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405 BOMBARDMENT SQUADRON

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DESIGNATION SHEET

AIR FORCE Far East Air Forces (F)
COMMAND V Bomber Command
WING 308th Bombardment Wing
GROUP 35th Bombardment Group (M)
SQUADRON 405th Bombardment Squadron (M)

PERIOD 1 - 31 March 1945

The security classification has been checked.

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HEADQUARTERS
405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
A.F.O. 70.

15 April 1945

SECRET

Auth. CG VBC

Init.

Date

SUBJECT: Transmittal of Unit History.

TO : Commanding General, Army Air Forces, Washington, 25, D.C.

1. In accordance with AR 345-105 and AAF Regulations No. 20-8, submit herewith the history of this organization for the month of March 1945, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 1st Lt. JAMES R. O'CONNOR, O-2036121, Air Corps. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinions of Lieutenant O'CONNOR.


DORENCE L. VAN FLEET,
Captain, Air Corps,
Commanding.

S E C R E T

HISTORY OF THE 405TH BOMBARDMENT SQUADRON (M)

1 - 31 March 1945

OUTLINE OF FACTS

- | | |
|---|---|
| a. Original Unit | 38th Bombardment Group (M) |
| b. Changes in Organization | Pages 4-6, Appendix #4 |
| c. Strength | Page 1, Appendix #1, #3 |
| d. Stations | A.P.O. 70, 1-31 March |
| e. Number of Sorties | Non-Combat - Page 17, App 8A
Combat - Page 17, App 9 |
| f. Bombs dropped and ammunition fired | Page 18, Appendix 9 |
| g. Aerial Attacks on our ground installations | Two (2) alerts, one (1) raid
no damage sustained |
| h. Ground battles engaged in by Unit | Not applicable |
| i. Losses in Action | Pages 1-2, Appendix #2 |
| j. Former and present members who have distinguished themselves in action | Pages 5, 7-10, Photos Page 8 |
| k. Photographs of personnel, important scenes, or events. | Between: Pages 8-9, 19-20,
21-22, 22-23, 25-26, 27-28,
28-29, 29-30, 31-32, 32-33,
34-35, 35-36, 36-37, 46-47. |
| l. Other relevant statistical data | Pages 1-18, Appendices 1-10 |

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HISTORY OF THE 405TH BOMBARDMENT SQUADRON (M)

Period

(1 - 31 March 1945)

405th Bombardment Squadron (M)
38th Bombardment Group (M)
308th Bombardment Wing
V Bomber Command
Fifth Air Force
Far East Air Forces
United States Army

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March 1945 Historical Summary
"Green Dragons" - 405th Bomb Sq (M)

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PART ONE:

ADMINISTRATION AND AWARDS

Pages 1 - 11

March 1945 Historical Summary
"Green Dragons" - 405th Bomb Sq (M)

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March entered with the largest number of assigned personnel in the history of this Squadron as far as we know - a total of four-hundred-one (401), composed of three-hundred-three (303) assigned Enlisted men and ninety-eight (98) assigned Officers.¹ Two (2) Enlisted Men were attached to the organization but no attached officers. Strength in Enlisted Men declined to two-hundred-ninety-five (295) assigned on the 31st of March whereas strength in Officers increased to one-hundred-two (102), again with two (2) attached Enlisted Men and no attached officers, a total of three-hundred-ninety-seven (397) assigned personnel.² Combat strength on the 1st was twenty (20) complete combat crews,³ but this number increased on the 31st to twenty-one (21) complete combat crews, composed of sixty-two (62) pilots and co-pilots, nineteen (19) navigator-bombardiers, twenty-one (21) radio gunners, thirty (30) engineer gunners, one (1) observer, twenty-seven (27) armorer gunners, and three (3) photo-gunners, a total of one-hundred-sixty-three (163) combat personnel.⁴ During the month three (3) Enlisted Men, S/Sgt. MARTIN (NMI) FELDMAN, radio gunner of Brooklyn, New York, S/Sgt. HARRY J. OFSA, engineer gunner of Minneapolis, Minnesota, and S/Sgt. DONALD A. McCOMBS, armorer gunner, of Graettinger, Iowa, and three (3) Officers, 2nd Lieut. JAMES J. BENJAMIN, pilot of Chewelah, Washington, 2nd Lieut. BERNARD (NMI) JACOBS, co-pilot of Waltham, Massachusetts, and 2nd Lieut. WARREN M. DeMARCUS, navigator of Knoxville, Tennessee, who had crashed in action at sea near Formosa on 31 January 1945 and had been considered Missing in Action and thus carried as absent in the Morning Reports,⁵ were placed on a Killed in Action status on 22 March 1945.⁶ On the 20th of March 1945 a plane

1. See Appendices 1 and 2 (1 March 45)

2. See Appendices 1 and 2 (31 March)

3. From Combat Roster, 28 Feb 45 (Ops)

4. From Combat Roster, 31 March 45

5. See January Historical Summary

6. See Appendix 2, 22 March 45

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attacking enemy shipping at AMOY ISLAND off the CHINA coast was struck by enemy anti-aircraft fire, requiring its pilot, 2nd Lieut. CHARLES W. STUKAS, of Clarkston, Michigan, to turn to CHINA. Lieut. STUKAS' crew, consisting of 2nd Lieut. GRANT E. TIGWELL, co-pilot, of Rockton, Illinois, 2nd Lieut. WILLIAM A. WINSTEAD, navigator, of Rocky Mount, North Carolina, T/Sgt. LESLIE D. FILSON, radio gunner, of McEwen, Tennessee, T/Sgt. RAYMOND (NMI) FETT, engineer gunner, of Detroit, Michigan, and S/Sgt. CLARENCE A. BRIGGS, armorer gunner, of Peoria, Illinois, was listed as Missing in Action⁷ until a message from General CHENAULT was received on the 30th, stating that the airplane had safely landed at LOAN, CHINA, and the entire crew was again under military control, the 14th Air Force.⁸

Again the "Rotation Policy" came through, as the machinery for returning personnel with much overseas service, over three (3) years in this case, to the United States, appears to have become well oiled. The seven (7) happy members of the "Green Dragon Society" being transferred to Rotation Detachment Base "K" at Leyte (APO 72) on the 15th,⁹ thence to return to the "old country" were: T/Sgt. WILLIAM L. GARLAND, airplane electrical specialist, of Pennbrook, Pennsylvania, T/Sgt. EMIL M. RIFFON, crew chief, of McAdoo, Pennsylvania, T/Sgt. JACOB M. ROBERTS, crew chief, of Sandersville, Georgia, S/Sgt. LOUIS (NMI) KRAUSS, instrument specialist, of Liberty, New York, S/Sgt. CHARLES D. DICKSON, Ordnance munitions worker, of Glen Morgan, West Virginia, S/Sgt. HAROLD N. SHUE, airplane mechanic, of Saltillo, Pennsylvania, and S/Sgt. RALPH E. WALTERS, cryptographer, of Shenandoah, Pennsylvania. Newspaper stories were prepared by the Public Relations section on these men, and recommendation for award of the Bronze

7. See Appendix 2 (20 March 1945) and Narrative Report of Mission

8. Per Telegram #34579, signed CHENAULT. See Appendix 2 (30 March 1945)

9. Per SO #69, V Bomber Command, dated 15 March 1945.

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Star award is proposed. Cpl. RAYMOND J. COOK, an armorer, returned to his home in Bridgeport, Connecticut, for a thirty (30) day furlough.¹⁰ One-hundred (100) points and home - so it was for such veteran combat men as Captain JOHN F. CARTE, pilot, of Bly, Oregon,¹¹ S/Sgt. HARRY L. QUIGGLE, armorer gunner, of Castanea, Pennsylvania,¹² and 1st Lieut. OS-¹³ CAR R. LEWMAN, pilot and former Operations Officer, of Enid, Oklahoma, transferred to the 11th Replacement Battalion AAF, APO 920, for processing and "sweating out a ride home." Captain ARNOLD D. BOOTH, pilot, of Archibald, Louisiana,¹⁴ Sgt. KENNETH G. ALLISON, radio gunner, of Stony Point, New York,¹⁵ and S/Sgt. GUY R. WIRE, armorer gunner, of Thibopalex, Louisiana,¹⁶ were hospitalized and transferred to the Detachment of Patients of the 107th Station Hospital, APO 70, on the 13th and 25th, and the Medical Liaison Section Base 7, APO 927, on the 23rd. Six (6) ground men were likewise transferred to the Det. of Patients, 107th Sta. Hosp., from that hospital. These men were ord Pfc SAMUEL KEEPS THE MOUNTAIN, on the 4th,¹⁷ Cpl. MICHAEL A. PICCIOTTOLI, airplane engineer, Pfc. THOMAS F. RYAN, supply clerk, and T/Sgt. EDMUND J. MALAK, airplane engineer, on the 5th,¹⁸ Cpl. EARL H. BLICE, of Chemical Warfare, on the 6th,¹⁹ and S/Sgt. GEORGE C. HAMMACK, JR., communications electrician, on the 25th.²⁰ Cpl. PICCIOTTOLI,²¹ T/Sgt. MALAK,²² and S/Sgt. HAMMACK²³ were reassigned this area on the 14th, 15th, and 30th respectively.

Eight (8) new Combat Officers and fifteen (15) new Combat Enlisted Men were assigned to the Squadron in March. 1st Lieut. RONALD (NMI) ROSSITER, was reassigned to the Squadron on the 6th, having been hospitalized for at least three (3) months with a severe case of dermatitis.²⁴ Other officers

10. Per SO #72, Hq VBC, 20 March 45 11. Per SO #4, Hq FEAF, 6 March 45
 12. Per SO #69, Hq FEAF, 18 March 45 13. Per SO #50, Hq FEAF, 30 March 45
 14. Per ltr Det Pnts US Army Med Liaison Sec, Base 7, 24 Jan 45
 15. Per SO #44, 107th Sta Hosp

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assigned were 1st Lieut. BOYCE M. JAMES JR., pilot, 2nd Lieuts. BURTON S. COOPER, pilot, LESTER D. FENNER, pilot, ROGER P. ANDERSON, navigator, F/O's MURRAY (NMI) NAIDICH, a navigator, and GEORGE H. PAQUETTE, a pilot,²⁵ and 2nd Lieut. CLAUDE G. CARPENTER, pilot.²⁶ New Combat Enlisted Men were T/Sgt. FRANK G. KOVACS, armorer gunner, Cpls. ROBERT W. BLAUVELT, armorer gunner, ANTHONY J. GAETO, engineer gunner, DONALD D. TRUESDALE, and Sgt. FRANCIS W. GRACE, both engineer gunners,²⁷ Cpls. ROBERT K. STRONG, radio gunner, LEO (NMI) SHENKO, engineer gunner, EDWIN B. MARTIN, armorer gunner, JAMES O. AYRTON, engineer gunner, DOYLE E. ANDERSON, engineer gunner, JOHN A. WATSON, radio gunner,²⁸ and T/Sgt. JAMES E. CALLOWAY, radio gunner.²⁹ Five (5) new ground men were assigned, Pvt. HAROLD (NMI) FORMAN, a clerk non-typist,³⁰ Pvt. SOLLY (NMI) GOLD, an armorer,³¹ T/Sgt. PETER J. RINALDI, airplane line chief, and S/Sgt. JAMES G. GROVER, airplane mechanic,³² and Pvt. JOHN R. MILTON, medical technician.³³ Cpl. OSCAR FARMER of Ordnance returned on 9 March from a thirty (30) day furlough in the States. The discrepancies between the number of men here enumerated as assigned or transferred and the strength reports can be accredited to the fact that during the later portion of the month all men sick in the hospital were automatically dropped from the rolls and not carried in the strength report.³⁴

Most important of the administrative changes during March was the assumption of Command by Captain DORENCE L. VAN FLEET, pilot of Ottumwa, Iowa, on the 26th succeeding Major EDWARD J. MAURER, JR., of Nyack, New York.³⁵

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16. Per SO #65, Hq 132nd Gen Hosp, APO 920, eff 5 March 45.
 17. Per SO #20, 107th Sta Hosp, 26 Feb 45
 18. Per SO #21 & #22, 107th Sta Hosp, 28 Feb 45.
 19. Per SO #58, 132nd Gen Hosp, 26 Feb 45
 20. Per SO #44, 107th Sta Hosp, 22 Mar 45
 21. Per SO #32, 107th Sta Hosp
 22. Per SO #37, 107th Sta Hosp, 15 Mar 45
 23. Per SO #52, 107th Sta Hosp
 24. Per SO #57, 42nd Gen Hosp APO 923 eff 28 Feb 45.
 25. Per SO #34, 38th Bm Gp, 16 Mar 45
 26. Per SO #37, Hq 38th Bm Gp 24 Mar 45
 27. Per SO #32, Hq 38th Bm Gp 5 Mar 45
 28. Per SO #34 38th B G 16 Mar 45
 29. Per Ltr "Trf of EM" 38th B G 1 Mar
 30. Per SO #60, FAF, 2 March 45
 31. Per SO #31, 38th Bm Gp 5 March 45
 32. Per SO #38 38th B G 16 Mar 45
 33. Per Ltr "Trf of EM" 38th B G 2 Mar
 33. See Appendix 2 (22-31 Mar 45)
 35. Per VOCO 38th B G, 26 Mar 45. See Appendix 3, SO #40, 38th B G.

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Captain VAN FLEET, a young man of twenty-seven (27) years, is a graduate mathematician from PARSONS COLLEGE in Iowa. Prior to his joining the Army Air Forces, Captain VAN FLEET resided with his parents, Mr. and Mrs. PARKER D. VAN FLEET, at their home at 815 North Court Street, Ottumwa, Iowa, and was teaching and coaching at Eddyville High School, where he expects to return upon completion of his services. Unmarried, he is well known in Iowa sports circles, and for four years was City Golf Champion in Fairfield, Iowa. Captain VAN FLEET won his wings as a pilot at Roswell, New Mexico, on 6 February, 1943, and left the United States for overseas service on 29 November 1943, being assigned to the 405th Squadron shortly after his arrival in this theatre. In well over four-hundred (400:00) hours combat flying time in the low-flying Mitchell strafers, he has made an outstanding record, having the destruction of two (2) enemy aircraft in aerial combat to his credit, as well as the sinking of a destroyer in Ormoc Bay on 10 November 1944, for which he has been awarded the Distinguished Flying Cross, ten (10) barges off the coast of Ceram and Scrong, Dutch New Guinea. Captain VAN FLEET has been presented the Air Medal and two (2) Oak Leaf Clusters to the Air Medal and has been recommended for the award of a third (3rd) Oak Leaf Cluster. Furthermore, he has been commended by General KENNEY for his action over Alang Village, and has been recommended for the award of the Distinguished Flying Cross for his laudable action over Fabrica Airdrome. Prior to his assuming command, Captain VAN FLEET was Squadron Operations Officer for a period of two (2) months. In his stead, Captain HORACE P. HARGIS, a pilot, of Fort Worth, Texas, was appointed Operations Officer and is very capably handling his new position. Major MAURER, of Nyack, New York, will return to his home early in April, having ably completed his tour of duty in the Southwest Pacific Area.

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Captain CURTIS E. SWAN, 405th Executive Officer, was appointed 38th Group Provost Marshall on the 7th,³⁶ and on the 30th, along with 1st Sgt. MAHLON C. KERN, he was appointed to represent the 405th on the 38th Group Mess Council,³⁷ as all units of the Group mess together as two (2) master units, the 405th, 822nd, and Headquarters in one, and the 71st, 823rd, and 809th Chemical Company in the second. Captain SWAN also acted as Finance Officer for the distribution of the pay for February, 1945, paid around the fifth of March, and 1st Lieut. SAMUEL N. HURST was appointed Finance Officer for March, in addition to his duties as Adjutant and Squadron Defense (Ground) Officer. 1st Lieut. JAMES R. O'CONNOR was appointed Squadron Information and Education Officer, and 1st Lieut. JAMES E. GILLIAM JR., Special Services Officer.

Promotions for enlisted ground men were frozen during March as in February, due to the rate of flow of high ranking non-coms from the States into the organization. This undesirable flow of rank has done much to lower morale and destroy ambition of many men with two (2) years overseas or less, who have worked hard and patiently, expecting well-deserved promotions as soon as the so-called "old men" with over three (3) years overseas were returned to the States. An influx of rank destroys their hopes, ambitions, and efficiency, and it is only human that these men should lose faith. They can look forward only bitterly to spending their remaining days in the Squadron as menials - K.P.'s, etc. This is their reward after working in the jungles of NEW GUINEA for as long as eighteen (18) months and undergoing the harrowing life on MOROTAI, with rarely a furlough and never a complaint. In their state of mind, it is not impossible they will become

36. Per 38th Group Memorandum #7, 7 March 1945

37. Per SO #39, Hq 38th Bn Gp (M), 30 March 1945.

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nervous, restless, forgetful, and perhaps will do and say things they do not mean and will be made to regret. Be this as it may, there were some promotions during March. Orders promoting 1st Lieuts. DORENCE L. VAN FLEET, HORACE P. HARGIS, and WILLIAM L. GIBBONS, all outstanding pilots, to the rank of Captain were published on the 14th but not received here until the 30th.³⁸ Medics and combat men were not effected by the freezing of promotions, so on the 16th orders were published promoting S/Sgts. CARROLL, DAVIS, CHENAULT, HENRY, KLECZKA to T/Sgts., Sgts. MATURI, OZGA, WASHTON, and BORSUM, Medical Non-Com, to S/Sgts., Cpl. CARMACK to Sgt., Pfc KLINGENSMITH, Medic, to Cpl., and Pvt. MILTON, Medic, to PFC.³⁹ Later on the 23rd Cpls. ROSSITER,⁴⁰ FISHER, and HOLLERAN were promoted to Sergeant.⁴¹ All men not specified as Medics are on Combat Status. It is expected that in April promotions for ground men will be possible, as the influx of new men appears to be ebbing.

The only case of punishment recorded during March was the Special Court Martial of Pvt. WILLIAM DINGUSS, found guilty of the charge of AWOL for forty-eight (48) hours. He was given a sentence of thirty (30) days of hard labor in the stockade, but this has been suspended.⁴²

For the first time in several months awards for such decorations as the Silver Star and the D.F.C. were published in General Orders. Sgt. REGINAID S. LANSDOWNE, gunner, was awarded the Silver Star,⁴³ and 2nd Lieuts. JAMES V. WALLACE and WILLIAM J. SMITH, the pilots, were awarded Distinguished Flying Crosses⁴⁴ for outstanding services at TARAKAN, BORNEO, on 30 December 1944. The Air Medal for completion of one-hundred (100) hours

38. Per SO #71, Hq USAFFE eff 14 Mar

40. Per SO #34, 38th B G, 16 Mar 45

42. See Appendix 2, 19 Mar 45

39. Per SO #26, 38th B G, 1 Mar

41. Per SO #36, 38th B G, 20 Mar

43. Per GO #309, FEAF, 2 March

44. Per GO #326, FEAF, 2 March

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of operational flights in the Southwest Pacific Area was awarded to 2nd Lieut. JOSEPH C. ROSE JR., and to T/Sgt. CLYDE M. MILLS⁴⁵ and an Oak Leaf Cluster to the Air Medal was awarded to T/Sgt. GEORGE F. MARKER.⁴⁶ The Purple Heart was awarded to Sgt. LOUIS (NMI) KRAUSS, a ground man returning home in March, for wounds caused by falling fragments of ack-ack.⁴⁷

Request was made to the Intelligence Section, S-2, on the 12th for a complete roster of men in the Squadron who had been authorized awards of decorations by General Orders but who had not yet been presented these decorations. This information was immediately presented,⁴⁸ and shortly thereafter on the 17th Brigadier General CRABB, Commanding General of V Bomber Command, presented these decorations to members of the four (4) Squadrons of the 38th Bomb Group in a formal ceremony along the runway adjacent to the 71st Squadron area. Two (2) ground men of the 405th were presented the Purple Heart⁴⁹ for wounds received in action while aboard the "Carl G. Barth" in MOROTAI Harbor, 1 October, 1944, Sgt. CONNIE D. BAKER, JR., and Cpl. ELMER V. CARNEAL. S/Sgt. EDWARD J. HARRINGTON was also presented the Purple Heart.⁵⁰

The remainder of the awards presented were either Air Medals or Oak Leaf Clusters to the Air Medal for completion of one hundred (100) hours of combat flying time in the Southwest Pacific Area. Air Medals were presented to 1st Lieuts. DAVID J. GUNN, JULES V. FISH,⁵¹ 2nd Lieuts. JAMES F. BEARDSLEY, FRANCIS F. FEHRENBACH, MURRAY R. HARRIS, 1st Lieuts. HORACE P. HARGIS, JOHN M. HENRY, HERMAN P. HALBREICH, T/Sgts. HAYDEN (NMI) BLISS, RAYMOND (NMI) FETT, LESLIE D. FILSON, DONALD D. HALL, HAROLD A. BOUTETTE, S/Sgts. RUSSELL M. CHENAULT, CLARENCE A. BRIGGS, JOHN W. FARMER, EDWARD J. HARRINGTON,⁵²

45. Per GO #101 FEAF 15 Jan 45 (Mills) & GO #274 FEAF 21 Feb 45 (Rose)

46. Per GO #345 FEAF 8 March 45 47. GO #12, VBC, 28 Feb 45

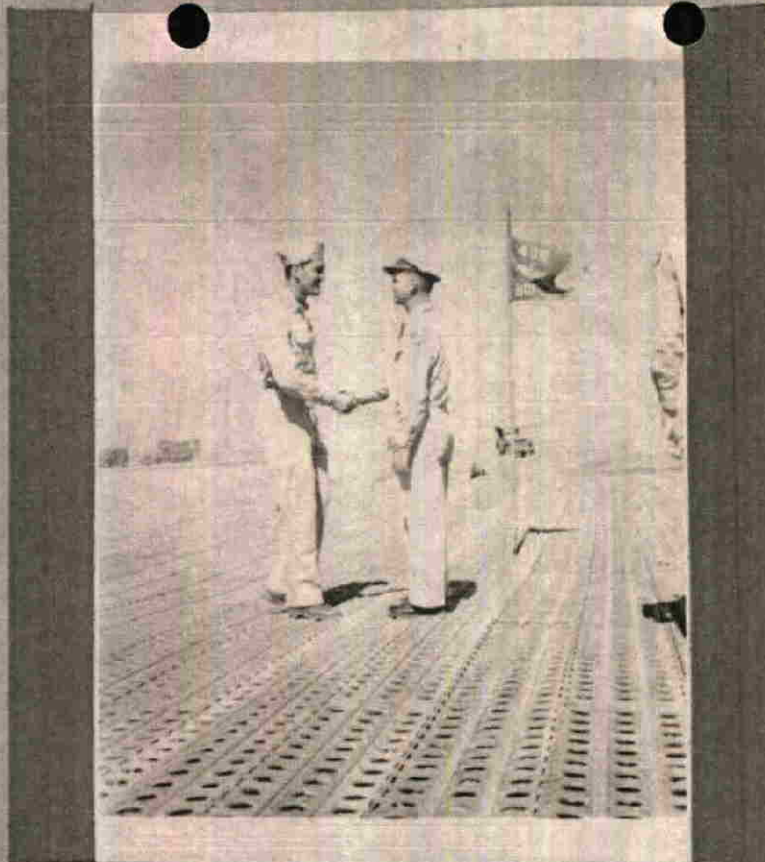
48. Per Ltr 405 S-2 Awards 16 Mar 49-50. GO#4, VBC, 14 Jan 45

51. Per GO #97, FEAF, 15 Jan 45 52. Per GO #100, FEAF, 15 Jan 45

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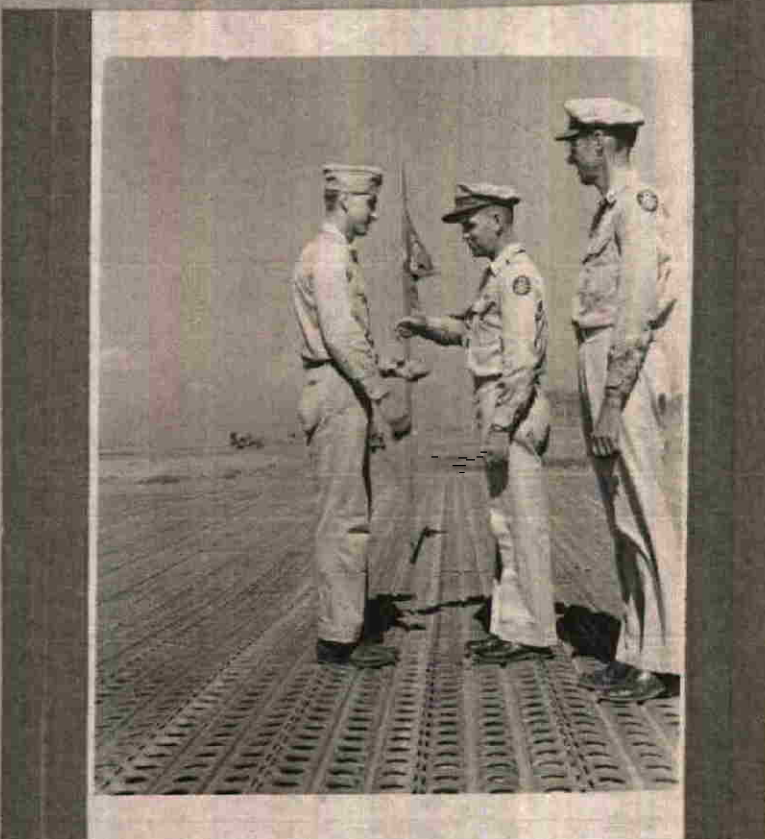
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Brig. Gen. CRABB
Presenting Oak Leaf
Cluster to Air Medal
to Major EDWARD J.
MAUREL, JR., Commanding
Officer to 26 March

PRESENTATION OF AWARDS
17 March 1945 ----



Brig. Gen. CRABB
Presents First and
Second Oak Leaf Clusters
to the Air Medal to
Captain (then 1st Lieut.)
DORANCE L. VAN FLEET
Commanding Officer from
26 March 1945

SECRET

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1st Lieut. RONALD (NMI) ROSSITER, 2nd Lieuts. JOHN W. KANE, GEORGE E. MONROE, THEODORE C. KESTER, MARTIN (NMI) SILVER, T/Sgts. MITCHELL H. McDANIEL JR., GEORGE P. MARKER, DONALD R. REESE, RAYMOND D. SILBER, S/Sgts. EDWIN B. PATTISON, HARRY L. QUIGGLE,⁵³ 2nd Lieuts. HARLAN L. DENNING, FREDERICK E. CROWTHER, GEORGE C. KUHNER, JR.,⁵⁴ HARRY A. BEGG, WALTER S. BUSWELL JR., ANCIL W. HOPPER, CLIFFORD J. SHIBLY, T/Sgt. JOSEPH F. O'KEEFE, S/Sgt. ROBERT E. GLOVER, JOHN P. LUBACH, Cpl., ROBERT (NMI) CARMACK,⁵⁵ 2nd Lieut. WILLIAM T. IRELAND, T/Sgt. CHARLES W. BARNES JR.,⁵⁶ 2nd Lieut. ERMAN T. FARINA,⁵⁷ P/O. CLYDE L. WHEELER, 2nd Lt. WILLIAM A. WINSTEAD, and T/Sgt. MURRAY A. SCHUTZBURG.⁵⁸ Oak Leaf Clusters to the Air Medal were presented to Captain HARRY E. TERRELL, (First and Second Clusters),⁵⁹ 1st Lieut. DORANCE L. VAN FLEET (First and Second),⁶⁰ Major EDWARD J. MAURER JR. (First),⁶¹ 1st Lieut. HERMAN P. HALBREICH (First), 2nd Lieut. MURRAY R. HARRIS (First), and T/Sgt. RAYMOND D. SILBER (First).⁶² S/Sgt. WARREN (NMI) DAVIS was to be presented the Purple Heart,⁶³ but he, Lieuts. FISH, BEARDSLEY, ROSSITER, FARINA, Captain TERRELL, and T/Sgt. SCHUTZBURG were either on leave or in the hospital and were unable to receive the medals mentioned above. At present the S-2 Officer of the 405th is attempting to procure these medals to present to the absent men on their return. Lieut. IRELAND was on DS VBC.

Several MIA, KIA or deceased personnel of the 405th have received awards but due to their status have not been presented the decorations. T/Sgt. EDWARD P. SENIOR, KIA, was awarded both an Air Medal for 100 hours flight⁶⁴ and a Purple Heart,⁶⁵ while Air Medals for 100 hours flight have been awarded

53. Per GO #101, FEAF, 15 Jan 45

54. Per GO #96, FEAF, 14 Jan 45

55. Per GO #154, FEAF, 25 Jan 45

56. Per GO #167, FEAF, 28 Jan 45

57. Per GO #274, FEAF, 21 Feb 45

58. Per GO #151, FEAF, 24 Jan 45

59. Per GO #76, FEAF, 18 July 44 and GO #111 FEAF 17 Jan 45

60. Per GO #76, FEAF, 18 July 44 and GO #311 FEAF 14 Nov 44

61. Per GO #146, FEAF, 18 Aug. 44

62. GO #272, FEAF, 20 Feb 45

63. Per GO #4, VBC, 14 Jan 45

64. GO #151, FEAF, 24 Jan 45

65. Per GO #4, VBC, 14 Jan 45.

66. CORRECTION: Note 46, page 8

T/Sgt MARKER received Oak Leaf Cluster for action at Ormoc Bay, 10 Nov

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to T/Sgt. DOMINICK S. PALASCIANO,⁶⁷ Captain GLEN F. VICK,⁶⁸ both KIA, 2nd Lt. GARFIELD W. SIMONS KIA,⁶⁹ T/Sgt. LEE N. ROGERS KIA,⁷⁰ S/Sgt. RALPH C. SOMERS KIA,⁷¹ T/Sgt. ALBERT E. STEVENS MIA, 2nd Lt. WALLACE E. KIRK MIA, (Oak Leaf Cluster), S/Sgts. CARL N. DUBKE MIA, EDWARD (NMI) PONIK Died,⁷² and S/Sgt. MARTIN (NMI) FELDMAN KIA.⁷³

Recommendations for awards made during March was for the most part for Air Medals or Oak Leaf Clusters to the Air Medal for completion of one hundred (100) hours of operational flight in the S.W.P.A. All told these numbered fifty-five (55). As the presentation of the Air Medal has been greatly simplified and the time required to process shortened, it is hoped and expected that in the future only a short time will elapse between date of recommendation and date of authorization. Cpl. ROBERT CARMACK was recommended for the award of the Air Medal for the destruction of an enemy airplane in aerial combat on 6 March 1945. 2nd Lieut. GEORGE E. MONROE was recommended for the award of the Distinguished Flying Cross for his action on Lingayen Airstrip on 14 March 1945. For injuries received in this same action Lieut. MONROE and S/Sgt. ROBERT E. WHITE were recommended for the award of the Purple Heart.⁷⁴

A complete roster of the personnel of the 405th Bombardment Squadron (M) is included with this March Historical Summary, merely as a historical record. It includes only those men assigned to the organization, and is complete through the 31st of March 1945, as compiled by the Headquarters Section.⁷⁵

67. per GO #167, FEAF, 28 Jan 45

69. Per GO #151, FEAF, 24 Feb 45

71. Per GO #196, FEAF, 1 Feb 45

73. Per GO #272, FEAF, 20 Feb 45

68. Per GO #154, FEAF, 25 Jan 45

70. Per GO #194, FEAF, 1 Feb 45

72. Per GO #222, FEAF, 6 Feb 45

74. From records of S-2, 405th B S

75. See Appendix 4, Roster, 1 Apr 45

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At present (15 April 1945) complete Medical Reports for the month of March 1945 for the 405th Bombardment Squadron (M) are not available, as they have been transmitted to Higher Headquarters from the Medical Detachment for consolidation. They will be submitted with the Historical Summary for the Month of April 1945.

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PART TWO:

ENGINEERING, OPERATIONS, AND TRAINING

Pages 12 - 18

MARCH 1945 HISTORICAL SUMMARY
"GREEN DRAGONS" - 405TH BOMB SQ (M)

S E C R E T

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On the 1st of March 1945, eleven (11) airplanes were assigned to the 405th, three (3) B-25J's, four (4) B-25J-B's, and four (4) B-25J-B1's, all in readiness for operational use.¹ Three (3) planes were lost during the month, one (1) B-25J-B1 being transferred to the 69th Service Group on the 25th for repairs, another B1 completely destroyed by the explosion of a one-thousand (1000) pound demo bomb and the resultant fire on LINGAYEN Strip, LUZON Island, on the 14th, and one (1) B-25J-B going to CHINA where it crash landed at VOAN on the 20th, and was destroyed by its crew to prevent its capture by the enemy.² On the 31st of March the Squadron still had eleven (11) planes, three (3) being J's, two (2) J-B's, and five (5) J-B-1's, and one (1) B-25D-V.³ During the month ninety (90) days were lost in maintenance and repair, six (6) in modification of the new models, and one (1) day while awaiting parts, but each airplane chalked up between seventy-three and one hundred ten hours (73:00-110:00) in flying time, with B-25D "597" being flown one hundred forty two hours (142:00) during March.⁴ The end of the month found the entire airplane strength in excellent shape, with three (3) of the Mitchells out for minor repair,⁵ especially after a rigorous month with numerous long missions and almost daily single plane flights of some sort. Constant maintenance, inspections, and repair kept them in almost perfect condition, inspiring confidence in the combat crews flying them and abject fear among the vanquished foe. Several suggestions of interest were made during the meeting of the Combat Evaluation Board on the 17th.⁶ The runway of Lingayen metal airstrip is becoming increasingly poor, placing undue strain on the nose gear of our 25's. Through experience, it has been learned that a harness to restrict the

1. See Appendix 5, Form #111, 1 Mar

2. See Appendix 6, Form #111, 1 Apr
dest of plane in China not verif'd

3. See Appendices 1 and 6

4. See Appendix 6, Form #111, 1 Apr

5. See Appendix 1, Strength Report

6. See Appendix 7, Combat Eval. Report

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forward movement of the pilot's body would have prevented face and chest injuries; therefore, it is suggested that a crash harness be placed on the pilot's seat in the B-25. It is strongly recommended that a manual salvo be installed on the B-25, as the electrical salvo is definitely unsatisfactory and has proven to be a great hazard. As one of the Thousand (1000) pound bombs came loose from its shackles on 14 March, it is highly suggested that a stronger Shackle Support Hook installation be made on the B-25. It is suggested that the time delay relay in the bomb release circuit be removed from the top of the bomb-bay to a more convenient position. With the use of the half-bomb bay gasoline tank this delay relay unit is completely inaccessible and is difficult to inspect regularly. The time delay relay unit should be inspected more often to insure the present electrical system a positive salvo release, and, in order to accomplish this, the unit should be installed below the bomb-bay gas tank. Lastly it is suggested that the G-9 gun firing solenoid be modified so as to have a visible means of determining whether the solenoid plunger is stuck in the firing position.

The "Green Dragons" strike - strike viciously and with true aim, but to strike thus continuously, they must train, - and train they do. It would not be possible to continue making successful strikes unless there were a normal routine for training carried out at all times. However, training has been reduced to a minimum in this Squadron since July, 1944, due to the many movements, the need for maintenance on those few M & T days, and until recently, an acute shortage of flying personnel. Let us discuss for a short while the procedure of training each member of the crew as a part, an individual, then his part in the whole.

The effective policy pursued by this squadron is to fly all first pilots

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who are new to our combat tactics as co-pilots until they are deemed sufficiently capable of handling an attack pilot's position. The number of missions flown as co-pilot will vary from ten (10) to twenty(20) missions. They will then be checked out as first pilots as the need for them arises. This way, as new first pilots arrive, they will be given the same training as the pilots who have been flying co-pilot. The co-pilots who are deemed eligible will be given crews. Following this procedure, enough experienced men are always kept in the squadron. Under the present point system, it keeps points evenly staggered so that too many are not finishing at the same time. The procedure adopted for co-pilots is given careful attention. Some who have the necessary requisites of good pilots, but have not had the opportunity to classify as first pilots, are given first pilot training upon the completion of thirty (30) or more missions. Others have the same opportunity as their efficiency improves with the number of missions flown. It is then our policy to put two (2) checked-out co-pilots together and let them split missions (i.e., one flying first pilot one mission, and the other flying first pilot the next). Each have had sufficient experience to check on the other. This has been getting good results and the plan is to continue such training. Other coordinated training for pilots and co-pilots includes hearty discussions after each mission of the errors committed. Flight leaders and squadron leaders or any other crew member who has noticed discrepancies on the missions report such so that coaching may be given to correct the faults. Because of the method employed we get better teamwork, and recurrence of the same mistake seldom occurs. All pilots and co-pilots must keep up on information displayed by S-2, check with Communications for new radio procedures, and keep in close contact with the engineering, ordnance, and armament officers.

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The Squadron navigator, at present 2nd Lieut. FRANCIS F. FEHRENBACH of Fargo, North Dakota, formulates all air crew training for navigators and bombardiers. This includes the appointing of an Air Sea Rescue Officer, at present Captain MERLE L. MURPHY, of Presque Isle, Maine, and the briefing of these crew members of the duties they are to perform. Such briefing includes the accurate use of logs, correctness in filling out weather forms, and use of the target folder. Operational instruction is given to these men on emergency procedures, aircraft instruction, and also a limited amount of flying. Bombardiers are not given bombing practice at the present, because of low altitude missions flown by this squadron. A Squadron bombardier, at present 2nd Lieut. HARRY A. BEGG, of San Francisco, California, is appointed to make reports concerning number of bombs carried and dropped, and other pertinent information.

When new radio operators arrive, they are referred to the Communications section to be briefed on the various procedures pertinent to combat radio operation. Code tests are given, and before any operator is eligible to fly, he must be above average on sending and receiving various practice strikes and recco reports. Lectures are held at set intervals for the instruction on new policies adopted. On training flights, each operator must qualify by sending in a practice strike report in the correct manner. Code practice is compulsory, and at all times facilities are available for practice. As the radio operators are no longer carried as gunners, they receive no gunnery instruction.

Lectures to the Engineer and Armorer gunners are given by the gunnery officer, at present Captain MURPHY. These instructions include the various types of shooting, aircraft recognition, the efficient mechanical operation

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of the weapon, and how to ride the top and tail turret during evasive action. Each gunner is required to keep his own guns in operating condition. S-2 instruction is given on the various targets. Information is at their disposal for study and they are required to use such.

With the increase in training, new methods and procedures will be adopted in order to adapt crew training to the various targets to be hit.⁷

As the 38th Bomb Group did not achieve the results desired by higher headquarters on the shipping searches participated in during the first part of the month, it was removed from combat status until further practice in low level bombing attacks on ships could be made. The hulk of a beached Jap vessel was appointed as the target of Practice Bombing Mission No. 1 on 9 March 1945. Six (6) B-25J's made twenty-four (24) single airplane land sea passes on this hulk in SAN FERNANDO HARBOR, LUZON, between 0810/I and 0840/I dropping twenty-four (24) five-hundred (500) pound eight to fifteen (8-15) second delay demolition bombs scoring nine (9) direct hits and five (5) near misses with good results. Two (2) bombs were seen to explode inside the hulk throwing up black smoke. The hulk, which was also heavily strafed with unobserved results, remained upright but was filled with holes. Five (5) of the airplanes took K-21 photos which gave an undeniable record of the results obtained,⁸ which evidently were satisfactory, as the following day the 405th was returned to combat status prior to the other Squadrons of the Group and participated in another shipping strike. Throughout March other practice bombings were participated in, generally with good results, as:

DATE	SORTIES FLOWN	BOMBS DROPPED	HITS	HOURS FLOWN	
1 March	4	32	20	8:35	9
5 March	6	24	16	13:05	10
7 March	4	16	10	11:35	11

7. Extr fr Ltr: "Air Crew Training" to CG, VBC, 1 Mar 45, fr Operations

8. See Final Mission Report, 38th B G S-2, Prac Bombing Mission No. 1.

9-10-11. Extr fr Records of Prac Bombing, Opns to 38th Opns, 2, 6, 8 Mar 45

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DATE	SORTIES FLOWN	BOMBS DROPPED	HITS	HOURS FLOWN
9 March	6	24	5	10:40 ¹²
9 March	Practice Destroyer runs, movies taken, Five (5) runs made by each of two (2) airplanes: results reported good by Navy.			3:00 ¹³
10 March	2	8	8	3:40 ¹⁴
11 March	2	8	5	4:00 ¹⁵
19 March	3	12	12	6:05 ¹⁶
25 March	1	4	3	3:35 ¹⁷
28 March	3	12	5	6:10 ¹⁸
29 March	7	27	20	16:45 ¹⁹
TOTAL FOR MARCH	38	167	104	84:10

Twice during March local formations were practiced, Three (3) sorties on the 25th, totalling seven hours and five minutes (7:05), and five (5) sorties on the 29th totalling ten hours fifty-five minutes (10:55).²⁰ During the Month one-hundred (100) two-hundred-fifty (250) pound General Purpose M57 and eight (8) five-hundred (500) pound General Purpose M64 bombs from minimum altitude.²¹ During March there were five (5) sorties on couriers to LEYTE, CLARK FIELD, MINDORO, etc., one (1) sortie making a radar test on the 13th, four (4) sorties on slow time, and seven (7) sorties making test hops.²²

Eighty-three (83) non-combat sorties were flown in March,²³ consuming in that period thirty-thousand-nine-hundred-seventy-one (30,971) gallons of gasoline and eight-hundred-sixty-two (862) quarts of oil.²⁴

Of the one-hundred-thirty-three (133) combat sorties dispatched, eighteen (18) were incomplete, three (3) returning to base due to excessive fuel consumption, two (2) returning due to inclement weather, and thirteen (13) due to mechanical malfunction. During the eight-hundred-twenty-six hours and thirty-five minutes (826:35) of combat flying time,²⁵ one-hundred-

12-13-14-15-16-17-18-19. Extracted from Ltrs: "Record of Practice Formation" fr 405th B S Ops to 38th B G Ops, dated 10, 10, 11, 12, 20, 26 29, and 30 March 1945.

20. Same as above, par 2, dtd 26, 29 Mch

21. See Appendix 8 A

22. Fr Aircraft Movement Sheets 1-31 Mch

23. Same as Footnote #22

24. See Appendices 8 A-B-C

25. See Appendix 9

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three-thousand-two-hundred-seventy (103,270) gallons of gasoline and four-thousand-seven-hundred-twenty-seven (4,727) quarts of oil were consumed in these fifty (50) combat missions, ranging from eight (8) plane strikes to one (1) plane artillery spotting missions and reccos.²⁶ A total of one-hundred-forty-thousand-seven-hundred (140,700) pounds of bombs were dropped on the miserable Nipponese. Specifically these included sixty-four (64) one-thousand (1000) pound General Purpose demos, eighty-four (84) five-hundred (500) pound General Purpose demos, sixty-six (66) two-hundred-fifty (250) pound para-demos, and one-hundred-eighty-two (182) one-hundred (100) pound para-demos.²⁷ One-hundred-nine-thousand-eight-hundred (109,800) rounds of fifty (.50) caliber ammunition were expended in thoroughly strafing Jap installations.²⁸ For the first time since July 1944 the Squadron was intercepted by the Japanese fighters - to the detriment of those fighters, as one (1) "Oscar" was destroyed in the ensuing aerial combat by Cpl. ROBERT (NMI) CARMACK. Japanese shipping around FORMOSA and in the SOUTH CHINA SEA joined the enemy's underwater fleet - one (1) lugger, one (1) motor launch, one (1) "Sugar Charlie", four (4) Junks, and one (1) "Fox Tare Baker" being definitely sunk.²⁹ Three (3) "Zekes" were probably destroyed in aerial combat, while one (1) was damaged. On the ground were damaged one (1) "Tojo", two (2) unidentified fighters, two (2) "Nicks", one (1) "Betty", one (1) "Sally", and two (2) "Dinahs." One (1) motor launch was probably sunk, while sixteen (16) Junks, one (1) lugger, one (1) "Tare Able", one (1) destroyer escort, and one (1) "Sugar Dog" were damaged. Approximately nine-thousand (9000) tons of enemy shipping was sunk, seventy-five (75) tons probably sunk, and twelve-thousand (12000) tons were damaged.³⁰

26. See Appendices 8 A-B-C

27. See Appendix 9

28. From Forms #34, 11-21-31 Mar

29. See Appendix 9

30. See Appendix ~~XXX~~ 10S E C R E T

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PART THREE

"MISSION OF THE MONTH"

Samah Airdrome, Hainan Island, 6 March 1945

Pages 19 - 23

MARCH 1945 HISTORICAL SUMMARY
"GREEN DRAGON" - 405TH BOMB SQ (11)

S E C R E T

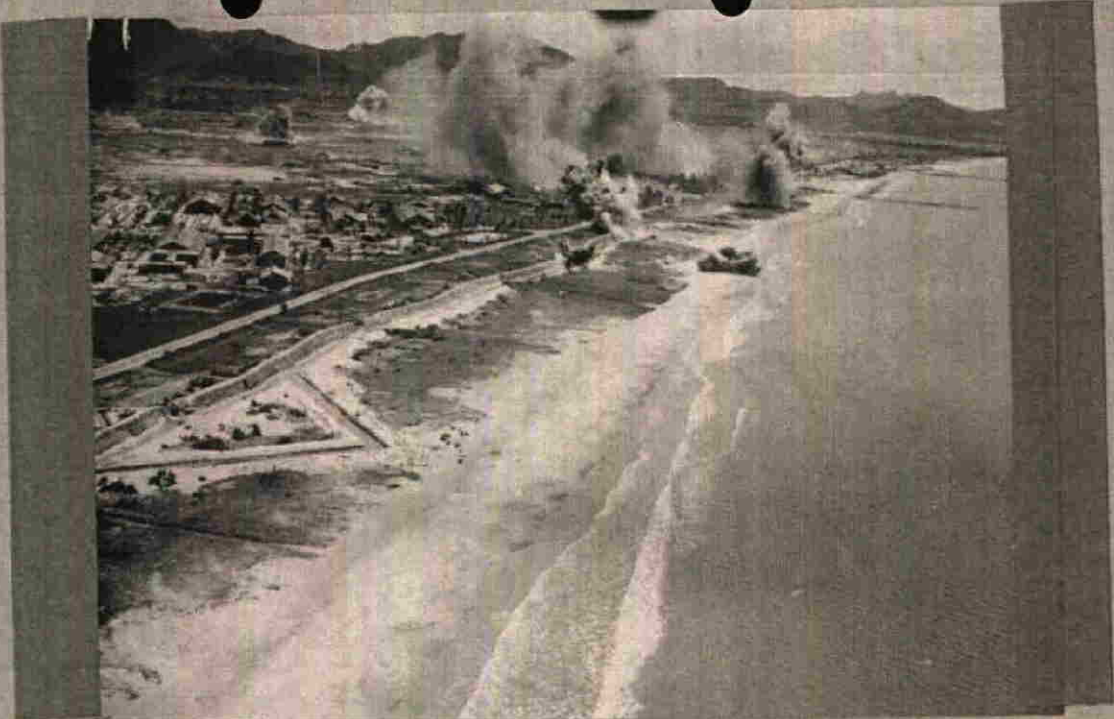
S E C R E T

All of us have read "Books of the Month" - but now the Green Dragons offer a new "Mission of the Month." For the strike by a sextette of Mitchells over well developed SAMAH Airdrome on HAINAN Island off the South CHINA coast on 6 March 1945 stands head and shoulders above other strikes of the 405th during March, even over such highly successful raids as that against TAISHU Airdrome on FORMOSA on the 2nd. Interpretation of reconnaissance photos taken on the 4th revealed thirty-six (36) enemy airplanes on the highly developed base of SAMAH with extensive installations and very heavy anti-aircraft defenses. The mission was planned to be a coordinated attack with the 345th Bomb Group scheduled to hit the target approximately thirty (30) minutes after the 38th Group attack. As the target was seven-hundred-forty (740) statute miles from the home base, which is extreme B-25 range, only the "Long Range" planes could be scheduled for the mission. Down LIN-GAYEN Airstrip, PANGASINAN Province, LUZON Island, sped the 405th sextette of J's, gathering momentum, and gracefully soaring into the air at 0845/I, their sleek bodies transporting twelve (12) one-hundred (100) pound four to five (4-5) second delay para-demo messengers of death each, to insure maximum accuracy and destruction to the enemy. The Group formation, consisting of the 823rd and 405th Squadrons and the 17th Reconnaissance Squadron, in that order, assembled over SANTIAGO ISLAND, made rendezvous with sixteen (16) P-38's as fighter cover, interception being expected, and were on course to the target at 0910/I. The weather was excellent to the target and the visibility unlimited. Airplane No. 362, piloted by Lieut. SMITH, was forced to return to the home base at 1200/I due to excessive gasoline consumption, landing safely at 1510/I. The five (5) remaining airplanes

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SAMAH AIRFIELD, HAINAN ISLAND, 6 March 1945 - Mission #65-C-4 (A)
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.F.O. 70.



38BG5M65C4A.2.70

3-6-131617-MIN. ALT. SAMAH AFD. 010-RSTRCTD.

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at 1316/I made a bombing and strafing run from minimum altitude in a six (6) plane abreast formation from East to West across the service area and continuing over the airstrip and the West dispersal area as planned. The bomb-bay doors swung open and the co-pilots toggled out fifty (50) bombs, all dropping into the target area with excellent results. One (1) black smoke fire with smoke rising to three thousand (3000) feet was started as a result of twenty-four (24) bombs dropped into the well developed supply and administrative area. Twelve (12) buildings, of which the majority were large warehouse type buildings, were destroyed by direct hits, while many trucks and automobiles parked nearby were probably severely damaged. Two (2) hangars in the hangar area just North of the Southwest end of the Northeast-Southwest runway were destroyed as a result of six (6) bombs dropped in the area, while two (2) bombs dropped at revetted buildings between the taxi loops in the West dispersal area caused unobserved results. Eight (8) bombs dropped through the West dispersal loop scored a near miss on a "Nick" covered with a camouflage net and in a revetment. Two (2) grass houses in a clearing Southwest of the West dispersal area were destroyed by two (2) bombs dropped at them, and six (6) bombs were dropped at Nipa houses along the shore West of the airdrome with unobserved results. As these bombs were being deposited on the target area, seventeen-thousand-seven-hundred (17,700) rounds of fifty (.50) caliber ammunition were being expended strafing the enemy and later in aerial combat. Two (2) warehouses and an administration building in the service area were hit, and two (2) "Nicks", one (1) "Betty" and one (1) "Sally" in revetments in the West dispersal area were strafed with its being observed, but they did not burn. Three (3) manned gun positions, one (1) on the top of a large administration building at the Southwest end of the runway, were silenced momentarily.

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The buildings in the service area were so close together that it was impossible to miss them in strafing, but damage inflicted on them could not be assessed. Many trucks and staff cars were parked throughout the area and some were undoubtedly damaged by shrapnel and strafing bullets. Ten (10) bombs were returned to base due to one (1) airplane being forced off the target, and twelve (12) bombs were returned by the one (1) plane which turned back before reaching the target. The whole area appeared well developed with heavy activity, and the dirt surfaced runway was serviceable. The railway station in town was surrounded by piles of boxes and supplies. Three (3) single engine fighters with cowlings off were in the hangar area to the West of the airdrome, and five (5) "Tony's" were observed in revetments of the West dispersal area. A convoy of six (6) destroyers or destroyer escorts, one (1) large transport, and two (2) smaller transports were seen stationary in YU-LIN-KAN BAY with the warships in line astern across the bay. Heavy ground defenses, pill boxes, and trenches were seen along the coast West of NIU-CHI-CHOU ISLAND in LEONG SOI BAY and along the coast West of the airdrome. Numerous sampans were clustered about the bay. One (1) B-25J of the 823rd Squadron was seen to ditch approximately one (1) mile off shore from the target. Three (3) men came out of the pilot's cabin, and the airplane sank almost immediately. K-20 photos were taken by one (1) airplane while K-21's were taken by two (2) airplanes. Two (2) airplanes suffered very minor damages from the anti-aircraft fire ranging from moderate, heavy, and inaccurate from the warships to moderate, light, and accurate to inaccurate from beach defenses along the coast West of the airdrome, and from the built up area East of the airdrome.

This was an outstanding mission in many respects, one of which was that it was the first time since the JEFMAN, DUTCH NEW GUINEA, strike of 16 June 1944.

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SAMAH AIRFIELD, HAINAN ISLAND, 6 March 1945 - Mission #65-C-4 (A)
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND.
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



3538865M65C4A: 2 10: 3 3 6-131617 MIN. ALT. SAMAH A/D. 010 RSTRCTD.

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that the Green Dragons had been interrupted by enemy fighters. Once again the low-flying B-25 proved that it was the match for the "vaunted" ZERO. At 1317/I the formation pulled off the target and were intercepted by approximately twelve to fifteen (12-15) enemy airplanes and engaged in combat for ten (10) minutes. The black painted enemy airplanes were "Zeke 52's" and "Oscars," with one (1) possible "Tojo." In the ensuing combat Corporal ROBERT (NMI) CARMACK, engineer gunner of Lieut. VAN FLEET's airplane, shot down one (1) "Oscar" which was seen to crash and burn on the beach by Lieut. MCRTON, navigator on the same airplane. The airplane definitely was destroyed. One (1) "Zeke" made a pass from eight o'clock (8:00) on the lead airplane passing behind it and at ninety degrees (90°) to the line of flight. S/Sgt. HARRINGTON, tail gunner of Lieut. VAN FLEET's airplane, fired a long burst scoring hits on the engine and causing it to smoke heavily. The enemy airplane pulled up sharply and was lost to sight. This airplane is claimed as probably destroyed. At four o'clock (4:00) high an "Oscar" made an uneager pass on the number two (2) airplane. S/Sgt. KLECZKA, turret gunner, and S/Sgt. SHENOSKY, tail gunner, on Lieut. GANGLOFF's B-25, both fired at this plane. The "Oscar" broke away at three-thousand (3000) feet, with nil damage to either airplane. A "Zeke" made a pass from high at three o'clock (3:00) on pursuit curve around to six o'clock (6:00) on the number three (3) airplane. S/Sgt. MOSHIER, turret gunner, and Cpl. LESTOCK, tail gunner, of Lieut. WHITE's airplane, both fired long bursts with hits scored on the engine. The interceptor started smoking heavily, and disappeared beneath the airplane. This airplane is claimed as probably destroyed. One (1) "Zeke" made a pass on the number four (4) airplane, coming in from five o'clock (5:00) in a pursuit curve. S/Sgt. BLACK, tail gunner on Lt. BROWN's

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SAMAH AIRFIELD, HAINAN ISLAND, 6 March 1945 - Mission #65-C-4 (A)
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



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airplane, scored hits on the engine causing black smoke to issue from the cowlings. The enemy airplane pulled away to the right and was lost from view. It also is claimed as probably destroyed. One (1) "Zeke" made a pass from three o'clock (3:00) on the number five (5) airplane. Corporal KENNEDY and Staff Sergeant WHITE, turret and tail gunners on Lieut. LONDON's airplane, both fired, causing the "Zeke's" engines to smoke. The enemy airplane pulled away to the left and was lost from view. It is claimed as damaged. When fired upon by our guns, having made eight to ten (8-10) weak and uncoordinated passes from all directions, other fighters broke off with nil damage to either side. Three or four (3-4) phosphorous bombs bursting at approximately one-thousand-five-hundred (1500) feet were dropped by enemy airplanes. Our airplanes flew through the streamers without damage. None of the airplanes were damaged during aerial combat.

Crew members were unanimous that a great amount of destruction was inflicted on the Japs as proved by the dense clouds of grey smoke arising from the closely packed warehouse area. All planes returned safely from this excellent mission and landed at LINGAYEN.¹

1. See Appendix 11, Narrative Report of Mission #65-C-4 (A), 6 March 1945 and Appendix 12, Damage Assessment Plan of Mission #65-C-4 (A).

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PART FOUR:

OVER FORMOSA TO CHINA

Pages 24 - 30

MARCH 1945 HISTORICAL SUMMARY
"GREEN DRAGON" - 405TH BOMB SQ (M)

S E C R E T

S E C R E T

Three (3) times during March did the Green Dragon lash his tail over FORMOSA, at TAICHU Airdrome on the 2nd, at KORYU Airdrome on the 27th, and at TOYOHARA Town on the 30th. One (1) shipping search of the many commenced was actually carried through with presentable results without turning about to strike a secondary target in LUZON, the shipping search of AMOY HARBOR off the CHINA Coast on the 20th. As tiny PRATAS ISLAND is located midway between FORMOSA and CHINA we shall include the strike on the 4th against the radar station on that Island in this discussion of strikes against FORMOSA and CHINA.

The first (1st) strike in March, on the 2nd, was the outstanding and effective blasting of TAICHU Airdrome in a coordinated effort with the 345th Group, who struck nearby TOYOHARA Airdrome, in a major effort to neutralize the fields, with each Group sending thirty-six (36) airplanes on the mission. The nine (9) planes of the 405th dispatched on the mission were loaded with twelve (12) one-hundred (100) pound eight to fifteen (8-15) second delay bombs. After taking off from LINGAYEN Strip at 0730/I, the Group made rendezvous with the 345th Group and twenty-four (24) P-51's, acting as fighter cover as interception was probable, at SANTIAGO ISLAND at 0950/I. Just North of TOYOHARA the 345th turned inland, and shortly thereafter the 38th followed and made their run as planned on a two-hundred-sixty degree (260°) heading, with the 405th the third (3rd) Squadron over the target, each Squadron attacking at minimum altitude in a nine (9) abreast formation. Twelve (12) bombs were salvoed later at sea as the release mechanism of one (1) airplane failed, and two (2) more bombs were returned to base due to an insufficient number of releases by the co-pilot. The other ninety-four (94) were released with devastating effect on the many targets in the airdrome.

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A partially damaged hangar was destroyed by one (1) direct hit, while another direct hit on a building filled with supplies four-hundred (400) feet East of the Southeast corner of the Southeast revetment area caused an explosion with smoke rising to one-hundred-fifty (150) feet. Other direct hits were made on three to four (3-4) buildings starting black smoke fires, and on barracks types buildings destroying four or five (4-5). Three or four (3-4) buildings with supplies nearby in the storage area were destroyed, while another direct hit damaged a building. Crew member's statements and interpretation of the K-21 photos taken by six (6) planes and K-20's taken by one (1) airplane show that the Japs used a great amount of effective camouflage on this airdrome. All the airplanes except dummies and unserviceable airplanes used as bait were effectively camouflaged with bushes and leaves and were widely dispersed over the area. Twelve to fifteen (12-15) serviceable airplanes were revealed by the photographs, the majority of which were fighters, "Torys", "Oscars," and "Zekes". Bombs were dropped at single engine fighters, covered with camouflage nets in revetments, with unobserved results. A near miss was made on a radial engine fighter in the Northwest revetment area with results unobserved. All targets, both buildings and airplanes were heavily strafed while bombing, setting afire and destroying one (1) airplane in a hangar. One (1) "Tojo", three (3) unidentified single engine airplanes in the East dispersal area, two (2) camouflaged silver "Oscars", and one (1) unidentified single engine airplane, all in revetments, were strafed by one (1) or more Green Dragons but evidently the gasoline had been drained out as none of these burned even tho' tracers were seen to enter. The only ack-ack received was slight, medium, and inaccurate from a known position on the West side of the airdrome, but intense machine gun fire from the East side holed two (2) airplanes, causing minor damages. Strike photos revealed many fox-holes and defensive

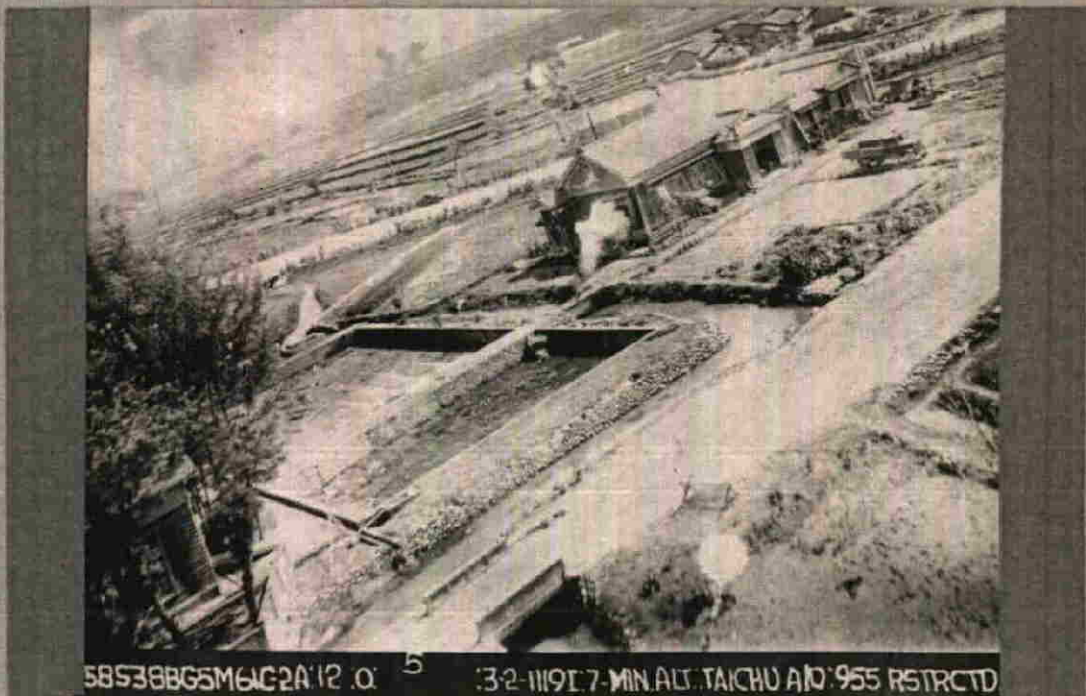
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TAICHU AIRBASE, FORMOSA, 2 March 1945 - Mission #61-C-2 (A)
 FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
 38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.F.O. 70.



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TAICHU AIRDRONE, FORMOSA, 2 March 1945 - Mission #61-G-2 (A)
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.F.O. 70.



58S38BG5M61C2A:11:0: 5 :32-11191:7-MIN. ALT. TAICHU AID:020 RSTRCTD

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positions throughout the airdrome area but did not reveal any anti-aircraft installations. One (1) truck and one (1) steamroller at the North end of the runway were strafed with unobserved results. On withdrawal from the target two (2) airplanes strafed a train near INRIN that consisted of an engine and five or six (5-6) flat cars. The train stopped, and the flat cars started smoking due to the attack. A narrow guage track running from a sugar refinery was also strafed by one (1) airplane. Twelve (12) fires were observed in the Southeast dispersal and supply area on withdrawal from the target, of which the majority were emitting black smoke. The target area was covered by dust and smoke making accurate assessment of damage difficult, but all crew members were of the opinion that a great degree of destruction was inflicted upon the base, and that the strike was very successful. All airplanes landed safely at base at 1440/I.¹

The four (4) B-25J's that took off at 0800/I on 4 March with an individual bomb load of four (4) five-hundred (500) pound bombs were scheduled to search the sea lanes from SWATOW to HONG-KONG for enemy shipping. However, a ten tenths (10/10) strato-cumulus overcast at thirty-five-hundred (3500) feet, forced the planes to turn back fifty (50) miles Southwest of SWATOW and hit the secondary target, radar installations on FRATAS ISLAND. At 1235/I the airplanes reached the target and made two (2) runs in elements of two (2), dropping all sixteen (16) bombs with two (2) direct hits scored on a concrete building at the base of the tower leaving only the walls standing. The other bombs hit in the area but damage could not be assessed as most of the buildings were in ruins already. The area appeared deserted with no signs of activity whatever. The two (2) thin metal towers are still standing, but the top of one had been bombed off. All planes landed at 1510/I.²

1. See Appendix 13, Narrative Report of Mission #61-C-2 (A) and 14, Damage Assessment Plan of Mission #61-C-2 (A) 2. See Appendices 15, Narrative Report of Mission #63-C-1 (A) and 16 Damage Assessment Plan of Mis. #63-C-1 (A)

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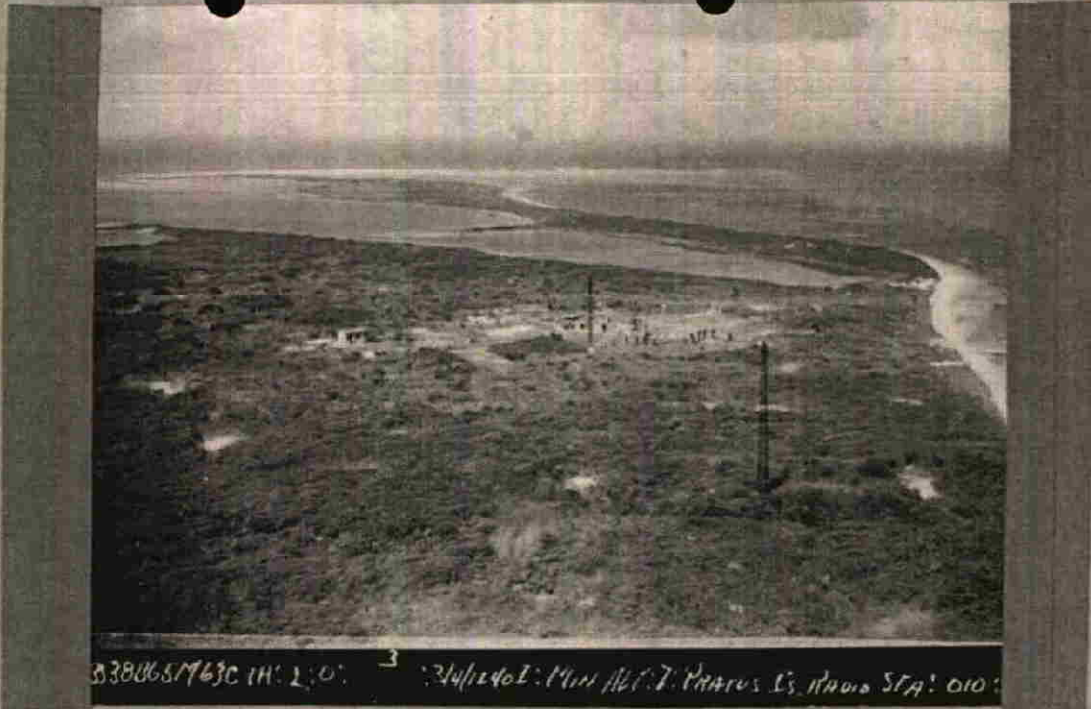
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At long last! A shipping search that was successful without the necessity of turning about to strike a relatively insignificant secondary target. But on the 20th we had the definite sighting of five (5) enemy ships, traveling at five (5) knots per hour on a two-hundred-twenty-five degree (225°) heading in the AMOY ISLAND vicinity off the CHINA coast. All four (4) Squadrons were destined to strike the convoy, with the 405th bringing up the rear. Each of the octet of B-25J's which took-off from LINGAYEN Airstrip at 0900/I carried two (2) one-thousand (1000) pound four-to five (4-5) second delay demos. On the direct course to the target the weather was fair and the formation was covered by sixteen (16) P-38's. At $23^{\circ} 40'$ North - $117^{\circ} 35'$ East the convoy consisting of one (1) destroyer, one (1) destroyer escort, one (1) "Tare Able" with two (2) stacks, one (1) "Fox Tare Baker", and one (1) "Fox Tare Charlie" were sighted. As the Squadron came in to make its minimum altitude run at 1306/I, the warships were maneuvering and the merchant vessels were moving slowly on a one-hundred-fifty degree (150°) heading. The first (1st) element of one (1) airplane dropped its bomb load on the "Fox Tare Baker" (6000 tons) scoring one (1) direct hit amidships causing a large explosion followed by a red flare and black smoke. As it was observed lying low in the water and burning fiercely as our planes left the target area, it is claimed as sunk. The two (2) planes of second (2nd) element dropped three (3) half-tonners at the "Tare Able" with two (2) stacks, with the nearest bomb hitting two-hundred (200) feet off the stern. A small fire on the aft of this vessel was started by strafing, and the ship is claimed as damaged. The third (3rd) element of one (1) airplane scored two (2) very near misses on the stern of the destroyer escort, which is claimed as heavily damaged as it stopped

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Above: Radar, PRATAS ISLAND Below: Shipping, AMOY HARBOR, CHINA
 4 March 1945 Mission 63-C-1 (A) 20 March 1945 Mission #79-C-5 (A)
 FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
 38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



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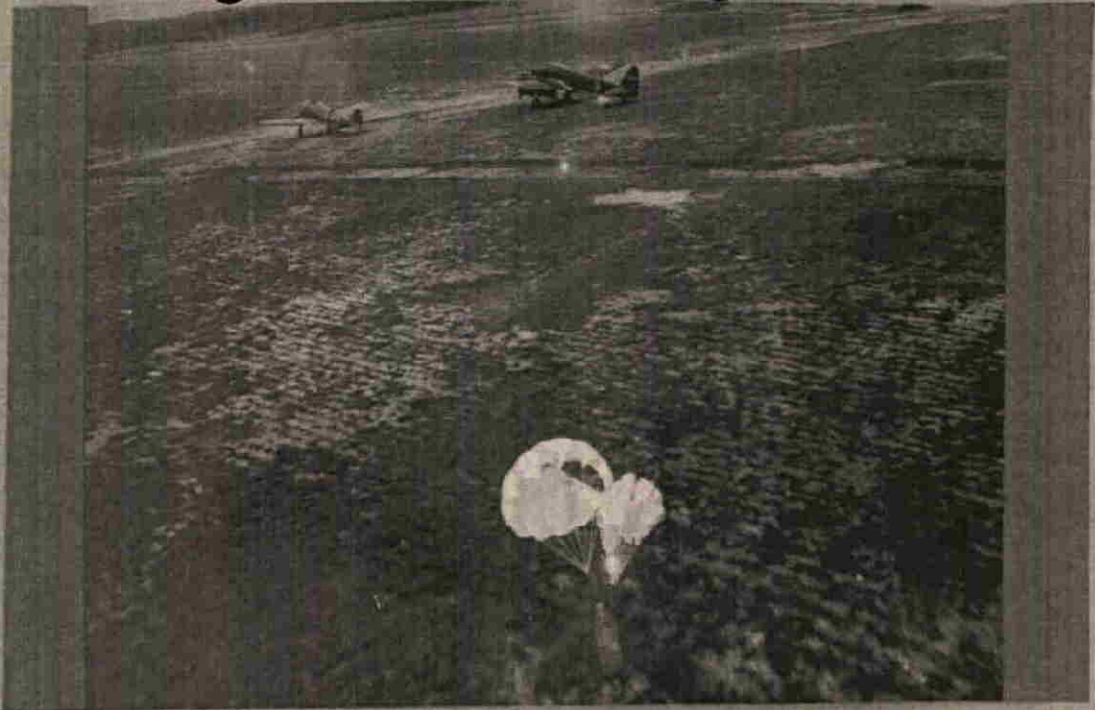
and was left smoking from strafing. The fourth (4th) element of three (3) airplanes made runs on the destroyer and the destroyer escort, dropping six (6) bombs, all of which overshot their targets. Strafing started small fires on both these vessels. A "Fox Tare Charlie" was strafed by one (1) tail gunner with unobserved results. One (1) airplane, piloted by Lieut. STUKAS, was hit by anti-aircraft fire in the left engine and turned around at 22° 22' North - 117° 33' East at 1350/I heading for CHINA. Ten (10) days later a message was sent from CHINA signed by General CHENAULT stating that the plane had landed safely at LOAN and its crew were under Military Control again.³ One (1) other airplane received minor damage from anti-aircraft fire. The only anti-aircraft fire encountered throughout the attack was meagre to moderate, medium, accurate to inaccurate from the warships. At 1310/I one-hundred (100) yards East of the convoy, five (5) men in "Mae Wests" were seen near a crashed B-25 with only the tail above the water. K-21 low obliques were taken of the survivors and of the strike. The seven (7) remaining airplanes of the 405th returned home without incident landing safely at LINGAYEN at 1645/I.⁴

The casing plant at KINSUI, FORMOSA, was scheduled to be the target of four (4) B-25J's, escorted by sixteen (16) P-47's and carrying a bomb load of four (4) two-hundred-fifty (250) pound para-demo bombs each. One (1) airplane was forced to return to base due to a gas leak at 1000/I, one (1) hour after take-off. The primary target of KINSUI was not hit due to inclement weather, ten tenths (10/10) stratus layer overcast and a two-hundred (200) foot ceiling. The three (3) airplanes, therefore, hit the secondary target of KORYU Airdrome from minimum altitude on a two-hundred-forty degree

3. See page 8, footnotes 7 and 8. 4. See Appendices 17, Narrative Report of Mission #79-C-5 (A), 20 March 45, and 18, Damage Assessment Plan.

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KORYU AIRDROME, FORMOSA, 27 March 1945 - Mission #86-C-1 (A)
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



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(240°) heading at 1252/I, dropping seven (7) bombs at two (2) black camouflaged airplanes which photographic interpretation reveals to be an "Irving" and a Basic Trainer. Two (2) black smoke fires were seen to rise to an altitude of five-hundred (500) feet. After being also heavily strafed, these airplanes are definitely claimed as damaged. One (1) bomb was dropped on a double track brick railroad bridge across the CHUKO-KEI River with unobserved results. Meagre, light, and inaccurate anti-aircraft fire was received from the Southern half of KORYU Airdrome. Upon approach to the target approximately ten (10) miles North of the CHUKO-KEI River a radar tower was observed. One (1) dummy airplane was seen on KORYU Airdrome, and the target area in general showed nil signs of activity. Ten to eleven (10-11) "Sugar Charlies" were seen in Tainan Harbor, and heavy barge traffic was seen between TOSEKI and TOYOHARA. At 1335/I one (1) unidentified airplane was observed in the clouds at six o'clock (6:00) but it did not close in. The three (3) airplanes returned without incident, landing at 1604/I.⁵

On the 30th three (3) Squadrons of the 38th Bomb Group were ordered to bomb and strafe the heavily concentrated rail and manufacturing centers in TAI-CHU town, Northwest FORMOSA. Taking off from LINGAYEN at 0857/I the six (6) B-25J's of the 405th flew in the number two (#2) position of the formation. When the formation turned into the target area from sea to land (West to East), the Green Dragons turned in early, hitting TOYOHARA on a Northeast to Southwest heading from minimum altitude between 1245/I and 1250/I, dropping twenty-four (24) two-hundred-fifty (250) pound four to five (4-5) second delay para-demos throughout the target area. Three (3) large factories in the Northwest sector of the town were destroyed by eight (8) of these, throwing debris and heavy columns of white to gray smoke

5. See Appendices 19, Narrative Report of Mission #86-C-1 (A), 27 March 45 and 20, Damage Assessment Plan, Mission #86-C-1 (A), 27 March 1945

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TOYOHARA TOWN, FORMOSA, 30 March 1945 - Mission #89-C-1 (A)
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



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three thousand (3000) feet into the air and causing the area to be covered with a heavy pall of smoke upon withdrawal. The other sixteen (16) bombs fell amongst several barracks type buildings Southeast of TOYOHARA Airdrome one (1) of which housed two (2) armored vehicles, with unobserved results. The entire area was heavily strafed with hits being scored on the flak tower and five or six (5-6) machine-gun pits at the South end of TOYOHARA Airdrome but with other results unobserved. Between SHINSHOSHI Airdrome and the coast several factories were strafed, again with unobserved results. An engine and ten (10) camouflaged and loaded freight cars heading South across the bridge just Northeast of SHOKA was also heavily strafed, causing the engine to explode. Upon withdrawal from the mainland a motor launch heading Northwest three (3) miles West of ROKKO was heavily strafed and left in a sinking condition. This vessel was claimed as possibly sunk. Anti-aircraft fire from the vicinity of TOYOHARA Airdrome was meagre, light and inaccurate while from the railroad bridge Northeast of SHOKO, anti-aircraft fire encountered was also meagre, light and inaccurate. One (1) crew member, S/Sgt. JOHN LUBACH, was slightly wounded and one (1) of the planes was slightly holed. Fighter cover was excellent. In the TOYOHARA area, many civilians were observed walking about aimlessly. Two (2) apparently serviceable two-engine fighters or bombers on TOYOHARA runway and ten to twelve (10-12) single engine fighters of undetermined serviceability in a large revetment at the Southeast corner of TOYOHARA Airdrome were observed. Having completed efficiently and very successfully this strike, the planes soared in to the home base without incident and landed safely at 1605/I.⁶

6. See Appendices #21, Narrative Report of Mission #89-C-1 (A), 30 March 45 and #22, Damage Assessment Plan for Mission #89-C-1 (A), 30 March 45.

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PART FIVE:

SHIPPING INTO GROUND SUPPORT

Pages 31 - 38

MARCH 1945 HISTORICAL SUMMARY
"GREEN DRAGON" - 405TH BOMB SQ (M)

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It appeared destined that most of the 405th's attempts to sweep the CHINA SEA for Jap shipping during March would be doomed to frustration, with the result that the majority of those flights dispatched to conduct shipping searches would end in dropping their bombs on one of the small towns in Northern LUZON held by the enemy, such as BAGUIO, SALOMAGUE, TANGADON, CABUGAO, and BANGUED. Only three (3) missions had one of these cities as its designated primary target, those on the 16th, 17th and 25th acting as Ground Support at BAGUIO, whereas eight (8) shipping searches ended in LUZON, and another mission destined for KAGI town in FORMOSA ended in an attack on relatively unimportant BASCO Airdrome in the BATAN ISLANDS North of LUZON and part of the PHILIPPINES. As these missions were all more or less fiascos, they will not be discussed in detail.

Six (6) B-25J's of the 405th took off on the 3rd of March at 0730/I to make a minimum altitude attack against KAGI, FORMOSA, and its attendant marshalling yards. A heavy front was laying just off the coast from KAGI forcing the formation to turn back at 1035/I. Just before turning back, Lieut. KESTER's airplane developed engine trouble and was forced to return to base, with Lieut. LONDON's plane sent back with him as an escort. Both planes salvoed their bombs in the water before landing. The other four (4) planes of the Squadron proceeded with the Group to the tertiary target, after finding the secondary target, HOSAN, FORMOSA, also weathered in. Making their run in a line abreast formation at 1151/I, the 405th Quartette dropped thirty-four (34) one-hundred (100) pound para-demos throughout the area, with the majority falling among small buildings on the South-east side of the runway on the East edge of town. Due to the long (8-15 sec) delay fuses results were unobserved, but all crews were of the opinion that the airfield did not warrant attack as there were no signs of activity in

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BASCO AIRDROME, BATAN ISLAND, 3 March 1945, Mission #62-C-1 (A)
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



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CABUGAO TOWN, LUZON ISLAND, 8 March 1945, Mission #67-C-3 (A): Above
 BANGUED TOWN, LUZON ISLAND, 11 March 1945, Mission #70-C-3 (A): Below
 FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
 38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



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the area, which was also thoroughly strafed. Eight (8) bombs were salvaged off BATAN Island and six (6) returned to base due to the same reason - lack of a suitable target, a waste of bombs, man-hours, and airplanes.¹

Again on the 8th four (4) J's were dispatched with the 71st Squadron to make an extended shipping search to HAINAN Island and the CHINA coast as far as fuel consumption would allow. Approximately one and one half hours (1:30) East of HAINAN the planes were forced to turn back due to a heavy strato-cumulus overcast from five hundred to six-thousand (500-6,000) feet. On the way to the secondary target of CABUGAO, LUZON, Lieut. STUKAS' right engine began spitting oil, and he was forced to jettison his bombs at sea and return to base, with Lieut. DUGGAN's plane acting as an escort. The other two (2) airplanes attacked CABUGAO at 1517/I in a two (2) plane element, dropping their eight (8) five-hundred (500) pounders from three-hundred (300) feet as the bombs had only four to five (4-5) second delay fuses. The bombs, all dropped into the village, destroyed two (2) tin-roofed buildings, with other results unobserved. The K-20 photos show a large column of dust or smoke over the village, but that damage could not be assessed. The planes also strafed the unimportant village before returning to base.²

Small BANGUED town was the final target of the missions of the 12th, 11th, and 13th, although each had been slated to search the CHINA coast for Jap shipping. The mission of the 11th, in which four (4) B-25's participated, actually broke through the heavy overcast and sighted the CHINA coast, but as visibility was restricted to less than one (1) mile, the planes turned about and set course for the secondary target of BANGUED. Two (2) of them sighted two (2) groups of ten (10) Junks each, seemingly abandoned with no

1. See Appendices #23 and #16, Mission #62-C-1 (A).

2. See Appendices #24 and #25, Mission #67-C-3 (A).

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BANGUED TOWN, LUZON ISLAND, 12 March 1945 - Mission #71-C-3 (A): Above
 BANGUED TOWN, LUZON ISLAND, 13 March 1945 - Mission #72-C-5 (A): Below
 FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
 38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



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signs of activity aboard. Each plane made two (2) passes strafing the junks heavily, leaving one (1) afire, three (3) very low in the water, and the remainder damaged. These two (2) airplanes did not attack the secondary target of BANGUED due to excessive fuel consumption but returned to the home base landing at 1645/I. The other two (2) planes made a run at minimum altitude over the supply area on the East side of the town at 1636/I, dropping eight (8) five hundred (500) pound demos, one of which was salvoed over the target, and heavily strafing the area at the same time. The results of the bombing other than smoke and dust from the bomb bursts were unobserved. The crews did not observe any activity throughout the area, and the village was badly damaged from previous attacks. As at CABUGAO, no anti-aircraft fire was received. The last two (2) planes landed at 1715/I.³

The following day eight (8) B-25J's took off from LINGAYEN at 0800/I, assembled in route, and set on a direct course for CHINA SEA Shipping Zones 1 and 2, where they were to split and four (4) planes patrol each zone. Lieut. GANGLOFF was forced to return to base fifteen (15) minutes after take-off due to his left engine cutting out. Weather became progressively worse till at 1110/I at 19° 15' North and 111° 40' East a ten tenths (10/10) strato cumulus overcast forced the formation to discontinue the search and to turn back to the secondary, again BANGUED. At 1455/I the seven (7) airplanes hit the village on a one-hundred-eighty degree (180°) heading dropping eight (8) half ton (1000#) demos and twelve (12) five-hundred (500) pounders throughout the ruined town. One (1) house on the Eastern edge of town was destroyed by a direct hits, but other results were unobserved. The planes did not strafe the target as the short delay of the half tonners necessitated flying at three thousand (3000) feet altitude.⁴

3. See Appendices #26. Mission #70-C-3 (A), 11 March 1945

4. See Appendices #27 and #28. Mission #71-C-2 (A), 12 March 1945.

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Again a shipping search of the South CHINA coast on the 13th with Zone #4 this time the assigned area to be covered. After taking off at 0800/I, the formation of four (4) Dragons assembled on course with the four (4) planes dispatched by the 71st Squadron, the 71st leading. Two (2) of the 405th's planes were forced to return to base due to engine trouble before reaching the CHINA coast. The coast was reached without incident and the search carried out as planned. A destroyer escort and a "Fox Tare Baker" were sighted at 22° 38' North - 115° 35' East and were attacked and sunk by the 71st before the 405th planes following them could make a run on them. As these were the only vessels sighted, the Squadron set course for the secondary target in the SAN FERNANDO area of LUZON. As the ground station was contacted, a specific target was given, but it could not be found on the maps carried in the airplanes, so they attacked BANGUED for the third successive day, the two (2) airplanes dropping six (6) five-hundred (500) pounders over the Southeast section of the target on a two-hundred degree (200°) heading, destroying one (1) large warehouse building and two (2) smaller adjacent buildings. Other results were unobserved due to the dust and smoke from the exploding bombs. The town was also slightly strafed. One (1) airplane returned two (2) bombs to base as the co-pilot could not find a worthwhile target in the town as the greater part of the town had been destroyed by previous bombing attacks.⁵

Sector #1 and the waters off HAINAN ISLAND were the assigned area to be searched for enemy shipping by four (4) J's of the 405th on 14 March 45. Up to within fifteen (15) minutes of the East coast of HAINAN the weather was clear, but no shipping whatever was sighted. At this point they found a solid front, causing them to turn back to strike the secondary target, the jetty and supply area at SALOMAGUE, Northwestern LUZON below a four tenths

5. See Appendix #29, Mission #72-C-5 (A)

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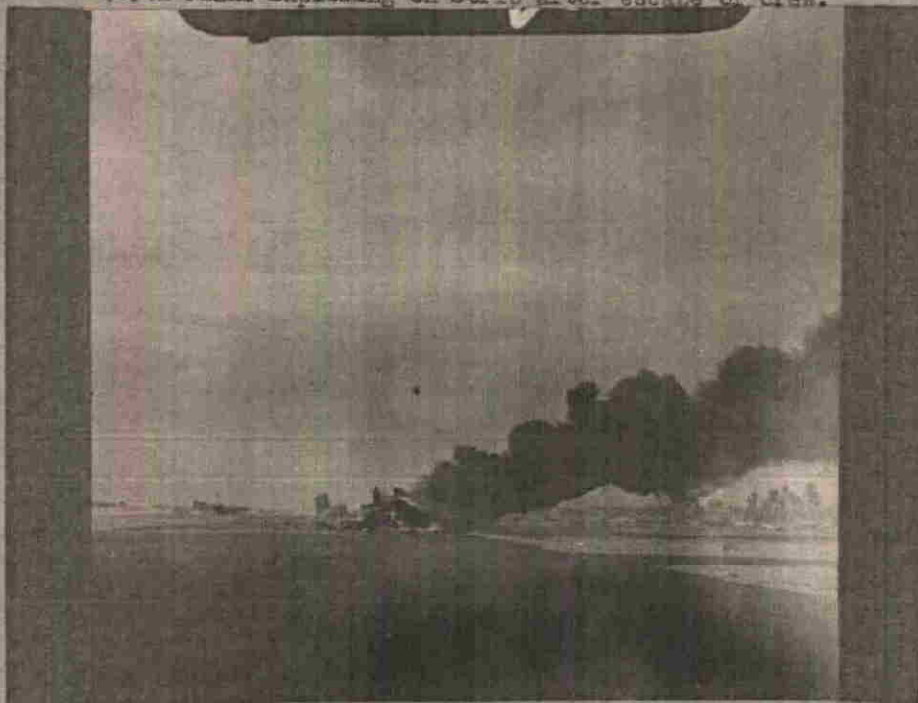
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33885172C5A 1 0.3 3-13-45 2016 1/2 MIN. ALL INFO EST. D88 RSTRCTD.

Vessel sunk by 71st Sq, photo taken during 405th Run
 SHIPPING SEARCH, CHINA COAST, 13 March 1945 - Mission #72-C-5 (A): Above
 LINGAYEN, LUZON ISLAND, 14 March 1945 - Mission #73-C-2 (A) : Below
 FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
 38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.F.O. 70.
 405th Plane Exploding on Strip after escape of crew.



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(4/10) stratus overcast. The airplanes split up, two (2) hitting the jetty area and two (2) hitting the supply area in a run from North to South. Four (4) one thousand (1000) pound demos dropped at the jetty fell short of the target into the water causing no damage. Two (2) demos dropped at the supply area East of the jetty started one (1) large black smoke fire in this area. Throughout the target area only one (1) large smoke fire and six to eight (6-8) gray smoke fires were observed. Upon landing at LINGAYEN Strip at 1613/I, one (1) airplane, the bombs of which could not be dropped over the target due to mechanical failure, came in for landing, and, as it approached the end of the strip, one (1) of the half-tonners fell through the bomb-bay and exploded. The airplane burst into flames, and only through the calmness and professional skill of the pilot, Lieut. MONROE, was brought to an immediate stop allowing all its crew to get out of it and away from the vicinity before the remaining bomb exploded, completely destroying the airplane.⁶

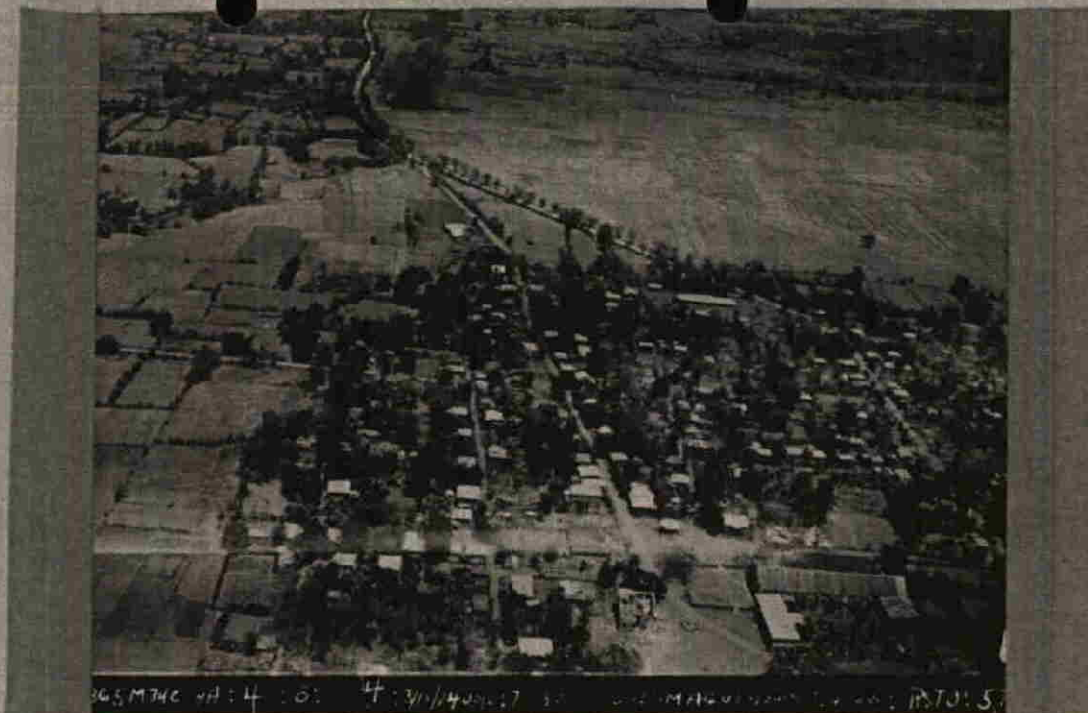
Four (4) more B-25J's were dispatched on the 15th to search Sector #5, along the South CHINA coast from SWATOW North to CHUNGWU between 1020/I and 1100/I. The search yielded no targets and was abandoned in hopes of hitting the secondary target, the PESCADORES ISLANDS off FORMOSA, but inclement weather in that area forced the 405th quartet to hit the tertiary target, SALOMAGUE. The attack was made from three thousand (3000) feet at 1359/I from North to South by two (2) flights of two (2) airplanes each, dropping eight (8) half-tonners in the wooded area just North of SALOMAGUE town with unobserved results due to the density of the foliage. No anti-aircraft fire was received and the planes landed safely at base at 1430/I.⁷

6. See Appendix #30, Mission #73-C-2 (A).

7. See Appendices #31 and #32, Mission #74-C-4 (A)

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SALOMAGUE TOWN, LUZON ISLAND, 15 March 1945 - Mission #74-C-4 (A): Above
 BAGUIO TOWN, LUZON ISLAND, 16 March 1945 - Mission #75-C-1 (A) : Below
 FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
 38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



BS38865M75CIA.B.C. 3 3161020166-4000BAGUIO 974RSTRCD.

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3
S38RG5M76C4A 1 C 3-W C85617-4000 BAGUIC 971 RSTRCTD

BAGUIO Town, LUZON ISLAND, 17 March 1945 - Mission #76C-4 (A)
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND,
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), APO 70.

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Two (2) ground support missions in support of our ground installations in the BAGUIO region were carried out by six B-25J's on each on the 16th and 17th of March. The six (6) J's took off on the 16th at 0935/I, but Lieut. WHITE's airplane was unable to retract its landing gear, whereupon Lieut. WHITE jettisoned his load of four (4) five-hundred (500) pound instantaneous demos at sea, circled the home field, and made a successful landing at 1050/I. The remaining quintet flew to the target without incident and made their run in line abreast formation at 1020/I from four-thousand feet, dropping all twenty (20) of their quarter tonners on the Northeast and Southwest sections of BAGUIO city starting one (1) fire with blue smoke arising to over one thousand (1000) feet over the Northeast section of the city. Ten to twelve (10-12) ^{fires} were seen in the area as a result of the excellent bombing by A-20's prior to our attack.⁸ On the 17th, another sextette of B-25J's took off to bomb BAGUIO, but one (1) of the planes turned back to home base because of mechanical trouble. The five (5) remaining airplanes made their run over the target area in line abreast formation at 0856/I on a heading of two-hundred-thirty-three degrees (233°), dropping thirty (30) two-hundred-fifty (250) pounders through the Northwest part of the city and on the ridge Northwest of the city with unobserved results. As the run was being made one (1) burst of meagre, heavy, and inaccurate ack-ack was received from an unknown position in the city. Weather over the target was CAVU, and prior to this attack one (1) large fire was observed burning in the center of BAGUIO, two (2) large fires ten (10) miles North of the city and a large billowing column of smoke rising to two-thousand (2000) feet was seen one and one half (1½) miles East of it.⁹

An enemy convoy having been sighted on the 17th in the coastal waters of

8. See Appendix # 33, Mission #75-C-1 (A)

9. See Appendices #34 and #35, Mission #76-C-4 (A)

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5BS388G5M77C1A:1.0: 3 3-18-14401.7-1500' TANGADAN SCNDRY:973-RSTR

TANGADON TOWN, LUZON ISLAND, 18 March 1945 - Mission #77-C-1 (A): Above
TANGADON TOWN, LUZON ISLAND, 21 March 1945 - Mission #80-C-5 (A): Below
FAR EAST AIR FORCES, FIFTH AIR FORCE, V BOMBER COMMAND
38TH BOMB GROUP (M), 405TH BOMB SQUADRON (M), A.P.O. 70.



5BS388G5M80C5A:1.0: 3 3-21-09301.7-2500' TANGADAN SCNDRY:95

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South CHINA, six (6) B-25J's of the 405th were dispatched on the 18th at 0730/I to search it out if possible while covering the coast between AMOY and BREAKER POINT. Although weather conditions were decidedly inclement, the entire area was thoroughly searched with negative results. Only after a thorough search did the airplanes turn back to strike the secondary target, a reported Jap supply and personnel area at TANGADON in Northern LUZON, with the 405th leading the Group formation over the target. As one (1) airplane had been forced to return to base one (1) hour after take-off due to mechanical trouble, the run was made by only five (5) airplanes in a line abreast formation on a one-hundred-eighty degree (180°) heading dropping eight (8) half tonners in the designated target area along the North South road South of TANGADON from one-thousand-five-hundred (1,500) feet as planned with unobserved results. The five (5) remaining planes returned to home base without incident, landing safely at 1514/I.¹⁰ On the 22nd another shipping search off the South CHINA coast from AMOY to BREAKER POINT by two (2) B-25J's, two (2) more having been forced to return to the home base one (1) hour after take off due to engine trouble. The only sightings made were a possibly beached "Fox Tare Baker" burning fiercely with nearby many small boats pulled up to shore, and eight to ten (8-10) box-laden junks in the vicinity of AMOY. After thoroughly searching the area, the two (2) airplanes turned back to make a run on the secondary target TANGADON, striking it at 1554/I on a heading of ninety-five degrees (95°). A total of four (4) one-thousand (1000) pounders dropped in the target area starting a small grass fire. This fiasco called a mission ended with the safe landing of the two (2) Mitchells at 1635/I.¹¹ Inclement weather conditions in the CAGAYAN VALLEY restrained the scheduled

10. See Appendices # 36 and #37, Mission #77-C-1 (A).

11. See Appendix #38, Mission #80-C-3 (A), correct date is 21 March 1945

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attack on BAGGAO, Northern LUZON, by four (4) B-25J's on the 26th.¹²

After several days of "Maintenance and Training" the Green Dragons were eased back into combat by having BAGUIO as target for three (3) of them on 25 March. The trio took off at 0730/I from LINGAYEN Strip, each carrying a bomb load of two (2) one-thousand (1000) pound instantaneous demos, and at 0816/I made their bombing run from seven-thousand-five-hundred (7,500) feet on a one-hundred (100) degree heading. Five (5) of the half-tonners were dropped over the target hitting and destroying an oil storage tank, but with other results unobserved. Upon return from the target at 0830/I at one-thousand (1000) feet three (3) miles off shore of LINGAYEN Airdrome, a thousand pounder fell through the bomb-bay door of one of the B-25's and hit in the ocean with no apparent damage. The cause for this accident is undetermined. All three (3) planes returned to the home base and landed safely at 0845/I.¹³

12. Mission #85-C-1 (A).

13. See Appendices #39 and #40, Mission #84-C-1 (A), 25 March 1945

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PART SIX:

ARMED RECCOS TO ARTILLERY SPOTTING

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MARCH 1945 HISTORICAL SUMMARY
"GREEN DRAGONS" - 405TH BOMB SQ (M)

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Several usual, and a few unusual - that is, to the Green Dragons - types of missions were made during March -- Searches, artillery spotting missions, leaflet drops, night heckle missions, and cover for enemy hospital ships -- generally carried out by one (1) or two (2) airplanes. Practice bombing missions have been discussed under Part Two, "Training."

Weather reccos usually have been that and little more - reconnaissance and reporting of weather. But recently the Squadron has sent out its reccos as "Armed Weather Reccos", which attack targets of opportunity in enemy territory and territorial waters as well as continue to report the weather every thirty minutes (00:30). These reccos had proved very effective during February, so it was expected to profit even more from them during March. Eight (8) of these armed reccos were carried out with the exception of one (1) which had to return to the home base. On the 2nd, one (1) B-25J (Mission #61-C-1 A) took off from LINGAYEN at 0400/I, winged his way to the Western coast of FORMOSA and reported weather conditions every half hour to complete the mission 100% as ordered. One (1) airborne airplane was seen at a distance, but neither plane attacked, and two (2) large floating cranes were observed in the breakwater at REIGARYO. At 24° 50' N 121° 53' East one (1) five-hundred (500) pound demo was dropped at a lugger loaded with supplies, destroying it with a direct hit. Two (2) more quarter tonners were dropped at another lugger off TOKO, both scoring near misses and leaving the lugger smoking from strafing, while the last demo dropped at a third (3rd) lugger off TAKAO caused no damage. At 1155/I the "J" returned to base from the profitable recco. Another "J" (Mission #66-C-2 A) slated to perform an armed weather recco along the Western coast of FORMOSA on the 7th was forced to turn back thirty (30) miles North of CAPE BOJEADOR

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due to mechanical failure. Again on the 11th another Jap vessel - this time a "Sugar Charlie" (2300 tons) heading Southeast towards HAKUSA ISLAND in the PESCADORES was sunk by a direct hit by a five-hundred (500) pound demo and heavy strafing by one (1) Green Dragon on an Armed Weather Recco, again off the Western coast of FORMOSA. The other three (3) demos carried by the plane, which completed the weather recco 100% as ordered, were returned to base due to lack of suitable targets (Mission #70-C-6 A). At 0305/I the morning of the 15th, weather recco 74-C-1 A took off for the West coast of FORMOSA, recording and reporting the weather 100% as ordered at each half hour. A lighthouse at 21° 57' North - 120° 05' East was destroyed by one (1) direct hit from the two (2) five-hundred (500) pound demos dropped at it and by the heavy strafing it received. The airplane, returning to base from the satisfactory recco dropped two (2) bombs at CABUGAO town on LUZON with unobserved results. Not so highly important, but completed 100% as ordered, was armed weather recco #80-C-5 A over the West coast of FORMOSA on the 21st. The one (1) B-25J on its return attacked TANGADON town, LUZON, on a North-South heading, lightly strafing the area and dropping two (2) one-thousand (1000) pounders in the wooded area on the South side of the TANGADON Road with unobserved results. One (1) B-25J left LINGAYEN at 2300 on the 25th (Mission #84-C-2 A) to conduct a sixth (6th) armed weather recco over the Western FORMOSA coast. The weather survey being completed 100% as ordered with the usual half-hourly reports, the pilot turned his plane about and contacted "Jojo #7" to receive from that station a target designated by smoke two (2) miles East of SANTA, LUZON. During the two (2) passes over this target, both of which were reported by "Jojo" as excellent, four (4) quarter-tonners were dropped in the designated area but the target was not strafed. On the same

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day, but taking off six (6) hours later, was another armed recco to report on weather over the same area (Mission #84-C-3 A). This recco met four (4) "Oscars" in the vicinity of KOSHUN which approached within five-hundred (500) yards but did not attack. At 1305/I the airplane attacked two (2) "Sugar Dogs" in SHAYRO Harbor, dropping three (3) five-hundred (500) pounders which scored near misses, but the deck house of one (1)

"Sugar Dog" was left aflame by the strafing. On the South tip of FORMOSA stood GARAMBI Lighthouse - that is, it stood until one (1) bomb dropped by this recco plane made a direct hit, completely destroying it. Last armed weather recco carried out by the 405th during March was on the 29th (88-C-2 A) again completed 100% as ordered. At 23° 10' North - 119° 20' East a stationary motor launch was heavily strafed causing it to burst into flames. Of the two (2) crew members observed on the launch, one (1) was killed by the strafing. As the plane withdrew from the area, the launch appeared engulfed in flames, thus it is claimed as destroyed. It is interesting to note that during all of these reccos, no plane had to turn back due to weather. Although haze was generally reported by all crews, the worst weather was on the 11th when a seven tenths (7/10) cumulus, ceiling two hundred to six-thousand-five-hundred (200-6500) feet with visibility of two to three (2-3) miles was encountered.

On the 13th a B-24 crew was downed at approximately 17° 47' North and 119° 46' East. The following day one (1) of our B-25's was dispatched (Mission 73-C-9 A) to search for the crew and make reports on their findings. Nine (9) men were found within a mile radius of the point, five (5) in "Mae Wests" one (1) on a life raft, and three (3) on another. "Ashlund" was contacted and the station informed our plane that a surface vessel was approaching

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to affect a rescue. When our airplane left the area, one (1) B-24, and one (1) B-25J were still circling the area awaiting arrival of the rescue vessel. Shortly thereafter during a shipping strike to the AMOY area of CHINA, one of our own "Green Dragons" was struck by anti-aircraft fire and was losing gas with the left engine on fire. This plane, piloted by Lieut. STUKAS, radioed that it was heading for CHINA. Shortly after this report, sent at 1350/I, was received, Captain VAN FLEET took-off to search for the crew fearing that they were forced to crash at sea before reaching the safe area due to their gas leak. However, after thoroughly searching the entire area from NANAO Northeast to SHENFU BAY, the plane returned at 2225/I from its long and daring venture, having made no sightings of the missing airplane. (Mission 79-C-6 A).

BAGUIO, the PHILIPPINE winter capital and resort in LUZON, is located high in the mountains, and it is into these mountains that the Japs retreated after being driven from the LINGAYEN-MANILA district. But they were not to enjoy these cool positions, as our infantry and artillery pushed relentlessly onwards, on beyond ROSARIO. The Japs held the advantage as their artillery was placed at dominating points. In the dense growth of forests it is difficult to place artillery positions from the ground, even at night, as the dense growth obscured all flashes. However, from the air the flash of artillery pieces belching out their fire on our men could be more or less accurately spotted. Thus the artillery spotting missions engaged in from the 16th through the 31st by the 405th. The purpose was only to spot the artillery by its gun-flashes and report the same to the American ground force station in the area, but were to drop no bombs or make no strafing passes, due to the close proximity of our troops to the Japs. The

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first (Mission #76-C-2 A) of these artillery spotting missions, on the night of the 16th-17th, reported on both the BAGUIO and SAN FERNANDO areas. It encountered a heavy overcast making spotting difficult, but three to four (3-4) bursts of artillery were spotted in the BAGUIO area and reported before the airplane was forced to return to base early due to mechanical trouble. The following night another B-25J (Mission #76-C-1 A) found BAGUIO closed in but SAN FERNANDO clear. As the plane was unable to make radio contact with the ground station, it landed at base for repairs, took off again shortly thereafter and reported artillery fire in the SAN FERNANDO area and numerous small fires along the coast between LUNA and SAN FERNANDO and also receiving meagre, medium, and inaccurate ack-ack. On the 20th neither ground station could be contacted by artillery spotting mission #79-C-3 A, but the airplane stayed in the area from 0300/I to 0600/I to receive any message given by the ground station, but receiving none. Phosphorous shells were seen landing on the East side of a six thousand (6000) foot hill Northwest of SAN NICHOLAS, while a large fire was observed in SAN FERNANDO. Artillery spotting mission 82-C-4 A on the 23rd to the SAN FERNANDO area was completed 100% as ordered, but with no incidents of interest reported. Another (Mission #83-C-4 A) early the next morning in the same area contacted the ground station but received no specific instructions. After four (4) hours over the area, during which eight to ten (8-10) guns were seen firing one (1) mile Northeast of BILBIB MOUNTAIN, the plane returned to base landing at 0250/I. The night of the same day another spotting mission (Mission #83-C-3 A) proved unincidental other than sightings of many large fires in the foothills North of SAN FERNANDO. On Mission #84-C-6 A, searching from 0230/I to 0535/I, the ground stations could not be contacted, so the B-25 circled the BAGUIO area at ten-thousand

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(10,000) feet, the usual altitude for these artillery spotting missions, for the required period. Machine gun fire at BAGUIO ceased as the plane entered the area; five or six (5-6) artillery bursts were observed in the vicinity of BAGUIO; and many grass fires were seen Northeast and South of the town. The next night two (2) more artillery spotting missions were carried out, the first (Mission #85-C-3 A) spotting from 2020/I to 2315/I, the second (Mission #85-C-4 A) spotting from 2330/I to 0230/I, both being completed 100% without incident. The last spotting mission of March (86-C-5 A) on the 27th was likewise carried out 100% as ordered with nil incidents recorded.

Two (2) short night heckle missions were carried out on the 21st, both by one (1) airplane each over the SAN FERNANDO - SAN NICHOLAS area. As neither plane received instructions from the ground stations at these areas, the planes circled as ordered, the first from 2030/I to 2330/I, the second from 2330/I to 0220/I, and returned to base without incident other than the sighting of six to eight (6-8) occupied machine-gun pits. These heckle missions' (Missions #81-C-2 A and #81-C-3 A) duty was not to drop bombs or attack the enemy but merely to annoy and terrorize them.

Thrice Jap propaganda leaflets were dropped over the enemy lines, in each case effecting excellent coverage. The first (Mission #78-C-2 A) on the 19th dropped these at the YAMASHITA Line South of MANILA, while on the 30th one (1) plane (Mission #89-C-4-A) made three (3) passes over BAGUIO, dropping surrender leaflets and receiving meagre, light, and inaccurate anti-aircraft fire from the town area, while on the same date another B-25 (Mission #89-C-3 A) covered SANTE FE, receiving the same ack-ack from the positions in BAGUIO.

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on the 27th a Jap hospital ship, the "Baikal", was on its return journey from the INDIES to FORMOSA after distributing supplies to American Prisoners of War, when the 405th was ordered to cover it from attack and at the same time to attack Jap installations at APARRI, where the "Baikal" was docked, on the Northern coast of LUZON. The first airplane took-off and covered the vessel from 1650/I to 2030/I (Mission #86-C-9 A) during which time the well-marked hospital ship remained stationary with lights on at the mouth of the CAGAYAN River, with but little activity evident on board. Two (2) one-thousand (1000) pounders were dropped in the West side of APARRI and at the jetty causing nil damage. A second B-25J covered the vessel from 2030/I to 2400/I and dropped two (2) more half tonners at APARRI town with unobserved results. Steam was up on the hospital ship and a motor launch was tied to its bow. The third airplane (Mission #87-C-4 A) covered the vessel from 2400/I to 0415/I the morning of the 28th. The vessel was in the same condition with but little activity reported. Again two (2) bombs were dropped in APARRI town with unobserved results. Large fires were noted at ABULUG and BARUYEN. The plane received meagre, light, and inaccurate ack-ack from three (3) miles North of NARRACAN on the uneventful return. The fourth and last airplane (Mission #87-C-7 A) covered the vessel from 0550/I to 0840/I, dropping two (2) one-thousand (1000) pounders among the wrecked buildings in the Southern part of APARRI with results unobserved. At 0710/I the "Baikal" pulled out on a ninety (90°) degree heading at a speed of ten (10) knots. After vessel was covered to 18° 24' North - 121° 54' East the airplane buzzed it, observing that all personnel on deck appeared to be dressed in white, and returned to the home base without incident.

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PART SEVEN:

TO THOSE WHO "KEEP 'EM FLYING"

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MARCH 1945 HISTORICAL SUMMARY
"GREEN DRAGONS" - 405TH BOMB SQ (M)

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Considerably little recognition has been given to the "ground men" who are in no small way an integral part of the successes won through our victories in the skies. Their glories are not loud rung nor are their duties particularly sensational. Once a man is assigned a plane of his own to work on that plane becomes a part of his daily existence. No sooner have the "props" stopped upon return from a mission, when the plane is overswamped by an excited crew of "linemen" who are ever anxious to get her in shape for the morrow's mission. I can remember once when we were stationed in the Netherland East Indies when it became necessary for us to fly our crew chiefs to a distant base in order to facilitate our shuttle bombings. It was necessary to fly over an enemy airdrome enroute to this base. It would do many a heart good just to see the expressions on the faces of these ground men when they were told that they were finally going to get their chance to fly "a mission". Needless to say they were more than proud of their planes after this feat.

Then there are the armorers and ordnance men who know no meaning of hours in combat. They are ever on the alert and their jobs, though little need be said of its importance, are performed with skill and efficiency despite the hardships of the locality and the impending crises on items critically needed to do the job.

Those of us who have been in combat know only too well how important are the functions of communications. Field conditions are tough for them but it always seems as though no time at all has elapsed before they are operating in full force.

Speaking of field conditions, that is where our transportation section has proven its worth. The mere fact that every man over here swears he'll never

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"Their Glories are not loud rung - "

The Engineers



SECRET

SECRET



More Engineers with their source
of Supply - "T-Supply"



SECRET

SECRET



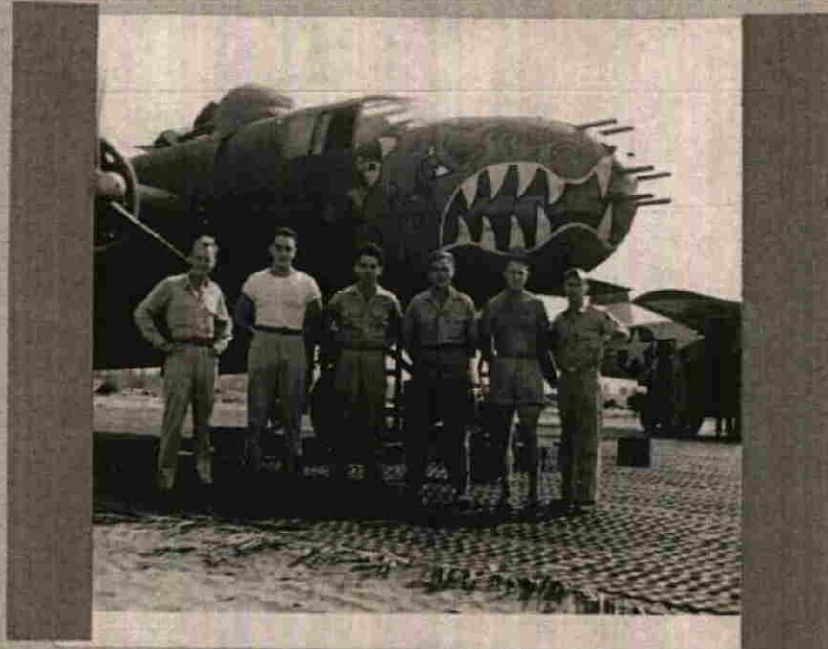
"Then there are the Armorers who know no
meaning of hours -"



SECRET

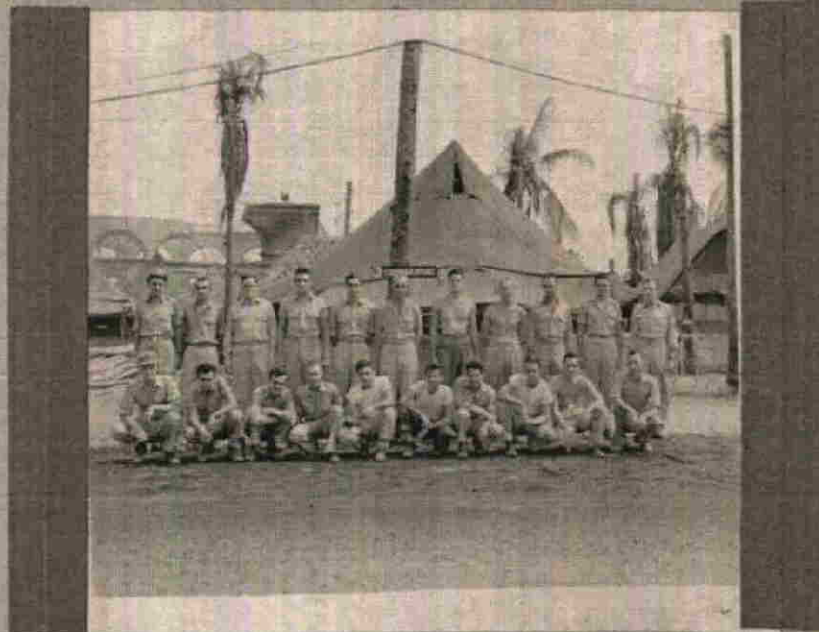
SECRET

The skillful "Turret Men"



"Field conditions are tough for them - "

Communications



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ride in a "jeep" again is indicative of the extent of work which must be carried on to keep our vehicles in the tip top shape which they are now in.

Then there is the medical section - Their's is a tedious job - Day after day the routine cases come in. Boring? Yes! - but such a necessary function. Practically speaking they should be classified as an agency of psychological warfare.

Without "P-Supply" we would be in pretty poor shape. It is their job to keep us clothed and comfortably equipped. Of course here in the field they have another responsibility - namely that of allotting to us tobacco, candy, gum, soap, razor blades and ever so many more things which are a "must" to the American G.I.

Little need be said of the boys in the orderly. Their's is a continual grind - Form 20's, 24's, 66-2's, letters, indorsements, promotions - and what have you. Not interesting to the average soldier, but try to do the fighting without it.

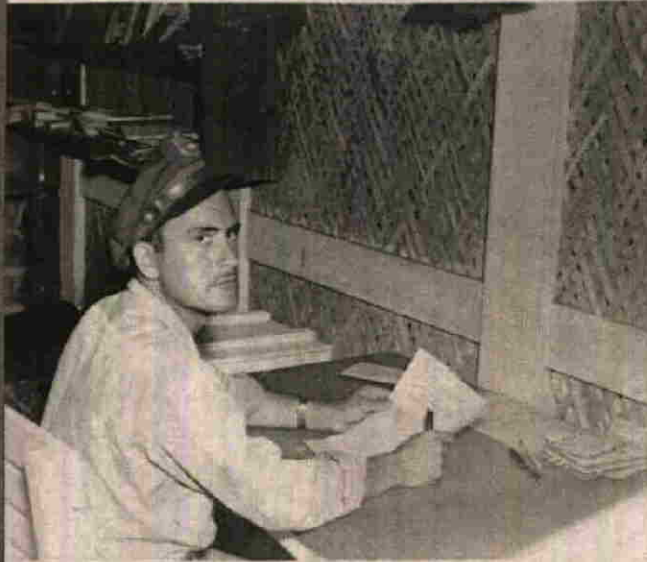
Lastly the operations and intelligence sections. Their's is a job requiring the utmost of cooperation. The personnel in these sections, more so than in other staffs, are selected after having proven their ability to grasp the situation and to do a precise job and then to be able to adhere to the strictest compliances in military security in order to keep their fine work "under their hat".

Perhaps it is a feeble attempt but we are proud of our men and the following pages of photos depict for you the type of men in this squadron who keep 'em flying and in showing you thus we endeavor to gain recognition for these men who we feel are worthy of your highest commendation.

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" Their's is a tedious job - "

Medics



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" without P - Supply we would be in
pretty poor shape "



" Their's is a continual grind - "
Orderly Room



S E C R E T

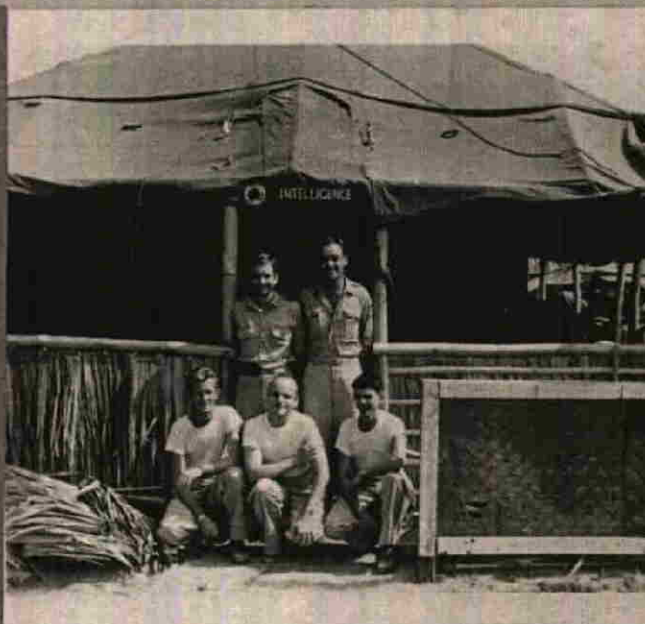
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" Their's is a job requiring the utmost
of cooperation - "

Operations

Intelligence



SECRET

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| 2. SO #72, VBC, 20 March 45 | 20. SO #38, 38th Bm Gp, 29 Mar 45 |
| 3. SO #69, FEAF, 18 March 45 | 21. SO #40, 38th Bm Gp, 31 Mar 45 |
| 4. SO #4, FEAF, 6 March 45 | 22. SO #39, 38th Bm Gp, 30 Mar 45 |
| 5. SO #50, FEAF, 30 March 45 | 23. SO #71, USAFFE, 14 March 45 |
| 6. SO #44, 107th Sta Hosp, 25 Mar 45 | 24. SO #26, 38th Bm Gp, 1 Mar 45 |
| 7. SO #65, 132nd Gen Hosp, 5 Mar 45 | 25. SO #36, 38th Bm Gp, 20 Mar 45 |
| 8. SO #20, 107th Sta Hosp, 26 Feb 45 | 26. SO #34, 38th Bm Gp, 16 Mar 45 |
| 9. SO #21, 107th Sta Hosp, 27 Feb 45 | |
| 10. SO #58, 132nd Gen Hosp, 26 Feb 45 | |
| 11. SO #37, 107th Sta Hosp, 15 Mar 45 | |
| 12. SO #57, 42nd Gen Hosp, 28 Feb 45 | |
| 13. SO #32, Hq 38th Bm Gp, 5 Mar 45 | |
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| 15. SO #31, Hq 38th Bm Gp, 5 Mar 45 | |
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APPENDICES

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March 1945 Historical Summary
"Green Dragons" - 405th Bomb Sq (M)

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2. Extracts from the Morning Report 1-31 March 1945
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28. Damage Assessment Plan of Mission #71-C-2 (A), 12 March 1945
29. Narrative Report of Mission #72-C-5 (A), 13 March 1945 (BANGUED)
30. Narrative Report of Mission #73-C-2 (A), 14 March 1945 (SALOMAGUE)
31. Narrative Report of Mission #74-C-4 (A), 15 March 1945 (SALOMAGUE)
32. Damage Assessment Plan of Mission #74-C-4 (A), 15 March 1945
33. Narrative Report of Mission #75-C-1 (A), 16 March 1945 (BAGUIO)
34. Narrative Report of Mission #76-C-4 (A), 17 March 1945 (BAGUIO)
35. Damage Assessment Plan of Mission #76-C-4 (A), 17 March 1945
36. Narrative Report of Mission #77-C-1 (A), 18 March 1945 (TANGADON)
37. Damage Assessment Plan of Mission #77-C-1 (A), 18 March 1945
38. Narrative Report of Mission #80-C-3 (A), 21 March 1945 (TANGADON)
39. Damage Assessment Plan of Mission #84-C-1 (A), 25 March 1945 (BAGUIO)
40. Narrative Mission Report of Mission #84-C-1 (A), 25 March 1945

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Appendix #1 - March 1945

Historical Summary -----

405TH BOMBARDMENT SQUADRON (M)
 38TH BOMBARDMENT GROUP (M)
 APO 70

1 April 1945

Subject: Strength Report

To : 38th Bombardment Group Statistical Section, APO 70.

ORGANIZATION:

PERSONNEL STRENGTH	OFFICERS	ENLISTED MEN	TOTALS
1st of Mo	98	303	401
Last of mo	102	295	397

PERSONNEL ATTRITION

	OFFICERS	ENLISTED MEN	TOTAL
LOST			
KILLED IN ACTION			
MISSING IN ACTION	3	3	6*
*Reported safe in China			
HOSPITALIZED:			
WOUNDED	1	2	
EXPOSURE			
ILLNESS	4	29	

AIRCRAFT STRENGTH:

SQUADRON	TYPE	ASSIGNED	READY FOR COMBAT
1st of Mo.	J	3	3
	JB	4	2
	JB-1	4	4
Last of Mo.	J	3	2
	JB	2	1
	JB-1	5	4
	D	1	1

NUMBER OF AIRCRAFT, TOTAL LOSSES FOR MONTH: (1)

For the Squadron Commander:

A TRUE COPY:

James R. O'Connor
 JAMES R. O'CONNOR,
 1st Lieut., Air Corps.

/s/ Samuel N. Hurst
 /t/ SAMUEL N. HURST,
 1st Lieut., Air Corps,
 Adjutant.

S E C R E T

S E C R E TAppendix #2 - March 1945
Historical Summary -----EXTRACTS FROM THE MORNING REPORT - 405TH BOMBARDMENT SQUADRON (M)
MARCH 1945 -----

- 1 - 1 EM (Cpl Dobson) sk in 107th Sta Hosp LD to dy.
- 2 - 2 O (1st Lt Martin, 2nd Lt Smith) & 1 EM (Sgt J A Connolly) sk in hosp LD to dy. 1 EM (S/Sgt Romano) sk in qtrs LD to dy. 2 EM (T/Sgt Goddard, Pvt Brennan) & 1 O (1st Lt Henry) dy to sk in hosp LD. 1 EM (Pvt Marvin NMI Cook) dy to reld fr asgmt & trfd to 823rd Bn Sq per Ltr Subj Trf of EM 38th B G eff 27 Feb 45. 1 EM (Pvt med John R Milton) atchd unasgd fr 38th B G. 3 EM (T/Sgt Reese, S/Sgts Quiggle, Shenosky) DS Sydney lv area to dy, absent 44, 22, & 50 days respectively.
- 3 - 2 EM (Pfc Hayes, Sgt Vanden Hengel) sk in hosp LD to dy. 1 EM (med Pvt John R Milton) reld fr atchd unasgd & asgd per ltr subj Trf of EM eff 2 Mar 45 38th B G. 1 EM (Sgt Adriel B Foles) en route to jn to dy. 1 EM (Cpl Fritz) dy to sk in qtrs.
- 4 - 1 EM (ord Pfc Keeps the Mountain) sk in hosp LD to reld of asgmt & asgd Det of Pnts per SO #20 Hq 107th Sta Hosp eff 26 Feb 45. 1 EM (Sgt DuPre) sk in hosp LD to dy. 3 EM (S/Sgts Harris, Fett, Cpl Hager) dy to sk in hosp LD. 2 EM (S/Sgt Huchtemann, Sgt Sauro) dy to sk in qtrs LD.
- 5 - 2 O (2nd Lts Beardsley, Farina) & 1 EM (S/Sgt Davis) dy to DS Sydney lv area 10 days excl trav time. 1 EM (T/Sgt James E Calloway) asgd per Ltr subj Trf of EM 38th B G eff 1 Mar 45. 1 EM (Pvt Harold NMI Forman) asgd per SO #60 Hq FAF eff 2 Mar 45 en route to jn. 1 O (1st Lt Henry) sk in hosp LD to dy. 1 EM (Cpl Michael A Picciottoli) sk in hosp LD to reld of asgmt & trfd to det of Pnts per SO #21 Hq 107th Sta Hosp eff 27 Feb 45. 2 EM (T/Sgt Edmund J Malak, Pfc Thomas F Ryan) sk in hosp LD to reld of asgmt & trfd to Det of Pnts per SO #22 Hq 107th Sta Hosp eff 28 Feb 45. 2 EM (T/Sgt Weeds, Cpl Wilson) dy to sk in qtrs LD.
- 6 - 1 O (Capt John F Carte) dy to reld of asgmt & trfd atchd unasgd to 11th Repl Bn AAF APO 920 for processing & T to US per SO #4 Hq FEAF eff 6 Mar 45. 1 EM (Sgt Gall) en route to jn to dy. 1 O (1st Lt Ronald NMI Rossiter) asgd per SO #57 Hq 42nd Gen Hosp APO 923 eff 28 Feb 45 enroute to jn. 1 EM (Cpl Earl H Blice) sk in hosp LD to reld of asgmt & trfd to Det Pnts 132nd Gen Hosp APO 920 per SO #58 Hq 132nd Gen Hosp eff 26 Feb 45. 1 EM (Sgt Carubba) dy to sk in qtrs LD. 1 EM (S/Sgt Huchtemann) sk in qtrs LD to dy.
- 7 - 1 EM (Pvt Solly NMI Gold) atchd unasgd fr 38th B G. 3 EM (Pfc McCormick, S/Sgt Tierney, Cpl Risky) en route to jn to dy.
- 8 - 4 EM (Sgts Eastland, Godfrey, Cpl Lundholm, Pvt Reimer) en route to jn to dy. 2 EM (Sgts Sauro, Carrubba) sk in qtrs LD to dy. 1 EM (Pfc Albright) dy to sk in hosp LD. 1 EM (Cpl Davis) dy to sk in qtrs LD.
- 9 - 1 EM (T/Sgt Goddard) sk in hosp LD to dy. 1 EM (ord Cpl Oscar M Farmer) TD 268th Repl Co Apo 565 to dy. 1 EM (Sgt Cohen) dy to DS w/360th Sv Gp APO 713-1 per SO #63 VBC eff 11 Mar 45. 3 EM (T/Sgt Woods, Cpls Wilson, Fritz) sk in qtrs LD to dy. 4 EM (Cpls Mueller, Truesdale, Gaeto, Blau-

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velt) atchd unasgd fr 38th B G.

- 10 - 1 EM (Pvt Solly NMI Gold) reld fr atchd unasgd & asgd per SO #31 38th B G eff 5 Mar 45. 1 O (2nd Lt Cooper) en route to jn to dy. 1 EM (T/Sgt Roberts) dy to sk in hosp LD.
- 11 - 2 EM (Pvts Turner, Lawson) dy to sk in hosp LD. 1 EM (Cpl Wilson) dy to sk in qtrs LD. 1 EM (Cpl Davis) sk in qtrs LD to dy.
- 12 - 1 EM (Cpl Hager) sk in hosp LD to dy. 1 EM (Cpl Cooper) dy to TD APO 922.
- 13 - 2 EM (T/Sgt Frank G Kovacs, Sgt Francis W Grace) atchd unasgd fr 38th B G. 1 EM (S/Sgt Guy R Mire) sk in hosp LD to reld of asgmt & atchd unasgd Det of Pnts per SO #65 Hq 132nd Gen Hosp APO 920 eff 5 Mar 45. 1 EM (Walters Cpl) dy to sk in qtrs LD. 3 EM (Sgt Small, Cpls Valencia, Seltzer) dy to sk in hosp LD. 1 EM (Cpl Wilson) sk in qtrs LD to dy.
- 14 - 1 EM (S/Sgt Whitcomb) dy to sk in hosp LD eff 3 Mar 45. 1 EM (Cpl Michael A Picciottoli) reld fr atchd unasgd Det of Pts & asgd this orgn per SO #32 Hq 107th Sta Hosp eff 10 Mar 45. 1 EM (Pvt Forman) en route to jn to dy. 1 EM (Pfc Albright) sk in hosp LD to dy. 1 O (F/O Tomaszewski) & 2 EM (T/Sgt Schutzbarg, S/Sgt Nesbitt) dy to sk in hosp LD. 6 EM (T/Sgt Kovacs, Frank G, Robert W Blauvelt, Cpl, Sgt Francis W Grace, Cpls George C Mueller, Anthony J Gaeto, Donald D Truesdale) reld fr atchd unasgd & asgd per SO #32 38th B G eff 5 Mar 45.
- 15 - 7 EM (T/Sgts William L Garland, Emil M Riffon, Jacob M Roberts, S/Sgts Charles D Dickson, Louis NMI Krauss, Harold N Shue, Ralph E Walters) reld fr dy & atchd unasgd to Rotation Detch Base "K" APO 72 per SO #69 VBC eff 15 Mar 45. 6 O (1st Lt Boyce M James Jr, 2nd Lts Roger P Anderson, Burton S Cooper, Lester D Femer, F/O Murray NMI Naidich) atchd unasgd fr 38th B G. 1 O (1st Lt O'Connor) & 2 EM (S/Sgt Fett, Pvt Lawson) sk in hosp to dy. 1 EM (Cpl Walters) sk in qtrs LD to sk in hosp LD. 1 EM (T/Sgt Edmund J Malak) reld fr atchd to Det of Pnts & asgd this orgn per SO #37 107th Sta Hosp eff 15 Mar 45.
- 16 - 5 EM (S/Sgts Carroll, Davis, Chenault, Henry, Kleczka) promoted to T/Sgt, 3 EM (Sgts Maturi, Ozga, Washton), promoted to S/Sgts, 1 EM (Cpl Carmack) promoted to Sgt, 1 EM (med Sgt Borsum) promoted to S/Sgt, 1 EM (med Pfc Klingensmith) promoted to Cpl, per SO #26 38th B G eff 1 Mar 45. 1 EM (Pvt Behrens) dy to sk in qtrs LD. 1 O (2nd Lt Boetig) TDY Loran School APO 713-1 to dy eff 28 Feb 45. 2 O (2nd Lts Brady, Raymond) DS FEAF CR & TC APO 713-1 to dy.
- 17 - 6 O (1st Lt Boyce, 2nd Lts Cooper, Fenner, Anderson, F/Os Naidich, George H Paquette) reld fr atchd unasgd & asgd per par 2 SO #34 38th B G eff 16 Mar 45. 3 EM (Cpls Robert K Strong, Leo NMI Shenko, Edwin B Martin) asgd per SO #34 38th B G eff 16 Mar 45 en route to jn. 3 EM (Cpls James O Ayrton, Doyle E Anderson, John A Watson) asgd per SO #34 38th B G eff 16 Mar 45 & jd 17 Mar 45. 1 EM (ord Sgt Small) sk in hosp LD to dy. 1 EM (Cpl LaVelle) en route to jn to dy. 1 EM (Pvt Milton med) promoted to Pfc per SO #26 38th B G eff 1 Mar 45. 1 EM (Pvt Behmens) sk in qtrs LD to dy. 2 EM (T/Sgt Ebeling, S/Sgt Tierney) dy to sk in hosp LD. 1 EM (S/Sgt Hammack) dy to sk in qtrs LD.
- 18 - 1 O (2nd Lt Hill) DS w/360th S Gp APO 713-1 to dy per SO #64 360th Sv Gp

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- eff 17 Mar 45. 1 EM (S/Sgt Quiggle, Harry L) dy to reld of asgmt & atchd unasgd 93rd Repl Bn APO 72 per SO #69 Hq FEAF eff 18 Mar 45. 1 EM (S/Sgt Harris) sk in hosp ID to dy.
- 19 - 1 EM (Pfc Dinguss) dy to AWOL eff 18 Mar 45, AWOL to dy to arr in conf Base M Stockade await trial. 1 EM (S/Sgt Hammack) sk in qtrs ID to dy. 1 EM (Cpl Seltzer) sk in hosp ID to dy.
- 20 - 1 EM (Cpl Raymond J Cook) dy to TDY w/93d Repl Bn APO 72 per SO #72 VBC eff 20 Mar 45. 1 O (F/O Tomaszewski) & 1 EM (S/Sgt Nesbitt) sk in hosp ID to dy. 3 EM (T/Sgts Leslie D Filson, Raymond P Fett, S/Sgt Clarence A Briggs) & 3 O (2nd Lts Charles W Stukas, Grant E Tigwell, William A Winstead) dy to MIA Amoy Harbor. 1 O (2nd Lt Burt H Raymond Jr) dy to reld of asgmt & asgd to 38th B G per SO #35 Hq 38th B G eff 14 Mar 45.
- 21 - 1 EM (Cpl Cooper) TDY APO 922 to dy. 3 EM (Cpls Strong, Shenko, Martin) en route to jn to dy. 2 EM (S/Sgts Allison, Hammack) dy to sk in hosp ID. 1 EM (Cpl Comrady) dy to sk in qtrs ID. 1 EM (Pvt Turner) sk in hosp ID to dy.
- 22 - 3 O (2nd Lts James J Benjamin, Bernard NMI Jacobs, Warren M Dellarcus) & 3 EM (S/Sgts Martin NMI Feldman, Donald A McCombs, Harry J Ofsa) MIA to KIA per VOCO 405th B S eff 31 Jan 45. 1 EM (Cpl Walters) sk in hosp ID to dy).
- 23 - 1 O (Capt Arnold D Booth) DS Sydney lv area to reld of asgmt & asgd Det of Pnts per ltr Det of Pnts U S Army Med Liason Sec Base 7 eff 24 Jan 45. 1 O (2nd Lt Claude G Carpenter) atchd unasgd fr 38th B G. 1 EM (Cpl Rossiter) promoted Sgt per SO #34, 38th B G eff 16 Mar 45. 2 EM (Cpls Fisher, Holleran) promoted Sgts per SO #36 38th B G eff 20 Mar 45. 1 EM (Cpl Valencia) sk in hosp ID to dy. 1 EM (Cpl Blauvelt) dy to sk in hosp ID. 2 EM (Sgt J A Connolly, T/Sgt Woods) dy to sk in qtrs ID.
- 24 - 1 O (2nd Lt Claude G Carpenter) reld fr atchd unasgd to asgd per SO #37 38th B G.
- 25 - 2 EM (S/Sgts Kenneth G Allison, George C Hammack, Jr) sk in hosp ID to reld fr asgmt & asgd Det of Pnts per SO #44 107th Sta Hosp eff 22 Mar 45. 2 EM (T/Sgt Ebeling, S/Sgt Tierney) sk in hosp ID to dy.
- 26 - 1 EM (Sgt Shatzen) dy to sk in hosp ID eff 25 Mar 45. 2 EM (S/Sgt James V Grover, T/Sgt Peter J Rinaldi) atchd unasgd & jd fr 38th B G. 1 EM (Cpl Comrady) sk in qtrs ID to sk in hosp ID. 1 EM (Sgt J A Connolly) sk in qtrs ID to dy. 2 EM (S/Sgt Antonio Romano, Pfc Jezior) dy to sk in qtrs ID.
- 27 - 7 O (1st Lts Nichols, James, 2nd Lts Fenner, Chapman, Cooper, Kuhner, F/O Paquette) & 1 EM (S/Sgt Washton) dy to TDY APO 920. 2 EM (T/Sgt Woods, Pfc Jezior) sk in qtrs ID to dy. 2 EM (Sgt Cannon, Cpl Apostolos) dy to sk in qtrs ID. 1 EM (S/Sgt Whitcomb) sk in hosp APO 72 ID to dy. 1 EM (S/Sgt Simpson) dy to sk in hosp ID.
- 28 - 2 EM (S/Sgt Simpson, Cpl Blauvelt) sk in hosp ID to dy. 1 EM (Sgt Cannon) sk in qtrs ID to dy. 1 O (1st Lt Rossiter) en route to join to dy.
- 29 - 2 EM (T/Sgt Peter J Rinaldi, S/Sgt James G Grover) reld fr atchd unasgd & asgd per SO #38 38th B G eff 16 Mar 45. 1 EM (S/Sgt Romano) sk in qtrs ID to dy. 3 EM (Cpls Mueller, Risky, Pvt McWhirter) dy to sk in hosp ID.

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30 - 1 O (1st Lt Oscar R Lewman) DS Sydney lv area to reld of asgmt & WP to 11th Repl Bn AAF APO 920 for processing & T to US per SO #50 Hq FEAF eff 30 Mar 45. 1 EM (Cpl Comrady) sk in hosp LD to dy. 1 EM (Cpl Apostolos) sk in qtrs LD to dy. 2 EM (S/Sgts Badal, Lubach) dy to skin hosp LD. 1 EM (S/Sgt George C Ham-mack Jr) reld fr atchd unasgd Det of Pnts & asgd this orgn per #52 SO 107th Sta Hosp eff 30 Mar 45. 3 EM (S/Sgt Clarence A Briggs, T/Sgts Leslie D Filson, Raymond P Pett) & 3 O (2nd Lts Charles W Stukas, Grant E Tigwell, William A Win-stead) MIA to return to military control Loan China 21 Mar 45 per wire 34759 signed Chenault. 3 O (1st Lts Van Fleet, Hargis, Gibbons) promoted to Capt perSO #71 Hq USAFFE eff 14 Mar 45. 1 O (Maj Maurer) reld of comd eff 26 Mar 45. 1 O (Capt Van Fleet) assumed comd eff 26 Mar 45.

31 - 2 EM (ord Cpl Farmer, Pfc Parks) dy to sk in hosp LD. 1 EM (Cpl Bromberg) dy to sk in qtrs LD.

I CERTIFY THESE TO BE TRUE EXTRACTS OF THE
MORNING REPORTS OF THE 405TH BOMBARDMENT
SQUADRON (M) FROM 1 - 31 MARCH 1945.

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps.

S E C R E T

SECRET

Appendix #3 - March 1945
Historical Summary -----405th BOMBARDMENT SQUADRON (M)
38th BOMBARDMENT GROUP (M)
APO 70

25 March 1945

SQUADRON ROSTEROFFICERSMAJOR

Maurer, Edward J. jr.

0794439

CAPTAINS

Dwire, Arthur C. jr

0562912

Murphy, Merle L.

0433266

Rather, Leland J.

01687256

Swan, Curtis E.

0579407

Terrell, Harry F. jr

0688873

Thomas, Walter A.

0566904

FIRST LIEUTENANTS

Chamberlin, Lewis C. jr

0562701

Duggan, Willard

0759198

Drake, Wayne L.

01291246

Fish, Jules V.

0753507

Gibbons, William L.

0446031

Gilliam, James E. jr

0755321

Gunn, David J.

0753512

Halbreich, Herman P.

0760118

Hargis, Horrace P.

0764988

Henry, John M.

0765490

Hurst, Samuel N.

02036605

James, Boyce M. jr

0449807

Lewman, Oscar R.

0761599

Martin, Tommie G.

0885291

Miller, Hobart D.

0854275

Nichols, Jean M.

0730946

O'Connor, James R.

02036121

Rossiter, Ronald

0809289

Schafer, George L.

0865064

Shrout, James M.

0862748

Silver, Martin

0765121

Van Fleet, Dorence L.

0736298

Whelan, Kenneth J.

0863689

Zickerman, Robert L.

01583878

SECOND LIEUTENANTS

Anderson, Roger P.

0717158

Backes, Ralph G.

0767457

Bailey, Reginald E.

0716617

Baskett, Leslie D.

0768367

Beardsley, James F.

0829399

Beck, Clarence G.

0761545

Begg, Harry A.

0765694

Boetig, Robert A.

0709273

Brady, Everett P. jr

0761656

Brown, Max W.

0760557

Burgard, John C. jr

0831653

Buswell, Walter S.

0764970

Carpenter, Claude G.

0699793

Chapman, Roy M. jr

0834381

Clarke, John R.

0819750

Coffey, Edward J. jr

0718246

Cooper, Burton S.

02057120

Cooper, Watren S.

0717390

Growther, Frederick E.

0714035

Denning, Harlan L.

0775823

Eckeis, Richard W.

0764259

Emrbey, Boyd A.

0707877

Farina, Erman T.

0700719

Fehrenbach, Francis F.

0704556

Fenner, Lester D.

02057205

Furnas, Roy jr

0717425

Gangloff, Harold C.

0554793

George, Edwin

0552541

Gore, Ralph W.

01309717

Griffin, William L.

0713412

Hall, James E. jr

0715200

Halpin, Stephen R.

0822429

Hancock, John F. jr

0700802

Harris, Murray R.

0759927

Hill, Robert P. jr

0823582

Hilton, Meredith A.

0707056

Hoagland, William W.

0765493

SECRET

- 1 -

SECRETSECOND LIEUTENANTS (CONTD)

Hopper, Ancil W.	0756736
Huston, John H.	0709477
Ireland, William T.	0822727
Kane, John W.	0682485
Keegan, George J. jr	0823617
Kester, Theodore C.	0759465
Kruse, Aloysius F.	0778184
Kuhner, George C.	0702453
Kurtz, David P. jr	0822478
London, John R.	0754155
Mattox, Conrad B. jr	0782773
Monroe, George E.	0813412
Norton, James W.	0700755
Pendergraft, Eugene D.	0827945
Perdue, Earl W.	0784533
Perkins, Chester L.	0765414
Robideau, Richard L.	0768241
Rose, Joseph C.	0822814
Shibley, Clifford J.	0755442
Shipman, Richard L.	0760746
Smith, William J.	0762554
Stukas, Charles W.	0755454
Tigwell, Grant E.	0768307
Vanderwier, Carl G.	0778304
Wallace, James V.	0765163
Wallace, William A.	0768331
Weddle, Walter M.	0758665
White, Robert O.	0760939
Winstead, William A.	0765764

FLIGHT OFFICERS

Johnson, Emil R.	T124153
Naidich, Murray	T125302
Paquette, George H.	T130982
Tomaszewski, Edward J.	T129219
Wheeler, Clyde L.	T125768

WARRANT OFFICER

Nikitas, Vonnice G.	W2125699
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S E C R E T

ENLISTED MENFirst Sergeant

Kern, Mahlon C. 6844984

MASTER SERGEANTS

Alford, Eugene V. 13014727
 Machajewski, Albert J. 33080091
 Parish, Arch L. 6292712
 Toomey, Earnest W. 6888283
 Varner, Bruce H. 14021767

TECHNICAL SERGEANTS

Barnes, Charles W. 33490997
 Bliss, Hayden 31326705
 Boutette, Harold A. 36592237
 Burdick, James T. 6698968
 Calloway, James E. 6385135
 Carroll, Edwin T. 34671517
 Chenault, Russell M. 35701738
 Cilley, Edwin J. 31108489
 Correia, Mammel 11037697
 Davis, Warren 12041467
 Dudeck, Thomas V. 13021654
 Ebeling, Delbert L. 13042649
 Farrior, Walter P. 14051206
 Fett, Raymond P. 36592895
 Filson, Leslie D. 34361920
 Goddard, Wilbur H. jr 32315506
 Gordon, Thomas H. 6975747
 Hall, Donald E. 39912988
 Harrison, R. B. (i o) 6293572
 Henry, Joseph W. 35216568
 Kane, Willard E. 19060094
 Kleczka, Edward A. 36809709
 Kovacs, Frank G. 6897871
 Malak, Edmund J. 6298798
 Marker, George F. 15195690
 McDaniel, Mitchell H. jr 18128713
 Miller, George P. 37380189
 Mills, Clyde M. 38114156
 Morris, Wilfred L. 15017539
 O'Keefe, Joseph F. 32705824
 Reese, Donald R. 33251327
 Roberts, Albert G. 6390895

TECHNICAL SERGEANTS (CONT)

Sayers, Gerald W. 6944600
 Schutzburg, Murray A. 35058927
 Shultz, Jack G. 15067767
 Silber, Raymond D. 12121145
 Thomas, George 31305978
 Tipton, James B. 13033279
 Wise, Wellington M. 33111969
 Woods, Albert E. 32114467
 Zavaleta, Jesus A. 18057396

STAFF SERGEANTS

Adams, Ernest A. 35400293
 Allen, Aaron L. 18039341
 Allison, Kenneth G. 32909318
 Badal, Joseph J. 33341556
 Black, Charles V. 18098770
 Bosco, Joseph G. 6976138
 Briggs, Clarence A. 16052050
 Brown, Clarence C. 37109664
 Buhner, Russell I. 31276640
 Carter, Duane L. 19138483
 Chilsen, Stanley T. 36304008
 Danio, Marvin E. 6976716
 Daugherty, Joseph W. 20746798
 Davis, Paul A. 16019702
 Downs, Ralph A. 6719323
 Emmons, Robert A. 11067036
 Evanietz, Joseph L. 12039347
 Farmer, John W. 38395081
 Filipponi, Anthony J. 32076169
 Flynn, John J. jr 11111709
 Freiman, Jacob H. 31276149
 Glover, Robert E. 33293058
 Hammack, George C. jr 14053723
 Harrington, Edward J. 32871719
 Harris, Edward N. 14151458
 Kinkle, Thomas F. 39833127
 Hollenhead, James B. 14056729
 Hubbs, Paul R. 16051561
 Huchteman, Walter R. 18053114
 Koch, Frederick H. 39453225
 Kolb, Alva jr 18110644
 Landrum, Raymond J. 38053340
 Lubach, John P. 31331699

S E C R E T

STAFF SERGEANTS (CONTD)

Lucia, Ernest S.	39013471
Maturi, Philip D.	32000326
McGovern, Lawrence H.	12035601
Milosevic, George	13021479
Moretto, Albert	31077691
Morrison, Ray D.	15117583
Moshier, David R.	37015173
Muldoon, Frederick J. jr	11054518
Nall, Shelley U.	34055355
Nesbitt, James M.	32100336
Ogles, Aubrey L.	14078173
Osborn, Paul E.	16133774
Osga, Richard	16149625
Pattison, Edwin D.	37070726
Poe, Donald G.	37675558
Provard, Jerry	33509063
Romano, Antonio	12143773
Santarelli, Joseph J.	36058370
Seese, Ira J.	35141307
Shenosky, Anthony J.	32914853
Strain, Christopher A. jr	35173043
Tierney, Robert D.	12132264
Valek, Joseph E.	18040108
Washton, Arthur A.	12154237
Waters, Thomas I.	15334238
Welch, Patrick J.	17166285
Wentling, Ralph A.	6911773
Whitcomb, William W.	16030282
White, Robert E.	15325769
Williams, Robert T.	14071612
Zoss, Nelson O.	35765950

SERGEANTS

Adamowicz, William	35303498
Baker, Connie D.	14049851
Barry, Harvard M.	38208306
Berg, Robert H.	19004609
Bump, Leonard S.	31300383
Cannon, Jesse E.	17129470
Carmack, Robert	35791869
Carrubba, Anthony J.	32903946
Catterall, Francis J.	31071533
Clark, Lawrence E.	19114294
Cody, Robert C.	17128089
Cohen, Herman	32405195
Connolly, James A.	32324030

SERGEANTS (CONTD)

Cook, Wayne W.	37306055
De Leon, Aprodicio S.	19061717
Detz, Edmond F.	39094478
Dupre, Henry P.	38260535
Eastland, William T.	36174300
Evers, Lawrence C.	37123266
Fales, Adriel B.	31061709
Finch, Donald E.	37604491
Fioravanti, Joseph	32076160
Fisher, Paul A.	37618813
Ford, Edward F.	11088331
Gall, Stephen P.	37299859
Gaut, George F.	17057186
Godfrey, Martin A.	33284369
Grace, Francis W.	33787997
Gregory, Daniel J.	39191529
Greib, Edward J.	13012433
Herrick, Henry P.	37250089
Hinnant, Thomas W.	13143738
Holleran, Edward T.	31071711
Kaplan, Louis A.	19206130
Keating, Lawrence P.	38236278
Klein, Donald J.	35058522
Koster, Nicholas P.	37212314
Kramer, John J.	13012213
Laib, Rolf A.	39250449
Larsen, Gordon E.	39833411
Matteo, Frank A.	35052602
Mattern, Herbert Q.	36318595
Miller, Ronald C.	33164911
Morris, Thomas W.	35347726
Nakonency, Anthony	35600636
Norston, Wendall L.	37278838
Opfer, Thomas F.	13040646
Paul, Bernard J.	37655604
Payne, Willard V.	34689824
Rossiter, Warren	19097902
Sampson, Wiley jr	17060360
Sauro, Leonard jr	32144081
Schmidt, Julius	39452153
Schaffer, Philip	31179559
Settles, Jackson W.	39254753
Shatzer, Russell E.	32246745
Shaw, John T.	35418618
Simonsen, Max A.	39832889
Vanden Hengel, George S.	13008051
Ward, Charles E.	38444667
Wenrich, Herbert E.	33188180

- 4 -

S E C R E T

SECRETCORPORALS

Anderson, Doyle E.	35231041
Apostolos, George E.	15082381
Archibald, Ralph M.	6811087
Ashley, Edward L.	35657990
Avinger, Manly L. jr	34651342
Ayrton, James O.	31388837
Bennett, Charles	32930057
Blauvelt, Robert W.	32925793
Boyle, Andrew J.	32322323
Breen, Ray T.	37511799
Brogley, Milton D.	36815318
Bromberg, Joseph	32712662
Busch, Warren J.	12205616
Caldwell, William C.	12210006
Carneal, Elmer	33642363
Champeau, Walter V.	32892475
Chapman, Lee C.	33155920
Christy, Theodore W.	39140951
Cohen, Harry	32681214
Connolly, John P.	31294425
Conrady, Joseph J.	36243493
Cook, Raymond J.	31124091
Cooper, Keith F.	37343259
Coriell, Otto Y.	15394177
Davis, Arthur O. jr	34570908
De Marco, Fortunato F.	33397252
Diponio, Frank	36519585
Dobson, Gus B.	34824418
Divich, John A.	32757135
Erickson, Donald L.	37320727
Foster, Gale D.	36226417
Freund, Robert F.	13075229
Fritz, Herbert A.	18154482
Gaeto, Anthony J.	33827753
Goodwin, James H.	34763127
Gray, James C.	17115733
Hager, Stanley A.	19200924
Hartline, Norman W.	39103363
Hoffman, George R. jr	13048208
Kennedy, Harry F.	32689823
Kulazenska, John E.	35413025
La Mar, Frank	17058905
Lavelle, Gene A.	38439478
Lestock, William J.	15127121
Liban, Merle J.	36821338
Lown, Gerlad W.	12183688
Ludwig, Charles F.	39527833
Lundholm, Mark	39387447

CORPORALS (CONTD)

Marks, Leonard D.	32669211
Martin, Elwin B.	31283615
McDerby, Andrew F.	12127460
McKeough, Francis A.	32618703
McNamara, Harold	32463074
McQuillan, James L.	33432815
Metz, Earl J.	35142459
Minei, Vito A.	12057137
Morley, Woodrow W.	16022910
Mueller, George C.	42003925
Nowell, Richard S.	18125381
Overton, Fred W.	34735457
Paradis, Leonard J.	11068362
Pearl, David	32444325
Picciottoli, Michael A.	32459779
Rellick, Stephen L.	39282986
Riskey, Daniel L.	39273581
Sanders, Russell A.	34710295
Sasser, Emmett E.	39541798
Schwartz, Bernard	11101605
Seltzer, Perry	12146492
Shenko, Leo	13063025
Sizemore, Fred	34037045
Strong, Robert K.	32676006
Surabian, Fred K.	31135128
Swanson, Avery K.	17154224
Swetland, Lyle G.	37560144
Symbouras, Edward	13102246
Truesdale, Donald D.	13083691
Ulibarri, John M.	39848268
Valencia, Henry M.	39553559
Walker, Richmond E.	38192079
Walters, Joseph F.	12155180
Watson, John A.	19135591
Williams, Melvin A.	37474658
Wilson, Harry M.	14064596

PRIVATE FIRST CLASS

Albright, Edward E.	34656056
Brandt, Edwin H.	38359790
Capace, Alfonse M.	32288909
Cocke, James R.	18162131
Croll, Raymond W.	33829217
Diaz, Jose M III	12163266
Dinguss, William C.	35209440
Egan, James J.	36743058

SECRET

SECRETPRIVATES FIRST CLASS (CONTD)

Falkins, John F.	12125920
Hansen, James W.	37722808
Hayes, James A.	14161896
Jezior, Stanley J.	16188858
Keating, Patrick C.	32634549
Kingman, Harry W. jr	34658632
Le Page, Victor L.	31177289
McCormick, James M.	33556651
Parks, Albert R.	33064545
Shedron, Paul R.	6655319
Tracton, Harold	13114733
Wassong, Louis J.	32441803

PRIVATES

Behrens, Charles A.	17162319
Bergren, Donald A.	37565012
Brennen, Joseph P.	33189053
Dye, Leonard R.	37264120
Forman, Harold	32961577
Gold, Solly	12185342
Hasson, Urban R.	42030180
Lawson, Ralph R.	13143404
McWhirter, William W.	14049997
Millonzi, Lawrence A.	16096068
Morgan, George W.	33490985
Powell, Miles W.	19060015
Reimer, Richard R.	36827694
Rees, Harold P.	31136812
Triemert, Andrew J.	37558988
Turner, James E.	37618174
Ursprung, Norman W.	16075644

MEDICAL SECTIONSTAFF SERGEANT

Borsum, Robert L.	36188461
-------------------	----------

CORPORAL

Klingensmith, Walter E.	33682123
-------------------------	----------

PRIVATES FIRST CLASS

Milton, John R.	37504039
-----------------	----------

ORDNANCE SECTIONTECHNICAL SERGEANT

Forshee, Samuel N.	38079800
--------------------	----------

STAFF SERGEANT

Simpson, Walton R.	14038842
--------------------	----------

SERGEANTS

Cook, Raymond T.	36249921
Morris, George W.	33529219
Small, James W.	14054083

CORPORALS

Dowd, Michael F.	32712878
Farmer, Oscar M.	15088150
Payne, Robert D.	35600463
Singerman, Robert D.	35601815

PRIVATE FIRST CLASS

Goll, Henry G.	36635700
----------------	----------

ATCHD FR OTHER ORGANIZATIONSSERGEANT

Ivey, Raymond F.	14025277
------------------	----------

PRIVATE FIRST CLASS

Klein, Emil E.	12191544
----------------	----------

SECRET

S E C R E T

Appendix #4, March 1945
Historical Summary ----

RESTRICTED
HEADQUARTERS
38TH BOMBARDMENT GROUP (M)
APO 70

31 March 1945.

SPECIAL ORDERS)

NUMBER..... 40)

6. VOCO 26 Mar 45 appointing CAPTAIN DORENCE L. VAN FLEET 1081
0738298 CO of 405th Bomb Sq (M) vice MAJOR EDWARD J. MAURER JR 0794439
reld are hereby confirmed and made of record.

BY ORDER OF LIEUTENANT COLONEL HAVES:

OFFICIAL:

JOHN P. DRISCOLL,
1st Lt., Air Corps,
Actg Adjutant.

/s/ JOHN P. DRISCOLL
/t/ JOHN P. DRISCOLL,
1st Lt., Air Corps,
Actg Adjutant.

A TRUE EXTRACT COPY:

S. N. Horst
S. N. HORST,
1st Lt., Air Corps.

S E C R E T

SECRET

AIR FORCE — FORM 111

Appendix #5, March 1945
Historical Summary ----

MONTHLY AIRCRAFT STATUS REPORT

Air Force FIFTH Command V BOMBER Group 38TH BOMB (M) Squadron 405TH BOMB (M)Detachment _____ Depot _____ Station APC 70 Date 1 MARCH 1945

TABLE I.—AIRCRAFT ON HAND

Type, Model and Series	Serial Number	Oper.	No. OF DAYS NON-OPERATIONAL FOR—							No. of Days to Comp.	Class	W. or N. W.	TOTAL No. HOURS—	
			Maint. and Rep.	Modif.	Await. Parts	Await. Labor	Under-going Ovhl.	Erect. or Await. Erect.	Await. Disp. or Salv.				This Reporting Date	Previous Reporting Date
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
B-25J	43-27955	27	1								1		418:45	363:30
B-25J	43-27971	15	4								1		456:15	399:25
B-25J	43-27973	28												
B-25J-b	43-28010	17	3								1		472:55	412:10
B-25J-b	43-28022	11	4	1							1		452:35	403:55
B-25J-b	43-28025	8	6	2							1		447:15	399:45
B-25J-b	43-28088	13	3								1		409:20	370:45
B-25J-b1	43-28020	12	6	1							1		448:20	420:10
B-25J-b1	44-29358	26	1	1							1		167:50	112:35
B-25J-b1	44-29579	24	4								1		165:20	90:40
B-25J-b1	44-29587	16	7	1							1		154:25	87:25

SECRET

TABLE II.—AIRCRAFT TRANSFERRED AND LOST

Type, Model and Series	Serial Number	Date of Transfer or Loss	Reason	Unit to which Transferred	TOTAL NUMBER OF HOURS	
					When Lost or Transferred	Previous Reporting Date
P	Q	R	S	T	U	V
B-25J	43-27988	1-2-45	I-E	M.I.A.	403:50	402:35
B-25J	43-36040	1-2-45	T-G	80th Airborne Sq.	UNKNOWN	199:55
B-25V	41-30597	12-2-45	T-G	1st Airborne Repair Sq.	933:25	924:55
B-25J	43-28108	20-2-45	T-G	65th Ser Sq.	295:30	268:10
B-25J	43-27958	24-2-45	T-J	13th Air Force	381:30	350:10
B-25J	43-27976	24-2-45	T-J	13th Air Force	331:05	303:10
B-25J-b	43-27984	28-2-45	T-I	69th Ser Sq.	368:20	305:55
B-25J-b1	44-29547	28-2-45	T-I	69th Ser Sq.	149:30	97:45

A TRUE COPY:

James R. O'Connor
 JAMES R. O'CONNOR,
 1st Lieut., Air Corps.

DORENCE L. VAN FLEET,
 Captain, Air Corps.

Commanding Officer.

SECRET

Appendix #6 - March 1945
Historical Summary -----

AIR FORCE — FORM III

MONTHLY AIRCRAFT STATUS REPORT

Air Force FIFTH Command V BOMBER Group 38TH BOMB (M) Squadron 405TH BOMB (M)
 Detachment _____ Depot _____ Station INDAGAYEN, P.I. Date 1 APRIL 1945

TABLE I.—AIRCRAFT ON HAND

Type, Model and Series	Serial Number	Oper.	No. OF DAYS NON-OPERATIONAL FOR—							No. of Days to Comp.	Class	W. or N. W.	TOTAL No. HOURS—	
			Maint. and Rep.	Modif.	Await. Parts	Await. Labor	Undergoing Ovhl.	Erect. or Await. Erect.	Await. Disp. or Salv.				This Reporting Date	Previous Reporting Date
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
B-25J	43-27955	27	4								1		86:25	505:10
B-25J	43-27971	25	6								1		102:45	559:00
B-25J	43-27973	25	5		1					10	1		84:30	356:25
B-25J-b	43-28022	16	14	1						3	1		74:20	536:55
B-25J-b	43-28025	24	7								1		73:10	520:25
B-25J-bl	43-27984	18	9	1						1	1		94:50	463:10
B-25J-bl	44-29358	27	3	1							1		91:05	258:55
B-25J-bl	44-29547	21	8	1							1		98:20	248:50
B-25J-bl	44-29579	18	12	1							1		94:30	259:50
B-25J-bl	44-29587	26	4	1							1		110:25	264:50
B-25D-V	41-30597	25	3								5		142:05	1075:30
B-25J-b	43-28088	18	2											
B-25J-bl	43-28010	16	9											
B-25J-bl	43-28020	10	4											

SECRET

TABLE II.—AIRCRAFT TRANSFERRED OR LOST

Type, Model and Series	Serial Number	Date of Transfer or Loss	Reason	Unit to which Transferred	TOTAL NUMBER OF HOURS	
					When Lost or Transferred	Previous Reporting Date
P	Q	R	S	T	U	V
B-25J-b	43-28088	20-3-45	L-E		457:10	409:20
B-25J-b1	43-28010	25-3-45	T-A	69th Ser. Sq. MAT	552:20	472:55
B-25J-b1	43-28020	17-3-45	L-E		491:20	448:20
* This airplane was crash landed in China and burned by crew.						

A TRUE COPY:

James R. O'Connor
 JAMES R. O'CONNOR,
 1st Lieut., Air Corps.

DORENCE L. VAN FLEET
 Captain, Air Corps
 Commanding Officer.

SECRETAppendix No. 7, March Historical
Summary405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
APO 70

17 March 1945

Subject: Combat Evaluation Report.

To : Commanding Officer, Headquarters 38th Bombardment Group (M), APO 70.

1. Suggest that a stronger Shockle Support Hook Installation be made in the B-25. It has been found that during evasive action the present support hooks are likely to give way under the weight of a one thousand pound bomb.
2. Suggest that the B-9 gun firing solenoid be modified so as to have a visible means of determining whether the solenoid plunger is stuck in the firing position. If this is not possible, suggest that a B-9A gun firing solenoid be made available to insure this visual check.
3. It is strongly suggested that a manual salvo be installed on the B-25. The electrical salvo is definitely unsatisfactory and has proven to be a great hazard in some instances. A sure release of a dangerous bomb load is desired and it is believed by this squadron that the electrical system is definitely not dependable.
4. Suggest that an effort be made to improve the condition of the Lingayon metal airstrip. This runway is becoming increasingly bad and in its present condition is placing undue strain on the nose gear of our B-25's.
5. Suggest that the time delay relay in the bomb release circuit be removed from the present position in the top of the bomb-bay to a more convenient position. With the use of the half bomb-bay gasoline tank this delay relay unit is completely inaccessible and is difficult to inspect regularly. It is the opinion of this squadron that the time delay relay unit should be inspected more often to insure the positive salvo release with the present electrical system and in order to accomplish this, the unit should be installed below the bomb-bay gas tank.
6. It is suggest that a crash harness be placed on the pilots seat in the B-25. Through experience, it has been learned that a harness to restrict the forward movement of the upper half of the pilots body would have prevented face and chest injuries.

EDWARD J. MAURER, JR.,
Major, Air Corps,
Commanding.

A TRUE COPY:

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps.SECRET

8A

S E C R E T

Appendix #8 A - March 1945
Historical Summary -----405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
APO 70

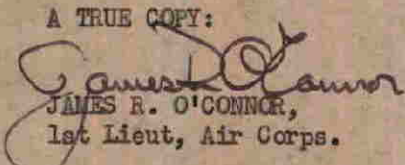
11 March 1945

TRAINING REPORT

- | | |
|---|--------------------------------------|
| 1. Number of practice bombs dropped | 100 x 250# GP-M57
8 x 500# GP-M64 |
| 2. Average Altitude of release | Min |
| 3. Days on missions or alert when practice not available. | 8 missions. |

Combat Sorties	35
Non-Combat Sorties	21
Combat Hours	269:10
Non Combat Hours	87:10
Combat Gas	32279 gal.
Non Combat Gas	9766 gal.
Combat Oil	1440 qts.
Non Combat Oil	258 qts.

A TRUE COPY:


 JAMES R. O'CONNOR,
 1st Lieut, Air Corps.

S E C R E T

SECRET

Appendix #8 B - March 1945

REPLACEMENT TO APT FORM #14

Historical Summary -----

SQUADRON 405TH BOMB SQ (W)

DATE 21 March 1945 APO 70

1. Days on Mission or Alert

18

2. Gasoline:

Combat

42,910 gal.

Non-Combat

3,153 gal.

3. Oil

Combat

2,354 gal.

Non-Combat

85 qts.

RECAP OF COMBAT STATISTICS

DAY	THIS PERIOD			TOTAL TO DATE		
	MISSIONS	SORTIES	HOURS	MISSIONS	SORTIES	HOURS
Attack	10	50	294:55	317	2116	10,338:20
Weather				27	34	166:30
Other (List Type) Arm Patrol				29	56	190:40
Arm Recco	2	2	14:35	24	38	219:40
Photo				7	7	21:20
Search	2	2	13:30	10	32	162:30
Courier				38	38	196:05
Leaflet Dropping	1	1	2:30	1	1	2:30
<u>NIGHT</u>				TOTAL TIME DAY 11,466:55		
Attack				26	123	145:40
Weather				4	4	14:55
Other (List Type)	Other types not flown this period not listed but in total times.					
Spotting	3	3	10:55	3	3	10:55
				TOTAL TIME NIGHT 254:15		
				TOTAL ALL TIME 11,721:10		

PERSONNEL & AIRCRAFT ATTRITION

US Aircraft Losses

2

Personnel Losses

Missing in Action

6

Killed in Action

Injured

3

For the Squadron Commander:

A TRUE COPY:

James R. O'Connor
 JAMES R. O'CONNOR,
 1st Lieut., Air Corps.

SAMUEL N. HURST,
 1st Lieut., Air Corps,
 Adjutant.

SECRET

SECRET

Appendix #8 C - March 1945

SUPPLEMENT TO AAF FORM #11

Historical Summary

SQUADRON 405TH BOMB (H)

DATE 1 APRIL 1945 APO 70

1. Days on Mission or Alert

24 Missions

2. Gasoline

Combat

28,081 gal.

Non-Combat

18,052 gal.

3. Oil

Combat

933 qts.

Non-Combat

519 qts.

RECAP OF COMBAT STATISTICS

DAY	THIS PERIOD			TOTAL TO DATE		
	MISSIONS	SORTIES	HOURS	MISSIONS	SORTIES	HOURS
Attack	5	21	116:20	322	2137	10,454:40
Weather				27	34	166:30
Other (List Type)						
Armed Recco	3	3	23:50	27	41	243:30
Armed Patrol				29	56	190:40
Photo				7	7	21:20
Search				10	32	162:30
*Courier				38	38	196:05
<u>NIGHT</u>						
Attack				26	123	145:40
Weather				4	4	14:55
Other (List Type)						
Armed Recco	1	1	7:30	8	18	55:05
Armed Patrol				3	16	32:40
Photo				1	1	2:30
Spotting	9	9	38:45	12	12	49:40
Cover	4	4	30:20	4	4	30:20
<u>PERSONNEL & AIRCRAFT ATTRITION</u>			TOTAL TIME NITE			330:50
			TOTAL TIME DAY			11,942:10
			NONE / ALL TIME			

US Aircraft Losses

Personnel Losses

Missing in Action

Killed in Action

Injured

* Escort

Leaflet Drop

Radar Test

Spray

Supply Drop

6 MIA Reported Safe

1

For the Squadron Commander:

TOTAL TIME DAY 11,611:15

A TRUE COPY:

James R. O'Connor
 JAMES R. O'CONNOR,
 1st Lieut., Air Corps.

SAMUEL N. HURST,
 1st Lieut., Air Corps,
 Adjutant.

SECRET

S E C R E T

Appendix #9 - March 1945
Historical Summary405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
APO 70

2 April 1945

Subject: Monthly Combat Activities Report.

To : Group Statistical Officer, Headquarters, 38th Bombardment Group
APO 70.

1. The following information is submitted for the month of March 1945.

- a. Total Combat Sorties Dispatched: 133
- b. Total Incomplete Sorties: 3F 2W 13M
- c. Tonnage of Each Type Bomb Dropped:
- | <u>1000# GP</u> | <u>500# GP</u> | <u>250# PD</u> | <u>100# PD</u> | |
|-----------------|----------------|----------------|----------------|-------------------------|
| 64000 | 42000 | 16500 | 18200 | |
| 64 | 84 | 66 | 182 | Number of bombs dropped |
- d. Total Tonnage of Bombs Dropped: 140700
- e. Total Combat Flying Hours: 826:35
- f. Total Enemy Aircraft Destroyed In Air: One
- g. Leading Gunner Assigned the Squadron:
1. Robert (NMI) Carmack, Sgt., 35791869, (One Oscar).
- h. Number and Estimated Tonnage of Ships Sunk by Type During the month:

1 Lagger 75 tons
 1 Motor launch 75 tons
 1 Sugar Charlie 2300 tons
 4 Junks Unknown
 1 FTB 6500 tons

A TRUE COPY:

James R. O'Connor
 JAMES R. O'CONNOR,
 1st Lieut., Air Corps.

S E C R E T

SECRETAppendix No. 10 - March Historical
Summary405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
APO 70

2 April 1945.

SUBJECT: Monthly Summary of Squadron Operations.

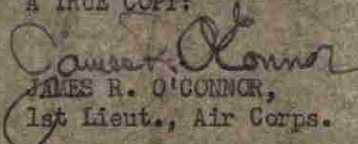
TO : Group Statistical Officer, Headquarters 38th Bombardment Group (M)
APO 70.NUMBER OF AIRCRAFT DESTROYED

	<u>IN AIR</u>	<u>ON GROUND</u>
A. Destroyed	1 Oscar	
B. Probably Destroyed	3 Zekes	
C. Damaged	1 Zeke	1 Tojo 2 F-4/I 2 Nicks 1 Betty 1 Sally 2 Dinahs

<u>SHIPPING</u>	<u>TYPE VESSEL</u>	<u>NO. SHIPS</u>	<u>TONNAGE</u>
A. Sunk	Luggers	1	75 Tons
	Sugar Charlies	1	2300 Tons
	Junks	4	Unknown
	FTB	1	6500 Tons
	Motor Launch	1	75 Tons
B. Probably Sunk	Motor Launch	1	75 Tons
C. Damaged	Junks	16	Unknown
	Luggers	1	75 Tons
	TA	1	10,500 Tons
	DE	1	1,000 Tons
	SD	1	100 Tons.

For the Commanding Officer:

A TRUE COPY:


 JAMES R. O'CONNOR,
 1st Lieut., Air Corps.
SAMUEL N. HURST,
1st Lieut., Air Corps,
Adjutant.SECRET

SECRET

Appendix #11, March 1945
Historical Summary -----405TH BOMBARDMENT SQUADRON (M),
38TH BOMBARDMENT GROUP (M),
A.P.O. 70.

8 March, 1945

SUBJECT: Narrative Report of Mission #65-C-4 (A), Samah Airdrome, Hainan,
6 March, 1945.TO : Commanding General, Far East Air Forces, A.P.O. 925.
(Attention: A.C. of S., A-2).

1. The 405th's target for today was the enemy airdrome at SAMAH, on the Southeast coast of HAINAN Island. Photographic reconnaissance photos taken on 4 March, 1945, revealed a total of thirty-six (36) enemy airplanes on the airdrome. Photos also revealed that the airdrome was a well developed base with extensive installations, and also very heavy anti-aircraft defenses. The mission was planned as a coordinated attack using the 38th and the 405th Bombardment Groups. The 38th Bombardment Group formation consisted of the 823rd Squadron, 405th Squadron, and the 17th Reconnaissance Squadron, which was flying in the number three (3) position of the Group formation. The 405th Group was scheduled to hit the target approximately thirty (30) minutes after the 38th Group attack. The bombing and strafing run was to be made from minimum altitude in a six (6) plane abreast formation from East to West across the service area and continuing over the airstrip and the West dispersal area. As the target was seven-hundred-forty (740) statute miles from home base, which is extreme B-25 range, only the "Long Range" ships could be scheduled for the mission. To insure maximum accuracy and destruction the bomb load consisted of twelve (12) one-hundred (100) pound four to five (4-5) second delay para-dew bombs per airplane. An interception was expected, one (1) squadron, sixteen (16) airplanes, of P-38's were provided as fighter cover. A rescue F4U was assigned to cover the mission, orbiting just South of the target.

2. The six (6) B-25J's of the 405th that were dispatched on the mission took off from LINQAYEN Strip, PANGASINAN Province, LUZON, PHILIPPINE Islands, at 0945/I. The Group assembled over SANTIAGO Island, made rendezvous with the fighters and were on course to the target at 0910/I. The weather was excellent to the target with ceiling and visibility unlimited. Lieutenant SMITH, pilot of airplane No. 362, was forced to turn back at 1200/I and return to home base due to excessive gasoline consumption. He landed safely at base at 1510/I. The five (5) remaining airplanes of the Squadron continued to the target, reaching there at 1316/I. The run was made as planned from East to West with the airplanes in a five (5) abreast formation. A total of fifty (50) bombs were dropped into the target area with the following excellent results obtained. Twenty-four (24) bombs were dropped into the well developed supply and administrative area starting one (1) black smoke fire with smoke rising to three thousand (3000) feet. Twelve (12) buildings, of which the majority were large warehouse type buildings, were destroyed by direct hits

- 1 -

SECRET

S E C R E T

Ltr:- Narrative Report of Mission #65-C-4 (A), Suwah Airbase, Hainan,
6 March, 1945. (Continued):

and probably caused severe damage to the many trucks and automobiles that were parked nearby. Six (6) bombs were dropped into the hangar area just North of the Southwest end of the Northeast - Southwest runway destroying two (2) hangars by direct hits. Two (2) bombs were dropped at buildings just West of Southwest end of Northeast - Southwest runway with unobserved results. Two (2) bombs were dropped at revetted buildings between taxi loop in the West dispersal area with also unobserved results. Eight (8) bombs were dropped through the West dispersal loop scoring a near miss on a WICK that was in a revetment and covered with a camouflage net. Two (2) bombs were dropped on grass houses in clearing Southwest of West dispersal area destroying two (2), and six (6) bombs were dropped at Nipa houses along shore West of airbase with unobserved results. In addition to the bombing results the following results were obtained by strafing. Two (2) warehouses and an administration building in the service area were hit by strafing. Two (2) WICKS, one (1) BETTY and one (1) SALLY in revetments in the West dispersal area were strafed with hits being observed, but they did not burn. Three (3) gun positions all manned, one (1) which was on top of a large administration building at the Southwest end of the runway, were strafed and silenced momentarily. The buildings in the service area were constructed very close together so it was impossible to miss by strafing, but the results were unobserved and the damage could not be assessed. Many trucks and staff cars were parked through out the area and some were undoubtedly damaged by shrapnel and strafing bullets. Ten (10) bombs were returned due to one (1) airplane being forced off the target. Twelve (12) bombs were returned by one (1) airplane that turned back early, nil attack. Seventeen-thousand-seven-hundred and fifty (17,750) rounds of fifty (.50) caliber ammunition were expended in strafing and in aerial combat.

3. At 1317/1 the formation pulled off the target and were intercepted by approximately twelve (12) to fifteen (15) enemy airplanes and engaged in combat for ten (10) minutes. The enemy airplanes were all painted black and were ZEKU 52's and OSCAR, with one (1) possible T-1. In the ensuing combat Cpl. CANNACK, engineer gunner, of Lt. VAN FLEET'S airplane, shot down one (1) OSCAR which was seen to crash and burn on the beach by Lt. NORTON, navigator on the same airplane. This airplane definitely was destroyed. One (1) ZEKU made a pass from eight (8) o'clock on lead airplane passing behind and ninety (90) degrees to line of sight. S Sgt. HARRINGTON, tail gunner, of Lt. VAN FLEET'S airplane, fired a long burst scoring hits on the engine and causing it to smoke heavily. The enemy airplane pulled up sharply and was lost to sight. This is claimed as probably destroyed. At four (4) o'clock high on OSCAR made an unweaver pass on the number two (2) airplanes. S Sgt. KLECKA, turret gunner and S Sgt. DUNAWAY, tail gunner, of Lt. GANDLOFF'S airplane, both fired at this airplane. The OSCAR broke away at three-thousand (3,000) feet. Nil damage to either airplane. A ZEKU made a pass from high at three (3) o'clock on pursuit curve around to six (6) o'clock on number three (3) airplane. S Sgt. WORTH, turret gunner and Cpl. ESTOCK, tail gunner, of Lt. SMITH'S airplane, both fired long bursts with hits scored on engine. The interceptor started

- 2 -

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Ltr:- Narrative Report of Mission #65-C-4 (A), Sansh Airdrome, Hainan,
6 March, 1945. (Continued):

smoking heavily and disappeared beneath the airplane. This airplane is claimed as probably destroyed. One (1) ZIKE made a pass on the number four (4) airplane, coming in from five o'clock (5:00) in a pursuit curve. S/Sgt. BLACK, tail gunner on Lieutenant BROWN's airplane, scored hits on the engine causing black smoke to issue from the cowling. The enemy airplane pulled away to the right and was lost from view. It is also claimed as probably destroyed. One (1) ZIKE made a pass from three o'clock (3:00) on the number five (5) airplane. Corporal KENNEDY and Staff Sergeant WHITE, turret and tail gunners of Lieutenant LONDON's airplane, both fired, causing the ZIKE's engines to smoke. The enemy airplane pulled away to the left and was lost from view. It is claimed as damaged. When fired upon by our guns, eight to ten (8-10) weak and uncoordinated passes having been made by other fighters from all directions, these fighters broke off with nil damage to either side. Three to four (3-4) phosphorous bombs bursting at approximately fifteen-hundred (1500) feet were dropped by enemy airplanes. Our airplanes flew through the streamers with nil damage. None of our airplanes were damaged during aerial combat.

4. Moderate, heavy, inaccurate anti-aircraft fire was received from DD's in YU-LIN-KAN Bay on approach to the target and from an unobserved position on withdrawal. Moderate, medium, inaccurate anti-aircraft fire from a twelve (12) gun position located just off the East end of the Northwest-Southeast runway and moderate, light, accurate to inaccurate anti-aircraft fire from a position just off the Southwest end of the Northeast-Southwest runway, from beach defenses along the coast West of the airdrome, and from the built up area East of the airdrome were received. Two (2) airplanes suffered very minor damages.

5. The whole area appeared well developed with heavy activity. The runway appeared to be dirt surfaced and serviceable. The railroad station in town was surrounded by piles of boxes and supplies. Three (3) single engine fighters with cowlings off were seen in the hangar area on the West side of the airdrome. Five (5) TUX's were observed in revetments on the Southwest side of the West dispersal area. A convoy of six (6) DD's or DE's, one (1) large transport, and two (2) smaller transports was seen stationary in YU-LIN-KAN Bay with the warships in line astern across the bay. MV's were at the mouth of the river running into the bay. Heavy ground defenses, pill boxes, and trenches were seen along the coast West of NIU-CHI-CHOU Island in LEONG SOI Bay. Five (5) tanks were observed on the road West of this area. Similar defenses were also seen along the coast West of the airdrome. Numerous sampans were clustered around NIU-CHI-CHOU and HSI-MEI-CHOU Islands. One (1) B-25J of the 82nd Squadron was seen to ditch approximately one (1) mile off shore from the target. Three (3) men came out of the pilot's cabin, and the airplane sank almost immediately. K-20 photographs were taken by one (1) airplane, while K-21's were taken by two (2) airplanes.

6. This was an outstanding mission in many respects, one of which was that it was the first time since the JEFMAN strike, 16 June, 1944, that the

- 3 -

S E C R E T

S E C R E T

Ltr:- Narrative Report of Mission #65-C-4 (A), Bench Airdrome, Hainan,
6 March, 1945 (Continued):

405th had been intercepted by enemy fighters. Once again the low-flying B-25 proved that it was the match for the "vaunted" ZERO. In combat the Squadron shot down one (1) definite, three (3) probables, and one (1) damaged, without sustaining a single hole in any of our airplanes. Crew members were unanimous that a great amount of destruction was inflicted on the Japs as proved by the dense clouds of grey smoke arising from the closely packed warehouse area. All in all it was a successful mission for the 405th and one of the "roughest" in which the Squadron has ever participated.

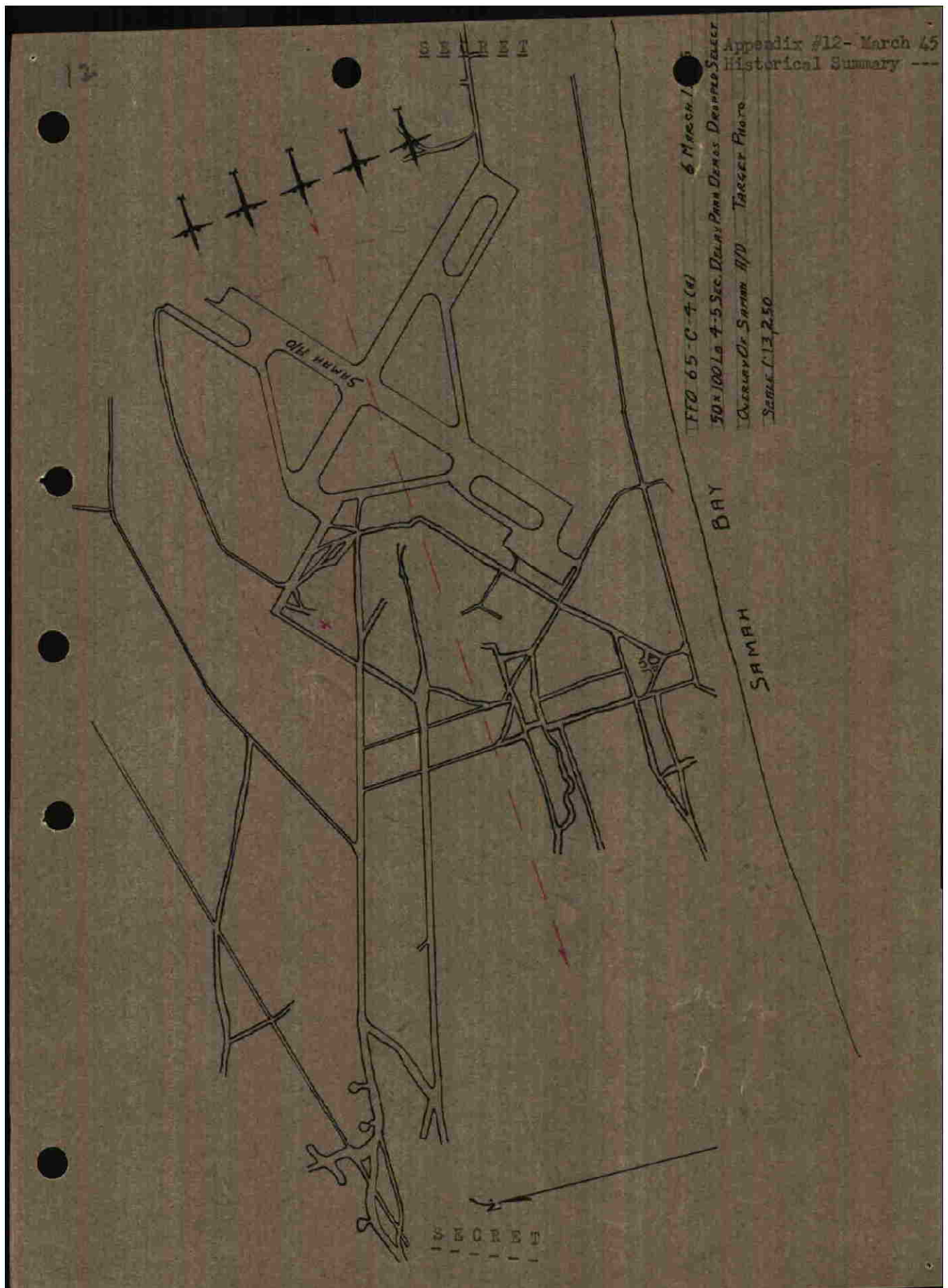
WALTER A. THOMAS,
Captain, Air Corps,
Intelligence Officer.

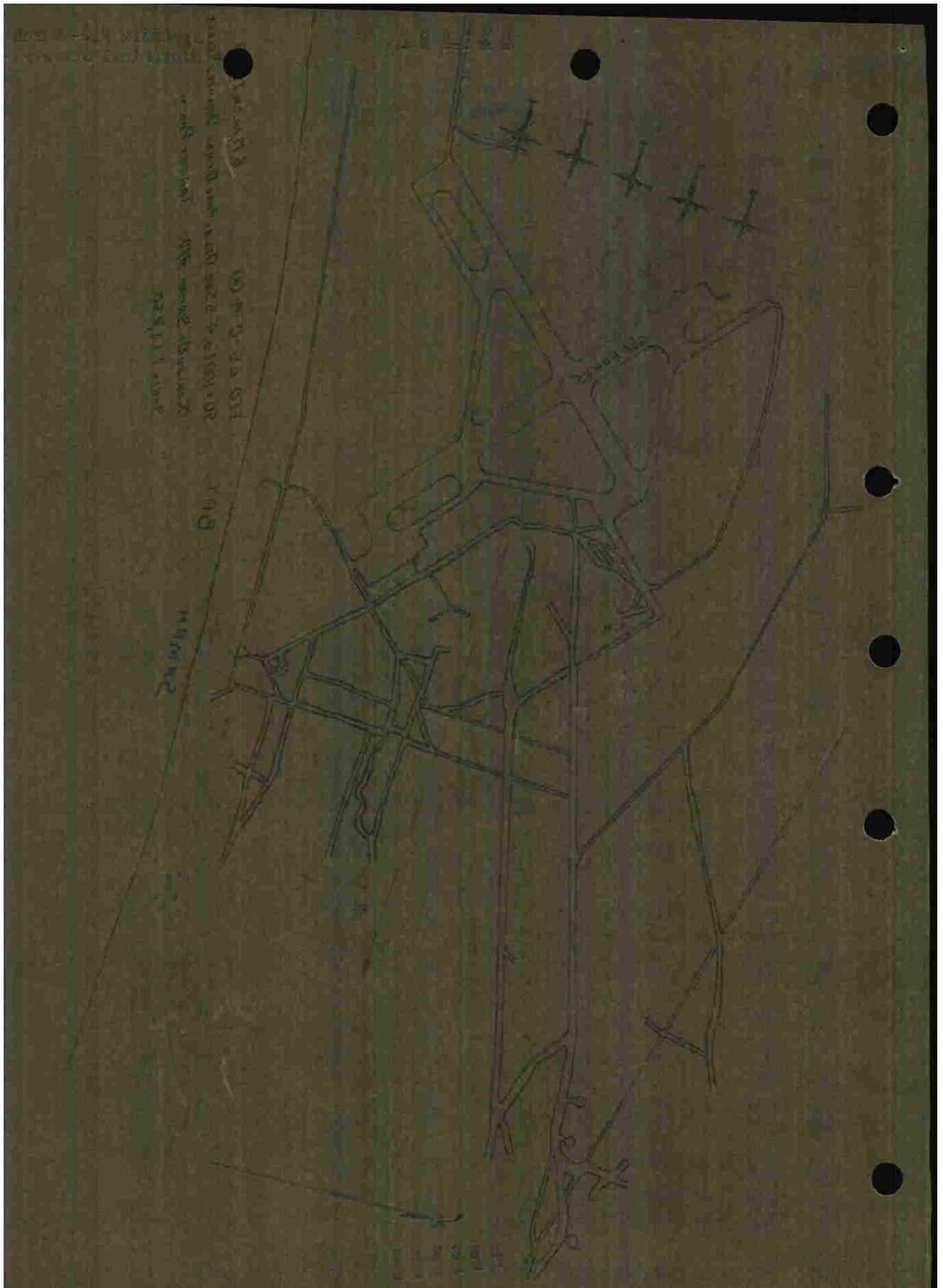
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James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps.

- 4 -

S E C R E T





~~SECRET~~Appendix #13 - March 1945
Historical Summary -----405TH BOMBARDMENT SQUADRON (H),
38TH BOMBARDMENT GROUP (H),
A.P.O. 70.

3 March, 1945

SUBJECT: Narrative Report of Mission #61-C-2A, Taichu Airdrome, Formosa,
2 March, 1945.TO : Commanding General, Far East Air Forces, A.P.O. 925,
(Attention: A. C. of S., A-2).

1. To-day's mission was a minimum altitude bombing and strafing attack against the airdrome at TAICHU, FORMOSA. The strike was coordinated with an attack by the 345th Bombardment Group (H) against TOYOHARA airdrome a few miles to the North. The strike was a major effort to neutralize the fields with each Group sending thirty-six (36) airplanes on the mission. The attack was to be made on a heading of two-hundred-seventy (270) degrees with each Squadron in a nine (9) plane abreast formation, thus making four (4) waves of nine (9) airplanes each. Fighter cover was provided by twenty-four (24) P-51's. The bomb load per airplane was twelve (12) one-hundred (100) pound eight to fifteen (8-15) second delay bombs.

2. The nine (9) planes of the 405th that were dispatched on the mission took off from LINGAYEN Strip, PANGASINAN Province, LUCEN, PHILIPPINE ISLANDS, at 0730/L. Rendezvous was effected with the 345th Group and fighters at SANTIAGO Island at 0950/L, and the formation set course for the target with the 345th Group leading. The formation proceeded North and followed the West coast of FORMOSA to a point just North of TOYOHARA where the 345th turned inland to hit their target. The 38th Group followed and got their spacing for the run over the target. The run was made as planned on a heading of two-hundred-sixty (260) degrees with the 405th being the third (3rd) Squadron over the target. The Squadron dropped ninety-four (94) bombs throughout the airdrome area with the following excellent results. One (1) direct hit on a partially damaged hangar just West of target #25, destroying the hangar. One (1) direct hit on a building filled with supplies four-hundred (400) feet East of the Southeast corner of the Southeast revetment area causing an explosion and smoke rising to one-hundred-fifty (150) feet. Direct hits were made on three to four (3-4) buildings in targets #25 and #26 starting black smoke fires. Bombs were dropped at single engine fighters, covered with camouflage nets in revetments #5R, #6R, and #7R with unobserved results. Direct hits on barracks type buildings in target #9 destroying four or five (4-5). Three to four (3-4) buildings with supplies nearby were destroyed in target #5. A near miss was made on a radial engine fighter in the Northwest revetment area with unobserved results. A direct hit was made on a building in target #21 which was damaged. The airplanes thoroughly strafed the area causing the following damage. One (1) airplane in hangar (target #16) was set afire by the strafing and was destroyed. The following airplanes were

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Ltr:- Narrative Report of Mission #61-C-2A, Taichu Airdrome, Formosa, 2 March, 1945. (Continued):

strafed by one (1) or more airplanes but evidently the gasoline had been drained out as none of them burned even though tracers were seen to enter. One (1) "Tojo" in revetment #103R, three (3) unidentified single engine airplanes in the East dispersal area, two (2) camouflaged silver "Oscars" in revetment #23R and #24R, and one (1) unidentified single engine airplane in revetment #7R. One (1) truck and steamroller at the North end of the runway were strafed with unobserved results. On withdrawal from the target two (2) airplanes strafed a train near INRIH that consisted of an engine and five or six (5-6) flat cars. The train stopped, and the flat cars started smoking due to the attack. This was a narrow gauge track running from a sugar refinery that was also strafed by one (1) airplane.

3. The formation received slight, medium, inaccurate anti-aircraft fire from the known position on the West side of the Airdrome, but intense machine-gun fire was encountered from the East side of the airdrome that holed two (2) airplanes and caused minor damage, but no personnel were injured. The strike photographs revealed many fox-holes and defensive positions throughout the airdrome area but did not reveal any anti-aircraft installations.

4. Crew members' statements and interpretation of the strike photographs show that the Japs used a great amount of effective camouflage on this airdrome. All the airplanes except dummies and unserviceable airplanes used as bait were effectively camouflaged with bushes and leaves and were widely dispersed over the area. Twelve to fifteen (12-15) serviceable airplanes were revealed by the photographs, the majority of which were fighters, "Tonys", "Oscars", and "Zekes". Twelve (12) fires were observed in the Southeast dispersal and supply area on withdrawal from the target, of which the majority were emitting black smoke. The target area was covered by dust and smoke making accurate assessment of the damage difficult, but all crew members were of the opinion that a great degree of destruction was inflicted upon the base, and the strike was very successful. Twelve (12) bombs were salvaged at sea on withdrawal due to failure of the release mechanism over the target, and two (2) bombs were returned to base due to an insufficient number of releases by the co-pilot. Twenty-eight-thousand-six-hundred-eighty (28,680) rounds of fifty (.50) caliber ammunition were expended in strafing all targets. All airplanes returned safely to base and landed at 1440/L.

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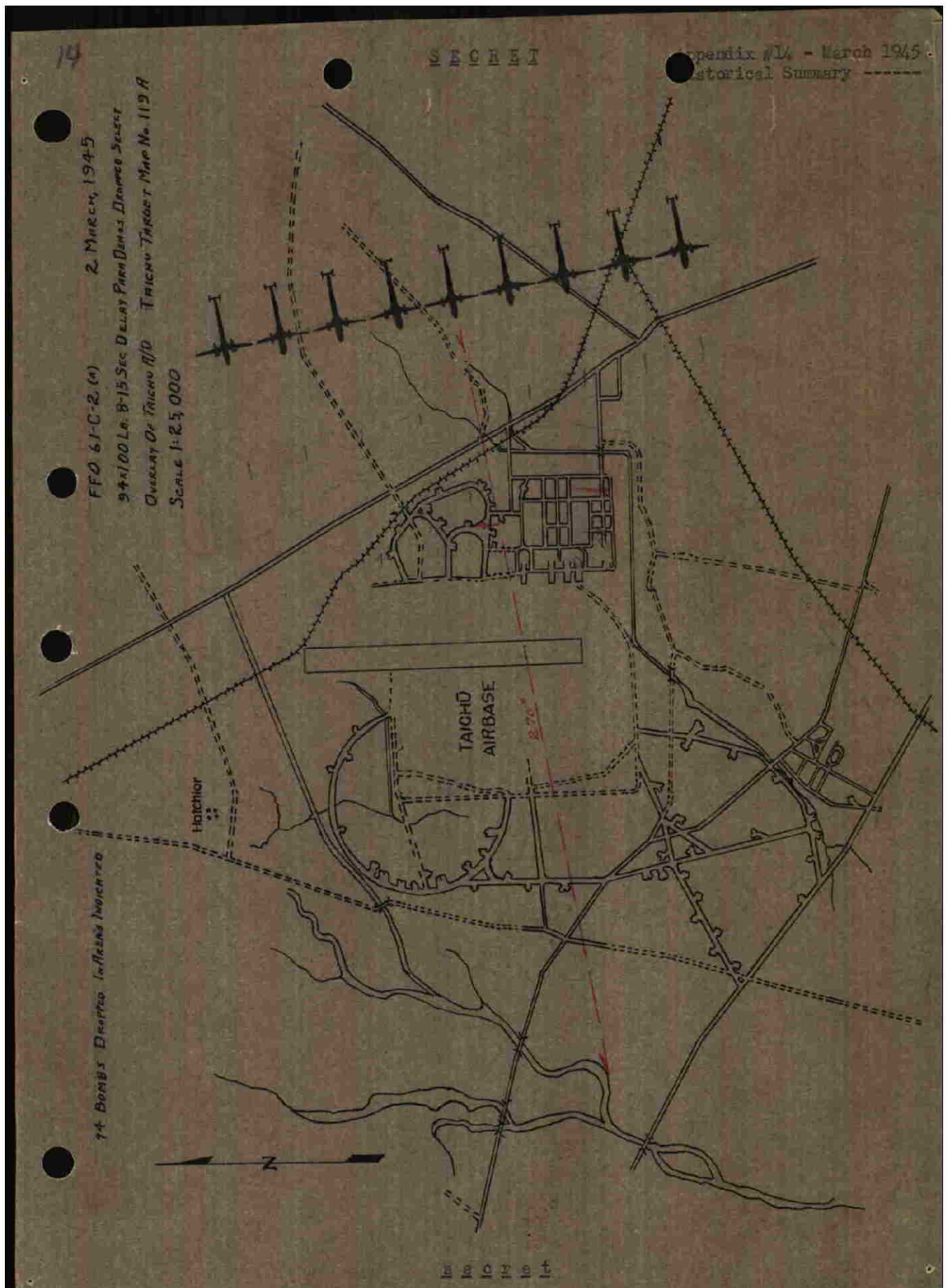
James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps

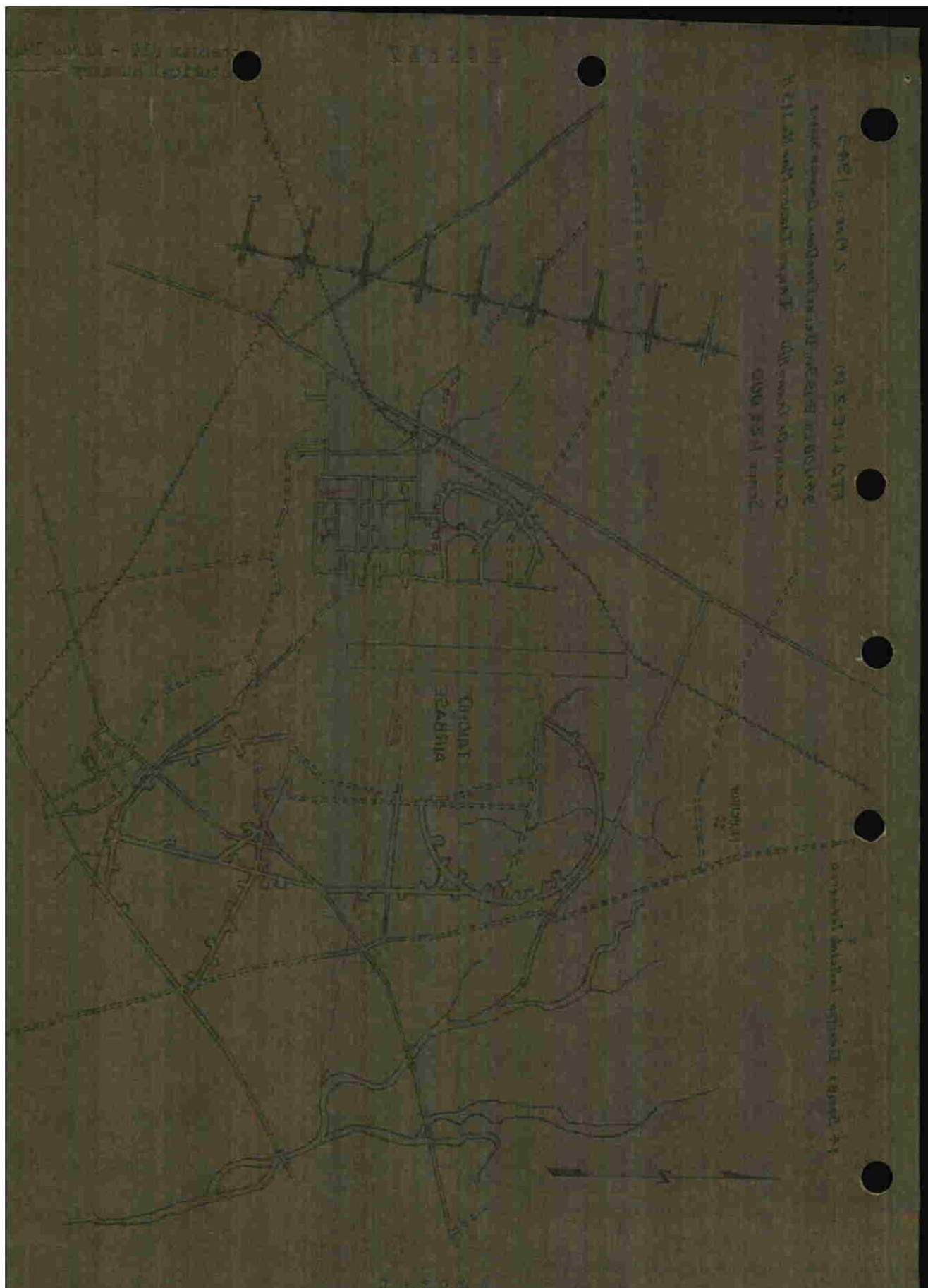
WALTER A. THOMAS,
Captain, Air Corps,
Intelligence Officer.

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Appendix #15 - March 1945
Historical Summary -----405TH BOMBARDMENT SQUADRON (B),
38TH BOMBARDMENT GROUP (M),
A.F.O. 70.

5 March, 1945.

SUBJECT: Narrative Report of Mission #63-C-1 (A), Pratas Island (Secondary Target), 4 March, 1945.

TO : Commanding General, Far East Air Forces, A.F.O. 925.
(attention: A. G. of S., 1-2).

1. The 405th's mission for today was a shipping search to the China Coast, searching the sea lanes from SHANTU to HONG KONG. In case the weather was bad which turned out to be true, the radar station at PRATAS Island was assigned as the secondary target. The fighters were still not able to penetrate the weather, so fighter cover was not provided. The bomb load per airplane was four (4) five hundred (500) pound demolition bombs with four to five (4-5) second delay fusing.

2. The four (4) B-24's of the 405th Squadron that were dispatched on the mission took off from LUBOATH Strip, PANGLOSSIAN Province, LUSAN, PHILIPPINE Islands, at 0800/I and set a direct course to hit the China Coast in the vicinity of SHANTU, as the airplanes proceeded North-west toward the coast the weather became progressively worse till finally the ceiling was down to fifty (50) feet, with a few tenths (10-15) strato-cumulus overcast to thirty five hundred (3,500) feet. The formation was now flying instruments so they turned back approximately fifty (50) miles South-west of SHANTU and proceeded to the secondary target, radar installation on PRATAS Island. This target was reached at 1335/I and the airplanes made two (2) runs over the target in elements of two (2). Sixteen (16) bombs were dropped with two (2) direct hits scored on a concrete building at base of tower leaving only the walls standing. The other bombs hit in the area but damage could not be assessed as most of the buildings around the tower are already in ruins. The area was strafed with a total of one thousand one hundred and eighty (1180) rounds of fifty (.50) caliber ammunition being expended in strafing.

3. No anti-aircraft or interception was encountered during the mission. Crew members statements verified by strike photographs that the area appeared deserted with no signs of activity, and most of the buildings had been destroyed. The two (2) towers are still standing, but the top of one (1) has been hoisted off. All airplanes landed safely at base after an uneventful mission at 1510/I.

A TRUE COPY:


JAMES R. O'CONNOR,
1st Lieut., Air Corps.

 WALTER A. THOMAS
Captain, Air Corps,
Intelligence Officer.

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Appendix #15- March 1945
Historical Summary -----

THE 4 BOMBERS MADE 2 PASS ENCH.

16 BOMBS WERE DROPPED ON TARGET



PRATAS
ISLAND

FFO 63-C-1 (N) 4 MARCH 1945
16 x 500 Lb 4-5 Sec Delay Bombs DROPPED SELECT
OVERLAY OF PRATAS ISLAND HAF AERONAUTICAL
CHART # 614 SCALE 1:1,000,000

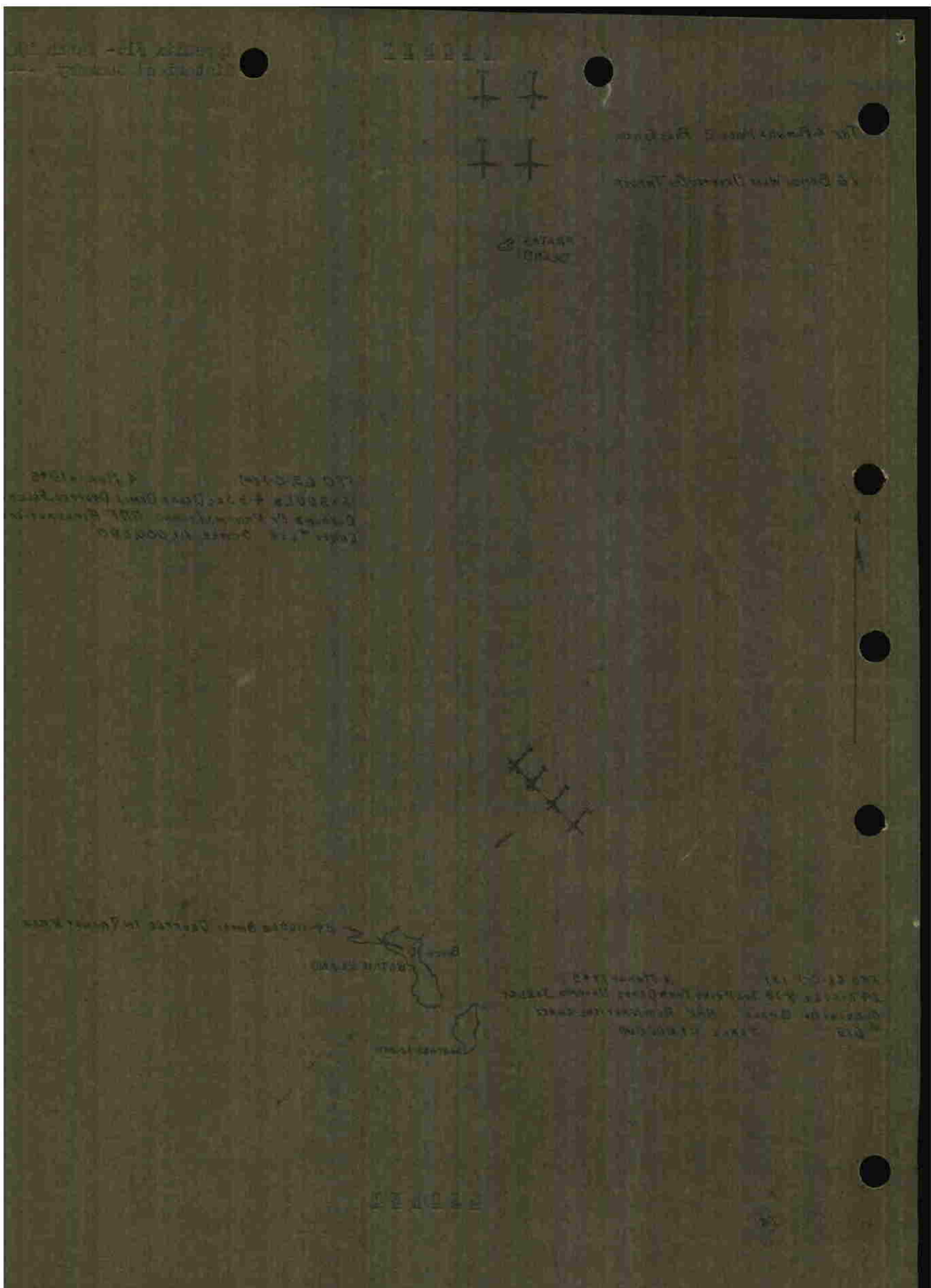


FFO 62-C-1 (N) 3 MARCH 1945
34 x 100 Lb 8-15 Sec Delay Bomb Bombs DROPPED SELECT
OVERLAY OF BASCO HAF AERONAUTICAL CHART
613 SCALE 1:1,000,000



34 x 100 Lb Bombs DROPPED IN TARGET AREA

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~~SECRET~~Appendix #17, March 1945
Historical Summary -----~~XXXXXXXXXXXXXXXXXXXX~~
**405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M),
A.P.O. 70.**

21 March, 1945.

SUBJECT: Narrative Report of Mission #79-C-5 (A), Shipping Search, South China Coast, 20 March 1945.**TO : Commanding General, Far East Air Force, A.P.O. 923.
(Attention: A. C. of S., A-2).**

1. A definite sighting of five (5) enemy ships, traveling at five (5) knots per hour on a heading of two-hundred-twenty-five (225) degrees in the Amy Island vicinity, destined for both the 38th Group and the Jap Navy a day long to be remembered. All four (4) Squadrons of the 38th Bomb Group were to hit the convoy. The 405th Squadron was to be last over the target, and each of its eight (8) B-25J's carried an individual bomb load of two (2) one thousand (1000) four to five (4-5) second delay demolition bombs. The Jap ships were to be bombed and strafed from minimum altitude under a fighter cover of sixteen (16) P-38's.

2. At 0900/I from Lingayen Strip, Pangasinan Province, Luzon, Philippine Islands, the eight (8) B-25J's of the 405th Squadron took off on a direct course to the target. En route to the target area the weather was fair, but sightings were nil until the convoy of one (1) DD, one (1) DE, one (1) TA with two (2) stacks, one (1) PTB, one (1) FTC were sighted at 23° 40' North - 117° 35' East. As the 405th came in on the target the DD and the DE were maneuvering and the merchant vessels were moving slowly on a heading of one-hundred-fifty degrees (150°). The attack was made by the eight (8) Mitchells of the 405th at 1306/I. The first (1st) element of one (1) airplane dropped two (2) one-thousand (1000) pounders on a PTB scoring one (1) direct hit amidships causing a large explosion followed by a red flare and black smoke. This vessel was claimed as sunk as it was observed as burning fiercely and lying low in the water when our airplanes left the target area. The second (2nd) element of two (2) airplanes dropped three (3) of the one-half (½) tonners on a TA with two (2) stacks with the nearest bomb hitting two-hundred (200) feet off the stern. The small fire soon on the aft of this vessel was started by strafing. This ship was claimed as damaged. The third (3rd) element of one (1) airplane dropped two (2) bombs at the DE scoring two (2) very near misses on the stern. The DE was claimed as heavily damaged as it stopped and was left sucking from strafing. The fourth (4th) element of three (3) airplanes made runs on the DD and the DE dropping six (6) bombs, all of which overshoot their targets. Small fires were started on both of these vessels by our strafing "25's". An FTC was strafed by one (1) tail-gunner with unobserved results. One (1) airplane was hit by anti-aircraft fire in the left engine and turned around at position 22° 22' North - 117° 33' East at 1350/I heading for China. One (1) other airplane received minor damage from anti-aircraft fire. The only anti-aircraft fire encountered throughout the attack was meagre to moderate, medium, accurate to inaccurate from the DD and the DE.

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147-- Narrative Report of Mission #79-G-5 (A), Shipping Search, South China Coast, 20 March, 1945. (Continued):

3. At 1215/I a PRAY was seen just North of Amy Island. During the strike a large calibre gun was seen mounted on the deck of a TA with two (2) stacks. The unmanned decks of the transports were clear except for lumber. Six to eight (6-8) black bursts of anti-aircraft fire were seen coming from a position on the peninsula Northeast of the convoy on Amy Island. At 1310/I one-hundred (100) yards east of the convoy, five (5) men in "Mae Hests" were seen near a crashed B-25 with only the tail above the water. K-21 photos were taken of the survivors, and five (5) airplanes took K-21 low oblique photos of the strike.

4. Each of the four (4) Squadrons of the 18th Bomb Group had one (1) airplane which did not return to the base. The seven (7) remaining airplanes of the 409th Squadron returned home without incident landing safely at 1645/I.

James R. O'Connor
 JAMES R. O'CONNOR,
 1st Lieut., Air Corps,
 Asst. Intelligence Officer.

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Appendix #17 A- March 1945
Historical Summary -----405TH BOMBARDMENT SQUADRON (M),
38TH BOMBARDMENT GROUP (M),
A.F.O. 70.

21 March, 1945.

SUBJECT: Accident and Losses Report.

TO : Commanding Officer, 38th Bombardment Group (M), A.F.O. 70.

1. In compliance with letter dated 30 September, 1944, Headquarters, V Bomber Command, the following information is submitted:

A. B-25J-B, Number 43-28028, 38th Bomb Group (M), 405th Bomb Sq (M).

B. Strike mission WFO 679-C-5 (A). The strike was a shipping search around Amy Island, South China coast.

C. Position of Accident:
Tungshan, China, at 23° 45' North and 117° 30' East on 20 March 1945.D. Cause of Accident:
Enemy anti-aircraft fire from shipping.

E. Condition of Crew:			
2nd Lieut. Charles E. Stokes	O-755454	Pilot	MIA
2nd Lieut. Grant E. Tigwell	O-763307	Co-Pilot	MIA
2nd Lieut. William A. Winstead	O-765764	Bomb. Nav.	MIA
T/Sgt. Leslie D. Filsen	34361920	Radio Gnr.	MIA
T/Sgt. Raymond F. Pett	36592895	Engineer Gnr.	MIA
S/Sgt. Clarence A. Briggs	16052050	Armorer Gnr.	MIA

F. Condition of Airplane:
Unknown.

G. After leaving the target, 088 had left engine trouble due to enemy action. The engine was throwing out puffs of smoke and oil was flowing over the wing. Lieutenant STOKES called and said he would try to make the home base. I flew along with him for twenty (20) minutes during which time he climbed to five-thousand (5000) feet, and threw out ammunition and other articles of weight. About 1340/I he called again and said he could not make the flight to the home base and would have to return to China and crash-land. I turned with him and flew on his wing for about five (5) minutes. I left 088 at 1350/I at 23° 35' North and 118° 05' East at an altitude of five-thousand (5000) feet. His left engine was still running but also losing oil and throwing out puffs of smoke. A radio message on CW was intercepted from the radio operator on 1400/I, 20 March 1945, from B-25J-B, No. 43-28028, stating "Left engine on fire, on way to China. Los on gas." (Statement of 2nd Lieut. Joseph G. Rose, Jr., O-822814, Pilot of B-25J-B, No. 43-28025).

Walter L. Murphy
 WALTER L. MURPHY,
 Captain, Air Corps,
 Air Sea Rescue Officer.

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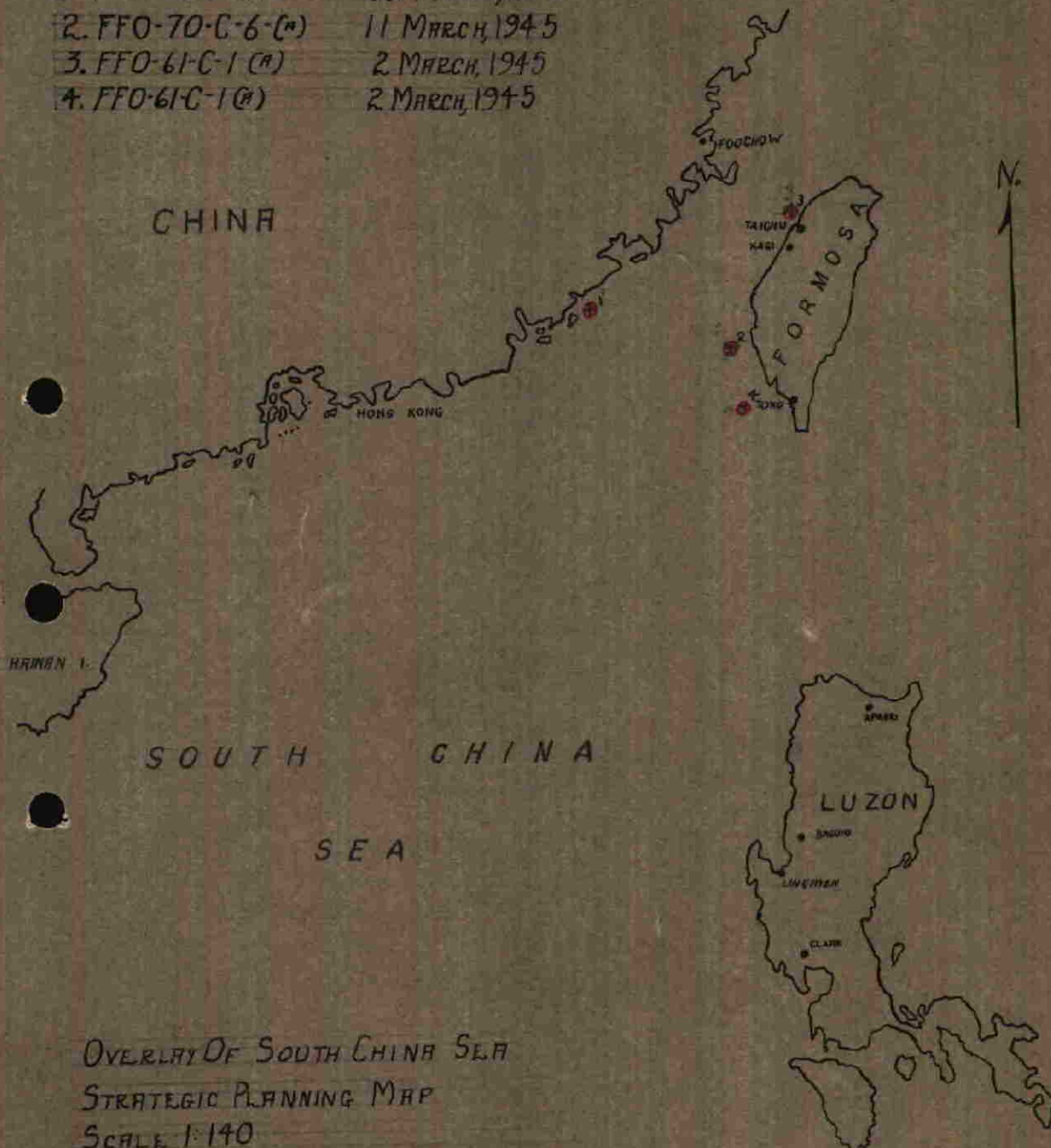
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Appendix #18, March 1945
Historical Summary

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|-------------------|----------------|
| 1. FFO 79-C-5(n) | 20 MARCH, 1945 |
| 2. FFO-70-C-6-(n) | 11 MARCH, 1945 |
| 3. FFO-61-C-1 (n) | 2 MARCH, 1945 |
| 4. FFO-61-C-1(n) | 2 MARCH, 1945 |



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~~SECRET~~Appendix #19, March 1945
Historical Summary -----~~SECRET~~405TH BOMBARDMENT SQUADRON (H)
38TH BOMBARDMENT GROUP (H)
A.P.O. 70

28 March 1945

SUBJECT: Narrative Report of Mission No. 86-C-1 (A), Kinsui (Casing Plant),
Northwest Formosa, 27 March 1945.TO : Commanding General, Far East Air Forces, A.P.O. 925.
(Attention: A.C. of S., A-2).

1. The 405th Squadron dispatched four (4) B-25J's this day for a minimum altitude bombing and strafing attack on the casing plant at Kinsui, Formosa. Sixteen (16) P-47's escorted our airplanes as fighter cover during the mission. Each airplane carried an individual bomb load of four (4) two-hundred fifty (250) pound four to five (4-5) second delay para-demo bombs.

2. The four (4) B-25J's of the 405th Squadron took off from Lingayen Strip, Pangasinan Province, Luzon, Philippines Islands, at 0900/I. The flight flew a direct course to the target, and one (1) airplane was forced to return to the home base with its bombs one (1) hour after take-off due to a gas leak. The primary target at Kinsui was not attacked due to poor weather. The three (3) remaining airplanes hit Koryu Airdrome, Formosa, on a heading of two-hundred forty (240°) degrees at 1252/I to 1254/I dropping seven (7) bombs at two (2) black camouflaged airplanes. Through photo-interpretation it was revealed that the airplanes were an "Irving" and a Basic Trainer. Two (2) black smoke fires were seen to rise to an altitude of five-hundred (500) feet. These airplanes were also heavily strafed and are definitely being claimed as damaged. One (1) bomb was dropped on a double track brick railroad bridge across the Chuko-Kai River (24° 35' North - 120° 53' East) with unobserved results. The weather over the target consisted of ten tenths (10/10) stratus layer, overcast, and a two-hundred (200) foot ceiling. One (1) airplane could not attack due to inclement weather and brought its bombs back. Meagre, light, inaccurate anti-aircraft fire was received from the Southern end of Koryu Airdrome. Two (2) airplanes took K-21 low oblique photos, and one (1) airplane took K-20's.

3. Upon approach to the target approximately ten (10) miles North of the Chuko-Kai River a radar tower was observed. One (1) dummy airplane was seen on Koryu Airdrome, and the target area in general showed nil signs of activity. Ten to eleven (10-11) "Sugar Charlies" were seen in Taiwan Harbor. Heavy barge traffic was seen between Toseki and Toyohara. One (1) ditched silver "Thelma" was observed on the beach near Toseki. At 1335/I at position 23° 52' North - 119° 10' East, one (1) unidentified airplane was observed in the clouds at six o'clock (6:00). This airplane did not close in.

4. This Squadron, which was Number four (4) in the Group formation

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141- Narrative Report of Mission No. 86-C-1 (A), Kinsai (Casing Plant),
Northwest Formosa, 27 March, 1945. (Continued):

returned to the home base, landing safely at 1604/1.

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps,
Ass't. Intelligence Officer.

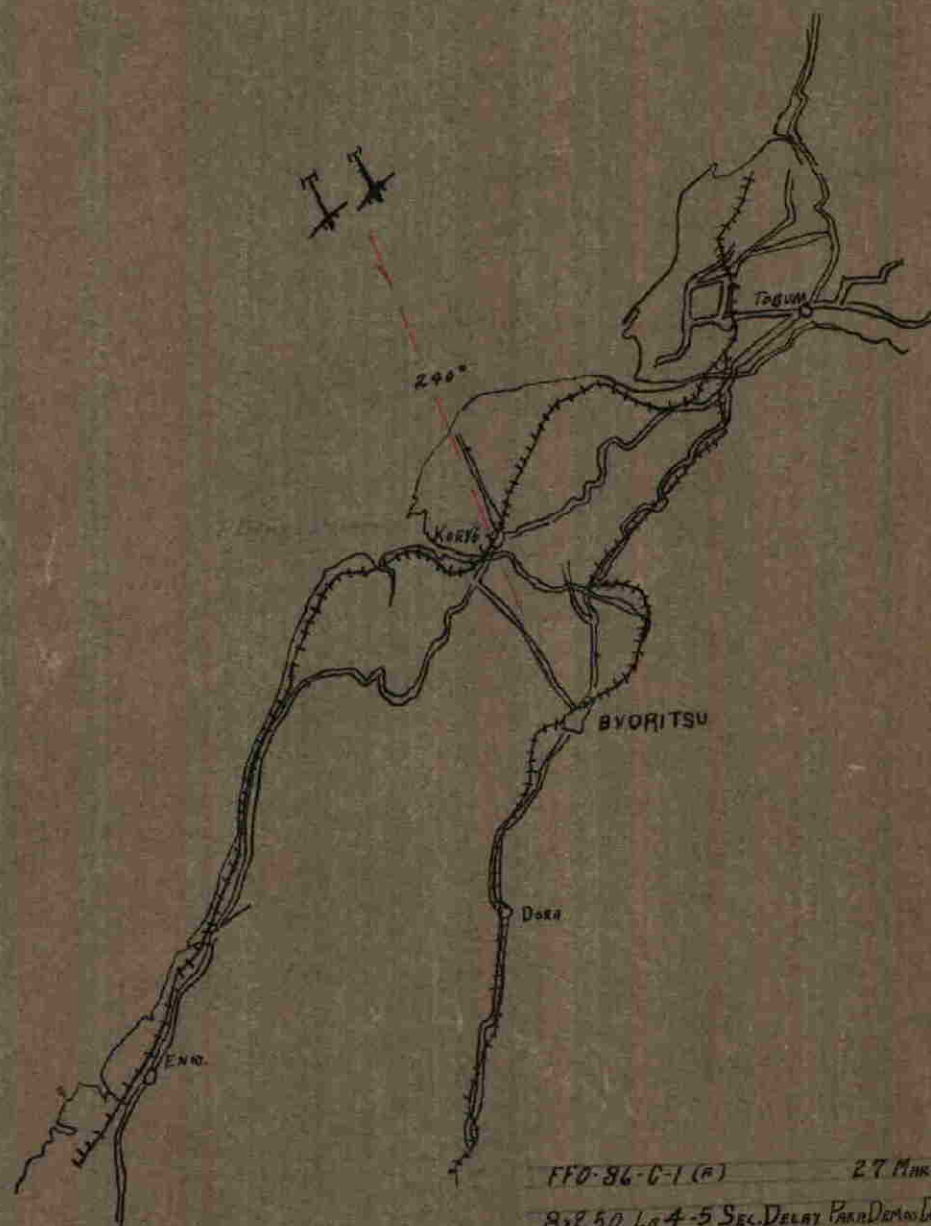
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Appendix #20, March 1945
Historical Summary -----



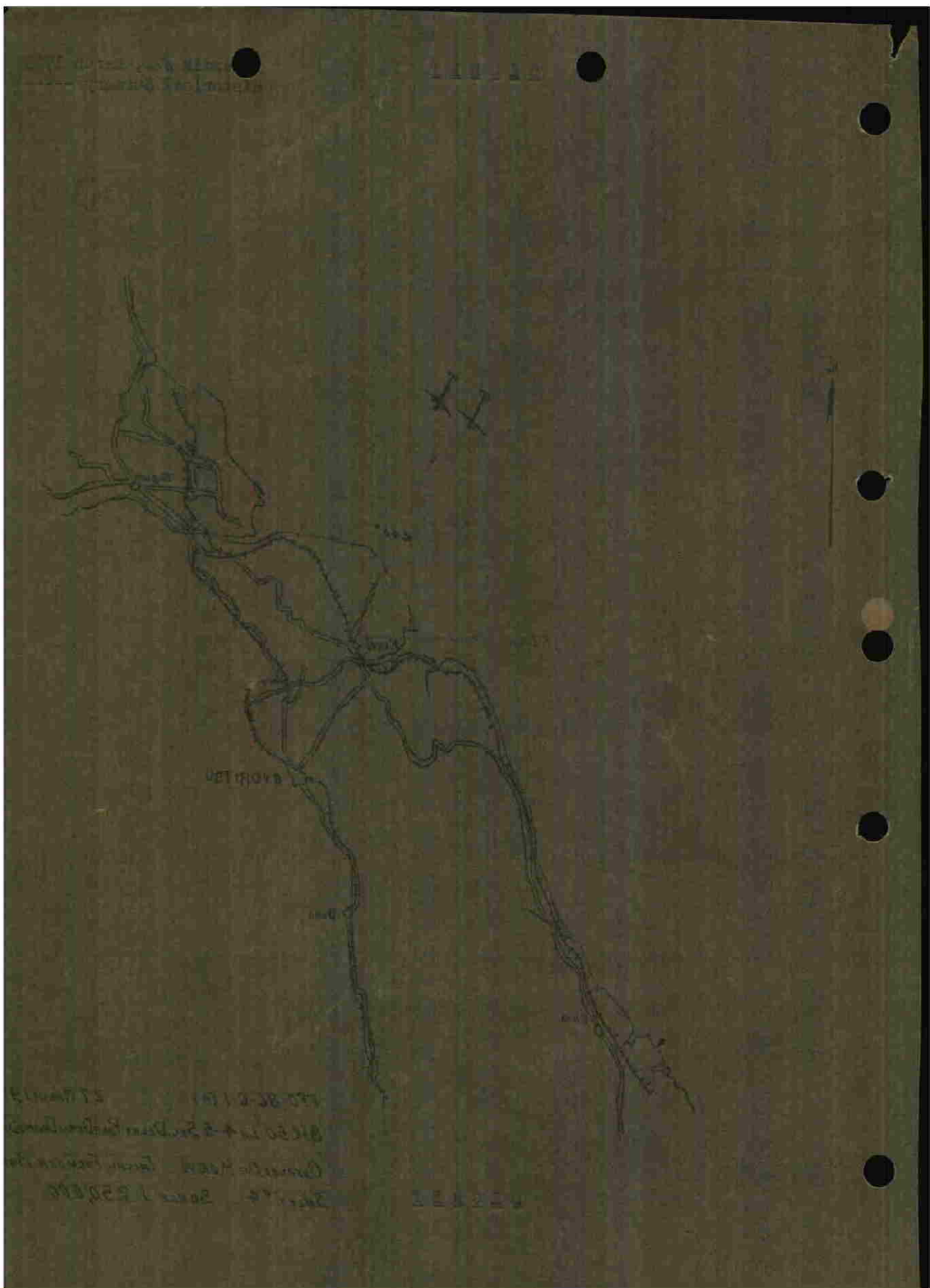
FFO-86-C-1 (P) 27 March 1945

8,250 Ld 4-5 Sec. Delay Para Demo Downed Ship

Overlay Of KORYU THICHU, FORMOSA MAP

SHEET #4 SCALE 1:250,000

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~~SECRET~~Appendix #21 - March 1945
Historical Summary405TH BOMBARDMENT SQUADRON (M),
35TH BOMBARDMENT GROUP (M),
A.P.O. 70

31 March 1945

SUBJECT: Narrative Report of Mission #89-C-1 (A), Taichu town (Toyohara town), Northwest Formosa, 30 March 1945.

TO : Commanding General, Far East Air Forces, A.P.O. 925.
(Attention: A.O. of S., A-2).

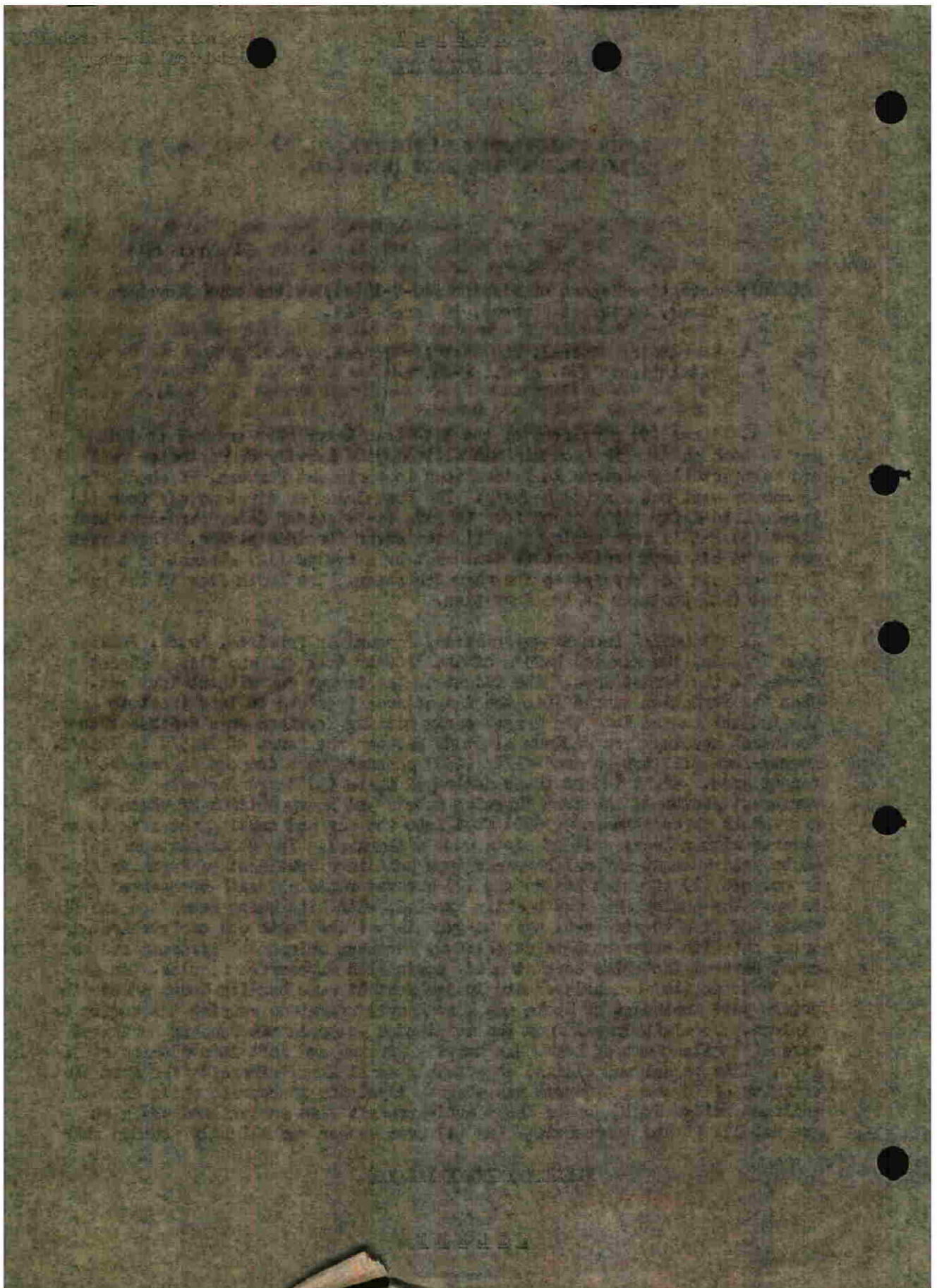
1. Three (3) squadrons of the 35th Bomb Group were ordered on this day to bomb and strafe from minimum altitude the heavily concentrated rail and manufacturing centers in Taichu town in Northwest Formosa. Each of the Squadrons sent out six (6) B-25's. The bomb load per airplane was four (4) two-hundred-fifty (250) pound four to five (4-5) second delay para-demo bombs. Eight (8) P-47's were employed as fighter cover for this strike. The target was to be hit from Northeast to Southwest by a twelve (12) abreast to the front and six (6) abreast to the rear formation. The 405th flew in the number two (2) position in the formation.

2. At 0857/I from Lingayen Strip, Pangasinan Province, Luzon, Philippine Islands, the six (6) B-25's of the "405th" took off and flew a direct course to the target area. The flight to the target was without incident. When the formation turned into the target area from sea to land (West to East) the "405th" turned into the target early hitting Toyohara on a Northeast to Southwest heading from minimum altitude between the hours of 1245/I to 1250/I. Twenty-four (24) two-hundred-fifty (250) pounders were dropped throughout the target area. Eight (8) of these destroyed three (3) large factories in the Northeast sector of the town throwing debris and heavy columns of white to gray smoke three thousand (3000) feet into the air and causing the area to be covered with a heavy pall of smoke upon withdrawal. The other sixteen (16) bombs fell amongst several barracks type buildings Southeast of Toyohara Air-drome, one (1) of which housed two (2) armored vehicles, with unobserved results. The entire area was heavily strafed, with hits being scored on the flak tower and five to six (5-6) machine-gun pits at the South end of Toyohara Air-drome but with other results unobserved. Between Shinshoshi Airdrome and the coast several factories were strafed, again with unobserved results. An engine and ten (10) camouflaged and loaded freight cars heading South across the bridge just Northeast of Shoko was also heavily strafed, causing the engine to explode. Upon withdrawal from the mainland a motor launch heading Northwest three (3) miles East of Rokko was heavily strafed and left in a sinking condition. This vessel was claimed as possibly sunk. Anti-aircraft fire from the vicinity of Toyohara Airdrome was meagre, light and inaccurate while from the railroad bridge Northeast of Shoko anti-aircraft fire encountered was also meagre, light and inaccurate. One (1) crew member was slightly wounded when

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1st:- Narrative Report of Mission #89-C-1 (A), Taichu Town (Taychuan Town), Northwest Formosa, 30 March 1945 (Continued):

one (1) of our planes was holed by anti-aircraft fire over the target. The fighter cover provided was excellent. Four (4) of our airplanes took K-21 photos, and one (1) airplane took K-20's; however, the photos received were not from those airplanes which wrought the greatest destruction on the Japs.

3. Many civilians were observed aimlessly walking around in the Taychuan area. Two (2) apparently serviceable two-engine airplanes on Taychuan runway and ten to twelve (10-12) single-engine fighters of undetermined serviceability in a large revatment at the Southeast corner of Taychuan airbase and a ditched silver "Betty" on the beach three (3) miles North of Hekko were observed. Two (2) serviceable "Sugar Dogs" were anchored South of Hekko, and eight to ten (8-10) "Sugar Dogs" were scattered along the coast South of Hekko to Tainan.

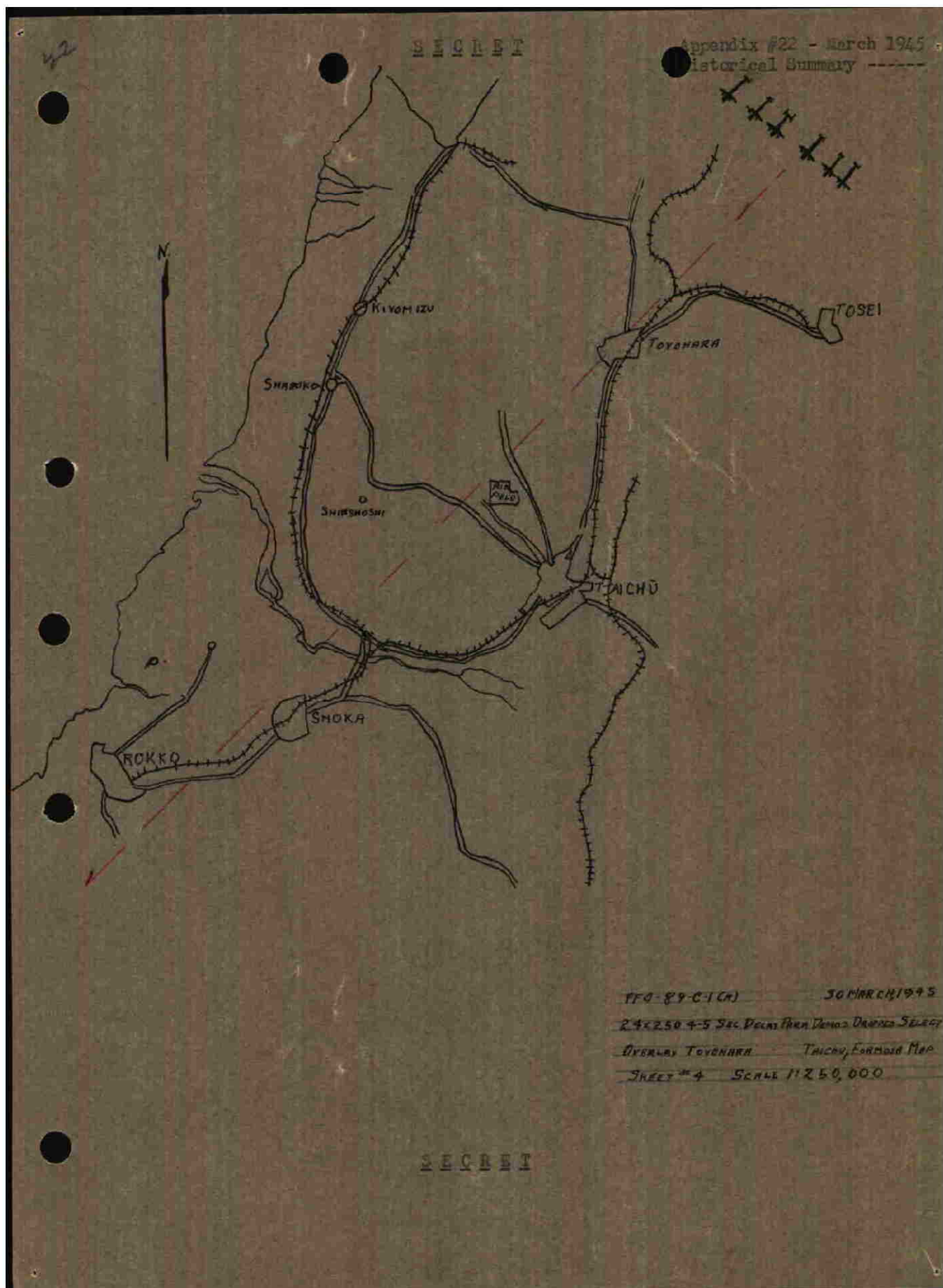
4. With the exception of the one (1) airplane which received major damage from anti-aircraft fire over the target all planes returned safely to the home base landing at 1603/L.

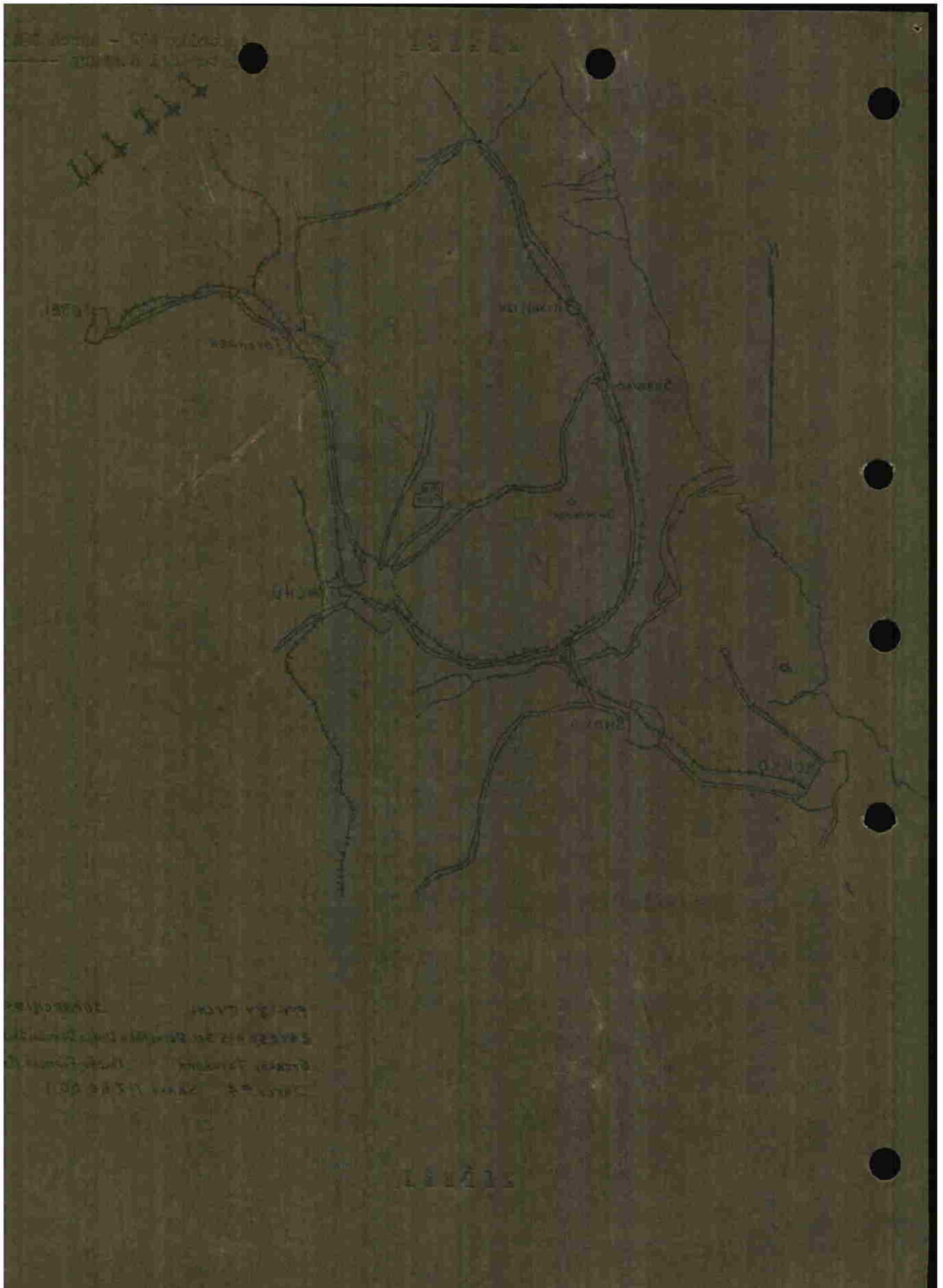
James R. O'Connor
 JAMES R. O'CONNOR,
 1st Lt., Air Corps,
 Asst. Intelligence Officer.

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~~SECRET~~Appendix #23, March 1945
Historical Summary -----

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405TH BOMBARDMENT SQUADRON (M),
35TH BOMBARDMENT GROUP (M),
A.F.O. 70.

4 March, 1945

SUBJECT: Narrative Report of Mission #62-C-1 (A), Basco Airdrome (Tertiary Target), Batan Island, 3 March, 1945.

TO : Commanding General, Far East Air Forces, A.F.O. 925.
(Attention: A. C. of S., A-2).

1. The 405th target for to-day was to be a minimum altitude attack against KAGI, FORMOSA, and its attendant marshalling yards. HOGAN town, also in FORMOSA, was the secondary target, and BASCO Airdrome on BATAN Island was the tertiary target. The 35th Group sent out all four (4) Squadrons with the 405th flying in No. 2 position of the Group formation. The bomb load per airplane was twelve (12) one-hundred (100) pound parademolition bombs with eight to fifteen (8-15) second delay fusing.

2. The six (6) B-25J's of the Squadron that were dispatched on the mission took off from LINGAYEN Strip, PANGLOSSAN Province, LUCEN, PHILIPPINE Islands, at 0730/I. Rendezvous was effected with the 345th Group and the fighter escort at SANTIAGO Island at 0750/I, and the wing formation set course for the target. The weather to the South tip of FORMOSA was strato-cumulus overcast with a base at two-thousand (2,000) feet and dropping lower as the formation proceeded up the West coast. Heavy and frequent rain squalls were encountered off the coast of FORMOSA with the visibility restricted. A heavy front was laying just off the coast from KAGI, forcing the formation to turn back at position 23 degrees 12 minutes North and 119 degrees 47 minutes East at 1035/I. Just before the formation turned back Lieutenant KENTER developed engine trouble and was forced to return to base. Lieutenant LONDON was sent back to act as escort. Both planes salvaged their bombs in the water off the coast of FORMOSA and returned to base, landing safely at 1320/I. The other four (4) planes proceeded with the Group to the tertiary target, BASCO Airdrome, after finding the secondary target, HOGAN town, weathered in. The run was made in a line abreast formation on a heading of one-hundred-forty-five (145) degrees over the airdrome area at 1151/I. Thirty-four (34) bombs were dropped throughout the area, with the majority falling among small buildings on the Southeast side of the runway on the East edge of the town. The results were unobserved due to the long delay of the fuses. All crew were of the opinion that the airfield did not warrant the attack as there were no signs of activity in the area. Six-thousand-twenty-five rounds (6,025) of fifty (.50) caliber ammunition were expended in strafing the area with unobserved results as no worthwhile targets were sighted. Eight (8) bombs were salvaged off BATAN Island due to lack of a suitable target and six (6) bombs were returned to base due to the same reason. The four (4) airplanes landed at base at 1345/I without incident.

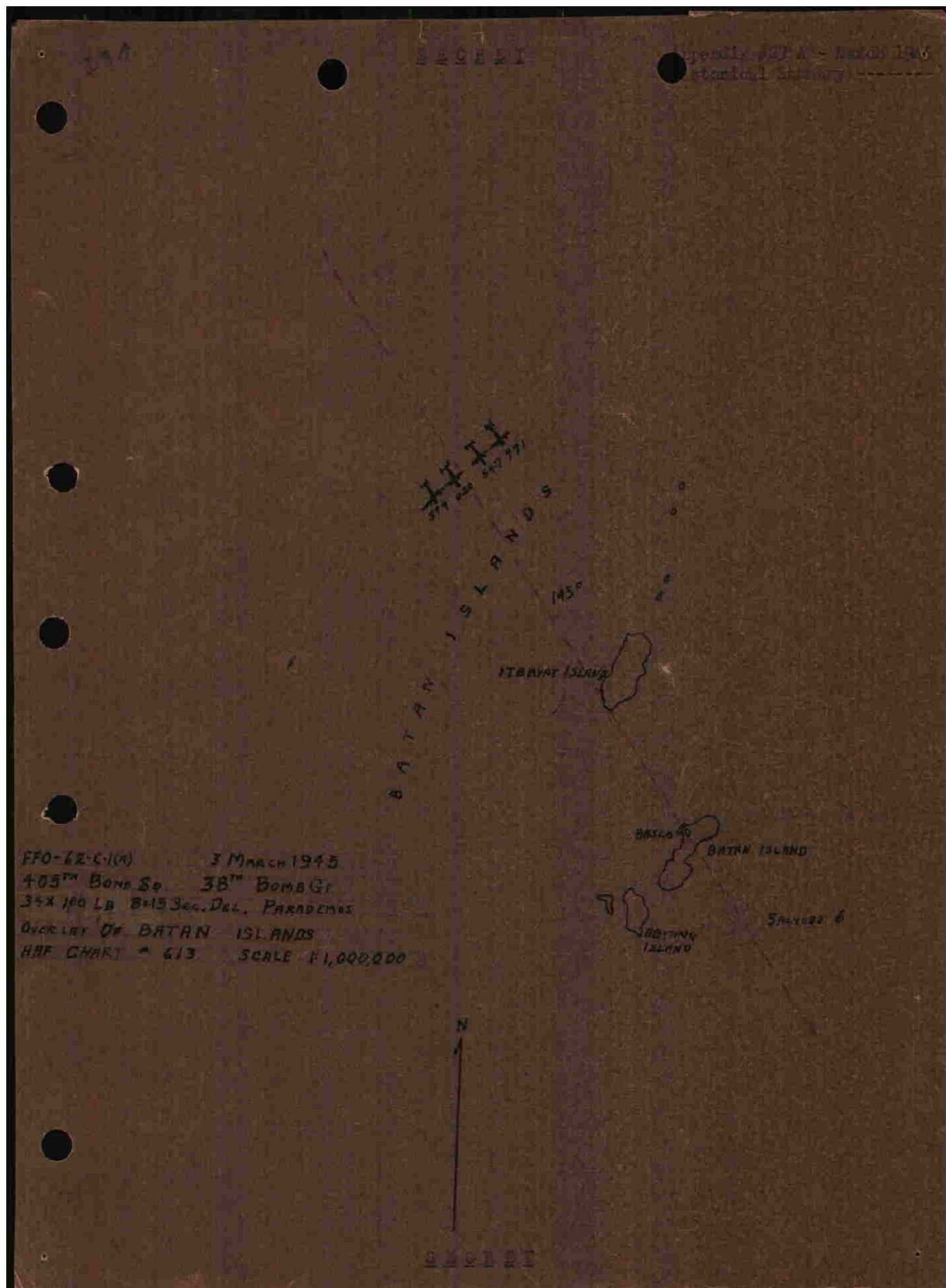
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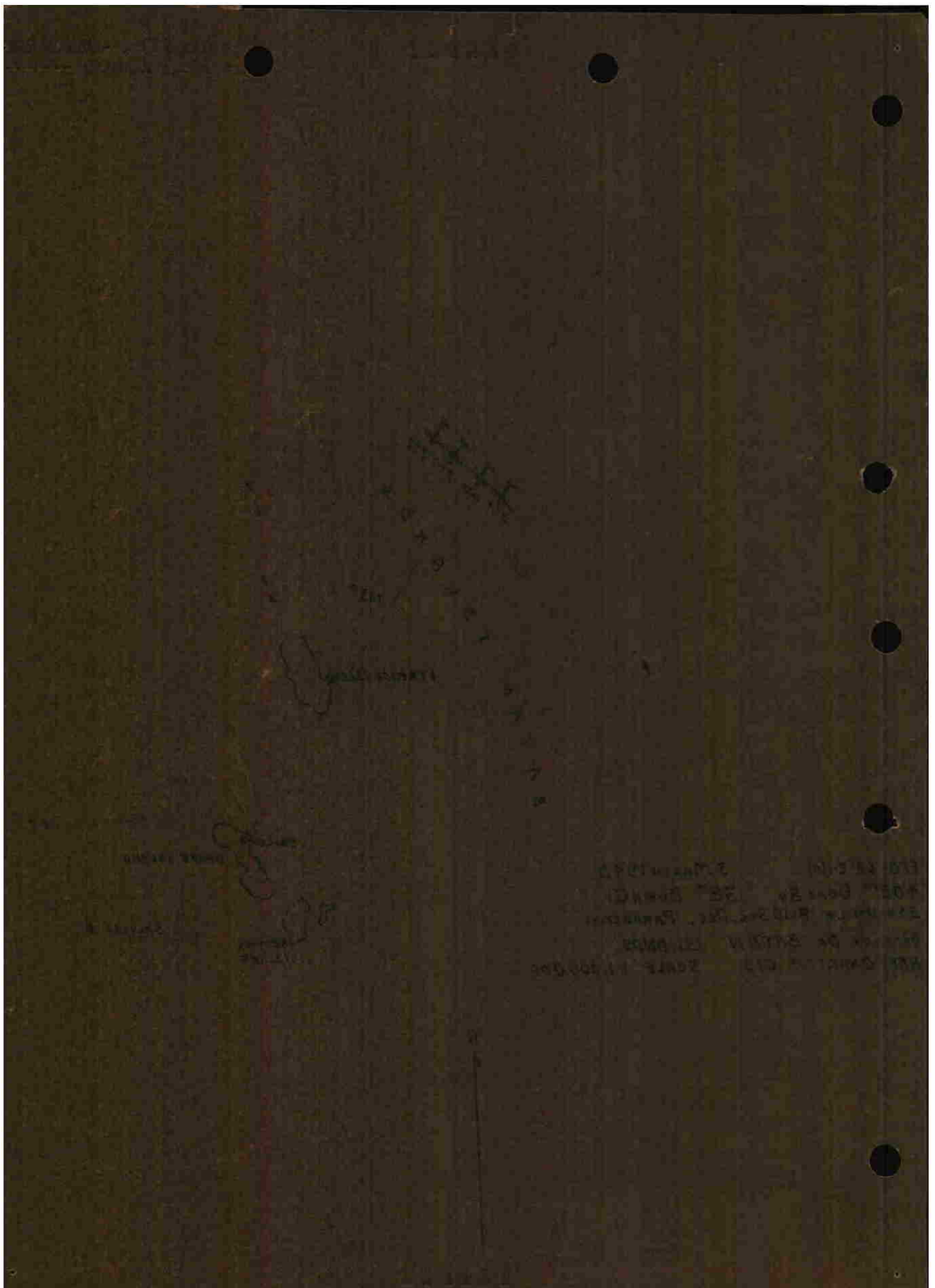
James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps.

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WALTER A. THOMAS,
Captain, Air Corps,
Intelligence Officer.





~~SECRET~~Appendix #24 - March 1945
Historical Summary405TH BOMBARDMENT SQUADRON (M),
38TH BOMBARDMENT GROUP (M),
A.P.O. 70.

9 March, 1945.

SUBJECT: Narrative Report of Mission #67-C-3 (A), Shipping Search, HAINAN Island (Primary Target), CABUGAO Town, LUZON Island, PHILIPPINE Islands, (Secondary Target), 8 March, 1945.

TO : Commanding General, Far East Air Forces, A.P.O. 925.
(Attention: A.C. of S., A-2).

1. The 405th's target for to-day was a shipping search to the Southeast coast of HAINAN Island, proceeding North along the East coast of HAINAN Island and the CHINA coast as long as fuel consumption would allow. This was a routine shipping search to which the 38th Group had been assigned for several days. The bomb load was four (4) five-hundred (500) pound four to five (4-5) second delay demolition bombs. CABUGAO, a small village on the Western coast of LUZON was assigned as a secondary target. The B-25's were unescorted as no fighter cover was provided.

2. The four (4) B-25J's of the 405th Squadron that were dispatched on the mission took off from LINGAYEN strip, PANGASINAN province, LUZON, PHILIPPINE Islands, at 0800/I, assembled on course with the 71st Squadron, which had also dispatched four (4) B-25J's on the mission, and set on course. The weather as usual was overcast with ceiling at one-thousand-five-hundred (1500) feet to a point approximately one and one half (1½) hours East of HAINAN Island. At this point the overcast increased to ten tenths (10/10) strato-cumulus with the base at five-hundred (500) feet and tops at six-thousand (6,000) feet. Under the overcast the formation encountered rain squalls and haze which turned them back from the search at eighteen (18) degrees fifty (50) minutes North and one-hundred-eleven (111) degrees forty-six minutes East. The formation then set course for the secondary target but soon afterwards Lieutenant STUKAS' right engine began throwing oil, and he was forced to jettison his bombs at sea and set a course to base. Lieutenant DUGGAN acted as an escort, returning all his bombs to base, and both planes landed safely at base at 1525/I. The other two (2) planes of the formation hit the secondary target, CABUGAO, at 1517/I. The run was made on a heading of one-hundred-fifty (150) degrees in a two (2) airplane element. As the airplanes were carrying bombs with four to five (4-5) second delay fuses, they increased their altitude to three-hundred (300) feet before dropping their bombs. Eight (8) five-hundred (500) pounders were dropped into the village destroying two (2) tin roofed buildings. The other results were unobserved. The K-20 strike photographs show a large column of dust or smoke over the village, but that damage could not be assessed. One-thousand-two-hundred rounds of fifty (.50) caliber ammunition was expended in strafing by the two (2) airplanes.

3. There were no important sightings observed during the mission, and

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Ltr:- Narrative Report of Mission #67-C-3 (A), Shipping Search, HAINAN Island (Primary Target), CABUGAO town, LUZON Island, PHILIPPINE Islands (Secondary Target), 8 March, 1945 (Continued):

no anti-aircraft fire was received. These two (2) airplanes landed at home base at 1556/I without incident.

WALTER A. THOMAS,
Captain, Air Corps,
Intelligence Officer.

A TRUE COPY:

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps.

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S E C R E T

Appendix #24 A - March 1945

Historical Summary -----

S-2 8/3/45 1645/I OPR PRIORITY SECRET

TO : A-2, 308TH BOMB WING

FROM: S-2, 38TH BOMB GROUP

FINAL MISSION REPORT

(A) FFO 67-C-3(A) 8/3/45 405TH BOMRON 4 B-25J'S

(B) CABUGAO (SECONDARY)

(C) T/O 0800/I TOT 1517/I TOL 1556/I 300 FEET

(D) PRIMARY TARGET - SHIPPING E COAST HAINAN - NOT ATTACKED DUE WX. GROUP TURNED BACK AT 18 DEGREES 50 MINUTES NORTH - 111 DEGREES 46 MINUTES EAST DUE STRATUS @/C AT 1500 FEET WITH FOG AND RAIN SQUALLS. SECONDARY - CABUGAO TOWN ATTACKED BY 2 A/P'S ON 150 DEGREE HEADING DROPPING 8 X 500 POUND 4-5 SEC DELAY DEMO BOMBS IN TARGET DESTROYING 2 TIN ROOFED BUILDINGS AREA STRAFED WITH H/O RESULTS. 1 A/P WITH ENGINE TROUBLE AND ESCORT RETURNED TO BASE AT 1525/I.

(E) (F) (G) NIL.

(H) K-20 PHOTOS BY 1 A/P.

(I) NIL.

(J) ENROUTE: 4/10 CUMULUS AT 1500 FEET WITH SCATTERED SHOWERS, BUILDING UP TO 10/10 STRATUS TO 6,000 FEET, VISIBILITY 5-10 MILES.
OVER TARGET: CAVU, SLIGHT HAZE
RETURN: SAME AS ENROUTE.

(K) THIS SQUADRON ONLY SQUADRON OVER TARGET.

(L) 8 X 500 POUND 4-5 SEC DELAY BOMBS DEMO DROPPED SELECT.
4 X 500 POUND 4-5 SEC DELAY DEMO BOMBS JETTISONED AT SEA DUE ENGINE TROUBLE
4 X 500 POUND 4-5 SEC DELAY DEMO BOMBS RETURNED TO BASE BY ESCORT A/R.
1200 X 50 CAL M/G AMMO EXPENDED STRAFING.

ALVIN I. MARSHALL JR.,
Captain, Air Corps,
Intelligence Officer.

A TRUE COPY:

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps,

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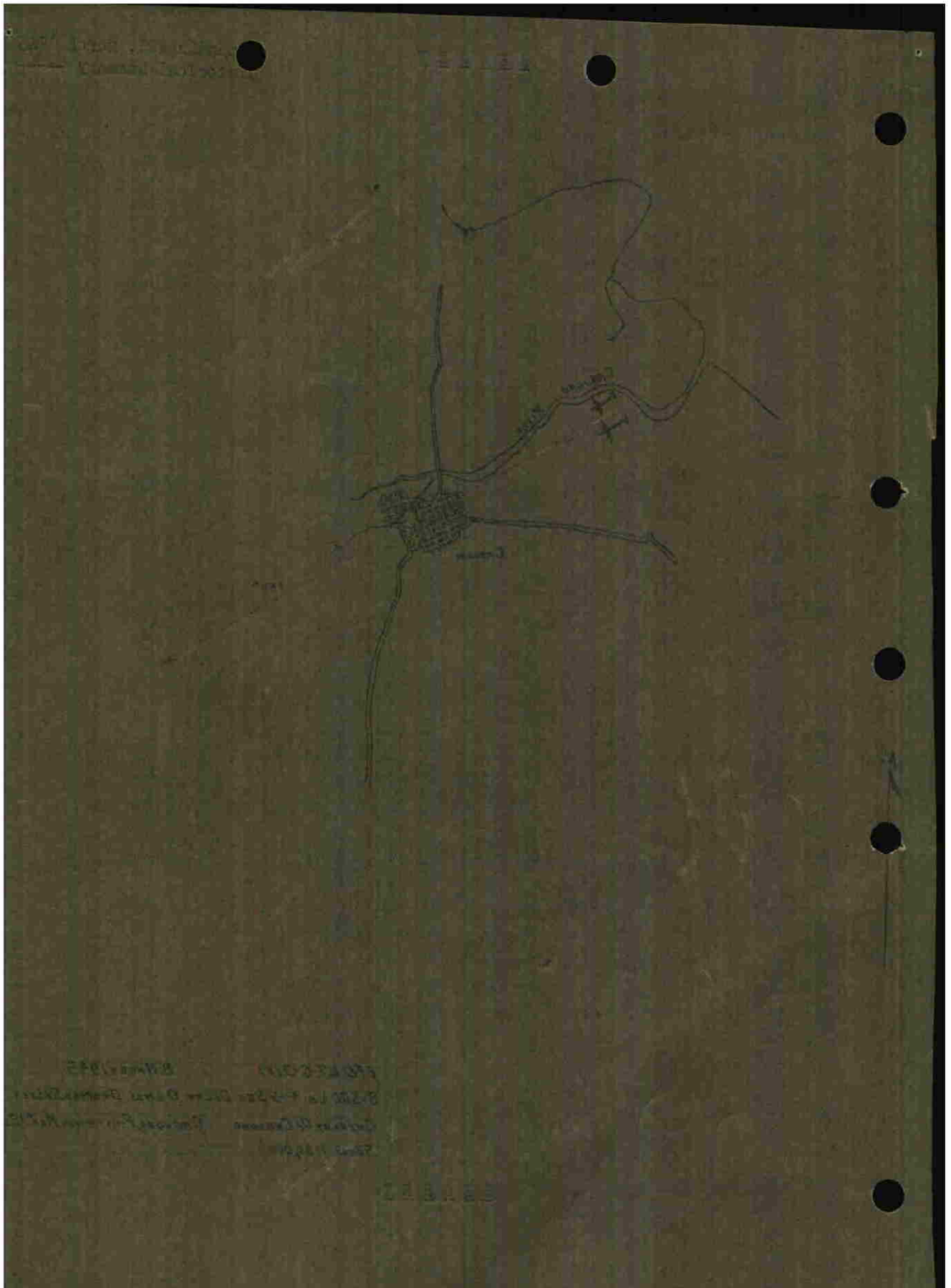
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Appendix #25, March 1945
Historical Summary



FFO 67-C-3(N) 8 MARCH 1945
8x500 LB 4-5 SEC DELAY DEMOS DROPPED SELECT
OVERLAY OF CEBU CEBU, PHILIPPINES MAR 30 1945
SCALE 1:50,000

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Appendix #26, March 1945
Historical Summary -----~~CONFIDENTIAL~~405TH BOMBARDMENT SQUADRON (M),
38TH BOMBARDMENT GROUP (M),
A.F.O. 70.

12 March, 1945.

SUBJECT: Narrative Report of Mission #70-C-3(A), Shipping Search, China Coast (Primary Target), Bangued town, Luzon, Philippine Islands, (Secondary Target), 11 March, 1945.

TO : Commanding General, Far East Air Forces, A.F.O. 925.
(Attention: A.G. of S., A-2).

1. The 405th's mission for today was a shipping search of Zone #3 (21° 15' North - 110° 35' East to 21° 50' North - 113° East) along the CHINA coast. This was a routine search to which the 38th Group had been assigned for the past several days. In case there was no shipping sighted or the weather prevented the completion of the search, the town of BANGUED, LUZON, PHILIPPINE Islands (17° 35' North - 120° 35' East) was assigned as the secondary target. The bomb load per airplane was four (4) five-hundred (500) pound four to five (4-5) second delay demolition bombs. Fighter cover was not provided for this mission.

2. The four (4) B-25J's that were dispatched on the mission took off from LINGAYEN Strip, PANGASINAN Province, LUZON, PHILIPPINE Islands, at 0800/I and set a direct course for the CHINA coast. As usual the weather was bad with a stratus overcast with base at one-thousand (1000) feet. This overcast increased to ten-tenths (10/10) with a ceiling of two-hundred (200) feet which necessitated instrument flying. At 1150/I at a position of 20° 10' North - 111° 36' East the formation broke through the overcast and sighted the CHINA coast. Visibility along the coast was restricted to less than one (1) mile, making it impossible to conduct a successful search. The formation turned back and set course for the secondary target. On return two (2) airplanes sighted two (2) groups of junks consisting of ten (10) junks per group. The junks were at position 19° 15' North - 112° 45' East and seemed to be abandoned as there were no signs of life or activity. The two (2) airplanes each made two (2) strafing passes and left one (1) junk afire, three (3) very low in the water, and the remainder damaged. These two (2) airplanes did not attack the secondary target due to excessive fuel consumption. They returned all their bombs to base, landing safely at 1645/I. The other two (2) planes hit the secondary target at 1636/I, dropping eight (8) bombs, one (1) of which was salvaged over the target. The run was made at minimum altitude on a heading of 200° over the supply areas on the East side of the town. The results of the bombing were unobserved other than smoke and dust from the bomb blasts. The crews did not observe any activity throughout the area, and the village was observed to be badly damaged from previous attacks. Eleven-thousand-two-hundred-sixty (11,260) rounds of fifty (.50) caliber ammunition were expended in strafing by the four (4) airplanes.

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Ltr:- Narrative Report of Mission #70-C-3(A), Shipping Search, China Coast (Primary Target), Bangueo Town, Luzon, Philippine Islands, (Secondary Target), 11 March, 1945 (Continued):

3. No anti-aircraft fire was received by the airplanes during the mission, and they were not intercepted. The only sighting was a large black smoke fire at NINGANG village (17° 34' North - 120° 35' East). The last two (2) airplanes of the formation landed safely at 2715/L.

WALTER A. THOMAS,
Captain, Air Corps,
Intelligence Officer.

A TRUE COPY:

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps.

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SECRETAppendix #27, March 1945
Historical Summary405TH BOMBARDMENT SQUADRON (M),
38TH BOMBARDMENT GROUP (M),
A.P.O. 70.

13 March, 1945.

SUBJECT: Narrative Report of Mission #71-U-2 (A) and #71-C-3 (A), Ship-
ping Search, China Coast (Primary Target), Bangued town, Luzon,
Philippine Islands, (Secondary Target), 12 March, 1945.TO : Commanding General, Far East Air Forces, A.P.O. 925. (Attention
A.C. of S., A-2).

1. To-day the 405th Squadron sent out eight (8) B-25J's on a ship-
ping sweep of the China Coast to search Zones #1 and #2. The airplanes were
to fly in formation to the China Coast and then to split into two (2) groups
of four (4) airplanes each and search the assigned Zones. In case the weath-
er prevented the airplanes from reaching the China Coast, or they had nil
sightings, the supply area on the East side of BANGUED town (17° 36' North -
120° 37' East), was assigned as the secondary target. The bomb load per air-
plane was varied with four (4) airplanes carrying two (2) one-thousand (1000)
pound four to five (4-5) second delay demolition bombs per airplane and four
(4) airplanes carrying four (4) five-hundred (500) pound four to five (4-5)
second delay demolition bombs per airplane. Fighter cover was not provided
for the mission.

2. The eight (8) B-25J's of the 405th Squadron that were dispatched
on the mission took off from LINGAYEN Strip, PANGASINAN Province, LUZON,
PHILIPPINE Islands at 0800/I, assembled en-route, and set a direct course to
the target. Luict. GANGLOFF was forced to return to base fifteen (15) min-
utes after take off due to the left engine cutting out. He returned all
his bombs to base. For the first two (2) hours the weather was good with
the formation encountering only three tenths (3/10) strato-cumulus with base
at six-thousand (6000) feet, but as they approached the China Coast the weath-
er became progressively worse. At 1110/I, position 19° 15' North - 111° 40'
East, the formation was forced to discontinue the search and turn back due
to a ten tenths (10/10) strato-cumulus overcast that reduced the ceiling to
less than two-hundred (200) feet and the visibility to one-half (1/2) mile.
The seven (7) airplanes hit the secondary target at 1455/I and dropped eight
(8) one-thousand (1000) pound four to five (4-5) second delay bombs and
twelve (12) five-hundred (500) pound four to five (4-5) second delay bombs
on a heading of 180 degrees. One house on the Eastern edge of the town was
destroyed by a direct hit. the other results of the bombing were unobserved.
The airplanes did not strafe the target as the short delay of the one-thou-
sand (1000) pound bombs necessitated flying at three-thousand (3000) feet al-
titude.

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Ltr:- Narrative Report of Mission #71-C-2 (A) and #71-C-3 (A), Shipping Search, China Coast (Primary Target), Bangued town, Luzon, Philippine Islands, (Secondary Target), 12 March, 1945 (Continued):

3. There were no sightings and the airplanes did not encounter anti-aircraft fire or interception during the mission. All airplanes returned safely to base and landed at 1605/I.

WALTER A. THOMAS,
Captain, Air Corps,
Intelligence Officer.

A TRUE COPY:

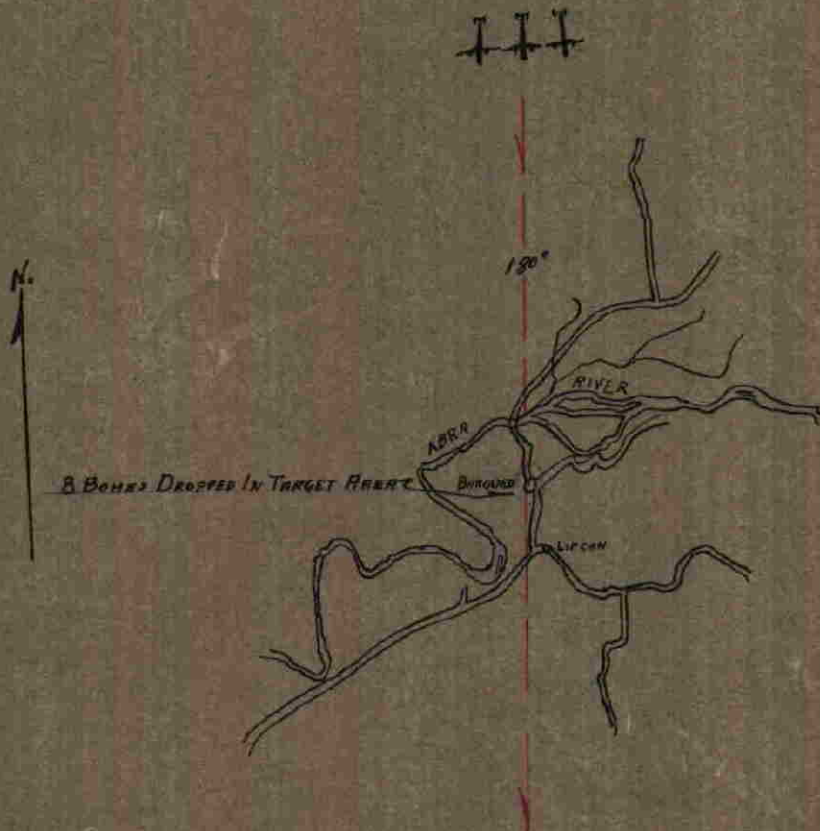
James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps.

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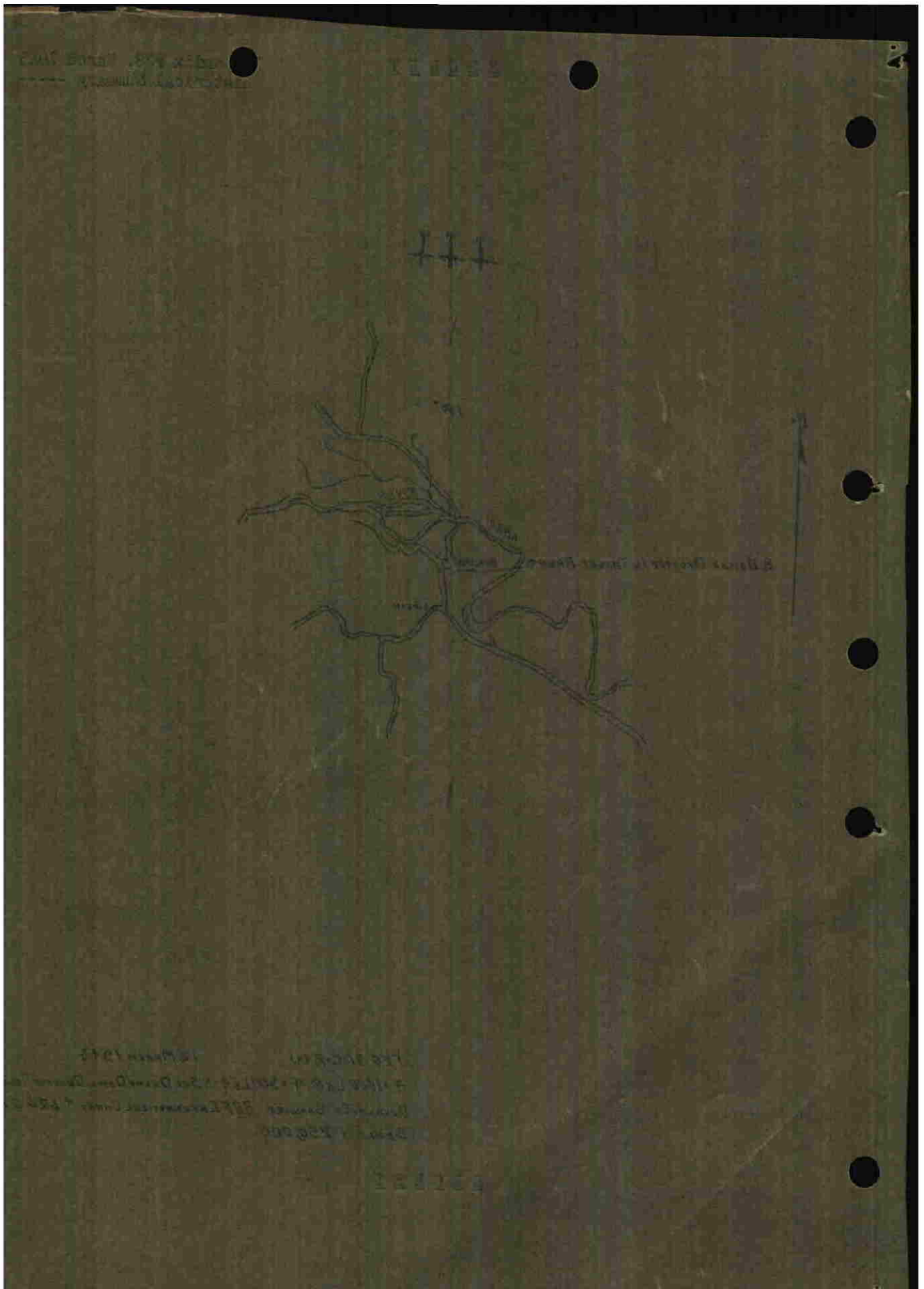
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Appendix #28, March 1945
Historical Summary -----



TFO 71-C-2 (n) 12 March 1945
4x1000 Lb & 4x500 Lb 4-5 See Delay Deton Dropper Select
Detonator De BURGARD AFFERNAVICAL CHART #62001
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Appendix #29, March 1945
Historical Summary.-----

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 405TH BOMBARDMENT SQUADRON (M)
 38TH BOMBARDMENT GROUP (M),
 A.P.O. 70.

15 March, 1945

SUBJECT: Narrative Report of Mission #72-C-5 (1), Shipping Search, South China Coast (Primary Target), San Fernando Area, Luzon (Secondary Target), Bangueo Township, Luzon (Tertiary Target), 13 March, 1945.

TO : Commanding General, Far East Air Forces, A.P.O. 925.
 (Attention: A.C. of S., A-2).

1. To-day's mission for the 405th was a shipping search of the South China coast. Zone #4 (21° 50' North - 113° 00' East to 23° 30' North - 117° 05' East) was the assigned area to be covered by the search. The secondary target was the San Fernando area on the West coast of Luzon. Airplanes were to check with the ground station for a specific target. The tertiary target was Bangueo township (17° 36' North - 120° 37' East). The bomb load per airplane was four (4) five-hundred (500) pound four to five (4-5) second delay bombs. Fighter cover was not provided for the mission.

2. The four (4) B-25J's of the 405th that were dispatched on the mission took off from Iligan Strip, Pangasinan Province, Luzon, Philippine Islands, at 0800/L. The formation assembled on course with the 71st Squadron, which also had dispatched four (4) airplanes and set course for the China coast. Two (2) airplanes of the Squadron were forced to return to base before the China coast was reached due to engine trouble. Both airplanes landed safely at base with one (1) of the airplanes salvaging its bombs in the water, and the other airplane returned all bombs to base. The China coast was reached without incident and the search carried out as planned. At 22° 38' North - 115° 36' East, a DE and a PTB were sighted. As the 71st was landing they attacked both ships and sunk them by direct hits. Our crews verified the sinking as they both exploded and sank before our Squadron could make a run on them. These were the only ships sighted, so the Squadron set course for the secondary target. The ground station was contacted, but the target given could not be found in the maps carried by the airplanes, so they attacked the tertiary target. The two (2) airplanes dropped six (6) five-hundred (500) pound bombs over the Southwest section of the target on a heading of two-hundred (200) degrees destroying one (1) large warehouse building and two (2) smaller adjacent buildings. The other results were unobserved due to the dust and smoke from the exploding bombs. One (1) airplane returned two (2) bombs to base because the co-pilot could not find a worthwhile target in the town as the greater part of the town had been destroyed by previous bombing attacks. Three thousand six hundred twenty five (3625) rounds of fifty (.50) caliber ammunition were expended in strafing.

3. Moderate, light, medium, heavy, inaccurate anti-aircraft fire was received from the naval vessels attacked by the 71st Squadron. The majority of the shells burst in front of the formation and caused no damage. Nil anti-aircraft fire was received over the tertiary target.

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~~CONFIDENTIAL~~

Ltr:- Narrative Report of Mission #72-C-5 (A), Shipping Search, South China Coast (Primary Target), San Fernando Area, Luzon (Secondary Target), Bangueo township, Luzon (Tertiary Target), 13 March, 1945.

4. The only sighting, other than the shipping attacked and sunk by the 71st Squadron, was a PBY-2 bombing four (4) "Sugar Charlies" at position 22° 58' North - 116° 27' East. One (1) hit was observed on one (1) "Sugar Charlie." Airplanes landed safely at base at 1535/I.

A TRUE COPY:

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps.

WALTER A. THOMAS,
Captain, Air Corps,
Intelligence Officer.

S E C R E T

~~CONFIDENTIAL~~

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~~SECRET~~Appendix #30 - March 1945
Historical Summary -----405TH BOMBARDMENT SQUADRON (M),
38TH BOMBARDMENT GROUP (M),
A.F.O. 70.

15 March, 1945

SUBJECT: Narrative Report of Mission #73-C-2 (A), Shipping Search, South China Coast (Primary Target) Sector I, Salomague Jetty and Supply Area, Luzon, Philippine Islands, 14 March, 1945.

TO : Commanding General, Far East Air Forces, A.F.O. 925.
Attention: A.C. of S., A-2.

1. The 405th Squadron this day sent out four (4) B-25J's on a shipping search off the coast of Hainan Island within the territorial limits of Sector #1. The four (4) B-25's were to fly in formation during the search, and if either weather or nil sightings prevented them from making an attack they were then to head back for the secondary target of Salomague, Luzon Island, and strike their assigned targets. Each of the four (4) "Mitchells" carried an individual bomb load of two (2) one-thousand (1000) pound four to five (4-5) second delay demolition bombs. Fighter cover was not employed for this strike.

2. At 0755/I the 405th sent its four (4) B-25J's from Lingayen Strip, Pangasinan Province, Luzon, Philippine Islands, on a direct course to the target area. Up to within fifteen (15) minutes of the East coast of Hainan Island the weather was good. At this point (19° 08' North - 111° 25' East) however, there was a solid front. During this flight nil sightings were observed. As a matter of fact, the usual flotilla of Chinese junks were even extinct. These prevailing conditions, poor weather and lack of targets, necessitated our four (4) "25's" to turn back at 1143/I and head for an attack on the secondary target. At 1523/I the Salomague jetty and supply area was hit beneath a four-tenths (4/10) stratus overcast at five thousand (5000) feet from an altitude of three thousand (3000) feet. The run was made from North to South, and the four (4) airplanes split up - two (2) hitting the jetty area and two (2) hitting the supply area. Four (4) one-thousand (1000) pound bombs were dropped at the jetty by two (2) airplanes, falling short of the target and hitting in the water, causing nil damage. Of the two (2) airplanes hitting the supply area just East of the jetty, one (1) airplane dropped two (2) bombs in the supply area starting one (1) large black smoke fire. During the strike nil anti-aircraft fire was encountered. Since the delay of the bombs was so short the "25's" could not go down on the deck to strafe. One (1) airplane took K-20 photos, and one (1) other airplane took K-21 photos. Throughout the target area only one (1) large black smoke fire and six to eight (6-8) gray smoke fires were observed.

3. Upon landing at Lingayen Strip at 1613/I, one (1) airplane, the bombs of which could not be dropped over the target due to mechanical failure, came in for landing, and as it approached the end of the strip, one of the half tonners fell through the bomb-bay and exploded. The airplane burst into flames, and only through the calmness and professional skill displayed by the pilot,

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Ltr:- Narrative Report of Mission #73-C-2 (A), Shipping Search, South China Coast (Primary Target) Sector I, Salomagus Jetty and Supply Area, Luzon, Philippine Islands, 14 March 1945 (Continued):

Lieutenant MONROE, who brought the plane to a miraculous halt, did all crew members escape to safety before the "25" exploded and disintegrated.


JAMES R. O'CONNOR,
1st Lieut., Air Corps,
Ass't. Intelligence Officer.

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SECRETAppendix #31, March 1945
Historical Summary -----**405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
A.P.O. 70****16 March, 1945**

SUBJECT: Narrative Report of Mission #74-C-4 (A), Shipping Search, China Coast (Primary Target), Pescadores Islands (Secondary Target), Salomague town, Luzon, Philippine Islands (Tertiary Target), 15 March, 1945.

TO : Commanding General, Far East Air Forces, A.P.O. 925.
(Attention: A.C. of S., A-2).

1. The 405th sent out four (4) B-25J's this day on another shipping search, this time in Sector #5 along the South China coast from Swatow North to Chungking between the hours of 1020/I - 1100/I. The shipping search did not yield targets, consequently it was abandoned in the hopes of hitting the secondary target, the Pescadores. Weather prevented our "25's" from hitting the secondary target. The four (4) airplanes, each of which carried an individual bomb load of two (2) one-thousand (1000) pound four to five (4-5) second delay demolition bombs turned back from the Pescadores to hit the tertiary target, Salomague on Luzon Island in the Philippine Islands. Fighter cover was not employed for this mission.

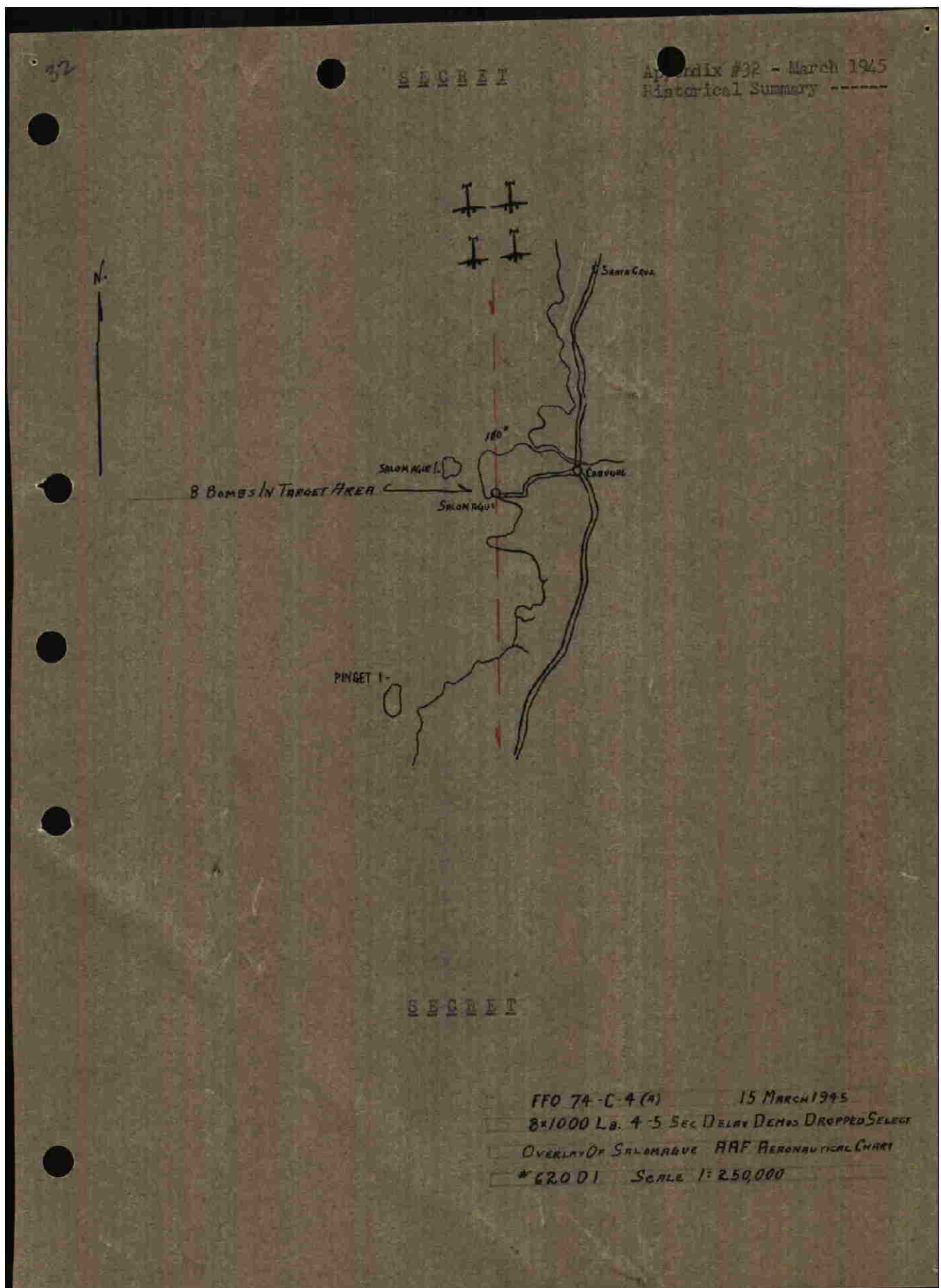
2. Dispatched from Lingayen Strip, Luzon Island, Philippine Islands, at 0710/I, the four (4) B-25J's of the 405th Squadron set a direct course to the target. Nil sightings were observed, and the shipping search ended at 1100/I for a run on the secondary target, the Pescadores. Upon approach to the Pescadores a solid overcast to two-thousand (2000) feet was hit with visibility restricted to ten (10) miles. This target was abandoned, and an attack was made on the tertiary target, Salomague, from three-thousand (3000) feet at 1359/I. Weather over the target was CAVU and the target area was attacked from North to South by two (2) flights of two (2) airplanes each, dropping eight (8) half-tonners in the wooded area just North of Salomague town with unobserved results due to the density of the foliage. During the strike all anti-aircraft fire was received; however, one (1) crew member reported having seen five (5) possible machine-gun flashes from the wooded area North of the target.

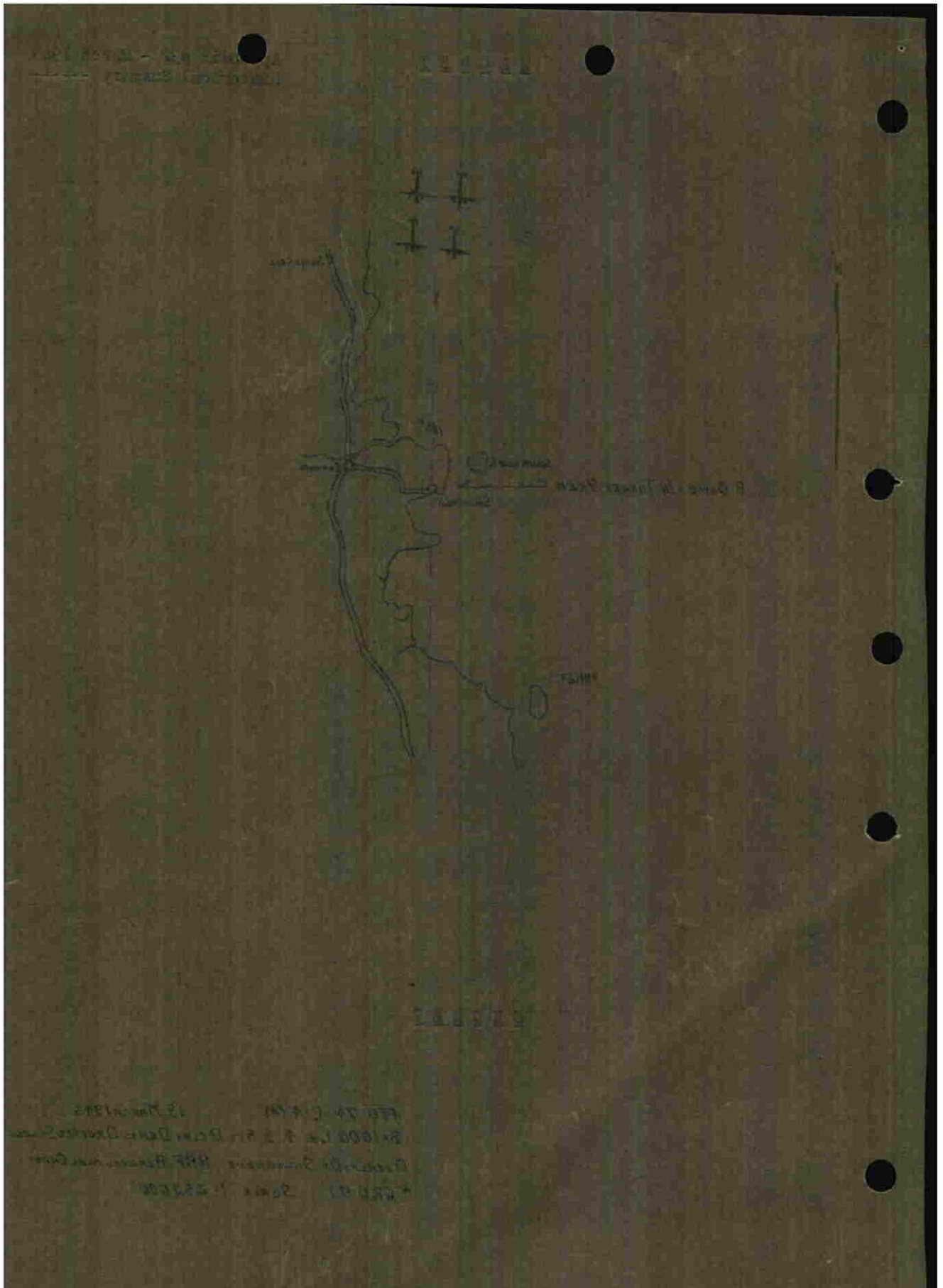
3. All airplanes returned to home base without incident, landing at 1430/I.

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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~~SECRET~~Appendix #33, March 1945
Historical Summary405TH BOMBARDMENT SQUADRON (M),
36TH BOMBARDMENT GROUP (M),
A.P.O. 70

17 March, 1945.

SUBJECT: Narrative Report of Mission #75-C-1 (A), Baguio (Ground Support)
Luzon Island, Philippine Islands, 16 March, 1945.TO : 1 Commanding General, Far East Air Forces, A.P.O. 925.
(Attention: A.C. of S., A-2).

1. In support of our ground installations in the Baguio region the 405th Squadron dispatched six (6) B-25J's whose mission it was to bomb from medium altitude the City of Baguio. Each of the 'Mitchells' carried an individual bomb load of four (4) five hundred (500) pound instantaneous demolition bombs. Because of the proximity and duration of this mission fighter cover was not employed.

2. At 0935/1 from Lingayen Strip, Luzon Island, Philippine Islands six (6) B-25J's of the 405th Bombardment Squadron took off on a direct course to the target. One (1) airplane was unable to retract its landing gear therefore Lieut. White, the pilot jettisoned his bombs at sea and circled the field and landed successfully at 1050/1. The remaining five (5) airplanes flew to the target without incident hitting it at 1020/1 from an altitude of four thousand (4,000) feet. Weather over the target was CAVU and the five (5) airplanes made their run on a heading of two hundred ten (210) degrees in line abreast formation dropping twenty (20) five hundred (500) pound instantaneous demolition bombs on the Northeast and Southwest Sections of the City of Baguio starting one (1) blue smoke fire the smoke of which had a rise to one thousand (1,000) feet over the Northeast section of the city. There was nil anti-aircraft fire encountered over the target and two (2) airplanes took photos, one (1) E-28 and one (1) E-21.

3. Prior to this attack the A-28's had hit Baguio and their bombing results were observed as excellent. Ten to twelve (10-12) fires were seen in the target area and smoke and dust covered the target rising to an altitude of two thousand (2,000) feet.

4. The five (5) B-25's of the 405th Squadron returned to the home base landing safely at 1040/1.

James H. O'Connor
JAMES H. O'CONNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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Appendix #34, March 1945
Historical Summary405TH BOMBARDMENT SQ AIRON (H),
30TH BOMBARDMENT GROUP (H),
A.P.O. 70.

15 March, 1945.

SUBJECT: Narrative Report of Mission #76-4-4 (A), Baguio (Ground Support)
Luzon Island, Philippine Islands, 17 March, 1945.TO : Commanding General, Far East Air Forces, A.P.O. 925.
(Attention A.C. of S., A-2).

1. Another ground support mission over the City of Baguio, Luzon Island, Philippine Islands was the order of this day for the "Mitchells" of the 405th Squadron. The six (6) 25's of the "405th" were to make their attack from medium altitude. Each of the airplanes carried an individual bomb load of six (6) two-hundred-fifty (250) pound instantaneous demolition bombs. Since enemy interception was not probable nor expected in the striking area fighter cover was not employed.

2. The six (6) B-25J's of the 405th Squadron took off from Lingayen Strip, Luzon Island, Philippine Islands at 0810/I. Fifteen (15) minutes after take off one (1) B-25 returned to the home base because of mechanical trouble. The five (5) remaining airplanes made their run on the target in line abreast formation on a heading of two-hundred-thirty-three (233) degrees at 0850/I hours. Weather over the target was CAVU and as the run was being made one (1) burst of meagre, heavy inaccurate anti-aircraft fire was received from an unknown position within the City of Baguio. Thirty (30) two-hundred-fifty (250) pounders were dropped by the five (5) airplanes of the "405th" thru the Northwest part of the city and on the ridge Northwest of the city with unobserved results.

3. One (1) airplane took K-21 photos. Prior to this attack one (1) large fire was observed burning in the center of Baguio, two (2) large fires ten (10) miles North of Baguio were observed and a large column of smoke billowing to a height of two-thousand (2,000) feet was seen one and one half (1 1/2) miles East of Baguio. Upon completion of the attack all airplanes returned home without incident landing safely at 0925/I.

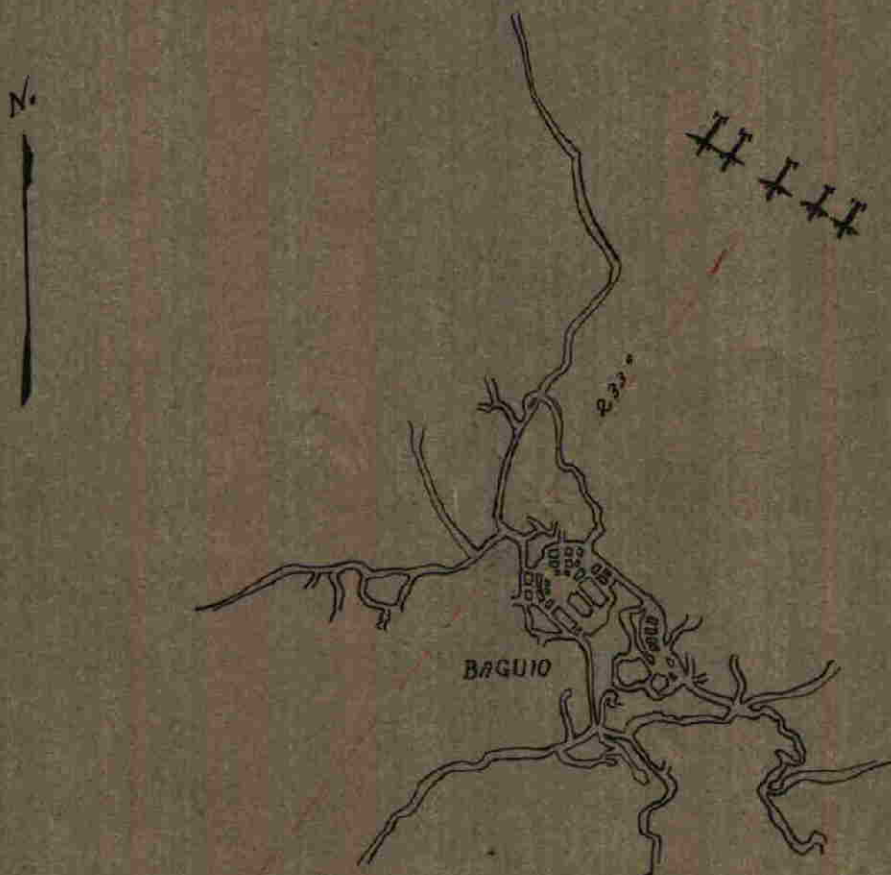
James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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Appendix #35, March 1945
Historical Summary



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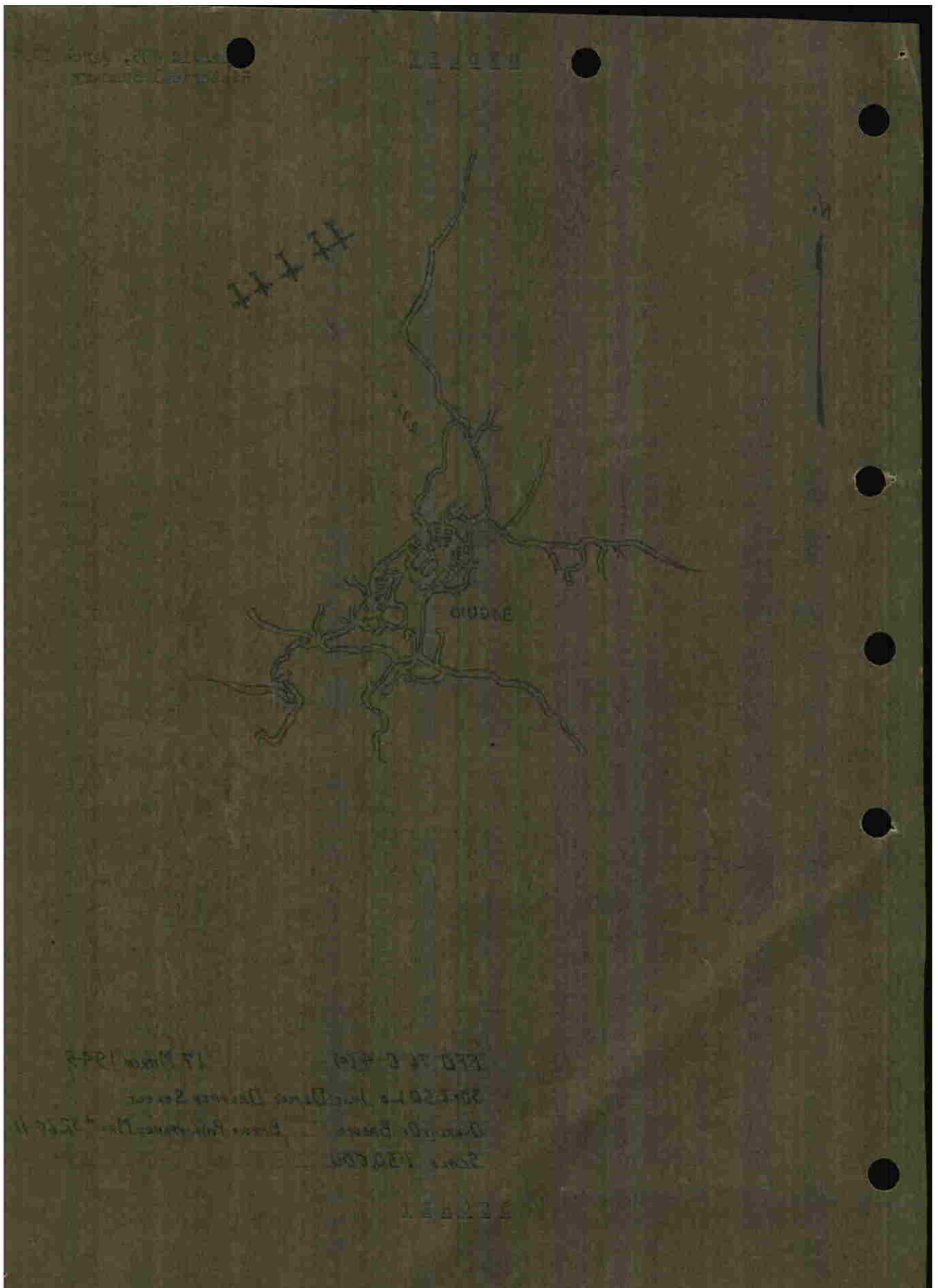
30-250 LB INST DEMOS DROPPED SELECT

OVERLAY OF BAGUIO

BAGUIO PHILIPPINES MAP # 3260-11

SCALE 1:50,000

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S E C R E TAppendix #36, March 1945
Historical Summary -----~~XXXXXXXXXXXXXXXXXXXX~~
405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
A.P.O. 70.**20 March, 1945****SUBJECT:** Narrative Report of Mission #77-C-1 (A), Shipping Search, China Sea (Primary Target), Tangadan town, Luzon, Philippine Islands, (Secondary Target), 18 March, 1945.**TO :** Commanding General, Far East Air Forces, A.P.O. 925.
Attention: A.C. of S., A-2.

1. Shipping search! - Once again the strafing Mitchell bombers of the 405th Squadron were to sweep along the coastal waters of South China in the hopes of finding enemy prey to destroy. An enemy convoy having been sighted the previous day, our B-25J's were to search it out if possible while covering the coast between Weitor (Amoy) and Breaker Point. The airplanes, each of which carried two (2) one-thousand (1000) pound four to five (4-5) second delay demolition bombs, were to hit their targets from minimum altitude. In case bad weather were to obscure the coastal areas or no shipping were sighted, the crews were briefed on personnel and supply areas in the Japanese held village of Tangadan, Luzon, Philippine Islands, to be bombed from medium altitude as a secondary target. Fighter cover was provided by sixteen (16) P-51's, as interception was expected by enemy airplanes covering the convoy if it were sighted and attacked.

2. At 0730/I the sextet of B-25J's dispatched by the 405th Squadron sped down Lingayen Airstrip, Pangasinan Province, Luzon, Philippine Islands, for a perfect take-off and set course for the China coast. Although weather over the coast was decidedly inclement, with eight to nine tenths (8/10-9/10) strato cumulus at eight hundred to one-thousand five hundred (1500) feet accompanied by heavy rain squalls and visibility restricted from one to three (1-3) miles, our Mitchells searched the coast line from Weitor (Amoy) to Breaker Point from 1120/I to 1213/I, but sighted no shipping whatsoever. Only after a thorough search did the airplanes turn back to strike the secondary target, a reported supply and personnel area at Tangadan in Northern Luzon, with the 405th Squadron leading the 38th Group formation, over the target. As one (1) airplane had been forced to return to base one (1) hour after take-off due to mechanical trouble, the run was made by only five (5) airplanes in a line abreast formation on a heading of one-hundred-eighty (180) degrees, dropping eight (8) of the half-tonners in the designated target area along the North South road South of Tangadan from one-thousand-five-hundred (1500) feet as planned, with unobserved results. Weather on return and over the secondary target was fair with a stratus overcast with tops at four-thousand (4000) feet and a thin layer of stratus clouds from seven to ten thousand (7000-10000) feet.

3. Throughout the mission fighter cover was excellent. The airplane which was forced to return early brought its bombs back to base, while one (1)

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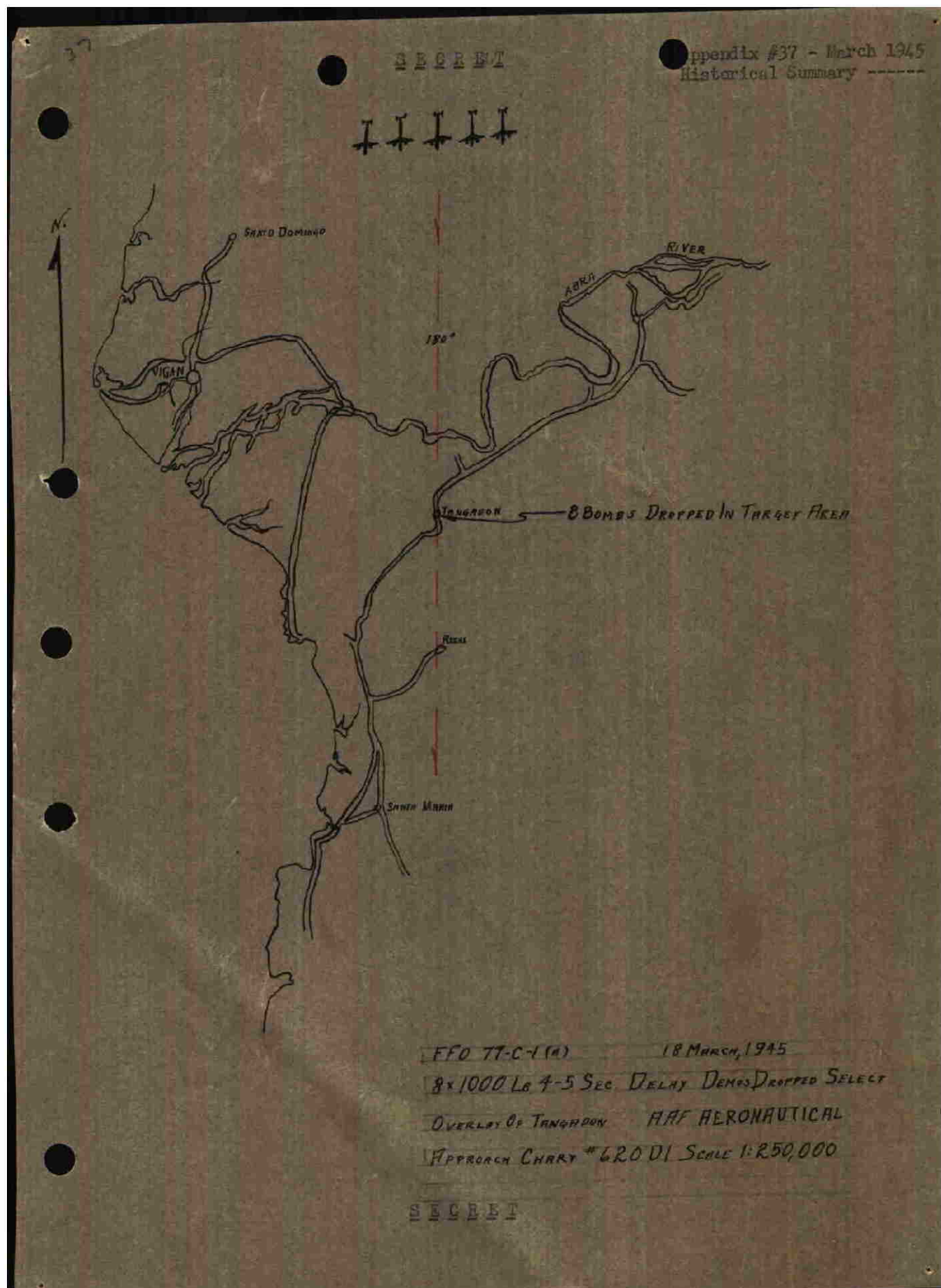
Ltr:- Narrative Report of Mission #77-Q-1 (A), Shipping Search, China Sea
(Primary Target), Tangadan town, Masao, Philippine Islands (Secondary
Target), 18 March, 1945 (Continued):

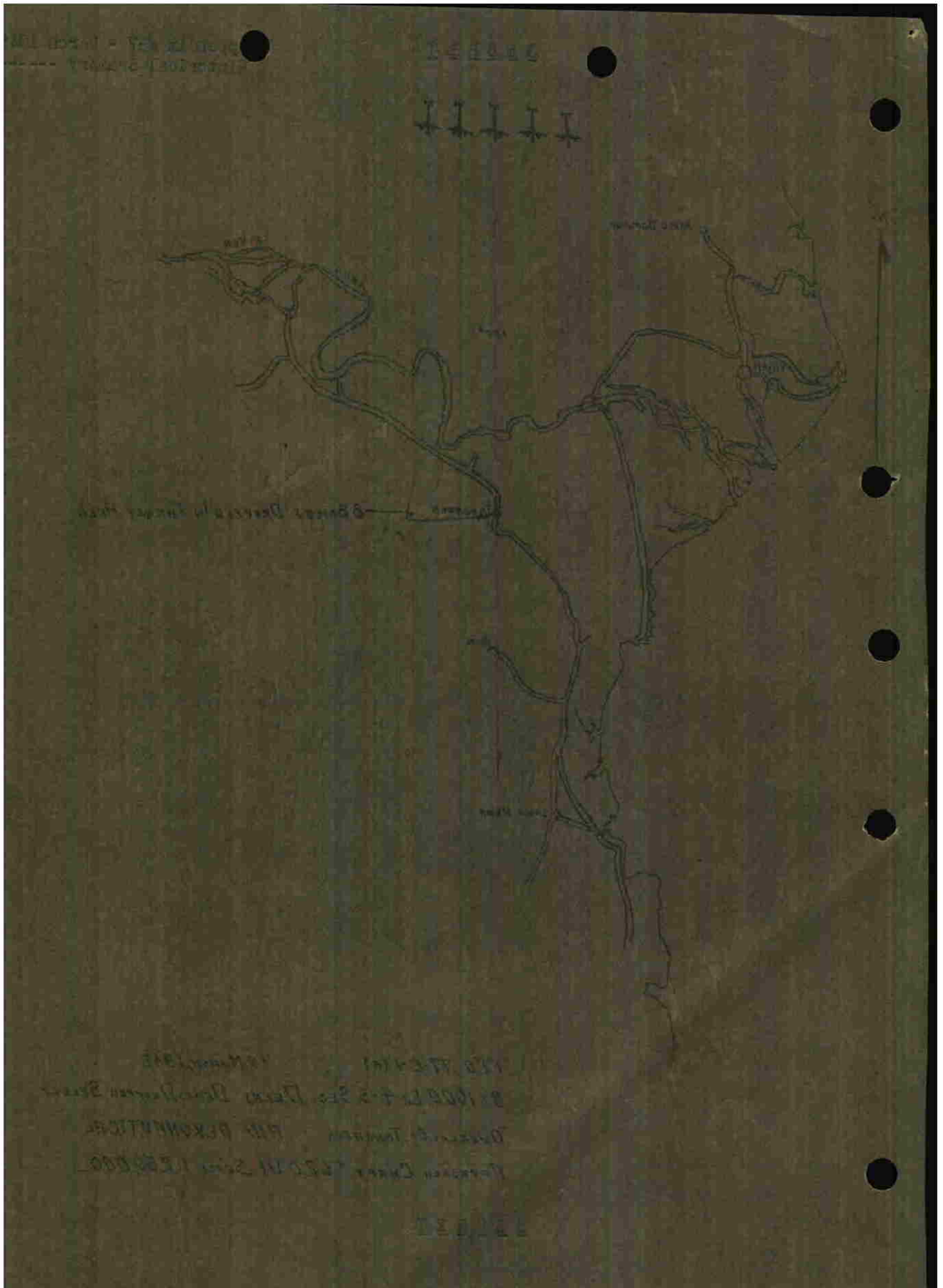
other airplane was unable to drop its two (2) bombs over the secondary tar-
get due to mechanical failure and jettisoned them at sea. The five (5) re-
maining airplanes, two (2) of which took K-21 photos, returned to home base
without incident and made a safe landing at 1514/L.

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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Appendix #38, March 1945
Historical Summary -----405TH BOMBARDMENT SQUADRON (M)
13TH BOMBARDMENT GROUP (M)
A.F.O. 70

22 March, 1945

SUBJECT: Narrative Report of Mission #80-C-3 (A), Shipping Search, South China Coast (Primary Target), Tangadan town, Luzon, Philippine Islands (Secondary Target), 21 March, 1945.

TO : Commanding General, Far East Air Forces, A.F.O. 925.
(Attention: A.O. of S., A-2)

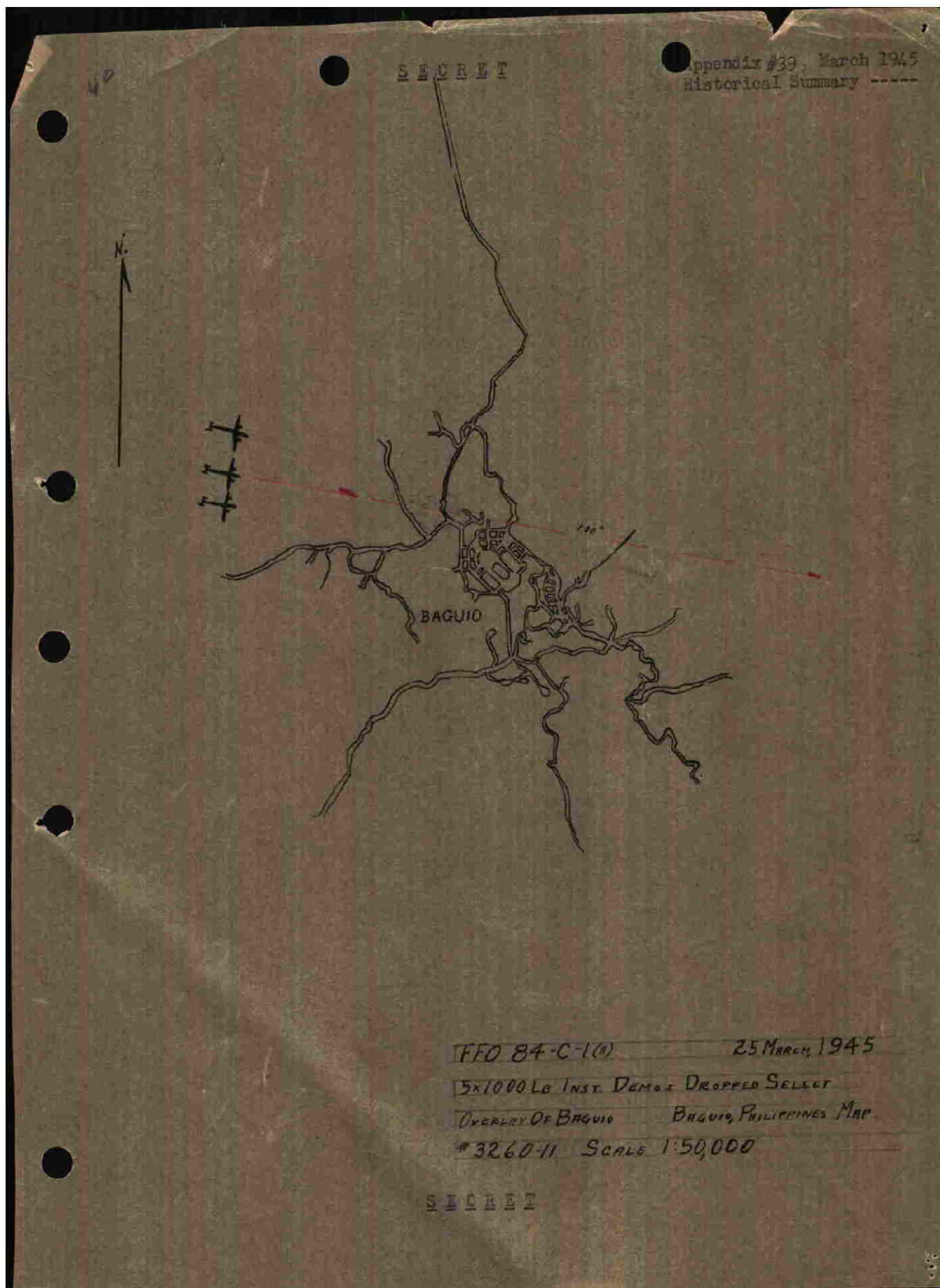
1. This time the 405th Squadron only sent up four (4) B-25's on the minimum altitude bombing and strafing run on enemy shipping off the South China coast. If for any reason the target was not found in this area, then our "25's" were to hit the secondary target, Tangadan, on the island of Luzon Philippine Islands. Each airplane carried two (2) one-thousand (1000) pound four to five (4-5) second delay demolition bombs individually.

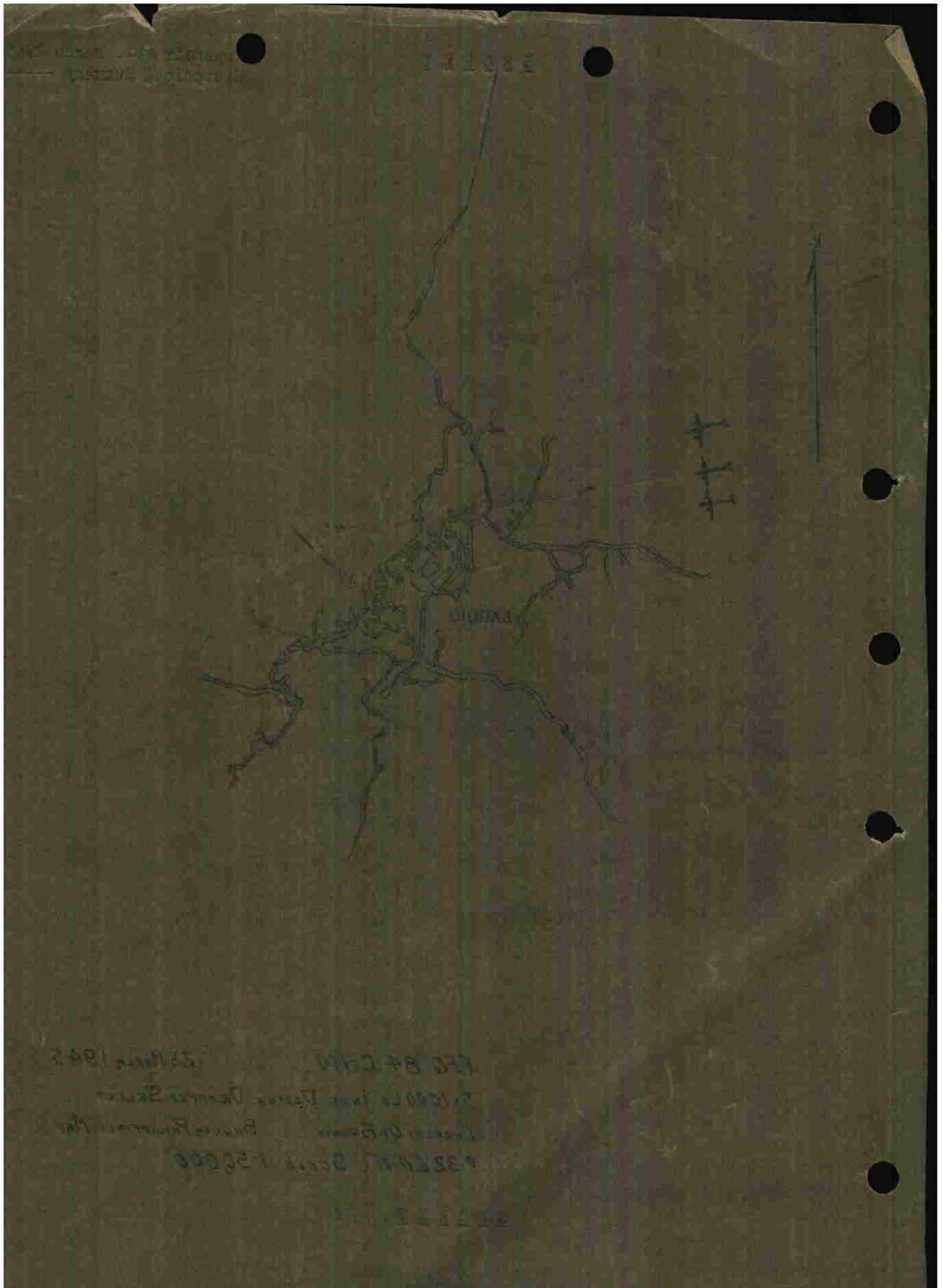
2. At 0900/I from Lingayen Strip, Pangasinan Province, Luzon, Philippine Islands, the four (4) B-25's of the 405th Squadron took off and flew a direct course to the target area. Two (2) airplanes turned back one (1) hour after take-off because of engine trouble. Of the four (4) one-half (½) tonners carried by these two (2) airplanes, two (2) of them were jettisoned at sea and two (2) were brought back to base. The two (2) remaining airplanes of the 405th remained aloft and carried on the search of Jap convoys. The search was made from Anoy Island, China, at 1150/I to Breaker Point, China, at 1330/I. No convoy was sighted but at 1300/I a probable PTB at 23° 40' North - 117° 25' East, possibly beached one-hundred-fifty (150) feet offshore was observed as burning fiercely and giving off red flame and spouting heavy black smoke. Nearby were many small boats pulled up on shore. Eight to ten (8-10) box-laden Junks were seen in the vicinity of Anoy. After thoroughly searching the area the two (2) airplanes turned back to make a run on the secondary target, Tangadan. The secondary target was hit at 1554/I on a heading of ninety-five (95) degrees. The two (2) airplanes dropped a total of four (4) one-thousand (1000) pounders in the target area starting a small grass fire. Weather over the target area was CAVU, and two (2) airplanes took K-21 low oblique photos.

3. All in all it was a rather sorry day for us, and both "25's" of the 405th ended another flight calling it a mission. Our two (2) airplanes returned to the home base without incident, landing safely at 1635/I.

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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Appendix #20, March 1945
Historical Summary -----405TH BOMBARDMENT SQUADRON (M)
38TH BOMBARDMENT GROUP (M)
A. P. O. 70

26 March, 1945.

SUBJECT: Narrative Report of Mission #24-C-1 (A), Dagui Supply Area
(Northwest of Tuen), Luzon, Philippine Islands, 25 March, 1945.TO : Commanding General, Far East Air Forces, A.P.O. 929.
(Attention: A.C. of S., A-2)

1. After several days of "Maintenance and Training" the 405th Bombardment Squadron was eased back into combat by having Dagui as its target. It was a medium altitude mission and each airplane carried an individual bomb load of two (2) one-thousand (1,000) pound instantaneous demolition bombs. Because of the duration and proximity of this target fighter cover was not employed.

2. Three (3) B-25J's of the 405th Squadron took off from Lingayen Strip, Pangasinan Province, Luzon, Philippine Islands, at 0730/I. The three (3) 25's flew a direct course to the target and started their bombing run from an altitude of seven-thousand-five-hundred (7,500) feet on a heading of one-hundred (100) degrees at 0816/I. Nil anti-aircraft fire was encountered, weather was CAVU and all in all the strike was made with relative ease. The three (3) Mitchells dropped a total of five (5) half (1/2) tonners over the target hitting an oil storage tank and destroying same. Other bombing results were unobserved. One (1) airplane took K-20 photos.

3. Upon return from the target at 0830/I at one-thousand (1,000) feet three (3) miles off shore of Lingayen Airbase a thousand pounder fell thru the bomb door of one (1) of our 25's and hit in the ocean with no apparent damage. Cause undetermined at the time of this report. All planes returned to the home base and landed safely at 0845/I.

James R. O'Connor
JAMES R. O'CONNOR,
1st Lieut., Air Corps,
Asst. Intelligence Officer.

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