

FRONTISPIECE

a. Date of arrival and departure from each station occupied in the theater: **Negative.**

b. Losses in action, Personnel: **Negative.**

c. Awards and Decorations: **Negative.**

d. Organization: **Negative.**

e. Strength, Personnel:

1 June - 41 Officers - 131 Enlisted Men.
30 June - 39 Officers - 120 Enlisted Men.

f. Strength, Airplanes:

1 June - 39
30 June - 48

g. Losses, Airplanes:

1. Operational: **None**
2. Combat : **One (brake failure after landing).**
3. War Weary : **Two returned to United States.**

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CHRONOLOGY

- 1 June – Briefing for attack on Osaka.**
- 4 June – Briefing for attack on Kobe.**
- 7 June – Briefing for attack in Osaka.**
- 9 June – Briefing for Mission against Nakajima A/C plant at Omiya.**
- 11 June – Censorship restrictions lifted.**
- 15 June – Mission against Osaka.**
- 15 June – General of the Army, H. H. Arnold, visited west field.**
- 15 June – Presentation of Unit Citation.**
- 17 June – Briefing for Omuta Mission.**
- 19 June – Briefing for Toyohashi Mission.**
- 20 June – Briefing for 112th Naval Construction Battalion Personnel.**
- 21 June – Flight to Dobodura, New Guinea.**
- 21 June – Briefing for Mission against Kawanishi A/C plant at Himeji.**
- 24 June – Presentation of awards.**
- 25 June – Briefing of Mission against Mitsubishi A/C plant at Kagamigahara.**
- 28 June – Briefing for Okayama Mission.**

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(Retyped from microfilm by Sparky Corradina)

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GROUP HISTORY

1 June thru 30 June 1945

During June the blitz against Japan continued to grow in intensity. The 40th Group participated in 10 missions (two more than in any previous month) of which seven were incendiary attacks on urban areas and three were directed against precision targets using demolition bombs. In the course of the 300 bombing sorties a total of more than 2000 tons of bombs were delivered to the Japanese mainland. None of our planes was lost due to enemy action and the only casualties were two men wounded, one superficially.

The biggest event of the month was the anniversary of our first mission to the Japanese mainland (Yawata – 15 June 44). The occasion was celebrated with a visit by General H. H. Arnold, the awarding of the Distinguished Unit Citation to the four groups of the 58th Wing, and a musical review from Honolulu which played at the 40th Group amphitheater that night.

Construction work in the Group Area (Photo1) continued through June and various improvements were made in living and working facilities. Except for minor features the Group amphitheater was completed and christened the “Stateside” (Photos 2, 3). Steps, platforms and compartments for belongings were constructed at the 58th Wing “Beach” (Photos 4, 5) located at the Southwest corner of the Group area. The Officers’ Mess was opened for business on 3 June. The Padre (Chaplain Bartholomew A. Adler) put the finishing touches on the Group Chapel. A pavilion (Photos 6, 7, 8) behind the briefing building (Photo 9) was constructed by S-2 for dispensing fruit juice (by the Red Cross) and whiskey (by the medics) to combat crews on their return from a mission. By the end of the month construction was underway on Quonset huts for the combat crew officer personnel, the coral foundation for the Officers’ Club had been laid and plans were being drawn up for an enlisted mens’ club.

On 11 June censorship restrictions were lifted and the men were permitted to write home that they were on Tinian, in the 58th Wing and operating under the XXI Bomber Command.

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

* * * * *

On 1 June Lt Col Henry P. (Chic) Luna left the Group to assume command of the new Traffic Control Center at Saipan. As Group Operations Officer Col Luna had done an outstanding job during the eight months in which he held the position. His “I’m not running a popularity contest” became a byword in the 40th Group.

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

Briefing for the first mission of the month was held at 0100K (all times are local) on 1 June. The mission was to be a daylight incendiary attack on Osaka and all four Wings of the XXI Bomber Command were to participate.

Starting at 0352K 29 40th Group planes were airborne. Two were early returns but the remaining 27 all proceeded to and bombed the primary target visually from an average altitude of 21,000 feet with 4,878 M47 incendiary bombs and 10 T4E4 fragmentation clusters.

“Heavy antiaircraft gun fire was encountered on the average of two minutes before bombs away. Initial bursts seen were off to the left of the aircraft and were obviously originating from gun positions at Kobe, since gun flashes were reported from the harbor area at Kobe. All bursts were black and fire type was continuous pointed. Weather conditions were CAVU with high cirrus overcast in the immediate target area.

“Due to unforeseen circumstances a great number of aircraft from different Wings and Groups were funneling into the target at the same time, approximately. Aircraft were at varied altitudes covering a substantial air volume. Headings were also varied. Formations led by 40th Bomb Group aircraft had attack headings varying from 52 degrees to 72 degrees true. These general conditions existing at time of attack may have determined the reason why the enemy resorted to barrage or predicted concentration fire from about one minute before bomb release to time of bombs away.

“The majority of crews were of the opinion that it was barrage fire since the bursts covered a large air volume. It is significant to mention that 51% of bursts were observed to be level, which would indicate predicted concentration of fire. However, since aircraft altitudes varied so much barrage fire in depth would probably place enough bursts at each altitude to influence crews to believe the fire was generally accurate for altitude. It is the opinion of the writer that barrage fire was employed by Osaka defenses prior to the and up to the bomb release point.

“Number of bursts encountered was estimated from 50 to 200. Most of the bursts were inaccurate, but with the density of fire five aircraft were struck, eight were rocked, eight had bursts within 150 feet and only three reported all bursts outside 150 feet. These encounter results warrants an average rating of accurate fire.

“Heavy smoke from fires in the target area billowed up to at least 25000 feet. The smoke appeared, turbulent and was in such a position as to make a camera run unprofitable. Aircraft, for this reason, began their breakaway to the right directly after bombs away. Approximately one minute after the start of the breakaway most crews reported meager and inaccurate continuous pointed heavy antiaircraft fire from the southeast Osaka defenses, Altitudes once again varied as on the axis of attack.

“From all accounts the approach and withdrawal selected was satisfactory. Although aircraft encountered accurate fire, the enemy resorted to barrage type of employment. The unwitting occurrence of many aircraft over the target at the same time at various altitudes probably prevented the effective use of definitely known present gun laying radar. The saturation of

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

defenses is bound to have been a substantial reason also for low rate of flak damage". (1)

Only four to six enemy planes were seen in the target area and there were no determined attacks. A claim for one single engined enemy fighter damaged was turned in.

Strike photos (Photo 10) indicated that bombs from our formation fell in the vicinity of the aiming point. According to post strike photographs, damage resulting from this mission totaled 3.26 square miles (Osaka – 3.15 square miles; Amagasaki - .11 square miles). Total damage to Osaka stood at 11.25 square miles, or 18.5% of the built up portion of the city (2)

Briefing for the second mission (XXI Bomber Command Mission No. 188) took place at 2230K on 4 June. Take offs began at 0156K on 5 June. The target was the Kobe urban area and this was to be a daylight incendiary attack.

Of the 32 B-29's scheduled, three were ground aborts and three were early returns due to mechanical difficulty. Of the remaining planes, one sustained self inflicted damage due to a runaway turret necessitating jettisoning bombs and returning to Iwo, and one bombed a target of opportunity. Twenty-four of our planes dropped a total of 800 E-46 500lb incendiary clusters and 24 T4E4 500lb fragmentation clusters on the primary target from an average altitude at 15,500 feet. Although weather at Kobe was CAVU to 3/10 cloud cover, most of the planes bombed by radar due to the smoke obscuring the target. Results were unobserved by the majority of the crews for the same reason.

Flak encountered was reported as meager to moderate and inaccurate. Approximately 17 enemy aircraft were sighted and 18 attacks were made on our planes, resulting in minor damage to one B-29. Our claims amounted to four enemy planes damaged or probably destroyed.

Damage resulting from this mission (in which all four wings participated), totaled 4.35 square miles, or 28% of the built up portion of this city. With previous damage this raised the total to 8.75 square miles or 56% of the city burned out (3).

On June 7 at 0130K briefing was held for a second daylight incendiary attack on Osaka. Take-offs began at 0449K; there were no ground aborts and 32 aircraft were airborne. One returned early due to mechanical difficulty but the remaining 31 planes proceeded to the primary target. A total of 1014 M46 and 30 M26 bombs were dropped on Osaka by 40th Group airplanes.

(1) 40th Bomb Group Antiaircraft Report for Mission 187, dated 1 Jun 45

(2) C.I.U. XXI Bomber Command Damage Assessment Report No 84, dated 10 Jun 45

(3) C.I.U. XXI Bomber Command Damage Assessment Report No 96, dated 18 Jun 45

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

“Meager and inaccurate heavy antiaircraft was encountered or observed by all aircraft over the primary target. The attack was fairly well compressed with four formations of aircraft over Osaka from 0239Z to 0246Z. Weather condition were 10/10 undercast cloud cover. Altitudes of attack varied from 18000 feet to 19500 feet and axis of attacks from 61 degrees to 91 degrees true.

“The majority of crews thought the heavy antiaircraft fire encountered to be continuous pointed, although a few were of the opinion that a possible barrage was attempted. In this connection it is significant to mention that no more than 35 black bursts of fire were seen by any crew while over the target. Barrage fire would probably have employed more guns than the bursts indicated were being fired. The meager number of bursts and most crew opinions makes continuous pointed fire most probable. Complete undercast conditions indicate gun laying radar employment. RCM jamming, covering a considerable spread in frequencies, was put out by aircraft in the formation. The inaccuracy of fire may possibly be attributed to this performance. Fire was encountered about one minute before bombs away which indicates that guns nearest the harbor edge were not picking up our aircraft but that guns further inland were used”. (4)

No Enemy planes were sighted on this mission.

Damage to the city of Osaka resulting from this mission totaled 2.27 square miles. The built up portion of the city was burned out to the extent of 2.2 square miles (3.6%) and Amagasaki's built up city are suffered 0.06 square miles of damage. Total damage to Osaka after this mission was 13.46 square miles, or 22.5% of the built up portion of the city (5).

The next mission followed in short order. Briefing was held at 2200K on 9 June. The primary visual target was the Nakajima Aircraft Engine Plant at Omiya, just northwest of Tokyo, and the radar target was the Kasumiguara Seaplane Base about 30 miles east o Omiya.

“Twenty-nine aircraft of the 40th Bomb Group were airborne for the mission. Four aircraft returned early and two bombed targets of opportunity. Twenty-three aircraft reached and bombed the primary radar target (Kasumiguara Seaplane Base) due to cloud cover over the primary visual target at Omiya.

“The 23 aircraft bombing the assigned target assembled in three formations as seven, eight and eight aircraft respectively and attacked between 0001Z and 0012Z at altitudes varying from 19000 feet to 17000 feet. The first and second formations did not encounter or observe any antiaircraft opposition at the Seaplane Base. The third formation encountered meager and inaccurate heavy antiaircraft at 0003Z. Four black bursts were observed by one aircraft in the formation which were above, ahead and to the right. Altitude of the aircraft was 19000 feet and weather conditions were 7/10 cloud undercast. It is very probable that the fire reported by this aircraft was not from the Seaplane Base itself.

(4) 40th Bomb Group “Antiaircraft Report for Mission 189, dated 7 June 45

(5) C.I.U. XXI Bomber Command Damage Assessment Report No 90, dated 16 June 1945

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

The third formation made two runs on the target and at the time of encounter was making a turn to the northeast of the target preparatory to making the dropping run. In light of information received no percentages are made for intensity, accuracy and deviation.

“Generally speaking the following description of antiaircraft experience enroute to the target hold true for all three formations.

“Landfall was made as specified in the flight plan and all aircraft passed to the west and out of range of the known gun positions at Shizuoka. No antiaircraft was encountered or observed until after leaving the IP. Beginning at 2344Z meager and inaccurate heavy antiaircraft fire was observed from the Tachikawa area. Fire type was continuous pointed. Duration of observation was approximately six minutes as the formations passed near other defenses northwest of Tokyo. The majority of bursts were level and above and some distance to the right of the aircraft. Flying a carefully briefed route the formations passed outside of the maximum effective range of most of the guns in the area. A few bursts came into the second formation shortly before reaching Omiya and two aircraft received very minor skin damage from spent fragments.

“Only one aircraft reported heavy fire directly from Omiya. Time of encounter was 2356Z and altitude was 19000 feet. Four black bursts were above and ahead to the right of the aircraft which came up through 10/10 undercast.

“All formations departed the target between Chosi Point and Chiba. The course took them between two heavy flak areas, well out of range of both. No antiaircraft fire reported.” (6)

Enemy aircraft sighted numbered 30 to 40 Tony's, Zeke 52's, Tojos and Franks. Twenty-five attacks on our planes were reported, the majority from the front quarter, resulting in minor damage to one B-29.

A total of 499 AN M64 500lb G.P. (Comp. B) bombs were dropped at the seaplane base. Strike photographs were obtained showing that the 44th Squadron formation had 82% of its bombs within 1000 feet of the aiming point. The majority of impacts from the 25th Squadron formation were obscured by clouds but the pattern was for the most part just south of the installation. Bombs from the 45th formation landed approximately 9000 feet from the aiming point.

Although some planes from other groups bombed this target (through 10/10 undercast) all damage appears to have been done by the 40th Group. According to C.I.U. XXI Bomber Command Damage Assessment Report No. 103, dated 25 June 45, about 39.5% or 275,300 feet of the total roof area of this target was destroyed.

On 15 June, the anniversary of the first B-29 mission to Japan (Yawata Iron & Steel Works,

(6) 40th Bomb Group Antiaircraft Report, Mission No. 195, dated 10 June 1945

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

Kyushu) the 40th Group participated in the third daylight incendiary attack on Osaka within a 15 day period. Briefing took place at 0030K and 33 of 34 aircraft scheduled were airborne starting at 0323K. There were three early returns, one plane bombed a target of opportunity and 29 dropped 849 M17 500lb incendiary clusters through 10/10 undercast on Kobe by means of radar. Average bombing altitude was 21,500 feet. Fighter opposition was nil, with but a single enemy plane sighted. Only three of our aircraft reported flak – meager and inaccurate – at the target. Bombing results were, of course, unobserved and strike photos were obtained. All of our planes returned directly to Tinian.

According to post strike photographs damage from this mission amounted to 2.49 square miles, or 3.1% of Osaka, and .59 square miles, or 8.6% of Amagasaki. Damage to Osaka then totaled 15.54 square miles, or 25.6% of the built up portion of the city (including .18 square miles of previously unreported old damage). (7)

In the meantime, on the 15th, General of the Army H. H. Arnold paid a visit to West Field. A speaker's stand had been erected on the Line facing the west ramp and composite squadrons, each of 190 enlisted man and 10 officers, were formed representing each of the four groups in the 58th Wing (Photo 11). Many of the men were in working clothes (by permission) and, approximately enough, a group of mechanics continued working on a B-29 about 100 yards away throughout the ceremony. Major Ross Langley, 58th Wing Adjutant General, was in charge of the informal review.

General Arnold's silver C-54 landed at 1100 and the troops were called to attention at 1110 as the General drove up. The two officers and three enlisted men (none from the 40th Group) who were to be decorated were immediately called to front and center and General Arnold, accompanied by Lt Gen Barney Giles and Brig Gen Roger Ramey (58th Wing CG) (Photo12), pinned on the medals to the sound of clicking cameras. Literally dozens of photographers, the majority with no official status, disgraced the ceremony by crowding around the General and the men who were being decorated to such an extent that anyone as much as ten feet away could not see the participants. Strangely enough the mob was not dispersed although the General cocked a quizzical eye on the undisciplined cameramen.

After the awards had been made General Arnold mounted the platform and delivered a short talk (Photos 13, 14). He appeared to have aged a great deal since he visited the 40th Group in March 1944 at Pratt, Kansas, just prior to the move to India, but his manner was confident as ever. He mentioned the need for island bases when the B-29's first went into action and stressed the necessity for knocking our Japanese industry, citing the results achieved in Germany as an example. He went on to say that some people in Washington believed the 20th Air Force could whip the Japs unaided, but, while he hoped that were true, he didn't count on it too heavily.

(7) C.I.U. XXI Bomber Command Damage Assessment Report No. 99, dated 27 June 1945

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Group History, 49th Bomb Group, 1 June thru 30 June 45

However, as he terminated his talk, his listeners were impressed primarily by one thing. General Arnold had been talking to the men of the 58th Wing, the B-29 pioneers, on the anniversary of their first mission to Japan, but not by a single word did he give any indication that he was aware of the fact. As he left the Line (Photo 15) for a tour of the group areas the suspicion grew that he had not known who he was talking to. That was somewhat of a blow after the widespread and apparently well founded rumors that the four original B-29 groups were to receive Distinguished Unit Citations for their work in the C.B.I.

The rumors did come true that night, however, after the planes had returned from Osaka. At 2000, with the 40th Group Amphitheater packed to overflowing, the orders (8) were read and General Ramey pinned Unit Citation ribbons on the four group commanders (Photos 20, 21) symbolizing the presentation of the award to every man in the four groups. Col H. J. Kalberer, 462nd Group CO, made a short talk touching on some of the more amusing aspects (in retrospect, at least) of B-29 activities in India and China and General Ramey (Photo 22) followed with congratulations and a brief pep talk on the job ahead. He then presented the musical review "Shape Ahoy" which had been scheduled for the occasion and which had a cast (as the General put it) of S-E-V-E-N B-E-U-T-I-F-U-L G-I-R-L-S and twenty-three enlisted men. The show, which had been presented on the Line that afternoon (Photos 16 thru 19), was very good on the whole and much appreciated by all except those seated at the back of the amphitheater who, whenever a girl appeared on the stage, could see nothing except the uninteresting heads and large ears of the men in front of them.

Briefing for the next mission took place at 1430K on 17 June and take-offs for a night incendiary attack on Omuta, Kyushu, began at 1822K. Of the 34 B-29's scheduled, two were ground aborts and one an early return.

Omuta, a medium sized city on the west side of Kyushu, had not been attacked previously and was assigned to the 58th Wing for this mission.

One plane bombed a target of opportunity and the remaining 30 all attacked the primary target by radar, dropping 5,417 AN-M47 100lb incendiary bombs (186.8 tons) from altitudes of 7800 to 8900 feet. Results were thought to be good. Many fires were seen as well as several large explosions.

Only four enemy aircraft were reported by returning crews and none of them had attacked our planes.

"Fortieth Bomb Group aircraft attacked Omuta from 1625 to 1657Z. Altitudes of attack varied from 7800 to 8900 feet and headings varied from 23 degrees to 75 degrees true. Meager and inaccurate heavy antiaircraft fire was encountered and observed. Some crews reports red flashes of bursting antiaircraft while others were also able to distinguish the puffs of smoke with the bursts. The highest number of heavy antiaircraft bursts seen by any one crew was 15.

(8) Radiogram 20th Air Force, subject Unit Citation, dated 10 June 45 as quote in Radio Teletype XXI Bomber Command, dated 12 June 45 (Incl 1)

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

“The majority of crews encountered or observed meager and inaccurate tracer automatic weapons fire at the target. Some stated that some of the medium antiaircraft burst while other projectiles ‘burned out.’

“General weather conditions varied from 8/10 to 10/10 cloud cover over the target.

“‘Rope’ was dispensed by all aircraft and in addition jamming of enemy radar frequencies was employed by RCM operators. Whether or not these measures can be credited with the ineffective fire received is not known definitely, but it can be assumed as such.

“Searchlight activity was very ineffective at the target. Several crews reported two white beams on the east side of the target which searched aimlessly without locating our aircraft. The lights switched off and on often. Cloud cover prevented the beams from penetrating to the altitude of our aircraft.

“Several searchlights were also reported in operation in the Nagasaki area. They were snapping on and off after brief searches. This report indicates the enemy assumption that some of our aircraft might have been bound for Nagasaki.

“Three searchlights were seen on Shimo-Jima at 1657Z by a single aircraft at 7800 feet over a 9/10 cloud cover. One beam located the aircraft without searching through a break in the clouds while two never located them. The beams were on momentarily, then snapped off.

“Three searchlight beams were also reported from Takuri vicinity (32 58N – 130 12E) which is across the bay from the target. Time of observation was 1632Z and altitude of aircraft was 7800 feet with 9/10 thin cloud cover undercast. The beams appeared to be tracking the aircraft since they could be seen on the clouds following along in front and above.

“The blackout in the immediate target area was excellent insofar as could be determined with the limited visibility due to cloud cover. However, the state of blackout in areas surrounding the target was poor and doesn’t coincide with reports of searchlights employment. For instance, searchlight beams were observed at or near Nagasaki, yet practically every crew reported the city of Nagasaki fully lighted throughout the duration of the attack. Likewise, searchlights were reported in operation from the coastline area across the bay, from Omuta, yet several crews stated that several villages in the same area were fully lighted while the lights were on.

“It is possible that the Japs may have attempted to split or force or attract our aircraft into the areas of heavier defense. The searchlights being on precluded the possibility that the enemy was not aware of our aircraft’s presence in the area.

“It is also possible that crew opinions as to areas illuminated at time of attack are erroneous. However, regardless of exact location it appears that the enemy would have alerted the whole general area.

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

“No barrage balloons or unusual antiaircraft occurrences were reported on the mission”. (9)

Despite the optimistic reports of the returning crews. The damage assessment, received several days later was disappointing – and, for that matter, unexplainable. Complete coverage of Omuta revealed only .11 square mile, or 2.5% of the total built up area (4.29 square miles) was burned out. Damage was scattered throughout the city and fires were still burning in several places, but no explanation has been forthcoming regarding the very small amount of damage.

The next mission followed on 19 June. Briefing was held at 1630 for a night incendiary attack on Toyohashi, a medium sized city southwest of Nagoya, and take-offs began at 1742K. Of the 35 planes airborne all but one (early return) hit the primary target. A total of 1,276 E-46 and 30 AN-M17 500lb incendiary clusters (262.7 tons of bombs) were dropped through 7/10 to 10/10 cloud cover.

Enemy fighter opposition was weak. Only eight attacks were pressed against our planes, resulting in a claim of one unidentified single engine enemy plane damaged. No B-29's sustained damage from these attacks.

“Aircraft from the Group struck the target between the hours of 1620 and 1817Z at altitudes varying from 7,700 to 8,500 feet and on an axis of attacks varying between 56 degrees and 115 degrees true. Meager and inaccurate heavy antiaircraft and automatic weapons fire was reported by 16 aircraft, while 18 aircraft did not observe any antiaircraft opposition at any stage of the flight.

“Cloud cover from 7/10 to 10/10 in density existed over the target. Observations were limited for crew members, but by the same token the enemy was once again forced to conduct unseen fire for the most part. None of the red flashes of bursting heavy antiaircraft projectiles were close, which may have been due to the effectiveness of radar jamming employed by our aircraft.

“The majority of antiaircraft weapons fire reported was very inaccurate. Most of the fire was observed to be tracer fire, however several white bursts of antiaircraft weapons were observed in the area. For the most part tracer fire was burning out before reaching the altitude of the aircraft. It was impossible to determine from which section of the target the ground fire was originating.

“Searchlight activity by the enemy was ineffective due to cloud cover at the target. One to two beams were reported in operation by a few crews who stated the beams were not getting through the clouds and appeared to be moving about aimlessly.” (10)

All of our planes returned safely to Tinian, one landing at Iwo Jima enroute.

(9) 40th Bomb Group Antiaircraft Report for Mission 207, dated 18 June 45

(10) 40th Bomb Group Antiaircraft Report for Mission 210, dated 20 June 45

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

According to the damage assessment telecom from Bomber Command, partial coverage showed about 1.7 square miles, or 52% of the built up portion of the city (3.3 square miles), destroyed by Mission No. 210. The east quarter of the city was cloud obscured, but additional damage was most probable.

At 1500K on 20 June two 40th Group Operations Staff briefed approximately 400 men of the 112th Naval Construction Battalion for a mission to Tokyo. The story behind this briefing began when Capt "Hank" Lanzoni, 40th Group Airplane Commander, landed at Tinian after the flight from China and met his brother, Lt Marco Lanzoni of the 112th Seabees. (Photo 23) To complete the coincidence, the 112th had constructed the runways from which the 40th operated.

Acquaintances developed between the Air Forces and Seabee personnel, both officers and enlisted men. The Seabees painted their battalion insignia on Capt Lanzoni's plane (Photo 24), thereby more or less adopting it as their own (and possibly contributing to the confusion of Japanese G-2).

Interest continued to develop until Commander David Y. Taylor and Lieutenant Commander Frank E. Wade, commanding and executive officers of the Seabee battalion, decided to include a typical B-29 mission briefing in their orientation program. Arrangements were made through Maj Louis E. Scherch, Group S-2, and approximately half the battalion arrived (during a cloud burst) at the appointed time.

The Seabees had been divided into "crews" of 11 men, and officers or CPO's answered the roll call, each for his entire crew. The target was Tokyo and the briefing was exactly the same as that given the combat crews on their last mission to the Japanese capital. Weather conditions; flight control, emergency landing and ditching information; target data; enemy opposition anticipated – all the facts that go into a real briefing were given. (Photo 25, 26) The Group Navigator gave a time tick and the briefing was closed, as all briefings are closed, with a brief and appropriate prayer by the Padre. Maj Scherch then made a short talk covering the history of the 40th Group since its activation in Puerto Rico on 1 April 1941.

The Seabees appeared to find the program extremely interesting and many expressed their appreciation to Group officers as they left the Briefing Building. (11) So successful, in fact was the idea, that the remaining men in the Battalion who had not been able to attend this briefing requested that another be scheduled for them. This was done and on the afternoon of 26 June an identical program was presented for the benefit of those who had missed the first one.

On 21 June Lt Col Oscar R. Schaff, Deputy Group CO and Col Thomas E. Moore, 58th Wing Chief of Staff for Operations, along with a crew and several passengers, flew to Dobodura, New Guinea, for the purpose of investigating facilities there. This base was to be used if cyclonic disturbances should ever necessitate evacuating B-29's from Tinian. The field at Dobodura was found to be usable, but facilities such as housing, transportation, messing and refueling were limited.

(11) XXI Bomber Command Public Relations Release No. 209 (Incl 2)

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

After remaining overnight the party continued on to Sidney, purportedly to see the Commanding General of the Service Command in charge of all air bases in that area. They arrived in the first B-29 to land in Australia and the airplane was the center of widespread interest during the days the party remained at Sidney. Even the Duke of Gloucester, governor General of Australia, paid a visit to the airport to inspect the B-29. The party RON'ed at Lae, New Guinea on the return trip to Tinian.

At 2300K on 21 June briefing was held for a daylight mission to the Kawanishi Aircraft Plant at Himeji, Honshu. Take-offs began at 0246K on 22 June; of the 33 aircraft scheduled, six were ground aborts (five had mechanical difficulty, one ground looped at the end of the runway). However, by using one spare, 28 planes were airborne. Take-off conditions were far from good with a tail wind blowing from the west and a wet, slippery runway. Fortunately the rain which had been coming down stopped just before our first plane began to roll and began again immediately after the last one was off. Two planes returned early after jettisoning their bombs and two bombed targets of opportunity.

The remaining 24 all bombed the primary target visually, unloading a total of 645 AN-M64 500lb GP (Comp B) bombs (161.2 tons) from altitudes ranging between 15,200 and 17,700 feet. (The Kawanishi Plant at Himeji was composed of two parts. Actually, the lead bombardier of one of our formations sighted and dropped on the "B" section of the target which had been assigned to the 444th Group. Ignoring the error in target identification his results were all to the good.) Strike photos (Photo 27) indicated excellent bombing. Even taking into consideration the formation which bombed the wrong section of the target 2000 to 3000 feet from the aiming point, the Group average was 53% of all bombs within 1000 feet of the AP.

Fighter opposition was weak and unaggressive. Of 47 enemy aircraft sighted 15 made attacks on our planes (six attacks on #4908 a straggler). Our crews claimed a Tony and a George damaged. Antiaircraft fire at the target was reported as meager and generally inaccurate. None of our planes sustained damage.

The return to base was uneventful although four planes landed at two enroute.

According to post-strike photographs the 40th Group target (also hit by one 444th formation) was completely destroyed. Only a very few small buildings of no importance were left standing.

At 1900 on 24 June a presentation of awards ceremony (Photo29) was held at the Group amphitheater, the first since the 40th left India. Prior to handing out the decorations, Col Skaer, in keeping with a policy of getting Group personnel better acquainted with the Staff and the Staff duties, introduced the officers holding staff positions and described briefly the responsibilities of each. (Photo 29) The ceremony ended with the playing of the Star Spangled Banner and the salute to the flag. (Photo 30)

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Group History, 40th Bomb Gp, 1 June thru 30 June 45

Briefing for a daylight attack on the Mitsubishi Aircraft Plant at Kagamigahara (about 25 miles NW of Tokyo) was held at 2300K on 25 June. There were no ground aborts and 38 planes were airborne starting at 0240K on 26 June. One plane returned early and four bombed the secondary target.

The remaining 33 B-29's dropped a total of 1049 AN-M64 500lb (Comp B) bombs (262.3 tons) on the primary target by visual means. Approximately half of our planes bombed singly, with the 314th Wing or with the 444th Group. Strike photographs indicated generally accurate bombing although the pattern from our target formation (12 aircraft) was largely obscured by smoke from preceding planes.

Thirty-five enemy aircraft made a total of 30 attacks on our planes. Our claims were six destroyed and two probably destroyed. The majority of the attacks came before our planes had assembled into formation and some were skillfully coordinated. One B-29 sustained damage from a 20mm shell.

Meager to moderate and inaccurate to accurate antiaircraft fire was encountered at the primary target where CAVU conditions existed. The engineering Section reported that seven of our planes sustained damage, or 19% of the force reaching the mainland.

According to C.I.U. XXI Bomber Command Flash Report No. 315, dated 6 Jul 45, post strike photos show the target received about 167,000 square feet of new damage, representing about 20% of the original total roof area. Incomplete photo coverage and clouds prevent further assessment.

Briefing for the last mission of the month took place at 1600K on 28 June. The target was to be Okayama, a city of 163,000 (with population density of about 50,000 per square mile) of importance industrially, commercially and militarily. The city produced (prior to this attack) a wide variety of manufactured products, mainly airplane parts and was a center for troops. It lies about 100 miles west of Osaka and 12 miles inland from its port of Uno on the Inland Sea.

Take-offs for this night incendiary mission began at 2032K; of 37 aircraft scheduled 36 were airborne and two returned early. The remaining 34 planes all bombed the primary target with a total of 6,240 AN M47A2 incendiaries, or 215.2 tons of bombs, (Photo 31)

“Meager and inaccurate heavy antiaircraft fire was reported in the target area. Automatic weapons fire was inaccurate and varied from meager to moderate. Some crews reported antiaircraft opposition as completely nil.

“Aircraft of the 40th Bomb Group were over the target from 1806 to 1907Z. Altitudes varied from 11,000 to 12,300 feet and axis of attacks between 277 degrees and 318 degrees true. Weather conditions varied from CAVU to 7/10 cloud coverage in the target area. Several crews stated that visibility was very good at the target and that geographical features could be determined easily.

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“Only one crew reported heavy antiaircraft bursts having the conventional appearance of mushrooming black smoke. Between 1806 and 1907Z many crews observed what they believed to be a phenomenon occurring in the air. From all information available it is impossible to form a definite decision as to the origin of their observation. However, it can be stated it was either bombs going off prematurely or a new type of antiaircraft projectile in use by the enemy.

“Following are some of the crew reports turned in: ‘The Japs seemed to be using a new type of antiaircraft in barrage. We saw exploding at about 9000 feet. After each initial explosion there would be three or four consecutive explosions on downward trajectory. The result was a broad curtain of particles, burning white (after yellow burst) burning all the way as they streamed to the ground and even after they hit the ground. The whole curtain seemed to remain extended to altitude. It was definitely not bombs. We saw a B-29 going down and being fire on by the stuff.’

“‘It looked like ground to air rockets to me. The stuff had a straight up trajectory; it didn’t arc over like automatic weapons fire. It seemed like a barrage of rockets. After bursting white they fell in many reddish-orange streamers of fire.’

“‘An unusual type of antiaircraft - - looked at first like phosphorous bursts with white streamers or tentacles which slowly turned amber. They seemed to burn out in about five second.’

“‘Yellow balls which would explode and then would fall and explode four more times on the way to the ground. There were about 50 to 75 in the area - - looked a little like Christmas tinsel.’

“‘It didn’t last as long as a flare. Looked to me like a waterfall of fireworks.’

“‘It exploded at the top; no tracers came up from ground. Looked like the same phosphorous bursts we saw at Osaka. They came three at a time.’

“‘I didn’t see but a few bursts. I believe it must have been bombs exploding. Maybe it could have come from clusters of bombs opening because it was quite some distance below out altitude (11,800 feet).’

“‘From all accounts the tinsel or tentacle effect of phosphorus seems definite. If the phenomenon was caused by ground to air rockets or some new antiaircraft projectile it seems peculiar that such observations haven’t been made on previous night strikes. If it was something entirely new, it seems unlikely that a city of Okayama’s importance and size would be the site of its initial employment.

“‘Since two groups of the Wing were carrying #-48 clusters of fire bombs fused to open at 5000 feet it is possible that faulty construction would open them at a higher altitude, as high at least

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as 9000 feet. The only facts to establish then would be the appearance of such bombs when they detonated and the times of bomb release of the two groups in relation to the inclusive times of 40th Group observations (1806 – 1907Z).” (12)

A single twin engined plane was seen in the vicinity of the target but no attack was reported.

All planes returned directly to base with none stopping at Iwo.

Post strike photographs showed the main portion of the city was destroyed by the attack. Damage totaled about 2.13 square miles, or 63% of the built-up part of the city (13). Okayama had not been attacked previously.

F. G. WOOD JR
Capt., A. C.
Historical Officer

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ADJUTANT PERSONNEL

1. The following is a report of activity during the month of June 1945 with which the Adjutant and Personnel Section are concerned:

2. The Unit Personnel Section. (Officers)

a. Strength as of 1 June 1945 and 30 June 1945

	1 June 45		30 June 45
Colonel	1	Colonel	1
Lt. Colonel	4	Lt Colonel	4
Major	8	Major	8
Captain	18	Captain	18
1 st Lt.	9	1 st Lt.	10
2 nd Lt.	<u>1</u>	2 nd Lt.	<u>1</u>
Totals	41		39

b. Transfers:

Lt Col Henry P. Luna transferred to XXI Bomber Command per par 5, Special Order 41 Hq 58th Bombardment Wing. Capt Carroll Tolle transferred Hq 58th Bombardment Wing per par 5 Special Order 53, Hq 58th Bombardment Wing.

c. Assignments:

- (12) 40th Bomb Group Antiaircraft Report for Mission No. 234, dated 30 June 45
- (13) C.I.U. XXI Bomber Command Flash Report No. 318, dated 6 July 45

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1st Lt. John R. Brining (Ord) assigned from Hq 58th Bombardment Wing per par 10 Special Order 55, Hq 58th Bombardment Wing. 1st Lt. Eugene J. Holke assigned from Hq 58th Bombardment Wing per par 6, Special Order 56, Hq 58th Bombardment Wing.

d. 1st Lt. Reginald G. Orme appointed Group Information-Education Officer, per par 4, Special Order 83, Hq 40th Bombardment Group. Major William G. Renfro appointed Group Operations Officer, per par 6 Special Order 86, Hq 40th Bombardment Group.

e. Appointments terminated:

Capt Wallace F. Snow relieved from appointment as Group Information-Education Officer, per par 3, Special Order 83, Hq 40th Bombardment Group. Capt John T. Brannan relieved from appointment as Group Gunnery Officer per par 1, Special Order 88, Hq 40th Bombardment Group.

f. Promotions: None

g. Ratings:

Lt. Col Oscar R. Schaaf granted the aeronautical rating of Senior Pilot per Personnel Order No. 14 Hq XXI Bomber Command, dated 4 June 1945.

h. On Temporary duty with us:

Capt Edward J. Haluska (DS) joined for TD from Hq 58th Bombardment Wing for an Indefinite period.

3. Enlisted Men.

a. Strength:

1 June 45		30 June 4	
M/Sgt.	6	M/Sgt.	6
T/Sgt.	10	T/Sgt.	10
S/Sgt.	25	S/Sgt.	24
Sgt	44	Sgt.	37
Cpl.	27	Cpl.	26
Pfc.	19	Pfc.	17
Pvt.	<u>0</u>	Pvt.	<u>0</u>
	131		120

b. Transfers:

Sgts. Bowen, Huwel and Youchnow, Cpl. Halligan and Pfc. Dumas relieved from assignment and assigned to 11th Photo Lab per par 2, Special Order 88, Hq 40th Bomb Group. Sgt. Coonly transferred to 44th Bombardment Squadron, per par 2, Special Order 88, Hq 40th Bombardment Group. Sgts. Smith and Simpson, Cpls Raprager and Sacks, Pfcs. Alexander and Hadley transferred to 11 Photo Lab per par 1, Special Order 91, Hq 40th Bombardment Group.

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Sgt. Schwartz, Cpl. Riamonte and Pfc. Capano transferred to 25th Bombardment Squadron; S/Sgt. Hemphill and Sgt. Kohan transferred to 44th Bombardment Squadron; Sgt Counts transferred to 45th Bombardment Squadron, par 2 Special Order 91, Hq 40th Bombardment Group.

Pvt. Horbel transferred to 44th Bombardment Squadron per par, 10 Special Order 92, Hq 40th Bombardment Group.

c. Assignments:

Cpl Milton E. Shrils assigned per Special Order 13, Hq XXI Bomber Command.

Pvt. Andrew P. Horbel assigned from XXI Bomber Command per Special Order 13, Hq XXI Bomber Command.

Sgts. Sevitt and Simpson, Cpl. Raprager and Sacks, Pfcs. Alexander and Hadley, assigned from 28th Service Group per par 12, Special Order 53, Hq 58th Bombardment Wing.

d. Reclassification:

Pfc. Antonelli and Pfc. Grabowski from 521 to 055, per par 6 Special Order 86, Hq 40th Bombardment Group.

4. Courts and Boards: Charge sheets have been drawn up for four members of this Group during the month of June 1945. Capt Connelly, 44th Bombardment Squadron being charged under Articles of War 63, 95 and 96: to wit, insubordination, intent to lower morale, prejudice to order and discipline. Charge sheets were sent to Hq 58th Bomb Wing for investigation. Major Edwin M. Kirton was appointed Investigating Officer. Was recommended: Trial by General Court-Martial; with charges to be redrawn to eliminate the 63rd Article of War, which is in the process of being done. New charge sheet will be dated 1 July 1945. On 30 June 1945, Capt. Connelly's resignation from the Army was received. It will be duly indorsed by the 44th Bombardment Squadron, this Headquarters and forwarded to Hq 58th Bombardment Wing with the original and substituted charges, together with report of the Investigating Officer and allied papers to be used in the event the resignation is not accepted by the Adjutant General.

Sgt. Yoder and Pvt. O'Quinn of 44th Bombardment Squadron are being charged under Articles of War 28, 61 and 96 to wit, Desertion, AWOL and altering Pass, with the recommendation that they be tried by General Court-Martial. Major Joseph H. Knight was appointed Investigating Officer with time limit of 2 July 1945.

Cpl. Finchem, 44th Bombardment Squadron is being charged under Articles of War 28 and 61 to wit, Desertion and AWOL, with the recommendation that he be tried by General Court-Martial. Major Joseph H. Knight was appointed Investigating Officer with time limit of 2 July 1945.

5. Reports of Survey: Reports of Surveys have been received at the Headquarters during the month of June. For the present no action is being taken, due to lack of necessary Memoranda and Policy of higher Headquarters.

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6. Bond Participation:

Enlisted Men	\$345.00	13%
Officers	<u>\$900.00</u>	34%
Total	\$1245.00	18% average of Hq

7. Personal Transfer Accounts for the month amounted to \$4,245.00.

8. Soldiers deposits have amounted to \$2,050.00.

9. Awards and Decorations: None.

10. Officers Promotions: None.

11. Presentation Ceremony: On the evening of 24 June 1945 Colonel Skaer established a precedent at the Group theater by assembling the principle members of his staff on the stage and introducing each one of them to the audience with a few brief but descriptive phases concerning the duties and responsibilities of each of them. The chief purpose of the introductions was to give new crews and other newly assigned personnel an opportunity of identifying them and "getting to know them."

Immediately after introducing his staff the Group Adjutant, Major McWalters, began to read General Orders awarding various decorations to members of the Group. The orders announcing the awards were received in May and the names of Headquarters personnel listed were reported on the history for the month of May. The official presentation of the awards was delayed for so long because this was the first opportunity that presented itself which permitted the desired assembly of personnel. As each name was announced the individual came to the front of the theater, went up to the stage, and received his award from Colonel Skaer.

F. W. MC WALTERS
Major, Air Corps
Adjutant

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ENGINEERING

The accelerated operations experienced during the month of June didn't lessen the quality of maintenance on our aircraft to any marked degree. We were able with one exception, to put our quota of aircraft in the air.

The rainy season, along towards the end of the month, presented new problems in maintenance heretofore not experienced. Due to the intensity of the rain, and the new static hole vents on newer aircraft, water was getting into these vents and damaging airspeed indicators. Corrective measure consisted of fabricating small $\frac{3}{4}$ " aluminum discs, which were placed over these vents and held in place with masking tape. This action has relieved the situation considerably.

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P.L.M. took another step towards entirely when a Group Engine Change Crew was set up about June 12th. This crew, consisting of four (4), five (5) man teams, does 24 hour engine changes, thus relieving the airplane crew for other maintenance. Tools for these men have been impossible to secure in sufficient quantity as yet, but the prospects don't look too dismal for the future.

Our aircraft lossed in combat this month were practically negligible – A/C 42-24894 being the only one. A/C 42-63396 was caused to be surveyed when brake failure after landing sent it over the end of the runway. A/C 42-24757 and 42-24541 were sent back to U.S.A. as “War Wearies.”

Fourteen (14) replacement aircraft were received from U.S.A. during the month, bringing the groups total to 48, most of which were Renton productions incorporating only an 1100 gallon center wing tank instead of the 1300 gallon tank in Boeing, Wichita, airplanes.

Seventeen (17) aircraft received battle damage during the month, most of which was repaired by our Group Sheet Metal Section.

FREDERICK NOEL
Captain, Air Corps
Assist Engineering Officer

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TRAINING

Major W.R. Renfro is now Operations Officer and at the present time, Captain Robert Braley is Asst Operations Officer and Training Officer.

Three Quonset hut were erected and used in June for class rooms and specialized briefing. One Quonset is to be the Lead Crew Room, another is a general class room and the third is a Radar Training Building. There are no synthetic trainers available for the use by this Group. All trainers are being used for the training of Replacement crews at 58th Wing Training Center. It is hoped that in the near future one trainer of each type will be allotted for training, for this Group.

Proficiency checks are still the biggest problem of this Group. With the present tactical commitments there is very little time for classes of any type. All available time has been used for Target Identification, Critiques and briefings, and a brief respite for the combat crews.

All Replacements Crew Training is being conducted by the 58th Bomb Wing. After the crews have finished Replacement Crew Training at Wing, they return to their respective Groups and received their Air Training and join the regular crews in flying missions and ground school.

Target identification is still the most important subject, so that crews will be able to recognize the targets under any conditions. “Flight Maintenance” classes for Radar Operators were conducted during June, using the new Radar Mock-up in the Group Area.

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Lt Hallett, USN, gave a lecture on Air-Sea Rescue and also on Emergency Procedure when ditching or bail-out seems inevitable. He pointed out to the crews what mistakes were being made habitually, and how serious they were.

Air training has increased considerably, due to old crews finishing the required number of missions, necessitating the air training of replacement crews. Practice bombing has been emphasized and also formation flying. The number of man hours of ground school accomplished during the month of June was 7,234. The number of hours of flight training for the month of June was 456.

SIDNEY I. NEEDLEMAN
Captain, Air Corps
Group Schools Officer

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COMMUNICATIONS

Telephone communication with the 58th Wing switchboard was increased with the addition of another five pair cable, which was installed between the 40th Group switchboard and the 58th Wing board. An additional teletype machine was installed in the message center. This additional machine was connected in an administrative net, and the original machine was connected in an operational net. Recorders were installed in two of the Groups aircraft. These recorders were used to monitor and record V.H.F. channels over the target.

The Group Communications Maintenance Shop continued to supply the Group with excellent maintenance, reducing the number of operational failures of radio equipment to a new low.

This month procedure violations logged against the Radio Operators of the 58th Wing decreased to an amazing degree. At the end of last month the Radio Operators of the Wing were at the bottom of the list, making an average of 73.61 procedure violations per hour of operation. At the end of the month they were at the top of the list, making an average of 5.41 procedure violations per hour of operation. This was the best in the Bomber Command. The Radio Operators of the 40th Bombardment Group contributed a proportionate share to this amazing achievement.

DANIEL REUTHER, JR
1st Lt., Air Corps
Acting Communications Officer

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RADAR

During the month of June an intensive course of training was initiated for all radar operators, Radar maintenance was emphasized in this training. It is believed that with this additional

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training the results obtained during missions will be highly improved as the radar operator will have a much better idea of the set. He will also be able to analyze any troubles developing in the air and perform the proper maintenance quickly and efficiently.

Ships are arriving from the States with newer and improved equipment. The newest modification includes an anti jamming circuit which will greatly diminish the interference which previously greatly handicapped operation.

In a drive to improve IFF operation a new test was built by the Radar Section which will greatly improve the test given the IFF before a mission. The previous test set had proved to be highly unsatisfactory, as it did not give a good check on the set sensitivity. Therefore, sets that checked satisfactorily on the ground were not efficient enough to give a response to a ground interrogation. The new test set now gives a good measurement of the overall IFF sensitivity and with the use of this test set the IFF violations are expected to diminish greatly.

A new test scope was designed by the Radar Section to calibrate the AN/APQ-13 on the ground. This set is portable and much lighter than the scope now being used. After several modifications further tests are to be made with this test scope.

New mock ups on all radar equipment are being built in the Radar Shop. These will be of great assistance in checking out set components before they are installed in the plane.

New tube checks were designed and built by the maintenance sections of the 25th and 44th Squadrons.

DONALD L. STUMPF
Captain, Air Corps
Radar Officer

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RCM

The month of June was the first full month of offensive counter-measures against the Japanese radar gunlaying and searchlights control equipments. The results are somewhat impressive. No aircraft has been hit by anti-aircraft fire except during visual strikes in CAVU weather. This remarkable record is, of course, not entirely due to Radar Counter-Measures. The fact that the weather was bad, night strikes, and easy targets, defensively spreading, contributed most to the lack of battle damage, but RCM was a material factor.

At the start of the month there were 41 jammers installed. The main trouble which the maintenance men encountered was transmitting tubes. Number 832 and 388A tubes were failing after few hours of operation. Replacements for 832 tubes are available but when a 388A tube fails the unit equipment must be shelved. Number 931 noise tubes which were expected to either lose

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effectiveness or to fail completely have held up very well. The supply of these tubes is adequate. Six C4 oscillator tubes for the AN/APT-1 constitute a definite shortage but so far have not hampered operations. The lack of efficient radiators is the most serious bar to more effective jamming. The present antennas and positions were designed to give both vertical and horizontal radiation and Japanese radar is entirely horizontal. It is understood that ATSC is working on this problem. In the Group our main antenna problem is to keep maintenance personnel from breaking the AS-65/APQ-2 stubs. Over 20 of these have been broken on our planes.

Numerous new equipments have been received in the Group. Three AN/APA-23 have been received, but not used on a mission as of yet. These sets record on a tape all frequencies received in an associated receiver. This can be done either automatically or manually. Also received was an AN/ARQ-5, a panoramic receiver which presents visually all signals from 18 to 88 mcs simultaneously. Two AN/GNQ-2, Communications Desk Recorders, were received but were turned over to the Communications Section for use.

The maintenance shop was virtually completed with the addition of an outer shell to the "screen" room which makes this room practically radiation proof. The shelves and benches were finished and installed.

Lt. Russell E. Euell was sent to Hawaii to rest camp as direct result of his being out in the month of May. Three enlisted men were assigned to RCM to fly as spot-jammers on strike missions. These men, Sgt. Glenn Salley, Cpl Fanandakis, and Pfc Scadova, were given training by the officers and men in the section and are at present flying regularly.

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

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GUNNERY

Gunnery this month shows an increase in accuracy over last month, due to a different technique in briefing. The missions that were run the first part of this month were briefed as usual. The fifth mission to be run this month was briefed, suggesting the gunners to open fire at an attacking aircraft immediately after it pointed its nose at the B-29. This tactic requires a small percent more ammunition but has proven successful. No aircraft was lost due to enemy air opposition this month. Malfunctions of guns and Central Fire Control Equipment showed a decrease over the previous month due to mechanical failures of equipment but personnel errors increased slightly due to the influx of new crews into the Group. Approximately 80% of strike crews are replacements and this month has seen 25% of the old crews finish their required number of missions. The effectiveness of the B-29 strikes will decrease slightly the month of July pending improved proficiency of the new crews. The month of July will see the completion of allotted missions for most of the older crews in the Group.

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Combat gunners this month took a toll of available Japanese aircraft that intercepted B-29 strike forces for the month of June. Group gunners claimed a total of 28 aircraft for the month of June. Of this total, 6 aircraft were destroyed, 7 probable and 15 aircraft damaged.

Training and replacement crews was started this month on a Wing level. Squadrons in the Group still orientate all new crews prior to participation in combat missions.

JOHN T. BRANNAN
Captain, Air Corps
Group Gunnery Officer

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ORDNANCE

Ammunition – On missions flown this period no new types were employed. Incendiaries were employed on the bulk of strikes flown and bomb loads alternated between E46 500lb incendiary clusters and AN-M47A2 100lb incendiary bombs, suspended from 500lb stations in clusters of 6.

Although not as yet employed as a load for missions, a test loading was made of the 4000 lb LC demolition bomb by Ordnance and Armament personnel of the 44th Bombardment Squadron. As a result of this, an SOP for handling this “Block buster” was worked up covering the loading, finning and fuzing operations. Four (4) of this type of bomb can be carried in the bomb bay of the B-29 aircraft. Bomb handling equipment as furnished with the Truck, Bomb Service, M27 proved superior to the M22 Lift Truck in positioning the 4000 lb bomb under the bomb bay in preparation for hoisting.

No malfunctions, resulting in material failure of ammunition occurred during this period.

Weapons – No new developments were effected during the period. However, steps have been taken to develop a precision gage to be used in the inspection of Cal., .50 aircraft machine guns. Sgt. Morgan of Ordnance Section of Group Headquarters was sent to Guam Air Depot to supervise the machining of this gage. A pilot model has been made and 4 others are in the process of manufacture and receipt by this organization.

Information has been received that a new aircraft machine gun, Cal., .50, M3 is now available. Efforts are being made to secure one of these weapons for familiarization and instruction purposes of armorer personnel.

Transportation and Equipment – No Comments.

Personnel and Organization – With the arrival of Lt. Dillehay of the 45th Bombardment Squadron all Ordnance Officers are now available for duty. One man was lost due to replacement by point system. More of these losses and replacements can be expected in the future.

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Ordnance History for June 1945 continued.

JAMES G. MAC ALLISTER
Captain, Ord Dept.
Ordnance Officer

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MEDICAL

During the latter part of the month the construction of the Central Wing Dispensary was finally begun. Seven of the medical enlisted men from the Headquarters medical section were detailed to help in the construction and will be placed on Special Duty to work at the dispensary when it is completed. It is thought that the Central Wing Dispensary will be ready to receive patients during the latter part of July or the first part of August. This installation will have eighty (80) beds and will care for the quarters cases for the four groups.

The health of the command is good. There have been no particular medical or surgical problems. There were a total of 90 hospital admissions during the month. Most of these cases were of a minor nature and could ordinarily have been cared for in a Group Dispensary. The Wing Dispensary will relieve the 374th General Hospital of most of these type cases. Among those hospitalized there was one case of recurrent malaria, four amebic dysentery, four hook worm and nine skin conditions, thus it can be seen that skin diseases are our chief problem at this base. The malaria, dysentery and hook worm cases are reminders of our stay in India and China.

The general sanitation of the base is satisfactory. Waste water disposal from the mess halls and showers is becoming our main sanitation problem. The soakage pits are unable to accommodate the loads placed upon them and are beginning to overflow. It is planned to pipe all sewage to the ocean.

There were two battle casualties during the month. On 22 June Lt Charles E. Crecelius received a small superficial laceration of the eye lid as a result of flying glass when his window was shattered by enemy shell fire and on June 25 Lt Thomas W. Bartlett received a penetrating wound of the left upper arm and a perforating wound of the lower intestine as the result of fragmentation of an enemy 20mm shell. Lt Crecelius went back to duty immediately but Lt Bartlett is still in serious condition in the 374th General Hospital.

LEE A. HALL
Captain, Medical Corps
Group Surgeon

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SPECIAL SERVICES

(This section is included for the first time in the Group History. The period covered extends from the arrival of the 40th at Tinian to the end of June 1945. - - F.G.W.)

Within our first week of our stay on Tinian, it became apparent that a Group Theatre was absolutely essential if we were to have any chance to see the many U. S. O. shows which were scheduled for the near future. As usual, Special Service Activities had the last priority on everything and no theatre was authorized, but with the backing of Colonel Shutters, then acting as Group Commander for the forward echelon, it was decided to proceed with construction ourselves, utilizing the maintenance men, who at the time had no real duties since no planes had yet arrived.

Materials for construction were obtained from whatever source could be found; these sources were many and varied, and it is thought that it might be better to leave them unrecorded. In any case, construction proceeded at such a rate that on May 1st, less than a month after our arrival, we were able to play our first stage show, Claude Thornhill with his orchestra and a company consisting of Jackie Cooper, Dennis Day, Tommy Riggs, and others not so well known. The following night, May 2nd, the 313th Wing Band played its first in a series of three shows which it has presented for us to date.

The following week, May 8th, the 92nd C.B's presented a show which was very well received. On the 15th the second of the 313th Wing Band shows appeared, to be followed the next night by the first show presented which boasted of women in the cast. This was "Time For Fun" and it was fairly well received.

The next week, Moss Hart in person appeared in "The Man Who Came to Dinner," a three act play which was received by the audience as a big event. It was excellently done, and marked the furthest advance in construction up to that time. It was the first time the theatre appeared as a theatre instead of a box on which shows might be presented. The date was May 23.

Three shows in a row made the next week a busy one indeed. Monday, May 26th, a U. S. O. Unit, "Magic Moments," was well received by everyone, though it was a relatively small show. Tuesday, the 313th Wing gave us the last of their shows here to this date. Wednesday, Dick Jurgens with his orchestra and show played here to the largest audience he had played for on his entire tour. By this time, our theatre really looked like a theatre, curtains and all. This all-Marine show walked away with all honors so far as popularity with the men was concerned.

On the fifteenth of June, the first anniversary of our bombing of Japan was celebrated by the 58th Wing at our theatre when the presentation of the Presidential Citation was made by General Ramey. The Special Services Show "Shape Ahoy" followed the presentation, and was very well received. By this date, the theatre, from all outward appearances was complete, though back-stage much work remained.

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By the end of the month the theatre was virtually completed and the section was settling into more normal routine.

R. C. ORME
1st Lt., Air Corps
Special Services Officer

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AIR INSPECTION

During the month of June, the duty of administrative inspector was assigned to Major L. E. Minor, Jr., 44th Bombardment Squadron, as an additional duty. This job had previously been carried on by Lt. Col. White with the aid of T Sgt H. M. Banks. It is believed this change will be an improvement as the new Administrative Inspector will have more time to devote to his duties.

The biggest event of the month was the inspection made by General Jones, The Army Air Forces Air Inspector and his staff. General Jones reported that the Wing was living under primitive conditions and some officers and men had reverted to "savagery," a rather strong statement in view of the fact that we have not yet been offered any relief or aid in bettering ourselves.

In spite of the fact that this Group has been operating under adverse conditions, we have been operational almost from the time our first plane landed on West Field. Much of the credit for this must be given to the inspection department which has aided materially in getting airplanes airborne on combat missions, and preventing early returns.

JOSEPH D. WHITE
L. Col., Air Corps
Air Inspector

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TECHNICAL INSPECTOR

During the month of June only airplanes, airplane Forms and Records and Powered Ground Equipment were inspected by this department. Inspections revealed that airplane maintenance, in general, continues to be Very Satisfactory. Specialized sections were not inspected this month due to the setting up process which was still being carried on, and has progressed Very Satisfactory.

During June this department was inspected by the Army Air Forces Inspector. One of the main topics of conversation was "airplane engines backfiring on take-off and during cruising." It was brought up that the carburetor trouble in the 25th Bomb Sq was practically nil; it is believed due to the adjustment Sgt Hopper, Squadron Inspector, is making on the carburetor. This subject is the object of further investigation by the Army Air Forces Air Inspector.

SECRET

Group History, 40th Bomb Gp, 1 June thru 30 June 45

The Group Communications maintenance shop has been completed. Mock ups of radio equipment installed for testing of airplane installations. The technical compliance team has been a decided improvement over the old method of having each Squadron communication section comply with T.O.'s. The installation of a monitoring V.H.F. radio has been a great help in determining whether or not airplanes are aborting or returning during missions.

The Armament has shown a steady improvement of their equipment. Although the number of discrepancies noted at inspections are on the decline, some of the most common are rusted emergency door release springs, and failure to safety A-4 release.

Some of the most commonly, or general, irregularities noted during the course of inspections are failure to have fire extinguishers checked and resealed after seal becomes broken, which is considered a fire and safety hazard. Mechanics using broken maintenance stands and ladders is also a very serious hazard to personnel. Short exhaust stacks on engine frozen or badly worn, electrical connections and cannon plugs not safe tied, turbo flight hoods cracked are some of the defects noted. Several airplanes were found to have rudder trim tabs binding; this is presumed to be caused from lack of lubrication. Inspection of new engines revealed that contractors are failing to comply with T.O. 04-1-17 (Hose Connections, Fuel oil, Coolant, Alcohol and Water-Alcohol system). A U.R. is being submitted in this by the Group Engineering Department. It was also noted that tire covers were not being used consistently for the purpose of conserving rubber. Seals were broken on first aid kits and C-1 vest, some items were found to be missing from the C-1 vest due to this irregularity. Flying and personnel equipment was left in airplanes resulting in abuse to this equipment.

WILLIAM J. HELDT
Captain, Air Corps
Technical Inspector

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STATISTICS

A. Combat Record

1. Combat Missions 10
2. Total Effective Sorties

	June	Cumulative
25 th Bomb Squadron	107	191
44 th Bomb Squadron	101	185
45 th Bomb Squadron	101	174
40 th Bomb Group	309	550

3. Total Tonnage on All Targets

SECRET

Group History, 40th Bomb Gp, 1 June thru 30 June 45

	June	Cumulative
25 th Bomb Squadron	691	1190.3
44 th Bomb Squadron	668.4	1185.0
45 th Bomb Squadron	642.75	1080.45
40 th Bomb Group	2002.15	3355.75

4. Cost of Missions

	June	A/C	Cumulative	A/C
	Battle Damage	Lost	Battle Damage	Lost
25 th Bomb Squadron	15	0	29	2
44 th Bomb Squadron	2	0	17	3
45 th Bomb Squadron	8	0	14	3
40 th Bomb Group	25	0	50	8

5. Enemy Aircraft Claims

	June	Cumulative
	Attacks	Claims
25 th Bomb Squadron	39	8
44 th Bomb Squadron	24	3
45 th Bomb Squadron	43	17
40 th Bomb Group	106	28
		31

6. Landing at Iwo Jima

	June	Cumulative
25 th Bomb Squadron	10	12
44 th Bomb Squadron	6	13
45 th Bomb Squadron	10	16
40 th Bomb Group	26	41

7. Sorties

	Sorties per crew	Sorties per A/C on hand
25 th Bomb Squadron	5.5	8
44 th Bomb Squadron	5.5	8.4
45 th Bomb Squadron	5.0	8.1
40 th Bomb Group	5.3	8.2

B. Flying Time

1. Combat Time for June	8829:00 Hours
2. Training Time for June	944:05
3. Miscellaneous Time	145:05
4. Total Time for June	9918:10
5. Average Flying Time Per A/C on hand	132:41

SECRET

Group History, 40th Bomb Gp, 1 June thru 30 June 45

C. Combat Crews and Miscellaneous

1. Replacement Crews Received	6
2. Replacement Aircraft Received	15
3. Aircraft Lost or Return to USA	3
4. Aircraft on Hand as of Last Day	46
5. Crews Combat Assigned as of Last Day	57
6. Combat Crews Available as of Last Day	49
7. Total Number of Officers of the Group	457
8. Total Number of Enlisted Men of the Group	1818

R. C. STIPP
Captain, Air Corps
Group Stat Officer