

(Retyped from microfilm by Sparky Corradina)

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**Headquarters 40th Bombardment Group
Office of the Historical Officer**

**APONumber 247
16 May 1945**

Group History 1 April thru 30 April 1945

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

No combat missions were flown during April and all activities, other then those pertaining to the movement, came to a gradual halt. By the end of the month only a few personnel were left in Chakulia awaiting the order to leave; the 40th Group had reestablished its headquarters at Tinian.

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April 1st was Easter, April Fools Day and 40th Group Organization Day all in one. Easter was observed as usual with a large proportion of Group personnel attending services at some time during the day. As All Fool' s Day, the 4th was celebrated with the usual pranks and, by the officers of the 44th Squadron, with a spontaneous and unexplained party which was characterized by a low ceiling, poor visibility and considerable moisture. Only a few "old timers" were cognizant of the fact that the 40th had been activated in Puerto Rico four years before and the date was informally recognized only by a announcement to that effect which was read along with the news at movies that night.

The days at Chakulia passed with little to differentiate one from another. The training program dwindled still further and with a plethora of time on their hands a number of the Operations and

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Group History, Hq 40th Bomb Group, APO 247 Cont' d.

Intelligence staff devoted their days to bridge, hearts and the search for reading material. Several Group vehicles could be found parked beside the swimming pool at Mosaboni, 30 miles away, every afternoon, and numerous two and three day passes were granted for visits to Calcutta.

An ice shortage developed and lasted for two weeks and the quality of the food served at the consolidated mess halls seemed to be approaching that of food which was served at the "Gag and Vomit" during the rugged "Old Area" days at Chakulia. With innumerable sacred cattle once again wandering over the Base at will there were indications that the cycle was almost complete, that conditions when the 40th left would in some measure approximate those that existed when the 40th had arrived a year before.

On Friday, April 13th, the men of the 40th were shocked, as were the people of all free nations, to learn that Franklin Delano Roosevelt had died of a cerebral hemorrhage on Thursday afternoon at Warm Springs, Georgia. The news was so unbelievable that for many it was first confirmed by the sight of the flag flying at half mast over the Operations Building that morning. There seems little doubt but that everyone, regardless of his political affiliations or beliefs, acknowledged the exceedingly untimely loss of a great President to the Nation and, perhaps even more, to the World. The principal topic of conversation, however, was the new Commander in Chief, President Truman, and discussion ranged widely over his merits, his abilities, and his past record, with considerable conjecture as to the kind of job he would do.

At 1045 IST on 16 April General Ramey addressed the Group Staff, Squadron Commanders, and Airplane Commanders in the War Room. He opened his remarks by telling the assembled officers about the commendations which the XX Bomber Command had received from Admiral Lord Louis Mountbatten, Brigadier General Norstad and General of the Army Arnold. He then turned to a discussion of conditions on Tinian, explaining that we would be operating on a shoestring, that we would have makeshift buildings and green maintenance personnel for a while. No sympathy, he said, but instead a great deal in the way of results would be expected of the four groups as befits the reputation of the most experienced B-29 Wing. He warned us not to handicap ourselves by going to another theater of operations with the attitude that we are better and know more than those already there.

The General then gave a short resume of the missions the XXI Bomber Command had run to date, mentioning their amazingly low losses and excellent Air/Sea Rescue record. The meeting was brought to a close after the General had answered questions that were forth coming.

On the afternoon and evening of 18 April briefing was held for all crews and passengers who were to make the trip to Tinian by B-29.

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On the mornings of 20, 21, and 22 April at 0630 hours planes took off for Luliang, China, on the first leg of the flight. Arriving there about noon the crews were fed and the airplanes refueled and checked in preparation for takeoff at 1730 hours.

With the exception of two planes, which were held up at Luliang with engine trouble, the first and second flights of B-29' s passed through on schedule and continued on to Tinian.

The third, and last flight of planes was held at Luliang until the evening of 26 April due to bad weather in the vicinity of Tinian. The four and a half days of enforced residence there were both uncomfortable and boring. With a insufficient number of tents and cots available (and no bedding at all) it was necessary for many of the men to sleep in the airplanes; no recreational facilities (other than movies) were made available, but, unknowingly at first and later in desperation, the crews took over the game room of a B-24 squadron' s enlisted men, much to the chagrin of the latter.

Briefing was held on the afternoon of the 26th and at 1730 the first plane started its roll down the 10000 foot runway. Nearly all of the mountainous terrain seemed to rise with them as the plane slowly gained altitude from their 6000 foot take off elevation, but by flying between the hills all of the B-29' s got off without incident and set course for Tinian more than 3000 miles away.

Skirting Hong Kong the planes flew through the night in clouds which in places extended up to 20000 feet. There was occasional rain and light icing, but little turbulence. Now and then the full moon could be seen through breaks in the clouds and the Southern Cross would appear low on the horizon to the left.

The long night passed and the sun arose almost straight ahead illuminating a vast expanse of wrinkled sea spotted with small fluffy cumulous clouds. At about 0730 (Tinian time) the Marianas appeared ahead, small, green, irregularly shaped islands with numerous long, white runways and dozens of ships anchored in the harbor at Saipan. The planes touché down one by one and each was directed to its own circular crushed coral hardstand. Enclosed is a set of instructions and information sheets given to each airplane commander on landing. (Incl 1)

Only one plane, belonging to the 45th Squadron, was forced to turn off and land at Clark Field in the Philippines due to an oil leak. (See 45th Squadron History for this month). The trouble was repaired in a short time and the plane continued on into Tinian the same day.

The 40th Group area was found to be located about midway on the west coast of the Island. Flanked by cane fields and scattered under brush on the north and south, the jagged coral coast on the west and a shallow bluff rising on the east, the area at the present time consists of approximately a dozen Quonset huts in which Group and squadron headquarters

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(Retyped by Joan D. Stewart from microfilm record)

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are housed, a single large consolidated mess hall, a briefing building and innumerable squad and pyramidal tents in which all personnel are housed. Those tents boasting a wooden framework and floor were assigned to field officers and the commissioned personnel of combat crews. It soon became general knowledge, however, that spirituous liquors were held in high esteem by many of our Seabee neighbors who were already willing and able to make improvements on the real estate in exchange for a bottle or two. One enterprising junior officer and his four 'tent' mates are now living in an imposing "four bottle" structure appropriately named "Alky Hall". Needless to say the authorities soon called a halt to such unauthorized construction.

While the pioneers of the area had lived on K and C rations for their first week, by the time the planes arrived the mess hall was serving good American food, including, wonderful to say, real, fresh butter which would actually melt not only on baked potatoes and hot cakes, but even in one's mouth. It is unanimously agreed that the Army is to be congratulated on developing this type of butter which is considered a tremendous improvement over the old axle grease type.

One of the principal problems is the lack of sufficient water for the shower rooms. Although the schedule calls for three two hour periods of running water every day, the last drops invariably trickle out of the taps approximately 15 minutes from the time it is turned on. Until additional facilities are available many of the men are bathing in the ocean at the small cove adjacent to the area despite the fact that, with the exception of one bathing beach near the harbor, the entire coast line of the island is restricted due to the presence of unapprehended Japanese. At the end of the month the use of this cove has been unofficially sanctioned and permission is being sought to make it a 58th Wing bathing beach.

On 29 April it was learned that the 40th might participate in a mission to take off on the night of 30 April and preparations were made accordingly to the extent of the information available – which was not great. However, at about 1700 on the 30th it was learned that there would be no mission that night and that it would probably be run on 3 May.

Certain of the Group section histories for April are incomplete due either to the unavailability of records which have not yet arrived or the fact that the section had not begun to operate by the end of the month. Complete information should be available in May.

Also, no account of the water shipments to Tinian is included here. Complete reports on this trip may be found in the April installment of the squadron histories.

F. G. WOOD JR
Captain, Air Corps
Historical Officer

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Group History, Hq 40th Bomb Group, APO 247, 1 Apr thru 30 Apr 1945

HEADQUARTERS

1. The following is a report of activity during the month of April 1945 with which the Personnel Section is concerned.

2. Group change of station.

a. Pursuant to instructions and authority contained in WD Radio JARX 33285, dated 6 February 1945, and letter, Headquarters, USF, IBT, APO 885, file 370.5, dated 13 February 1945, subject "Movement of the 58th Bombardment Wing (XX); the 40th Bombardment Group left Chakulia, India, APO 631, c/o Postmaster, New York, New York, enroute to new station LIRP on 24 February 1945. Movement consisted of three (3) shipments, "A" Shipment with 3 officers and 8 enlisted men left APO 631 at 0145 enroute to DUVA, as an advanced echelon. "B" Shipment left at 2200, same date enroute to LIRP, with 5 officers and 71 enlisted men and 1 officer attached for transportation. The remaining "C" shipment, the Air Echelon, to leave at a later date.

b. "B" Shipment being the headquarters, carried the Morning Report, showing personnel of "B" Shipment present for duty, the "A" and "C" Shipments being on Detached Service.

c. On 26 February 1945, WD Radio Directive 42617 was received by "C" Shipment at Chakulia, India directing them to maintain the morning report for the 40th Bombardment Group. Thus from the 26th of February to 27 April 1945, duplicate morning reports were kept. On the 28th of April 1945, when the "C" Shipment arrived at the final destination, action was taken to withdraw morning reports submitted by "B" Shipment, through a remark in the morning report of 28 April 1945; quote:

"CORRECTION: (All M/R's fr 24 Feb 45 thru 27 Apr 45 submitted to 33rd Stat Control Unit APO 234).

SHOULD BE: Deleted & withdrawn fr all files per WD Radio Directive 42817 which stated that M/R's had to be maintained at AAFld Chakulia India APO 631. When this information was received both "A" and "B" Shipments had departed for new destination. "B" Shipment maintaining M/R & carrying "A" Shipment and personnel remaining in India as being on DS. Upon receipt of WD Radio Directive 42817 a M/R was maintained at Chakulia, India. Thus Two morning reports."

d. The Air Echelon, "C" Shipment, left Chakulia, India, APO 631, on three dates, 20th, 21st and 22nd April 1945, the balance of the personnel which consisted of 30 enlisted men, were attached to the 28th Air Service Group for transportation to LIRP, new station, per Special Order No. 50, Headquarters Army Air Field, APO 631. The Air Echelon arrived at LIRP on 21st, 22nd, and 27th April 1945. "B" Shipment anchored at Tinian Island (LIRP) at 0730, 4 April 1945. Debarked 1415 on the same day with 5 officers and 71 enlisted men and 1 officer attached for transportation. "A" Shipment arrived at new station, 0900, 7 April 1945 with 3 Officers and 8 enlisted men.

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3. On the whole, the greater part of the month was given over to providing housing facilities for the officers and men, and to improving offices and office equipment. At the end of the month, all troops were adequately housed in tents. The command and personnel sections have set up adequate offices in a Quonset hut situated in the northeastern corner of the Group area. At the end of the month only a few of the section filing cases had arrived, but this caused no serious obstruction on the 'paper work' trail.

4. For changes in assigned and authorized strength during the month, see inclosure #1, attached.

5. Awards and decorations. It is impossible at this time to give a report of awards and decorations, due to the delay of our files not arriving at this theater. Next month's report will also include awards received by personnel of the Group Headquarters in a cumulative total for month of April and May 1945.

6. Officer's Promotions. This report will also be in a cumulative nature for the files concerning this data are enroute.

7. Officers transferred.

a. Lt. Col (1093) Oscar R. Schaaf, 0 362 877 was transferred to the 28th Air Service Group, per paragraph 4, Special Order No 109, Headquarters XX Bomber Command, APO 493, dated 19 April 1945. The effective date of change was 1 April 1945.

b. Colonel (1093) Henry R. Sullivan, 021 830 was transferred to the 444th Bombardment Group, per paragraph 1, Special Order No 108, Headquarters XX Bomber Command, APO 493, dated 18 April 1945. The effective date of change was 20 April 1945.

8. Officers assigned.

a. Lt. Col. (1093) Oscar R. Schaaf, 0 362 877 was assigned to Headquarters from the 28th Air Service Group per paragraph 4, Special Order No. 16, Headquarters 58th Bombardment Wing, cs. The effective date of change was 30 April 1945.

b. Major (1093) William G. Renfro, 0 417 716 was assigned to Headquarters 40th Bombardment Group from the 45th Bombardment Squadron per paragraph 8, Special Order No. 65, Headquarters 40th Bombardment Group, cs, the effective date of change being 27 April 1945.

9. Detached Service.

a. Major (1093) Jack C. Ledford, 0 429 078 was placed on detached service to Fort Leavenworth, Kansas, USA, to attend the 24th General Staff School Class, Command and General Staff School, per paragraph 2, Special Order, #108, Headquarters, XX Bomber Command, dated 18 April 1945.

10. There were no courts-martial, or cases of punishment under the 104th Article of War for this month.

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Group History, 40th Bomb Gp, APO 247, 1 Apr thru 30 Apr 45, Cont'd

11. Savings Program

a. War Bonds. The 8th War Loan Drive is now on and this Headquarters has a long way to go in order to meet the demand of a 50% participation of all personnel in purchasing War Bonds. At the present time (enlisted men's payroll and officer's vouchers for month 30 April 1945) 18% of Group Headquarters personnel are contributing in this drive. The below listed breakdown shows the derivation of our percentages:

13% Enlisted Men purchased Bonds	Total	\$ 345.00
34% Officers	“	“
47% Participation	Grand Total	<u>\$1245.00</u>

b. Soldier's Deposits. The enlisted men of this organization are utilizing to the full extent of savings by soldier's deposits. This organization has deposited \$1110.00 in Soldier's Deposits for the month of April.

c. Purchasing Transfer Accounts. PTA is undoubtedly the largest factor this organization does utilize for their savings. A total of \$3990.00 was sent to the States for the month of April 1945. This method of savings is well over 50% in use by this organization's personnel.

12. Notes on Personnel Section.

a. Captain Wallace F. Snow, 0 562 089 has been appointed Personnel and Assistant Adjutant for the Headquarters. Captain Snow has had previous experience and training as a Personnel Adjutant in Army Air Forces Glen L. Martin Plant, Technical Training Command, Baltimore, Maryland.

b. Corporal Kucek who handled the Classified Documents Section was placed on Temporary Duty at 58th Bombardment Wing Headquarters per Paragraph 11, Special Order No 15, dated 26 April 1945. His work has been turned over to Sergeant Norman D. Murphy, 31 132 481, who had previous experience in that line while assigned to the 44th Bombardment Squadron.

Enlisted and Officer Strength and Rating Status for the Month of April.

Comparison Of Authorized And Assigned Orders and Ratings for Month of April 45

GRADES	AUTHORIZED	ASOD - APR 45	ASOD 30 APR 45
Col.	1	2	1
Lt. Col	4	4	4
Major	11	6	7
Capt.	13	18	17
First Lt.	5	9	9
Second Lt.	0	0	0
C.W.O.	1	0	0
Total	35	39	38

There were no changes in authorization during the month.

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Group History, 40th Bomb Gp, APO 247, 1 Apr thru 30 Apr 45, Cont'd

RATINGS	AUTHORITZED	ABGD 1 APR 45	ABGD 30 APR 45
M Sgt	6	6	6
F Sgt	10	9	9
S Sgt	10	25	25
Sgt	17	38	37
Cpl	18	27	28
Pfc	0	20	18
Pvt	22	0	0
Total	83	125	123

WALLACE F. SNOW
Captain, Air Corps
Assistant Adjutant

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TRAINING

1. The following is the historical report for the Group Training Section for the Month of April 1945:

A. Lt Wolff was relieved of duty as Training Aide Officer, duties assumed by Capt Needleman, Group Schools Officer.

2. Major Ledford was relieved of Office in Charge of Air Training, and duties assumed by Major Renfro.

3. During the latter part of April the Group was moved to a new station, and all personnel of Schools and Training are the same, with exceptions noted above.

4. As of 1 May 1945, a new schools office is being set up, and will be completed about 10 May 1945. Group Schools and Training ceased operation at previous station about 15 April 1945. Schools and Training began operations at new station on 25 April 1945.

5. Training facilities at present time are limited, due to shortage of buildings for class rooms and training aids. At present there are no synthetic trainers available in this Group. Loran training for Navigators is being conducted at the 313th Wing facilities.

B. No significant problems were encountered which were not overcome, except for lack of buildings and instruction and lack of synthetic devices at new station. It is believed that by 1 June 1945, both problems will be overcome and synthetic trainers in operation.

C. Significant changes in training at new station is, that all Combat Crew Personnel must take proficiency every 30 to 90 days to prove they still hold their proficiency rating. Also every four weeks all Combat Crew personnel must take a wet ditching drill under the instruction of the Group Personal Equipment Officer.

D. Subjects given special emphasis at previous station were "Ditching-One Man Life Raft" for all crew members. "Hot Weather Operation" for Pilots, Co -Pilots, Flight Engineers, and "Aircraft Recognition". Reasons for emphasis on above subjects are as follows: "Ditching" to familiarize all crew members with one man life rafts and its capabilities. "Hot Weather Operation", to increase the Groups operating efficiency in approaching hot weather.

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“Aircraft Recognition” classes given to increase proficiency in recognition of enemy aircraft as well as Allied aircraft. Classes at new station given special emphasis are “Air-Sea Rescue” and “Target Identification”. Reasons are self-explanatory.

E. During the first week of April a class was held on IFF. The class was given by Captain Mitchell of XX Bomber Command Headquarters and he was accompanied by a British Colonel who gave an interesting lecture. The class was attended by all Combat Crew members and was found to be very helpful to all concerned. On 26 April 1945, Captain Rhodes gave a class to all combat crew members on “Prisoner of War Indoctrination”. The class was very interesting and helpful to all concerned. Lt Hallett, USN, gave a class on “Air-Sea Rescue” on April 27th. Special emphasis has been placed on this subject.

F. Flight Training being conducted at new station, are practice bombing missions to Guam Island.

G. a. Number of man hours of ground school conducted during the month of April were 5,348.

b. Number hours of flight training for month of April were 165:00 hours.

SIDNEY Y. ZIMMERMAN
Capt, Air Corps
Group Schools Officer

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ENGINEERING

1. No new developments in either organization or facilities. This month saw the completion of the aircraft movement from India to Tinian. No aircraft were lost in this over water flight.

2. The time the aircraft were in India was spent on readying them for the trip to Tinian. No missions were flown during the month with the exception of one practice mission to Halliday Island.

FREDERICK J. NOEL
Captain, Air Corps
Ass't Eng Officer

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COMMUNICATIONS

1. Group Communications has undergone a distinct change at this station, and many functions which previously were a Group responsibility are now operated by Wing Communications. The Group no longer operates an air-ground station, point-to-point, code room, or aircraft control. The present telephone switchboard will be replaced by a central switchboard located at Wing Headquarters as soon as the land telephone cable can be procured to make the installation.

2. The Supply problem has been encountered and should be solved when the equipment arrives from our last station. Communications maintenance on the line is being done in tents at the present time.

WILLIAM J. RIVERS
Major, Air Corps
Communications Officer

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Group History, 40th Bomb Gp, APO 247, 1 Apr thru 30 Apr 45, Cont'd

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1. Major WILLIAM M. HILT was transferred to 58th Wing Headquarters as Wing Radar Officer, after serving in the 40th Bombardment Group for nearly three years.
2. Captain DONALD L. STUMPF was replaced Major HILT as Group Radar Officer. Captain STUMPF was formerly with the 44th Bombardment Squadron.
3. First Lieutenant, C M. MC KINNEY replaced Captain STUMPF in the 44th Bombardment Squadron as Radar Maintenance Officer.
4. An intensive school program is in progress to quickly familiarize the Radar Operators with the operating procedures of the XXI Bomber Command.
5. Radar Operators reported that due to the presence of the numerous islands in this vicinity, Radar Navigation is very easy, and obtaining winds and Ground Speeds is also easier.
6. Maintenance has been very difficult, because the water shipments of Squadron radar equipment had been delayed, but sufficient power units were borrowed from the 313th Wing for temporary maintenance.
7. A radar drift meter is being developed by Staff Sergeant Wagner. The basic principle is a movable telescope which roves in a 360 degree azi azimuth and 180 degrees laterally. Conclusive tests have not been run, but the primary tests promises that it will be a great aid to the radar operators.

DONALD L. STUMPF
Captain, Air Corps
Radar Officer

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RCM

1. The past two months have seen many changes in 40th Group RCM operation and personnel. Due to the expectation of vastly increased operation all maintenance was consolidated into a group maintenance shop under the direction of Technical Sergeant, Charles Elstain. The MOS(7888) RCM observers are to be used exclusively for flying missions and analyzing the results of their searching. It is expected that such observer will fly upwards of eight missions a month.
2. It is expected that the new system will result in the following benefits to the RCM program: One, a standard calibration of all search equipment with the resultant closer control of search data; Two, the observers will have an opportunity to spend more time in a study of the entire Japanese radar system; Three, in case a jamming program is directed, this system will insure and equal distribution of the necessary equipment throughout the group.

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3. Lt. VERNON W. LESTER was replaced by Lt. CHESTER O. BRITT in the 44th Bombardment Squadron. This leaves Lt. RUSSEL EUELL in the 25th, Lt. BRITT in the 44th and Lt. BOYD on the 45th Bombardment Squadron. Lt. LESTER bailed out in the Andaman Sea with Lt. RYAN in ship #804 and this coupled with his over three hundred hours was enough to justify his replacement.

4. The Group has installed two modified AN/APA-24 directional antennas with four ships modified to use them. With these and the others which are on the way, the radar net on the mainland is to be plotted. Very little information has been received concerning the Empire and can be considered virgin Territory for RCM work.

5. No offensive counter measures have been ordered but the RCM sections have been instructed to be ready at any time to institute a large scale program incorporating both electronics and "window" jammers.

FREDERICK D. SELBIE, JR.
1st Lt., Air Corps
RCM Officer

GUNNERY

No missions were run by the 40th Bomb Group from the Burma-India Theater during the month of April.

Combat missions in this theater are expected to be about the same as missions run out on the IB Theater. The main changes in tactical doctrine, techniques, maintenance and procedures are as follows:

1. The XXI Tactical Doctrine formation consists of (11) ships instead of the conventional (12) ship formation of the XX Bomber Command. This formation will give more accurate fire coverage. More emphasis is placed on flying this formation because of the increased enemy opposition encountered in this theater. Most of the targets to be hit by this command and wing are on the Empire and the better Jap fighter pilot is found in that area.

2. Maintenance in this theater offers another problem heretofore unencountered by the maintenance men and gunners of the wing. Salt air-corrosion will take place within 48 hours. For this reason maintenance by the squadron armament men and gunnery officers becomes more important as closer supervision is necessary to insure precision equipment for all missions. A certain amount of the maintenance will fall as a duty of the gunners for the strict Form 1 A, discipline must be enforced. It is anticipated that all gunners will check their equipment under the supervision of the top gunner and all malfunctions will be written up clearly and briefly so that the ground crews will not have to make long complicated ground checks to ascertain a malfunction.

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The increased temp of running combat missions will magnify the importance of crew coordination and complete cooperation with ground armament crews. For the time being aerial checks are encouraged on the gunnery equipment in lieu of ground checks as equipment for maintenance is at a premium at the present time.

3. Operating procedures will be slightly changed to include the clearing of lower guns just prior to landing as there is a possibility of run away guns on landing. The formation defence exercised by the XX BG is being changed for a better defence to the form of specific zones of fire for each aircraft in the eleven (11) ship formation. Each gunner will be assigned a definite field of fire. This new defence is very good but it is dependant on a perfect formation flown according to the Tactical Doctrine. Gunnery defence to be effective under all conditions must be flexible with certain rules and precautions. These rules and precautions will allow firing in zones other than the prescribed zone. Conditions effecting change in zone will be the dropping out of certain ships in the formation due to flak and fighter damages and aborts. The reshaping of the formation will open up additional fields of fire for some gunners and restrict other fields. For the same reason all gunners are instructed to be on the alert under all conditions and to use "common sense" when they are confronted with a situation not found in the SOP.

4. Gunnery officers are now being assigned to the squadrons with their duties set forth in Air Force Letter 35-186. This letter describes the duties of the gunnery officers to be of a Tactical nature instead of Technical. This group is emphasizing close cooperation between the group and squadron gunnery officer.

5. The enemy in this theater prefers the same type of attack on the B-29 as in the CB Theater. The front zone is the scene of most attacks. The Japanese are still attempting to figure out blind spots on the B-29. The Japs are experimenting with suicide aircraft. This aircraft is known as the BACA which means "fool" in Japanese. So far the Japs have been unsuccessful in the use of this weapon. Complete details are not available at this time. The Japanese are also experimenting with 90 degree attacks from above the formation. With guns in a 90 degree position in elevation computer fire is impossible as the computer cutout is in effect at this point. This attack is very effective and the gunners are getting very thorough details of this attack before each mission. This attack made out of the sun give the attacker almost a 100 percent chance of completing a successful attack. Gunners are being provided with a better sun glass which is very successful for "out of the sun" attacks.

6. Gunnery equipment at the present time is undergoing slight modifications which include the installing of blinders on the retiflector sight to enable the gunner to do more accurate sighting and tracking as the blinders keep out all reflecting light from the sight mirrors. Nose sights and the computers are being redeveloped but at the present time no data has been received on them.

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7. Training in this theater will be on a group level. Equipment is being received and plans laid for complete refresher gunnery schools. A group school will be run under the supervision of the group gunnery officer with gunnery officer and gunnery ?, instructors, L -5's will be available for ground tracking. A gunnery mockup is under construction at Guam and will be used periodically at each group to check off all gunners. The 58th Wing is assigned a gunnery range over water and gunnery training missions may be scheduled by this squadron operations to include firing at tow targets and slicks.

A.F. MC GLAIN
WO, USA
Gunnery Officer

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ORDNANCE

1. following is given a record of events and Ordnance activities covering period of April to 30 April 1945.

a. AMMUNITION – Deliveries and loading of aircraft by combat crews with bombs and ammunition continued in order during the period that this organization was under the jurisdiction of the XX Bomber Command. No different types of bombs were employed on these missions, nor did any serious malfunctions occur.

b. WEAPONS – No new developments were affected nor were any malfunctions of weapons encountered.

c. TRANSPORTATION – Considerable work in the phase of Ordnance activities was done during this period covered by this report. Two convoys of over 80 vehicles each, including self-propelled and trailer units, were prepared and moved to Calcutta docks for shipment to new base. These convoys moves occurred on 2 April and 9 April respectively. Other activities involving transportation were the transfer of vehicles and equipment left in India to proper receiving agencies.

(1) On arrival at the new base supervision of Group Transportation was taken out of the hands of the Group Ordnance Officer. A Transportation Officer was appointed who immediately set about establishing a Group Motor Pool for storage, 1st and 2nd echelon maintenance. Our meager supply of vehicles were dispatched from this pool. On 24 April a small amount of general purpose vehicles were delivered and assigned to the Group. This consisted mainly of jeeps and 2-1/2 ton cargo trucks. A few days later 2 weapons carriers were assigned. The organization was also furnished with the 2-1/2 ton Service Truck M27 and the remaining days of the month were devoted to servicing and familiarization of the using personnel with this type of equipment.

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2. The health of the group is good. There are no medical or surgical problems.
3. The main problems encountered are those of supply. The water supply is inadequate and great difficulty is being experienced in obtaining necessary equipment. It is expected that these problems will be solved in due time.
4. There have been no battle casualties this month.

LEE A. HALL
Captain, Medical Corps
Group Surgeon

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STATISTICS

Total Flying Time for the month of April 1,039:20 Hours

Average Flying Time Per Asgd A/C 31:25 Hours

Total Number of Engine Changes for the Month 14

Averages for 35 Aircraft Participating in Inter -Theater Movement

	First Leg	Second Leg
Average Flying Time	5:16	11:51
Fuel Consumed	2963	5278
Air Miles	1186	2783

Group Strength as of 30 April 1945

Officers	393
Enlisted Men	1745

Personnel DS Enroute to Join (Last Water Shipment from India)

Officers	65
Enlisted Men	125

Third Phase Movement of Cargo, leaving Chakulia approximately 10 April 1945 for shipment to FOA totaled 193 Long Tons.

Average Weight of Cargo carried in Tactical Aircraft on move was 4,050 pounds per A/C.

ROBERT C. SEIPT
Captain, Air Corps
Group Stat Officer