willes, was formally introduced to the men of the command, after which he told us about his policies and desires as Commanding Officer. It was suggested by Major Willes, at this meeting, that the EM organize an Enlisted Men's Club with similar designs and purposes as those of the newly organized Officers' Club. First Sergeant Wiggins was placed in charge of organizing this EM club. Captain Robert Scholes was designated as Club Officer for the Officers' Club and as Advisor to the Enlisted Men's Club Council.

On November 10th a meeting of all officers was held in the Operations Shack for the purpose of electing members for the Club Council. Election was by ballot and the following named officers were elected to Council Membership.

Captain Frederick S. Wolf
1st Lieut. Richard E. Voland
1st Lieut. Henry D. Wagner
1st Lieut. Elmo B. Hessler
1st Lieut. Julian Menzel

On November 15th a meeting was held to elect members for the EM Club Council. Captain Scholes chaired the meeting, assisted by 1st Sgt. Wiggins. The following named enlisted men were elected to Council Membership.

S/Sgt. Richard F. Ryan
S/Sgt. George J. Lavengood
S/Sgt. James Kubin
Sgt. Adolph C. Netkovic
Cpl. Romolo A. Bevilacqua
Pfc. Arthur W. Fairbrother

Recreation, the best single method for keeping morale high and mischief at a minimum, found its major expression in the form of softball. Nearly every afternoon found one or more games in progress. Rooters, as well as players, turned out for the games and were

ofttimes the more enthusiastic participants! Teams from all organizations on the base were organized and scheduled for competitive games. The 11th Bombardment Softball Team, made up entirely of Enlisted Men, defeated the 12th Service Group Team 5-3 in the final game of the series to win the league pennant with a record of 5 games won to one game lost. The club was managed by Lt. Pete J. Krobot.

First string members of this pennant winning team were:

Catcher.....	S/Sgt. James Byrd
Pitcher.....	S/Sgt. John Weber
1st Base.....	S/Sgt. Edwin G. Robley
2nd Base.....	S/Sgt. Lawrence King
3rd Base.....	Cpl. Joseph W. Huss
Short Stop.....	Cpl. Richard E. Hutton
Short Center.....	Sgt. Howard Krupitzer
Left Field.....	Cpl. Jerome H. Birkenfeld
Right Field.....	T/Sgt. Roland J. Duval
Center Field.....	Cpl. Milton Meyers

Another popular form of recreation was that which was afforded the men who desired to take advantage of a three day trip to the Base Rest Camp located at Camp Schiel. This camp, about 30 miles from the base at Yanghai, was operated for the men of the Base Command by the Special Service Section. Here, for three work and duty free days, we could fish, hunt or sack, each to the dictates of his own desires.

New equipment, chiefly the Radar APG-13A Range Finding Equipment for use with the 75mm. cannon, was installed in many of our aircraft during the month. 1st Lt. John W. Drish and 1st Lt. Marshall McDonald, who were the Project Supervisors, arrived at Yanghai on November 3rd with plans and equipment for installing the APG-13A in all available aircraft. 1st Lt. Carter A. Brown, with a team of eight enlisted men, accompanied Lt. Drish. This latter group was the Installation Team. The function of the APG-13A Radar set is to properly identify a target and then determine the exact range of that target from the attacking aircraft at all times during the cannon run. The Navigator, who actually operates the equipment in flight, can begin tracking the objective target on the Indicator Screen at a maximum range of 6,000 yards—and can continue to track the target to a range of 1,000 yards. The obvious advantage of using such equipment is that accurate cannon runs may be started from a much greater range than when using the equipment formerly installed in our aircraft.

Installations of the APG-13A were effected in five aircraft in the 11th Bombardment Squadron. Those aircraft were:

B-25 H: 43-4584, 43-4971, 43-4924, 43-4989, 43-4601.

The following new aircraft were added to the squadron during the month:

B-25 H: 43-4924, 43-4584, 43-4601.

Casualties for the months combat operations included one Combat Crew and one B-25 H type aircraft. On November — Major Willes lead a two ship formation, 1st Lt. Kelley flying wing ship, on a combination sea and railroad sweep from Yanghai to Cat Ba Island directly off the coast from Haiphong, French Indo-China. When the flight reached Cat Ba Island a medium sized freighter was sighted in the harbor. Major Willes made the first run on the ship—using the 75mm. cannon, cal. .50 machine guns and finally dropping four 500-pound demo bombs on the target. Lt. Kelley followed the lead ship over the target. Enemy anti-aircraft fire from shore batteries was intense and accurate. As Maj. Willes turned from the path of his bombing and strafing run he lost sight of Lt. Kelley's ship. Lt. Kelley's ship was not seen again—and no further word of information has as yet been received by this Detachment concerning any of the crew members. Those crew members on the ship piloted by Lt. Kelley, and which is presumably down in enemy territory, were:

1st Lieut. Bennie F. Kelley, Pilot
 1st Lieut. Elmo B. Hessler, Navigator
 S/Sgt. Frank L. Gaines, Engineer Gunner
 S/Sgt. Roy A. Jones, Radio-Gunner
 S/Sgt. Earl M. Hathfield, Tail Gunner

Other missions performed by the 11th Bombardment Squadron during the month of November were: four successful low-level missions on railroad bridges in French Indo-China, one sea sweep over the Tong King Gulf in which several cannon hits and one probably bomb hit on a freighter were made, one low-level strafing and bombing mission on an airdrome and quarry, and four high level bombing missions on enemy warehouses and railroad yards in south central China.

On November 6th an honorary dinner was held for those officers who had received promotions. The officers who were invited to this dinner were:

1st Lt. James C. Talley, promoted to Captain
 1st Lt. Marvin Hamilton, Jr., promoted to Captain
 2nd Lt. Emil A. Zogheib, promoted to 1st Lieutenant,
 2nd Lt. Robert J. Thornon, promoted to 1st Lieutenant.
 2nd Lt. Raymond S. Horey, promoted to 1st Lieutenant.
 2nd Lt. Floyd A. Woolsley, promoted to 1st Lieutenant.
 2nd Lt. Elmo B. Hessler, promoted to 1st Lieutenant.
 2nd Lt. Daniel M. Hill, promoted to 1st Lieutenant.
 2nd Lt. Wilfred E. Cather, promoted to 1st Lieutenant.
 2nd Lt. Philip J. Holman, promoted to 1st Lieutenant.
 2nd Lt. Arthur E. Thomas, promoted to 1st Lieutenant.

The names of enlisted men who received promotions will be found in the appendix under Special Order Number 40, Headquarters, 341st Bombardment Group (M), AAF, A P. O. 627, dated 1 November, 1944.

On November 2nd orders came through which authorized the following named men to pack their bags and depart China for the U. S. A.

Captain Denning M. Perdew.
 1st Lt. Donald E. Chaney.
 1st Lt. Gordon R. Francis.
 1st Lt. William G. Hauger.
 1st Lt. Charles K. Kornblum
 1st Lt. Ernest L. Painter.
 1st Lt. Van Smith
 1st Lt. Franklin Wilson.
 Capt. John O. Sandbach.
 1st Lt. Harry G. Charles.
 1st Lt. Ernest J. Gleason.
 1st Lt. Simpson D. Huffaker.
 1st Lt. Carl R. Kostal.
 1st Lt. Marcus L. Sloat, Jr.
 1st Lt. Earl G. Stone.
 2nd Lt. Lawrence J. Corsa.

The month of December, 1944, started with a tempo that was so slow it promised to rival the dullness and inactivity of the month just past. Though we were not handicapped by a shortage of gas and bombs, as had been our lot oftentimes while at Kweilin and Luichow, we could not send out missions for the simple reason that when it was clear at Yanghai most of our targets were closed in by cloud and rain and vice versa.

Even though we were not doing much as a combat air unit life must go on, so we channeled our interests in other activities and duties. Some helped to pass part of each day through recreational activity, others sought to improve their morale and our facilities here by improving the Club properties. The Officers' Club Room was moved from Building A-5 to Building A-6. An improved bar, plus a Kitchenette for use with a snack bar, new game tables, writing facilities and many other improvements were incorporated into the change to make the new Club Room one of the best. Capt. Elmer H. Haman, Lt. C. Bowen, and Flight Officer A. T. Ziedacs des Plantes, gave of their time and talents to make the success possible. At the same moment that the officers were making some changes the enlisted men were working to improve their Club. Sgt. Netovick, Sgt. Bevilacqua, S/Sgt. Lavengood, S/Sgt. Mills, and S/Sgt. Marsh were the main persons responsible for the addition of a bar and other decorations that make the Enlisted Men's Club Room tops in its field.

On the evening of 16 December, 1944, Captain Frederick Wolf, Squadron Medical Officer, invited all officers who had received promotions during the month to attend the Regular Monthly Promotion Dinner. Beside the Squadron Commander and other Staff Officers, who came to help the new promotions celebrate, those in attendance were: Capt. E. H. Haman, Capt. H. D. Wagner, 1st Lts. E. Tempest, J. J. Wise, J. C. Steadman, G. F. Bogue, L. F. Uebel, M. B. Buttner, H. S. Parham, R. W. Burtner, R. M. Owen, C. G. Frederick, Jr., C. N. Buctel, R. C. Ammon, R. R. Perigo, M. J. Freeman, Jr., C. B. Cole, W. D. Easter, G. E. Doyle, P. W. Petersen, J. R. LaRocque, and C. Dutton.

Sunday morning 17 December a combat schedule was posted on the Operations Board. Though few what was "up" we all knew it must be something important for we were loading a new type of bomb, a 500-lb. frag cluster, and there were 12 ships scheduled to participate from our Squadron alone. At the briefing we learned little more about our mission, were told only that we were to take equipment enough for an overnight stay at an advanced 14th Air Force Eastern Air Base at Suichuan. Upon landing at Suichuan we learned that the 491st Bombardment Squadron (M) had also 12 ships and that there were many fighter Squadrons on D.S. to our area but we still could not learn what our objective was to be.

The following morning, 18 December, pilots and navigators were met in 68th Wing Intelligence Office for the briefing we had waited for.

As the briefing unfolded we learned that we were part of a coordinated plan to hit the Jap supply center of Hankow. B-29's, 100 of them were to hit dock and warehouse areas in Hankow, B-24's, all those available in China were to hit the main airdrome at Hankow, and B-25's, about 25 in all, were to hit Wuchang Airdrome and Hankow Satellite. Our target was the Wuchang Airdrome. Major Charles G. Willes led the formation and Lt. C. G. Frederick, Squadron Navigator, was responsible for the split second timing that was needed to put our planes over the target at a precise, predetermined moment. We got to the target unopposed, probably because we had 40 or more Mustang fighters giving us top and bottom cover, dropped our bombs and were turning away before the first black puffs of Flak started to break through the smoke through which we had bombed. Damage inflicted, greatest to date in China in a single raid, we lost none of our aircraft.

Bad weather at Yangkai kept the Detachment at Suichuan from returning the day following the raid. But two days later a part of the group, led by Major Willes, returned to Yangkai. The remainder of the group was to stay at Suichuan as a Detachment and to fly from that base. Major Willes returned to Suichuan on December 27, bringing crew chiefs, armorers, and other ground men to keep our planes in flying condition. Capt. Harold C. James also came to Suichuan to act as Detachment Intelligence Officer.

Conditions at Suichuan were much the same as those the Squadron had experienced at Luichow. Gasoline, which had to be flown across a 100-mile wide strip of enemy occupied territory, was an ever present problem. The shortage of bombs was such that we dug up many of the 250-lb. Demos which had been buried beneath the runways and taxi strips. Each moonlight night found the Japs pounding our airstrip and revetment area and found the men of the Detachment spending many chilly hours standing in slit trenches along the bank of a river.

But though some things weren't exactly "Stateside" there were compensations. We had missions North, South, East, and West from our base. To the North, night river sweeps along the Yangtze from Kukiang to Wuchang; to the South and East, Sea sweeps along the China coast from Hongkong to Wenchow and all points between; and to the West, high and low level bombing of Jap troops and installations, road strafings, and daylight river sweeps, looking for enemy traffic.

There was another compensation too, the food was the best of any we had eaten in China. Mess Sgt. English was by far the best loved and most carefully guarded man on the base. Three times daily, and never a meal but what would delight the most scrupulous taste.

At Yangkai other activities were keeping some men busy. Christmas Eve was a time for major celebration. The new bars, both Officers and Enlisted Men's, were open and did a rushing business. Christmas Eve also brought an air-alert to Yangkai, during the excitement of which a Jeep belonging to Capt. Jungwirth and Williamson, was left standing in one of the Company streets in just the right position to be badly damaged when hit by a moving truck.

Flight Officer Ziedsen des Plantes made drawings of the Official Squadron Insignia for the Intelligence Department.

Lts. James R. Suit and Charles Frederick installed a new Public Address System with sneakers located throughout the Squadron area. This system greatly facilitates the dissemination of announcements, news broadcasts, and combat schedules.

Under the supervision of the Intelligence Officer 1st Lt. R. E. Voland, several news orientation lectures were held during the month. S/Sgt. Mielke, Lt. G. Doyle, Lt. C. A. Brown, and Lt. R. G. Leech assisted with these news briefings. The Intelligence Section also started to bring the back history of the Squadron up to date. It is expected that the entire Squadron History will be completed through the present date within a very short time.

Thus the month came to an end, some men carrying the war to the enemy from our advanced base at Suichuan; some improving our quarters and recreation facilities with work of mind and hand; and some few others "sweating" out orders to return to Shangra-La!

HISTORICAL DATA

11TH BOMBARDMENT SQUADRON (M) AAF

341ST BOMBARDMENT GROUP (M) AAF

DECEMBER, 1944

During this month the squadron was based at Yanghai, China. From 17 December 1944 through the end of the month a Forward Echelon Detachment was maintained at Suichuan, China. During the month the Squadron was commanded by Major Charles G. Willes.

AWARDS AND DECORATIONS

The DISTINGUISHED-FLYING CROSS is awarded to the following named officers and enlisted men of the *** Bombardment Group (M) for extraordinary achievement in aerial flight. They distinguished themselves between the dates indicated while taking part in fifty combat missions in medium bombardment type aircraft. Fire from enemy ground installations and hostile aircraft was encountered frequently,

but they carried out their missions aggressively and inflicted heavy losses on the enemy in material and personnel. Their missions were directed against supply and troop concentrations, lines of communication, air bases and river vessels and extended throughout China, Burma, Thailand and Indo-China. Many flights were made through adverse weather and over mountainous and inadequately mapped areas. The courage and determination these officers and enlisted men displayed on all of their missions reflect great credit upon themselves and are consonant with the fine traditions of the Army Air Forces.

Danforth Loring, Captain, Air Corps, Pilot

Donald E. Chaney, First Lieutenant, Air Corps, Bombardier

Harry G. Charles, First Lieutenant, Air Corps, Pilot

Gordon R. Francis, First Lieutenant, Air Corps, Pilot

"G. O. No. 95, dated 20 December 1944."

William G. Hauger, First Lieutenant, Air Corps, Observer

Simpson D. Huffaker, First Lieutenant, Air Corps, Pilot

Kenneth N. Martindale, First Lieutenant, Air Corps, Pilot

Ernest L. Painter, First Lieutenant, Air Corps, Bombardier

Marcus L. Sloat, First Lieutenant, Air Corps, Pilot

James C. Talley, First Lieutenant, Air Corps, Pilot

Lawrence J. Corsa, Second Lieutenant (then Flight Officer), Air Corps, Bombardier

Arthur B. Blain, Staff Sergeant, Air Corps, Radio Operator-Gunner

Manuel A. Coronado, Staff Sergeant, Air Corps, Radio Operator-Gunner

William Cullen, Staff Sergeant, Armorer-Gunner.

Leo P. Demarais, Staff Sergeant, Armorer-Gunner.

Lester W. Helrigle, Staff Sergeant, Air Corps, Engineer-Gunner.

Joseph W. Loso, Staff Sergeant, (then Sergeant), Air Corps, Armorer-Gunner.

Bazil E. Murray, Staff Sergeant, Air Corps, Radio Operator-Gunner.

Thomas E. Nugent, Staff Sergeant, Air Corps, Radio Operator-Gunner.

Ervin B. Terwilliger, Staff Sergeant, Air Corps, Radio Operator-Gunner.

Charles A. Toca, Staff Sergeant, Air Corps, Engineer-Gunner.

Alfred J. Weber, Staff Sergeant (then Sergeant), Air Corps, Engineer-Gunner.

William C. Zimmerman, Staff Sergeant, Air Corps, Radio Operator-Gunner.

John I. Anderson, Sergeant, Air Corps, Engineer-Gunner.

Frederick J. Reyer, Sergeant, Air Corps, Engineer-Gunner.

The Air Medal is hereby awarded to the following named officers and enlisted men of the *** Bombardment Group (M) for meritorious achievement in aerial flight. They participated in twenty-five combat missions in medium bombardment aircraft between the dates cited, flying from bases in China. Their flights extended throughout China, Burma, Indo-China, and Thailand, where heavy damage was inflicted on the enemy in operations against communication centers troop and supply concentrations, air bases, and river shipping. Heavy opposition from anti-aircraft batteries and hostile aircraft was encountered frequently, but they carried out their missions with a cool determination to inflict the maximum losses on the foe. With but few navigational aids, they traversed mountainous areas through adverse weather. The courage and skill these officers and enlisted men demonstrated reflect high credit on their personal records and on the Army Air Forces.

Thomas S. Ackley, First Lieutenant (then Second Lieutenant), Air Corps, Bombardier-Navigator

Charlton W. Doyle, First Lieutenant, Air Corps, Bombardier-Navigator

Leander L. Smith, First Lieutenant (then Second Lieutenant), Air Corps, Pilot

Wilfred E. Cather, Second Lieutenant, Air Corps, Bombardier-Navigator

Elmo B. Hessler, Second Lieutenant, Air Corps, Bombardier-Navigator

Arthur E. Thomas, Second Lieutenant, Air Corps, Pilot

Robert J. Thornton, Second Lieutenant, Air Corps, Pilot

Theodore H. Franklin, Flight Officer, Air Corps, Bombardier-Navigator.

Robert E. Mongello, Technical Sergeant, Air Corps, Armorer-Gunner

Howard F. Ayent, Staff Sergeant, Air Corps, Armorer-Gunner

Donald W. Bell, Staff Sergeant, Air Corps, Armorer-Gunner

Frederick E. Bennesch, Staff Sergeant, Air Corps, Engineer-Gunner.

George C. Corup, Staff Sergeant, Air Corps, Armorer-Gunner.

Earl M. Hathfield, Staff Sergeant, Air Corps, Armorer-Gunner

Edward J. Hnilica, Staff Sergeant, Air Corps, Armorer-Gunner
 Henry E. Krant, Staff Sergeant, Air Corps, Armorer-Gunner
 Joseph J. Reilly, Staff Sergeant, Air Corps, Radio Operator-Gunner
 Bertram Schwartz, Staff Sergeant, Air Corps, Radio Operator-Gunner
 Richard A. Smart, Staff Sergeant, Air Corps, Radio Operator-Gunner
 Harold J. Toornburg, Staff Sergeant, Air Corps, Radio Operator-Gunner
 Michael J. Jankowski, Sergeant, Air Corps, Engineer-Gunner.

The AIR MEDAL or the OAK-LEAF CLUSTER thereto is hereby awarded to the following named officers and enlisted men of the *** Bombardment Group (M) for meritorious achievement in aerial flight. During the periods indicated they took part in more than 100 hours of combat flight from bases in China in medium bombardment type aircraft, inflicting heavy losses on the enemy in materials and personnel. Their missions extended throughout China, Burma, Thailand, and Indo-China, where fire from enemy ground installations and hostile aircraft was encountered on many flights. Nevertheless, they aggressively sought out the enemy and inflicted the maximum damage on their assigned targets. Chief among the targets struck were enemy installations, lines of communication, supply and troop concentrations and river vessels. Many flights were made through adverse weather and over mountainous terrain with a minimum of navigational aids. The achievements of these officers and enlisted men reflect high credit upon themselves and are in accord with the fine traditions of the Army Air Forces.

Philip J. Holman, Second Lieutenant, Air Corps, Bombardier-Navigator
 Louis A. Dorn, Technical Sergeant, Air Corps, Radio Operator-Gunner
 Philip T. Polinsky, Sergeant, Air Corps, Engineer-Gunner.

The DISTINGUISHED-FLYING CROSS or the OAK-LEAF CLUSTER thereto is hereby awarded to the following named officers and enlisted men of the *** Bombardment Group (M) for extraordinary achievement in aerial flight. They distinguished themselves during the periods cited while participating in more than 200 hours of combat flight in medium bombardment aircrafts. Flying from bases in India and China, their missions have extended throughout China, Burma, Thailand, and Indo-China. Heavy losses were inflicted upon the enemy in actions directed against air bases, communication centers, troop and supply concentrations and river vessels. Fire from anti-aircraft installations and hostile aircraft was encountered on many flights, but they carried out their attacks with aggressive determination. Many missions were flown through adverse weather and over mountainous and poorly charted areas. The accomplishments of these officers and enlisted men reflect great credit on their personal records and are in accordance with the fine traditions of the Army Air Forces.

Earl C. Stone, First Lieutenant, Air Corps, Bombardier-Navigator
 Raymond S. Horey, Second Lieutenant, Air Corps, Pilot
 Edward W. Dembinski, Staff Sergeant, Air Corps, Engineer-Gunner

C. L. CHENNAULT,
Major-General, U. S. A., Commanding.

This Is A True Extract Copy:

R. G. LEECH,
1st Lt., Air Corps.

PROMOTIONS

DECEMBER

TO BE CAPTAIN AUS: 1st Lt. Elmer H. Haman, 1st Lt. Henry D. Wagner.
 TO BE FIRST LIEUT. AUS: 2nd Lt. Edward Tempest, 2nd Lt. John C. Steadman, 2nd Lt. Lawrence F. Uebel, 2nd Lt. Merrell S. Parham, 2nd Lt. Robert M. Owen, 2nd Lt. Charles N. Buctel, 2nd Lt. Robert H. Perigo, 2nd Lt. Clarence B. Cole, 2nd Lt. George E. Doyle, 2nd Lt. John R. LaRocque, 2nd Lt. John J. Wise, 2nd Lt. Gerald F. Bogue, 2nd Lt. Morris G. Buttner, 2nd Lt. Robert W. Burtner, 2nd Lt. Charles G. Frederick, 2nd Lt. Robert C. Ammon, 2nd Lt. Maurice J. Freeman, Jr., 2nd Lt. William D. Easter, 2nd Lt. Peter W. Petersen, 2nd Lt. Clifford Dutton.
 TO BE FIRST SERGEANT (T): T/Sgt. Booker H. Dalton.
 TO BE TECHNICAL SERGEANT (T): S/Sgt. Edward J. Carton, S/Sgt. Leo J. Cloutier, S/Sgt. George J. Lavengood, S/Sgt. Anthony I. Stanick, S/Sgt. James D. Steele.
 TO BE STAFF SERGEANT (T): Cpl. Romolo A. Bevilacqua, Cpl. Mark H. Bulger, Jr., Cpl. Joseph M. Cruz, Cpl. Harlow B. Monday, Jr., Cpl. Ory A. Mainard, Cpl. Thomas Aquino, Cpl. Stanley A. Morton, Cpl. Charles D. Nicholson, Jr., Cpl. Walter S. Pfeiffer, Cpl. Lewis W. Smarr, Cpl. Donald Dumont, Cpl. Robert K. Maas.

TO BE CORPORAL (T): Pfc. Arthur W. Fairbrother, Pfc. Oscar F. Lambert, Jr., Pvt. James F. McCann, Pvt. Charles J. Moore, Pvt. Fred D. Talage.

This Is A True Extract Copy:

R. G. LEECH,
1st Lt. Air Corps.

OFFICERS

LOSSES FROM ASSIGNED: Capt. Joseph P. Byrns, 1st Lt. Murray F. Brown, 1st Lt. Carlton W. Doyle, 1st Lt. Herbert K. Edwards, 1st Lt. Walter F. Nowell, 1st Lt. Kenneth M. Martindale, 1st Lt. Jack Krug, 1st Lt. Charles S. Nichols, 1st Lt. Boyd A. Shumway.

GAINS: 2nd Lt. David V. Robinson, 2nd Lt. Richard J. Baroody, 2nd Lt. Clifford H. Dormette, 2nd Lt. Theo. B. Brunson, 2nd Lt. John D. Hampton, 2nd Lt. Marvin O. Elfman, 2nd Lt. Monroe N. Mullinix, 2nd Lt. Thomas A. Kilian, 2nd Lt. Robert W. Blake, 2nd Lt. Max B. Greer, 2nd Lt. Alexander Halatsis.

MISSING IN ACTION: None.

KILLED IN ACTION: None.

ENLISTED MEN

LOSSES FROM ASSIGNED: T/Sgt. Arthur B. Blain, T/Sgt. Robert E. Mongello, T/Sgt. Basil E. Murray, T/Sgt. William J. Zimmerman, T/Sgt. James L. Westpal, S/Sgt. Everett L. Cowperthwaite, S/Sgt. William J. Culkin, S/Sgt. Robert H. Fowler, S/Sgt. Lester W. Helrigle, S/Sgt. Merrell B. Hewitt, S/Sgt. Joseph J. Reilly, S/Sgt. Frederick J. Reymr, S/Sgt. John Wiczorek, Sgt. Phillip P. Polinsky, Cpl. Dave Goodman, Cpl. James R. West, Cpl. John E. Westbrook, Cpl. Chester S. Yarosz.

GAINS: M/Sgt. Douglas C. Short, M/Sgt. Earnest D. Sullivan, S/Sgt. Wilbert E. Hatton, S/Sgt. Thomas D. Jordon, S/Sgt. William N. Paschal, S/Sgt. Andrew M. Viguerte, S/Sgt. John Kashishian, S/Sgt. David H. Martin, S/Sgt. Tony A. Calvan, Sgt. Leon W. Cherry, Sgt. Carl E. Cook, Sgt. Granville W. Singleton, Sgt. Robert H. Steel, Sgt. David R. Thalenfeld, Sgt. Winfield W. Tobey, Sgt. Earl E. Fitch, Sgt. Henry P. Kroes, Sgt. Joseph J. Siedlechi, Cpl. Leonard F. Buehrer, Cpl. Arthur T. Cobert, Cpl. John C. Burke, Cpl. Gordon N. Roesler, Cpl. Earl Bechard, Cpl. Harry E. Ritter, Cpl. Harry F. Welch, Cpl. Ceivalle W. Adcock, Pfc. James R. Craig, Pvt. Herbert S. Batson, Pvt. William P. Horton, Pvt. Edward A. Kovaleski, Pvt. Fred W. Sprinkle, Pvt. Donald B. Carrick, Pvt. Joseph P. Avona.

MISSING IN ACTION: None.

KILLED IN ACTION: None.

5 Dec. 44: Road sweep, Luichow to Tuhshan.

Six B-25's without fighter escort participated. Frontal weather conditions obscured target area and prevented any aircraft from strafing or dropping bombs.

10 Dec. 44: Targets of opportunity along roads and R.R. West of Luichow.

Two B-25's, unescorted, proceeded to area at Luichow. They strafed and bombed compounds, and traffic along the road and R.R. west from Luichow to Hochih.

11 Dec. 44: Szeenhsien, China.

Six B-25's, unescorted flew to target area but due to overcast tops at 8,000 ft. to 9,000 ft. were unable to let down so the formation returned directly to Yanghai without expending bombs or ammunition.

11 Dec. 44. Road sweep from Luichow to Hochih.

Six B-25's, unescorted, flew to target area but were unable to let down due to overcast tops at 8,000 ft. The formation expended no bombs or ammunition.

13 Dec. 44. Ichan, China.

Six B-25's, unescorted, proceeded directly to target where they dropped their bombs. Bomb pattern was 100% in target area, one secondary explosion and large fires were noted as a result of the bombing. Twenty-six bundles of OWI CBI Leaflets No. CP 7 were also dropped at Ishan.

13 Dec. 44. Road & R.R. Sweep from Hochih to Luichow.

Six B-25's, unescorted, flew to area of Luichow but due to rain were unable to observe any enemy activity.: The formation dropped 1,200 bundles of OWI CBI Leaflets, but expended no bombs or ammunition.

18 Dec. 44: Highlevel Wuchang Airdrome, Wuchang, China.

Thirteen B-25's, escorted by 32 Mustangs, departed Suichuan at 1017 hours to bomb Wuchang Airdrome. Upon reaching the target, the target area was completely obscured by a dense pall of smoke which covered an area of 20 square miles to a height of 8,500 ft. Our

bomb runs were greatly handicapped by poor visibility but all bombs were dropped directly in the target area.

22 Dec. 44. Nanning Airdrome.

Two B-25's, unescorted, flew to the target area at dusk. Each ship made a separate run and dropped five delayed fused 500-lb. demo bombs. The fuse delay was as follows: 1 bomb—six hour delay; 2 bombs—12 hour delay; 2 bombs—24 hour delay. After dropping their bombs the ships proceeded, singly, back to Kunming area which was then blacked out. One plane landed safely at Chanyi at 2130 hours. The other ship, piloted by James Carey, unable to establish radio contact flew until all fuel was expended and then made a safe landing (crash landing) five miles south of Chanyi. No results of the bomb hits were observed.

23 Dec. 44. Pingsiang, Ningming, and roadsweep southwest of Nanning.

Six B-25's, unescorted, proceeded to target area where the formation broke up into elements of two planes each and proceeded to bomb and strafe their targets. Several fires and secondary explosions were noted as a result of these efforts. Some small arms and automatic-weapons fire was encountered.

24 Dec. 44. Ishan and roadsweep from Ishan towards Nanning.

Six B-25's, unescorted, proceeded to the target area as Ishan, dropped their bombs with good results, and then strafed targets of opportunity along the road leading southeast out of Ishan. Approximately 11,500 rounds of ammunition were expended on those attacks. Some ground fire was seen from the hillsides in the vicinity of Tsinkong.

25 Dec. 44. Ishan, China.

Six B-25's, unescorted, proceeded to the target area but were unable to let down due to overcast. No bombs were dropped and no ammunition was expended. All ships returned safely to base at Yangkai.

29 Dec. 44. Pinyang, China.

Five B-25's, unescorted, flew to the target area at Pinyang and also to the secondary target at Ishan but were unable to let down due to bad weather. No bombs or ammunition were expended and all aircraft returned safely to base.

25 Dec. 44. Sea Sweep, Formosa Straits and East China Coast.

Two B-25's, unescorted, flew to 25-03 deg. N.—119-36 deg. E. where they were to recon possible salvage operations on U. S. Submarine. They searched the area for 20 minutes but were unable to locate submarine. A destroyer was observed at a point 10 miles NNE of submarine position—One run was started but was broken off due to flak that was encountered. A 200 ft. freighter was sighted off the NW coast of a small island at 22-00 deg. N.—119-29 deg. E. A strafing and bombing run was made but results were not noted as the tail gunner, S/Sgt. Cyr was seriously injured by a hit from the intense A/A and small arms fire that was thrown up by the ship. No other observations were made.

25 Dec. 44. Night riversweep along the Yangtze River from Kukiang to Hankow.

Two B-25's, unescorted, took off separately from Suichuan and proceeded to the Yangtze River. Maj. Willes ship swept the river from 1,200 ft. but was unable to make any observations due to the thick haze. Lt. Buttner swept the river from Kukiang to 20 deg. East of Hankow at an altitude of 300 ft. but no shipping was observed. Both planes returned safely to Base.

26 Dec. 44. To recon possible salvage operations on U. S. Submarine and to Sweep East China Sea and Formosa Straits.

Two B-25's, unescorted, proceeded from Suichuan direct to coast. They searched the supposed area where the submarine was but did not observe any submarine or salvage operations. The plane piloted by Lt. C. B. Cole attacked a 100 ft. cargo ship at mouth of Min River. The ship was thoroughly strafed and left in a sinking condition. At Natsu Island, bombed and strafed a 100 ft. cargo ship, causing slight damage with one near miss from bomb release. Received hole in fuselage from one automatic weapons position on NW tip of Matsu Island. At 26-30 deg. N.—120-05 deg. E. attacked a 100 ft. cargo ship pulling a barge. Bomb hit deck of ship and glanced into water causing no visible damage. Plane piloted by Lt. M. G. Buttner attacked a 150' power driven boat south of Kitchich Bay. On second run scored two direct hits at waterline. Ship was left sinking. All aircraft returned safely to base. No U.S. personnel were injured.

27 Dec. 44. Plane 411—Anking Docks; Plane 409—Anking Airfield; Plane 407—Riversweep Kiukiang to Hankow.

Ship 411, piloted by Capt. H. D. Wagner, dropped four 500-lb. bombs on a W-E run at 9,500 ft. on Anking Docks. No fires or secondary explosions were observed. Ship 409 piloted by Lt. C. B. Cole, dropped 3 bombs on Nanchang A.D. No fires were started. After drop-

ping bombs Lt. Cole swept down the river from Nanchang to Kiukiang. Just NE Pengtsch strafed a 100 ft. freighter with no fires or explosions noted. Also strafed 50 ft. river boat and 100 ft. ore barge in same area with undetermined results. Just SW Pengtsch strafed 150 ft. river boat pulling 3 barges. This boat exploded and was left burning and is claimed sunk. Ship 407, piloted by Major Willes, swept the river from Kiukiang west. Just west of Kiukiang attacked a 75 ft. river steamer but bomb was short and no damage was caused by bomb but boat is claimed sunk as a result of strafing which started fires on the on a 200 ft. river tanker. Scored two very near misses off stern of vessel. Approximately 15 miles west of Kiukiang made seven passes ship which listing. Ship was then thoroughly strafed and is claimed damaged. All aircraft returned safely to base at Suichuan.

28 Dec. 44. Leiyang, China.

Two B-25's, in single trips. 1st ship escorted by a P-51 fighter. Attacked bridges and installations at Leiyang. 1st ship dropped four 500-lb. frag clusters with poor results. 2nd ship dropped eight 250-lb. demos in town of Leiyang, confirmed 600 enemy troops killed as a result of this mission.

28 Dec. 44. Experimental Interceptor and Riversweep from Kiukiang to Hankow.

Major C. G. Willes took off from Suichuan equipped with radar in an attempt to intercept approaching Jap bombers. Shortly after take off the radar set failed. He then proceeded to Kiukiang and swept the river to Hikow. North of Kiukiang strafed two river tankers scoring many direct hits. Two more boats were sighted close to Hikow. They were 150 ft. tankers, strafing and bombing runs were made. On the second pass a bomb struck the stern of one of the vessels causing a secondary explosion. This boat is claimed sunk. No U. S. personnel were lost nor injured and the aircraft returned safely to base.

January, 1945—a new month, yes, but also the beginning of a new year. This was the beginning of the fourth year of active participation by America in World War II. Many things had happened in the three just ended, but there was still much to be hoped for. The war in Europe had been promised an early end but the German breakthrough at Ardennes had brought many a shadow to optimists everywhere. The Philippine Campaign was going well, and the month was to bring even better news: end of the Leyte battle, successful landings on Luzon and a quick drive to Clark Field and beyond. Even in Burma the news was heartening, perhaps in another month the Ledo-Burma Road would be open. But in China, the news was still dark and made little promise of getting any better.

The 11th Bombardment Squadron had been forced to move backwards hundreds of miles in the year just past. Between May 1, and November 1, 1944, we had evacuated and demolished at least four major airbases: Hengyang, Lingling, Kweilin, and Liuchow. And though we still had Suichuan, Kanshow, Hanyung and a new field at Sincheng, we were to evacuate our detachment and destroy these bases before the month came to an end. Shortages of gasoline and bombs were still one of our major problems. And yet, though we had been forced to move again, and again, we were still pounding the enemy whenever and wherever our limited supplies and bases would allow. We were still a determined, fighting outfit that took pride in doing our job well and chafed only when we were forced to be idle.

The forward Detachment that had gone to Suichuan on 17 December was still there when the New Year rolled in. And we celebrated too, by spending a good part of New Year's Eve in the chilly slit trenches along the west bank of the Kian River. Though we were cold outside we tried to warm up inside by consuming quantities of "Jing-bow" juice. Many tales were told by the men, but perhaps the infamous exploits told by Major C. G. Willes about his experiences the New Year's Eve one year before when he was walking out of South China and the long episodes related by Capt. H. C. James were the standouts of the evening. Meantime, at our home base at Yangkai the men were bringing in the New Year with the accompaniment of an Air Alert and much real Stateside liquor. Lt. Carl A. Alstatt, from Grand Junction, Colorado, made the biggest "impression" by refusing to remain erect for a period longer than two minutes.

December had ended with a period of bad weather and this weather continued to hold over Suichuan until January 12th. Our facilities at Suichuan were limited, only an occasional movie, only one available radio and *NO Mail*. We spent our days shopping for small items in the town of Suichuan, or in working on our aircraft or writing letters or just lying around. Our evenings weren't much better. Though we "bitched" plenty when the Jap bombers came over we were, I believe, a little thankful to have something break the monotony of the time. Otherwise we spent the evening playing cards or sitting up to the "small hours" listening to the exploits of the pilots of the 118th Tact. Recon. Sqdn. who were actually operating as a fighter outfit. I can give only a few details, but at some future date, Lt.-Col. E. J. McCoomas, Sqdn. C.O. of the 118th or Capt. Carpenter or Capt. Watts or Lt. Lamphier or Lt. Eagen will maybe take time to recount the stories pertaining to their stay at Suichuan. Beyond a doubt this period at Suichuan will be one of the outstanding periods in 14th Air Force operations.

We began operations at Suichuan again on 12 January. Most of our missions were Sea Sweeps along the China Coast from Hong Kong

to Wenchow and through the Formosa Straits. The weather had cleared at Yangkai on 9 January. The missions run from Yangkai were high-level and strafing missions over Jap installations and positions. On 14 January two B-25's took off from Suichuan to sweep the coast from Hong Kong to Foochow. 1st Lt. Morris G. Buttner piloted one ship and returned safely to base. 1st Lt. Charles N. Buchtel piloted the other ship but due to weather was unable to contact Suichuan successfully on his return and after seven hours and thirty-five minutes in the air crashed his aircraft seven miles south of Kanchow with all crew members aboard. Only one man is known to have survived—Radio operator, Sgt. Glenn T. Kellon. 1st Lt. C. N. Buchtel, pilot, 1st Lt. C. Dutton, Navigator, and S/Sgt. T. R. Abal, Engineer, are listed as killed in action. Sgt. Ervin A. Kohake is listed as missing. (Note: See report of Mission No. D 9, 583). On 18 January four B-25's took off from Yangkai to bomb the R.R. Bridge at Puchi, China. The flight reached the target safely, dropped their bombs and were to return together to Chihkiang to refuel. Due to poor radio contact 1st Lt. John J. Wise was unable to contact the other ships in the flight after the bomb runs had been completed and returned to Chihkiang by himself. Upon reaching Chihkiang he was unable to contact the tower, made a "hot" approach, landing about $\frac{3}{4}$ of the way down the runway, and ran his aircraft off the end of the main runway over a 60 foot precipice. 1st Lt. J. J. Wise, 2nd Lt. Thomas A. Kilian, Navigator, S/Sgt. Ralph M. Surber, Radio-operator, and S/Sgt. Joseph C. Brucker, Armament-gunner, survived the crash, though all were injured. 1st Lt. Buster P. Meadows, co-pilot, S/Sgt. Charles G. Edelman, Engineer, and Sgt. Kenneth A. Cox, Cameraman, died as a result of injuries received in the crash. (Note: See report of Mission No. 579).

By the middle of January morale at Suichuan was at its lowest ebb. The bad weather and lack of operations had started it. We had been almost three weeks without a single letter and then the news of Lt. Buchtel's crash. Lack of any entertainment or recreational facilities had helped to make all of us short tempered, and hasty with tart replies. Men who must work under such handicaps are doing as much sacrifice as are those who may be meeting tougher opposition but can relax at day's end with soft music, a drink and maybe a girl. At Yangkai recreational interests centered in our basketball teams and the games they were playing. We had three squads: one, an officers' squad, one an enlisted men's squad composed of combat crew men only and the other an enlisted men's squad made up of ground duty men. The officers' quintet and the two enlisted men's each played in different leagues. Our officers' "five" won 8 and lost 0 to become base champions in their league. The flying crew enlisted squad also were tops in their league.

The members of these clubs were:

OFFICERS		FLYING CREW, E. M.	
F. W. R. Smith, 2nd Lt.		F. R. E. Hutton, Sgt.	
F. Jim Carey, 1st Lt.		F. G. Goodwin, Sgt.	
C. R. J. Baroody, 2nd Lt.		C. J. Misc, Sgt.	
G. John Lievore, 2nd Lt.		G. H. Ritter, Cpl.	
G. Fred Carey, 1st Lt.		G. W. Tobey, S/Sgt.	
Subs: J. L. Franklin, 1st Lt.	Subs: R. K. Maas, S/Sgt.	J. M. Ahern, Sgt.	
M. Hamilton, Capt.		H. F. Welch, Cpl.	
		V. D. Perkins, Sgt.	

On 18 January Capt. James W. Pryor flew from Yangkai to Suichuan, bringing a crew to replace one of those at Suichuan since 17 December and also bringing many sacks of mail. Morale was up, fellows were human once more and smiles began to replace the frowns on our faces. We spent that night and another, reading our overdue letters and opening late Christmas packages. Things were beginning to improve, we thought, but five days later we changed our minds. News came that the Japs were only 12 to 15 miles from our base and were moving in rapidly. We prepared to evacuate to Sincheng, 70 miles south, but after landing there discovered that another Jap column was moving in that direction. Consequently we evacuated all our bases in that area, Suichuan, Kanchow, Sincheng and Namyung. Thus, once more, we destroyed runways, revetments and hostel areas and left the ruins to the enemy. We asked "When will we get ground support?" but we determined at the same moment to continue our fight from new bases further west, bases easier to supply and bases that were not immediately threatened. Though we had operated from Suichuan only a little over a month we had continually harassed enemy shipping, communications and supplies. We had had a share in sinking the 80,000 tons of enemy shipping destroyed in December alone. We had once again been specifically denounced by Radio Tokyo, had been threatened with complete destruction, had been bombed again and again, had suffered some losses, but we were still the toughest, most aggressive medium bomber outfit operating in China and we were proud to show our colors.

During the month general and special orders arrived at our Orderly Room. Some of these directed men to go home, a tough assignment; others brought word of promotions or new ratings. Our Commanding Officer, Major Charles G. Willes, was promoted to Lt.-Col. as of 1 January 1945. Other promotions will be listed in the appendix. On 20 January Capt. Frederick S. Wolf and 1st Lt. Peter W. Petersen,

Mess Officer, cooperated in giving a promotion dinner for all newly promoted officers. Besides these new promotions all Staff Officers were present to assist in the celebration. We also received several new crews by assignment and some new ground personnel. These names will be found listed under 'Gains' in the appendix.

After returning from Suichuan we had opportunity to relax and look around a bit. One afternoon this writer discovered an unusual story about one of our aircraft. It's only a story of experience and many combat missions, but it reflects credit on her crew chief and upon the men who've flown her through the best the enemy could give. The story begins about the 20th of May, 1944, when ship number 43-3949, a B-25 J, was assigned to the Squadron at Kweilin. S/Sgt. Nutt was made crew chief and Sgt. L. E. Sloan was assistant C.C. Soon after entering the Squadron ship No. 405, which was her Sqdn number, was named "Hustle'n Hazel" and accompanied us on D.S. to Hengyang. There she got her first taste of combat. Staging out of Hengyang, Lingling, Kweilin and then Liuchow she continued to fly day after day, always coming back. By late October old '405' had ninety-two bomb dropping missions to her credit and only two turnbacks due to mechanical failure. In September Sgt. Sloan, now S/Sgt., was made crew chief and has since taken care of her needs. Sgt. Sloan, who hails from Shawnee, Okla., is a soft-spoken fellow who has nearly 19 months spent in China and who has more than a little pride in his ship and in his job. 'Old 405' now has ninety-six missions to her credit, still has her original engines and seems as sound today as when she first left the Assembly Line. There's a photo of Sgt. Sloan and "Hustle'n Hazel" attached to the appendix.

As the month ended, weather again became our chief problem. The entire squadron was stationed at Yangkai. But we had experienced much during the month, were glad of an opportunity to relax and loaf a bit. But we were eager, too, to begin operating again. Maybe February will find us on the move once more.

RICHARD C. LEECH,
1st Lieut., Air Corps, Squadron Historian.

PROMOTIONS

JANUARY

TO BE FIRST LIEUT. AUS: 2nd Lt. George A. Whitley, 2nd Lt. Joseph L. Franklin, 2nd Lt. Edward H. Ponge, 2nd Lt. Fred M. Carey, 2nd Lt. James C. Carey, 2nd Lt. Charles M. Chambers, 2nd Lt. Richard G. Leech, 2nd Lt. Fred D. Posey, Jr., 2nd Lt. William H. Wingate, Jr., 2nd Lt. James R. Suit, 2nd Lt. John M. Janczewski, 2nd Lt. Ronald L. Daggett, 2nd Lt. Jack E. Coombs, 2nd Lt. William Arbiter, 2nd Lt. Carl A. Alstatt.

OFFICERS

GAINS: Capt. Spoonts, Marshall; 1st Lt. Wendling, George V.; 1st Lt. Buzzell, Paul W.; 1st Lt. Cates, Mitchell D.; 1st Lt. Meadows, Buster P.; 2nd Lt. Rosenzweig, Harold.

LOSSES FROM ASSIGNED: Capt. Loring, Danforth; 1st Lt. Buchtel, Charles N.; 1st Lt. Meadows, Buster P.; 2nd Lt. Krobot, William J.; 1st Lt. Dutton, Clifford; 1st Lt. Ackley, Thomas S.; 2nd Lt. Blake, Robert W.

MISSING IN ACTION: None.

KILLED IN ACTION: 1st Lt. Buchtel, Charles; 1st Lt. Meadows, Buster P.; 1st Lt. Dutton, Clifford.

ENLISTED MEN

LOSSES FROM ASSIGNED: T/Sgt. Jones, Clarence J.; S/Sgt. Cyr, Clifton A.; S/Sgt. Saunders, Willard A.; S/Sgt. Abel, Thomas R.; Sgt. Kohnke, Ervin A.; M/Sgt. Anderson, James D.; S/Sgt. Benton, Richard T.; T/Sgt. Cannon, Elmer E.; T/Sgt. Cox, Leo J.; T/Sgt. Ditto, Franklin E.; T/Sgt. Dunnaway, James A.; T/Sgt. Nutt, Madison L.; T/Sgt. Owens, Luther H.; T/Sgt. Ziegler, Leroy; S/Sgt. Stephens, Ralph G.; Sgt. Dotson, Floyd L.; S/Sgt. Edelman, Charles G.; Sgt. Charon, Henry; Sgt. Ebel, George; Sgt. Klinoff, Nicholas; S/Sgt. Harper, Wallace J.; Sgt. Mellon, Glenn T.; Pvt. Batson, Herbret G.

GAINS: Sgt. Congdon, Warren D.; Sgt. Wooten, Frank C.; Sgt. Kroes, Henry P.; Cpl. Adcock, Ceivalle W.; 1st Sgt. Puthuff, Charlie B.; S/Sgt. Fosdiek, Ivan C.; S/Sgt. Huffstickler, William K.; S/Sgt. Roberts, Oscar K.; Sgt. Jewell, James A.; Sgt. Wyatt, Clifford H.; Cpl. Banks, Gordon F.; Pvt. Allen, Elvis; Cpl. Mendola, Peter F.; Pfc. Breen, Frank B.; Pfc. Stoller, Samuel L.; Pvt. Kirkpatrick, George W.; Pvt. Tarquinio, Sylvie R.; S/Sgt. Zebrauskis, Victor J.; Sgt. Curtis, Leroy W.; Pfc. Fisher, Henry W.; Pvt. Girouard, Frederick J.; Sgt. Williams, Gerald H.; Pfc. Feldman, Max M.; Pfc. Graziano, John L.; Pvt. Vann, Bruce M.; M/Sgt. Burson, Edmon F.

MISSING IN ACTION: None.

KILLED IN ACTION: S/Sgt. Abel, Thomas R.; S/Sgt. Kohnke, Ervin A.; S/Sgt. Edelman, Charles G.

REPORT OF MISSIONS

9 Jan. 1945. Sea Sweep, Tonking Gulf.

Two unescorted B-25's took off from Yangkai on an attempted sea sweep of the Tonking Gulf. On its way out the flight encountered a solid undercast with tops at 9,000 ft. Flying above this undercast for over three hours and finding no breaks the flight returned directly to base without dropping its bombs or expending any ammunition.

17 Jan. 1945. Ishan, China and Road Sweep to Liuchow and north to Lojunghsien.

Three unescorted B-25's reached the target at Ishan and dropped their bombs, 33x100 pound demos. 75% of the bombs dropped short of the target along the Ishan-Liuchow highway. The other bombs hit a cluster of buildings in Ishan, causing damage and starting at least one fire. No military traffic was seen along the roads from Ishan to Lojunghsien but the compound at Lojunghsien was strafed and several fires were started. Intense automatic weapons fire was encountered at this area and ship No. 43-4091 was hit with only slight damage resulting. 4,800 rounds of 50 caliber ammunition was expended. All ships returned safely to base.

18 Jan. 1945. Ishan, China and road sweep in same area.

Seven unescorted B-25's departed Yangkai to bomb the town of Ishan and strafe roads and compounds in the same area. One plane failed to reach target due to rough engine. Only 50% hits were scored in the target area. As a result of these hits one large secondary explosion and several fires were started. The six aircraft broke up into two elements of three planes each and separated as follows: One element swept the RR and road east from Ishan to Liuchow. No troops or traffic were encountered but compounds and villages adjacent to the R.R. were strafed. The other element proceeded along the R.R. from Ishan to Chinchengchiang where the RR yards and warehouses were strafed. 5,000 rnds of 50 caliber ammo were expended. All aircraft returned to base safely.

18 Jan. 1945. R.R. Bridge at Puchi, China (29-44 deg. N.—113-55 deg. E.)

Four B-25's, escorted by 10 P-40's from 17th and 27th Fighter Sqs., flew to the target, RR bridge at Puchi. Each a/c carried 2x1,000 lb. GP bombs. Over the target separate runs were made by each ship, employing the new glide angle bombing technique. No direct hits were made but three near misses were scored causing some slight damage. On the return to Chihkiang where the a/c were to refuel, Lt. J. J. Wise made a "hot" combat approach, landed about $\frac{3}{4}$ of the distance down the runway and unable to stop in time crashed over a 60 ft. precipice. 1st Lt. Buster P. Meadows, co-pilot, was removed from the a/c but died shortly thereafter as a result of his injuries. S/Sgt. Kenneth A. Cox, Engineer and Cameraman, could not be removed and perished. 1st Lt. Wise, pilot, 2nd Lt. Thomas A. Killian, Navigator, S/Sgt. Ralph M. Surber, Radio-gunner, S/Sgt. Joseph C. Brucker, Armament-gunner, sustained shock and injuries but will recover. All other aircraft landed safely without injury to plane or crew members.

19 Jan. 1945. Ishan, China and Communications sweep in same area.

Five unescorted B-25's took off from Yangkai, loaded with strapped 100 lb. demos, to bomb the town of Ishan. Approx. $\frac{3}{4}$ of the bombs blanketed the SW part of the town. Two large compounds and their adjacent buildings were demolished. Two secondary explosions and one fire resulted. After the bombing the a/c in elements of 3 & 2 planes each strafed the town of Ishan and the road to Liuchow. Several fires were started and numerous enemy troops were killed as a result of these strafings. Col. Willes' a/c sustained a direct hit in the windshield. Lt. Brokaw's a/c blew a top cylinder and he was forced to return to Luliang on a single engine. All a/c and personnel returned safely to base.

12 Jan. 1945. Sea Sweep, Hong Kong to Foochow.

One B-25, piloted by Capt. H. D. Wagner, took off from Suichuan but after 35 minutes of flight was recalled to base by Suichuan Radio because of poor weather. No bombs or ammunition were expended.

13 Jan. 1945. Sea Sweep, Hong Kong to Foochow.

One unescorted B-25, piloted by 1st Lt. M. G. Buttner, departed Suichuan and proceeded to the China Coast at a point just east of Hong Kong. At 22-30 deg. N.—114-30 deg. E. they sighted one 75 ft. sea tug and one 150 ft. power barge at anchor. Both ships were strafed with 50 caliber and 75 mm. ammo., and were bombed—though no direct hits were scored with the bombs. Both ships were severely damaged but are not claimed as sunk. The a/c and all crew members returned safely to base.

14 Jan. 1945. Sea Sweep, Hong Kong to Foochow.

Two unescorted B-25's, piloted by 1st Lt. R. C. Ammon and 1st Lt. C. N. Buchtel, departed Suichuan and proceeded to the China Coast just east of Hong Kong. At 1400 Lt. Ammon sighted a 150 ft. motor barge at 22-50 deg. N.—116-35 deg. E. and started making passes on same. Lt. Buchtel was seen making passes on a wooden vessel a short distance north. After scoring several direct hits and near misses with

bombs and cannon shells Lt. Ammon took a course for Suichuan and landed safely at 1615. The results of Lt. Buchtel's runs are not known. He contacted Scoreboard (Suichuan) at 1730 and asked for a bearing to the field. The weather at "S" was overcast at 6,000 ft. to 8,000 ft. He was heard over the field at approx. 1750. He was later seen over the field at Lockjaw (Kanchow) at 1815. His a/c crashed 7 miles south of Lockjaw at 1905 and burned. Only one survivor is known. He is Sgt. G. Thos. Mellon, Radio-Operator.

15 Jan. 1945. Sea Sweep, Shipping in Amoy Harbor.

Two unescorted B-25's, piloted by 1st Lt. M. G. Buttner and 1st Lt. R. M. Owen, departed Suichuan and proceeded direct to Amoy harbor. At Amoy they drew accurate but moderate A/A. Lt. Buttner peeled off to the left and Lt. Owen to the right. Lt. Buttner sighter two ships at anchor and proceeded to attack them. A/A trailed them and as he reached the target autoweapons from the island opened fire. He made two runs on a 200 ft. coastal cargo vessel. Small arms fires were heavy from buildings on the Island. Two direct hits were scored on the vessel causing it to list. On the second run a small cal. bullet grazed the forehead of R.O. Sgt. C. B. Wilder causing only slight injury. Another small cal. bullet hit tail-gunner, S/Sgt. W. J. Harper just above the ankle causing serious injury. Lt. Owen proceeded on out to sea and dropped his bombs from 2,000 ft. on a 200 ft. armed tanker. He scored two near misses. Both a/c returned safely to base.

16 Jan. 1945. Sea Sweep, Wenchow to Tsinking, China.

Two unescorted B-25's, piloted by Capt. H. D. Wagner and 1st Lt. R. C. Ammon departed Suichuan and proceeded directly to the coast at Wenchow. 50 miles inland from Wenchow Lt. Ammon turned back due to a rough engine. He landed safely at 1445. Capt. Wagner continued with the mission. Just south of Foochow a ten snip convoy was sighted. The convoy consisted of two troop transports, four merchantmen and four destroyers, plus two unidentified escorting a/c. The position of the convoy was radioed to Scoreboard but no attack was made. He landed safely at Suichuan.

17 Jan. 1945. Sea Sweep, Foochow to Fukien, China.

One unescorted B-25, piloted by 1st Lt. R. M. Owen, flew directly to Foochow from Suichuan and swept the coast from Foochow to Fukien. He sighted no shipping and landed safely at base.

17 Jan. 1945. Jap Concentrations in Chaling area.

One unescorted B-25, piloted by Capt. H. D. Wagner, flew direct to the Lienwha-Chaling area from Suichuan. 8x250 lb. demos were dropped two at a time on runs over compounds and bridges in the Chaling area. Several buildings were destroyed. He swept the road from Anjen to Yuhsien strafing compounds and starting several fires. He landed safely at base.

18 Jan. 1945. Sea Sweep, Henghwa to Fukien, China.

One unescorted B-25, piloted by 1st Lt. M. G. Buttner, flew direct from Suichuan to Henghwa and swept the coast to Fukien. No shipping was sighted. He returned safely to base.

18 Jan. 1945. Compounds and Bridges in Area of Chaling, China.

Two unescorted B-25's, piloted by 1st Lt. R. C. Ammon and 1st Lt. R. M. Owen, flew direct to the target area. All bombs were dropped on compounds in the Chaling area, scoring 100% hits, and starting numerous fires. All a/c and crews returned safely to base at 1635.

19 Jan. 1945. Sea Sweep, Fukien to Chaunchow.

Two unescorted B-25's, piloted by Capt. J. W. Pryor and 1st Lt. R. C. Ammon, departed Suichuan and swept the China Coast. At 25-30 deg. N.—119-35 deg. E a 150 ft. coastal freighter was sighted by both ships. Capt. Pryor made one run but scored no hits. Lt. Ammon made one run, scored one direct hit and one near miss. This vessel is claimed sunk. At 25-20 deg. N.—119-30 deg. E. Capt. Pryor made one run on a 150 ft. wooden vessel scoring two direct hits. The vessel is claimed as sunk. Both a/c and crews returned safely to base.

20 Jan. 1945. Sea Sweep, Wenchow to Foochow.

One unescorted B-25, piloted by 1st Lt. R. M. Owen, swept the China Coast from Wenchow to Foochow. At 25-05 deg. N.—119-35 deg. E. he sighted an 8 ship convoy which included 4 destroyers. He did not attack but radioed the position to Lockjaw. At 26-20 deg. N.—120-05 deg. E. he sighted a 150 ft. coastal passenger vessel. He made five runs, scoring two near misses and causing some damage. After his bombs were expended he returned direct to base where he landed safely.

20 Jan. 1945. Road Sweep, Chaling to Anjen, China.

One unescorted B-25, piloted by 1st Lt. M. G. Buttner, swept the road from Chaling to Anjen. Bombs were dropped on several compounds, started fires and caused other damage to buildings. Numerous Japanese soldiers were machine-gunned. All buildings that had tracks running into them were strafed. He returned safely to base.

20 Jan. 1945. Chaling, China.

One B-25, unescorted, piloted by Major Berryman, flew direct from the Suichuan base to Chaling. He bombed bridges and buildings in

Chaling causing severe damage to same. He returned safely to base at Suichuan.

The history of the 11th Bombardment Squadron for the month of February is more of an account of bad weather than an operational history. Throughout the entire month our base at Yanghai was closed in by inclement weather or if, perchance, the weather was clear at Yanghai all of our prospective targets in South Central China or in French Indo-China were experiencing weather that made operational flying a hazard. As a result of these factors the squadron did not fly a single mission from 1 February until 26th of February.

This period of operational inactivity, which actually started shortly after we had evacuated the forward base at Suichuan late in January, was the longest period of inactivity the Squadron had experienced in all of its history. Of course, the fact that combat crews had nothing to do, particularly in the way of performing the job for which they had been sent overseas, made for much dissatisfaction. Some of the men attempted to offset their inactivity by undertaking projects of their own making. Lits. Mike Cates and Ron Daggett spent many long hours in the building of a photo enlarger. To no one's surprise but their own their work proved to be quite a success! Some of the more athletic members of the unit were still making headlines through their activities on the basketball floor. From the two championship teams within the Squadron—plus aid from two of the other squadrons in the group—an all-star team was chosen. This team traveled to Kunming early in the month for the China Playoffs. They succeeded in defeating all opponents and earned for themselves the title of "China Champions, 1944-1945."

Early in the month an attempt was made to comply with a War Department request in which group discussions of problems of current interest were to be conducted. These discussion sessions were to be informal meetings with both enlisted and officer personnel participating. At the first meeting a large attendance was present to discuss the topic, "Compulsory Postwar Military Training." The discussion was heated enough but the prime difficulty seemed to lie in the fact that only a limited number of those present actually participated in the discussion. At the second meeting, held one week later, very few persons were in attendance and it became readily evident that the program, as far as this unit was concerned, was not scheduled for any degree of success. It was suggested by Captain Richard E. Voland, who was in charge of the meetings, that there were not enough persons in a unit as small as a Squadron who were adequately interested so as to make a continued success of the venture. He further suggested that these discussions be made a function of the Group or of the Base so that the program could be successful. The weekly News Orientation Lectures were still progressing and more and more interest was evidenced as the war in Europe became of wider scope and seemingly would soon come to a victorious climax. Capt. Voland, Lt. Paul Buzzell, Lt. R. Leech and S/Sgt. Hatton were chiefly responsible for the continued success of this effort.

On February fourth Lt.-Col. C. G. Willes, accompanied by Captains H. D. Wagner, J. W. Pryor, and M. Hamilton, departed Yanghai by 'Jeep'—destination, Laowangping, China. Laowangping, located 300 air miles and 600 road miles from Yanghai was the new base to which the Squadron planned to send a Detachment. Several attempts had been made to fly out to this field but bad weather made these trips an impossibility. Driving through all kinds of weather, rain, snow and the ever present mud, the foursome reached Laowangping late on the fourth day. They spent two days at the field looking over installations and facilities. They then returned to Yanghai, none the worse for their trip.

On Sunday, February 25th, the weather at Yanghai was clear! Operations then decided, since all targets were still closed, to schedule a training mission. The following day the first mission of the month was scheduled and this was followed the next day by mission number two. On Monday the 26th six aircraft took off for Laowangping for a period of Detached Service. The same day Capt. R. E. Voland and 1st Lt. Robert Owen departed Yanghai with the motor convoy, bound for Laowangping. Thus, as the first of March rolled around, we found ourselves looking forward to a more active time. We had a Detachment at Laowangping and the weather promised to be good both at our bases and at our target areas.

The Yanghai basketball champions were mentioned earlier in this narrative but no names were mentioned. Those members of the China Championship team who were members of the 11th Bombardment Squadron, were:

1st Lt. Fred Carey
1st Lt. Jim Carey
1st Lt. Bill Smith
2nd Lt. Dick Baroody
S/Sgt. Richard Hutton
S/Sgt. Winfield Tobey
1st Lt. George E. Doyle, Ref. and Coach.

No attempt has been made in recent months to introduce the individuals who are section heads and who are responsible for the accomplishment of Squadron duties. Since there was so little operational history

during the month of February this writer is including a list of men who hold such positions. These duties are effective at the date of this writing. The Squadron Commander is Lt.-Col. C. G. Willes. Col. Willes began his duties as Squadron C. O. on 1st October 1944. Other officers are: Executive Officer, Captain Milton Jungwirth; Adjutant, Captain L. M. Williamson; Operations Officer, Captain Henry D. Wagner; Intelligence Officer, Captain Richard E. Voland; Engineering Officer, Captain Marvin Hamilton; Medical Officer and Flight Surgeon, Captain Frederick S. Wolf; Supply and Transportation Officer, 1st Lt. Martin D. Scheffler; Armament Officer, 1st Lt. Dick Lyle; Communications Officer, 1st Lt. Robert Stanton; Mess Officer, 1st Lt. Peter W. Petersen; Gunnery Officer, 1st Lt. M. D. Terpening; Personal Equipment Officer, 1st Lt. Joseph L. Franklin; Public Relations Officer, Lt. Ronald Irwin; Special Service Officer, 1st Lt. Fred Carey; Awards and Decorations Officer, 1st Lt. R. J. Thornton; Squadron Historian, 1st Lt. Richard G. Leech; Squadron Navigator, 1st Lt. Charles G. Frederick; Squadron Bombardier, 1st Lt. Orville L. Shiels; Assistant Operations Officer, 1st Lt. Charles Luedke; Assistant Intelligence Officer, 1st Lt. Paul W. Buzzell; "A" Flight Leader, 1st Lt. Lawrence F. Uebel; "B" Flight Leader, Captain James W. Pryor; "C" Flight Leader, 1st Lt. Arthur E. Thomas; "D" Flight Leader, 1st Lt. Charles Luedke; First Sergeant, Charlie B. Puttoff; Line Chief, M/Sgt. Albert G. Lippe.

Ineffectiveness of the 'Rotation Policy' was one of the major problems facing the Squadrons Administrative personnel. New policies handed down from higher headquarters, though not really definite, seemed to indicate that combat crews must stay overseas for a twelve month period, regardless of the speed with which they succeeded in getting their missions. Thus, since we were continually getting new crews from the States and were not sending a similar number of crews home there were serious overages in all combat crew assignments. Operations faced the problem of 'low experience levels' for combat crews. This was a direct result of an unusually high turnover of crews in the months of August and September, 1944. The Administration also had to cope with a situation in which T.O.'s were more than filled and officers and men were holding jobs and performing duties without proper rank or authority.

Late in December orders had come to the Squadron to begin a series of Training programs for Combat Personnel. Lt. R. D. Terpening was put in charge of the training for combat crew enlisted men. Captain H. D. Wagner was responsible for the officer training. Gunners were instructed in Aerial Gunnery by means of the "Jam Handy" trainer and by actual practice with weapons set up on the line. Radio Operator, were given instruction by the Communications Section on the proper use of Radio Facilities in China. Lectures were given to pilots, bombardiers and navigators. Bombardiers were scheduled for training sessions on the 'Bomb Trainer,' a device by which a bombardier's ability to use the computing bombsight is kept at a high level. Navigators held discussions in which errors in charts and maps were presented to the group. Special navigational techniques, peculiar to successful navigation in China were outlined by 1st Lt. Charles G. Frederick, Squadron Navigator. At first we had the idea that this training was designed to imitate Stateside schedules, but we soon learned that everything we were being taught was for our good and would be of vital interest to us while engaged in flying in China. Our antagonism soon turned to genuine appreciation.

During the month of February some of our oldest men, as regards time with the Squadron, departed for the States. Captains Elmer Haman and James Talley were the first to leave. Later in the month, Mr. A. A. "Pop" Harrison, Tech. Rep. for Bendix, who had been with the Squadron since its earliest days in China, departed Yanghai bound for HOME. Mr. Harrison had seen most of our operations in China and was the chief source for much historical data about our early beginnings in China.

We had an important returnee to the unit during the month. 1st Lt. Elmo B. Hessler, who had crashed in French Indo-China late in November while flying with 1st Lt. Bennie F. Kelly, and who was the only survivor of the crew, came back to the Squadron after having 'walked out' of French Indo-China. His experiences were interesting, to say the least, but more than that we were more than glad to welcome him back to the Squadron. Lt. Hessler had managed to escape from the crashed aircraft and though seriously injured to escape from the Japanese troops in that area. He was cared for by French civilians, treated in the French Military Hospitals at Haiphong and Hanoi, and assisted in his escape by loyal natives. While in Haiphong and Hanoi he was able to observe Japanese troop activities, spot storage and supply depots, form opinions on Jap troop morale and physical condition, and to observe the overall picture of the Japanese-French situation in and around Haiphong and Hanoi. Detailed reports of what he saw and of what he did are maintained in Top Secret Files.

Included as a part of the appendix of this month's Historical record is a 'Medical History' of the 11th Bombardment Squadron (M) from its first days in China through the present time. This work was accomplished by the Squadron Medical Officer, Captain Frederick S. Wolf.

Thus the month of February 1945 passed. Our operations were held to a minimum by poor weather, but we managed somehow to make the

best of a difficult situation. As the month ended we looked forward, expectantly, to better days in the immediate future.

CHARLES G. WILLES, Lt.-Col. Air Corps.

RICHARD G. LEECH, 1st Lt., Air Corps
Historical Officer

During the month of February the 11th Bombardment Squadron was based at Yanghai, China. No forward detachments were assigned until the 26th of the month at which time an Air Echelon and a Ground Echelon departed Yanghai for Laowangping, China. Lt.-Col Charles G. Willes commanded the Squadron during the month.

OFFICERS

TO BE FIRST LIEUTENANTS AUS: 2nd Lt. Francis H. Bowen, 2nd Lt. Archie E. McDonald, 2nd Lt. John E. Landin, 2nd Lt. William L. Jacke, Jr., 2nd Lt. Lloyd R. Orr, 2nd Lt. Johnny Lievore, 2nd Lt. Walter E. Brelje, 2nd Lt. Perry E. Barnhart, Jr., 2nd Lt. Ralph D. Terpering, 2nd Lt. William H. Kelly, 2nd Lt. Darrel W. Bailey, 2nd Lt. Leonard N. Russell, 2nd Lt. William R. E. Smith, 2nd Lt. Harold R. Shore, 2nd Lt. Melloy S. Hagemann.

ENLISTED MEN

TO BE TECHNICAL SERGEANT (T): S/Sgt. Horace F. Grimm, S/Sgt. Ellis Mills, S/Sgt. Henry Munsch, S/Sgt. Leroy Sloan, S/Sgt. Lester E. Mitchell.

TO BE STAFF SERGEANT (T): Sgt. Edward R. Miller, Sgt. James W. Miner, Sgt. William O. Moody, Jr., Sgt. Adolph C. Netkovic, Sgt. George E. Sequoria, Sgt. Joseph T. Causey, Sgt. Leon W. Cherry, Sgt. Carl E. Cook, Sgt. Robert K. Maas, Sgt. Winfield W. Tobey.

LOSSES AND GAINS:

OFFICERS

LOSSES FROM ASSIGNED: Capt. James C. Talley, Capt. Elmer M. Haman, 1st Lt. Winthrop W. Dada, 1st Lt. Raymond S. Horey, 1st Lt. Floyd A. Woosley, 1st Lt. Lewis H. Beck, 2nd Lt. Thomas A. Killian.

GAINS TO ASSIGNED: 2nd Lt. Allen B. Colfry, Jr., 2nd Lt. Day W. Radebaugh, 2nd Lt. Jack W. Monroe.

ASSIGNED ON DS TO INDIA: Capt. Henry W. Wagner, 1st Lt. Emil A. Zogheib, 1st Lt. Gerald F. Bogue, 1st Lt. Wilfred E. Cather, 1st Lt. Daniel M. Hill, 1st Lt. Philip J. Holman, 1st Lt. Robert J. Thornton, 1st Lt. Lawrence F. Uebel, 1st Lt. Merrel S. Parham, 2nd Lt. Albert N. Dichiana.

MISSING IN ACTION: None.

KILLED IN ACTION: None.

LOSSES AND GAINS:

ENLISTED MEN

LOSSES FROM ASSIGNED: 1st Sgt. Booker H. Dalton, T/Sgt. Kenneth O. Stout, S/Sgt. Philip McCalvin, S/Sgt. Metro J. Shevchik, S/Sgt. James Kubin, S/Sgt. Nelson F. Mielka, Sgt. Harold A. Sawyer, Sgt. Vance C. Perkins, Cpl. Irwin F. Daily, Pvt. Herbert G. Batson, Pvt. Valentine A. Baca, Pvt. Nickolas Peltier.

GAINS TO ASSIGNED: S/Sgt. Joseph P. DeRosie, S/Sgt. Leo M. Cosper, Sgt. Vance C. Perkins, Cpl. Spencer A. Henry, Cpl. Roy R. Kelly, Jr., Cpl. Henry A. Pullen.

ASSIGNED ON DS TO INDIA: T/Sgt. Lindon W. Oliver, T/Sgt. Richard A. Smart, T/Sgt. Harold J. Toornburg, S/Sgt. Donald W. Bell, S/Sgt. Frederick E. Benesch, S/Sgt. James R. Thompson, S/Sgt. Glenn C. Maynard, Sgt. Peter J. Kobe.

MISSING IN ACTION: None.

KILLED IN ACTION: None.

REPORT OF MISSIONS

26 February 1945. N/W Sector of Ishan, China. Road Sweeps N. & S.E. of Ishan.

Eight B-25's took off from Yanghai to bomb buildings and compounds at Ishan. All bombs were released on the primary target with good results observed. Aiter bombs were dropped the 8 a/c strafed roads between Ishan and Luichow, hitting bldgs. and RR cars in that area. A/A was not encountered and all a/c returned safely to Yanghai.

27 February 1945. Highway Bridge 4.2 mi. N. of Luchki station and adjacent storage and barracks area.

Six a/c departed Yanghai to bomb the highway bridge at Luchki Station but upon reaching the target area encountered an overcast. They then proceeded to the area of Ishan where all bombs were dropped with excellent results. All a/c returned safely to Yanghai.

MEDICAL HISTORY OF THE ELEVENTH BOMBARDMENT SQUADRON (M)

History, whenever it is written, cannot be free from prejudice. History based entirely upon hearsay, history undocumented, contains more than its share of biased opinion, even that condition described as "retrospective falsification" so necessary to bolster the ego of our quickly passing years.

The 11th Bombardment Squadron (M) was the China Air Force. It reached the theatre prior to the complete dissolution of the A.V.G. and the arrival of the fighter outfit which succeeded it. They must have been an arrogant, cocky group of men, "stateside" fresh, determined that war was fun. They lived in Western Free China, they roamed Eastern Free China leaving every where two records—supported by official data—a magnificent tactical record and a high incidence of infectious diseases. Occasionally there was comment on diarrhea, but there was no certainty for the cause of this. It may have followed the imbibing of the local "jing-bow" juice, certainly it was not the food or its preparation.

The first unit of the Eleventh to arrive in this theatre was the air echelon, on 3 June 1942 with no Medical Officer, with no Medical Personnel, with nothing even resembling a hospital, quite a welcome for these new comers to "bitch about." Doctor Monsiea or Monjay, there is some difficulty in obtaining the correct spelling, a civilian, served as Squadron Surgeon. It was from him the men received their first series of immunizations. Of course, the A.V.G. Surgeon was also available for the care of the personnel. Some three weeks later the Squadron welcomed their first Flight Surgeon. Under his direction a dispensary was established to serve not only the Squadron but also all the personnel on the field. The equipment in large part was obtained from the A.V.G. Despite the paucity of equipment and the irregular delivery of medical supplies, the Medical Officers available for duty performed their function even to the conversion of the dispensary into an operating room for the removal of a rebellious appendix. In August, Dr. Monjay was commissioned in the A.U.S. and proceeded with the establishment of a Station Hospital. After a long trip the ground echelon of the Eleventh slowly filtered in. Small groups of highly trained personnel began crossing the Hump in July. However, the largest number of men reached their Kunming Base in November 1942. The Medical Aid Men and a second Flight Surgeon arrived in September of 1942.

It is unfortunate that broad statements must suffice for a period of nearly two years of warfare. Of this time, old China hands grin and speak in glowing terms of "do you remember," but of definite Medical History there is none.

In 1943 the Eleventh found themselves more or less firmly fixed with Kweilin as its base. The Medical problems of garrison life in foreign service during wartime made themselves felt. These problems were solved in different ways, by ground personnel and flying personnel, but in both groups sex produced an imposing venereal disease rate.

No matter where the personnel of the unit chanced to be, no matter what the back-ground of the individual, a large proportion of the unit found the women of the area inviting. The handling of this problem by different Medical Officers and a succession of tactical officers produced no results until November 1943. For several months prior to this, a rigorous disciplinary course was pursued with the resultant drop to the lowest venereal rate recorded for this command. However, with a change in tactical command, this was an all too brief interlude. Immediately upon the relaxation of disciplinary procedures our venereal disease rate bloomed again. In January the problem of venereal disease was approached somewhat differently. There was set up an educational program based upon discussions with small groups, use of Medical Aid Men as "fifth columnists," and talks to the entire unit. Paralleling these talks, a program of extra-mural activity was initiated. The results of these coordinated efforts have been good. It remains for time to approve this continued form of unremitting attack.

Early in their stay in the theatre, the personnel of the outfit met Anopheles in strength. Records show the severity of the Eleventh's defeat. It is reported that supplies of materials for attacking the hordes of hungry females were inadequate, mechanical aids not available. This is changed. Materials are available and are used by men who know and appreciate them.

At Luichow on the road westward, we saw "DDT" used for the first time. The effect on the insect population was gratifying. Unfortunately this outfit did not remain at this base long enough after the use of this product for conclusions of any real value to be drawn.

There has been much written of the effect of prolonged service of flying personnel without relief but little has been said of the effect of similar duty upon ground personnel. This factor has undoubtedly been important in the development of the Eleventh's history. To maintain some sort of peace of mind in these soldiers was a problem left without adequate solution. To evaluate the many facets of this problem is beyond the scope of this paper. Mail, food, living conditions, all enter the picture. Above all, however, was the pride in the achievements of the Squadron, and what is most love for the aircraft assigned to the ground personnel for care. Morale is indeed the sum of many little things.

From available data it is known that personnel have at all times been housed in rather cramped quarters. In fact, there have been many times when to live under canvas was a luxury. The permanent quarters were and are large enough to fulfill current regulations for square footage per man. In addition to sleeping in these limited spaces, all personnel found that they must use the same area for their play period, the serious business of writing home, or just plain "bull" sessions. No wonder that men sought other places for relaxation, other forms of amusement. There is information now available indicating that future quarters will have miniature day rooms. Early in February 1944, a construction program to supply recreational facilities was undertaken. In this way the unit obtained a tennis court, a basketball court and a boxing ring. These facilities gave full scope to our athletic program.

Every American soldier in this theatre owes a debt of gratitude to the little hen cackling down the road. Eggs have been the backbone of the diet. It is known that the average consumption of eggs in this unit at one time was greater than twelve per man per day. Certainly food supplied the individual messes was adequate in quantity and quality, yet, in their efforts to please, the food brought into the mess halls, prepared in American style, has an amazing sameness of flavor and a uniform lack of appeal. There was no such thing as an advanced menu planning. Slowly some progress was made. There is a little variety of menu, a little improvement in the flavor of the food, and a lessening of the sameness.

In the handling of sanitary problems, the Medical Officer in this theatre is made thoroughly aware of his limitation to "recommending." During the year there has been a gradual transition in the operation of American hostels from the point where we were guests of WASC TO WASC as more or less the civilian personnel director. Because of this, only one major improvement in sanitary facilities, the installation and operation of an incline plane incinerator at Kweilin was made. In March regular monthly inspections of civilian personnel and the immunization of these employees against smallpox, typhoid, and cholera was initiated. All water for oral hygiene and drinking purposes is filtered and boiled before using. None of our posts attained sanitation of the type, quality or extent our army requires or our citizens have been taught is their right. The background of the civilian personnel and the difficulty of proper interchange of ideas due to language and idiom coupled with dual channels of command made progress a tedious, painfully slow affair. Actually thinking back over the period or reviewing the unit reports, it is remarkable to find how little these sanitary discrepancies affected the health of the command.

Psychologically the year may be divided into three phases: Interlude, Preparation for Retreat and Retreat. Interlude was a simple continuation of living in China, of routine flying, of training and of playing.

In Preparation for Retreat came a period of extremely active flying of an unusually hazardous nature. In this period with men flying two-day missions and one night mission in a forty-eight hour stretch, the classical text book picture of flying-fatigue was observed in certain crew members. Fortunately the tactical situation changed at this peak allowing these individuals a necessary rest. Unfortunately facilities for rest and recreation of personnel comparable to these in other theatres of war are not available. Were these luxuries allowed our personnel it is conceivable that the period of maximum effectiveness could be prolonged well beyond that now attained by air crews.

There is a comprehensive Medical literature on the psychology of "Defeat," Retreat has a different connotation as applied to this unit. Actual or even tacit acknowledgment of defeat has not been admitted and plays no role in the thinking or actions of the personnel involved. Each man felt that he had played his role to the utmost; done all that man and plane could do. Inevitably there was retreat, pack, and move, unpack and fly again. It was in this period that a noticeable increase in the use of alcoholic beverages of high potency and of women occurred with a concomitant increase of venereal disease. The personnel indulging in this fashion were not the same individuals who had shown evidences of fatigue earlier. In fact, the stronger personalities in the detachment reacted in this fashion.

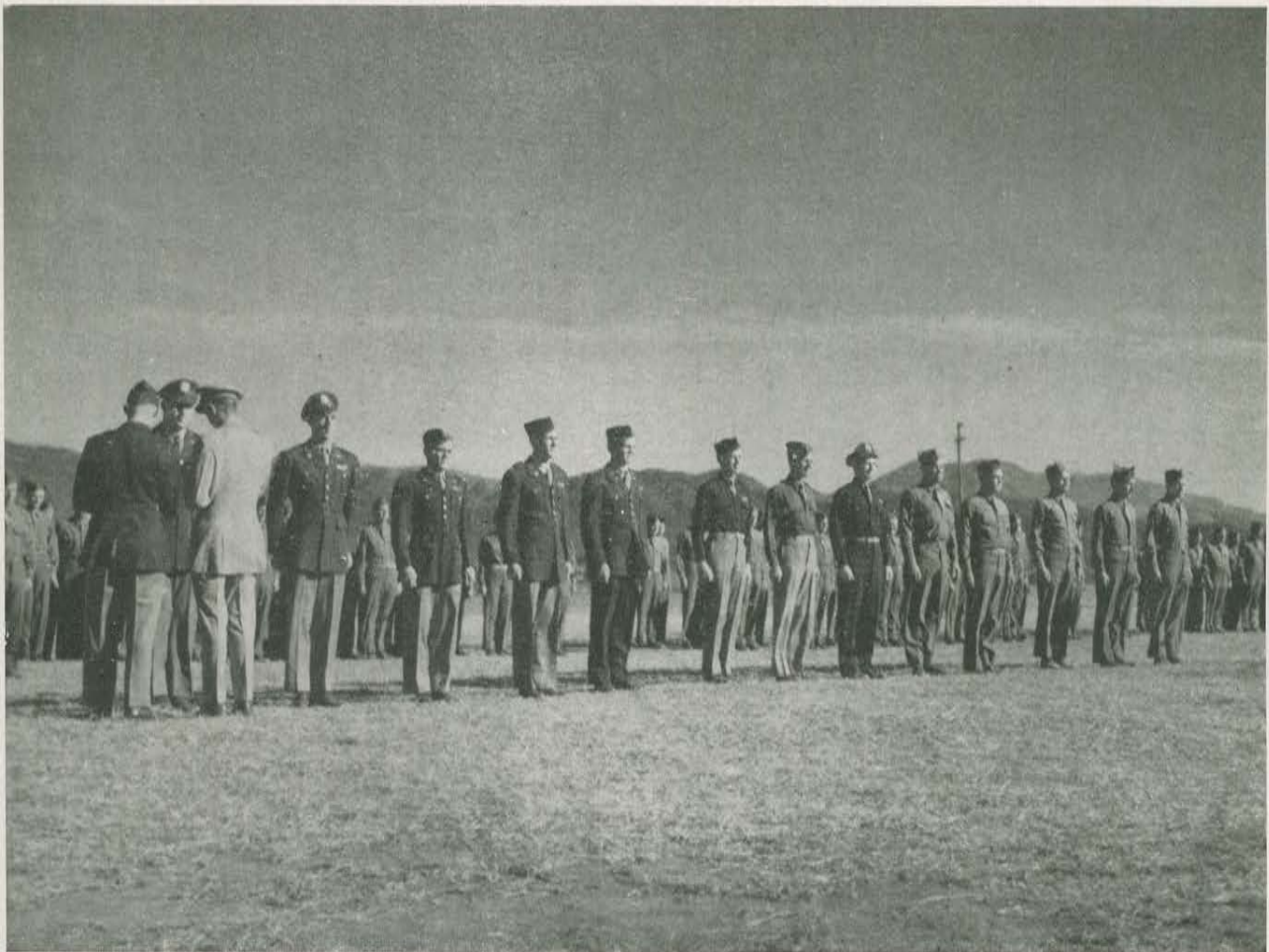
Early in this record a comment was made upon the paucity of medical supplies. With the trend in military medicine to bring medical aid forward to the patient, the need for a heavy inventory in such units as Squadron aid stations is obviated. The same paragraph referred to the organization of the first station hospital at A. P. O. 627. About six months after reaching Kweilin, a station hospital began to function at A. P. O. 430.

This writer is not in a position to speak on air evacuation of military personnel, offensive weapons in the relation to injury, air transport or medical supplies, convalescent centers, the airplane in relation to injuries, or to field service casualties. This unit has been remarkably fortunate in the limited extent of its casualties.

Because there is no dental officer assigned to this unit, such oral problems as occurred were treated by the base dental officer. No data are available for historical comment.

FREDERICK S. WOLF, Capt., Medical Corps,
Flight Surgeon.

ROSTER



- Abbott, James M.
302 Cherry St.
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- Ackerman, John J.
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- Ackley, Thomas S.
1676 Elmwood Ave.
Columbus, Ohio
- Adams, George H.
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Escondido, Calif.
- Adcock, Ceivalle W.
Route 2
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- Afendoulis, Nicholas J.
6207 Clancy Ave.
Grand Rapids, Mich.
- Ahern, John M.
1651 W. 83rd St.
Chicago 20, Ill.
- Alexander, Edward
4312 Anderson Ave.
Oakland, Calif.
- Allen, Elvis
P. O. Box 1026
Cushing, Okla.
- Allen, James V.
2607 Crawford
Bellevue, Nebr.
- Allison, Darwin B.
140 W. Spruce St.
East Rochester, N. Y.
- Alstatt, Carl A.
Clifton, Colo.
- Ammon, Robert C.
415 S. 5th Ave.
West Reading, Penna.
- Anderson, James D.
Ewan, Wash.
- Anderson, John I.
Osakis, Minn.
- Anderson, Robert
Kettle Falls, Wash.
- Anderson, William
85-04 76th St.
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- Appleby, Robert C.
937 Bartlett Ave.
Fresno, Calif.
- Arbaugh, Robert L.
Alderson, W. Va.
- Arbiter, William
217 Westgate, West
Cambridge, Mass.
- Archer, Clair S.
Route 1
Belvidere, Nebr.
- Arellano, Rafael
Address unknown
- Argast, Raymond
Irvington, N. J.
- Astin, J. E.
103 Inverness Ave.
Macon, Ga.
- Atack, George J.
7036 Reeland
Philadelphia, Penna.
- Augustine, Jack L.
948 Crescent St.
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- Aulwes, Bud L.
972 S. Hoover Ave.
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- Bailey, Darrell W.
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- Baker, Howard C.
626 E. 12th St.
Port Angeles, Wash.
- Baldwin, Leonard I.
Route 6, Box 1869
Sacramento, Calif.
- Banks, Gordon F.
21 Ernest St.
Saugus, Mass.
- Bankston, Carl W.
6512 Charures St.
New Orleans, La.
- Banzhof, Eugene E.
Address unknown
- Barber, John
Address unknown
- Barnes, Dewey S.
1307 4th Terrace W.
Birmingham, Ala.
- Barnett, Luther, Jr.
Blacksburg, Va.
- Barnhart, Perry E.
718 South Pittsburg
Tulsa, Okla.
- Barnhouse, Hadsell D.
c/o English
Greenwich, Ohio
- Barnick, Michael
465 Hogt St.
Pringle, Penna.
- Barnsed, Henry B.
Address unknown
- Barr, James E.
Box 322
DeRidder, La.
- Barron, Russell C.
Route 2
Hesperia, Mich.
- Baroody, Richard J.
370 Exchange St.
Jeneval, N. Y.
- Barth, Elbert L.
Wildwood, Pa.
- Bartlett, John
11 Ft. Hill Ave.
Freedom, Maine
- Bartshe, James A.
128 South Hardy
Kansas City, Mo.
- Bashaw, Donald C.
Fort Whipple
Prescott, Arizona
- Basye, William E.
143 E. Pacific St.
Independence, Mo.
- Batson, Herbert G., Jr.
744 Cotton Ave.
Birmingham, Ala.
- Battle, Richard C.
Address unknown
- Bayley, John
4343 N. Cedar Run Rd.
Cass City, Mich.
- Bechard, Earl
2788 S. Chicago Ave.
Kankakee, Ill.
- Beck, Lewis H.
P. O. Box 32
Bentonville, Ark.
- Beckman, Wellington R.
Address unknown
- Bell, Donald W.
207 E. Short St.
Independence, Mo.
- Belue, Henry H.
Route 4
Union, S. C.
- Benesch, Frederick E.
Route 1, Broadway Ave.
Holbrook, L. I., N. Y.
- Benton, Richard T.
Route 1
Mindenhall, Miss.
- Bergman, Edwin J.
County Road
East Amherst, N. Y.
- Berry, Wilfred M.
Address unknown
- Bevilacqua, Romolo A.
500 Quincey St.
Reno, Nevada
- Beyer, Kenneth J.
1112 N. 4th St.
Minneapolis, Minn.
- Bick, Arthur A., Jr.
5228 Vernon Ave.
St. Louis, Mo.
- Biggs, Albert E.
Address unknown
- Bingham, Cleve L.
Address unknown
- Birou, Louis J. M.
622 N. 22nd St.
Baton Rouge, La.
- Blackwell, Lynn D.
319 N. Warren St.
Pampa, Texas
- Blain, Arthur B.
231 Roosevelt Ave.
Syracuse 10, N. Y.
- Blake, Robert W.
605 N. W. 47th St.
Oklahoma City, Okla.
- Elakely, Chester P.
Address unknown
- Blann, Buford B.
Route 2, Box 63
Whitmire, S. C.
- Blechman, Arthur I.
3425 Gates Place
New York, N. Y.
- Bloom, Irving
Address unknown
- Bloom, Sanford J.
3312 Pine Grove Ave.
Chicago 13, Ill.
- Bodin, Neri J.
Address unknown
- Bogue, Gerald F.
736 N. Liberty
Independence, Mo.
- Bonislawski, Joseph A.
60-47 56th Drive
Maspeth, L. I., N. Y.
- Booth, Jack E.
401 Oxnard Blvd.
Oxnard, Calif.
- Boreman, Alfred E.
81 Jefferson Ave.
Valhalla, N. Y.
- Borgia, Joseph I.
271 Union St.
Brooklyn, N. Y.
- Borinstein, Allen P.
7520 S. Cornell Ave.
Chicago, Ill.
- Boucher, Louis A.
Address unknown
- Boucher, Raymond T.
151 Babcock St.
Hartford, Conn.
- Boudreaux, Patrick
1019 Waco Ave.
Port Arthur, Texas
- Bowen, Francis H.
Box 263, R. D. 1
West Albany, N. Y.
- Bower, William L.
Address unknown
- Bowles, Joseph E.
118 Compass Road
Baltimore, Md.
- Boyle, Daniel A.
Hillside
Truckville, Penna.
- Boyle, John R.
715 Plainfield Ave.
Joliet, Ill.
- Boynton, Wesley E.
209 S. Chapel Ave.
Alhambra, Calif.
- Bratcher, Clifton R.
Morgantown, Ky.
- Bradham, Charles L.
Route 4
West Salem, Ill.
- Brandon, Jerry D.
485 11th Ave.
Beech Grove, Ind.
- Brazauskas, Joseph A.
41 Bellas Ave.
Edwardsville, Penna.
- Breen, Daniel W.
314-42 112th Ave.
Bellaire, N. Y.
- Breen, Frank P.
120 Hersey St.
Hingham, Mass.
- Breese, Frederick
Postosi, Wis.
- Brelje, Walter E.
410 North Glassell
Orange, Calif.
- Brenner, Wm. A., Jr.
72 East Elm St.
Chicago, Ill.
- Briggs, Chase
Address unknown
- Broughton, James W.
Route 3
Brownwood, Texas
- Brown, Charles
Address unknown
- Brown, Earl L.
Van Buren, Maine
- Brown, James N., Jr.
51 Walnut St.
Saugus, Mass.
- Brown, James P.
Address unknown
- Brown, Murray F.
16595 Sunderland Road
Detroit, Mich.
- Brown, Mason O.
Address unknown
- Brown, Noble
Address unknown
- Broyles, Edward
1003 Linden St.
Waukesha, Wis.
- Brucker, Joseph C.
917 Jasper St.
Springfield, Ohio
- Brummett, George A.
385 13th St.
Paso Robles, Calif.
- Brunson, Theo B.
191 N. Spanish Fork
Utah
- Buehrer Leonard F.
9822 S. Throop St.
Chicago, Ill.
- Bulger, Mark H.
Woodbury, Penna.
- Burge, James T.
73 N. N. E.
Atlanta, Ga.
- Burke, Joseph H.
207 13th St., N. E.
Atlanta, Ga.
- Burke, John C.
3132 Purington Ave.
Ft. Worth 3, Texas
- Burnham, Burt G.
255 Indiana Ave.
Providence, R. I.
- Burnham, Ray W.
Canby, Minn.
- Burson, Edmon F.
1320 E. Preusser St.
San Angelo, Texas

Burson, Jerome S.
567 W. 170th St.
New York, N. Y.

Burtner, Robert W.
312 6th St.
Petaluma, Calif.

Butler, James F., Jr.
98 Victory Ave.
Lackawanna, N. Y.

Buttner, Morris G.
2701 Nebraska Ave.
South Gate, Calif.

Buzzell, Paul W.
Box 17
Pittsford, Vt.

Byrd, James L.
204 Station Ave.
Haddon Heights, N. J.

Byrne, Joseph P.
Address unknown

Byrne, Thomas C.
Address unknown

Campbell, Clayton, Jr.
Address unknown

Cannon, Elmer E.
Grand Glaise, Ark.

Cannon, Forest G.
675 Robert St., N. W.
Atlanta, Ga.

Carbone, Louis
Address unknown

Carroll, Robert
211 Michigan Ave.
Bougalusa, La.

Carraway, Alfred B.
Smithdale, Miss.

Carton, Edward J.
83 W. Main St.
Ayer, Mass.

Casady, Frank A.
19170 Bauman Ave.
Detroit, Mich.

Cates, Mitchell D.
317 N. Harrison St.
Richmond, Va.

Cather, Wilfred E.
302 W. Boscawen St.
Winchester, Va.

Causey, Joseph T.
P.O. Box 1033
Roanoke, Va.

Chambers, Charles M.
535 36th St.
Des Moines, Iowa

Chambers, Clarence P.
Remer, Minn.

Chandler, Robert O., Jr.
Sq. A-43000th B. U.
Wright Field, Dayton, O.

Chandler, Willie C.
Gentry Branch Rd.
Stockville, Rt. No. 1, N. C.

Chaney, Donald E.
R. R. No. 2
Milford, Ill.

Chant, Robert M.
Port Layden, N. Y.

Chapman, John E.
1201 S. 2nd Ave.
Sioux Falls, S. D.

Charles, Harry G., Jr.
Cherokee Road
Florence, S. C.

Charon, Henry O.
Route 1, Box 112
Escanaba, Mich.

Cherry, Leon W.
Box 16
Shady Side, Md.

Chiarello, Robert H.
2815 Grand Concourse
Bronx, N. Y.

Childs, Farley E.
Hinnom, Va.

Clarino, Charles J.
Address unknown

Clark, Arthur
3407 Erie Ave.
Cincinnati, Ohio

Clark, Edward F.
2220 McClellan Ave.
Detroit, Mich.

Clark, Mervin L.
Pine Prairie, La.

Clarkin, James M.
Forsyth, Montana

Cloutier, Leo J.
Box 227
Libby, Montana

Cobert, Arthur T.
4112 Military Road, N. W.
Washington, D. C.

Coffman, Robert C.
Address unknown

Cohill, Gale B.
Stafford Hall
Clear Springs, Md.

Colbert, John M.
331 Perrysville Rd.
Pittsburgh 29, Penna.

Cole, Clarence B.
Prospect St.
Berea, Ohio

Coleman, Jack J.
1630 W. Southern Ave.
Williamsport, Penna.

Collins, John J.
718 Bailey Ave.
Elizabeth, N. J.

Collins, Tommy L.
211 2nd St.
Morehead, Ky.

Combs, R. A.
Pacific Junction, Iowa

Coombs, Jack E.
413½ Bancroft St.
Toledo, Ohio

Congdon, Warren D.
245 Academy St.
Erwin, Tenn.

Conley, Dennis E.
Address unknown

Conner, John T., Jr.
142 Abernathy Drive
Trenton, N. J.

Conrad, Robert B.
Route 1
Lake Beulah, Wis.

Conry, Luther G.
Pikeville, Ky.

Cook, Carl E.
Glenpool, Okla.

Cooning, E. M.
427 W. 3rd St.
Rushville, Ind.

Corkin, Herbert I.
27 Clarkwood St.
Mattapan, Mass.

Coronado, Manuel A.
Route 1, Box 505
Fair Oaks, Calif.

Corsa, Lawrence J., Jr.
602 Vander Ave.
York, Penna.

Cosper, Leo M.
Williamston, Mich.

Costello, John M.
Address unknown

Coulter, Delbert
Address unknown

Cowden, Joseph L.
Address unknown

Cowperthwaite, Everett L.
319 Arondale Ave.
Haddonfield, N. J.

Cox, Charles M.
1253 Duffield St.
Pittsburgh, Penna.

Cox, Leo T.
615 Amelia St.
Gretna, La.

Cox, Thomas B.
329 Elyton Parkway
Birmingham, Ala.

Craig, James R.
298 Westgate Road
Kenmore, N. Y.

Creer, Max B.
843 Sherman Ave.
Salt Lake City, Utah

Cross, Earl B.
3306 East 36th St.
Indianapolis, Ind.

Cross, William T.
Address unknown

Crouch, Horace E.
1611 Marion St.
Columbia, S. C.

Cruz, Joseph M.
335 East 92nd St.
New York, N. Y.

Culkin, William J.
937 Sunnyside Ave.
Chicago, Ill.

Cullen, William
236 Mifflin St.
Philadelphia, Penna.

Cunningham, Edward J., Jr.
Address unknown

Currell, Wayne R.
2514 College St.
Spokane, Wash.

Curtis, Leroy W.
5011 Nevada Ave.
Nashville 9, Tenn.

Curtis, Warren G.
902 East Main
Council Grove, Kan.

Cushing, Thomas C.
197 N. Main St.
Florence, Mass.

Cyr, Clifton A.
612 X St., Unit E
Sacramento, Calif.

Dada, Winthrop W.
3023 Center Ave.
Richmond, Calif.

Daggett, Ronald L.
c/o Humbolt Co.
South Fork, Calif.

Daily, Irwin F.
3210 La-Branche
Houston, Texas

Dalnodar, Robert J.
1909 Lamont St.
Wausau, Wis.

Dalton, Booker H.
Bassett, Va.

Darling, Daniel L.
Address unknown

Daugherty, Joe M.
Box 873
Big Lake, Texas

Davis, Robert E.
11 East 38th St.
Savannah, Ga.

Davis, Thomas W.
Route 1
Chula, Ga.

Dawson, George H.
229 East 2nd St.
Florence, N. J.

Dearth, Charles H.
417 North Ohio St.
Sydney, Ohio

DeCarolis, Frank N.
270 6th St.
Leonister, Mass.

Deeds, Dale W.
R. R. 1
Macy, Ind.

DeLuca, John J.
Address unknown

Demarais, Leo P.
3 Mulberry St.
Attleboro, Mass.

Dembinski, Edward W.
4209 Post St.
Pittsburgh, Penna.

Dennis, Steven C.
4209 Chamberlayne Ave.
Apt. 4
Richmond, Va.

DeRogatis, James F.
332 N. 7th St.
Newark, N. J.

DeRosie, Joseph P.
68 Andrews St.
Massana, N. Y.

Dewitt, Frederick
384 Grand Concourse
Bronx, N. Y.

Dichiara, Albert N.
1526 Madison Ave., Venice Pk.
Atlantic City, N. J.

Dickerson, John R.
410 N. High St.
Jackson, Mo.

Diekmann, Paul J.
Collegeville, Minn.

Ditto, Franklin E.
5th and Main Sts.
Delphos, Ohio

Dockwiler, Joseph F.
319 Molley W Rd.
Syracuse 8, N. Y.

Domesticco, Vincent E.
3 Waverly St.
Framingham, Mass.

Donahue, Robert M.
South Barre, Vt.

Donikowski, Joseph
1800 E. 37th St.
Cleveland, Ohio

Dornette, Clifford H.
5041 Foley Rd.
Cincinnati 5, Ohio

Dotson, Floyd L.
Box 127, Rt. 5
Royal Oak, Mich.

Douglas, George H.
984 Sq. Lake Rd., R. 1
Lake Orion, Mich.

Dousal, Paul N.
Address unknown

Downs, Emory M.
1135 University Drive
Atlanta, Ga.

Doyle, Carlton W.
1956 Biltmore S., N. W.
Washington, D. C.

Driggs, Chase
2048 E. 48th St.
Salt Lake City, Utah

DuBeau, Herbert A.
c/o General Delivery
Wollaston P. O.
Wollstan, Mass.

Dumas, Laurier R.
42 Princeton St.
New Bedford, Mass.

Dunaway, James A.
P. O. Box 281
Selma, Ala.

Duval, Roland J.
128 Columbia St.
Cohoes, N. Y.

Easter, William D.
27 N. Highland Ave.
Indianapolis, Ind.

Eastwood, William R.
2434 Highland Park Ave.
Fort Dodge, Iowa

Ebel, George
Dakota City, Nebr.

Eckert, Howard V.
Address unknown

Edlund, William R.
117 Myrtle St.
Bloomfield, N. J.

Edmondson, Joe
Box 26
Heeny, Colo.

- Edwards, Herbert M.
New Plymouth, Idaho.
- Edwards, Richard L.
664 E. 7th
Alliance, Nebr.
- Ehlers, Dudley R.
Address unknown
- Ehmke, Robert J.
4116 14th St.
Milwaukee, Wis.
- Elfman, Marvin O.
313 E. Klingerman
El Monte, Calif.
- Ellison, Frank J.
607 11th St.
Tacoma, Wash.
- English, A. J.
Box 273
Rush Springs, Okla.
- Erickson, Douglas A.
Address unknown.
- Fairbrother, Arthur W.
1717 Biscayne Blvd.
Miami, Fla.
- Falchiere, Joseph
88-52 81st Road
Glendale 27, N. Y.
- Falkner, Kenneth
Address unknown
- Fanini, Marsilio J.
1st Avenue
Bellmawr, N. J.
- Farkasovski, William
7707 Bancroft Ave.
Cleveland, Ohio.
- Fee, Lee C.
Knoxfork, Ky.
- Feldman, Max M.
448½ N. Orange Grove Ave.
Los Angeles, Calif.
- Ferris, Rodney R.
19 Taft St.
Fitchburg, Mass.
- Field, Marshall H.
Route 1
Arcanum, Ohio
- Fisher, Henry W.
3319 Catteraugus Ave.
Culver City, Calif.
- Fishborn, Robert B.
6424 Bay Drive
Miami Beach, Fla.
- Fitch, Earl R.
1022 Jujunga, Canyon Blvd.
Tujunga, Calif.
- Fitzhugh, William N.
2906 Ave. Q
Galveston, Texas
- Fletcher, William
Hominy, Okla.
- Fontaine, L. J.
111 Hoover Road
Needham, Mass.
- Foote, Ellsworth R.
396 Warwick Ave.
Buffalo 15, N. Y.
- Ford, Robert W.
1136 Walker Ave.
Winston-Salem, N. C.
- Ford, William R.
615 East 9th St.
Ellensburg, Wash.
- Forlander, William T.
354 North Davis
Helena, Mont.
- Forsythe, A. P.
Route 8, Box 189
Tacoma, Wash.
- Fosdick, Ivan C.
School St.
Henry, Ill.
- Foster, Earl F.
5216 Lexington Ave.
Hollywood, Calif.
- Fowler, Robert M.
129 Barton Ave.
Utica, N. Y.
- Francis, Gordon R.
601 E. Main St.
Alhambra, Calif.
- Franklin Theodore H.
26 Monument Ave.
Marlboro, Mass.
- Fredrick, Charles G.
2606 Madison Road
Cincinnati, Ohio
- Freeman, Maurice J.
2053 Stecher Ave.
Union, N. J.
- From, Harry
Address unknown
- Fuller, Rothel H.
Route 1
Memphis, Texas
- Funk, James W.
1403 Old Orchard Road
Vincennes, Ind.
- Funk, Ross W.
Address unknown
- Gadd, Ernest G.
Box 1562
Mabscott, W. Va.
- Gallup, Golden M.
Star Route
Ririe, Idaho
- Galvin, Tony A.
Box 634
Tonkawa, Okla.
- Garner, Fred
Route 5
Boaz, Ala.
- Garrett, James A.
6324 69, Highway
Overland Park, Kan.
- Garrick, Donald B.
341 Kensington Ave.
Salt Lake City, Utah
- Geering, Gilbert H.
1026 9th Ave., South
St. Cloud, Minn.
- Gaudreault, Arthur L.
Box 414-F, Route 1
W. Palm Beach, Fla.
- Gentry, E. N.
1104 W. 28th St.
Minneapolis, Minn.
- Gerrans, Alfred H.
111 East Washington
Kinston, N. C.
- Gibson, Frank H.
504 10th St.
Mena, Ark.
- Giguere, Edward J.
Address unknown
- Gilbert, Billy L.
624 North 10th St.
El Centro, Calif.
- Giotta, Harry J.
54 Poppy Ave.
Franklin Square, N. Y.
- Girouard, Fredrick J.
58 Arlington St.
Fitchburg, Mass.
- Gleason, Ernest J.
1112 Clovelly Lane
Burlingame Village, Calif.
- Golding, Thomas S.
125 Folger St.
Buffalo, N. Y.
- Gonzalez, Jose J.
610 Garza St.
Laredo, Texas
- Goode, L. D.
410 West Washington St.
Morris, Ill.
- Goodman, Dave
161 Longwood
Detroit, Mich.
- Goodman, Paul L.
437 East Alleghany Ave.
Philadelphia, Penna.
- Gorup, Gene O.
Route 1, Box 52
Laranie, Wyo.
- Gould, Jack L.
Address unknown
- Gouldthrite, George W.
811½ West 2nd
Spokane, Wash.
- Gramling, Richard M.
Box 355
Robert Lee, Texas
- Graziano, John J.
3608 Frazier St.
Pittsburgh, Penna.
- Greco, John A.
288 Wheeler Ave.
Bridgeport, Conn.
- Gremour, Albert C.
130 Jackson St.
Lakewood 5, R. I.
- Griffey, Darrell F.
1041 S. Purdum St.
Kokomo, Ind.
- Griffin, Auburn K.
RFD 3
Sanford, N. C.
- Griffith, Lonnie L., Jr.
Address unknown
- Grimm, Horace F.
Box 11, Palermo, Calif.
- Grottle, George T.
Box 3102, AAFIT
Wright Field, Ohio
- Guidish, Adam
Box 871
Lyndora, Penna.
- Guma, Robert D.
27 Oliver St.
New York, N. Y.
- Gutierrez, Samuel H.
395 West 5th St.
Pittsburg, Calif.
- Hacenus, Albert J.
Address unknown
- Hagan, Crandall H.
1531 Lorimier Rd.
Jacksonville, Fla.
- Hagemann, Melloy S.
4600 Odell Rd.
Kansas City, Kan.
- Hagerman, Robert L.
Address unknown
- Halatsis, Alexander W.
5828 Sheridan
Detroit, Mich.
- Hall, Grant, Jr.
Address unknown
- Hall, Marshall
Address unknown
- Haman, Elmer H.
6108 Almo St.
Philadelphia, Penn.
- Hamilton, Everett F.
Address unknown
- Hamilton, Marvin, Jr.
4268 Washington Blvd.
Indianapolis, Ind.
- Hamilton, Ray T.
Route 1, Plainview, Tex.
- Hampson, Joseph J.
21 Jouvette St.
New Bedford, Mass.
- Hampton, John D.
Box 187
Crane, Texas
- Hanley, John J.
Route 2
Casey, Iowa
- Hardesty, Roy T.
122 Adair Ave.
Shelbyville, Ky.
- Harless, James C.
Address unknown
- Harmon, Robert L.
1011 North Byron
Okmulgee, Okla.
- Harnett, James J.
384 East 136th St.
New York, N. Y.
- Harper, Wallace J.
Swearingen, Texas
- Hartman, William E.
358 Renova St.
Pittsburgh, Penna.
- Hatten, Wilbert E.
5321 Beaufort Ave.
Baltimore 15, Md.
- Hauger, William G.
206 Paseo Encinal
San Antonio, Texas
- Hawkins, Robert W.
Route 4
Snokorish, Wash.
- Healan, James L.
634 Izard St.
Rock Hill, S. C.
- Healey, Charles W.
Address unknown
- Helrigle, Lester W.
1790 Granville Road
Worthington, Ohio
- Hemmingson, Andrew J.
Kadoka, S. D.
- Henderson, Jessie C.
Purdon, Texas
- Henry, Kenneth L.
Rt. 1
Smithland, Iowa
- Henry, Spencer A.
Box 134,
Leicester, N. Y.
- Hessler, Elmo B.
19 N. Gladstone Ave.
Indianapolis, Ind.
- Hester, William F.
Address unknown
- Hewitt, Merrill B.
3210 Walbrook Ave.
Baltimore 16, Md.
- Higgins, Kenneth W.
2200 Hudson Blvd.
Union City, N. J.
- Higgins, Thomas
Address unknown
- Hill, Clarence W.
334 W. Cherry St.
Olney, Okla.
- Hill, Daniel M.
615 S. Zunis St.
Tulsa, Okla.
- Hill, Frederick A.
819 Greene Ave.
Brooklyn, N. Y.
- Hill, James I.
Route 2, Box 73
Orange, Texas
- Hippert, Robert D.
2700 University St.
Cincinnati, Ohio
- Hnilica, Edward J.
5122 W. 29 Place
Cicero, Ill.
- Hoffman, Roy
Address unknown
- Hogaboom, William O.
33 Carter St.
Chelsea 50, Mass.
- Hoke, Henry W.
1224 Ryan Ave.
Houston, Texas
- Holding, Ralph P.
155 1st Ave., Apt. 2
Salt Lake City, Utah
- Hollabaugh, Archie E.
Route 1
Tidoute, Penna.
- Holman, Philip J.
543 Manistique
Detroit, Mich.
- Holstrom, Everett W.
3907 North 39th St.
Tacoma, Wash.
- Holtz, William J.
4612 5th Ave.
Brooklyn, N. Y.

- Homan, Arthur F.
437 Dawson St.
Waterloo, Iowa
- Hopkins, James
351 Marino St.
Lexington, Ky.
- Hoopes, Sloane H.
Darlington, Md.
- Hovey, Raymond S.
489 Cambridge Ave.
Buffalo, N. Y.
- Hortman, James C.
Route 1, Box 106,
Pelican, Louisiana
- Horton, Edwin W., Jr.
Address unknown
- Horton, William P.
408 Rusetta St.
Little Rock, Ark.
- Houlihan, Robert
1603 Lincoln Ave.
Peoria, Ill.
- Housal, Paul N.
Address unknown
- Howard, Seaborn V.
Address unknown
- Howell, Leslie N.
Address unknown
- Howell, Walter F.
Route 3, Box 284-A
Amarillo, Texas
- Hrzic, Edward T.
1405 3rd Ave.
Altoona, Pa.
- Hudson, L. N.
1321 E. 77th Place
Los Angeles, Calif
- Huffaker, Simpson D.
301 Courland Ave.
Fresno, Calif.
- Huffstickler, William K.
Pinkney Station, Box 2058
Gastonia, N. C.
- Huss, Joseph W.
1028 North Oklahoma
Okmulgee, Okla.
- Hurst, Tom S.
Bardstown, Ky.
- Hutchens, Vander C.
Boght Corners
Cohoes, N. Y.
- Hutton, Richard E.
1101 13th St.
Auburn, Nebr.
- Illinicki, Michael
Address unknown
- Irwin, Ronald E.
1644 N. W. Dr.,
Des Moines 10, Iowa
- Iseli, Samuel D.
Route 1
Detroit, Kansas.
- Jacke, William L.
1074 Carolyn Ave.
San Jose, Calif.
- James, Harold C.
280 Altamont Ave.
Schenectady, N. Y.
- Janczewski, John M.
118-05 111th Ave.
Richmond Hill, N. Y.
- Jankowski, Michael J.
999 Thorn St.
Rahway, N. J.
- Jarrett, Lawrence W.
833 S. Windsor Blvd
Los Angeles, Calif.
- Jantzen, Charles D.
4101 North Helena St.
Spokane, Washington
- Jessup, Don E.
1023 North 24th Place
Milwaukee 3, Wis.
- Jewell, James A.
364 Britain Ave.
Benton Harbor, Mich.
- Johnson, Arvid J.
168 Jessamine Ave., East
St. Paul, Minn.
- Johnson, Cyrus G.
Address unknown
- Johnson, Ernest C.
Address unknown
- Johnson, Henry
Box 84
Pike View, Colo.
- Johnson, James R.
718 Grape St.
Aberlene, Texas.
- Johnson, Marion
Address unknown
- Johnson, Robert E.
Hawarden, Iowa
- Johnson, Stanley A.
112 West Main
Centralia, Wash.
- Johnson, William H.
P. O. Box 583
Umatilla, Ore.
- Johnson, William W.
404 South Lader Ave.
Endicott, N. Y.
- Johnston, Clarke R.
Address unknown
- Jones, Aden E.
Address unknown
- Jones, Chester E.
Route No. 1
Tiro, Ohio
- Jones, Clarence J.
Plainview, Neb.
- Jones, Ralph C.
4444 Paul St., Apt. 15
Philadelphia 24, Pa.
- Jones, Oscar G.
Box 186
Farmville, Va.
- Jones, Robert C.
2339 North Murray Ave.
Milwaukee, Wis.
- Jones, Roscoe B.
Address unknown
- Jones, William D.
1904 Ecorse Road
Allen Park, Mich.
- Jordan, B. M.
Address unknown
- Jordan, Ralph S.
Address unknown
- Jordan, Thomas D.
General Delivery
Cornelia, Ga.
- Jorgensen, Robert D.
Box 1511
Juneau, Alaska
- Josserand, Joe D.
Address Unknown
- Jungwirth, Milton L.
353 South 23rd St.
LaCrosse, Wisconsin
- Kagan, David
4926 North Kodzie
Chicago, Ill.
- Kane, Earl F.
129 Lynnway,
Revere, Mass.
- Kamhi, Ralph
540 Hegeman
Brooklyn, N. Y.
- Karda, Philip R.
Address unknown
- Kashishian, John
20 Central Avenue
Revere, Mass.
- Kaveney, Frederick T.
Address Unknown
- Kebe, Walter C.
723 North Highland Avenue
Arlington Heights, Ill.
- Kelleher, Donald J.
11 Gifford Street
Brockton 10, Mass.
- Kelly, Roy R.
Monticello, Ga.
- Kelly, William H.
1715 Houghton Ave.
Houghton, Mich.
- Kilian, Thomas A.
29 Meadow Lane
Pittsfield, Mass.
- Kilpatrick, William E.
329 Poplar Street
Marianna, Ark.
- Kindall, Lloyd N., Jr.
Address unknown
- King, Burton C.
21 Cleveland Street
Youngstown, Ohio
- King, Lawrence H.
4 Berkley Street
Easthampton, Mass.
- Kirkland, Arvis R.
1033 First Avenue
Laurel, Miss.
- Kirkpatrick, George W.
Mosca, Colo.
- Kleist, Robert D.
1557 S. 77th Street
West Allis, Wis.
- Klemann, Robert B.
928 Clermont Street
Antigo, Wis.
- Klinoff, Nicholas
135 Harrison Street
Waterloo, Iowa
- Klock, John
Address Unknown
- Knobisch, Richard A.
Address unknown
- Kobe, Peter J., Jr.
10630 Scarritt
Sugar Creek, Missouri
- Koenig, Melvin W.
3105 Chicadee Road,
Louisville, Ky.
- Kogan, Charles, Jr.
Address unknown
- Kolenda, Thomas P.
754 Michigan Street
Grand Rapids, Mich.
- Kolowith, Walter C.
Route 9, Station F
Milwaukee, Wis.
- Kornbloom, Charles K.
7748 North Haskins Avenue
Chicago, Ill.
- Kostol, Carl R.
5276 Hutchison
Montreal Que., Canada
- Koval, Samuel O.
Address Unknown
- Kova'eski, Edward A.
136 Grand Avenue
Trenton, N. J.
- Krant, Henry E.
Buffalo Lake
Minnesota
- Krasowitz, Jerome J.
716 St. Ann's Avenue
Bronx, N. Y.
- Kreeber, Harold J.
826 Union Street
Hudson, N. Y.
- Krispman, Joe
Address unknown
- Krobot, William J.
2629 South 18th Street
St. Louis, Missouri
- Kroes, Henry P.
132½ West Wisconsin Ave.
Kaukauna, Wis.
- Krug, Jack
769 East 91st St.
Cleveland 8, Ohio
- Krupitzer, Howard P.
2239 Grandview Avenue
Cleveland Heights, Ohio
- Kubin, James
1837 South Lombard Avenue
Cicero, Ill.
- Kulju, Ralph M.
944 Poplar Street, Box 103
Hancock, Mich.
- Kuzbik, Jan J.
41-28 Haight Street
Flushing, Long Island, N. Y.
- Kyzivat, Stanley C.
1617 S. Hamlin St.
Chicago, Ill.
- Lambert, Oscar F.
905 Clarence Street
Kalamazoo, Mich.
- Land, Ernest W.
Box 196, Lohn, Texas
- Landin, John E.
2716 Alcatrav Avenue
Berklev, Cal.
- Landry, Melford P.
846 Nashville Street
Port Arthur, Texas
- Lantz, Robert
3320 North Kenmore Ave.
Chicago, Ill.
- La Plant, William B.
Address Unknown
- La Rocque, John R.
40 Mountford St.
Hartford, Conn.
- Larson, Hugh
Address unknown
- Lavengood, George J.
Loudenville, Ohio
- Laverell, George J., Jr.
910 Edgehill Road
Glenside, Penn.
- Lavin, Leo J.
208 Breckenridge Street
Buffalo, N. Y.
- Lavis, Donald L.
Address unknown
- Leech, Richard G.
1419 Sinola Avenue
Pasadena, Calif.
- Leeps, Cecil E.
Osceola, Iowa
- Leigh, Marvin J.
332 North 5th Street
Danville, Ky.
- Leirancois, Paul A.
542 Sawyer Street
New Bedford, Mass.
- Leikoe, William
Address Unknown
- Lessler, Charles A.
449 Mt. View Avenue
Orange, N. J.
- Lewis, Milton S.
912 Commerce Street
Roanoke, Va.
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1354 65th Ave.
Oakland 3, Calif.
- Ligon, Horace L.
Box 416
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- Linck, Isidore J.
Edgodine, Mich.
- Lindenfeld, Forbes B.
2094 Creston Avenue
Bronx, N. Y.
- Linder, Herman A.
Address unknown
- Linthicum, Vivian F.
317 Boulevard Street
High Point, N. C.
- Lippe, Albert G.
Route No. 2
Miles, Texas
- Lopez, Manuel J.
1010 Missouri Street
El Paso, Texas
- Loring, Danforth
3507 Jones St.
Omaha, Neb.
- Loso, Joseph W.
Florida Grove Road
Perth Amboy, N. Y.
- Lovelace, Ralph W.
228 N. E. 29th Street
Portland, Oregon

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North Liberty Street, Ext.
Spartansburg, S. C.

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315 S. 4th Street, W.
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Address unknown

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Address unknown

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Address Unknown

May, K. H.
Address Unknown

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Address Unknown

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Address Unknown

Miller, Robert
Address unknown

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Leroy, Ill.

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Mondey, Harlow B.
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210 North 6th St.
Connellsville, Penna.

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Tracy Avenue
Excelsior Springs, Miss.

Monroe, Sheldon M.
Premium Point
New Rochelle, N. Y.

Monroe, William R.
Ellenboro, W. Va.

Monyelle, Lawrence L.
Route No. 1
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Moody, William O.
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Moore, Thomas S.
R. F. D. 2, Rockville, Conn.

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Franklin, La.

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General Delivery
Sandpoint, Idaho

Mouse, Scott A.
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Emporia, Kansas

Mowers, William O.
1202 South Chilton
Tyler, Texas

Mueck, William L.
North Bianco Street
Lockhart, Texas

Mullinix, Monroe N., Jr.
3804 West Garrison Ave.
Baltimore, Md.

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1920 3rd Street
Coeur d' Alene, Idaho

Mundy, Linus G.
Welton, Iowa

Murphy, James H.
221 West 70th Street
Shreveport, La.

Murphy, L. J.
Sq. C 6111 AAF BU
Elgin Field, Fla.

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1725 N. Humbolt Ave.
Milwaukee 2, Wis.

Murray, Bazil E.
Sisseton, S. D.

Musher, Jerome L.
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Baltimore, Md.

Naylor, Edward L.
309 West Church Street
Grand Prairie, Texas

Neil, David L.
Poultney, Vt.

Netcovick, Adolph C.
316 Montcalm Street
Fairview, Mass.

Nice, Robert A.
Address Unknown

Nichols, Charles S.
1035 Petway Avenue
Nashville, Tenn.

Nicholson, Charles D.
116 Terrace Avenue
Camden, N. J.

Nickels, Loren S.
1321 N. Calaveras Avenue
Fresno, Calif.

Nigro, Peter M.
1118 N. Flores Street
San Antonio, Texas

Nolan, Victor B.
711 Bond Ave.
Barnesville, Ohio

Norton, Arthur E.
Address Unknown

Norton, Frank E.
4334 Walkingford Avenue
Seattle, Washington

Nugent, Thomas E.
Address Unknown

Nutt, Madison L.
Bernice, La.

O'Connel, Joseph F.
29 Sheridan
Milton, Mass.

O'Day, Gerald M.
2102 Claremont Terrace
Utica, N. Y.

Odelberg, Willis O.
Route No. 1
Grand Junction, Colo.

Oester, Raleigh R.
Warren, Oregon

Ogden, Dale
Address Unknown

O'Leary, Don
New York City, N. Y.

Oliver, Linden W.
1113 Maple Avenue
Mena, Ark.

Orr, Leroy C.
Crowder, Okla.

Osadnick, Theodore M.
6134 S. Whipple Street
Chicago 29, Ill.

Osborne, Frank
Route No. 2
Galax, Va.

Ostrow, Leonard
21 Fairbanks Street
Brookline, Mass.

Overstreet, John M.
Rua General Fonseca Teuse,
172
Sao Paulo, Brazil

Owen, Robert M.
523 S. Orange St.
Media, Penna.

Owens, Luther H.
Route No. 2
Denton, Texas

Painter, Ernest L.
126 West Wanoin Street
Kingsport, Tenn.

Palagi, Roland
Address Unknown

Palmer, Frederick C.
234 Church St.
Poughkeepsie, N. Y.

Palance, Dominic R.
1 N. St. Davis Place
Atlantic City, N. J.

Pawlowski, Eugene
Pittsburgh, Penna.

Para, Louis E.
Address Unknown

Parham, Merrell S.
Box 4090 Mather Field
Sacramento 1, Calif.

Parker, Norman
Route No. 1, Box 310
Greenville, Ala.

Paschal, William E.
Route No. 2
Lubbock, Texas

Paslowski, Walter
106 Blanford Ave.
Avenel, N. J.

Passarino, Herbert G.
52 Ward Street
Healdsburg, Calif.

Paterno, Angelo L.
 621 Milton Avenue
 Lyndhurst, N. J.
 Pattengale, Claire L.
 Address Unknown
 Patterson, Hubart B.
 New Augusta, Miss.
 Patterson, Philip
 Address unknown
 Patton, Charles H.
 P. O. Box 5004, T. C. Station
 Denton, Texas
 Patton, Harry R.
 Box 7
 Cresaptown, Md.
 Patrick, Alton R.
 231 SE 38th Street
 Oklahoma City, Okla.
 Paulson, Allen C.
 1055 North La Jolla Avenue
 West Hollywood, Calif.
 Payne, Byron G.
 Route 1, Box 48
 Joplin, Missouri
 Paynter, Morris A.
 Kingston, W. Va.
 Pece, Julian G.
 914 West Bussey Avenue
 College Park, Ga.
 Peck, Alton
 Georgetown, Texas
 Peltier, Nicholas W.
 93 7th Avenue NE
 Minneapolis, Minn.
 Penofsky, Frank
 99 Christopher Avenue
 Brooklyn, N. Y.
 Perdew, Denning M.
 1673 Archibald Avenue
 Alta Loma, Calif.
 Peresutti, Joseph S.
 Box 85
 South View, Penna.
 Perigo, Robert R.
 Air Tactical School
 Box 698
 Tyndall Air Force Base
 Panama City, Fla.
 Perkins, Vernon D.
 669 S. 104th Street
 Milwaukee 14, Wis.
 Perret, Emile J.
 Address Unknown
 Petersen, Peter W.
 C/o Mrs. Norma Bowker
 Bancroft, Wis.
 Peterson, Robert L.
 1305 Egleston Avenue
 Kalamazoo 24, Mich.
 Petrucci, Robert A.
 269 Main St.
 Cambridge, Mass.
 Pfeiffer, Walter S.
 Orient, Ohio
 Pfeifer, Daniel J.
 245 Riverview Drive
 Ashville, N. C.
 Philbrick, John D.
 81 Appleton Street
 Manchester, N. H.
 Phillips, Andrew V.
 Lemont Furnace, Penna.
 Piontek, Stanley W.
 3140 Kanter
 Detroit, Mich.
 Pirretti, Emile E.
 5802 16th Avenue
 Brooklyn, N. Y.
 Polinsky, Philip F.
 1228 Ward Avenue
 Bronx, N. Y.
 Ponge, Edward H.
 Riverside Ave.
 Anityville, L. I., N. Y.
 Posey, Fred D.
 Box 1024
 Hobbs, N. M.
 Pospichal, Hubert M.
 600 8th St.
 Ballinger, Texas
 Preklas, John
 626 Rossmore Avenue
 Pittsburgh, Penna.
 Prince, Ralph
 Address unknown
 Prothe, Kenneth C.
 Pleasanton, Kansas
 Pryor, James W.
 256 Shaw Avenue
 Dayton, Ohio
 Pullen, Henry A.
 10992 Somerset
 Detroit 24, Mich.
 Puthuff, Charlie B.
 117 SE Main Street
 Partalles, N. M.
 Quinn, Pasquale T.
 201 N. 4th Street
 Minersville, Penna.
 Radebaugh, Day W.
 9214 Evergreen Rd.
 Detroit 23, Mich.
 Rademacher, John T.
 28 Kermit Avenue, Grasmere
 Staten Island, N. Y.
 Radney, Douglas V.
 Address Unknown
 Rago, Joseph D.
 3707 Rombouts Avenue
 New York City, N. Y.
 Ralph, Frank J.
 Address Unknown
 Ratcliff, Lewis A.
 203 S. W. Tenth St.
 Fairfield, Ill.
 Raymond, John D.
 Address unknown
 Read, Tom B.
 114 North Wood Lawn
 Burlington, Iowa
 Rebstock, Lambert B.
 3312 North Orkney Street
 Philadelphia, Penna.
 Reifsnnyder, Jessie I.
 RD No. 2
 Fleetwood, Penna.
 Reilly, Joseph J.
 30-23 92nd Street
 Jackson Heights, N. Y.
 Remington, Kenneth G.
 2511 Central Avenue
 Anderson, Ind.
 Reyer, Frederick J.
 1201 28th Street, N. E.
 Canton, Ohio
 Reynolds, Scott E.
 311 Middleton Street
 Houston, Texas
 Rhodes, Earl D.
 721 East Armour Street
 Kansas City, Missouri
 Richardson, Robert W.
 Route No. 1
 Eagleville, Missouri
 Richter, Dow J.
 1388 AAF Base Unit
 APO 864, c/o PM, NYC
 Ritter, Harry E.
 3236 Herman Street
 Louisville, Ky.
 Ritzdorf, Delwyn F.
 Dodge, Neb.
 Roberts, Oscar K.
 612 W. Maple
 Enid, Okla.
 Robley, Edwin G.
 358 South Pearl Street
 Denver, Colo.
 Robinson, Herbert
 Address Unknown
 Rochelle, Harold
 1410 Main Street
 Texarkana, Texas
 Roden, Donald M.
 39 Church Street
 Lancaster, Penna.
 Roden, John R.
 4401 San Jacinto St.
 Dallas 4, Texas
 Roesler, Gordon E.
 2456-A W. Keefe Ave.
 Milwaukee, Wis.
 Rohrer, Richard E.
 Address Unknown
 Rosenzweig, Harold
 237 Bath Ave.
 Long Branch, N. J.
 Ross, William M.
 684 Rozella Street
 Memphis, Tenn.
 Routt, James C.
 548 West Maple Street
 Mibdasville, Ky.
 Ruse, John C.
 27 S. Stone Avenue
 La Grange, Ill.
 Russ, Louie L.
 Address Unknown
 Russell, Leonard N.
 551 West Chicago Street
 Coldwater, Mich.
 Russell, Robert S.
 2909 East Republican Street
 Seattle, Wash.
 Ryan, Richard F.
 2323 Dupont Avenue, N.
 Minneapolis, Minn.
 Rymski, Leon J.
 607 Seminole Avenue, N. E.
 Atlanta, Ga.
 Rymza, Walter T.
 3100 East Berkeley Drive
 Philadelphia, Penna.
 Samet, Edward D.
 General Delivery
 Roxbury 19, Mass.
 Sandbach, John O.
 c/o Gen. Deliv.
 Randolph Field, Texas
 Saraceno, Frank
 509 S. Keeler Ave.
 Chicago, Ill.
 Sargent, Albert V.
 Elwood Road and 5th Ave.
 East Northodrt, N. Y.
 Saunders, Millard A.
 Address Unknown
 Sawyer, Harold A.
 Proctor Street
 Mullins, S. C.
 Scally, Vincent J.
 14 Stanley Street
 Greenfield, Mass.
 Schaefer, Carl F.
 472 Dewitt Avenue
 Bellville, N. J.
 Schafer, Robert T.
 Address unknown
 Scheffler, Martin D.
 901 Waltor Avenue
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 Schestopol, Abe
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 Scott, John W.
 Address Unknown
 Sedore, Carl R.
 Address unknown
 Senac, Henry J.
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 Sequeira, George E.
 Drawer D,
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 Shaak, Robert D.
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 Shattuck, James H.
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 Shiels, Orville L.
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 131 Hawthorne Road
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 Shore, Harold R.
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 Showers, Eugene E.
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 301 W. Aspinwall
 Winslow, Ariz.
 Siedlecki, Joseph J.
 Deferiet, N. Y.
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 Singleton, Granville W.
 Alma, Ark.
 Skeldon, Joseph
 Address unknown
 Skurski, Gustave R.
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 Sladeczek, Victor H.
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 505 S. Pattenger
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 Smart, Richard A.
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Address unknown

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Address unknown

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Suit, N. C.

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Supek, Frank J.
Route No. 1, Box 28b
Mills, Ohio

Surber, Ralph M.
Box 361-A, R.R. No. 10
Dayton 9, Ohio

Svenson, Stewart A.
Baldwin, Wis.

Sweitzer, Stanley M.
Address Unknown

Szczygiel, Peter M.
3423 Leavitt Street
Chicago, Ill.

Talley, James C.
Box 201
Taft, Texas

Tarbox, Elmer L.
Higgins, Texas

Tarro, Anthony
157 Kelsey Street
New Britian, Conn.

Tarquino, Sylvie R.
159 Elm Street
Lawrence, Mass.

Telage, Fred D.
51 Blackhall St.
New London, Conn.

Tempest, Edward
106 S. Bronough Street
Tallahassee, Fla.

Terpening, Ralph D.
23 1st Avenue
Nyack, N. Y.

Terwilliger, Ervin B.
3334 Woodland Avenue
Baltimore 15, Md.

Tessier, Ernest A.
227 Rathbun Street
Woonsocket, Rhode Island

Tevlin, James M.
359 Warren Ave.
Brockton, Mass.

Thalenfeld, David R.
441 W. 21st St.
New York, N. Y.

Thomas, Arthur E.
c/o Ben Pullen's Serv. Sta.
Longview, Wash.

Thomas, George G.
620 Front Street
Danville, Penna.

Thompson, James R.
1429 8th Avenue
Meridan, Miss.

Thompson, Robert S.
Main Street
Stockbridge, Mass.

Thornton, Robert J.
1410 West 4th Street
Waterloo, Iowa

Tobey, Winfield W.
4384 36th Street
San Diego, Calif.

Toca, Charles A.
1329 W. 110th St.
Cleveland 2, Ohio

Toenniges, Howard T.
2507 Nicollet Avenue
Minneapolis 4, Minn.

Toornburg, Harold J.
57 Railroad Avenue
Huntington, N. Y.

Touart, Mitchell A.
1304 N. Barcelona
Pensacola, Fla.

Touchstone, T. R.
913 Gregory Street
Greensboro, N. C.

Tsoukalas, Alexander J.
22 Ward Street
New Haven, Conn.

Tullos, Clemit A.
R. R. No. 1
Philadelphia, Miss.

Turchi, Nazereno
8204 Vineyard Ave.
Cleveland 5, Ohio

Tyson, John
Address unknown

Uebel, Lawrence F.
395 Duke St.
St. Paul 2, Minn.

Vance, Jean E.
Blairstown, Missouri

Vann, Bruce M.
66 Garfield St.
Springfield 8, Mass.

Vavrick, Albert J.
256 East Broad Street
Nanticocke, Penna.

Veale, Harry L.
78 Summit Avenue
Bridgeton, N. J.

Vickery, William
2428 18th Street, S. W.
Miami, Fla.

Viguerie, Andrew M.
Route No. 2, Box 9
Houma, Louisiana

Voland, Richard E.
1350 Garfield Ave.
Aurora, Ill.

Vosburg, Julius H.
1380 Filbert Street
San Francisco, Calif.

Wade, Walter L.
Address Unknown

Wagner, Henry D.
1310 Aberdeen Dr.
San Mateo, Calif.

Waite, Martin S.
Route No. 3
Altoona, Penna.

Walburn, Jean W.
3123 Crane Place
Hammond, Ind.

Walker, Fred M.
Route No. 3
Berryville, Ark.

Ward, Patrick J.
409 Chestnut Street
Anaconda, Mont.

Watson, Dale E.
2540 Edgar Street
Shreveport, La.

Weber, Alfred J.
237 South Elk Street
Sandusky, Mich.

Weigel, Frank P.
Roseglen, N. D.

Welch, Harry F.
Route 1
Reinersville, Ohio

Welsh, William G.
3101 E. 21st Place
Tulsa, Okla.

Wells, Clyde H.
R. F. D. No. 2
Summit, Miss.

Wells, Harry O.
503 Clinton Street
Boone, Iowa

Wells, Joseph B.
30 High Road
Santa Barbara, Calif.

Wendling, George V.
3008 S. 13th Avenue
Birmingham, Ala.

Wessman, Magaus L.
Boudette, Minn.

West, James R.
1211 Virginia Road
Hilltop Manor
Wilmington, Delaware

Westbrook, John E.
5007 Swope Parkway
Kansas City, Missouri

Westphal, James L.
1005 15th Avenue, S. E.
Minneapolis, Minn.

Weycker, Chester H.
727 Jefferson Street
Dalano, Calif.

Whaley, James W.
3647 Proctor Street
Port Arthur, Texas

Whaley, William C.
Fresno, Calif.

Wheelock, John B.
Address Unknown

Whiffen, Charles F., Jr.
444 11th Ave.
San Francisco, Calif.

White, Walter P.
Camden, Tenn.

Whitley, George E.
401 West Main Street
Honey Grove, Texas

Wieczorak, John
Maple Ave.
Armonk, N. Y.

Wiggins, Ernest T.
232 Vine Street
Dayton, Ky.

Wilder, Charles
4046 Garfield
Kansas City, Missouri

Wilder, Charles D.
414 Mildred Street
Montgomery, Ala.

Wilkins, Robert A.
4942 Maplewood
Los Angeles, Calif.

Willes, Charles G.
128 Warrior Rd.
Haverford, Pa.

Williams, Adam R.
Address Unknown

Williams, Gerald H.
603 N. Nanticoke Avenue
Endicott, N. Y.

Williams, Harry E.
1770 Dauphin Street
Mobile, Ala.

Williams, William H.
23rd and Shore Drive
Norfolk, Va.

Williamson, Lynwood M.
805 Main Street
Tarboro, N. C.

Wilson, Clyde
200-B Euclid Avenue
Pineville, La.

Wilson, Frank L.
50 11th Street
Jamestown, N. Y.

Wilson, Leslie T.
Recluse, Wyoming

Wingate, William H.
General Delivery
Clemson, S. C.

Mrs. Young in for car 11th
 Cornbrantmuf aguation (M)

Wise, John J.
538 East Washington Street
Orlando, Fla.
Wolf, Frederick S.
2300 West Rogers Avenue
Baltimore, Md.
Wood, Ben M.
Inverness, Miss.
Woods, Perry M.
1445 Natalie Street
Shreveport, La.
Woodsley, Floyd A.
2454 Stout Street
Denver, Colo.
Wooten, Frank C.
12 Butler Street
Rome, Ga.
Worley, Ford W.
2131 N. Main Street
Danville, Va.

Wright, George H.
352 West Wabash Street
Frankfort, Ind.
Wyatt, Clifford H.
602 Porter Ave. ;
White Hall, Ill.
Yaros, Chester S.
Austinburg, Ohio
Yates, Jean P.
115 Pierce Street
Houston, Texas
Young, F. F.
1200 E. Hedrick Dr.
Tucson, Ariz.
Youngblood, Lucian N.
Address Unknown
Zaidel, Leonard T.
Route 1, Box 62F
So. Milwaukee, Wis.

Zebarth, Orrin G.
1018 Gilson St.
Madison 5, Wis.
Zebraskis, Victor J.
Address Unknown
Zecher, George E.
Box 345
Norfolk, Conn.
Zeidses, Des Plantes, A. T.
3026 Dale Street
San Diego, Calif.
Zeifer, Bernard H.
1064 Finaly Avenue
New York City, N. Y.
Zeigler, Leroy
315 W. 6th Street
Stuttgart, Ark.
Zenishek, Willard J.
Solon, Iowa

Zimmerman, William C.
1602 Imperial Avenue
New Hyde Park, L. I.
N. Y.
Zogheib, Emil A.
711 W. Rosewood Ave.
San Antonio, Texas

THE LAST TIME I SAW YANGKAI



THE BIG SNOW OF '45



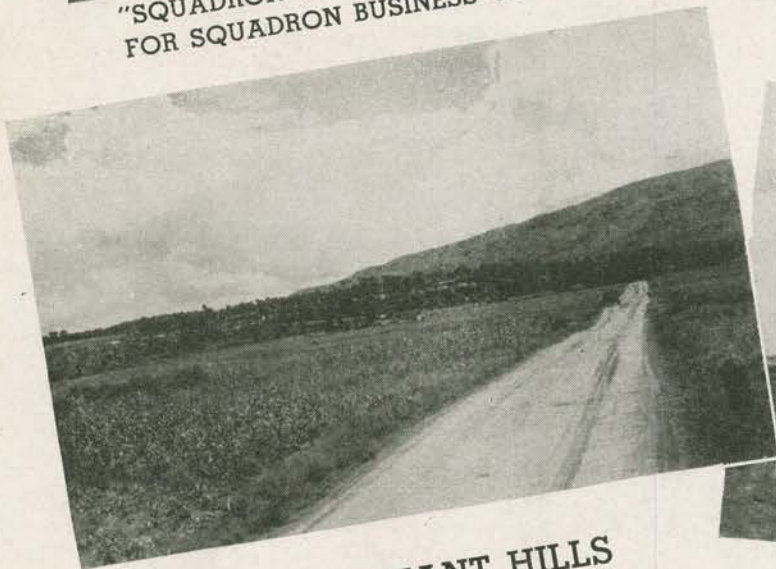
THE BIG THAW OF '45



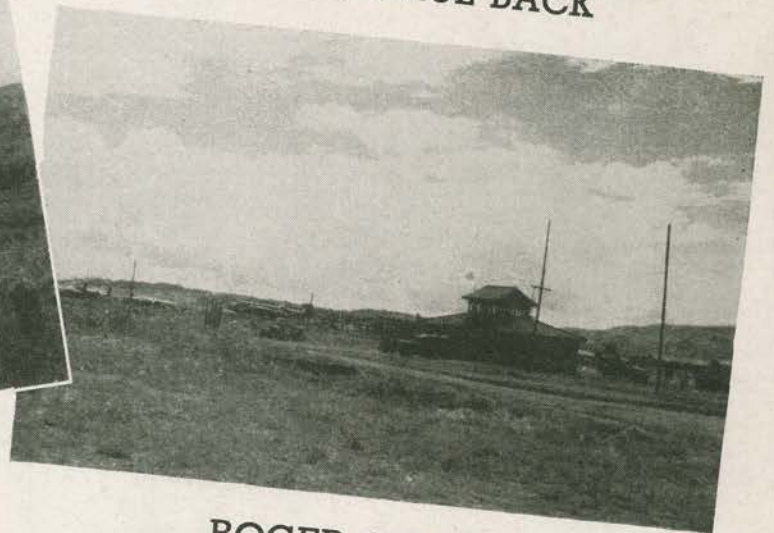
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