Organizational History of the 819th Bombardment Squadron (H) 1943-1945

30th Bombardment Group (H)

7th Army Air Force

Central Pacific

Transcribed by the 30th Bomb Group Association

from records in the

Air Force Historical Research Agency

at Maxwell Air Force Base, Montgomery, AL

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ORGANIZATIONAL HISTORY
819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP (H) VII
BOMBER COMMAND SEVENTH ARMY AIR FORCE

Original Designation:
39th bombardment Squadron (M, 13th Bombardment Group (M), 3rd Bomber Command.

Second Designation:
3rd Antisubmarine Squadron (H), 25th Antisubmarine Wing.

Present Designation:
819th Bombardment Squadron (H), 30th Bombardment Group (H).

Date of Activation:
15 January 1941.

Place of Activation:
Langley Field, Virginia.

Authority for Activation:
This authority is not available within Squadron files. A request has been made to Hdq AAF, Washington for same.

Sources From Which Personnel Were Obtained:
The original cadre of personnel for this organization was obtained from personnel of the 2nd and 22nd Bombardment Groups, stationed at the time at Langley Field, Virginia.

FOREWORD

In the month of May, 1943, the Army Air Forces Antisubmarine Command, in compliance with instructions which it had received from Hq. AAF, instructed each of its own units to prepare a unit history.

This meant that a great deal of research would be necessary, since no such history had ever been initiated in the various Antisubmarine Squadrons - certainly not in the 3rd Antisub Squadron. A few orders and historical documents necessary for a complete and accurate history of the 3rd simply did not exist within the files of the organization. For the most part, however, the existing records furnished a fair accounting of the Squadron's activities, and these records coupled with those obtained from other Air Force organizations and offices, served as the basis of the history of the first year and half of the Squadron existence. Added to this, of course, were the verbal data & experiences of personnel of the Squadron. Since the time of the first writing of the history, it has substantially been a matter of keeping abreast of the experiences of the Squadron.

At this writing, the Squadron is designated as the 819th Bombardment Squadron (H). Its previous designations were: 39th Bombardment Squadron (M), from January 1941 to November 1942, and 3rd Antisubmarine Squadron (H), from

November 1942 to September 1943.

All historical documents covering the period from the time of the Squadron's activation to 1 September 1943 were forwarded, on the latter date, to Hq. AAF Antisubmarine Command. As that Command has since been inactivated, those documents, photographs, etc., are presumably on file in the historical division of Hq. AAF at Washington. Since September of 1943, documents, photographs, orders, etc., have been forwarded to the Historical Officer of the 30th Bombardment Group (H). In instances where orders are cited in this history, those orders have been forwarded to higher headquarters, or were already on file therein.

No attempt has been made by the undersigned to create a work of literary art, since he is far removed from being an author; rather, it has been and is being endeavored to present a picture - an honest, concise, clear and unpretentious account - of the activities and experiences of this Squadron.

CHARLES J. DULIN,
Captain, Air Corps,
6 April 1944.

CHAPTER I

It was in November of the year nineteen hundred and forty. World War II, the most terrible and devastating of all wars, was raging in Europe and in Asia. There was not much doubt in the minds of the military authorities of this country that the black and ugly hand of this war would soon reach out to include the United States of America. Our country must, then, prepare itself for the struggle.

Among the preparations made within the Army Air Corps was a decision, in this month of November, to activate more Bombardment Groups, since this was primarily a war of the air.

Accordingly, then, the 13th Bombardment Group (M) came into being on the 15th day of January, 1941. This Group was made up from personnel of the 2nd and 22nd Bombardment Groups, stationed at this time at Langley Field, Virginia. Commanding the new Group was Lt. Colonel Westside T. Larson.

Composing the 13th were the 39th, 40th, 41st, and Hq. & Hq. Squadrons. Our Attention is focused on the 39th, for she was "our baby". (To avoid confusion, it may be well to note here that the 3rd Antisubmarine Squadron was formerly designated as the 39th Bombardment Squadron (M).

Command of the 39th Bomb Squadron was tentatively placed under 1st Lt. Edward R. Casey. Major Robert D. Johnston was named as Commanding Officer, but due to an internal malady, he was confined at Walter Reed Hospital, and never assumed actual command.

1st Lt. Raymond T. Petersen relieved Lt. Casey after a few weeks, and so became the first "permanent" CO of the outfit. Petersen, red-haired, red-mustached, stoop-shouldered, personable Swede with a quiet sense of humor, vowed he'd have the "best damned Squadron" in the Air Corps. "Pete" cared but little for Administrative details, spent his time figuring how to get more airplanes, keep them in flying shape, and then keep them in the air.

The 39th began its building-up process with two active officers (Petersen and 2nd Lt. Charles Martin, mentioned later), and some forty-odd enlisted men. At Langley Field all time was spent in trying to efficiently form the handful of men into properly functioning sections, and to build a stable foundation for what was to come. The flying accomplished was just enough to entitle personnel to "pay and a half".

CHAPTER II

From June 4 to June 6 of 1941, the 39th moved with the 13th Bomb Group from Langley Field to the Orlando Air Base, Orlando, Fla. The 13th Group was placed under the 3rd Bomber Command, 3rd Air Force, of the Army Air Forces Combat Command.

The process of completing the rosters of newly activated organizations was a slow one during this period, and the process of distributing aircraft to the various new units was even slower. Consequently, the 39th Bomb Squadron was barely past the embryonic stage when it reached Florida. The proper placement of personnel was still the primary problem, for not much training could be accomplished with two B-18 airplanes.

At Orlando, officer personnel included 1st Lt. Petersen as CO; 2nd Lt. Claude W. Allen, quiet country boy from North Carolina; 2nd Lt. Charles A. Martin, a curly haired lad from Nachitoches, La.; 2nd Lt. Kimmel P. Murphy, square-jawed, part Indian Oklahoman with an infectious smile; 2nd Lt. Reuben L. Thomas, small, wiry, unassuming, well-liked kid from Spartanburg, S. C.; 2nd Lt. John P. (Big Jock) Henebry, a well-built 200 pounder who didn't give much of damn for anything, except flying, who was from Chicago, Ill.; 2nd Lt. George W. Smith, very quiet poker faced boy from Asheville, N.C.; 2nd Lt. Oscar L. Wertz, round-faced Kansan, first Operations Officer; 1st Lt. Edward S. Finley, tall, bespectacled Adjutant, from North Wilkesboro, N. C.; 2nd Lt. Charles J. Dulin, also a tall Tar Heel, Supply Officer.

In line for commissions were: Cadet Titus M. Bush, thin-haired bombardier from Louisiana; Cadet Kenneth E. Burch, screwball Californian, a navigator; and Cadet Walter E. Gurley, short, happy-faced kid from near Charlotte, North Carolina.

Although not much flying was being done, morale was extremely high within the Squadron. The boys of the 39th had that cocky and independent attitude necessary to a good fighting unit. In August of '41, Lt. Petersen submitted his idea of a distinctive insignia to the men, for their approval. They quickly approved this novel badge of distinction, so drawings were soon on the way to the War Department.

The insignia showed a black, vicious looking, green-eyed bat, on a background of yellow, zooming out of red flames. The flames represented the fire of Hell.

The War Department approved the insignia, and the "Bat Out of Hell" has stuck with the Squadron.

It was the first day of November of 1941 that the 39th suffered its first casualty.

It had been contemplated that the entire Group would soon receive B-25 Airplanes. In making ready for this contingency, several pilots of the Group had been sent to Patterson Field, Ohio, to service test B-25's. Among those pilots was 2nd Lt. George Washington Smith, our shy little Communications Officer. While on a routine flight out of Patterson, his ship crashed on a nearby farm, and all occupants were instantly killed. Cause of the crash was never determined. The story is short, it is sad.

There was no glamor attached, no dramatics, no heroics, but Smitty's loss was felt by all.

The B-25's did start rolling in during November, and before many weeks had passed, the "Bat Out of Hell" had 12 of the Mitchells. They were really "honeys" in comparison to the old B-18's, and the boys loved flying them.

There were some thirty-odd flying officers in the Squadron now, transition flying was smoothly taking place, when all of a sudden it happened---- "it", of course, meaning that fateful day of December 7, 1941.

The 13th Group was immediately placed on the Alert. Furloughs, leaves, passes were cancelled. Three crews of the 39th were placed on Detached Service at Savannah Air Base to effect patrol operations. These included Jock Henebry's crew, Oscar Wertz's, and K. P. Murphy's. For 7 weeks they patrolled from Savannah, Ft. Bragg, Tampa, and West Palm Beach. Main objectives of the operations were enemy submarines, though no positive results were achieved.

The 39th remained at Orlando until January 19, 1942.

CHAPTER III

It had become increasingly evident that the German submarine war was one of the greatest menaces to Allied efforts. Merchant vessels were being sunk off our own Eastern Coast at the rate of two, three, four a day. The Battle of the Atlantic was bound to become one of the toughest and most important phases of the war. The situation called for immediate action, and because of all its other obligations, the U.S. Navy needed help in combating the U-Boat.

As a result, the 1st Bomber Command of the 1st Air Force devoted itself exclusively to this task.

In compliance with General Order #2, Hq. 13th Bombardment Group (M), dated January 19, 1942, the 13th Bombardment Group moved intact to Westover Field, Massachusetts, on January 20th, and thus came under the command of the 1st Bomber Command. Lt. Colonel Larson, having just been promoted to full Colonel, still commanded the Group. However, within several days, Col. Larson was again promoted, and as Brigadier General, assumed command of the 1st Bomber Command.

Lt. Colonel Walter B. Bryte was given command of the 13th Group.

As a component of the 13th Group, then, the 39th Bomb Sq. had a definite, but difficult and elusive mission to accomplish. The mission was to seek enemy submarines off our Eastern Coast - to "Sight Subs, Sink Same", as it were. So near the end of January of *42, Anti-Submarine Patrolling began in earnest.

The next few weeks, indeed months, were spent as a period of transition as well as actual operation. The 39th Bomb Sq. was one of the Air Forces units pioneering in the development of antisubmarine tactics, equipment, training, communications, and control procedure. Here was a new game, this chasing after subs with airplanes, and it was going to call for the finest technical skill and equipment plus those highly necessary qualities of perseverance, patience, courage, and indomitable spirit.

First of all, the men must learn all they could about what they were going after — U-Boats. What size were they, how many torpedo tubes, how long to crash dive, how penetrable the hull, what forward speed did they have on surface, how fast submerged, how long could they stay submerged without surfacing to recharge batteries? The answers to these and many other like questions were drilled into the combat crewmen.

Next, the proper anti-sub equipment must be developed for aircraft. Increasing the lethal range of the already-existing depth charges, re-designing bomb racks, developing safety equipment, were just three of the problems in this tremendous task.

Then, tactics must be worked out. The most expedient flying altitude for patrol, speed, how to attack, how to bomb, what altitude to use in bombing, what methods of communications to use, all these and many other tactics must be devised.

The 39th Bomb Sq. played its part in all this pioneering. It was in on the "ground floor" of anti-sub work.

But even while all this development was taking place, patrol operations were being conducted. The 39th was patrolling from Westover Field, of course, using its B-25s plus a couple of A-29s which it had just acquired.

On April 10, 1942, the command of the Squadron changed hands.

Lt. Col. Bryte, Group CO, was effecting a "shake-up" in his staff. Every Squadron in the Group was to get a new Commander.

Out of this juggling of key personnel, the boys of the 39th hoped to get Captain Alfred E. Bent for their new CO. Even though he had only been on the Group Staff for a few weeks, Captain Bent had already been tagged by the 39th as an officer who might be aggressive, decisive, discreet, smart, a man who meant business and yet who was a "swell Joe" with it. The boys were right. Dame Fortune still smiled on the "Bat Out Of Bell", as she delivered Captain Bent as its new Squadron Commander.

Captain Bent, a man in his middle thirties, of medium height, medium build, and sharp blue eyes, had been a real estate agent in Denver, Colorado. During his civilian life, however, he was always vitally interested in aviation, both personally and financially.

His military career began on the first day of January, 1941, when he was called to active duty with the 120th Observation Sq., a National Guard unit, state of Colorado. After a six months' hitch, Captain Bent was transferred to the 17th Bombardment Gp., and with this organization he participated in the Carolina Maneuvers, late summer and fall of 1941. In the early part of

1942, he was transferred to the staff of the 13th Bombardment Gp.

Shortly after assuming command of the Squadron, captain Bent Was promoted to major. He took up the reins vacated by Petersen (now Captain), and it was evident from the very first that the 39th would be on the beam.

1st Lt. James F. Berry, six-foot-four West Pointer, noted for his frequent vitriolic and profane outbursts, became Operations Officer, vice 1st Lt. Wertz. Jim was from Greensboro, N.C. He became Captain Berry in May.

Flight Leaders now included 1st Lt. C. W. Allen; 1st Lt. John E. Fitzgerald, stoop-shouldered, freckled-faced 200 pounder from California, recently transferred into the outfit; and 1st Lt. Waldeman L. Hawkins, thin-faced, slender New York Stater. All three of these Flight Leaders became Captains before May had passed.

The "Bat Out Of Hell" flew mission after mission out of Westover Field, using B-25s, A-29s, and even several old B-18s. None of these missions yielded any positive results, and it was a tough job to sell the boys on the truth that their efforts were not fruitless. Their efforts very definitely were not fruitless, because by the middle of the year 1942, the shipping problem off our Eastern frontier was greatly relieved, and in fact there were scant few ships being sunk. The patrolling was eminently successful in a negative sense; that is, the subs were either being kept under the surface, or were driven out of this particular zone of operation. Whether U-Boats were actually

being sunk or not, the boys were doing an excellent job in holding up their end of the protection of our shipping.

Meanwhile, Captain Petersen, who had been transferred to the Group Staff as a Controller (a director of patrol operations, so to speak) finally obtained his heart's desire. He had always wanted to take his unit into a "hot" combat theatre, but this being impossible just yet, the next best thing was to try to get himself into such a theatre. He succeeded in May, when he was chosen to head a cadre of replacement combat crews for the Southwest Pacific Theatre.

The 39th lost several of its good pilots in this deal. 1st Lts. Jock Henebry, Oscar Wertz, Spikes Thomas, a devil-may-care rounder from Hoffman, Texas, and Tommy Cline, fast talking, likable lad, from Virginia, bade the gang goodbye and promised to dedicate some of their special bomb loads to the "Bat Out Of Hell" boys.

Not much of consequence happened during the next two months except that the squadron, having rid itself of the A-29s, also lost the B-18s, and was now back up to a dozen B-25s. This didn't make any of the pilots mad either:

Another event was that Lt. Col. John G. Fowler replaced Lt. Col. Bryte as Group CO.

Then, in the middle of July, orders were issued for the movement of the 39th.

1942, he was transferred to the staff of the 13th Bombardment Gp.

Shortly after assuming command of the Squadron, Captain Bent was promoted to Major. He took up the reins vacated by Petersen (now Captain), and it was evident from the very first that the 39th would stay on the beam.

CHAPTER IV

This particular movement was to be a solo; that is; the Squadron was to move as a separate unit, detached from the parent 13th Bomb Group. This suited the men, for they had always had that independent, self-sustaining spirit which was bound to eventually culminate into a desire to be "separate operators", as it were.

And so after Special Order #179, Hq., Westover Field, Mass., was issued, the 39th soon had a new operating base. Movement took place on July 18th & 19th, 1942, and was accomplished by rail, motor vehicles, and aircraft.

The new station was just five miles outside the little town of Dover, Delaware, capitol of that peninsular state. When the 39th first arrived at Dover, the disappointment of the personnel was surpassed only by the discomfort. It was strictly "foreign service", for there was no running water, latrines, barracks, electricity lines, or cooking facilities, and there was 2 feet of mud in this swamp. Mosquitoes were as big as B-25s, and the story goes that one buzzed in, landed and was refueled before the boys realized that it wasn't one of the ships.

However, this period in the field was going to be good for the outfit. In about three days' time there were seventy-five staunch tents thrown up, electricity in each; the chow was not fancy, but good and healthy, cooked in field kitchens; latrines had been made as well as improvised outdoor lavatories. The 39th never missed a day of operation while moving - patrols

were being flown as usual.

Maintenance of aircraft and equipment was extremely difficult at Dover. The temporary hangar, an "open-air" affair, was inadequate. It leaked in wet weather, and there was no heat for winter operation. The source of supply for parts was a red-taped headache, and the usual Air Base equipment, such as cranes, heavy jacks, etc., was not to be had.

The maintenance of motor vehicles was a problem because of the make-shift trails, erroneously called roads, and because of the ever present and often cursed mud.

In spite of these handicaps, however, the Squadron maintained a splendid record of maintenance. It was so unusual, in fact, that Lt. Col. Fowler rendered the Squadron a special commendation.

The "Bat Out of Hell" learned the hard way, and soon came to like it. The difficulties of operation were offset by the added freedom and independence of operation, for at Dover the 39th was not only a tactical unit, it was the Air Base unit as well, at least for a few months. It did its own "housecleaning" jobs, purchased its gasoline and oil, maintained guard for the Base, and did all other normal Base functions. It was the big frog in a little pond and the experience was of inestimable value.

Meanwhile, although well in hand along our own Eastern shores, the submarine menace was still a very disturbing factor to the Allies, for shipping was still being sunk in heavy tonnage. The outcome of the Battle of the Atlantic was as yet

quite uncertain.

Accordingly, therefore, another step towards the neutralization of the enemy U-Boat campaign was taken. The 1st Bomber Command was redesignated as the Army Air Forces Antisubmarine Command, effective September 19, 1942. Brig. General Larson remained in command.

Although this redesignation appeared to be only a formality, in truth it had a significance of some importance.

The primary mission of the AAF Anti sub Command was to seek out and destroy enemy submarines, wherever they may be. It was not a case of a Bomber Command performing makeshift patrols, on a temporary basis. On the contrary, the efforts of the units in the Antisub. Command were to be concentrated on the one mission — knocking out those subs, in any or all waters. Units would be sent to whatever strategic locations the situation called for. The units belonging to the Antisubmarine Command were indeed performing necessary tactical missions, and those Squadrons based within the continental United States enjoyed the distinction of being the only organizations so based, who were actually performing tactical missions against the enemy.

Another significant change in organization took place. In antisubmarine work, it was necessary that separate units be stationed at strategic stations along the coastline in order to effectively carry out the assigned mission. It was in recognition of this fact that the Group system was abolished

in the antisub organization.

The inactivation of the 13th Bomb Gp. was effected on Nov. 29, 1942. The 39th Bomb Sq. (M) was redesignated as the 3rd Antisubmarine Squadron (H). It was contemplated that VLB (very long range) aircraft would ultimately be used by all the Squadrons in order to effect longer patrols with more coverage.

Under the new set-up, the 3rd Antisub. Squadron came under the command of the 25th Antisubmarine Wing. Headquarters of the Wing were at 90 Church Street, New York City.

The Squadron had now been at Dover for nearly five months. Although the mud was as thick and deep as ever, at least the men were now in heated barracks, had running water, and the mosquito season was over. An H-shaped building, especially designed for antisub operations, had replaced the barn-like cubby-hole formerly used, and a beautiful 9' x 12’ magnetized map had been installed in Patrol Operations in place of the old three by four plotting map. The 3rd was in pretty fine shape, considering all factors.

And then, on the cold Sunday morning of December 13th, the "Bats” had one of their very few exciting days. The reader will be mislead here if he anticipates that a submarine or two were sunk - no such luck. The day was not exciting in the sense of operations versus the enemy. It was just that a raging fire broke out in the furnace room of the comfortable control and office building, and within thirty-three minutes, the Squadron was nearly back to scratch.

Office equipment, situation map, briefing facilities, pertinent records, teletype all now a mass of charred ruins. Lady luck had hit a low blow.

However, true to its traditions, the 3rd lost not one day of operation. Crude but effective facilities were quickly improvised, and the "Bat Out of Hell" kept right on accomplishing its mission.

At the turn of the year, the 3rd Antisubmarine Squadron (H) could look back on its 1942 record with pride. Its patrolling area was clean of shipping losses, its maintenance record was top-notch, its flying time high, its morale excellent.

It must be pointed out here that patrolling for enemy submarines was not the only type of missions performed. Many friendly convoys were given air coverage, survivors of sunken ships and ditched aircraft were given aid, and search missions for such survivors were effected. In addition to the tactical missions, training flights were continually being conducted, of course.

It was a monotonous, unexciting, thankless task, detached from any semblance of glamor, this antisub patrol; but it was inescapable that the job had to be done by someone. Now and then there would be a flash of excitement, but all in all, it was a tough, exacting, and exhausting mission to accomplish.

Several changes in personnel were made while the Squadron was at Dover. 1st Lt. George B. Dobbins, bespectacled, easygoing two-hundred and fifty pound hulk of a man, from Raleigh, N.C., took over the job of Adjutant, vacated by Capt. Bond.

Bond was transferred to Hq. of the 25th Antisub. Wing. Lt. Dobbins was made Captain in December* 1st Lt. Charles J. Dulin, former Supply Officer, took over the S-2 position, and was made Captain in January; 2nd Lt. Frank J. Hoefel, handsome boy from Lancaster, Pa., now had the Supply and Transportation sections; 2nd Lt. Forrest G. Hawkins, who had had 3 years of service in Hawaii as an enlisted man, was now the Mess Officer; 2nd Lt. James S. Simpson, former accountant in San Francisco, was made Statistical Officer; 2nd Lt. Ricardo J. Boogaard, short blond Dutchmen, took on the task of handling Technical Supplies; Capt. Jim Berry was promoted to Major and transferred to the Wing, but remained at Dover as Station Controller; and Capt. Ralph A. Blakelock, a Don Juan from Xenia, Ohio, took over the Operations Officer's position. Capt. W. L. Hawkins was transferred to the 1st Air Force, and Capt. Charles A. Martin, who had been transferred out of the Squadron and back in again, was away at B-24 school in California. Flight Leaders now included Captains E. Dewey Black, another Nachitoches, La. boy; T. E. Peddy, also from Louisiana, and C. W. Allen.

In the first part of February, 1942, recently promoted Capt. H. S. Coad, the crack Engineering Officer for the "Bats" was transferred to Hq. of the Anti sub. Command, and was made a Liaison Officer at Wright Field. His post was filled by 1st Lt. E. Randall Henderson, short, verbose Texan, hailing from out San Antone way.

On February 7th, Major Bent was placed on Detached Service

at the Command and General Staff School, Fort Leavenworth, Kansas. Capt. Allen, the highest ranking flying officer remaining, was now Commanding Officer in Major Bent's absence.

Just three weeks after the Major had gone, his Squadron was on the move again.

CHAPTER V

For several months, a great deal of construction had been taking place on the Air Base at Dover, for it was planned that the Base there was to be of the first class. In the month of February, the construction was on such a scale that it actually constituted a hazard to flying operations from that station. Consequently, it was necessary for the Squadron to seek greener pastures.

Movement Order #4, Hq. AAF Antisub. Command, dated Feb. 24, 1943, directed that the 3rd ARON proceed at earliest possible date to the Army Air Base, Ft. Dix, N. J. Antisub operations were to be continued from the new Base.

The Squadron left Dover on the morning of Feb. 28th, and arrived at Ft. Dix just a few hours later, since the distance to be covered was only 120 miles. Movement was accomplished by motor convoy and aircraft.

Two complete combat crews had preceded the Squadron and were flying tactical missions from Dix before the outfit even arrived; no lost motion.

Major Berry, now assigned to the 25th Wing Headquarters, but still attached to the 3rd ARON, moved with the Squadron and became the Wing Station Controller at AAB, Ft. Dix, N.J. In just a few weeks, however, he was transferred to the Wing Headquarters in New York and Capt. Martin, back from Calif. assumed the vacated post. These were the only major changes during this period.

For more than thirteen months, now, and with very little encouragement, the patient combat crewmen had been flying these tedious and hazardous antisubmarine missions. They were quietly doing a job — a tremendous job — and receiving but scant, if any, recognition of their efforts. It was not difficult to see why some of these airmen had become a bit discouraged.

And then, recognition for their fine work was finally given. War Department General Orders, numbers 11,12,13,16,18, and 19, dated March 4,5,11,25, April 15,21, respectively, awarded the coveted Air Medal to the following named officers and enlisted men (of the 3rd Antisubmarine Squadron (H), "For meritorious achievement while participating in antisubmarine patrol flights. Accomplishment of many of these missions was made when unfavorable weather conditions made flying hazardous. All members of the crew exhibited untiring energy and meticulous care while flying. Possibility of encountering enemy ships of fighter type or antiaircraft fire added to the hazards of these missions. These services reflect highest credit on the military forces of the United States."

1st Lt. Clement K. Miller,	Entered	Service	from New Jersey
1st Lt. M. L. Minette,	"	"	Texas
1st Lt. C. E. Morris.	"	"	Ohio
Capt. Thomas E. Peddy,	"	"	Louisiana
1st Lt. J. J. Pozerycki,	"	"	Massachusetts
1st Lt. G. J. Creamer,	"	"	New York
1st Lt. E. H. Dunn, Jr.	"	"	Florida
1st Lt. R. A. Franchi,	"	"	Connecticut
1st Lt. H. W. Fraser,	"	"	West Virginia
1st Lt. T. H. Gorton,	"	"	Mssouri
1st Lt. A. J. Hill,	"	"	New York
1st Lt. D. G. Kaye,	"	"	New York
1st Lt. Paul R. Ladd,	"		Ohio

1st Lt. Marion G. Lloyd, Entered Service from Georgia
1st Lt. Edmund G. Smith, " " " Illinois
1st Lt. R. E. Valentine, " " " New York
Capt. C. W. Allen, " " " North Carolina
Capt. J. E. Berry, " " " " "
Capt. E. D. Black, " " " Louisiana
Capt. R. A. Blakelock, " " " Ohio
1st Lt. A. L. Brown, " " " Michigan
1st Lt. T. M. Bush, " " " Louisiana
1st Lt. David Cominole, " " " New York
Sgt. R. R. Haynes, " " " Tenn.
Sgt. M. L. Hays, " " " Tenn.
S/Sgt. Phil Howe, " " " Elorida
S/Sgt. J. S. Joffrion, " " " La.
Sgt. G. F. Kiefer, " " " Pennsylvania
S/Sgt. L. D. McAdams, " " " La.
Sgt. Joshua Borowsky, " " " Pennsylvania
S/Sgt. W. W. Cochran, " " " Mississippi
Sgt. John Currie, " " " Pennsylvania
S/Sgt. J. A. Drake, " " " Elorida
T/Sgt. E. K. Freytag, " " " Pennsylvania
T/Sgt. E. C. Gibson, " " " Virginia
S/Sgt. L. R. Hall, " " " Alabama
S/Sgt. C. McKee, " " " Tenn.
Pfc. E. A. McKhight, " " " Elorida
S/Sgt. H. T. 0. McLelland, " " " Elorida
Sgt. G. A. Mendel, " " " Elorida
S/Sgt. R. Morgan, " " " Tenn.
S/Sgt. L. W. Nearman, " " " Michigan
Sgt. J. E. Otott, " " " Mississippi
S/Sgt. D. T. Owens, " " " Tenn.
S/Sgt. E. C. Polhamus, " " " Pennsylvania
Sgt. J. E. Prokop, " " " Pennsylvania
S/Sgt. H. A. Shaber, " " " New York
S/Sgt. C. E. Shedlebower, " " " Illinois
S/Sgt. C. H. Wall, " " " Georgia

The Air Medals were appropriately awarded, the men named on the preceding pages, in subsequent ceremonies.

A note of sadness slipped itself into the midst of this period, however. The bitter must be taken with the sweet. Capt Chas. A. "Bot" Anderson, happy, likable, talented Squadron Medical Officer, had been placed on Detached Service at Tulane University in pursuance of studies in tropical medicine. "Bot" loved to fly, and it was thus that he met his untimely death.

He was flying in an observation ship out of Baton Rouge, probably "getting his flying time in", when the plane burst into flames and crashed. Neither the pilot nor Capt. Anderson had a chance to escape. And so the beloved Flight Surgeon, a prince among men, left the ranks of the 3rd. The memories of "Bot" will linger in the hearts of his fellow soldiers for a long, long time.

It has been previously mentioned that the Antisub. Command contemplated outfitting its units with VLR aircraft. Some of the organizations had already been so equipped. In anticipation of this change of aircraft, Squadrons were being placed on Detached Service, in expedient succession, at the O.T.U. of the Antisub. Command. The prime objective of the O.T.U. was to efficiently effect the transition of combat crews from medium bombardment type aircraft to heavy bomb., or VLR planes, with all emphasis being placed upon proper and effective patrol procedure.

So then, paragraph 1 and 2 of Special Order #88, Hq. 25th Antisub. Wing, dated April 23, 1943, directed that twelve complete combat crews, plus some forty-odd ground crewmen, be dispatched from the 3rd Antisub. Sq. to the Operational Training Unit at Langley Field, Va. Personnel were to leave immediately. Length of the Detached Service was to be four weeks.

Major Bent, having enjoyed a two weeks' leave after finishing his course at the Command and General Staff School, arrived at Ft. Dix about May 3rd, just a few days after the crews had gone to Langley Field. He was glad to be back with his unit,

and the feeling was certainly mutual with the men, for they had missed "The Major". He held a staff conference in order to bring his sights back into adjustment, then whisked away to Langley Field to join the flying personnel.

It was on the day of Major Bent's return from Ft. Leavenworth that the Squadron was shocked by the news of 1st Lt. David Cominole's death. On May 1st, "Cominach", as he was affectionately called by his fellow officers, was flying a practice gunnery mission out of Langley Field, in a B-24. During some of the firing, one of the wings of the ship caught fire and began to burn fiercely. Cominole ordered the crew to bail out, and each in order did so — except Cominole. He swore he'd bring "this son of a bitch" in, inspite of the pleadings of co-pilot Stull. The plane crashed terribly in the attempted landing close to shoreline, and good old "Cominach" was instantly killed. David Cominole, kinky-haired, freckle-faced, good-natured wit from Gloversville, N. Y., had not one single enemy among the men who knew him. Although he was a full-blooded Italian, having three cousins in the Italian Air Force, "Cominach" was as conscientious toward his duties, and as devoted to this country as any American ever was. He was shy (he had changed his name from Hamlet to David, to avoid his own embarrassment), witty, intelligent, clean-cut, lovable, and a fearless flier. Although he was not in the Squadron at the time of his death, Cominole was still one of the favorite sons of the "Bat Out of Hell", and the loss of him was a deeply felt loss to the "Bats".

While the fliers were away at O.T.U., the ground personnel were undergoing an intense period of training. Chemical warfare, aircraft identification, orientation, physical training, airdrome defense, and military security were a few of the subjects which were stressed*

Six combat crews from the 22nd Anti sub. Squadron were placed on DS at Ft. Dix, so that the B-25s left behind by the 3rd would not be idle while the crew members were at Langley.

On the 21st day of May, the boys who had been to "Junior Birdmen" school began to trickle back into Dix, and in another day or so, all were back and ready for a well-earned pass, then action.

It was necessary to continue flying the B-25s for awhile yet, for the intricacies of distribution of aircraft rolling off production lines were many-fold, and it was impossible to tell exactly when B-24s could be obtained for the 3rd ARON.

However, the first of the "Clunkers", as they were called, began, to roll in around the last of May. They came slowly, though, and in spurts, and it was several weeks before the Squadron had a half-dozen of the big ships.

Patrol missions were conducted along the usual lines, with variations such as special patrols to Bermuda and Detached Service missions from Westover Field and Gulfport, Mississippi, being conducted. Usually such DS missions only involved two or three crews. At one point, two crews were dispatched to Trinidad, then to Dutch Guinea for a short period of emergency patrol work. Flexibility was indeed one of the foremost assets of the antisub units.

CHAPTER VI

The Battle of the Atlantic was by no means over in July of 1943, but the situation was fairly well in hand. The Navy now had hundreds more antisub surface craft, aircraft, and considerably more aircraft carriers from which planes could patrol for U-Boats. It was rumored that the Army Air Forces Antisubmarine Command would soon be inactivated as such, and that its tactical units would thus revert to their original mission —— bombardment.

At this stage no one knew exactly what lay in store for the 3rd Aron, but at any rate a significant development took place in the middle of July. The 3rd Antisub. Squadron was ordered to transfer several of its B-24s to Langley Field. These ships, camouflaged white and specially equipped for antisubmarine patrol, were earmarked for the navy. The first transfers, three planes, took place on July 19th, and within three weeks, there was just one of these planes left within the Squadron.

In the meantime, however, the Squadron was being reequipped with B-24s, olive drab in color, not equipped for patrol work; in other words, these were strictly bombardment planes. Patrols were still being flown, of course, but in a handful of B-25s which the Squadron had obtained from a unit which had been sent to the O.T.U.

Then, circulars and directives began to arrive from the 25th Wing and indeed, from the Antisubmarine Command itself, in which it was directed that emphasis be placed upon heavy bombardment training. Gunnery, medium and high-level bombing, formation flying, use of oxygen, tactics; these and all other phases of bombardment were to be stressed. It appeared, then, that the 3rd Antisub. Sq. after nineteen months of ceaseless effort in pursuance of the elusive U-Boat, would soon find itself engaged in a different type of air warfare.

CHAPTER VII

The speculation as to the inactivation of the Army Air Forces Antisub. Command developed into a reality. Various units comprising that Command were to be shifted into the most needed spots.

The 3rd Antisubmarine Squadron (H), then, received orders to dispose of all its organizational equipment by September 1, 1943. Every single item, with the exception of unit records and personal equipment, was turned in to supply points. The "Bat Out of Hell" Squadron was ready, by the 1st Of September, for its next move.

Orders were not forthcoming immediately, however, and for two weeks the Squadron activity was limited to athletics, a little ground training, and a lot of waiting.

On Sept. 15, 1943, the order did come. Par. 26, SO #255, Hq. AAB, Ft. Dix, N. J., dated 15 Sept. 1943, directed that the 3rd Antisubmarine Squadron effect a permanent change of station, without delay, to March Field, California. The destiny of the Squadron, once it reached March Field, was still unknown.

Personnel of the unit moved by rail and by privately owned conveyance. The troop train arrived at March Field on 22 Sept, and the Squadron was greeted by Lt. Col. E. B. Miller, Jr., who was Commanding Officer of the 30th Bombardment Group (H). The 3rd Antisubmarine Squadron was to become a component of this Group; and the Group was scheduled to go overseas immediately.

One of the first questions Col. Miller had to ask was "Are you ready for immediate overseas duty?" The boys who were there were ready, all right, for everyone had been clamoring for a chance to get closer to the big show. However, the trouble was that only a handful of the Officers were on the troop train; many had started out by POC, and were not due to arrive until nine or ten days later. The rest of the 30th Group was due to leave several days before all the 3rd would get together. The only reasonable exit seemed to be to let the 3rd quickly prepare itself, when all its personnel had arrived, and to catch up with the other three squadrons of the Group at a later date. This was to be the plan.

Lt. Col. Alfred E. Bent, the aggressive, respected, and beloved CO of the 3rd Antisub. Squadron, was transferred out of the unit because of his high rank and experience. Capt. Louis D. Abernathy, C Flight Commander, was also lost by the outfit.

By virtue of the issuance of verbal orders of the CO of the 30th Group, later made of record, Capt. Thomas E. Peddy, former A Flight Commander in the Squadron, was designated as the new Squadron Commander. The 3rd Antisubmarine Squadron (H), was redesignated, by General Order #149, Hq. 4th Air Force, dated 21 Sept. 1943, as the 819th Bombardment Squadron (H), and was officially made a part of the 30th Bombardment Group. All the boys considered it a compliment to the outfit and to their ability to draw this overseas task, especially as a Heavy Bombardment Squadron, for most of their experience had been with medium bombing airplanes.

Soft-speaking, well-liked, aggressive and business like Capt. Thomas Emmett Peddy, a native of Arcadia, Louisiana, was not taking over the role of Squadron Commander as a stranger. He had been on the roster of the outfit for more than fifteen months, and had had close association with the Squadron even before that. Peddy's cadet days had taken him through Hicks, Randolph, and Kelly Fields. He received his wings in August of 1941, was assigned to the 40th Bomb Squadron (M), a sister Squadron of the 39th Bomb Sq. (one of the former designations of the 819th Bomb Squadron). Not one of the Officers nor men had the slightest doubt as to their new leader's ability. Eis men were confident; they were eager; they were "ready to go."

Par. 9, of Special Order #276, Hq. March Field, Calif., dated 3 Oct. 1943, directed that the newly designated 819th move immediately to the San Francisco Port of Embarkation. Camp Stoneman was to be the Staging Area for the Squadron. The unit left March Field on 4 Oct. 1943, and arrived at Camp Stoneman on the following afternoon. The movement was effected by rail.

After exactly one week at Camp Stoneman, the Squadron departed for the Port of Embarkation, and on 15 Oct. 1943, aboard ship the U.S.S. President Tyler, began its over water journey to "somewhere in the Pacific". All personnel were aboard, including the flying personnel, for the planes of the Group had already been flown over by the crews of the three other Squadrons

After eight days on the blue Pacific, on a not too uncomfortable voyage, the famous Diamond Head, Island of Oahu, Hawaiian Islands was sighted. This was around 1200 of October 21st. Seeing Diamond Head was no surprise, for all hands had expected that the Hawaiian Islands were to be the next stop. The President Tyler docked at Honolulu, where most of the troops aboard ship debarked. However, personnel of the 819th stayed aboard, and at about 1700 of October 21st the anchor was weighed again. The Squadron was to be temporarily based at Barking Sands Air Base, Island of Kauai. The troops debarked at Port Allen, Kauai, on the morning of October 22nd, and proceeded overland to Barking Sands.

CHAPTER VIII

At "The Sands", all the enlisted men of the 819th lived in tents, which was no new experience. The Squadron was used to field conditions.

B-24s began to roll in within two days after the unit arrived. There was a mixture of B-24Ds, modified Ds and Js, most of them old combat airplanes, and most of them shot to hell. There would be plenty of tough maintenance problems.

The primary role of the 819th soon became evident. This unit was to remain, for some time at least, in the Hawaiian Islands, and would supply the Squadrons of the 30th Bombardment Group and other Squadrons of the VII Bomber Command with airplanes and crews when those other Squadrons went "down under". Already the 819th had fourteen combat crews, as compared to the usual twelve, and within three weeks after landing at Kauai it had more than two dozen aircraft.

Most of the time at Kauai was spent in bringing the battered B-24s into flying shape, and in flying training. Several navigational missions to Johnston Island were accomplished.

CHAPTER IX

Exactly three weeks after its arrival at Barking Sands, the Squadron was ordered to effect its movement to Wheeler Field, Oahu.

Ground personnel preceded the airmen by one day, making the trip by boat and train, and the flying personnel arrived by air on the 12th of November. Most crews were required to make two trips in order to ferry all the aircraft from Barking Sands.

The roster of the Squadron continued to expand, as Special Order #176, Hq. VII Bomber Command, dated 15 November 1943, assigned crews number 16,17, and 18 to the outfit. Also, by the middle of November there were 30 B-24s assigned to the Squadron.

The 819th had already begun carrying out its assigned mission of replacing crews and airplanes for the boys "down under". 1st Lt. Robert Valentine, an old-timer with the Squadron, made the first ferry trip down, leaving Hickam Field on Nov. 10th. His trip carried him to the islands of Canton, Funafuti, and Nanomea. Following Lt. Valentine at various intervals were Lts. Howard Lurcott, A. L. Larsen, L. F. Crowell, P. R. Ladd, A. W. Suojanen, and Robt. B. Kelly.

The first operational loss for the 819th happened on Lt. Ladd's ferry trip to Canton. He took off from Wheeler Field at 1135 November 20th, due to land at Canton just after dark. At 2135, the Palmyra radio tower received a weak radio request for MOs from Lt. Ladd. At 0400 on Nov. 21st, an airplane being fer-

ried to Canton, received a weak SOS from Lt. Ladd's airplane, with the words "going down". Searches were conducted by units stationed at Palmyra and Canton, but to no avail. They were considered "missing at sea", and it was a tough break to lose happy, fun-making Paul ("Alan") Ladd and his fine crew. Besides Ladd, there were 2nd Lt. Harold E. Wilson, co-pilot, 2nd Lt. Don F. Murphy, Navigator, T/Sgt. John Cendretto, radio operator, S/Sgt. James Otott, gunner, and S/Sgt. Eugene Moseley, gunner. The crew was definitely lost, but all in the 819th felt that somehow, somewhere, sometime they would turn up.

Two days after the Squadron came to Wheeler Field, it began conducting sea searches. From the 14th of November until the end of that month, the outfit successfully completed 25 sea search missions. In addition to these missions, the Squadron had to hold in readiness a striking force, usually of 6 B-24s. Ferry crews had to also be held on alert. When these were taken into consideration, plus the stressing of bombing and formation training missions, there was little time left for ground training, except at night; and so therefore, the ground training was held at night, three nights per week. There were twenty crews in the organization now. "D" Flight was created in order to efficiently cope with the large overage. Flight leaders at the end of November, included Capt. E. D. Black, "A" Flight, 1st Lt. A. J. Hill, "B" Flight, 1st Lt. C. K. Miller, "C" Flight, and 1st Lt. G. J. Creamer, "D" Flight.

CHAPTER X

The 819th Bomb Squadron continued, in the month of December 1943, to fulfill its same missions; that is, of ferrying airplanes to the boys "down under" (in the Ellice Islands, Canton, and the newly won Gilberts), of replacing lost crews, of conducting sea search missions, and of maintaining striking force alerts.

Sea search missions were slowly being discontinued, where possible, and only eight search missions were flown during the final month of the year.

On December 2nd and December 8th, 1st Its. Howard Lurcott and Robert Valentine, respectively, made their second ferrying trips down below. 2nd Lt. Carroll Prosser ferried a B-24 on December 15th. Bomber Command crews began meeting more and tougher fighting opposition from the Japs during this month, and consequently more airplanes and crews would surely be needed.

On December 17th, the 819th sent its first replacement crews to the Advanced Echelon of VII Bomber Command. 1st Lt. A.L. Larson's crew, plus the crews of 2nd Lts. L.F. Leffler, L.F. Crowell, and A.W. Soujanen were the first of the seven crews to be ordered down as replacements this month. On the 22nd of December, 2nd Lt. R.A. Feely's crew was sent down, and on the 30th of this month, the crews of 2nd Lts. W.W. Nixon and D. Chapman were likewise ordered.

Meanwhile, earlier in the month, the crews of the Squadron, four per week, were being sent to the 7th AAF Gunnery School at

Hickam Field. Beginning on Dec. 6th, the crews entered Gunnery School in the following order: 2nd Lts. R.B. Kelly, E.C. Jackson, W.W. Nixon, and D. Chapman; 1st Lts. C.K. Miller, A.J. Hill, G.J. Creamer, and R.F. Valentine; 2nd Lt. Glenn McCann, 1st Lt. H.L. Lurcott, 2nd Lt. W.J. Schneiderhan, and 1st Lt. J. Wattick;
Capt. T.E. Peddy, 2nd Lts. C.W. Prosser, J.A. Seiferman, G.T. Hendrix and A.K. Dodds. The first four crews completed their course on the last day of December.

Other developments also took place during December, mainly affecting the status of Squadron Personnel. Captain Ralph A. Blakelock, Operations Officer, who had more than two years* service with the Squadron, was transferred to Hq. of the 30th Bomb Group (H), our parent organization, to take over the job of assistant S-3. This change took place on the 2nd of December. 1st Lt. Joe Heatherly temporarily took over the Operations job in the Squadron, but since his transfer to another Hq. was pending, the S-3 assignment was given to 1st Lt. Clement K. Miller.

Because of a physical limitation, Captain E. Dewey Black, "A" Flight Leader and a two year member of this organization, was placed on 60 days DS with the 41st Bomb Group (M). The operational set-up now included 1st Lt. C.K. Miller as Operations Officer, with 1st Lts. A.J. Hill as "A" Flight Leader, G.J. Creamer as "B" Flight Leader, and Robert F. Valentine as the head of "C" Flight.

An action worthy of mention, as well as approbation, is the

manner in which 2nd Lt. A.K. Dodds and his crew conducted themselves on a mission on December 21st.

The mission was scheduled as a training bombing mission, with 10 X 100 # demolition bombs being aboard plane. At 1350, 2nd Lt. W.C. Simms, bombardier, sighted oil slicks west of Kahoolawe (the target), about 85 miles from shore. Slicks were solid on a smooth sea. After two bomb runs were made, Pfc A. Kharasch, aboard as photographer, sighted two yellow objects in the water from 10,000 feet. Seven more were sighted by the crew, all near the oil slick. Flashes of light were directed at the plane, believed from survivors. Also, debris, yellow boxes, three empty rafts, and one red triangular object were sighted. Lt. Dodds dropped a message to a Coast Guard Cutter off shore, and directed a landing barge to the scene of the action. He then returned to Base. Although no final word has come to this organization as to the outcome of the action, it is believed that Lt. Dodds' crew were instrumental in saving the lives of survivors.

Likewise worthy of insertion into the History of the Squadron is the receipt of a commendation conferred upon Sgt. William J. Piccirilli, of the Ordnance Section of the 819th Bomb Sq., by the Air Ordnance Officer, Army Air Forces, Washington, DC.

Sgt. Piccirilli, while with the organization at Fort Dix, New Jersey, developed a testing device for the AN-Mk 24 Hydrostatic Fuze, and cognizance of his ingenuity, initiative, and skill was taken by the authorities in Washington. In the second paragraph of the commendation to Piccirilli, the Air Ordnance Officer

stated: "There is no doubt but that enemy submarines that would escape because of the depth charge failing to function due to malfunctioning of the fuze will be destroyed because of your efforts".

At the turn of the year, the 819th "OTU" as it was beginning to be called by the boys, had ferried 9 B-24s to the Squadrons down under and had sent seven replacement crews, with immediate prospects of sending two more. At the end of the year there were nineteen airplanes and thirteen full crews within the Squadron.

CHAPTER XI

The new, and promising year of 1944 rolled in, and with it came more changes than the 819th had heretofore experienced in any single month.

The first change was a happy one. Captain Thomas E. Peddy, Squadron Commander became the proud wearer of gold leaves, in place of his former "railroad tracks". Congratulations to the newly-made Major were as sincere as they were numerous. It had taken just a little more than three months for Peddy to obtain his Majority, after taking over the Squadron. He had quickly proved his mettle to higher headquarters.

Then, on the 13th of January, the greatest single change ever made in the outfit was effected. The 819th lost six of its top ranking crews. Flight Leaders Alvin J. Hill, Gerard J. Creamer, and Robert B. Kelly, all 1st Lts. and sort of "old boys" to the Squadron, were transferred with their crews. Along with these went the crews of 1st Lt. Howard L. Lurcott and 2nd Lts. Eugene C. Jackson and W.J. Schneiderhan. Early in the dawn of January 13th, given thumbs up by the remaining "old heads", these crews gracefully lifted their B-24s off Wheeler Held, gave the field a good buzz, and soared out over the Pacific, headed for the Gilbert Islands and the war. There was a kind of empty feeling in the stomachs of the "Bats Out of Hell" who remained at Wheeler, for they all knew that the Squadron that came overseas was definitely broken up now — would never get

together as a Squadron again. There was not much sentimentality, for it was sure to come sooner or later anyway, but there was a bit of regret that the old "Bat Out of Hell" bunch had never gotten the long-yearned for chance to operate as a unit against the enemy.

1st Lt. J. Wattick and his crew, newcomers to the Squadron, were also ordered down under, joining the 11th Bomb Group.

lust after the above crews left the Squadron, 1st Lt. Joe E. Heatherly, who had been assisting in Operations, was transferred to Hq. of VII Bomber Command as an Assistant A-3, and on January 20th he took off for Tarawa, Gilbert Islands.

On the 23rd of the month, the 819th received the sad news of its second operational loss. 1st Lt. Howard L. Lurcott and his crew had crashed at Tarawa during a midnight take-off on the 21st. It was to be their first combat mission. Details of the crash were missing, but "Lurk's" plane and one other had crashed into the sea, in the stygian blackness at Tarawa, and their bombs had exploded. None of Lurcott's crew was saved. Thus we felt the loss of Lt. Lurcott, and 2nd Lts. George Johnson, co-pilot, Steve Dabrowski, good natured Bombardier, and Stanley J. Alenier, tiny and well-liked navigator. Enlisted men lost were S/Sgt. J.W. Shell, S/Sgt. A.E. Myers, S/Sgt. C.M. Shaffer, Sgt. H. Rothman, Sgt. J.F. Eenzel, and S/Sgt. Donald Polzien. Even though "Lurk the Jerk" and his crew had been transferred to another outfit, the 819th deeply felt the loss of these fine boys.

The Squadron continued to pull striking alerts; and still concentrated on formation flying, bombing, and night and instrument flying. Major Peddy, to this point, had always sent well-trained combat crews to the Squadrons down under, and he made it plain that it was his intention to continue doing so. Accordingly, the 14 new crews who came in from the states, those of Capt. Stoddard (former ATC pilot), and 2nd Lts. Crafford, Wear, Rushing, Kaplan, St. Clair, Sheerin, Massey, Morse, Cram, Patrick, Sheppard, Mourtsen, and Martin, were immediately shoved into an intensive ground and air training program, conducted by the well-versed (by now) instructors of the 819th. The Squadron even became its own Gunnery School, since the 7th AAP Gunnery School could not accept all of the 819th crews for training.

At the close of January, the Squadron had sent twenty-three replacement airplanes down under, as well as fourteen combat crews. There were twenty combat crews within the Squadron, and nineteen B-24s.

1st Lt. Robert Valentine became "A" Plight Leader, and 2nd Lts. C.W. Prosser and G.L. McCann, who had been co-pilots just three months before, became leaders of "B" and "C" Flights.

CHAPTER XII

The month of February stood out, at its close, as having been the most active training month the Squadron had ever had. Proof of this fact lay in these figures: a total of 803 bombs were dropped on practice bombing missions, 16 of which were 1100# demolition bombs, 125 were 600# demos., and 132 were 100# demos., the rest being practice bombs; more than 220 training flights were successfully completed, including several navigational missions to Johnston Island and a great many searchlight missions; 14 sea search missions were flown; and more than 100 hours of ground training classes were split up among the crews.

During the month the 819th received the good news that the crews of Lts. Creamer, Hill, Kelly, Jackson, and Schneiderhan were making a fine record for themselves in combat, down under. Each had flown several combat missions with great success, and each had done his part in taking, by U. S. Forces, of Kwajalein. More good news was that these crews were still assigned to the 819th and were down in the Gilbert Islands as attached personnel only. There was still hope that all the "old gang" would fly together as a combat unit someday.

The Squadron received eight new crews during February - those of 2nd Lts. F. C. Dodd, J. S. Allison, G.E. Cox, L.F. Smisson, R.L. Nelson, H.D. Slawson, R.H. Davies, and F.J. Peters. These, like all previous neophyte crews, were pushed right through an intensive week of ground training, then were sent off to the 7th AAF Gunnery School. Some 10 to 12 of the 819th's

crews graduated from this school in February.

Promotion cigars flooded the market during the last week of the month. Massive, rotund George B. Dobbins (6'3", 280 lbs.) Squadron Executive, received his Majority. 1st Lts. C.K. Miller, energetic Operations Officer, was boosted to Captain, as were Creamer and Hill, Flight Leaders down under, and E.R. Henderson, Engineering Officer. In addition to these, Navigators Conn, O'Connor, Cecil, and Harrigan went up to 1st Lt., as did Bombardiers Westerman, Delanoy, Carpenter, and Brehm. 2nd Lts. Frederick W. Wiese and W.B. Hopkinson, assistant Operations Officer and assistant Armament Officer respectively, were also boosted to 1st Lt. On the same promotion order were the names of R.A. Blakelock and J.E. Heatherly, former prominent 819th personnel), who went up to Major and Captain, respectively.

Three airplanes were dispatched to the Forward Echelon as replacements. The outfit was not called upon to send down any replacement crews. At the close of the month, there was a total of 33 combat crews on the 819th roster, 5 of these being in the Gilberts, the other 28 being in the Hawaiians. The status board revealed that there were 32 B-24s in the possession of the Squadron.

CHAPTER XIII

On March 1st, three combat crews were ordered down under as replacements. These were the teams of Lts. W.L. Crafford, A.J. Sheerin, and E.C. St. Clair. A few days later the crews of Capt. L. A. Stoddard, 2nd Lts. R.J. Rushing and J.H. Kaplan were likewise ordered down below. All these crews took airplanes from the 819th.

The training program was pushed right along. Over 330 training sorties of various kinds were flown, approximately 100 of these being bombing missions. A total of 28 sea searches were successfully completed during the month, the over-water area covered being more than a million square miles. In addition to these searches, 21 special flights were made in an effort to locate survivors of water landings. Bob Valentine (promoted to Captain around the middle of the month), and 2nd Lt. Glenn McCann were successful on one of these survivor hunts. On March 23rd, the planes of these two pilots located a survivor of a crashed SBD, some 47 miles west of Oahu. They chucked a lot of supplies, including a Gibson Girl radio set, to the uncomfortable fellow, and thus aided in his subsequent rescue.

637 Bombs were dropped in practice, 150 of which were either demolition bombs or phosphorous smoke bombs, the remainder being 100# practice bombs.

The Squadron took six new crews under its wing - those of Capt. N.G. Mehaffey, 1st Lt. D.H. Bratcher, and 2nd Lts. G.C. Coates, V.K. Mclnernery, R.H. Eagerman, and S.R. Rule. These were immediately sent to the 7th AF Gunnery School.

A total of 8 airplanes were dispatched to the Forward Echelon, but there still were 32 planes being cared for by the 819th. The Engineering Section was standing up admirably under this hellacious load, though its personnel kept up their fervent prayers that the Squadron would soon be ordered down under so that they could get out from under this 30-to-35 plane maintenance grind. The truth is, that most all the boys in the outfit were more than ready to go down under. The "819th OTU" was getting a bit "old" to them now.

A bit late in coming through, but nevertheless welcome, were the orders awarding Air Medals and Oak Leaf Clusters to certain of the 819th's flying personnel in recognition of their achievements in antisubmarine patrol duty, back on the U.S. East coast. This duty was performed in 1942-43, when the Squadron was designated as the 3rd Antisubmarine Squadron, and operated under the direction of the AAF Antisubmarine Command.

General Order #85, War Dept., dated 17 December 1943, awarded one Oak Leaf Cluster to the Air Medal to Major Peddy, Squadron Commander, two clusters to Major Ralph Blakelock, former Operations Officer, and three Clusters to Capt. John Pozerycki Squadron Navigator, "for meritorious achievement while participating in sustained patrol activity. Accomplishment of many of these missions were made under the hazards of unfavorable weather conditions and the possibility of encountering antiaircraft fire. These services reflect highest credit on the military forces of the United States." Each of the clusters represented 200 hours of antisubmarine patrol.

Also received were W.D. General Orders #70,72,74, and 76, all of 1943, which awarded Air Medals to the following flying personnel, for their antisubmarine patrol duty:

Capt. Joe E. Heatherly - former ass't. Operations Officer 1st
Lt. Wm. J. Brehm - Bombardier
1st Lt. W. A. Carpenter - Bombardier
1st Lt. Charles W. Delanoy - Bombardier
1st Lt. Eugene C. Jackson - Pilot
1st Lt. Robert B. Kelly,Jr. - Pilot
1st Lt. Carroll W. Prosser - Pilot
1st Lt. Bernard T. Westerman, Jr. - Bombardier
2nd Lt. Richard P. Focht - Bombardier
2nd Lt. Stanley S. Tikotsky – Bombardier
T/Sgt. Marcus M. Dunlap - Radio Operator
T/Sgt. Merle A. Goldsmith - Radio Operator
T/Sgt. Peter J. Palumbo - Radio Operator
S/Sgt. Charles K. Hatton - Gunner
S/Sgt. James H. Hedrick - Radio Operator

SHORT SKETCHES

of

PROMINENT

PERSONNEL

SKETCH

RAYMOND T. PETERSEN
Captain, Air Corps Commanding
March 1941 to April 1942

Full blooded Swede from upper New York State...red-haired ...mustached...slump-shouldered...West Pointer...loved to fly... quiet talker.

"Pete" was the first active C.O. of the 39th Bomb Squadron ...he originated the "Bat Out of Hell" insignia...wanted more than anything to take his Squadron into combat, finally succeeded in getting himself into the South Pacific Theatre.

The War Department has announced that Petersen has been killed in action, much to our deep regret. The story goes that "Pete" was hell-bent for leather in the Coral Sea Battle when he and his crew were shot down. The "Bats" will always be proud of their first C.O.

SKETCH

ALFRED E. BENT
Lt. Col., Air Corps
Commanding
April 1942 to September-1943

Likable...just...respected...a soldier's soldier... Colonel Bent makes Denver, Colorado, his civilian home. Was in real estate and aviation before being called to Active Duty in January of 1941 with 120th Observation Squadron, Colorado National Guard. Transferred in July of same year to the 17th Bomb Group, took part in Carolina maneuvers... Came to 13th Bomb Group in early '42, was made Squadron C Commander in April. Promoted to Major pronto.

He took the Squadron to Dover, Delaware in July of '42, whipped it into shape there, established an enviable record... Went to Command and General Staff School in February of '43, rejoined the Squadron in May...Promoted to Lt. Colonel in August.

Colonel Bent always knows the score; stays a jump ahead most of the time...his pleasant sense of humor has eased many a situation...He has always maintained the absolute loyalty of his men.

When the Squadron was transferred to March Field, Cal., in September of 1943, and was redesignated as the 819th Bombardment Squadron (H), Bent was transferred out.

SKETCH

THOMAS E. PEDDY
Major, Air Corps,
Commanding
September 1943 to —

Born in 1918 in the deep South...called Arcadia, Louisiana, his home...had the normal, boisterous boyhood, being the "tough guy" of his neighborhood...took two years each at a Junior College in La. and Louisiana Polytechnic Institute...went to work as an accountant, but flying always struck his fancy...took flying lessons as a civilian, got a private license...heeded the call to the colors, and after going through Parks, Randolph, and Kelly Fields, got his wings in August of 1941...he first went into the 40th Bomb Squadron, then was transferred to the 39th Bomb Squadron, from whence sprang the present 819th... Emmett Peddy is easy going, yet stern...forms all his own policies...is well liked...gets the job done.

Wears the Air Medal with a cluster for his many hours of Antisubmarine patrol duty...

SKETCH

RALPH A. BLAKELOCK
Captain, Air Corps,
Operations Officer,
January 1943 to December 1943

Lists his home as Xenia, Ohio...attended University of Cincinnati for 3 1/2 years...Mechanical Engineer with Frigidaire ...Aviation Cadet in December of 1940, got Primary training at Parks Air College, then to Randolph and Kelly Fields for Basic and Advanced...went straight from Kelly to 39th Bomb Squadron, in August of 1941.

"Blake" was made a Flight Leader when the Squadron was in Dover, then graduated to Operations Officer when Jim Berry left the outfit...is proud of his Air Medal, and a commendation given him by Admiral Adolphus Andrews for performing an emergency flight, under adverse conditions, to Wilmington, N.C., in an effort to save the life of a Naval Officer's wife, who was suffering after a Caesarian operation. He flew some of the precious Penicillin to Wilmington...was on instruments all the way from Ft. Dix, N.J....sharp and handsome Blake loves flying, wine, women, song and poker.

SKETCH

CLEMENT K. MILLER
Captain, Air Corps,
Operations Officer,
January 1943 to ---

Born in 1920, still a youngster, but a crack Operations Officer...soft-speaking, mild-mannered, yet is an aggressive, driving S-3...hails from Vincennes, Indiana...graduated from Vincennes University in 1941, immediately applied for Pilot training....went through all his phases in Georgia, commissioned with wings in April of 1942...first Active Duty was with the 393rd Bomb Squadron, doing Antisubmarine patrol on the U.S. East coast...joined the 39th Bomb Squadron in July ’42, has been with the outfit ever since...through its two redesignations ...

Is the proud wearer of the Air Medal with two clusters, for his Antisubmarine duty...his main ambition is to wear and earn the DFC.

SKETCH

CHARLES A. ANDERSON
Captain, Medical Corps,
Squadron Medical Officer,
December 1941 to March 1943

Born in Hinton, West Virginia, 1915...graduated University of Virginia, Department of Medicine, 1939...was track man, member of Sigma Nu Fraternity...commissioned in June 1939, Medical Corps Reserve...came to Active Duty on March 15, 1941 ...then attended School of Aviation Medicine, Randolph Field, graduated in December of 1941...then came to the 3rd (then 39th Bomb Squadron).

About 5′ 10″...high forehead...blue eyes...always had a good word, always in good humor.

Was on Detached Service at Tulane University in March of 1943, when killed in plane crash.

"Bot" had done a great deal for the men of the Squadron, and was loved and respected by all of them. His loss was deeply felt.

SKETCH

CECIL V. LUKE
Sergeant, Air Corps

Born in 1919, Pierce County, Georgia...home in Blackshear, Georgia.....attended National Defense School before entering service on April 4, 1941, at Waycross, Georgia... has always been with the 3rd Antisub Squadron.

Sgt Luke was awarded the Soldiers' Medal for heroism at Dover, Delaware.

While Luke was working on a taxi strip at Dover, on November 9, 1942, a medium bomber, flying low overhead, crashed suddenly and burst into flames. One of the crew members was thrown from the plane, his clothes burning. Not knowing whether the airplane was loaded with bombs or other explosives, Sgt Luke dashed toward the plane, grabbed the soldier who was in a daze, and threw him to the ground, extinguishing the flames in his clothes. His exemplary action reflected credit upon the Armed Forces.

SKETCHES

RALPH W. BOND
Major, Air Corps,
Adjutant
April 1942 to Nov. 1942

Tennesseean...Came to Active Duty on June 30, 1941, as 1st Lt...Had had 2 years of CCC duty previously...was adjutant of Hq and Hq Squadron, 13th Bomb Group, before coming to 39th Bomb Squadron.

Slight build...sharp features...quiet voice...energetic... transferred to 25th Wing Hq, A-l Section, got a Majority in January of 1943.

EDWARD S. FINLEY
Captain, Air Corps
Adjutant
July 1941 to April 1942

Tar Heel from North Wilkesboro, N.C...graduated from Davidson College in 1937...received reserve commission from ROTC there...sold saw mill implements...to Active Duty on June 30, 1941...was immediately made Adjutant of 39th Bomb Squadron., attended Adjutant General's School in Sept, of '41...transferred to 41st Bomb Squadron in Spring of '42.

Tall, thin, bespectacled Finley was the first Adjutant of the 39th Bomb Squadron. He was the serious type, conscientious about his work.

SKETCHES

GEORGE B. DOBBINS
Captain, Air Corps
Adjutant
Nov. 1942 to August 1943
Executive
August 1943 to —

Born in Wilmington, N.C....graduated N.C. State College, 1937...received reserve commission in Infantry...sold automobiles... to Active Duty in June 1941, 13th Bomb Group...was Group Transportation Officer...joined Squadron in July 1942... was Supply and Transportation Officer, then Adjutant. Moved up to Executive Officer in August of 1943.

Weighs a good 250, 6' 3" tall...likes poker, gin rummy, steaks...easy going, rarely worries.

JAMES S. SIMPSON
2nd Lt., Air Corps
Adjutant
August 1943 to ---

Slim...hair partly gray...conscientious...cigar smoker... born in 1910...home in San Francisco...was an Accountant before entering Army...came to 39th Bomb Squadron in January of 1943 as Statistical Officer...worked into Adjutants' job when Captain Dobbins was made Executive.

SKETCHES

CLARENCE LATHAM
1st Sergeant
1st Sgt. # 1 of Squadron
Jan. 1941 to Feb. 1942.

Soldier from the old school...black haired...middle aged... highly devoted to the "Bats Out of Hell"...loved fishing and baseball...couldn't stand cold climate, so was transferred back to Florida after Squadron moved to Westover Field.

ROBERT F. McMONAGLE
1st Sergeant
1st Sgt. # 2 of Squadron
Feb. 1942 to July 1942.

Curly-haired Philadelphia youngster...worked up to 1st Sgt. from Private within nine months...good natured...quick thinker...his only fault was lack of toughness to be a real Topkick.

Transferred to 25th Wing Headquarters as Master Sergeant, Inspection Section.

SKETCHES

JAIMES A. MATHIS
1st Sergeant
July 1942 to July 1943

Jim Mathis was born in 1916 in Minneapolis...made his home in Tampa...went into jewelry business...joined Army in Nov. of 1940, recruited at Tampa...was 1st Sgt. in Hq and Hq Squadron of 13th Group before it was inactivated...came to 3rd ARON in July, was made 1st Sgt. immediately.

Tough, loud, profane Mathis kept the GIs hopping. In spite of his apparent hard-boiledness, he had a big and soft heart... liked fishing and athletics.

1st Sgt. Mathis was selected for OCS in July of '43, left that same month.

HENRY H. MEDLOCK
1st Sergeant
July 1943 to -

Born in 1915, Edgefield, S.C...home in Greenwood, S.C... attended Clemson College, 1934 to 1936...shipping clerk and salesman for Swift & Co...entered service on Oct. 29, 1940... went to Tampa, then Orlando.

Handsome, personable, good-natured Medlock is not a tough 1st Sgt., but gets things done...made 1st Sgt. when former 1st Sgt. Mathis went to OCS...likes to collect Indian relics and stamps...is proud papa of year old boy.

ORGANIZATIONAL HISTORY

819th Bombardment Squadron (H) 30th Bombardment Group (H)

VII Bomber Command Seventh Air Force

April 1, 1944 - April 30, 1944

1. Organization:

Negative.

2. Strength:

Assigned Personnel:	Attached Personnel:
77 Officers	61 Officers
397 Enlisted Men	112 Enlisted Men

3. Date of arrival and departure from each station: Negative

4. Losses:

Pilot	2nd Lt. Slawson, Homer D. Jr.	0-742903
Co-Pilot	2nd Lt. De Witt, Richard W.	0-756197
Navigator	2nd Lt. Toffey, Clayton J.	0-692353
Bombardier	2nd Lt. Reimer, Homer P.	0-682721
Engineer	S/Sgt. Thompson, James E.	38445023
Arm Gunner	Sgt. Breswick, Robert L.	37245910
Arm Gunner	Sgt. Jackson, Lester H.	12029865
Arm Gunner	Sgt. Newton, Warren J.	32830250
Radar	Sgt. Gula, John F.	31157529

Pilot	2nd Lt. McInerney, Vincent K.	0-691143
Co-Pilot	2nd Lt. Leeds, Sidney	0-816504
Navigator	2nd Lt. Brenneman, Johnson	0-697813
Bombardier	2nd Lt. Simkulet, George	0-696254
Engineer	Sgt. Follis, Lloyd A.	34720096
Radio Gun	Sgt. Fraser, Francis D.	31275624
Asst Engr	Sgt. Blattner, Clarence F.	37318573
Arm Gunner	Sgt. Hess, Harmon	35114448
Arm Gunner	Pfc. Wilson, Gorden B.	15119274

Both of the above crews were attached to the organization. Lt. Slawson's entire crew were killed on the night of 12 April 1944, at Kipapa Gulch near Wheeler Field, while on a routine formation flight.

Lt. McInerney and his entire crew were "Missing at Sea" on 27 April 1944, upon failing to return from a sea search.

5. Awards and Decorations;

Two Oak Leaf Clusters to the Air Medal awarded to Alvin J. Hill, Captain, Air Corps, United States Army, Pilot.

Two Oak Leaf Clusters to the Air Medal awarded to Carl P. Bertino, ASN 33073021, Staff Sergeant, Assistant Engineer.

Distinguished Flying Gross and the Air Medal with one Oak Leaf Cluster were awarded to the following:

Robert V. Ward, 2nd Lt., Air Corps, USA, Co-Pilot.
Daniel F. 0'Connor, 1st Lt., Air Corps, USA, Navigator.
Stanley S. Tikotsky, 2nd Lt., Air Corps, USA, Bombardier.
George N. Biggerstaff, ASN-15067866, Technical Sergeant, Air Corps, USA, Engineer.
Merle A. Goldsmith, ASN-20349477, Technical Sergeant, Air Corps, USA, Radio Operator.
Charles J. Van Meerbeke, ASN-12049859, Staff Sergeant, Air Corps, USA, Assistant Radio Operator.
James A. Drake, ASN-14027097, Staff Sergeant, Air Corps, USA, Armorer Gunner.
Byron B. Florence, ASN-34442768, Sergeant, Air Corps, USA, Radar Operator.

The Air Medal or one Oak Leaf Cluster in lieu thereof was awarded to the following for completion of five combat missions:

Gerard J. Creamer, Capt., Air Corps, USA, Pilot.
Harold L. Dreisbach, 2nd Lt., Air Corps, USA, Co-Pilot.
Ralph L. Dillon, 1st Lt., Air Corps, USA, Navigator.
Richard P. Focht, 2nd Lt., Air Corps, USA, Bombardier.
James R. Smiley, ASN-1405o610, T/Sgt, Air Corps, USA, Engr.
Virgil N. Wallace, ASN-36043770, Pvt., Air Corps, USA, Assistant Engineer.
Carl H. Skinner, ASN-39678599, T/Sgt, Air Corps, USA, Radio Operator.
James R. Gilbert, ASN-33323466, S/Sgt, Air Corps, USA, Assistant Radio Operator.
Charles K. Hatton, ASN-14038680, S/Sgt, Air Corps, USA, Armorer Gunner.
Rensel J. Moser, ASN-39900540, Sgt., Air Corps, USA, Radar.

The Air Medal with one Oak Leaf Cluster was awarded to the following for completion of 10 combat missions:

Robert B. Kelly, 1st Lt., Air Corps, USA, Pilot.
Charles C. Royce, 2nd Lt., Air Corps, USA, Co-Pilot.

Leroy J. Conn, 1st Lt., Air Corps, USA, Navigator.
Bernard T. Westerman Jr., 1st Lt., Air Corps, USA, Co-Pilot.
Norris P. Sensel, ASN-17038222, T/Sgt, Air Corps, USA Engr.
Henry F. Lee, ASN-6569196, T/Sgt, Air Corps, USA, Radio Opr.
Joseph. M. Cottetta, ASN-33316809, Sgt., Air Corps, USA, Assistant Radio Operator.
William J. Haubert Jr., ASN-35422107, S/Sgt, Air Corps, USA, Armorer Gunner.
Harlan G. Mitchell, ASN-35368246, S/Sgt, Air Corps, USA, Radar Operator.

The Air Medal with one Oak Leaf Cluster was awarded to the following for completion of over 10 combat missions:

William J. Schneiderhan, 2nd Lt., Air Corps, USA, Pilot.
Albert M. Stenz, 2nd Lt., Air Corps, USA, Co-Pilot.
Perry M. Spargur, 2nd Lt., Air Corps, USA, Navigator.
Blair C. Rogers, 2nd Lt., Air Corps, USA, Bombardier.
Albion E. Celia, ASN-31208400, S/Sgt, Air Corps, Engineer.
Frederick Scheidegger, ASN-13045957, Sgt, Air Corps, USA, Assistant Engineer.
Robert C. Paine, ASN-38255399, S/Sgt., Air Corps, USA, Radio.
John R. Allen, ASN-31172504, Sgt., Air Corps, USA, Assistant Radio Operator.
William C. Krukowski, ASN-11107494, Sgt., Air Corps, USA, Armorer Gunner.
Edward T. Boughton, ASN-12164683, Sgt., Air Corps, USA, Radar.

Distinguished Flying Cross and the Air Medal with two Oak Leaf Clusters were awarded to the following for completion of 20 combat missions:

Eugene C. Jackson, 1st Lt., Air Corps, USA, Pilot.
Richard L. Drager, 2nd Lt., Air Corps, USA, Co-Pilot.
Morris I. Katz, 2nd Lt., Air Corps, USA, Navigator.
Luther E. Allen, 2nd Lt., Air Corps, USA, Bombardier.
David T. Owens, ASN-14033179, T/Sgt., Air Corps, USA, Engr.
Francis E. Howe, ASN-39833015, Cpl., Air Corps, USA, Assistant Engineer.
Peter J. Palumbo, ASN-6969802, T/Sgt., Air Corps, USA, Radio.
John H. Flynt, ASN-38211236, S/Sgt., Air Corps, USA, Assistant Radio Operator.
George A. Mendel, ASN-14027179, S/Sgt., Air Corps, USA, Armorer Gunner.
Buford L. Tidwell, ASN-34394639, Sgt., Air Corps, USA, Radar.

CHAPTER XIV

During April there was a huge turnover in the combat crews of the Squadron, Thirteen crews were sent down under to the Forward Echelon of the 30th Bombardment Group, to be assigned to the various squadrons thereof. These were the crews of Lieutenants Smisson, Martin, Cram, Mourtsen, Nelson, Massey, Peters, Davies, Cox, Allison, Morse, Patrick, and Capt. Mahaffey. In addition to these, three of the 819th's assigned crews were dispatched on Detached Service, to replace other assigned crews which returned to the Squadron during the month. These three crews were Capt. Valentine's, and those of 2nd Lts. Dodds and Hendrix.

Captains Creamer and Hill, and Lieutenants Kelly, Schneiderhan, and Jackson brought their crews back from down under, and after a ten days' rest, well earned too, they reported to the Squadron for duty; that is, all but Lt. Jackson's crew, who were anxious to return to combat, complete their 30 missions (they had 17), and "get to hell home!" Creamer's boys had 7 missions (including a lot of ill luck), Hill and crew had 15, Kelly and company completed 11, and Schneiderhan's crowd had 13. Schneiderhan had recently distinguished himself by being in on the first land-based plane-raid over the Mariana Islands, a rough 2200 mile round trip. It was planned that these boys would stay with the Squadron at Wheeler and help train the incoming crews for combat.

Nine new crews from the states reported in for duty during the month. These included the crews of 2nd Lts. E.H. Bala, W. Christian, D.E. Painter, A.M. Knudson, R.S. Hadsall, B.M. Genad, J.R. Mosher, and of Flight Officer T.C. Huegle and 1st Lt. J.W. Rank. They began the regular training routine.

During April, 12 sea searches were flown, in addition to 19 special searches for survivors. The Squadron accomplished 139 training sorties, dropping 457 bombs of various types.

2nd Lt. Glen L. McCann's crew was converted to a special radar outfit. The crew attended the 7th AAF Radar School, and its plane was equipped with the latest and finest radar. In addition to this plane, several of the other 33 planes in the organization were being equipped, as fast as possible, with radar. Plans for its use were not as yet divulged.

Lady Luck, who had been treating the outfit like a long- lost sister, took the notion to frown upon it in April. On the night of the 12th, 2nd Lt. Homer D. ("Red") Slawson was on a formation flight. He was making his approach to land at treacherous (at night) Wheeler, when all of a sudden there was a fiery explosion in Kipapa Gulch - "Red" and his boys had made their last earthly flight. The following men were killed: 2nd Lts. Slawson, R.W. Dewitt, C.J. Toffey, and H.P. Reimer, S/Sgt J.E. Thompson, and Sgts. W.J. Newton, R.L. Breswick, L.H. Jackson, and J.F. Gula. It was impossible to determine how it happened.

Two weeks and one day later, 2nd Lt. Vincent K. McInerny was on his first sea search. At 0948 the Navy heard him check into the net. Everything seemed normal - but nothing was ever heard of his crew again. The Squadron, the 7th Bomber Command, and the Navy conducted an intensive search for the boys, but to no avail. All hands are considered lost, and in addition to Mclnerny, these include 2nd Lts. Sidney Leeds, George Simkulet, Johnson Brenneman (a borrowed Navigator), and Sgts. L.A. Follis, F.D. Eraser, C.F. Blattner, Harmon Hess, G.B. Wilson, and E.M. Specher, a weather observer. The Squadron deeply felt these two rough blows.

At the close of the month, five B-24s had been transferred down below. There were 12 assigned crews, 14 attached on the roster.

ORGANIZATIONAL HISTORY

819th Bombardment Squadron (H) 30th Bombardment Group (H)

VII Bomber Command Seventh Air Force

May 1, 1944 - May 31, 1944

Organization;

Negative.

Strength:

Assigned Personnel:	Attached Personnel:
85 Officers	94 Officers
408 Enlisted Men	160 Enlisted Mien

Date of arrival and departure from each station occupied in this theatre:

Negative.

Losses:

Pilot	2nd Lt. Rule, S.R.	0-743102
Co-Pilot	2nd Lt. Link, W.V.	0-699433
Navigator	2nd Lt. Waterman, E.J.	0-691841
Bombardier	2nd Lt. Biondi, R.L.	0-690761
Engineer	Sgt. Nienstedt, J.E.	19090418
Asst. Engineer	Sgt. Nowell, J.C.	34720299
Radio Operator	S/Sgt. Della Piazza, W.D.	13171249
Arm Gunner	Cpl. Weidner, O.B.	15375330
Arm Gunner	Pvt. Watkins, R.D.	33533680

The above crew was attached to this organization. The entire crew was killed on the night of 12 May 1944, a few miles northwest of Wheeler Field, while on a Searchlight mission.

Awards and Decorations:

Negative.

CHAPTER XV

May was a similar month to April, except that its close was full of promise of new things to come.

During the month, the 819th transferred six crews to the Forward Echelon of VII Bomber Command. These were the crews of 1st Lts. E.C. Jackson (one of the original crews which came overseas with the Squadron) and D.H. Bratcher, and 2nd Lts. F. C. Dodd, R.H. Fagerman, G.C. Coates, and G.F. Sheppard. 1st Lt. C.W. Prosser and his crew were placed on Detached Service down under, with the 392nd Bomb Squadron. For these 7 crews dispatched to the forward area, the Squadron received 16 new crews to be trained. These included the crews of 2nd Lts. J.E. Hewett, R. Kline, R.M. Lester, K.P. Kissinger, M. Honeyman, E.E. Brashear, H.L. Bierwirth, D.J. Farmer, S.J. Mazurek, B.C. Turski, W.E. Newcomb, N.H. Neubert, S.C. Richards, T.S. Schwartzman, J.L. Scott, and J.E. Meyer. Airplanes continued to roll in, too, until the outfit hit a new high of 46 B-24s assigned, 2 attached.

36 combat crews and 48 airplanes was a hell of a large order for a Bomb Squadron of ordinary T.O. strength to handle, especially when both crews and planes had to be made 100% ready for Pacific combat, and a new Bomber Command directive that no planes would be sent to the Forward Echelon unless they had less than 200 hours on their engines made things a bit more rugged, but it was an absolutely necessary task — a task that the 819th was determined to properly accomplish.

Throughout the span of May, 10 sea searches were flown, 169 training sorties of all types were completed, and 754 bombs were dropped in training. The ”819th College of Pacific Knowledge” (ground school) was kept in operation, at full blast.

Cigars were freely distributed by E.J. Kraus (Armament), to Captain; J.E. Ainsworth (Radar), R. Diener, R.L. Dillon, T.M. Spargur (Navigators), A.K. Dodds, H.L. Driesbach, G.T. Hendrix, G.L. McCann, W.J. Schneiderhan, V.A. Siefermann, E.M. Stenz, R.W. Ward, T.O. Wear (Pilots); R.P. Focht, L.A. Mandel, S.S. Tikotsky (Bombardiers), who all received 1st Lieutenantcies, and Captain C.J. Dulin (new baby girl).

On the night of May 12th, while on a searchlight mission, 2nd Lt. S.R. Rule and his crew crashed into a mountain just Northwest of Wheeler Field. All occupants of the plane were instantly killed. For the second consecutive month the Squadron had its share of ill fortune.

As has been mentioned before, the last days of May brought promise of new thing. Field Order #184 Hdq. Army Forces Central Pacific Area, dated 29 April 1944, was received, and it placed the 819th on attachment to the Commanding General of the Army Garrison Force of a certain APO. On the 20th of May, the 7th AAF issued a directive which released the 819th to the CG of the Army Garrison Force for administrative control. In substance this meant that the Squadron was to move. Orders were issued for the packing and boxing of all equipment and at the month’s end, this job was nearly completed.

ORGANIZATIONAL HISTORY

819th Bombardment Squadron (H) 30th Bombardment Group (H)

VII Bomber Command Seventh Air Force

June 1, 1944 -I June 30, 1944

1. Organization:

Negative

2. Strength

94 officers
405 enlisted men.

3. Date of arrival and departure from each station occupied in this theatre- No change.

4. Losses:

None.

Awards and Decorations:

None

CHAPTER XVI

By June 3rd all organizational equipment had been boxed for movement. All of the attached crews (20) were relieved of attachment, and further, the Squadron was relieved of all but the 15 B-24s it was to fly into combat. This made the load much lighter; the Squadron could now concentrate upon whipping its 15 assigned crews into tip-top shape for combat, and to do likewise with the airplanes.

According to a Loading Order dated 27 May, cargo of the organization was to be loaded on the 8th of June; however, this did not materialize according to plan, and it was June 19th before the loading of equipment began. The job was completed in three days. Now began a period of "sweating out", as it were, for the ground echelon. Their date of departure was still a matter of rumors.

During the first three weeks of June, Captain Miller flew the pants off the crews. Entire Squadron formations and bombing were stressed. Two of the crews (Lts. Wear and McCann) were placed on DS in the Forward Area; that left 13 crews and planes to work with at Wheeler Field.

Near the middle of the month, the 819th was honored with an inspection and visit by General Landon and his staff. The General addressed the entire organization, orientating the outfit for its new venture, and wishing all hands good luck and Godspeed.

In support of the invasion operations by our forces against the Mariana Islands, the heavy bomb crews of the VII Bomber Command were working day and night, keeping all enemy bases within their range neutralized. It was a tough grind, and relief was soon needed. Consequently, the 819th was called upon to furnish 5 combat crews and airplanes for the emergency. On June 27th, the 5 most experienced crews of the Squadron, those of Captains Hill and Creamer, and

Lts. Kelly, Schneiderhan, and Stewart, took off for Kwajalein. Combat was not new to them, since all had several combat missions under their belts. At the close of the month, then, the 819th had 7 crews on DS in the Forward Area and 8 crews at Wheeler.

The Ground Echelon was still awaiting orders to embark.

ORGANIZATIONAL HISTORY

819th Bombardment Squadron (B) 30th Bombardment Group (H)

VII Bomber Command Seventh Air Force

July 1, 1944 - July 31, 1944

1. Organization:

Negative.

2. Strength:

83 officers
388 enlisted men

3. Date of arrival and departure from each station occupied in this theatre:

Negative.

4. Losses:

Negative.

5. Awards; Decorations:

Negative.

CHAPTER XVII

The first week of July found the Squadron still waiting for orders to board ship. Verbal telephone orders were received from VII Bomber Command R/E July 5th and early Sunday morning, July 9th, the ground echelon boarded the "Azelea City" and started the long overwater journey to their ultimate destination, the newly captured Isley Field, on the island of Saipan in the Marianas. According to all reports the sailors of the Squadron had a very pleasant, uneventful voyage, broken only by a two day anchorage at Eniwetok, and entered Tarapan Harbor the morning of July 25th. Debarkation was completed in the afternoon and the men were transported by trucks to a hill overlooking Magicienne Bay. The trucks halted; Major Dobbins turned to the men and said, Well lads, this is it; "It" proved to be a mud soaked cane field, littered with unexploded hand grenades and shells. In the midst of this mess the men had their evening meal of C-Rations and water. Pup tents were pitched, the men waded into them and bedded down for the night. The stench of dead Japs and the continuous firing in the hills beyond plus the rivers flowing thru the tents were far from being conducive to restful slumber or pleasant dreams. The truth of the words, "War is hell!", was forcibly being brought home to the 819th.

The following day the lads began the seemingly impossible job of clearing the area. Two oxen were captured and pressed into service and for three days the men labored hard and long. Then pyramidal tents were pitched and in haste and with rejoicing the rain-soaked and mud encrusted men moved in.

Morale received a great uplift when a mess hall was erected. After days of eating nothing but C and K rations a return to the chow prepared by the cooks of the Squadron was most welcome. With a couple of good meals under their belts, the lads went to work with renewed vigor and quickly dug latrines, installed showers complete with cement flooring, built roads and then began to set up tent offices for the various sections.

Meanwhile, back at Wheeler Field, the combat crews were flying numerous gunnery missions and test hops in preparation for the combat to come. The Engineering Section was working long and hard readying the airplanes for the day when orders to move would come.

On July 2nd the crews of 1st Lts. George T. Hendrix, Jr. and John A. Runge, who had been down under on DS with the 27th and the 38th Bombardment Squadrons respectively, were transferred to the 38th Bombardment Squadron. Capt. Robert F. Valentine and his crew was transferred to the 38th on July 12th.

Promotion cigars were in order on July 1st when the following 2nd lieutenants were boosted to 1st lieutenants, Richard J. Efker, Paul S. Wagner, Donald W. Bollard, David L. Stewart, Blair C. Rogers, Robert J. Straley and Murray E. Rudd.

During July the Squadron sent five B-24Js to the squadrons down under and one B-24J to VII Bomber Command R/E. At the close of the month we had fifteen airplanes on hand.

On July 18th the crews of Capt. Hill, Capt. Creamer, Lt. Kelly and Lt Schneiderhan, the four Flight Leaders, who had been on DS

down under, returned to the Squadron and Lt. Stewart with his crew rejoined us on July 30th.

We were all set to go!

ORGANIZATIONAL HISTORY
819th Bombardment Squadron (H) 30th Bombardment Group

VII Bomber Command Seventh Air Force

August 1, 1944 - August 31, 1944

1. Organisation:

Negative

2. Strength:

Assigned Personnel:
68 Officers
372 Enlisted Men

Attached Personnel
2 Enlisted men

3 Date of arrival and departure from each station occupied in this theatre:

Air Echelon departed Oahu August 4, 1944 for Saipan, arriving new station August 8, 1944.

4 Losses;

Pilot	1st Lt. Rank, John W.	0-469940
Co-Pilot	2nd Lt. Glenn, Edgar L.	0-762045
Navigator	2nd Lt. Thompkins Leonard I.	0-701395
Bombardier	2nd Lt. McCormick, Jack E,	0-701618
Engineer	S/Sgt. Pulskamp, Thomas	59281387
Asst Engineer	Sgt. La Salvia Pasquale M.	32872443
Asst engineer	Sgt. Mauldin, Walter W.	34039576
Radio Operator	S/Sgt. Callaway, Flanders B. Jr.	32672792
Gunner	Sgt. Fiorentino, Ceosue J.	31353943
Gunner	Cpl. Laub, Nicholas J.	37407128

P	2nd Lt	Mosher, James R.	0-690259	Wounded
CP	2nd Lt	Davis. Jack B.	0-696439	Killed in action
N	2nd Lt	Puckett, Harold J.	0-696140	Missing in action
B	F/O	Shields, John R.	T-123121	Missing in action
E	S/Sgt	Mistretta, Bernard J.	38267492	Killed in action
AE	Cpl	Gaydaik, John G.	33140082	Missing in action
RO	S/Sgt	Clancy, Thomas	35685452	Missing in action
ARO	Pfc	Harfein, Ksaler W.	18162134	Wounded in action
AG	S/Sgt	Amaral, Joseph P.	39129523	Missing in action
G	Pfc	Homer, James H.	13169475	Missing in action
V	Sgt	Wsraros, Frank J.	35311590	Missing in action
F/S	Capt	Stone, Carey A.	0-416756	Wounded in action

Lt Rank and his entire crew reported as missing in action after their airplane crashed into the sea twenty miles SE of Minami Rock as a result of an attack by enemy fighters on 14

August 1944. Lt. Rank was returning to home base after participating in Mission No. H-312, a daylight strike on Iwo Jima.

On the same mission Lt. Mosher's plane had it's controls shot away and lost an engine four hundred miles from home base. Approximately sixteen miles from Isley Field the airplane crashed into the sea. Four men were seen to bail out of the plane. Three men survived the crash, namely 2nd Lt. James R. Mosher, pilot, Pfc. Healer W. Harbin, assistant radio operator and Capt. Carey A. Stone, Flight Surgeon. Capt. Stone flew the mission as an observer.

3. Awards and Decorations:

Purple Heart awarded to Kealer W. Harbin (ASN 18162134) Pfc., Air Corps, AUS, assistant radio operator, residence at enlistment: Tulsa, Oklahoma.

James R. Mosher, Second Lieutenant, Air Corps, AUS, pilot, entered the military service from Minneapolis, Minnesota,

Carey A, Stone, Captain, Medical Corps, ORC, flight surgeon, entered the military service from Crew, Virginia

Chapter XVIII

On 2 August 1944 the anxiously awaited order for the air echelon to depart Wheeler Field was received, TO 27 K, Seventh Air Force, dated 1 August 1944 directed that the CG VII bomber Command "take such action as is necessary to move 819th Bomb Sq (H) air echelon, from Wheeler Field to Saipan so as to arrive at Kwajalein afternoon of 6 August 44 east longitude date and to proceed to Saipan the following day".

The long overwater flight was begun at noon August 4. The Squadron landed at Johnston Island and passed the night as guests of the Navy. The following morning the "Silver Squadron" departed on the second stage of it's journey and landed at Kwajalein during the afternoon and early evening. That night, the following day and night, the 819th remained on the atoll and took off for Saipan the morning of August 8. Late afternoon of the same day saw the entire Squadron once more united on the recently captured Isley Airfield on Saipan.

The maintenance crews were on hand to service the airplanes as they landed and to ready them for combat missions, soon to come. The men of the ground echelon had done a remarkable job in the short time that they had been on Saipan. All sections were set up and already functioning. The torn and mangled Jap hangar was now the headquarters of the engineering section. In a cane field, about two miles distant from the airstrip, pyramidal tents had been pitched and work had begun toward building roads. The men of the air echelon were all agreed that they were very lucky to have had such

eager beavers precede them to Saipan. Even electric lights had been installed in each tent. The 819th was not holding short!

Shortly after the arrival of the air echelon, it was announced that Major George D. Dobbins, the Squadron Executive Officer, had taken over that same job with the 30th Bombardment Group. His shoes were to be filled by Captain Charles J. Dulin, former Squadron S-2. 1st Lt. Frederick C. Williams took over the Intelligence job with 2nd Lt. E.T. Brehm, formerly of A-2, VII Bomber Command as assistant.

That we were here for a definite purpose was proven when it was announced that on 10 August the Squadron would participate in it's first raid. The target was to be Iwo Jima, most important Jap base in the Kazan Group. During the month the Squadron completed eight missions and dispatched seventy six sorties. Of the seventy six dispatched, only one airplane failed to attack the target. Cloud coverage and darkness prevented this airplane from finding the target.

Our first raid was made in conjunction with the 38th Bomb Sq and was a daylight strike on Iwo Jima. Eleven airplanes of our Squadron dropped 440x 20 lb frag clusters with an estimated 80% hitting in our assigned target area. From four to six enemy aircraft intercepted the formation and moderate and inaccurate AA was encountered. The 819th Squadron suffered no damage and no casualties. All planes returned to base safely.

Commendations were immediately forthcoming from Brig. General T.H. Landon, Commanding General of VII Bomber Command and Colonel Edwin L. Miller, Jr., Commanding Officer of the 30th Bombardment Group to Major Thomas E. Peddy, our CO, and thru him to the officers

and men of the Squadron, "for the manner in which your squadron performed that mission". (A copy of the commendations is attached)

Four days later, on 14 August 1944, the Japs on Iwo Jima received another visit from the 819th. Thirteen airplanes, none of which were abortive, dropped 147x500 lb. bombs and again the bombing was excellent with 80% hitting in the target area assigned. The AA encountered was meager but interception was made by from five to eight enemy aircraft. The attacks were very aggressive and two of our planes were lost. 1st Lt. John W. Rank, pilot of A/P No. 665, crashed into the sea twenty miles south of Iwo Jima and all members of the crew are listed as missing. From four to six men were seen to bail out and no strafing was observed.

The controls of A/P No. 679, piloted by 2nd Lt. James R. Mosher, were shot away and the airplane crashed into the sea approximately sixteen miles from home base. Only three survived the crash. They were Lt. Mosher, Pfc. Kealer W. Harbin and Capt. Carey A. Stone. All others are either killed or missing.

The loss of all those men was deeply regretted by every member of the Squadron.

"Bat Out of Hell" outfit raided Iwo Jima for the third time in days on August 17 and dropped 84% of 117x500 lb. bombs in the assigned target area. A malfunction of bomb bay doors caused sixteen bombs to be dropped into the water. AA at the target was meager and inaccurate and four enemy aircraft intercepted. No damage was suffered and all planes returned to Isley Field. Again we had no abortive airplanes.

Raids continued to come fast and on August 21 the 819th with

ten airplanes dropped 370x100 lb. bombs on installations on Yap Island. 85% of the bombs hit in the target area and one large fire as well as several explosions were observed. Meager and inaccurate AA was encountered but no fighters intercepted. Ten airplanes took off; ten airplanes landed. There were no abortives and no damage was sustained.

The battered airfield at Yap was again the target for eleven airplanes of the 819th on August 23. 410x100 lb. bombs were dropped and no damage was suffered from the meager anti-aircraft fire which was reported as both accurate and inaccurate. No fighters were met and all planes returned to base safely, There were no abortives.

Back over the bomb splattered island of Iwo Jima went the "Bat" on August 26 with eleven airplanes, 400x100 lb. bombs were dropped. It was a rugged mission! AA was both intense and accurate and interception was made by twelve enemy aircraft. In a running battle of forty minutes duration the Squadron suffered damage from both AA and fighters. Two of the Nips were shot down and one was probably destroyed. Claims on behalf of S/Sgt William J. Haubert and Sgt Byron B, Florence for one enemy plane each have been submitted to S-2 of the 30th Group. Despite serious damage inflicted, all our airplanes returned to base. There were no abortives.

On August 28 a single airplane of the 819th was dispatched on a special reconnaissance mission to Yap and Woleai. 8x300 lb bombs were dropped and all hit in the target area. Photos were taken of both Yap and Woleai. There was no interception and the meager and inaccurate AA caused no damage. This mission was the Squadron's

seventh consecutive mission without an abortive, a record of which the Squadron as a whole, and the combat and maintenance crews in particular are justly proud.

The final mission flown during August was also the "Bat's" first night raid. The primary target assigned was Iwo Jima with Pagan as a secondary target. Cloud coverage and darkness prevented all but two airplanes from locating Iwo Jima. All other planes with one exception dropped bombs on Pagan. The one plane was unable to locate either target and jettisoned it's bombs. Eight planes of the 819th and one of the 38th participated in the mission. 8x500 lb. bombs and 200x100 lb. bombs were dropped on Pagan. 60x100 lb. bombs were dropped on Iwo Jima. Neither interception nor AA was encountered and all airplanes returned to Isley without damage.

During the month many improvements were introduced into the area occupied by the Squadron. Coral was spread to form streets, strips of runway matting were secured and laid to form walks, screened mess tents and latrines were constructed and a movie screen was erected, Movies have been shown every night and squadron attendance has been practically 100%.

Another boost was given to the already high morale of the Squadron when it was announced by Major Peddy that the 819th would soon receive beer rations and that each man would probably receive two bottles per day.

The "Bat Out of Hell" has now been in combat for one full month and has proven itself to be capable of carrying out any task which way be assigned to it.

The coming months are expected to furnish many opportunities

to further prove that point and the 819th is ready and eager to - accept them!

During the month 2nd Lt. Ben C. Turski and his crew were assigned to the Squadron. We also received two new B-24Js. At the close of August then, there were twelve combat crews and thirteen airplanes assigned to the squadron.

FORWARD ECHELON
HEADQUARTERS VII BOMBER COMMAND
AHO # 244

201.22 OP-5

11 August 1944.

SUBJECT: Commendation.

TO: : Commanding Officer, 819th Bombardment Squadron (H), APO # 244.

THRU : Commanding Officer, 30th Bombardment Group (H), APO # 244.

On 10 August 1944 your squadron made its first unit strike against the Japanese. Of the eleven planes taking off all were over the target, all bombs were dropped on the target, and all planes returned safely to base. That was a fitting beginning of what should prove to be a proud record. The workman like manner in which your crews took off during rain, their assembly, your precise bombing and fine defense combat formation during the interception by enemy fighters is definite proof of your ability as a combat leader. All of your personnel reflect the training you have given them. That mission was a job well done. I wish to take this means of congratulating and commending you, your officers and your men for the manner in which your squadron performed that mission, and you in particular for all of the hard work you have done in making yours an efficient combat organization.

T. H. LANDON,
Brigadier General, U.S.A,
Commanding,

201.22 1st Ind. 0-5

HEADQUARTERS 30TH BOMBARDMENT GROUP (H), APO 244, 15 Aug 1944, To:

Commanding Officer, 819th Bomb Sq (H), APO 244.

The undersigned desires to add his commendation for your first mission which was an extremely fine one. The performance of your Squadron reflects a high state of morale and training which you have installed in your organization. Keep up the good work.

CERTIFIED A TRUE COPY:

FREDERICK C. WILLIAMS
1st Lt., Air Corps, Intelligence Officer.

EWIN B. MILLER, Jr
Colonel. Air Corps
Commanding

ORGANIZATIONAL HISTORY

VII Bomber Command Seventh Air Force

819th Bombardment Squadron (H), 30th Bombardment Group

September 1, 1944 - September 30, 1944

1. Organizations

Negative.

2. Strengths

72 Officers assigned.
381 Enlisted Men assigned. 1 Enlisted Man attached.

3. Date of arrival and departure from each station occupied in this theatre:

Negative.

4. Losses:

Radio Operator	S/Sgt. Harold V. Humber	19133638 Wounded
Waist Gunner	Sgt. Ernest Z. Kuptz	37049564 Wounded
Tail Gunner	Pvt. Michael P. Roche	20214314 Wounded

Both S/Sgt Humber and Sgt Kuptz, crew members on B-24J #532 were wounded by AA fire over the target while participating in a strike against Chichi Jima Island on September 24, 1944.

Pvt. Roche, crew member on B-24J #532 was wounded as a result of AA fire while on a strike against Iwo Jima Island on September 14, 1944.

5. Awards and. Decorations:

Distinguished Flying Cross and First Bronze Oak Leaf Cluster awarded Alvin J. Hill, Captain, Air Corpse ORC, Pilot, entered the Military Service from New York, New York.

Stanley S. Tikotsky, 1st Lt., Air Corps, ORC, Bombardier, entered the Military Service from Haverhill, Mass.

Robert V. Ward, 1st Lt., Air Corps, ORC, Co-Pilot, entered the Military Service from Cohoes, New York.

Daniel F. O'Connor, 1st Lt., Air Corps, ORC, Navigator, entered the Military Service from New York, New York.

Charles J. VanMeerbeke (ABN-12049859) S/Sgt. Air Corps, AUS, radio operator, residence at enlistment: Belgord, N.J.

James A. Drake (14027097) S/Sgt, Air Corps, RA, aerial gunner, residence at enlistment: Cocoa, Florida.

George N. Biggerstaff (15067866) T/Sgt. Air Corps, AUS, aerial engineer, residence at enlistment: Richmond, Ky.

Carl P. Bertino (33073031) S/Sgt. Air Corps, AUS, aerial engineer, residence at enlistments Philadelphia, Pa.

Byron B. Florence (34442768) S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Wrens, Georgia.

The citation is as follows: Each as a crew member of a bombardment type aircraft participated in thirty (30) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Distinguished Flying Cross awarded to David L. Stewart, 1st Lt., Air Corps. AUS, Pilot, entered the Military Service from Carrollton, Missouri.

Robert B. Kelly. 1st Lt., Air Corps, ORC, Pilot, entered Military Service from Brooklyn, New York.

Bernard T. Westerman, 1st Lt., Air Corps, Bombardier, entered Military Service from Midland, Texas.

Leroy J. Conn, 1st Lt., Air Corps, Navigator, entered Military Service from Clayton, Oklahoma.

Marian G. Mitchell (33353246) Sgt, Air Corps, AUS, radar operator, residence at enlistment: Indianapolis, Indiana.

Norris P. Sensel (17038222) T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Culbertson, Ohio.

William J. Haubert (33422103) S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Caledonia, Ohio.

Henry F. Lee (6569196) T/Sgt, Air Corps, RA, radio operator, residence at enlistment: San Francisco, Cal.

Joseph Cottetta (33316809) Sgt, Air Corps, AUS, radio operator, residence at enlistment: Morristown, Pa,

The citation is as follows: Each as a member of crew of a bombardment type aircraft participated in fifteen (15) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Soldier's Medal awarded Harold A. Shaber (6903286) T/Sgt, Air Corps, RA, aerial photographer, residence at enlistment: Patohogue, L.I., York.

The citation is as follows: For heroism displayed in rescuing an enlisted man from drowning in the Pacific Ocean. The heroism displayed by T/Sgt Shaber on this occasion reflects great credit upon himself and the Military Service.

Seventh Bronze Oak Leaf Cluster to Air Medal awarded James A. Drake (14027097) S/Sgt, Air Corps. RA, aerial gunner, entered the Military service from Cocoa, Florida.

The citation reads as follows: As a crew member of a bombardment type aircraft he completed thirty-five (35) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions

of the Army Air Forces.

Third, fourth, fifth and sixth Bronze Oak Leaf Clusters to Air Medal awarded Alvin J. Hill, Captain. Air Corps, ORC, Pilot, entered Military Service from New York, New York.
James A. Drake (14027097) S/Sgt, Air,Corps, RA, aerial gunner, residence at enlistment: Cocoa, Florida,

The citation is as follows: Each as a crew member of a bombardment type aircraft completed thirty-five (35) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Third, fourth and fifth Bronze Oak Leaf Clusters to Air Medal awarded 1st Lt., Stanley S. Tikotsky. Air Corps, ORC, Bombardier, entered Military Service from Haverhill, Mass.
Byron B. Florence (34442768) S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Wrens, Georgia.

The citation is as follows: Each as a crew member of a bombardment type aircraft completed thirty-five strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Third and fourth Bronze Oak Leaf Clusters to Air Medal awarded Robert V. Ward, 1st Lt., Air Corps, Co-Pilot, entered Military Service from Cohoes, New York.
Daniel F. O'Connor, 1st Lt., Air Corps, ORC, Navigator, entered Military Service from New York, New York.
Charles J. VanMeerbeke (12049839) S/Sgt, Air Corps, AUS, radio operator, residence at enlistment: Belford, New Jersey.
George N. Biggerstaff (15067866) T/Sgt; Air Corps, AUS, aerial engineer, residence at enlistment: Richmond, Ky.
Carl P. Bertino (33073021) S/Sgt. Air Corps, AUS, aerial engineer, residence at enlistment: Philadelphia, Pa.

The citation is as follows: Each as a crew member of a bombardment type aircraft completed thirty-five (35) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Air Forces.

Third Bronze Oak Leaf Cluster to Air Medal awarded Gerard J. Creamer, Captain, Air Corps, ORC, Pilot, entered Military Service from Tuckahoe, New York.
Robert B. Kelly, 1st Lt., Air Corps, ORC, Pilot, entered Military Service from Brooklyn, New York.
Bernard T. Westerman, 1st Lt., Air Corps, ORC, Bombardier, entered Military Service from Midland, Texas.

The citation reads as follows: Each as a member of a crew of a heavy bombardment type aircraft participated in twenty (20)

strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Second Bronze Oak Leaf Cluster to Air Medal awarded Thomas E. Peddy, Major, Air Corps, ORC, Pilot, entered Military Service from Arcadia, Louisiana.

The citation is as follows: As a crew member of a bombardment type aircraft he participated in five (5) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Second Bronze Oak Leaf Cluster to Air Medal awarded Leroy J. Conn, 1st Lt., Air Corps, ORC, Navigator, entered Military Service from Clayton, Oklahoma.

Robert M. Anderson, 2nd Lt., Air Corps, AUS, Co-Pilot, entered Military Service from Detroit, Michigan.

Harlan G. Mitchell (35368246) Sgt. Air Corps, AUS, radar operator, residence at enlistment: Indianapolis, Indiana.

Morris P Sensel (17038222) T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Culbertson, Ohio.

William J, Haubert (35422103) S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Caledonia, Ohio.

Henry P Lee (6569196) T/Sgt, Air Corps, RA, radio operator, residence at enlistment: San Francisco, Cal.

Joseph M. Cottetta (33316609) Sgt, Air Corps, AUS, radio operator, residence at enlistment: Morristown, Pa.

Merle A. Goldsmith (20349477) T/Sgt, Air Corps, RA, radio operator, residence at enlistment: Dundalk, Maryland.

The citation reads as follows: Each as a crew member of a bombardment type aircraft participated in twenty (20) strike sorties against the enemy, displaying high professional skill courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Air Medal awarded 1st Lt., David L. Stewart, Air Corps, AUS, pilot, entered military service from Carrollton, Missouri.

Eugene H, Bela, 2nd Lt., Air Corps, AUS, Pilot, entered Military Service from Grand Rapids, Michigan.

Robert M, Anderson, 2nd Lt., Air Corps, AUS, pilot, entered Military Service from Detroit, Michigan.

Vincent P. Caponi, 2nd Lt., Air Corps, AUS, Bombardier, entered Military Service from Detroit, Michigan.

George K. Staith, 2nd Lt., Air Corps, AUS, Navigator, entered Military Service from Stamford, Conn.

Eugene C. Auerbach, 2nd Lt., Air Corps, AUS, Co-Pilot, entered Military Service from Los Angeles, California.

Robert S. Hadsall, 2nd Lt.,Air Corps, AUS, Pilot, entered Military Service from Des Moines, Iowa.

Joseph A. McCandless, 2nd Lt., Air Corps, AUS, bombardier, entered Military Service from Ellwood City, Pa.

John J. Gallagher, 2nd Lt., Air Corps, AUS, Co-Pilot, entered Military Service from Alameda, Cal.

James E. Hewett, 2nd Lt., Air Corps, AUS, Pilot, entered Military Service from Columbus. Miss.

Glenn M. Bower, 2nd Lt., Air Corps, AUS, Co-Pilot, entered Military Service from Blytheville, Arkansas.

Guy O. King, 2nd Lt., Air Corps, AUS, Navigator, entered Military Service from Hondo, Texas.

Robert V. Liston. 2nd Lt., Air Corps, AUS, Bombardier, entered Military Service from Roswell, New Mexico.

Arthur M. Knudson, 2nd Lt., Air Corps, AUS, Pilot, entered Military Service from La Crosse, Wisconsin.

Edward J. Tivenan, 2nd Lt., Air Corps, AUS, Navigator, entered Military Service from Worcester, Mass.

Harry B. Halperin, 2nd Lt., Air. Corps, AUS, Co-pilot, entered Military Service from Hollywood, California.

Floyd B. McGuire, 2nd Lt., Air Corps, AUS, Bombardier, entered Military Service from Cedar Rapids, Iowa.

Raymond N. Lester, 2nd Lt., Air Corps, AUS, Pilot, entered Military Service from Quincey, Elorida.

William C. Kirby, 2nd Lt., Air Corps, AUS, Co-pilot, entered Military Service from Decataur, Georgia.

George V. Weisz, 2nd Lt., Air Corps, AUS, bombardier, entered Military Service from Atlanta, Georgia.

Robert M. Cunningham, 2nd Lt., Air Corps, AUS, Navigator, entered Military Service from Selman Fld., Louisiana.

Donald E. Painter, 2nd Lt., Air Corps, AUS, Pilot, entered Military Service from Seattle, Wash.

Morris M. Puryear, 2nd Lt., Air Corps, AUS, Navigator, entered Military Service from Tulsa, Oklahoma.

Raymond L. Behrend, 2nd Lt., Air Corps, ORC, Bombardier, entered Military Service from Chicago, Illinois.

Walter R. Nelson, 2nd Lt., Air Corps, AUS, Co-pilot, entered Military Service from Yuma, Arizona.

Murray E. Rudd, 1st Lt., Air Corps, AUS, aerial observer, entered Military Service from Indianapolis, Indiana.

William J. York (10100918) S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Seattle, Wash.

Ward. J. Hilgenfeld (18079333) T/Sgt. Air Corps, AUS, aerial engineer, residence at enlistment: Henrietta, Texas.

David A. Goldsmith (38418527) S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Houston, Texas.

Charles W. Phalen (21023577) T/Sgt, Air Corps, NG, radio operator, residence at enlistment: Belmont, Mass.

Peter Bergeric (13060201) S/Sgt, Air Corps, AUS, radio operator, residence at enlistment: McKeesport, Pa.

John C. Peploski (12166979) T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Verona, New York.

John C. Wiles (31355128) Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Wellfleet, Mass.

Willard D. Hellekson (37555020) S/Sgt, Air Corps, AUS. aerial engineer, residence at enlistment: Lake Crystal, Minn.

Frank M. Horan (37668157) Sgt. Air Corps, AUS, radio operator residence at enlistment: Webster City, Iowa.

Robert K., Diehl, Jr, (33621237) Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Bethlehem, Pa.

Arthur R. Fuhr (16125054) S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Chicago, Illinois.

Jerome A, Mongeon (11085861) Cpl, Air Corps, AUS, radio operator, residence at enlistment: Winooski, Vermont.

Fred K. Kirkendall, Jr. (37504857) S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Arkansas City, Kansas.

Stanley M. Hopkins (37501072) S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Marshall, Mo.

Arthur A. Weiss (32413971) S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: New York, New York.

Patsy R. Puglio (20304260) T/Sgt, Air Corps, NG, aerial engineer, residence at enlistment: Scottsdale, Pa.

Michael J. Esposito (13054141) S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Hazelton, Pa.

John H. Mahoney (39127298) Sgt, Air Corps, AUS. armorer gunner, residence at enlistment: San Francisco, Cal.

Adelbert L. Laing (1813149) S/Sgt. Mr Corps, AUS, aerial engineer, residence at enlistment: Lubbock, Texas.

John P. Breen (33455524) S/Sgt, Air Corps, AUS, radio operator, residence at enlistment: Washington. D.C.

Earl L. Brightwell (6375416) T/Sgt, Air Corps, RA, aerial engineer, residence at enlistment: Coolidge, Georgia.

Milton C. Kounovsky (37054675) T/Sgt, Air Corps, AUS, radio operator, residence at enlistment: St. Louis. Mo.

Frederick T. Choquette (37531760) Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Denver; Colorado.

Jerrold E. Larson (37546107) Sgt. Air Corps, AUS, armorer gunner, residence at enlistment: Atkin, Georgia.

Robert A. Wendt (36822374) Sgt. Air Corps. AW, armorer gunner, residence at enlistment: Milwaukee, Wisconsin.

Elson B. Hood (34012318) Cpl, Air Corps, AUS, armorer gunner, residence at enlistment: La Grange, Florida.

Joseph X. Bongiorno (12065550) Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Long Island, New York.

Walter G. Wolfe (14105106) Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Spartaburg, N.C.

Floyd E. Pressley (14180611) Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Asheville, N.C.

George E. Peters (35628110) S/Sgt, Air Corps, AUS, radio operator, residence at enlistment: Columbus, Ohio.

Pete S. Augustynovich (39450169) S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Barberton, Ohio.

Edward T. Boughton (12164683) Sgt, Air Corps, AUS, radar operator, residence at enlistment: Lyndhurst, New Jersey.

Francis J. Meehan, Jr. (12063178) S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Brooklyn, New York.

The citation is as follows: Each as a crew member of a

bombardment type aircraft participated in five (5) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Purple Heart awarded to Harold V. Humber (19133638) S/Sgt, Air Corp, AUS, radio operator, residence enlistment: San Francisco, Cal.

Ernest Z. Kuptz (37049564) Sgt. Air Corps, AUS, waist gunner, residence at enlistment: St. Louis, Missouri.

Michael P. Roche (20214314) Pvt, Air Corps, NG, tail gunner, residence at enlistment: New York, New York.

Purple hearts were awarded as a result of wounds sustained while participating in a strike sortie against the enemy as crew members of a heavy bombardment type aircraft.

Chapter XIX

Evidence of the ability of the men of the 819th to make the best of prevailing conditions made itself manifest during September. Believing firmly in the old adage, "All work and no play makes Jack a Dull boy", the lads constructed an excellent volley ball court and brought forth baseballs, gloves and footballs. Plans were also laid for a boxing ring and softball diamond. An excellent beach, not far from our area was discovered and put to good use as often as possible.

Toward the end of the month, during a momentary lull in our operations against the Japs, Major Peddy, on the occasion of his first anniversary as Squadron Commander, called all personnel of the outfit together and reviewed the Squadron's progress and achievements during the past year. The figures quoted by the Major both for the period when the 819th was operating as a training and replacement squadron on Oahu and for the two months that we had been operating as a combat unit were truly impressive. Major Peddy expressed his thanks for the splendid work accomplished by the combat crews and ground personnel alike and was confident that even more excellent feats would be performed by all hands in the future. The CO concluded his brief address to the men with an announcement which would have brought the house down, had a house instead of the theatre area been the scene of the gathering. To end the long drought endured by the enlisted personnel, sufficient beer had been secured to allow the GI's to have a real beer party.

The memory of that party will live for a long, long time with the men of the 819th. Besides the ice cold beer there were also great quantities of chicken, pickles, crackers and other luxuries which had been missing from our diet since our arrival on Saipan.

The officers of the Squadron were not holding short either, and a handsome club was erected by them in their area. Plans for a shakedown party were formulated but a suitable opportunity failed to present itself during September.

The Squadron's popular 1st Sergeant, Henry H. Medlock, was transferred to the 30th Bombardment Group in a change which brought Daniel J. Hanley to us as our new topkick. The men hated to see "Hank" leave but extended a sincere welcoming hand to 1st Sgt. Hanley.

Another departure from the outfit came about when 1st Lt. Frederick W. Wiese, Assistant Operations Officer, was placed on DS with VII Bomber Command to attend the Gunnery School at Hickam Field. From there, if plans materialize, Lt. Wiese will go to Laredo, Texas for an advanced gunnery course. It was a swell break for Fred and all of us were glad with him. We all knew how anxious he was to see, for the first time, his nine months old daughter. Upon his return to the Squadron as Gunnery Officer we expect to hear a lot about the world's most beautiful baby.

Another new combat crew with 2nd Lt. Winton K. Newcomb as pilot joined the 819th on September 3.

Although the "Bats" had been in combat for little more than

a month, most of the crews had already flow at least fourteen strike sorties against the Japs and were ready for a well deserved rest. On September 22, Lt. Hewett and his crew took off for a ten day rest period in Hawaii; there to do nothing but loll on the beach at Waikiki or to visit one of the many ranches, scattered throughout the islands. Lt. Lester and his crew followed them on September 28.

From the foregoing paragraphs the reader may gain the erroneous opinion that the 819th, during the month of September had occupied itself almost entirely with pleasure and had taken a vacation from the prime purpose of its presence on Saipan..... the bombing of Jap held islands within range of B-24s. Nothing could be farther from the truth as the writer will attempt to prove immediately.

During the month the Squadron participated in 27 missions and dispatched a total of 180 sorties. The nature of these strikes were varied.

On September 1, one B-24 was dispatched on a reconnaissance and bombing mission against Woleai and Yap. Thirty seven photos were taken and 8 x 500# GP bombs were dropped on Yap. All landed on land in the airfield area. The AA fire was meager and accurate over Woleai and over Yap was meager and inaccurate. No shipping or activity of any nature was seen and no interception was encountered. The airplane returned to base without damage.

Lt. Turski's crew, who had joined us late in August, was sent on a mission to Pagan on September 2 and dropped 20 x 100# GP bombs with 75% hitting the target area. No interception or AA was

encountered and there were no casualties or damages.

For the first time in the history of the 30th Bombardment Group, all of its four squadrons joined forces for a mission on September 3. The target was the air installations north of No. 2 Airfield, Iwo Jima. Twelve of our airplanes took off and eleven dropped 106 x 500# GF bombs, 80% hitting in our assigned target area and the rest bursting on the airfield. The lead airplane in "D" flight accidentally released bombs before reaching the target but continued to lead the flight on the bombing run. The AA was reported as moderate and accurate. Three of our aircraft were damaged by flak. The Japs sent no fighters to intercept and the Squadron returned to Isley Field without casualties. It was a most successful mission.

On September 4, the 819th flew three separate missions. One airplane flew an armed reconnaissance to Marcus Island. Of 18 x 500# GP bombs dropped, 66 2/3% hit on land. Bombs were observed to hit near the radar station, destroying one building. AA from guns was intense and accurate but no damages or casualties were sustained. There were no interceptors.

An indoctrination flight to Pagan was made the same day by newcomer, Lt. Newcomb. 45% of the 20 x 100# GP bombs hit on Bandeera Headland. No interception or AA fire was encountered and the airplane returned to base without damage or casualties.

The third mission of the day was a night snooper raid to Iwo Jima. 30 x 100# GP bombs were dropped by the single raider and an estimated 100% hit in the target area. No AA, searchlights or interception were encountered and once again the Nips had a sleep—

less night.

The following day, September 5, the "Bats", together with the 27th Bomb Sq, again attacked Iwo Jima. Eleven of our B-24s dropped 24 x 500# and 310 x 100# GP bombs on air installations at No. 1 Airfield. It was estimated that 85% of the bombs hit in the assigned target area. Once again the Japs failed to send up any interceptors and the fire from AA guns was moderate and inaccurate. No damages or casualties were suffered by any of our planes. The runways were observed to be badly damaged before the strike and damaged aircraft were seen on the ground. All of our planes returned safely.

On the same day an armed reconnaissance flight to Yap and Woleai was accomplished. 8 x 500# GP bombs were dropped on air installations at Yap. 100% of the bombs hit in the target area and hits were observed on two revetments. No new activities or shipping were seen at either island and there was no interception or AA.

After the first day free from raids in the month, three planes of the "Silver Fleet" attacked air installations at Marcus Island, September 7, and hit the target area with 33% of the 8 x 500# GP and 4 x 250# GP bombs dropped. An explosion and fire were observed near the hangar, north of runway No. 1. Moderate and inaccurate AA was sent up but no fighters hampered the formation. The airplanes returned without damage or casualties.

On September 8, six planes of the 819th attacked surface craft in the harbor at Chichi Jima with 16 x 500# and 8 x 500# GP bombs scoring two hits on an AK, causing clouds of smoke to rise into the air. Shore batteries and ships in the harbor sent up intense

and accurate AA but caused no damage or casualties and all planes came home safely.

On the same day two of our planes went with the 27th Bomb Sq. to attack Iwo Jima. Our planes encountered intense and accurate fire from AA positions and were intercepted by three to four Zekes, one of which was reported as a "probable". No damage or casualties were sustained and 50% of 80 x 100# GP bombs hit in our assigned target area.

On September 10, three planes of the Squadron attacked shipping, enroute to Chichi Jima. 8 x 500# GP and 4 x 250# GP bombs were dropped but sad to relate no hits or damage to the target were reported. Moderate and inaccurate AA fire caused no damage or casualties.

That night one plane attacked air installations, Iwo Jima and unhampered by AA, searchlights or fighters, hit the target area with 30 x 100# GP bombs. No specific damage was observed on this strike.

The Japs on Iwo Jima were being given no rest and on September 11 were paid another visit by the "Bats Out of Hell". 85% of the 300 x 100# GP bombs dropped, hit in the target area and two large fires were started. AA fire from guns was moderate and inaccurate. Six fighters intercepted the formation and two were shot down. S/Sgt. William J. York, top turret gunner in A/P #681 and S/Sgt. Elson B. Hood, top turret gunner in A/P #661 were the sharp-shooters, accounting for one enemy aircraft each. All planes returned to base without damage or casualties.

A single airplane of the Squadron, on September 12, dropped

6 x 500# GP bombs on air installations at Marcus Island, The No.4 engine was shot out by flak and holes in the nose and left wing also make their appearance. There were no casualties and the plane returned to base safely. It was a real sweat job all the way home.

Radar was used by a night snooper on September 14 to hit air installations at Iwo Jima with 30 x 100# GP bombs. Fire from AA guns was meager and inaccurate, no searchlights were turned on and no enemy aircraft intercepted. 60% of the bombs hit in the target area and 40% hit on land, short of the assigned area.

The air installations at Iwo Jima were again assigned to the 819th as a target on September 14. Twelve of our planes took off but two were abortive. One returned shortly after take off because of engine trouble and the other landed at home base due to illness of a crew member. The ten planes over the target dropped 24 x 500# GP and 250 x 100# GP bombs, 59% hitting in the target area. There was no interception but flak was intense and accurate causing minor damage to two of our planes. Pvt. Michael P. Roche, tail gunner on A/P #829, suffered wounds in his left hand as a result of AA fire. All planes made it back to home base safely.

Failing to find shipping at Iwo Jima, six airplanes of the 819th attacked air installations on the island on September 16. An estimated 50% of the 48 x 500# GP bombs dropped, hit in the target area while others hit slightly to the west. AA was moderate and accurate and one unaggressive Zeke intercepted the formation. No damage was sustained by our planes.

Also on September 16 one of the "Bats" made an armed reconnais-

sance to Marcus. 6 x 500# GP bombs were dropped on the target and photos were taken. The moderate and inaccurate AA caused no damage and the airplane returned safely to Isley Field.

On September 19 eleven airplanes of the Squadron took off on a shipping strike at Chichi Jima Harbor. Three of the planes attacked shipping, dropping 75 x 100# GP bombs with unobserved results, 30 x 100# GP bombs were dropped on the seaplane base at the western side of Futami Ko, also with unobserved results. 165 x 100# GP bombs were dropped on the target area east of Futami Ko. Of these an estimated 70% fell in the assigned area. The target was obscured by cumulus clouds, making observation of specific damage impossible. One of our aircraft was hit by flak in #2 engine and in the fuselage under the co-pilot's position. One plane returned bombs to base because #2 supercharger had burned out, causing manifold pressure to stick at 38 inches. All planes came home safely and without casualties. That same night a snooper was dispatched to bomb airfield installations at Iwo Jima. Radar was used to locate the target and 30 x 120# fragmentation clusters were dropped. Hits were not observed. The Japs did not use AA, searchlights or interceptors and our B-24 suffered no damage.

Another armed reconnaissance mission to Marcus Island was flown by a single airplane of the Squadron on September 20. Due to 100% cloud coverage at the target it was impossible to see what damage was caused by the 6 x 500# GP bombs which were dropped. The plane returned to base without encountering AA fire or enemy fighters.

The much harassed harbor at Chichi Jima was the next

objective

for the "Bat Out of Hell' on September 22. Eleven silver airplanes took off from Isley. Seven of them attacked small shipping and shipping installations while one B-24 attacked an AK. 60 x 500# GP bombs were dropped with an estimated 77% in the target area. One barge was blown up and sunk, near misses were scored on the AK and small shipping was hit with unobserved results. One explosion followed by heavy black smoke, was seen on shore and a fire was observed inland on the northern end of the harbor. No damage was sustained from the meager and inaccurate AA fire and all planes returned to home base safely.

On September 24 ten of our planes took off on a strike against a convoy which was reported to be headed toward Chichi Jima. Unable to locate the convoy nine planes dropped bombs on shipping facilities at Chichi Jima and one plane attacked an AK at Haha Jima. 51 x 500# GP bombs were dropped with unobserved results. There was almost complete cloud coverage over the target. One airplane was hit by flak while in a cloud at 3000' at Chichi Jima. One rudder cable and one elevator trim tab were shot away and the rudder servo motor was shot out. The engineer, S/Sgt. Raymond C. Harding, performed a miracle and managed to splice the cables so that Lt. Newcomb, the pilot, could set the plane down at home base. Two of the crew, S/Sgt. Harold V. Humber and Sgt. Ernest Z. Kuptz suffered wounds from the flak over the target. The entire squadron prayed and "sweated" the crew in and great was the rejoicing when #532 rolled to a stop in the parking area. All other planes came home without damage or casualties.

Two planes conducted an armed reconnaisance mission to Marcus

on September 24 and for the first time it must regretfully be stated that no bombs landed in the target area. The 12 x 500# GP bombs dropped, must have provided a lot of fish for the Japs on Marcus. AA was moderate and accurate but caused no damage to our planes.

A single snooper dropped 30 x 100# GP bombs on the airfield area at Iwo Jima on the night of September 26 with unobserved results. There was no AA fire and no interception.

The final mission for the month was flown by nine of our planes on September 28. 48 x 500# GP bombs were dropped on shipping installations at Chichi Jima with 77% hitting in the target area. Hits were scored on a fuel dump, causing an explosion and large fire, visible for fifteen miles at 3000' altitude. Another explosion and fire was started on the northern edge of Omura Town. There was no interception and the fire from AA positions, although intense and accurate, caused no damage to any of our planes. All came home safely.

During the month Brigadier General T. H. Landon presented awards to officers and men of the Squadron. A list of the recipients of the awards appears at the beginning of this chapter.

Another commendation from the Commanding Officer of the 30th Bombardment Group (H), Colonel Edwin B. Miller, Jr., was received by the 819th in September.

To this commendation was added the personal commendation and appreciation of our own CO, Major Thomas E. Peddy.

A copy of these commendations may be found at the end of this chapter.

Yes, the "Bat Out of Hell" Squadron refused to let the unfavorable conditions on Saipan prevent them from enjoying as much fun and entertainment as it could possibly provide for itself but as the record shows the men of the Squadron did not lose sight of the primary purpose for their being on Saipan.....the all out bombing of any and all enemy targets within range of B-24 airplanes.

ORGANIZATIONAL HISTORY

819th Bombardment Squadron (H) 30th Bombardment Group,(H)

VII Bomber Command Seventh Air Force

Army Air Forces Pacific Ocean Areas

APO 244

October 1, 1944 - October 31, 1944

1. Date of arrival and departure from each station occupied in this theatre:

Negative.

2. Losses:

Aerial Engineer Cpl. William O. Larson 37487126 Wounded

Cpl. Larson, crew member on B-24J No. 526, sustained small and superficial lacerations of the forehead caused by an unknown object while on a strike against Iwo Jima Island on October 21, 1944.

3. Awards and Decorations:

Distinguished Flying Cross awarded Robert M. Anderson, 2nd Lt., Air Corps. AUS, co-pilot, entered the military service from Detroit, Michigan.

The citation is as follows: As a member of the crew of a bombardment type aircraft, he participated in fifteen (15) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded to David L. Stewart, 1st Lt., Air Corps, AUS, pilot, entered the military service from Carrollton, Mo.

Robert B. Kelly, 1st Lt., Air Corps, ORC, pilot, entered the military service from Brooklyn, New York.

Bernard T. Westerman, 1st Lt., Air Corps, ORC, bombardier, entered the military service from Midland, Texas.

LeRoy J. Conn, 1st Lt., Air Corps, ORC, navigator, entered the military service from Clayton, Oklahoma.

Robert M. Anderson, 2nd Lt., Air Corps, AUS, co-pilot, entered the military service from Detroit, Michigan.

Norris P. Sensel, (17038222) T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Culbertson, Ohio.

Henry F. Lee (6569196) T/Sgt, Air Corps. RA, radio operator, residence at enlistment: San Francisco, California.

William J. Haubert (33422103) S/Sgt, Air Corps, AUS,

aerial gunner, residence at enlistment: Caledonia, Ohio
Harlan G. Mitchell (35360246) S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Indianapolis, Ind.

The citation is as follows: Each as a crew member of a bombardment type aircraft participated in thirty (30) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Fourth and Fifth Bronze Oak Leaf Clusters to Air Medal awarded Robert B, Kelly, 1st Lt., Air Corps, AUS, pilot, entered military service from Brooklyn, New York.

Bernard T. Westerman, 1st Lt., Air Corps, AUS, bombardier, entered the military service from Midland, Texas.

The citation is as follows: Each as a crew member of a bombardment type aircraft participated in thirty (30) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Third and Fourth Bronze Oak Leaf Clusters to Air Medal awarded David L. Stewart, 1st Lt., Air Corps, AUS, pilot, entered the military service from Carrollton, Missouri.

LeRoy J. Conn, 1st Lt., Air Corps, ORC, navigator, entered the military service from Clayton, Oklahoma.

Robert M. Anderson, 2nd Lt., Air Corps, AUS, co-pilot, entered the military service from Detroit, Michigan.

Norris P. Sensel (17038222) T/Sgt. Air Corps. AUS, aerial engineer, residence at enlistment: Culbertson, Ohio.

Henry F. Lee (6569196) T/Sgt, Air Corps, RA, radio operator, residence at enlistment: San Francisco, California.

William J. Haubert (55422103) S/Sgt, Air Corps, AUS, aerial gunner, residence at enlistment: Caledonia, Ohio.

Harlan G. Mitchell (35368246) S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Indianapolis, Ind.

The citation is as follows: Each as a crew member of a bombardment type aircraft, participated in thirty five (35) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest traditions of the Army Air Forces.

Second Bronze Oak Leaf Cluster to Air Medal awarded to David L. Stewart, 1st Lt., Air Corps, AUS, pilot, entered the military service from Carrollton, Missouri.

Robert M. Anderson, 2nd Lt., Air Corps. AUS, co-pilot, entered the military service from Detroit Michigan.

The citation is as follows: Each as a crew member of a bombardment type aircraft, participated in twenty (20) strike sorties against the enemy, displaying high professional skill, courage and devotion to duty which exemplifies the highest

traditions of the Army Air Forces.

Purple Heart awarded William O. Larson (37478185) Cpl., Air Corps, AUS, aerial engineer, residence at enlistment: Sioux Falls, South Dakota.

Purple Heart was awarded as a result of wounds sustained while participating in a strike sortie against the enemy as a crew member of a bombardment type aircraft.

4. Organization:

Negative.

5. Strength:

1 October 1944:		31 October 1944:	
76 Officers	(Assigned)	93 Officers	(Assigned)
388 Enlisted Men	(Assigned)	1 Officer	(Attached)
1 Enlisted Man	(Attached)	421 Enlisted	(Assigned)
		1 Enlisted Man	(Attached)

6, Airplane Strength:

1 October 1944:	31 October 1944:
14 B-24J's	14 B-24J's 1 CB-24D

7. Airplane Losses:

Negative.

CHAPTER XX

The month of October brought no startling change to the plan of warfare which the 819th had been conducting since it's entrance into combat. From his Saipan roost the "Bat Out of Hell" continued his frequent swoops on the battered island of Iwo Jima. Nor was Japanese shipping neglected. Ships in the open sea as well as vessels in the harbor at Chichi Jima were subjected to bombing attacks by the silver fleet. In addition to these targets, Marcus and Yap also felt the weight of the "Bat's" striking power. Five new crews, those of Captain Boris Y. Hutner, 1st Lt. Stanley C. Lewis, 2nd Lt. Lee R. Moorhead, 2nd Lt. Douglas W. Manning and 2nd Lt. Richard M. Bullock, were assigned to the Squadron. As each crew joined the Squadron it was dispatched on a raid to Pagan Island for an indoctrination mission against the enemy.

Within a week after he had come to the 819th, Captain Hutner, a former Cavalry officer, hailing from Chicago, Illinois was appointed Assistant Operations Officer. This marked the only change to the staff during the month.

Of 1179 bombs dropped on land targets with observed results, 85% hit in the assigned areas. The intensive training which Capt. Bush, Squadron Bombardier, had given his lads during the months on Oahu was paying off with big dividends.

The Squadron's total of enemy aircraft shot down was increased to six on October 9, when nine fighters intercepted our formation over Iwo Jima. S/Sgt. J.E. Boggs and T/Sgt. George S. Peters, tail gunner and left waist gunner respectively on A/P No. 528,

piloted by Lt. Painter, were each credited with the destruction of one Jap fighter.

On October 12, while enroute to attack shipping in Chichi Jima Harbor, Flight "C", led by Lt. Hadsall and Flight "D", led by Lt. Knudson, attacked an AK in the open sea, thirty miles south of Haha Jima. Thirty 500 lb. GP bombs were dropped on the ship with two hits and four near misses reported. To Lt. Lewis and his bombardier, Lt. Westlake goes credit for sinking the first Jap surface craft since B-24s had begun to operate from Saipan. Distinguished visitors in the personages of Major General Willis H. Hale, COMAIRFORWARD, Major General Robert W. Douglass, Commanding General, 7th Air Force and Brigadier General Truman H. Landon, Commanding General, VII Bomber Command, were present at the briefing, conducted by Colonel Edwin B. Miller on the night of October 20 in our area. Also present were the P-47 pilots of the 318th Fighter Group who, for the first time in the history of the 7th AAF, were to fly a mission with the heavy bombers. It was good news to the bomber crews that, at last they were to be given some degree of fighter protection.

Fighter interception was encountered over Iwo Jima the following day but the enemy aircraft had retired by the time that the B-24s and P-47s met at a predetermined rendezvous point about fifty miles south of Iwo Jima. However, one twin engine Jap plane which appeared at about the same time as the P-47s was immediately attacked and shot down by the peashooters.

A bit of Hollywood came to Saipan when Betty Hutton, the blonde Bombshell, and her troupe presented shows at the various

theatre areas on the island. It was the first time that a USO show had visited the Mariannas. In Hutton's songs, sung in her own inimitable manner, really went over with a bang with all the troops including the men of the 819th.

"Going My Way", the plane piloted by Lt. Schneiderhan was, thru the efforts of Sgt. Sam Korn, radio operator of the crew and former Hollywoodian, officially sponsored by Bing Crosby. To each member of the crew Bing wrote a letter expressing his appreciation and wishes for the continued success of the plane and the men who fly it. The King of Crooners also presented each crew member with a handsome, autographed pipe and promised to entertain the men at a party when they returned to the States.

A vast improvement in the meals served during October was noted. Fresh meat, eggs, butter, fruit and other foodstuffs which were not available through regular sources were purchased on Oahu and flown back to the Squadron by crews, returning from rest leaves. Lt. Spellum made one special trip to Oahu to purchase a refrigerator for the enlisted men's club. The latest report has it that the big box has reached Eniwetok and will be in our possession sometime in November.

The "Bats", former softball champions of Wheeler Field, began their Saipan campaign with an impressive 16 to 5 win over the Officers and followed up by taking the 466th Air Corps Supply and the 38th Bomb Sq. into camp.

Toward the end of the month it became apparent that the 30th Bomb Group with it's four squadrons was to move to a new area on the other side of the island. A new strip had been constructed

there and the Group was vacating Isley Field and leaving it to the B-29s which had been arriving in large numbers all month.

All the squadrons were called on to aid in the work and the 819th furnished details for hauling lumber and constructing mess halls and flooring for tents.

It has been mentioned previously that several new crews had joined the Squadron during the month. These men were to replace the crews of Captain Alvin J. Hill and the recently promoted Captain Robert B. Kelly who had completed their quota of thirty five combat missions against the Japanese. Lt. David L. Stewart, a veteran of forty missions, who along with the crews of Captains Hill and Kelly had pounded the enemy bases all the way from Kwajalein to Iwo Jima, also left the Squadron to return to the States.

The entire Squadron was of one accord in wishing these men the very best of luck in whatever their new assignments might be.

BASIC: Memo Hq Subj: Commendation for direct hit against shipping in the Iwo Jima Area" , dated 20 October 1944.

2nd Ind. OS-2
HEADQUARTERS VII BOMBER COMMAND, APO # 244, 30 October 1944.

TO: Commanding Officer, 30th Bombardment Group (H), APO # 244.

I am pleased to transmit the foregoing commendation to you and the personnel of your command and to add my own for a job well done.

T. H. LANDON,
Brigadier General, U.S.A.,
Commanding

330.13 3rd Ind. 05
HEADQUARTERS 30TH BOMBARDMENT GROUP (H) APO 244, 3 November 1944.

TO: Commanding Officer, 27th, 38th, 392nd, and 819th Bomb Sq (H), APO 244

This commendation speaks well for Colonel Hiller and the Squadrons of the 30th Group. I am happy to transmit this commendation to you and request that it be brought to the attention of all personnel of your squadron.

JOHN J. MORROW
Colonel, Air Corps
Commanding.

HEADQUARTERS ARMY AIR FORCE PACIFIC OCEAN AREAS
Office of the Commanding General
A.F.O. 953

AFPGC/MFM/ejw/5289
20 October 1944

MEMORANDUM:

TO : Commanding General, Seventh Air Force, A.P.O. 953, c/o Postmaster, San Francisco, California

1, Recent dispatches have included several reports of direct hits being obtained by Heavy Bombers ln strikes against shipping in the Iwo Jima area.

2, These reports are gratifying as they are indicative of close attention to technique and excellent bombing procedure on the part of the Force participating.

3. Please pass to Commanding General, 7th Bomber Command.

M.F. HARMON
Lieutenant General, U.S.A.

373.11 1st Ind.
(AGN-3)

HEADQUARTERS SEVENTH AIR FORCE, APO #953t 2J October 1944

To: Commanding General, VII Bomber Command, AAF, APO #244

It is my pleasure to pass to you and the members of your command this well earned commendation. To this I add my personal thanks and commendation for the fine job being done by the VII Bomber Command.

ROBERT W. DOUGLASs Jr.,
Major General, USA
Commanding.

ORGANIZATIONAL HISTORY

ORGANIZATIONAL HISTORY

819th Bombardment Squadron (H) 30th Bombardment Group (H)

VII Bomber Command Seventh Air force

Army Air Forces Pacific Ocean Areas

APO 244

November 1, 1944 - November 30, 1944

1. Date of arrival and departure from each station occupied in this theatre:

Negative.

2. Losses:

Negative.

3. Awards and Decorations:

Legion of Merit awarded William J. Piccirilli (13050785), Sgt., Air Corps, residence at enlistment: Baltimore, Maryland.

The citation read in part, "Many enemy submarines will now be destroyed which would otherwise have escaped due to a mechanical failure of the hydrostatic fuse".

The following awards were made to combat crewmen in recognition of their participation in strike sorties against the enemy.

Distinguished Flying Cross awarded Thomas E. Peddy, Major. Air Corps, ORC, pilot, entered the military service from Arcadia, La.

Titus M. Bush, Captain, Air Corps, ORC, bombardier, entered the military service from Bogalusa, La.

Gerard J Creamer, Captain, Air Corps, ORC, pilot, entered the military service from Tuckahoe, N.Y.

Ralph L. Dillon, 1st Lt., Air Corps, ORC, navigator, entered the military service from Seattle, Washington.

Harold Dreisbach, 1st Lt., Air Corps, ORC, co-pilot, entered the military service from Three Rivers, Michigan.

Richard P. Focht, 1st Lt., Air Corps, ORC, bombardier, entered the military service from Columbus, Ohio.

Blair O. Rogers, 1st Lt., Air Corps, AUS, bombardier, entered the military service from Portage, Wisconsin.

William J. Schneiderhan, 1st Lt., Air Corps, AUS, pilot, entered the military service from Beaver Creek, Minn.

Perry M. Spargur, 1st Lt., Air Corps, ORO, navigator, entered the military service from Washington, D.C.

Albert M. Stenz, 1st Lt., Air Corps, AUS, co-pilot, en-

tered the military service from Woodridge, N.J.

Eugene C. Auerbach, 2nd Lt., Air Corps, AUS, co—pilot, entered the military service from Los Angeles, California.

Eugene H. Bala, 2nd Lt., Air Corps, AUS. pilot, entered the military service from Grand Rapids, Michigan.

Vincent P. Caponi, 2nd Lt., Air Corps, bombardier, entered the military service from Chicago, Illinois.

Raymond N. Lester, 2nd Lt., Air Corps, AUS, pilot, entered the military service from Quincy, Florida.

George K. Smith, 2nd Lt., Air Corps, AUS, navigator, entered the military service from Hondo, Texas.

Marcus M. Dunlap, T/Sgt, Air Corps, RA, radio operator, residence at enlistment: Woonsocket, South Dakota.

Edward J. Hilgenfeld (18079833), T/Sgt, Air Corps, AUS, aerial engineer: residence at enlistment; Dallas, Texas.

Milton C. Kounovsky (37054675), T/Sgt. Air Corps, AUS, radio operator, residence at enlistment: St.Louis, Missouri.

Robert C. Paine (58255399), T/Sgt, Air Corps, AUS, radio operator, residence at enlistment: Manachoca, Texas.

Harold A. Shaber (6903286), T/Sgt, Air Corps, RA, aerial photographer, residence at enlistment: Patchogue, N.Y.

Carl H. Skinner (39678599), T/Sgt, Air Corps, AUS, radio operator, residence at enlistment: Pravo, Utah.

James R. Smiley (14050610), T/Sgt, Air Corps, AUS. aerial engineer, residence at enlistment: Wilson, North-Carolina.

Charles W. Whalen (20123577), T/Sgt, Air Corps, NG, radio operator, residence at enlistment: Boston, Mass.

Frederick T. Choquette (37331760), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Denver, Colorado.

James R. Gilbert (33323466), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Philadelphia, Pa.

Charles K. Hatton (14038620) S/Sgt, Air Corps, AUS, armor- er gunner, residence at enlistment: Tallahassee, Florida.

William C. Krudowski (11107494), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Worcester, Mass.

Jerrold B. Larson (37546107), S/Sgt, Air Corps, AUS, armor- er gunner, residence at enlistment: Aitkin, Minn.

John L. Mays (35142839), S/Sgt. Air Corps, AUS, armorer gunner, residence at enlistment: Indianapolis, Indiana.

Francis J. Meehan (12083178), S/Sgt. Air Corps, AUS, radar operator, residence at enlistment: New York, N.Y.

Thomas J. Mitchell (18130504), S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Hollis, Oklahoma.

Richard C. Osborn (33195988), S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Washington, D.C.

Frederick C. Scheidigger (13045957), M/Sgt, Air Corps, aerial engineer, residence at enlistment: Pottsville, Pa.

Virgil N. Wallace (36043770), S/Sgt. Air Corps, AUS, aerial engineer, residence at enlistment: Evansville, Indiana.

Robert A. Wendt (36822374), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Milwaukee, Wisconsin.

Hubert L. Worsham (14045419), S/Sgt, Air Corps, AUS, aerial photographer, residence at enlistment: Macon, Georgia.

William J. York (10100918), S/Sgt, Air Corps, AUS, aerial

engineer, residence at enlistment: Seattle. Washington.
Edward T. Boughton (12164684), Sgt, Air Corps, AUS, radar operator, residence at enlistment: Lyndhurst, N.J.
William C. Frey (20323066), Sgt, Air Corps, AUS, radio operator, residence at enlistments Los Angeles, California.
Sam Korn (39274577), Sgt. Air Corps, AUS, radio operator, residence at enlistment: Los Angeles; California.
Olney B. Schreen. Jr. (16035754), Sgt, Air Corps, RA, radar operator, residence at enlistment: Chicago, Illinois.
Veri G. Harney, (38588752), Cpl, Air Corps, AUS, armorer gunner, residence at enlistment: Goddy Bluff, Oklahoma.

First Bronze Oak Leaf Cluster to Distinguished Flying Cross awarded Gerard J. Creamer, Captain, Air Corps, ORC, pilot, entered military service from Tuckahoe, N.Y.
Albion E. Celia (31208400), T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Brockton, Mass.
Joseph M. Cottetta (33316809), S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Morristown, Pa.

4th, 5th, 6th, 7th Bronze Oak Leaf Cluster to Air Medal awarded Gerard J. Creamer, Captain, Air Corps, ORC, pilot, entered military service from Tuckahoe, N.Y.

3rd, 4th, 5th, 6th Bronze Oak Leaf Cluster to Air Medal awarded Charles K. Hatton (14038620), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Tallahassee, Florida.

4th and 5th Bronze Oak Leaf Cluster to Air Medal awarded William C. Krukowski (11107494), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Worcester, Mass.
Richard P. Focht, 1st Lt., Air Corps. ORC, bombardier entered the military service from Columbus, Ohio.
John J. Pozerycki, Jr., Captain, Air Corps, ORC, navigator, entered military service from Maynard, Mass.

3rd, 4th, 5th Bronze Oak Leaf Cluster to Air Medal awarded Ralph L. Dillon, 1st Lt., Air Corps, ORC, navigator, entered military service from Seattle, Washington.
Carl H. Skinner (39678599), T/Sgt, Air Corps, AUS, radio operator, residence at enlistment: Provo, Utah.
James R. Gilbert (33523466) S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Philadelphia, Pa.
Frederick G. Scheidigger (13045957), S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Pottsville, Pa.

Fifth Bronze Oak Leaf Cluster to Air Medal awarded Richard P. Focht, 1st Lt., Air Corps, ORC, bombardier, entered military service from Columbus, Ohio.

2nd, 3rd, 4th, Bronze Oak Leaf Cluster to Air Medal awarded Harold Dreisbach, 1st Lt., Air Corps, ORC, co-pilot, entered military service from Three Rivers, Michigan.
Virgil N. Wallace (36043770), S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistments Evansville, Indiana.

James H. Smiley (14050610), T/Sgt, Air Corps, AUS. aerial engineer, residence at enlistment: Wilson, North Carolina.

3rd and 4th Bronze Oak Leaf Cluster to Air Medal awarded Joseph M. Cottetta (33316809), S/Sgt, Air Corps. AUS, radar operator, residence at enlistment: Norristown, Pa.

3rd Bronze Oak Leaf Cluster to Air Medal awarded Thomas E. Peddy, Major, Air Corps, ORC, pilot, entered military service from Arcadia, La.

Merle A. Goldsmith (20349477), S/Sgt, Air Corps, NG, radio operator, residence at enlistment: Baltimore, Maryland.

2nd and 3rd Bronze Oak Leaf Cluster to Air Medal awarded Blair C. Rogers, 1st Lt., Air Corps, bombardier, entered military service from Portage, Wisconsin.

William J. Schneiderhan, 1st Lt., Air Corps, AUS, pilot, entered military service from Beaver Creek, Minn.

Perry M. Spargur, 1st Lt., Air Corps, ORC, navigator, enter- ed military service from Washington, D.C.

Albert M. Stens, 1st Lt., Air Corps. AUS, co-pilot, entered military service from Woodridge. N.J.

Albion S. Celia, (31808400), Air Corps, AUS, aerial engineer residence at enlistment: Brockton, Mass.

Robert C. Paine (28255399), T/Sgt. Air Corps, AUS, aerial radio operator, residence at enlistment: Manachoa, Texas.

James R. Smiley (14060610), T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Wilson, North Carolina

William C. Krukowski (11107494), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Worcester, Mass.

Francis J. Meehan (18083178), S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: New York, N.Y.

2nd Bronze Oak Leaf Cluster to Air Medal awarded Titus M. Bush, Captain, Air Corps, ORC, bombardier, entered military service from Bogalusa, La.

Ralph L. Dillon. 1st Lt., Air Corps, ORC, navigator, entered military service from Seattle, Washington.

Glenn M. Bower, 2nd Lt., Air Corps, AUS, co-pilot, entered military service from Blytheville, Arkansas.

James E. Hewett, 2nd Lt., Air Corps, AUS, pilot, entered military service from Columbus, Ohio.

Guy O. King, 2nd Lt., Air Corps, AUS, navigator, entered military service from Hondo, Texas.

Carl H. Skinner, (39678599) T/Sgt, Air Corps, AUS, radio operator, residence at enlistment: Pravo, Utah.

Frederick G. Scheidigger (13045957), S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Pottsville, Pa.

Sam Korn (39274577), Sgt. Air Corps, AUS, radio operator, residence at enlistment: Los Angeles, California.

1st and 2nd Bronze Oak Leaf Cluster to Air Medal awarded Robert V. Liston, 2nd Lt., Air Corps, AUS, bombardier entered military service from Roswell, New Mexico.

Marcus M. Dunlap (6567208), T/Sgt, Air Corps, RA, radio operator, residence at enlistment: Woonsocket, South Dakota.

Howard M. Sandberg (1707414), T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Ashland, Minn.

Harold A. Shaber, (6903286), T/Sgt, Air Corps, RA, aerial photographer, residence at enlistment: Patchogue, N.Y.

James R. Gilbert (33323466), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Philadelphia, Pa.

Stanley M. Hopkins (37501072) S/Sgt. Air Corps, AUS, armorer gunner, residence at enlistment: Marshall, Missouri.

Arthur R. Ruhr (16125034), S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Chicago, Illinois.

Arthur A. Weiss (32413971), S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: New York, N.Y.

Jerome A. Mongeon (11085861) Sgt, Air Corps, AUS, radio operator, residence at enlistment: Winooski, Vermont.

Bronze Oak Leaf Cluster to Air Medal awarded Ralph L. Dillon 1st Lt., Air Corps, navigator, residence at enlistment: Seattle, Washington.

William C. Kirby. 1st Air Corps, CAV-RES, co-pilot, entered military service from Decatur, Georgia.

Eugene C. Auerbach, 2nd Lt., Air Corps, AUS, co-pilot, entered military service from Los Angeles, California.

Eugene H. Bala, 2nd Lt., Air Corps, AUS, pilot, entered military service from Grand Rapids, Michigan.

Glenn M. Bower, 2nd Lt., Air Corps, AUS, co-pilot, entered military service from Blytheville, Arkansas.

Vincent P. Caponi, 2nd Lt., Air Corps, AUS, bombardier entered military service from Detroit, Michigan.

Robert M. Cunningham, 2nd Lt., Air Corps, AUS, navigator, entered military service from Beaver City, Nebraska.

James E. Hewett, 1st Lt., Air Corps, AUS, pilot, entered military service from Columbus, Ohio.

Guy O. King, 2nd Lt., Air Corps, AUS, bombardier, entered military service from Hondo, Texas.

Raymond N. Lester, 2nd Lt., Air Corps, AUS, pilot, entered military service from Quincy, Florida.

George K. Smith, 2nd Lt., Air Corps, AUS, navigator, entered military service from Hondo, Texas.

George V. Weiss, 2nd Lt., Air Corps, AUS, bombardier, entered military service from Atlantic Georgia.

Earl L. Brightwell (6375416), T/Sgt, Air Corps, RA, aerial engineer, residence at enlistment: Moultrie, Georgia.

Edward J. Hilgenfeld (18079833), T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Dallas, Texas.

Milton O. Kounovsky (37054675), T/Sgt. Air Corps, AUS, radio operator, residence at enlistment: St. Louis, Missouri.

Charles W. Whalen (20123577), T/Sgt, Air Corps, AUS, radio operator, residence at enlistment: Boston, Mass.

Frederiok C. Choquette (37331670), S/Sgt, Air Corps, armorer gunner, residence at enlistment: Denver, Colorado.

David A. Goldsmith (38418527), S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Kilgore, Texas.

Fred E. Kirkendall (37504857), S/Sgt, Air Corps, AUS, armor-

er gunner, residence at enlistment: Kansas City, Kansas.

Jerrold E. Larson (37546107), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistments Aitkin, Minn.

Robert A. Wendt (56882374), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Milwaukee, Wisconsin.

William J. York (10100918), S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistments Seattle, Washington.

Elson B. Hood (34012318), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: La Grange, Georgia.

Virgil N. Wallace (36043770), S/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Evansville, Indiana.

Air Medal and First Bronze Oak Leaf Cluster to Air Medal awarded Benjamin H. Browne, 2nd Lt., Air Corps, AUS, bombardier, entered military service from Seattle. Washington.

Norman E. Caldwell, 2nd Lt., Air Corps, AUS, co-pilot, entered military service from Los Angeles, California.

Warren C. Coughlin, 2nd Lt., Air Corps, AUS, navigator, entered military service from Detroit, Michigan.

Aaron B. Lacox, 2nd Lt., Air Corps, AUS, co-pilot, entered military service from Hopeland, Montana.

Winton E. Newcomb, 2nd Lt., Air Corps, AUS, pilot, entered military service from McCook, Nebraska.

Ben C. Turski, 2nd Lt., Air Corps, AUS, pilot, entered military service from Madison, Illinois.

Richard E. Wilson, 2nd Lt., Air Corps, AUS, bombardier, entered military service from Red Field, South Dakota.

Charles J. Settino, F/O, Air Corps, AUS, navigator, entered military service from Sharpsburg, Pa.

Raymond C. Harding (37514917), T/Sgt, Air Corps, aerial engineer, residence at enlistment: Coffeyville, Kansas.

Harold V. Humber (19133838), T/Sgt, Air Corps, AUS, radio operator, residence at enlistment: San Francisco, California.

James V. Tatham (33133953), T/Sgt, Air Corps, AUS, aerial radio operator, residence at enlistment: Washington, D.C.

Stanley E. Witch (32744748), T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Rome, N.Y.

Ernest Z. Kuptz (35049564), S/Sgt. Air Corps, AUS, aerial engineer, residence at enlistment: Covington, Kentucky.

John L. Mays (35142839), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Indianapolis, Indiana.

Thomas J. Mitchell (18130504), S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Hollis, Oklahoma.

Richard O. Osborn (33195988), S/Sgt, Air Corps, AUS, radar operator, residence at enlistment: Washington, D.C.

Harold Stolen (20123577), S/Sgt, Air Corps, AUS, aerial
we, residence at enlistment: Los Angeles, California.

L. Worsham (14045419), S/Sgt, Air Corps. AUS, aerial
residence at enlistment: Macon, Georgia.

H. Foote (13173558), Sgt, Air Corps, NG, armorer residence at enlistment: Mt. Vernon, N.Y.

C. Frey (20323066), Sgt, Air Corps, NG, armorer residence at enlistment: Harrisburg, Pa.

Korn (39274577), Sgt, Air Corps, AUS, radio operator, residence at enlistment: Los Angeles, California.

Harry E. Matney (37676305), Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Des Moines, Iowa.

Kevin B. Powers (36566989), Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Detroit, Michigan.

Olney B. Schreen, Jr. (16035754), Sgt, Air Corps, AUS, radar operator, residence at enlistment: Chicago, Illinois.

Frank W. Wedell (35531035), Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Cleveland, Ohio.

Malcolm E. Wiley (31320716), Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Tenants Harbor, Maine.

Air Medal awarded Stanley O. Lewis, 1st Lt., Air Corps, ORC, pilot, entered military service from Lavina, La.

James F. Brodie, 2nd Lt., Air Corps, AUS, bombardier, entered military service from Rainsville, Ohio.

Louis B. Kellet, 2nd Lt., Air Corps, AUS, co-pilot, entered military service from Jayton, Texas.

Keith L. Lund, 2nd Lt., Air Corps, AUS, co-pilot, entered military service from San Francisco, California.

Lee R. Moorhead, 2nd Lt., Air Corps, AUS, pilot, entered military service from Fort Worth, Texas.

Keith E. Williby, 2nd Lt., Air Corps, AUS, navigator, entered military service from Ames, Texas.

Howard M. Sandberg (1707414), T/Sgt, Air Corps, AUS, aerial engineer, residence at enlistment: Cedar Falls, Iowa.

George W. Galbraith (37480515), S/Sgt, Air Corps, AUS, armorer gunner, residence at enlistment: Fairbury, Nebraska.

John D. Whitwright (36459108), S/Sgt, Air Corps, aerial engineer, residence at enlistment: Eau Claire, Michigan.

Harry C. Duprey (11057541), Sgt, Air Corps, aerial engineer, residence at enlistment: Clinton, Mass.

Raymond F. Quinlan (36059754), Sgt, Air Corps, AUS, radio operator, residence at enlistment: Pesotum, Illinois.

Rodney C. Boone (12216871), Cpl, Air Corps, AUS, radio operator, residence at enlistment: Geneva, N.Y.

James M. Grossman (15032016), Cpl, Air Corps, AUS, armorer gunner, residence at enlistment: Chicago, Illinois.

Vernon G. Harney (36588752), Cpl, Air Corps, AUS, armorer gunner, residence at enlistment: Goody Bluff, Oklahoma.

Vernon K. Loe (39214203), Cpl, Air Corps, AUS, aerial engineer, residence at enlistment: Seattle, Washington.

Melvin M. Pickett (35140238), Cpl, Air Corps, aerial engineer, residence at enlistment: Indianapolis, Indiana.

Leo R. Thomas (35760208), Cpl, Air Corps, AUS, armorer gunner, residence at enlistment: Cassville, West Virginia.

John Minoske (20323915), Pvt, Air Corps, NG, radio operator, residence at enlistment: Montclaire, Pa.

4. Organization:

Negative.

Strength:

1 November 1944:		30 November 1944		
91	Officers	(Assigned)	103	Officers
2	Flight Officers	(Assigned)	1	Flight Officer (Assigned)
421	Enlisted Men	(Assigned)	435	Enlisted Men (Assigned)
1	Officer	(Attached)	1	Officer (Attached)
1	Enlisted Man	(Attached)	1	Enlisted Man (Attached)

6. Airplane Strength:

1 November 1944	30 November 1944
14 B-24J's	14 B-24J's
1 CB-24D	1 CB-34D

7. Airplane Losses:

Negative.

I

CHAPTER XXX

NARRATIVE

Shipping in the vicinity of the Bonin and Volcano Islands continued to be a first priority target for the "Bat Out of Hell" during the first part of November. Seven of the fourteen missions flown were directed against surface craft.

On November 2, two small AK's were sunk in an attack on Jap vessels in Futami Ko, Chichi Jima. Lt. Schneiderhan and Lt. Rogers, pilot and bombardier of A/P No. 674 ("Going My Way") and Lts. Hewett and Liston, pilot and bombardier of A/P No. 809 ("Evasive Action"), flying the No. 1 and No. 2 positions respectively in "A" FLight, were officially credited with the destruction and sinking of one AK each.

On November 10, while on a daylight strike over Iwo Jima, our formation was attacked by four Zekes. S/Sgt. Frank W. Wedell, ball turret gunner on A/P No. 562 (Wondrous Wanda), piloted by Lt. Ben O. Turski, was officially credited with the destruction of one of the enemy fighters.

Later in the month the striking power of the 819th was shifted and Airfield No. 1, Iwo Jima, became the principal target. The overall strategy at this time seems to call for the complete knocking out of Jap airfields and installations on Iwo Jima, thus preventing the enemy from utilizing them as staging points for bombing operations against our positions in the Marianas.

Fighter interception has been encountered on every strike against Iwo Jima but it has steadily grown lighter and more unaggressive. Anti-aircraft fire has ranged from moderate and inaccurate to heavy and accurate. No interception has been met at Chichi Jima, Woleai or Marcus.

During the month there were one hundred and two sorties dispatched with five abortives. A total of 1,325 bombs were dropped. Bombing of land targets was excellent. (See Exhibit 1, Mission Reports; Exhibit II, Aerial Photos).

OPERATIONS

During the month the squadron flew fourteen combat missions. These were of many different types and as a result, a variety of briefings were necessary. The month started with the usual emphasis on shipping but later in the month, with the advent of Japanese air attacks on this base, the emphasis was again shifted to land targets which conceivably were being used for aircraft staging by the enemy.

In our shipping attacks the snooper-two squadron method was generally used. In this method two snooper airplanes were sent up to the target approximately two hours before the main body of two squadrons arrived for the attack. The snoopers radioed back the position of any enemy shipping to the leader of the main strike force. A considerable amount of radio time was saved by using the grid system for locating the position of the shipping accurately in the enemy harbors. The principal disadvantage of the snooper system turned out to be the ability of the enemy to change the location of his shipping between the time the snoopers spotted it and the time of attack by the main force. Methods of attacking shipping continue to be a topic of discussion and study within this section.

During November, the 819th attacked Woleai Atoll. The method was by diverging flights and seemed to be quite satisfactory. This method was also used in an armed reconnaissance mission to Marcus Island. In the latter case, three airplanes instead of three flights carried out the attack.

In our squadron attacks against Iwo Jima, three types of bomb loads were carried: frag clusters, 500 lb. GP's with short delay fuses and 500 lb. GP's with long delay (2 and 6 hour) fuses. The latter type necessitated arranging for extra instruction for the bombardiers and armorers, few of whom had had any previous actual experience with this type. This instruction was given by the Ordnance Section. The method of attack at Iwo Jima was similar to that used in the past with the exception of one dusk attack, requiring the return trip to be made in darkness.

Several night snooper missions were dispatched against aircraft installations at Iwo Jima. Bombing results were excellent and valuable experience was obtained for our radar combat personnel. In addition to our Iwo Jima snoopers which used the 717 Radar, this squadron sent out several sea search snoopers for low altitude bombing by radar of shipping targets. In each of these cases no shipping was located and the secondary target, Iwo Jima, was bombed.

The past month brought another new development, namely P-38 fighter escort. It became necessary to furnish B-24 navigational escort for the P-38's on these strikes. Special arrangements had to be made to remove excess ammunition, etc., in order to enable the B-24's used for navigation to cruise at a suitably high air speed. Further planning and coordination was necessary to provide for proper rendezvous, interception with the main striking force, and the assembly after the strike.

Short periods of instruction were provided for all combat crew members at various times during the month. Both the squadron bombardier and squadron navigator held several informal discussions with the crew bombardiers and navigators during the month. One of our principal navigation problems is the rapid change of wind

direction and velocity both with altitude and position. This increases the importance of proper drift readings. In addition all navigators are required to take the maximum number of shots whenever possible. Having completed forty missions against the Japs, the crews of Captain Creamer and Lt. Schneiderhan left the Squadron to return to the States for rest leave and reassignment. For replacement, the Squadron received three new crews; Lt. Iso, Lt. DeVaughn and Lt. Thomas. The new crews were each thoroughly indoctrinated and then sent on their first mission with the "Bat Out of Hell". No difficulties in this respect were encountered.

Because of the transportation and Oahu housing difficulties, our rest crew program has been rather erratic. During November, four crews, Lt. Hadsall, Lt. Knudson, Lt. Kelly, and Lt. Painter returned from rest leave. Also during November Lt. Newcomb and his crew left for rest leave and have not as yet returned.

The slow-up in the rest crew situation left the Squadron in the position of having more crews than airplanes. Accordingly it became necessary to adopt a rotation policy for participating on missions. This is being handled on a straight roster basis. It was also found necessary, because of the increased guard required of the Squadron, to use combat men for the early guard shift on the line. This roster is also being maintained by Operations.

INTELLIGENCE

The Intelligence Section continued to contribute in large measures to the tactical operations of the Squadron and to also perform it's obligations to the personnel of the outfit as a whole.

Of the fourteen combat missions flown during the month, it was the lot of our S-2 to conduct Briefings for nine. Due to the varied natures of targets assigned, it was necessary to provide information on numerous objectives.

At midnight on November 13, the S-2 section was put to a severe test. Earlier in the evening, Captain Williams, S-2 Officer, had briefed the crews in preparation for a strike against Iwo Jima on the following day. A call from Group Headquarters, shortly before midnight, cancelled all formulated plans and announced that the target would be Woleai Atoll in the Carolines.

Never before had the Squadron been assigned a target in that group of islands. Lights burned bright and late as Lt. Brehm, Asst S-2, delved into target charts, P.I. reports and latest mission reports concerning Woleai. At 0430 the crews were assembled and briefed. A good job well done.

In addition to the regular reading material which is always available to combat crews in the S-2 library, the section also provided information pertinent to methods of escape and survival.

in the Nanpo Shoto Islands. Recognition and identification of Japanese surface craft was also stressed during the month.

Because of the departure of Sgt. Bobe, Squadron draftsman, to Oahu for medical treatment, it became necessary to find a replacement. Into the breach stepped Cpl. Philip G. Tursi of the intelligence Section and he has done an admirable job of providing the slides and charts which are used in our Baloptican method of briefing.

Another form, Gunnery Mission Report, has been added to the growing number of reports which must be filled out at all interrogations. In addition to the six page check sheet there are now five supplementary reports.

The large situation map, in front of the mess hall, continues to keep all squadron personnel well informed as to the progress of the United Nation's forces on all of the world's battlefronts, and the tally board on the main bulletin board provides an accurate accounting of the 819th's combat achievements.

To Captain Frederick C. Williams and 1st Lt. Edward T. Brehm, go our congratulations for their recent promotions.

ENGINEERING

The Engineering Section, together with the other technical sections of the Squadron, moved during November, from Isley Field No. 1 to Isley Field No. 2. Although the actual move was accomplished in two days, necessary preliminary work - cutting cane, borrowing a bull-dozer, and clearing the newly assigned area of a Japanese railway fill and debris from recent revetment construction, occupied approximately fifty men for three more days. While centralizing the location of the area in the revetments was desirable, many loads of sand were necessary for tent foundations and walks due to the low elevation and inadequate drainage. After erecting tents as temporary shops, work was immediately started on the first Quonset Hut and was ninety percent completed by the end of the month.

Luckily for the Squadron, all airplanes were absent from the field during the strafing attack of November 27. As a result of the attack, all men were ordered to dig fox holes near their normal duty stations.

A hangover from the October operations persisted in the oscillation of the manifold pressure gauge at altitudes above 14,000 feet. This condition was accumulative in nature. Finally the trouble was discovered in the overspeed potentiometer of the Minneapolis Honeywell Turbosupercharger Regulator Governor, long suspected as the cause. At altitude, due to vibration, an open circuit was set up between the overspeed wiper and potentiometer

resulting in alternately opening and closing the waste gate slightly and varying the manifold pressure. This was corrected by placing a 500 ohm resistor in, parallel to the circuit. While this resistor did not eliminate the overspeed control, it offered an alternate circuit that successfully eliminated all oscillation on nine affected engines. Subsequent malfunctioning in three other engines were eliminated in the same manner.

M/Sgt. Oliver D. Dibert set up a test bench for Turbosupercharger Regulator Amplifiers which has since operated with great success, detecting and eliminating faults in stock and in installed amplifiers.

Experience proved the desirability of cleaning propeller domes and governors of sludge and other extraneous material. This is being accomplished as part of the hundred hour inspection.

The efficiency of the Section slumped during November. Ninety-six aircraft were assigned to combat missions which resulted in five abortives. On this basis a ninety-five percent efficiency is reported. Abortives were of the following types. There were two internal engine failures. An inverter failure caused one airplane to turn back. Failure of two amplifiers caused a fourth abortive while leakage around the propeller dome after the first half hour of flight caused the final abortive.

The average time on airplanes in the Squadron was 439 hours at the end of the month.

COMMUNICATIONS

The Radio Section, along with the other line sections, moved to the new location at Isley Field No. 2. We were ready to "operate" within four days after moving. The move involved the erecting of a tent, building floors and benches, setting up test sets and an office and storing equipment. As a result of a slight change in the bench arrangement, more space was afforded for test set ups and maintenance tables.

The securing of signal supplies still remains generally good, but items such as headset packs and plugs are unattainable at this depot.

Telephone communications at the new line area are very poor because construction equipment is continually tearing up lines. This situation shall be remedied when new cable is laid.

The Radio Section is complying with existing technical orders, installing noise suppressors in VHF sets and painting radio compass loop housings with graphite paint to reduce precipitation static.

T/Sgt. Lane was appointed as Radio Shop Chief and Sgt.

Woytisek was made Chief "A" flight Radio Mechanic. A new addition to the section was Cpl. John Hall, radio mechanic.

A number of groups of Marine radio men were orientated on radio equipment of a B-24 airplane.

RADAR

During the month of November three snoopers bombed Iwo Jima with 717 Radar. All bombs were dropped in the assigned target areas.

There were no I.F.F. bogeys in the Squadron during the period from 25 October to 25 November.

The radar section has continued to direct it's efforts beyond the routine in maintenance of equipment in an attempt to increase the value of it's equipment in causing more damage to the enemy. A satisfactory method has been devised for using the 717-B radar set to direct bombing at night and through overcast. New methods of using the radar equipment are in progress within the section.

The Radar Altimeter has been accepted as standard equipment and is used on the majority of bombing runs. I.F.F. maintenance has been particularly good in the combat zones.

Worthy of mention also, is the work of Lt. Ainsworth, Squadron Radar Officer. His "Technique and Study of Bombing by Use of SCR 717-B Radar Equipment" was very highly commended by Colonel Morrow, Commanding Officer, 30th Bombardment Group (H), and was incorporated into an operations memorandum, distributed to all squadrons in the Group, for inclusion in the SOP for all radar crews.

PHOTO

Cameras were carried on eight of the missions flown during November and an overall estimate of 85% coverage accomplished.

The general plan for camera displacement as put into effect by this Squadron on combat missions is that one camera be put in each flight of planes. In addition to the installed vertical cameras for bomb spotting, one cameraman is assigned the duty of taking oblique photographs, going into the target and also upon retirement. This has proved satisfactory in getting as complete a coverage as possible.

At the present time, the squadron photographers consist of two men assigned to the section, plus two other men who are combat overages. This, however, does not mean that we do not train two men from each crew as photographers. Every new crew has two men selected, usually waist gunners, who are given a basic course

in the operation and functioning of aerial cameras on combat missions.

The Squadron Photo Lab has also put out with it's share of work. The men have accomplished the usual quota by providing combat crew pictures, Public Relations work and UR's.

RADAR

The month of November offered little in the way of unusual events. However, a few happenings are noteworthy. The section moved to the new location on Isley Field No. 2 in one day and set up temporary facilities. Tents were erected and floors laid. Men of the section were on numerous details in preparation for the move. Facilities at the present time are wholly inadequate for bombsight maintenance. New testing equipment and bench facilities have been set up.

During the month several malfunctions of a chronic nature have all been eliminated with but a few minor exceptions. Intervalometers have been reworked and tested with a new interval and well tester. Ammunition feeding for the nose turret has been improved by rearranging of hydraulic lines. Shortages of C-1 auto-pilot parts have been relieved. Maintenance problems continue in this line due to shortages of personnel and inadequacy of higher echelon of maintenance.

Generally, efficiency is about normal with malfunctions reported, seemingly on a decrease. Some gains have been made in securing supplies, but as yet, third and fourth echelon maintenance for the section is not adequate.

ORDNANCE

The Ordnance Section loaded 163 tons of bombs during the month. The section continued to operate efficiently in spite of the fact that it is six men below T/O strength, due to hospitalization. The movement of the Ordnance to the new location was accomplished in one day without a suspension of operations.

In recognition of his work in developing a testing device for the hydrostatic fuse, used in depth charges, Sgt. William J. Piccirilli was awarded the Legion of Merit. The citation read in part: "Many enemy submarines will now be destroyed which would otherwise have escaped due to a mechanical failure of the hydrostatic fuze". (See Exhibit III, Photos).

Ordnance gave the Japs on Iwo Jima something extra to worry about when bombs were fused with the M-124 chemical action, long delay, anti-withdraw tail fuse. This is the first time that these fuzes have been used by the Squadron.

MEDICAL

From the medical view the Squadron had a very successful month. Only 69 days were lost due to injury and diseases out of a total of 13,622 man days — or one-half per centum. This rate is much lower than the overall average in the past and is to be desired by any unit.

Of note was the complete absence of Dengue fever cases, while three months ago we had as many as seventy men ineffective from this disease. Controlled use of DDT sprayings in tents and aerial spray of the entire area has been the main factor in the present record of good health.

The Squadron completed fourteen missions during the month without injury to any personnel.

Sgt. Charles English, administrative clerk of the section, is now on DS at Oahu with a good chance and all our hopes of receiving a commission as a Medical Administrative Officer.

Cooler days and a welcome increase in fresh meat and vegetables has helped everyone's morale.

MESS

Fresh food from the 71st Service Group QM has been very irregular in issue. For about four days in a row the Squadron is issued fresh meats and there is a blank for a period of several weeks. The bread ration is not adequate when combat missions are being scheduled regularly because it takes such a large quantity for the sandwiches which are supplied to the combat crews. Pancakes are served with monotonous regularity for breakfast as a result. Meals served have of necessity been lacking in variety. Boiled rice, beans, hash and spam have become so frequently repeated as to cause an acute feeling of dislike at the mere mention of the words. The Squadron has been adequately fed with respect to amount and vitamin content of the food as is evidenced by the general good health and steady weight of it's personnel, after a preliminary acclimatization period. Vitamin pills, once a regular item of the menus are no longer a regular issue. Salt tablets in convenient cardboard boxes are available on the mess tables to combat the loss of salt, due to excessive perspiration occasioned by the climate.

The Section is authorized twelve basics on T/O but has been operating with only eight. It has been necessary to call on other sections for KP's to make up the shortage. Overages with special training and various MO's have been utilized but they are not satisfied with the work and are frequently transferred to the jobs for which they have been trained either within the Squadron or to another squadron.

INFORMATION AND EDUCATION

Orientation lectures concerning the GI Bill of Rights, Fighting Facts, etc., have been scheduled to be held once a week, but because of changes in combat mission schedules, the sessions have been held at irregular intervals.

Correspondence courses in almost any subject have been made available. If a course is not offered in the USAFI, it is in most cases offered by several colleges.

News maps are made available every week and are posted in the EM's club. Weekly news digests are also shown at the movies.

MESSAGE CENTER

Little known is the work of the Squadron Message Center among the men of the 819th. Those to whom "Wager-2" has become a familiar byword seldom realize what goes on from the time the telephone is lifted until the call is completed. At present, operating with three strictly field-condition switchboards, the Wager-2 men handle capacity traffic throughout the day. Also a part of the message center, are the teletype operators, who receive and deliver all messages for the entire Group. The teletype men, as well as those on the switchboard, maintain 24 hour service.

Security of all classified material within the sections of the Squadron is upheld by the Cryptographic Section under the direction of Lt. Spellum, who in addition to his other assorted duties is also in charge of the message center. Since there is no actual code work to be done at this time, the main function of the Crypto Section has developed into the preparing and issuing of the mission folders taken on every flight. Another daily service, incidentally, is that of sealing the mail, no small task in itself.

One plane and crew have been inspected each week immediately following a mission to determine whether or not security measures are being upheld with regard to classified documents, taken on strike sorties. A report of this inspection has been regularly forwarded through channels.

Latest innovation in the message center is a siren, the air raid warning device, which all too often at night makes it's unwelcome voice heard throughout the Group area. It is indeed a touch of irony that a Japanese siren should be the medium of warning for impending raids.

TRANSPORTATION

Transportation lost one of the oldest members of the section when Cpl. Louis St. Pierre, who had been with the Squadron since April, 1942, was sent to Oahu for medical treatment.

It is no longer necessary to take the vehicles all the way to Garapan to be serviced since the men of the section constructed a portable grease rack from iron secured at the Charan-Kanoa Sugar Mill. The new rack can easily be disassembled and put on the bed of a ton truck.

Another vehicle was assigned to the section for maintenance, making a total of vehicles to be serviced for Group, five. None of the vehicles have been out of service due to lack of 2nd echelon maintenance for more than the time necessary to accomplish repairs and inspections. The biggest problem is to distribute the four 2 1/2 ton trucks to the right people at the right times. Twenty-four vehicle days were lost due to 3rd echelon repairs. Seven of these were due to accidents.

SUPPLY

During November, Supply held one two day salvage period, received approximately eighty pairs of shoes for repair and received approximately 650 bundles turned in for laundering. About the middle of the month requisitions were submitted for all items that would need replacement in the near future. So far, none has been received.

Refrigeration is quite a problem owing to the lack of regular equipment and repair parts. One 9 cu.ft. refrigerator was taken to Oahu by air for replacement. To date replacement has not been received. One other 9 cu.ft. box is out of order due only to the fact that the proper gas cannot be obtained here.

The men who maintain the generators and lighting set-up have found and put into operating order a Jap generator. After long and strenuous searches which took them over most of the island in search of a Jap engine or suitable engine from an abandoned tank, a requisition thru the Island Salvage Yard finally yielded a GMC 2 1/2 ton truck engine. This engine had to be taken from a wrecked truck and was secured thru the work of our own men. It is hoped that in the near future the Jap generator will be in operating condition, giving us electrical power.

The supply of spare parts in general is fair. There has been a definite improvement noted during the past month.

SPECIAL SERVICE

Soft ball games have increased this month with both the EM's and the Officer’s teams entered in the VII BomCom League. To date the EM’s have won both games which they have played, while the Officers split a pair.

Swimming continues to be a sport very popular in the Squadron, and at every possible opportunity the men crowd the beach.

Extra beer rations and a cold bottle of beer for Thanksgiving dinner was enjoyed by all. Many new movies made their appearance during November, but there was the usual griping as bulbs continued to burn out frequently during the shows.

The EM'S club is going full swing with coffee and cakes served almost every night, by Sgt. Walsh, following the movie. The Officer's club as well as the EM's club is still without a refrigerator or ice. The officers had a few get-togethers when ice was available from VII BomCom.

GENERAL ITEMS

Steel helmets and gas masks became common sights during November as the Japs began a series of bombing attacks. Fox holes and sand bag revetments quickly appeared near each tent, following the first nocturnal visit from the Japs.

The daylight attack of November 27 gave to most of the ground members of the Squadron their first sight of a Jap airplane in flight. None of us has a very strong desire to witness a repeat performance.

Jack Kirkland, the playwright, who adapted the novel, "Tobacco Road", for the stage and who is at the present time a correspondent assigned to the Central Pacific Area, visited the 819th in November. A picture of Kirkland and Lt. Raymond "Jeeter" Lester, standing in front of the latter's airplane, "Jeeter Bug", was taken by our photo section.

Congratulations are in order to all second lieutenants who came into combat with the Squadron. In November each of them received a bright, new silver bar.

To Sgt. Walsh for his excellent coffee, served nightly in the EM's club - a rousing vote of thanks and appreciation from every member of the "Bat Out of Hell" squadron.

ORGANIZATIONAL HISTORY

819th Bombardment Squadron (H)
30th Bombardment Group (H)
VII Bomber Command Seventh Air Force

Army Air Force Pacific Ocean Areas

APO 244

1. Date of arrival and departure from each station occupied in this theater:

Negative

2. Losses:

P	2nd Lt. Jack Iso	0-764682	Killed in action
CP	2nd Lt. Chester L. Haigh	0-770045	Killed in action
B	2nd Lt. Benjamin J. Squibb	0-768973	Killed in action
N	2nd Lt. Joe M. Watson	0-712962	Wounded in action
NO	F/O Gerald D. Sachs	T-124527	Wounded in action
RO	S/Sgt. J.C. Gleason	19083848	Wounded in action
E	Cpl Manuel R. Maldonado	39856908	Wounded in action
G	Cpl Joseph L. Buatt	38488067	Wounded in action
RO	Cpl James Sliger	14119315	Wounded in action
G	Cpl Thomas E. Davidson	35730174	Wounded in action
G	Cpl Ignacio V. Cervantes	38530364	Wounded in action

(See Exhibit III, Photos)

While approaching the target, while participating in Mission No. 30-112 a daylight strike against Iwo Jima on 27 December 1944. A/P 42-109829 (Puddle Jumper). piloted by Lt. Jack Iso, encountered engine trouble. Other planes in the formation observed smoke coming from the rear and from around the cowling of #3 engine.

Immediately after bombs away the #3 engine was feathered. Lt. Iso went into the lead pool position in the formation. At the same time that #3 engine was feathered, gasoline began to pour from the left wing in the vicinity of the left auxiliary tank. The source of the leak is not known.

When approximately 150 miles from base, #4 engine was feathered, presumably because it was out of gas. The A/P continued to a point approximately 30 miles NW of Saipan, where the other two engines went dead, out of gas.

The airplane crashed at 270686Z at coordinates 15°36' N -- 145°43' E, about 30 miles NW of Saipan and within about four miles of two of our submarines and two destroyer escorts.

All the crew members were picked up with the exception of the pilot, co-pilot and bombardier, who are listed as killed in action. All other men aboard the airplane at the time of the crash are at the present time hospitalized at APO 244.

3. Awards and Decorations:

Third bronze Oak Leaf Cluster to Air Medal awarded Sam Korn (39274377), Sgt. Air Corps, AUS, radio operator, residence at enlistment: Los Angeles, California.

4. Organization:

Negative.

5. Strength:

1 December 1944:		31 December 1944:	
103 Officers	(assigned)	90 Officers	(assigned)
1 Flight Officer	(assigned)	1 Flight Officer	(assigned)
434 Enlisted Men	(assigned)	434 Enlisted Men	(assigned)
1 Officer	(attached)	1 Enlisted Man	(attached)
1 Enlisted Men	(attached)		

6. Airplane Strength:

1 December 1944	31 December 1944:
14 B-24J's	13 B-24J's
1 CB-24D (attached)	1 CB-24D (attached)

7. Airplane Losses:

One (1) B-24J - #42109829 - Operational (Mechanical Failure)

CHAPTER XXII

Iwo Jima received the full fury of the "Bat Out of Hell's" striking power during December. Because of the stepped up bombing attacks, which have been directed against Saipan, especially during the time of the month when the moon is full, a program of interdictory bombing, designed to prevent the Nips from using the air installations on Iwo, was begun.

The 819th was called upon to fly a total of eighteen missions during the month. Six of those were Squadron strikes, two were directed against Pagan Island and ten were night snoopers to Iwo Jima.

Thrice during December, the Squadron furnished spotter planes to direct shell fire for a naval force, attacking Iwo. Navy pilots were aboard each of these planes in the capacity of observers and were loud and sincere in singing the praises of the personnel of the 819th who participated in the unusual assignments.

Of the ninety-nine sorties dispatched during December only one was abortive.

OPERATIONS

The operational flights for the "Bat Out of Hell" Squadron for the month of December took a trend toward one main objective - Iwo Jima, the base which the Japs were using as a staging area for their night raids on Saipan. Missions were planned and cancelled several times during the first ten days of the month because of adverse weather conditions over the target. Seven B-24's flew over Pagan on 6 December to drop bombs with long delay fuses, which had been loaded for a mission to Iwo Jima and was cancelled because of weather. Much anticipation of excitement, and a little anxiety too, was aroused when the crew numbers were briefed on what was to come on 8 December. The 819th Squadron was picked to cooperate with the Navy in a combined bombing and shelling of Iwo Jima.

Operations was a busy place while officers from the Navy force worked with the Operations Section officers in planning each minute detail of the impending mission. Six of our airplanes were to carry one naval officer each, to spot the shelling for the surface craft. All went well, but the bombing was hindered by cloud coverage over the target. Good results were observed despite the difficult bombing run. After bombs away, the six B-24's

carrying spotters, dropped to below 1000 feet altitude to observe for the surface craft. At times the planes were as low as 400 feet and strafed enemy personnel and installations on the shore. It was "hot times in the old town" for the Japs and a lot of dangerous fun for our crews.

Two more identical raids were made with the same naval units on 24 and 27 December. Even though the weather was bad, during the first part of the month, the period was closed with a total of six Squadron raids with twelve or thirteen planes, ten night snooper missions of one and two planes each, and two missions over Pagan Island. The Squadron received commendations from the Navy and from Colonel Morrow, Commanding Officer of the 30th Bomb Group, for the efficient way in which the crews carried out their assignment with the naval units.

The less fortunate events of war must happen in the best of squadrons and it came to us on 27 December, in the case of Lt. Jack Iso and his crew. On the regular Squadron mission of that day, Lt. Iso approached the target with his #3 engine smoking. He went over the target and then feathered the #3 engine after bombs away. A severe gas leak was started in the left wing and resulted in the loss of much gasoline. Later the #4 engine was feathered and then only thirty miles from home the other two engines went dead because of lack of fuel. Lt. Iso did a splendid job of ditching the B-24 and it stayed afloat for twelve minutes. Eight men were picked up, but the pilot, co-pilot, and bombardier wore lost.

Along with the combat missions there were several radar training flights on which bombs were dropped on Medinilla Rock. Operations accomplished a dual purpose in scheduling flights to Guam in between combat missions. Pilots received training and ground personnel were given a chance to make the trip, thus giving many of the men an opportunity to contact old friends and relatives. It was a great boost to morale.

INTELLIGENCE

The S-2 section welcomed 2nd Lt. Mark T. Curtis to it's staff in December.

Although the quonset hut, which is to house the Intelligence and Operations sections when the move to the new area has been accomplished, has not as yet been erected, plans for occupying the new building have received considerable attention.

It has always been the desire of this section to provide all members of the Squadron with all the information possible, relating to the combat activities in which the 819th is engaged. An attempt

was made toward this end upon our entrance into the combat zone, when a long table was set up in the S-2 Office, where photographs of targets attacked were displayed following each mission. As has been stated in previous chapters, a library containing recognition manuals, tactical data. mission summaries, etc, has also been maintained. However, due to the lack of space, the dissemination of material has not been entirely satisfactory.

Upon moving to the new area, it is planned to use the quonset hut solely as an office building, thus allowing us to convert the large tent which at the present time serves as a briefing room, to a large reading and exhibit room.

With a view toward making the new office reach a high point both in operating efficiency and attractiveness, Cpl. Smalser has, with decided ingenuity and plenty of hard work, constructed desks for each member of the staff. The desks are made entirely of wood from discarded bomb boxes and are constructed in such a manner as to allow them to be taken apart and bundled into four flat pieces thus making it possible to carry them on any move that the Squadron may make. To Cpl. Smalser goes a sincere vote of thanks from each member of the section.

Of course, the tactical situation still claimed the lion's share of S-2 attention as is manifested by the fact that seventeen of the eighteen missions flown were briefed by the section officers. In addition to the material ordinarily used for a briefing, the practice of showing at least one picture or silhouette of a Jap is believed that this is a valuable annex to the regular recognition classes, held throughout the month.

On three occasions during the month the 819th was called on to furnish six airplanes to act as spotters for a cruiser division's shelling of Iwo Jima. The information and photographs obtained from the participating crews furnished us with the most complete intelligence and camera coverage ever accomplished by heavy bombers of the 7th Air Force. The mission of 27 December presented a difficult problem as far as the final report was concerned, because of the complex nature of the strike and also because of the fact that one of our crews was forced to ditch while enroute to base. It was necessary to interrogate each survivor of the crash and to submit a detailed report, covering all angles of the forced landing. A-2, VII Bomber Command, highly commended the mission report (No. 30-112), submitted by our S-2. (See Exhibit I, Mission Reports and Exhibit II, Aerial Photos).

ENGINEERING

During the month of December the Engineering Section just

about completed it's part of the work on the new Technical Area. All quonset huts were completed by the sections concerned and the Engineering Office was moved to the half of quonset hut, erected for that purpose. Some work remains to be done in this area, such as the improvement of parking spaces for vehicles.

Little unusual maintenance was encountered by the section. There were three engines changed during the month, one on each of the following airplanes, #42-109829, 44-40674, and 44-40681. The number one engine on Puddle Jumper (829) had been leaking oil since the engine, a reconditioned unit, was changed by the Squadron at Wheeler Field. Lately, however, the leakage had increased and due to the time on the engine (441:25) and the work involved in changing to lower cylinders for a maximum time saving of two hundred hours, the engine was changed. #674 lost an engine on a routine mission. Metal was found in the screen and sumps, denoting internal failure. Some trouble was encountered by the squadron with propeller dome seals, causing an abortive mission for #809. Neoprene seals installed on this airplane proved unsatisfactory because of their slightly large size.

The Line Chief, M/Sgt. Hiram E. Reagan, returned to the section after an absence of three and a half months. We also welcomed a new officer to the section, 1st Lt. Herbert Hawkins, who is the Personal Equipment Officer for the Squadron.

During the month, the section managed to get off ninety-nine planes, only one of which was abortive. AS the month closed, no abortives had been encountered during the last five Squadron missions while a total of sixty-six airplanes hit the target, including night snoopers.

Two of the airplanes were tragedies or near tragedies. #44-40528 was hit by solid flak which passed through without exploding, striking at the number one supercharger, and cutting three spars on the way. #42-109829 was not so lucky. Losing an engine over the target, the pilot attempted to return to base on three engines and ultimately ran out of gas to ditch about thirty miles north of home base. (See Exhibit III, Photos).

COMMUNICATIONS

Moving from Isely No. l to Isely No. 2, the Communications Section once again had to set up shop in a tent. Since this type of quarters was never suitable, arrangements were made whereby test benches could be set up in the building which the section shares with the Radar Section. The quonset hut provides the best housing and working facilities, the section has had since leaving Westover Field. Maintenance can now be performed with a much higher standard of efficiency than ever before

RADAR

For the first time Radar equipment was used extensively within the 7th Air Force during December. The almost constant overcast in the vicinity of Iwo Jima and the increase in the number of night snooper missions flown, accounted for this fact.

The policy of rotating crews has made it necessary to conduct extensive training in bombing with the SCR 717-B. Since none of the replacement crews who have come into the Squadron have had previous training in Radar, it has been necessary to train some of them so that they could take over the Radar equipped planes in the Squadron. A training program has been drawn up and put into effect within the Squadron. (See Exhibit IV, Program for Training Flight Personnel in the use of Radar).

PHOTO

Of the eighteen combat missions flown by this Squadron during the past month, eight were provided with cameras. All cameras available were used on these strikes. Cameras used were K-24s and K-20's.

The usual vertical bomb spotting pictures were taken, plus low altitude photos which were shot on the three missions which were flown in conjunction with the naval shelling of Iwo Jima. The opportunity to obtain low altitude obliques of the target was somewhat hampered by the lack of proper aerial cameras. The main difficulty being that we had no oblique cameras such as the K-17 or K-3B. Obliques were taken, however, with the K-22 and comparatively satisfactory results were made.

The usual Public Relations photos were taken. These included crew pictures and squadron shots. This work was accomplished by the Squadron lab, while aerial work was processed by the 71st Service Group Lab.

ARMAMENT

The month of December was a very good month in that there was a noted decrease in malfunctions of the C-1 Autopilot. This decrease in malfunctions was partially due to the addition of new test equipment made available to the Bomb Sight Section.

The Section moved quarters again this month, this time into a new quonset hut, constructed by the men of the Armament Section in cooperation with Ordnance personnel.

An effort was made to dust proof a part of the building in order that the Bomb Sight and Gun Sight Section might have a dust proof room in which to work. Paint was acquired thru the usual

Channels, namely the Navy. For the first time since the squadron left the United States, we now have a pleasant place in which to work.

ORDNANCE

The Ordnance Section loaded 190 tons of bombs during December. This is one of the largest monthly totals in the Squadron's history. 500 lb. GP bombs and 125 lb. fragmentation clusters were the two types of bombs used most exclusively during the month.

During the month the Ordnance and Armament sections built and moved into their quonset hut. The two sections are separated by a partition which was built so that the bomb sight shop could be made dust proof. A few gallons of white and gray paint were obtained and the interior of the hut was redecorated. The hut makes the best office that the section has had since it left Fort Dix, N.J.

On 8 December the Squadron participated in the largest air attack to be staged in the Pacific Theatre. For the mission, 93 x 500 lb. GP bombs were loaded. The bomb load would have been larger, but six of the airplanes carried bomb-bay tanks as they were to stay over the target to spot for the naval force which was shelling the island.

MEDICAL

The Squadron's fourth accidental gunshot wound for the year occurred 21 December when Lt. Howard Gregor, bombardier, was fortunate enough to injure only a finger. Instructions to use more care and some common sense to prevent such accidents were reiterated.

On 27 December the Squadron lost it's third plane since arriving in the combat zone. Killed in the forced landing were 2nd Lt. Jack Iso, pilot, 2nd Lt. Chester Haigh, co-pilot, and 2nd Lt. Benjamin Squibb, bombardier. The eight survivors were quickly rescued by nearby surface vessels and are now on the road to recovery in army hospitals on Saipan.

For the first time in the history of the section the practice of having night charge of quarters has ceased. This was made necessary due to current shortages of personnel and to the new squadron policy of using medical men on Squadron details.

MESS

The following report was submitted by Cpl. N.J. Fabio of the Squadron Mess Section.

I am happy to report that during the month of December, the food situation showed a splendid improvement over previous months. It still does not compare with the good old Dover or Ft. Dix days, but we must take into consideration that we are now in a forward area. (As far forward as most of us care to be). Most men fail to consider this fact. If all would stop to realize that there is a lot of water between here and the U.S. then even some of these "C" rations would be easier to take.

However, in spite of all the transportation obstacles our government must overcome here in the Pacific, the food has shown a slow but steady improvement. Our ice box isn't exactly over stocked with fresh meat, but we did manage to have meat quite a few times during the month.

We had a very good grade of ground beef on several occasions. This was made into a very tasty meat loaf. Then there was also fresh liver and pork. The grand treat came about three weeks after Thanksgiving Day. We were gifted with the finest turkey dinner a GI could ask for in these parts. I can't quite figure out whether it was meant to be our Thanksgiving dinner arriving late or our Christmas turkey arriving early. Whichever it was it certainly tasted good and was appreciated by all.

That about sizes things up for this month. We all hope to be as fortunate during the coming months. No matter how poor the food may get, we know that this war can't last forever. With this thought in mind, even corn beef hash tastes good. It works with me!!

INFORMATION AND EDUCATION

There was not much activity in the I & S Section this past month. One lecture was given by Lt. Eisen, Group SSO and one by Lt. Lavender. Due to the work going on in the new squadron area and the tactical situation, more were not presented.

Four more Correspondence Courses were applied for by personnel of the Squadron. Several pictures were received and also news maps, which are displayed in the EM Club. A large bulletin board is planned in the new area and is to be called the War Information Center.

TRANSPORTATION: A few unusual items of interest occurred during December. A GMC engine was mounted to run a 15 KVA Jap generator, which helped to keep the area lights burning. Although it is not yet completed, it does relieve our Diesel generator.

Sgt. Steinmeyer mixed some tar with a thinner and found it to be very efficient in keeping the rust off the bodies and the under chassis when sprayed on with a paint gun. This should prove to be an invaluable aid in adding to the life of our vehicles in a climate where rust is such a persistent enemy.

An unusual number of flat tires have been repaired this month and must be due to the nails in the new area. The entire section is looking forward to having a better place to live and work in the month to come.

SUPPLY

During the month, the 15 KW generator failed and it was necessary to have it overhauled in the Engineering shops which meant that the Squadron had to rely on the Jap generator, which had been found and put into operation to supply electrical power. Due to the lack of a governor, which is now being altered in order to be installed on the GMC engine which drives the Jap generator, electrical power could be furnished for only part of the electrical appliances within the Squadron. The various refrigerators, some radios, some kitchen equipment and medical equipment could not be used. Two small 3KVA generators were used and operated extensively in order to operate at a decent rate of efficiency. The Jap generator had been rebuilt by the men of the electrical section and the GMC engine had been obtained from the Island Salvage Yard. A great amount of work had gone into this job and the results obtained were excellent. At the time, the 15KW generator had failed, attempts were made to obtain a replacement, but without success.

SPECIAL SERVICE

In addition to the regular supply of magazines and paper-bound books received into the Squadron each month, there is now a new source of reading material made available. A portable field library was received and already has been patronized to a great extent by all personnel.

During the Christmas holiday we were fortunate in securing an extra ration of beer and cokes, which added immeasurably to the festive spirit. The new refrigerator in the EM Club has not yet been placed into service because of the great amount of difficulty which has been experienced with the generators, but it is hoped that when we move to the new area that cold beer, cokes and juices will be available to the men at all times.

It is believed that better PX service as well as a greater stock of merchandise will be made available to personnel of the 819th when the Squadron operates it's own PX in the new area. Plans are being formulated toward that end at the present time.

The "Bats" with only one loss in league competition continued to show their heels to the other teams in the VII Bomber Command League. At their present pace, our softballers bid fair to cop still another championship.

GENERAL INTEREST

Captain James S. Simpson, popular and energetic Squadron Adjutant, who had joined the outfit way back in January 1943, left the 819th to become Adjutant of the 30th Bomb Group. While everyone was glad to see "Stu" take a step upstairs, there was nevertheless a bit of reluctance to say good-bye to the man who had made himself such an integral part of the "Bat Out of Hell".

Congratulations are in order to 1st Lt. Karl T. Spellum, Cryptographic Security Officer, who has moved into the Adjutant's job.

Although the lack of liquor has been a source of constant griping in the Squadron since coming to Saipan, there seemed to be no shortage during the holidays. Far be it from, the writer to attempt to state from whence came the "holiday spirits". One can only guess and congratulate. Suffice it to say that parties were in progress throughout Christmas in both the enlisted men's and officer's areas.

The longest movie to be shown on Saipan was presented on Christmas night. The hilarious "Up in Arms" was on and off the screen intermittently from 1800 until 2330 that night. No, it was not due to any malfunction in the projector. There were guests from Nippon who persisted in hovering over the area for several hours. Courtesy prohibited us from dividing our attention. Then, too, it is most difficult to enjoy a movie from a foxhole.

For their splendid work in providing electrical power for the Squadron under extremely adverse conditions, a commendation was forthcoming from Major Peddy to the following men; 1st Lt. Frank J. Hoefel, S/Sgt. Robert K. Cook, S/Sgt. Manual L. Main, Cpl. John F. Meeker, Cpl William D. Waldrop, Pfc. Duarte D. Sylvia. The commendation reads in part, "Through this meritorious work, performed outside of their normal duties, these men have added a measure of efficiency to the organization, and comfort of the personnel". (See Exhibit V, Commendation).

The work in the new area rushed toward completion during December and at the month's close, practically all of the tent frames had been constructed, as well as several quonset huts. It is expected that the Squadron will move to new quarters about the middle of January.

ORGANIZATIONAL HISTORY
819th Bombardment Squadron (H) 30th Bombardment Group (H)
VII Bomber Command Seventh Air Force
ARMY Air Forces Pacific Ocean Area
APO 244
January 1, 1945 - January 31. 1945

1. Date of arrival and departure from each station occupied in this theatre:

Negative.

2. Losses:

P	1st Lt Donald L. Painter	0-607626	Missing	in action
CP	1st Lt Walter H. Kelson	0-755397	Missing	in action
N	1st Lt Morris M. Puryear	0-702488	Missing	in action
B	1st Lt Raymond L. Behrend	0-744230	Missing	in action
O	1st Lt Charles W. Harmer	0-683821	Missing	in action
E	T/Sgt Walter G. Wolfe	14105106	Missing	In action
AE	S/Sgt Floyd K. Pressley Jr.	14180611	Missing	in action
R	T/Sgt George E. Peters	35628110	Missing	in action
G	S/ Sgt Pete S. Augustynovich	39450169	Missing	in action
G	S/Sgt John F. Boggs	37051531	Missing	in action
G	S/Sgt Joseph X. Bongiorno	12065550	Missing	in action

After being hit by flak over the target at Iwo Jima. while participating in Mission No. 30-147, a daylight strike, on 17 January 1945, A/P B-24J #44-40528 was ditched at coordinates 23° 35' N--142°20' E at 170723Z. Seven men were seen in the water, wearing Mae Wests and two life rafts appeared - one on each side of the a/p. Eleven minutes after ditching, the plane sank. Two life rafts were dropped from an escorting B-24 but one failed to open as the bottle was torn loose when jettisoning. Two first aid kits, an emergency radio, emergency rations, water jugs, flying suits, etc., were also dropped. Another escorting B-24 also dropped two life rafts. Darkness forced the escorts to leave the scene fifty minutes after the ditching and at that time none of the men had climbed into rafts.
All the crew members listed above are missing in action.

1st Lt. Aaron Lacox, 0-768125, copilot of A/P #526, sustained flak wounds in his right leg and a cut on his right cheek, while taking part in the same mission.

3. Awards and Decorations:

Distinguished Flying Cross awarded Glenn M. Bower, 1st Lt., Air Corps, AUS, copilot, entered military service from Davenport, Iowa.
James E. Hewett, 1st Lt., Air Corps, AUS, pilot, entered military service from Columbus, Ohio.
Eugene E. Kelly, 1st Lt., Air Corps, AUS, copilot, entered military service from Bryant, Indiana.
Guy O. King, 1st Lt., Air Corps, AUS, navigator, entered military service from Memphis, Tenn.
Robert B. Liston, 1st Lt., Air Corps, bombardier, entered military service from Los Angeles, California.
Leonard A. Mandel, 1st Lt., Air Corps, bombardier, entered military service from New York City,
Anthony F. Capra, S/Sgt., (3265541). Air Corps, AUS, aerial gunner, residence at enlistment: New York City.
Stanley M. Hopkins, Sgt., (37501072), Air Corps, AUS, aerial gunner, residence at enlistment: Marshall, Missouri.
Jerome A. Mongeon, T/Sgt., (11085861), Air Corps, AUS, radio operator, residence at enlistment: Winooski, Vermont.
Harold J. Morse. S/Sgt., (32623988). Air Corps, AUS, radio operator residence at enlistment: New York City.
Lawrence W. Nearman, T/Sgt., (16013808), Air Corps, RA, radio operator, residence at enlistment: Detroit, Michigan.
John E. Preston, S/Sgt., (16131300), Air Corps, AUS, aerial gunner, residence at enlistment: Manitowoc, Wisconsin.
Arthur R, Ruhr, S/Sgt., (16125034), Air Corps, AUS, aerial engineer, residence at enlistment: Chicago, Illinois.
Howard M. Sandberg, T/Sgt., (17070414), Air Corps, AUS, aerial engineer, residence at enlistment: Cedar Falls, Iowa.
John A, Tolito, S/Sgt., (14151744), Air Corps, AUS, aerial engineer residence at enlistment: Hattiesburg, Miss.
Arthur A, Weiss, T/Sgt., (38413971), Air Corps, AUS, radar operator residence at enlistment: New York City.
Victor D, Young. T/Sgt., (14027178), Air Corps, RA, aerial engineer, residence at enlistment: Orlando, Florida.

Third, fourth and Fifth Bronze Oak Leaf Clusters to Air Medal, awarded Lawrence W. Nearman, T/Sgt., (16013808), Air Corps, RA, radio operator, residence at enlistment: Detroit, Michigan.

Second Bronze Oak Leaf Cluster to Air Medal awarded Fred E. Kirkendall, S/Sgt., (37604857), Air Corps, AUS, aerial gunner, residence at enlistment: Arkansas City, Kansas.
Olney B. Schreen, Jr., S/Sgt., (16035754), Air Corps, AUS, radar operator, residence at enlistment: Chicago, Illinois.

Air Medal and First and Second Bronze Oak Leaf Clusters to Air Medal awarded Eugene K. Kelly, 1st Lt., Air Corps, AUS, copilot, entered military service from Bryant, Indiana.
Leonard A. Mandel, 1st Lt., Air Corps, AUS, bombardier, entered military service from New York City.
Anthony F. Capra, S/Sgt., (3263541), Air Corps, AUS, aerial gunner residence at enlistment: New York City.

Harold J. Morse, S/Sgt., (32623988), Air Corps, AUS, radio operator, residence at enlistment: New York City.
John E. Preston, S/Sgt., (16131300), Air Corps, AUS, aerial gunner, residence at enlistment: Manitowoc, Wisconsin.
John A. Tolito, S/Sgt., (14151744), Air Corps, AUS, aerial engineer, residence at enlistment: Hattiesburg, Miss.
Victor W. Young, T/Sgt., (14027178), Air Corps, RA, aerial engineer, residence at enlistment: Orlando, Florida.

Purple Heart awarded Aaron Lacox, 1st Lt., Air Corps, AUS, co-pilot, entered military service from Hogeland, Montana.
Joe M. Watson, 2nd Lt., Air Corps, AUS, navigator, entered military service from Indiana.
Manuel R. Maldonado, Sgt., (14119315), Air Corps, AUS, aerial engineer, residence at enlistment: Tucson, Arizona.
Janes K. Sligor. Sgt., (14119315), Air Corps, AUS, radio operator, residence at enlistment: Mami, Florida.
John C. Gleason, T/Sgt., (19083848), Air Corps, AUS, radar operator, residence at enlistment: Santa Cruz, California.
Joseph L. Buatt. Sgt., (38488067), Air Corps, AUS, aerial gunner, residence at enlistment: Louisiana.
Thomas E. Davidson, Sgt., (35730174). Air Corps, AUS, aerial gunner, residence at enlistment: Fordsville. Kentucky.
Ignacio V. Cervantes, Sgt., (38530364), Air Corps, AUS, aerial gunner, residence at enlistment: Dallas, Texas.

4. Organization:

Negative.

5. Strength:

1 January 1945:		31 January 1945:	
90 Officers	Assigned	117 Officers	Assigned
1 Flight officer	Assigned	1 flight Officer	Assigned
413 Enlisted Men	Assigned	467 Enlisted Men	Assigned
1 enlisted Man	Attached	1 Enlisted man	Attached

6. Airplane Strength:

1 January 1945	31 January 1945:
14 B-24J's	11 B-24J's
1 CB-24D	2 B-24L's
	1 B-24M

7. Airplane Losses:

B-24J #44-40518 transferred to 392nd Bomb Sq (H) 8 January 1945.
B-24J #44-40681 Transferred to 392nd Bomb Sq(H) 8 January 1945.
B-24J #44-40528 Lost as a result of combat action 17 January 1945.
CB-24D #41-24168 transferred to 27th Bomb Sq (H) 21 January 1945.

CHAPTER XXIII

NARRATIVE

The constant pounding of Iwo Jima which was begun in December was continued during January with telling effect. Only on the first and second nights of the month did the Japs attempt to bomb Saipan although bright, moonlit nights, which in preceding month have always brought the Nips swooping down on our island, were plentiful in number.

Twenty one missions were flown by the Squadron during the month with a total of one hundred twenty three sorties dispatched. Of these, one was abortive due to an oil leak and six were abortive because of weather. A total of 2,789 bombs (100 lb GP, 100 lb Frags, 500 lb GP's, 500 lb Frags) were dropped with devastating effect upon the Japanese bases. (See Exhibits I and II - Mission Reports and Aerial Photos).

The "Bat Out of Hell" continued in it's role as eyes for the Navy and upon two occasions acted as spotters for Crudivfive. For their work on these missions, the participating crews received high acclaim from the Navy.

OPERATIONS

The month of January brought about several changes in the Operations Section. The Operations Officer, Captain Clement K. Miller, was sent on detached service and the Assistant Operations Officer, Captain Boris Y. Kutner, assumed responsibility as our Operations Officer. Lt. Stanley C. Lewis became Assistant Operations Officer. Lt. Bernard T. Westerman, bombardier, former leader of "A" Flight, returned to the Squadron for his second tour of duty after a well earned stateside leave.

Combat missions for January were again concentrated on Iwo Jima with the exception of one to Marcus Island and one to Haha Jima. During the month eight squadron missions, nine snoopers, one Marcus raid with three a/p's participating, and one special practice mission of three a/p's to Woleai were accomplished. Practice missions to Pagan were also flown.

Two of the squadron missions were in coordination with the Navy's Crudivfive. Planes from this Squadron dropped to as low as 350 feet to observe and spot for surface craft shelling Iwo Jima and this Squadron was commended for it's part in making these missions a success. Each spotter airplane carried a naval observer to call the salvos. Spotting naval fire from B-24's required a rather special technique, since this work is usually done by highly maneuverable, slow flying, single engine airplanes.

This squadron has now completed five of these spotting missions with the same crews used each time as much as possible to make use of their experience on the preceding missions. The observers spotted from the waist windows and the pilots maneuvered their airplanes in such a manner as to avoid blocking the observer's view. This technique naturally improved with each mission.

With the lead airplane in the Squadron equipped with Loran and Radar and with the navigators using DR and sunlines, excellent navigation missions have been accomplished. There have been a number of missions returning to base at night and the men have navigated true without mishap.

The navigators greatest problem has been the wind. On strikes to Iwo during the first three months the wind was fairly constant and light, from the east or southeast at about sixteen knots. During the past three months, the wind starts from the northeast, swings through the south and ends up at the target from the northwest anywhere from fifty to sixty knots per hour. However, good DR, maximum number of sunlines possible, plus the addition of Loran has kept our navigation well above par.

There was a great turnover of the combat personnel during the past month. The last of the crews who were with the Squadron when it arrived in this area in August, 1944, completed their "40" and were relieved for reassignment to the states. Completing their missions were the crews of 1st Lt. Eugene K. Kelly, 1st Lt. James E. Hewitt, 1st Lt. Raymond M. Lester, 1st Lt. Robert S. Hadsall, 1st Lt. Arthur M. Knudson, and 1st Lt. Eugene H. Bala. They were replaced by nine new crews from the states. This introduced many new training problems.

The Squadron lost one crew and one airplane, when 1st Lt. Donald E. Painter and crew, flying their 37th mission, were forced to ditch their plane after suffering damage from flak over Iwo Jima on 17 January. The plane also was damaged by enemy fighters and even while on the way to a forced landing at sea, all gun positions were manned and one of the attacking Nips was shot down.

The Operations Section continued working while moving to the new squadron area. It now has half a quonset hut for it's office. This is a major improvement over the former canvas covered office. A major problem in the past has been the steady traffic thru the office. This will be eliminated in the new building by means of a counter, over which most of the business will be transacted. Another improvement will be a direct field telephone line to Group Operations.

INTELLIGENCE

Because Iwo Jima has by this time become a very well known target to most of the combat crews, the briefings have become almost a matter of routine. Sgt. Bobe, squadron draftsman, has, with a series of excellent, humorous cartoons, considerably relieved the

SECRET

dryness and monotony of such standard briefing topics as target assigned, weather, communications, etc.

Since most of the old crews were completing their forty missions and were being replaced by new crews, it became imperative to conduct an extremely thorough program of indoctrination for the newcomers. This was accomplished thru a series of lectures by Captain Williams, S-2 Officer and his staff. Reading material was as always, available to the flying personnel as well as maps, charts, and pictures of the targets they would be bombing in the near future. Recognition of enemy aircraft, with particular stress upon the new fighters introduced by the Japs, has been emphasized both at briefings and at regularly scheduled classes.

Japanese anti aircraft was discussed at a scheduled meeting of all combat crews by Lt. Mehalko, Group flak Intelligence Officer.

The move to the new area was accomplished smoothly and with dispatch, without any interruption in the working schedule and the section is now comfortably established in a quonset hut which is shared with Operations. The first few days after the move were hectic ones in which the paint flowed freely and the sounds of hammer and saw were constantly emanating from S-2. The office is now completely set up and already improved working space has brought about an appreciable gain in efficiency.

The long dreamed of briefing and Exhibit Room is now an accomplished reality. Officers and men of the section, under the able supervision of our "carpenter", Cpl Smalser, constructed a 16' x 48' tent building, completely screened and equipped with lecture platform and very excellent lighting fixtures.

It is planned to maintain maps of the various battle fronts of the world as well as a library in this building in conjunction with the Information and Education Section.

A successful method of summarizing the news for squadron personnel each evening before the show has long been sought by Intelligence and after a diligent search the answer has been found by Sgt. O'Neill, our newscaster. Thru the courtesy of the Communications Section of VII Bomber Command, an Associated Press news broadcast which is received at 1800 each evening is now made available to us.

Line sections had a rather uncommon experience during January, when two inspections were held by higher headquarters. A technical inspection was made by Seventh Air Force and was closely followed by one conducted by 30th Bomb Group. Both were comprehensive enough to render a real aid to the operating sections, pointing out discrepancies that had failed to come to the attention of the various sections heretofore.

SECRET

As a result, a noticeable number of mistakes in the keeping of airplane forms was brought to the attention of personnel concerned by a class of instruction, conducted by Captain Henderson. It is hoped that the next inspection will find the section much closer to Army practice.

January brought some gains and losses in aircraft. B-24J #44-40528 ditched at sea after an attack on Iwo Jima. Old 528 was in a sense a hard luck airplane, for she had sustained previously an unusual number of hits by the enemy when other planes had escaped unscathed. However, her luck failed on her last mission and she was forced down at sea. We were sorry to lose "Hell from Heaven" and her crew who meant so much to the Engineers.

B-24J's #44-40518 and #44-40681 were transferred from the Squadron. Although we received two new B-24L's and one B-24M. To add to our troubles a B-24J F0-15, made by the Ford Motor Company, was also assigned to the Squadron. Being unlike our Consolidated airplanes, maintenance difficulties became almost immediately apparent when, due to the loss of one engine as a result of enemy action, the pilot directed the jettisoning of some equipment, principally armament and ordnance items. No replacement parts being available short of the United States, we gained a new "hangar queen". She is earning her salt, however, by training combat crews on Radar missions. Feeling is unanimous in the hope that other unorthodox airplanes are not given to the Squadron for maintenance as it only leads to a duplication, in many cases of supply needs.

One man in the Squadron showed great personal initiative and technical skill during the month. M/Sgt Oliver D. Dibert, electrical specialist, had his diagnosis of a trouble encountered in the Minneapolis Honeywell Type B Electronic Control Governor Assembly confirmed by a Material Memorandum from AAFPOA. This condition, previously mentioned in the November chapter, had threatened many times to have airplanes abortive. As a result of his work, he was recommended for the Bronze Star.

Of even greater importance, if proven successful, is another contribution that on field tests with crude, hand made instruments and Japanese accessories has proven satisfactory. This is M/Sgt Dibert's equalizing device for multi-generator wiring systems. Using generators, powered by energizers, he has managed to equalize the generators to within three amperes of one another, always maintaining constant voltages. Such a device has great possibilities in the reduction of generator losses due to present voltage and amperage regulation.

The success of the section might be measured in airplanes over the target. January saw one hundred twenty three dispatched. One airplane was abortive because of mechanical failure for a percentage of .8 of one percent. One other important item - our white hope for supremacy in the Pacific, of non-abortive airplanes, #44-40674 (Going My Way) reached her forty ninth successful mission without turning back as January closed.

Communications

Routine repair and maintenance was performed by the Section during the month of January. Four new airplanes, one "J" two "L's" and an "M" model, were acquired by the Squadron. The B-24M has a new type compass and interphone system, both of which are much better than the old type set. Seven of the Section's operators are now working with the 30th Group Communications Section and our SCR 188 and SCR 399 radio sets are being used by Group.

Captain Belkin, Communications Officer was appointed acting Group Communications Officer in Captain Anderson's absence.

Trouble has been encountered with the new type radio compass using inverted T type antenna from IFF signals. A great amount of time and labor has been expended on this problem but as yet it has not been remedied.

A new form is now being used to record technical orders and other technical directives compliances and modifications. The form includes the A/P#, date modified and person who made the modification. This record is used to write up the form 60A (if required) and is kept in the permanent file of the Section. (See Exhibit III, Modification and Tech Order Compliance Record).

RADAR

Radar was used for the first time to establish an accurate and easily followed approach and bomb run. By Radar, the navigator guides the Squadron Leader to within 1000 to 2000 foot of the pre-selected initial point. Once at the proper IP, the pilot can control his rate of descent and turning so that evasive action has it's maximum effectiveness and yet he arrives on the proper bomb run altitude and course at precisely the correct time for a short and accurate bomb run. Snooper missions during the month were 100% successful.

It is the aim of the Squadron to have each combat crew trained in high altitude radar bombing and training under the direction of 1st Lt. John Ainsworth has been started with eleven crews.

PHOTO

With the impending move to the new area, an all out effort was successfully made to complete all darkroom work. Cooperation resulted in finishing all but a few minor orders and for the first time in months, the section was able to supply a sufficient amount of photographs pertaining to Squadron activities to our scrapbook and history file. However, it is hoped that these will be "a mere drop in the bucket" in comparison to future contributions.

Despite the absence of S/Sgt Worsham, who was on leave, eleven of the twelve daylight missions flown, were accompanied by photographs.

Photographic coverage was 100% complete and S/Sgt Stroh, recently attached to the Squadron, obtained several excellent photographs of an attacking fighter. Considering that this was his second photographic mission, congratulations are in order. One K-22 and one K-20 aerial camera plus accessories were jettisoned by T/Sgt Shaber when the airplane he was flying in was badly damaged by flak over the target. He even lost his shoes but that didn't prevent him from hopping down and kissing Mother Earth after the plane was safely in the revetment. After congratulating the pilot, the crew did likewise! Although all of the section were happy to see Lt. Rudd, our photographic officer, complete his fortieth mission, there is no doubt but that his presence will be missed. "Mike" is tops as an officer and friend and we know that anyone filling his shoes will have a high mark at which to shoot. Good luck to you, Lt. Rudd!

Our move to the new area was accomplished in good order - there was no damaged equipment. Work was immediately started on a storage tent and within a week all supplies were neatly stacked upon shelves with space for the camera repair tables remaining. In comparison to the former rummaging through shipping boxes for supplies, one now merely has to enter the tent and go to the allotted space for the particular item desired. This comparatively minor detail will improve the section's efficiency immensely.

The half of a quonset hut allotted to the Photo Section is to be equally partitioned in two halves; one for a darkroom, the other for office space. A snag was struck when no 2' x 4's for this could be found, although the masonite was already on hand. However, until the situation is remedied, work benches, sinks, desks, and tanks are being built for the new lab. If proposed plans are completed, this will be the finest darkroom the photo section has ever had. Being light proof and having an ample supply of water, it will be possible to work during daylight hours and so more than double production.

Because of the vastly improved conditions, it is safe to predict that the Squadron shall henceforth have complete photographic coverage of all affairs of interest plus a picture record of it's personnel and various departmental activities on Saipan.

ARMAMENT

The month of January proved to be a very interesting one for the Armament Section. The addition of four new airplanes, of which no two were alike, put the men on their toes, reading technical orders and gathering information about the equipment.

B-24J #830, one of the new planes and the one mentioned in the section headed. Engineering, is out of commission awaiting unavailable parts. This particular airplane is the only one of it's type in the Pacific area. A standardization of types of aircraft and parts for this theatre of operations is highly desirable.

S/Sgt Whitlock built a device for testing tubes, thus eliminating the necessity for turning tubes, which have not definitely been proven to be defective or burned out into the Sub Depot.

The entire shop is wired with a 24 voltage electrical system because regular voltage was not available at the time the shop was set up. This has proved to be an advantage because all appliances can now be used interchangeably between shop and airplanes.

Four men of the section, S/Sgt Shellnut, S/Sgt Olsen, S/Sgt King and Sgt Clinebelt were sent to the Power Turret and Gunsight Specialist School on Oahu early in January.

ORDNANCE

During January the Ordnance Section loaded 181 tons of bombs. This tonnage was evenly divided between one hundred and five hundred pounders. Two new types of bombs were used; both of these are five hundred pound clusters. One is the M26 5001b. frag cluster, which contains twenty 201b fragmentation bombs, M41, in two groups of ten bombs each. This cluster can be set to separate at a predetermined distance above the ground. The other new type cluster is the M18 incendiary cluster, containing thirty eight 61b. incendiary bombs. It is used with the M138 Mechanical time nose fuze and can be set to open at any desired altitude.

A new nose fuze was introduced during the month. It is the T50E1, a radio operated fuze designed to give an air burst. A demonstration of the fuze was given by the 819th in conjunction with the 38th Squadron. Bombs were fuzed with the T50E1 and were dropped off Kagman Point. Results were good as each bomb functioned approximately twenty feet above the water. The fuzes have not as yet been used in combat in this area but the japs will shortly have something extra to worry about in the way of an air burst bomb which will make them wish that their fox holes were just a bit deeper.

MEDICAL

The Squadron Aid Station and the Surgeon’s office is now situated in half of a quonset hut.

The old bugaboo, "shots" came around during the month and 407 men were immunized against Plague; 112 were reimmunized for smallpox; 369 for typhus, 394 for Cholera. One flying officer, 1st Lt. Aaron B. Lacox, who was injured by flak on 17 January was given first aid upon his return to base and then hospitalized.

The sanitary devices in the new area, i.e. latrines, showers, soakage pits, and grease traps which were constructed by Aviation Engineers are excellent. The mess hall and facilities are well built and equipped.

The advantages of the nearby beach are somewhat offset by the increasing number of coral cuts and ear infections, which are very slow to heal.

Sgt. Charles M. English, who left the Section during November, as a candidate for OSC in Oahu, returned to the Squadron.

MESS

January brought many improvements to the Mess Section. The facilities in the new mess hall are excellent. The dining room accommodates the entire Squadron comfortably. The large, well built tables makes it possible to place sugar, salt, pepper, cream and other condiments on them. The wooden floor is easily washed down after each meal, thus insuring absolute cleanliness. Running water, both hot and cold is an improvement for which cooks and KP's alike give thanks.

An improvised grill made from the bottom of a Jap flat car makes it possible to provide piping hot meals. Quartermaster has been providing enough fresh meat for one meal per day. As a result, morale has hit a new high.

TRANSPORTATION

A new shop, designed by Sgt. Steinmeyer and Cpl. Waldrop, and built from salvaged iron was constructed in the new area. The shop can be dissassembled and put in the back of a 2 1/2 ton truck for moving. As yet, the section's area is not completed. It is planned to surround the shop with a barbed wire fence, using one half of the area for a parking lot and the other for garage and dispatcher’s office.

Because of the great amount of travel during the month, maintenance work has been great and satisfactory results have been obtained.

SUPPLY

The Supply Section has much more desirable working space in the new area, being housed in a well constructed tent building, which provides much needed room. All construction work was accomplished by members of the section.

During the month a total of 76 pairs of shoes were repaired, 1256 bundles of laundry and 1225 pieces of bulk work had been laundered.

SPECIAL SERVICES

In the move of the Squadron, in the midst of confusion and work, the ability of the Photo and Theatre men to erect a new

theatre and to avoid missing even one performance is indeed worthy of commendation.

Beer continued to be issued in the new area as of old, being distributed thru a line at the storage shack. However, plans are being made for a squadron PX and it is expected that in the future beer will be obtained there.

Sgt. Martin, mail orderly has taken charge of the field library, which has became appreciably larger thru contributions of books by personnel of the Squadron.

The new area with it's proximity to the beach and with greater space is much more conducive to athletic activities. The football and baseball is tossed around much more frequently and everyone tries to get in for a daily swim. Swimming classes are planned for the non swimmers in the near future. The enlisted men of the Squadron have organized a hard ball team and have entered an AGF- League which will swing into action next month. The softballers, after copping the championship in the VII Bomber Command League, are continuing their stride and have already taken several independent teams into camp.

GENERAL ITEMS

Work has been started on an enlisted men's club in the Squadron area. It is to be a U shaped structure with a wooden frame, constructed by squadron personnel and thatched by island natives.

It is planned to install ping-pong tables, card tables, writing desks and a library in the building. There will also be facilities for dispensing cold drinks and the open space between the wings of the building is to be used as a deluxe beer garden.

M/Sgt. O'Herron has been elected president of the club and he and his staff are working energetically toward having an excellent club.

The Officer's Club, a quonset hut with a beach house annex, is rapidly nearing completion under the supervision of Captain Titus M. Bush, Squadron bombardier, who has completed his "40" and it should be ready for the grand opening in the first week of February.

ORGANIZATIONAL HISTORY

819th Bombardment Squadron (H) 30th Bombardment Group (H)

VII Bomber Command Seventh Air Force

Army Air Forces Pacific Ocean Areas

APO 244

February 1, 1945 - February 28, 1945

1. Date of arrival and departure from each station occupied in this theater:

Negative.

2. Losses:

Negative.

3. Awards and Decorations:

Distinguished Flying Cross awarded Winton E. Newcomb, 1st Lt., Air Corps, AUS, pilot.
Richard E. Wilson, 1st Lt., Air Corps, AUS, bombardier.

Distinguished Flying Cross and First and Second Bronze Oak Leaf Clusters to Air Medal awarded Peter Bergeric, T/Sgt., (13060201) Air Corps, AUS, radio operator.
Robert H. Diehl Jr., S/Sgt., (33621237) Air Corps, AUS, aerial gunner.
John P. Breen, T/Sgt., (33455524) Air Corps, AUS, radio operator.
Michael J. Esposito, S/Sgt., (13054141) Air Corps, AUS, aerial gunner.
John J. Gallagher Jr., 1st Lt., Air Corps, AUS, co-pilot.
Robert S. Hadsall, 1st Lt., Air Corps, AUS, pilot.
Harry B. Halperin, 1st Lt., Air Corps, AUS, co-pilot.
Willard D. Hellekson, S/Sgt., (37555020) Air Corps, AUS, aerial gunner.
Frank M. Horan, S/Sgt., (37668157) Air Corps, AUS, aerial gunner.
Arthur M. Knudson, 1st Lt. Air Corps, AUS, pilot.
John H. Mahoney, S/Sgt., (39127298) Air Corps, AUS, aerial gunner.
Michael H. Martynec, S/Sgt., (33565984) Air Corps, AUS, aerial gunner.
Joseph A. McCandless, 1st Lt., Air Corps, AUS, bombardier.
Floyd B. McGuire, 1st Lt., Air Corps, AUS, bombardier.
John C. Peploski, T/Sgt., (12166979) Air Corps, AUS, aerial engineer.

Patsy R. Puglio, T/Sgt., (20304260) Air Corps, AUS, aerial engineer.
Murray E. Rudd, 1st Lt., Air Corps, AUS, photographic officer.
Thomas B. Spence Jr., 1st Lt., Air Corps, AUS, navigator.
John C. Wiles, S/Sgt., (31355128) Air Corps, AUS, aerial gunner.

Air Medal and First, Second and Third Oak Leaf Clusters to Air Medal and Distinguished Flying Cross awarded Raymond M. Royall, T/Sgt., (34601351) Air Corps, AUS, radio operator.

First and Second Bronze Oak Leaf Cluster to Air Medal awarded George W. Galbraith, S/Sgt. (37480515) Air Corps, AUS, aerial gunner.

Second and Third Bronze Oak Leaf Clusters to Air Medal awarded Frank W. Wedell, S/Sgt., (35531035) Air Corps, AUS, aerial gunner.

Second Bronze Oak Leaf Cluster to Air Medal awarded Benjamin H. Browne, 1st Lt., Air Corps, AUS, bombardier.
Norman E. Caldwell, 1st Lt., Air Corps, AUS, pilot.
Warren C. Coughlin, 1st Lt. Air Corps, AUS, navigator.
Charles. J. Settino, 2nd Lt., Air Corps, AUS, navigator.
Raymond C. Harding, T/Sgt.,(37514917) Air Corps, AUS, aerial engineer.
Harold V. Humber, T/Sgt., (19133838) Air Corps, AUS, radio operator.
Richard C. Osburn, T/Sgt., (33195988) Air Corps, AUS, radio operator.
Ernest Z. Kuptz, S/Sgt., (37049564) Air Corps, AUS, aerial gunner.
Harry E. Matney, S/Sgt., (37676305) Air Corps, AUS, aerial gunner.
Malcolm E. Wiley, S/ Sgt., (31320716) Air Corps, AUS, aerial gunner.
Hubert L. Worsham, S/ Sgt., (14045419) Air Corps, AUS, aerial photographer.
Robert M. Cunningham, 1st Lt., Air Corps, AUS, navigator.
Elson B. Hood, S/Sgt., (34012318) Air Corps, AUS, aerial gunner.
William C. Kirby Jr., 1st Lt., Air Corps, AUS, co-pilot.
Adelbert L. Laing, S/Sgt., (18183149) Air Corps, AUS, aerial gunner.
George V. Weisz, 1st Lt,, Air Corps, AUS, bombardier.

Third Bronze Oak Leaf Cluster to Air Medal awarded Harold A. Shaber, T/Sgt., (6903286) Air Corps, AUS, aerial photographer.

Air Medal and First Bronze Oak Leaf Cluster to Air Medal awarded Arden H. Stroh, Sgt., (17127722) Air Corps, AUS, aerial engineer.

Air Medal awarded Boris Y. Kutner, Captain, Air Corps, AUS, pilot.
George D. Dambacher Jr., 1st Lt., Air Corps, AUS, bombardier.
John C. Eul, 1st Lt., Air Corps, AUS, bombardier.
Richard H. Hardesty Jr., 1st Lt., Air Corps, AUS, co-pilot.
Donald H. Westlake, 1st Lt., Air Corps, AUS, bombardier.
Louie C. Burke, 2nd Lt., Air Corps, AUS, navigator.
Thomas D. Crist Jr., 2nd Lt., Air Corps, AUS, navigator.
Leo J. Kirmayer, 2nd Lt,, Air Corps, AUS, navigator.
Douglas W. Manning, 2nd Lt., Air Corps, AUS, pilot.
Theodore N. Tracy, 2nd Lt., Air Corps, AUS, co-pilot.
Harry L. Coulter, T/Sgt., (39230747) Air Corps, AUS, radio operator.
Thomas F. Donnelly, T/Sgt., (12187353) Air Corps, AUS, radio operator.
Gerald Kiser, T/Sgt., (17065670), Air Corps, AUS, radio operator.
Warren C. Anderson, S/Sgt., (39572642) Air Corps, ADS, aerial gunner.
Leigh E. Beauchamp, S/Sgt., (37705003) Air Corps, AUS, aerial gunner.
Harvey L. Cole, S/Sgt., (38530520) Air Corps, AUS, aerial gunner.
Ralph E. Correll Jr., S/Sgt., (15374318) Air Corps, AUS, aerial gunner.
Harold L. Johnson, S/Sgt., (36650544), Air Corps, AUS, aerial gunner.
William O. Larson, S/Sgt., (37478125), Air Corps, AUS, aerial gunner.
Philip E. Murray, S/Sgt., (11069525), Air Corps, AUS, aerial gunner.
Ronald B. Salice, S/Sgt., (31324379), Air Corps, AUS, aerial gunner.
Duane A. Sherill, S/Sgt., (17165683), Air Corps, AUS, aerial gunner.
Joseph O. Slezzinger, S/Sgt., (36681698), Air Corps, AUS, aerial gunner.
William T. Scheneman, S/Sgt., (37624436), Air Corps, AUS, aerial gunner.
Dean A. Smith, S/Sgt., (12209721), Air Corps, AUS, aerial gunner.
Fred P. Tremblay, S/Sgt., (39120134), Air Corps, AUS, aerial gunner.
Wallace L. Briggs, Sgt., (31254671), Air Corps, AUS, aerial photographer.

Bronze Star Medal awarded John Ainsworth Jr., 1st Lt. Air Corps, AUS, radar officer.
Hiram E. Reagan, M/Sgt., (6763894), Air Corps, AUS, line chief.

Organization:

Negative.

Strength:

1 February 1945:		24 February 1945:	
117 Officers	Assigned	95 Officers	Assigned
1 Flight Officer	Assigned	430 Enlisted Men	Assigned
467 Enlisted Men	Assigned	2 Enlisted Men	Attached
1 Enlisted Man	Attached		

Airplane Strength;

1 February 1945:	26 February 1945:
11 B-24Js	10 B-24Js
2 B-24Ls	2 B-24Ls
1 B-24M	1 B-24M

Airplane Losses:

B-24J #44941 transferred to 494th Bomb Group (H) 26 February.

CHAPTER XXIV

NARRATIVE

Iwo Jima, the pork chop-shaped island on the path to Japan was given its final pounding by the 819th on 19 February when 12 Liberators of the squadron hit the island with 378x100 pound GP bombs to end six months of aerial bombardment which the "Bat Out of Hell" had rained upon this gateway to Tokyo. Soon after the last plane returned from the attack, the Marines took over and began the fight for the base. At this writing, the battle is still in progress.

It was fitting that the 819th, the first squadron to hit Iwo Jima 10 August 1944 should administer the final blow on D-Day. It was also fitting that Major Thomas E. Peddy, Squadron Commander, who led the initial flight should be flying the lead airplane on the occasion of the squadron's valedictory over Iwo.

Between 1 February and 19 February, the squadron flew a total of 21 combat missions with 98 sorties being dispatched. Four of these sorties were abortive. Of the 21 missions flown, 16 were attacks on Iwo Jima. Six of these were squadron raids, eight were night snooper missions and two were navigational escorts for P-38s. Woleai was hit once and Marcus twice and two night snooper missions were flown to Chichi Jima.

The 819th was again called on to prove its versatility during February. On 1 February, ten 819th Liberators dropped 77x55 gallon drums of napalm on a wooded section of Iwo Jima believed to conceal important buildings and other installations. On 17 February, seven of our planes were attached to the 27th and the 38th Bomb Squadrons to take part in a low altitude attack on Iwo Jima. Bombs were dropped from an altitude of 5000 feet and gunners strafed the airfields, parked planes, gun positions and buildings.

On the final mission 19 February, bombs were again dropped from 5000 feet. Results on both attacks were excellent. The planes had scarcely landed from the last mission when rumors and speculation ran rampant concerning the future of the "Bat Out of Hell" squadron. For several days squadron personnel mentally flitted from Saipan to Guam to Oahu to China and even to the States. Guessing increased hourly.

Finally, on the morning of 22 February, Major Peddy addressed the squadron. His opening words confirmed the anticipated misgivings of every member of the 819th.

”Gentlemen, the axe has fallen” said the Major. The old ”Bat Out of Hell” squadron has been split in twain.”

Gradually the picture of things to come was revealed. The 30th Bomb Group was to return to Oahu, but before it departed, many changes were to be effected. Most of the changes were to be made within our squadron. Personnel of the 11th Bombardment Group on Guam who had two or more years of service in the forward area were to be transferred to the 819th and members of our squadron were to replace them. Other personal of this squadron were to be transferred to the VII Bomber Command headquarters and others were to return to Oahu.

Major Peddy, who had been Squadron Commander of the 819th since its departure from the States is to be assigned to the 11th Group as Operations Officer. The new duties of other 819th squadron officers is not as yet known.

The first exchange of personnel between the 819th and the 11th Group took place on 24 February and continued for three days. As the month ended, personnel of the revamped 819th on Saipan was awaiting transportation to Oahu and the VII Bomber Command headquarters where Captain James S. Simpson who came to the Marianas as Adjutant of the ”Bat Out of Hell” squadron was ready to take over his duties as Squadron Commander.

819TH BOMBARDMENT SQUADRON (H) TEP_fas
AFO# 244

14 February 1945

SUBJECT: Classified. Commendation.

TO : Commanding General, SEVENTH AIR FORCE, APO# 244.

1. The undersigned is desirous of forwarding a copy of the enclosed commendations to the next of kin of Lt Painter and crew members, and of presenting a copy to Lt Knudson and each of his crew members, since it is felt that a copy of these fine commendations would be one of the most treasured possessions of those people,

2. Copies may not be disseminated, however, because of the confidential classification of the correspondence. Therefore the undersigned has prepared a copy of the basic, omitting the classified information, so that it is believed the correspondence may be disseminated in this new form to the interested personnel, (See inclosure #1)

3. It is requested that permission be granted, or obtained, so that copies of the correspondence, in a declassified form may be forwarded to the next of kin of Lt Painter and crew members, and to Lt Knudson and his crew members.

THOMAS E. PEDDY,
Major, Air Corps,
Commanding

2 Inclosures:
Ind #1 - Cy of Commendation
Incl #2 - Org Commendation w/ind.

1st Ind.
HEADQUARTERS 30TH BOMBARDMENT GROUP (H),

BBXEX-ecl

TO: Commanding Officer, VII Bomber Command, APO #244, 15 February
APO #244

Request approval.

JAMES S. SIMPSON
Captain, Air Corps, Adjutant

BASIC: Ltr 819th Bomb Sq (H), Subj: "Classified Commendation" dtd 14 Feb 45.

201.22 2nd Ind. ABXEX-1-fsd
HEADQUARTERS VII BOMBER COMMAND, APO 244, 19 February 1945.

TO: Commanding General, Seventh Air Force, APO 244.

Approved.

For the Commanding Officer:

ROSS D. THOMPSON,
Major, Air Corps, Acting
Adjutant General.

201.22 3d Ind. AAXEX-3-CMS
HEADQUARTERS SEVENTH AIR FORCE, A.P.O. #244, 20 February 1945.

TO: Commanding General, VII Bomber Command, AAF, APO #244.

Approved.

By command of Major General DOUGLASS:

R. J. ERICKSON,
Colonel, A.G.D.,
Adjutant
General.

UNITED STATES PACIFIC FLEET
CRUISER DIVISION FIVE
FLAGSHIP OF THE COMMANDER

FB3-5/A16-3 90-mak.
Serial 06

16 January 1945

From: Commander Task Gro up ---------- - -
(Commander Cruiser Division Five)
To : Commander Task Force ----------

Subject: Enemy action in which. Squadron -- - of the
---- Group took part- report of.

1. On — December 1944 the U. S. S. ---assisted by the U. S. S. ------- sank a Japanese destroyer or destroyer escort north of Iwo Jima. This action was a direct result of the assistance given by two B-24 planes of the ---- ----Squadron piloted by First Lieutenant Knudson and First Lieutenant Painter. The planes made initial sight contact and ably assisted our destroyers by giving the range, bearing, course and speed of the enemy. It is considered doubtful that the enemy would have been sunk had it not been for the plane's contact and amplifying reports.

2. First Lieutenant Painter logged over thirteen hours for this flight. His ability and enthusiasm contributed much to us as a fighting team.

Allan E. Smith (signed) ALLAN E. SMITH (typed)

1st Ind.

HEADQUARTERS STRATEGIC AIR FORCE, PACIFIC OCEAN AREAS, APO #244 23 Jan 1945

TO: Commanding Officer, --------Bomb Squadron, APO # 244,

VIA: Commanding General, Seventh Air Force, APO #244.

For information of all concerned.

For the Commanding General:

H. J. Cole (signed)
Hi J. COLE (typed)
Captain, AGD,
Adjutant General

From: Commander Task Group NINETY-FOUR POINT NINE
(Commander Cruiser Division FIVE).

FB3-5/A16-3
Serial 06

UNITED STATES PACIFIC
FLEET
CRUISER DIVISION FIVE

90-mak.

To : Commander Task Force NINETY-THREE.

Subject: Enemy action in which Squadron 819 of the 30th Group took part - report of.

1. On 24 December 1944 the U.S.S. ROE assisted by the U.S.S. CASE sank a Japanese destroyer or destroyer escort north of IWO JIMA. This action was a direct result of the assistance given by two B-24 planes of the 819th Squadron piloted by First Lieutenant Knudson and First Lieutenant Painter. The planes made initial sight contact and ably assisted our destroyers by giving the range, bearing, course and speed of the enemy. It is considered doubtful that the enemy would have been sunk had it not been for the plane's contact and amplifying reports.

2. First Lieutenant Painter logged over thirteen hours for this flight. His ability and enthusiasm contributed much to us as a fighting team.

1st Ind.

HEADQUARTERS STRATEGIC AIR FORCE, PACIFIC OCEAN AREAS, APO #244 23 Jan 1945

TO: Commanding Officer, 819th Bomb Squadron, APO

VIA: Commanding General, Seventh Air Force, APO #244

For information of all concerned

For the Commanding General

Captain, AGD, Adjutant General.

201.22 3rd Ind. ABACS-1-gwa
HEADQUARTERS VII BOMBER COMMAND, APO # 244, 31 January 1945.

TO: Commanding Officer, 30th Bombardment Group (H), APO #244.

The pride I feel in passing on this excellent report is deeply tinged with sadness that Lieutenant Painter and his crew are no longer with us to receive credit for work well done. To the end this crew carried on in the traditional manner and left behind a record of service that is an example for others to emulate.

LAWRENCE J. CARR, Colonel, Air Corps, Commanding.

201.22 4th Ind BEGCC/hfl

HEADQUARTERS 30TH BOMBARDMENT (H), APO 244, 2 February 1945.

fol CortMOdlna Officer, 819th Bonh Sj (9), A^O 2UH.

It is with great pride and satisfaction that I pass on this letter of commendation on the exemplary performance of the crews of LT KNUDSON and LT PAINTER. The assistance which they provided the Navy was the direct factor in the sinking of a Japanese vessel, and reflects the greatest credit both upon themselves and their organisation. The loss of LT PAINTER and crew was deeply felt within this command. Their example will be a spur and an incentive to the rest of us to follow in their course and prosecute the war with full vigor until the day of victory.

JOHN J. MORROW Colonel, Air Corps, Commanding.

319.1 2d Ind.
HEADQUARTERS SEVENTH AIR FORCE, APO 244, 28 January 1945. AAJEX/cjm

TO: Commanding General, VII Bomber Command, APO 244.

It is with a great deal of pleasure that I transmit to you, and to the members of your command concerned, the report of outstanding assistance rendered by the crews of Lieutenants Knudson and Painter in the destruction of a Japanese combat naval vessel. Such excellent teamwork brings the day of victory that much closer.

201.22 3rd Ind. ABACS-1-gwc
BEADQUARTERS VII BOMBER COMMAND, APO # 244, 31 January 1945.

TO: Commanding Officer, 30th Bombardment Group (H), APO #244.

The pride I feel in passing on this excellent report is deeply tinged with sadness that Lieutenant Painter and his crew are no longer with us to receive credit for work well done. To the end this crew carried on in the traditional manner and left behind a record of service that is an example for others to emulate.

LAWRENCE J. CARR

Colonel, Air Corps, Commanding.

201.22 4th Ind BBGCO/hfl
HEADQUARTERS 30TH B0MBARDMENT GROUP (H), APO 244, 2 February 1945.
To: Commanding Officer, 819th Bomb Sq (H), APO 244

It is with great pride and satisfaction that I pass on this letter of commendation on the exemplary performance of the crews of LT KNUDSON and LT PAINTER. The assistance which they provided the Navy was the direct factor in the sinking of a Japanese vessel, and reflects the greatest credit both upon themselves and their organization. The loss of LT PAINTER and crew was deeply felt within this command. Their example will be a spur and an incentive to the rest of us to follow in their course and prosecute the war with full vigor until the day of victory.

Colonel, Air Corps,
Commanding.

819th BOMBARDMENT SQUADRON (H) 30th BOMBARDNENT GROUP (H)

ARMY AIR FORCES PACIFIC OCEAN AREAS

WHEELER FIELD

1 March 1945 - 31 March 1945

Date of arrival and departure from each station occupied in this theater:

Departed Saipan 1 March 1945, arrived at Wheeler Field Oahu, T.H. 17 March 1945.

Losses

Negative.

Awards and Decorations:

Negative.

Organization:

Negative.

Strength:

1 March 1945

60 Officers Assigned
344 Enlisted Assigned

31 March 1945

55 Officers Assigned
336 Enlisted Assigned

Airplane Strength:

26 February 1945

10 B-24J
2 B-24L
1 B-24M

31 March 1945
12 B-24J (Non-Operational War weary)
1 B-24M
1 UC-78

Airplane Losses:

Negative.

CHAPTER XXV
NARRATIVE

March 2, 1945 found the U.S.A.T. Howell Lykes heading out of the harbor at Saipan on the way to "Aloha Land." On board were most of the ground members of the 819th Bombardment Squadron fondly known as the "Bat Out Of Hell" Squadron. For many this was the partial fulfillment of an oft contemplated dream. Unfortunately for a majority of the original 819th the Squadron was going home in name only and was now largely composed of former members of the 11th Bombardment Group who either had two or more years foreign service or were overages. This situation came about due to the combining of the 11th and 30th Group personnel thus forming a new 11th Bombardment Group which remained "down under". The remaining personnel were then returned to Oahu to form a nucleus for a newly formed 30th Bombardment Group.

As far as the air crews were concerned, all crews with less than ten missions completed returned to Oahu in planes of the "war weary" class. Their trip back was interrupted at Kwajalein where they took part in the unsuccessful search for General Harmon's plane which disappeared somewhere between Kwajalein and Johnson Island. Outside of that their return trip was uneventful. In addition twenty men were held at Saipan to turn in equipment and police the area. Those men arrived in Oahu by Ship on the 27th of March and rejoined the Squadron at that time.

The good ship Howell Lykes wasn't many hours at sea before she was jokingly referred to by all the boys as the "Eight Ball Express." This name was retained throughout the trip and was the basis for many a joke.

On the whole the ship was quite satisfactory. It was relatively new and quite clean. Our enlisted personnel were assigned to hold #4 three decks down and that was to be their home for the next two weeks. Accommodations were adequate although the hold became stuffy at times because of poor ventilation.

The usual shipboard rules along with a few additional ones, were put into effect the second day. One of the additional rules being no sleeping on deck at night which was unwillingly complied with by all the enlisted personnel.

The typical day aboard ship started with a "stand to" of all hands the duration of which was from one hour before sunrise till sunrise. After that came breakfast consisting of dehydrated eggs, boiled bacon or sausage, boiled potatoes, and mush or stewed fruit for the enlisted personnel. Standing room only was the order of the day which did not add to any feeling of satisfaction that might be derived from a hearty breakfast. After breakfast the ship was cleaned for the daily 10 o'clock inspection. Without going into further particulars the enlisted personnel's dinner and supper were of a calibre consistent to their breakfast. Ingredients used in most of the meals were unsatisfactory for steam cooking.

As far as meals were concerned the officers fared much better. The food was good and well prepared with the exception of frequent meals of cold cuts which were hardly conducive to a feeling of well being for those members who did not prove to be very good sailors.

Afternoons were spent sun bathing, reading, playing cards and sleeping. Card playing dropped off noticeably among the enlisted personnel after the first week. Seems all of the money became concentrated in the hands of a few.

Just prior to sundown the smoking lamp was out and "stand to" was again the order of the day lasting for one hour before sundown till sundown. So ended the perfect day with everyone returning to their quarters to wait for the dawn of another day.

A twenty-four hour stop was made at Eniwetok during which mail was unloaded and a number of sailors and naval officers were taken aboard. The men were being returned to the Mainland for reassignment after eighteen months duty overseas.

The trip was uneventful with one exception. At 11:30 on the 12th the alert signal was given for aircraft attacking but instead of going to quarters as the rules directed everyone remained on deck. The alert lasted for one hour, why ? nobody knows. Fortunately no aircraft came over because if they had the casualties would probably have been very high. March 12th found us crossing the International Date Line thus giving us two Mondays in a row which prompted the inquiry by some members of "which one do we get paid for"?

Oahu came in sight on the 17th of March which proves that the ship was moving after all and at 12:30 local time the U.S.S. "Eight Ball Express" pulled into the Honolulu harbor. As the ship docked all members were greeted by selections played by one of the local military bands accompanied by welcome cries from the pineapple soldiers of "you'll be sorry".

After a two hour wait we were allowed to disembark and were loaded in sand cars of the famous Oahu Railroad. Midst flying sand particles we took off in a cloud of dust for Wheeler Field. Upon arriving at Wheeler the situation was a bit confusing as no one seemed to know where we were to stay. After some time everyone found quarters of some nature. Quarters of the majority of the personnel at the present time consist of tents but the latrines have hot water showers which is a luxury most of the men had not indulged in for quite a few months.

Operations for the rest of the month have been meagre consisting of paperwork and the feeding of the Squadron. These two functions never stop in any army.

Squadron morale is high at the present time due to the movement to the rear area. Rumors are plentiful consisting of such things as possible reassignment of the Group to the Mainland for reorganization and forty-five day leaves and furloughs.

The new Commanding Officer of the Squadron is Major Clare H. Royce having been promoted to that grade on the 30th day of this month. Major Royce is a veteran of Central Pacific warfare having formerly commanded the 431st Squadron of the 11th Bombardment Group.

Major Charles J. Dulin remains as the Squadron Executive Officer and 1st Lt. Karl T. Spellum is the Adjutant. The new first sergeant is Paul M. Fronheiser formerly of the 42nd Squadron of the 11th Bombardment Group. The majority of the rest of the staff Officers and enlisted personnel are newcomers to the Squadron but all of them have spent time in the Combat Area and it is believed the Squadron will soon be in a position to carry on the traditions handed down by the old "Bat Out Of Hall" Squadron.

OPERATIONS

The last part of February and the first few days of March brought about many changes in the Operations section. In the turn-over of personnel within the squadron all the operations clerks except the section chief were transferred to the 11th Bombardment Group (H). In return for these men the section received two clerks from the 11th Group. One of these men is classified as section chief and the other classified as a clerk. Both men have enough overseas time to be eligible for reassignment. The end of March finds the Operations with an overage of one section chief and a shortage of three clerks. The Operations Officer was transferred out and the Assistant Operations Officer 1st Lieutenant William O. Kirby, took over as Operations Officer on the return of the Squadron to Oahu.

The Squadron returned to the rear area with only those crews who had less than ten combat missions — a total of nine complete crews. Enroute to the rear area seven of the crews were held over at Kwajalein to aid in the unsuccessful search for Lt. Gen. Millard F. Harmon. The last of these crews arrived here the 27th of March, one month after their departure from Saipan.

Due to the small number of operational airplanes now in the Squadron very little flying is being done. A small amount of transition work is being carried on in order to check out first pilots.

INTELLIGENCE

The Intelligence Section spent most of the month trying to find out who the S-2 officers were that were assigned to this Squadron. First Captain W.G. Volkman was assigned but before he could report he was reassigned to Headquarters 30th Group. 1st Lieutenant H. T. Kurz was assigned and was here for a few days and was then reassigned to the 392nd Bomb Squadron. At this time Captain C. E. Bergdoll is assigned and is in charge of the section with 2nd Lieutenant M. T. Curtis as his assistant. Along with other sections this one has its shortage of personnel, having only two enlisted men instead of four as authorized. With only one officer left from the old 819th most of the time has been spent in familiarizing the new men with the files and former policies of this section.

ENGINEERING

March 1945, was a month of work removed from the usual routine of the engineering section. The section was spread from Saipan to Oahu.

At Saipan Captain E. R. Henderson remained with a few men to transfer Squadron equipment. After repeated indecision as to authority for transfer, priority of various units in obtaining our equipment, and means of transporting it, the materiel was finally sent to the Navy, the 11th Bombardment Group (H), and other units in the area and only office equipment was retained by the sections.

At the same time some of the engineering personnel was detailed to Kwajalein to help with the maintenance of the airplanes searching for General Harmon. They stayed there until the twentieth of the month.

At Oahu, airplanes assigned to the squadron were in the war weary class. Letters, with findings of the squadron inspections were sent forward to higher headquarters seeking to relieve the squadron of maintaining these airplanes which had flown many missions in the Central Pacific.

Two airplanes were left operational in the squadron, one B-24M, and one UC-78, a new type for the squadron. No equipment had been assigned as the month closed.

In the last week of the month 35 men were sent down to HAD to assemble P-47s and P-51s for the forward area.

SQUADRON SUPPLY

From the 15th of February until the organization left Saipan all T/O and E items were turned into supply where they were made ready for distribution following a plan drawn up by a higher command. Before distribution could be made the navy moved into the area and wanted to take over all this property. The change was arranged by Admiral Nimitz and General Richardson and the navy took over the equipment.

During the process of changing personnel 1st Lieutenant F. J. Hoefel who had been supply officer since November 1942 was transferred to Hq. & Hq. Squadron VII Bomber Command. Cpl. S. R. Bubbale who had served as clerk was transferred with him.

Upon arrival to this station 1st Lieutenant R. S. T. Lau became supply Officer. S/Sgt. M. A. Goldsmith acted as supply sergeant until S/Sgt. W. E. Edwards of the original section arrived with the rear echelon from Saipan. Since arriving at this station supply has been re-equipping personnel with clothing.

TRANSPORTATION

Most of the transportation personnel and all of the vehicles were transferred out of the squadron at Saipan. The new section officer is 1st Lieutenant R. S. T. Lau, and S/Sgt John F. Delaney is section chief. Altogether there are sixteen enlisted men assigned to the section. Twelve reconditioned vehicles have been assigned to the squadron consisting of three 2 1/2 ton trucks, one 1 1/2 ton truck, 3 weapon carriers and five 1/4 ton (Jeeps) trucks. Like the mess hall the motor pool has been set up in conjunction with the 38th Bomb Squadron.

MESS HALL

A cook’s work is never done. The 819th mess personnel did part of the cooking on the ship, but we don’t blame than for the condition of the mess. Since reaching the new station the Headquarters, 38th and 819th Squadrons have used the same mess hall. Although the equipment isn’t very good, the food that is now being served is better than what one gets in most of the restaurants in town. By using two serving lines no one has to wait very long to be served.

ORDNANCE

On 24th February 1 Officer and 24 enlisted men were transferred from the 819th Ordnance to the 11th Bomb Group. From the 11th Bomb Group came 1st Lt J. R. Setzer and 28 enlisted men, all transferred into the 819th Bomb Squadron.

The only work accomplished by the section was done by four men left at Saipan who turned in equipment.

ARMAMENT

Captain H. D. Lee is the new officer in charge of armament and Master Sergeant A. O'Herron remains from the old 819th as section head. The section is to date composed of men with an average overseas time amounting to thirty one months. The majority of the men in the section came overseas with the 392nd Bomb Squadron. Six of the men from the old 819th remain in the section.

The work performed by the section since reaching Oahu consisted solely of removing, pickling, and storing all guns from the war weary aircraft assigned to this squadron.

MEDICS

The Medical Section was less effected by change of personnel than any of the other sections. Captain C. A. Stone is still Flight Surgeon and Staff Sergeant V. H. Garrett is still section head. Three other enlisted men from the 819th stayed while four others were transferred out. Three new men from the 11th Group have been assigned to the sections as replacements.

From the first to the 18th of March the squadron was on shipboard and used the ship dispensary. Since leaving the ship the Medics have acquired an ambulance but as they have no dispensary at the present time the orderly room is being used for sick call. Could they pick a worse place for a poor gold brick?

RADAR

The Radar Section was left with only a third of the men called for by the T.O. after all the transfers were made. Captain A. N. Adcock Jr. is in charge of the section with Master Sergeant W. H. Uhle as section head.

The only work done during the month was the maintenance of I.F.F. on the two operational planes.

COMMUNICATIONS

Captain H. H. Mann from the 11th Bomb Group took over the duties of Communications Officer in the 819th. Master Sergeant V. H. Tyrrell also from the 11th Bomb Group became the section head. The section has an overage in rank but a shortage in personnel. No equipment has been issued to the section up to the present time.

The maintenance of the radios on the two operational planes has been the sole accomplishment of the section for the month.

CHARLES E. BEDOLL
Captain, Air Corps
Squadron Intelligence Officer

819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP (H)

ARMY AIR FORCES PACIFIC OCEAN AREA

WHEELER FIELD

1 April 1945 - 30 April 1945

Date of arrival and departure from each station occupied in this theater:

Negative.

Awards and Decorations:

Negative.

Strength:

1 April 1945	30 April 1945
55 Officers Assigned	53 Officers Assigned
336 Unlisted Assigned	364 Enlisted Assigned

Airplane Strength:

1 April 1945	30 April 1945
12 B-24J (Non-Operational War Weary)	8 B-24M
1 B-24M	1 UC-78
1 UC-78	

Airplane Losses:

Negative.

CHAPTER XXVI

NARRATIVE

The month of April opens with the Bat Out Of Hell Squadron still doing little other than resting. Men were signing up for five day stays on the Big island of Hawaii; others were signing up for dental appointments.

On the 2nd of April the squadron celebrated it's return to Oahu with a "beer-bust" at Ala Moana Park. The buses and trucks left the area at 1300. Beer, coke, potatoe chips and a Hula dance started the afternoon off. Then, more beer and Native Philippine Folk dances, followed by Chinese food. That beer sure went fast! After the meal another Hula dance was put on. With that and being no more beer, everyone was ready to return to the field.

On the fifth and sixth the rains came. Before it had just rained a little every day but on those days the weather man did a fine job and it rained almost steady for two days. Most of the tents didn't shed the rain. It came down in streams under the tents instead of as drops like outside. On the night of the sixth, the squadron was issued several new and reconditioned tents. In the rain that night and during the next morning the only duty performed by the squadron was the changing of tents.

On the 9th of April Lieutenant A.V. Ellis and crew conducted an unsuccessful search for a plane lost between Oahu and Christmas islands. On this day the first of the war-weary planes, B-24J # 551, was transferred to the 19th Troop Carrier Squadron. Surely they aren't going to replace those LB 30's in the Southern Cross airlines.

On the 12th the B-24M # 168 was transferred to this squadron, giving the squadron two new planes. The squadron had been flying and maintaining this plane since the 23rd of March. The only flying being done is transporting men to Hilo and back. On this same day the names of sixty-two men were submitted as eligible for reassignment as of 15 March 1945. The names were submitted under the new point system, that had everyone looking for their good conduct ribbon orders.

At about 1230 on the 12th of April the news of the great loss to our country, that President Franklin D. Roosevelt had died was heard by the men of this squadron. On the 15th of April this squadron along with other units participated in the memorial services held for our beloved Commander-in-Chief, Franklin D. Roosevelt.

On the 19th of April 1945, men were transferred into the squadron, twenty-one of those men being combat radar operators. The rest of the men were men needed to bring the squadron up to strength.

Karl T. Spellum, squadron adjutant, received his railroad tracks making him now Captain Spellum on the 21st of April 1945.

During the week starting the twenty-first, all of the combat officers except those on two crews moved from tents into quarters.

The eleven War Weary airplanes were transferred to the 420 Sub Depot, Wheeler field on 22nd of April.

On the 25th, 27th, and 28th of April a large percent of the squadron went to school again, an hour each day to learn the Honolulu and GI driving rules. The last hour was spent in finding out if one had learned anything the first two hours.

On the 27th the engineering men who had been on D.S. to H.A.D. returned to the squadron.

During the past month 90 men in the squadron have taken advantage of the five day rest leave on the Big Island.

On the last day of the month Major Charles J. Dulin, executive officer, outlined to the ground officers and section chiefs a program that will be put into effect by Group during the next month. This included a physical program of four hours a week, three of the hours supervised and one hour the individual participating in any sport he wished. The squadron will also start the old grind of training crews again.

CHARLES E. BERGDOLL
Captain, Air Corps,
Intelligence Officer.

819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP(H)

ARMY AIR FORCES PACIFIC OCEAN AREAS

WHEELER FIELD

1 May 1945 - 31 May 1945

Date of arrival and departure from each station occupied in this theatre:

Negative.

Losses:

Negative.

Awards and Decorations:

On 23 May 1945, two EM were presented the Bronze Star Medal, by Major C. H. Royce, AC, Commanding.

Master Sergeant Oliver D. Dibert, 6848043, AC, for meritorious service in connection with military operations against the enemy from 1 October 1944 to 1 November 1944.

Sergeant Wade J. Boyd, 39336819, AC, for meritorious service in connection with military operations against the enemy from 21 September 1944 to 24 November 1944.

Headquarters Seventh Air Force
General Orders No. 38
Dated 12 March 1945, APO # 244

Organization:

Negative.

Strength:

1 May 1945

53 Officers Assigned
364 Enlisted Assigned

31 May 1945

86 Officers Assigned
363 Enlisted Assigned

Airplane Strength:

1 May 1945

2 B-24M
1 UC-78

31 May 1945

11 B-24M

Airplane Losses:

Negative.

CHAPTER XXVII

NARRATIVE

During the Month of May 1945 most of the squadron personnel were concerned over their status on rotation, furloughs or their discharge points, the system is working and all sections are being drained of key personnel. It is heartening to see some lucky guys end up on the business end of stateside orders. All of the men eagerly scan bulletin boards "sweating out" some list or another. Rumors spring up from nowhere and circulate fast. Most of them made to order to suit the desire for duty in the states until some morbid individual creates a Frankenstine such as "The waste of Okinawa in a month".

As happy men are the busiest men, and the combat crews are too new to harbor grand ideas of working in their own back yard, all Sections began entrenching in the old Leileuha School Area to hash out a detailed training program.

OPERATIONS

The Operations Section started off the month of May with a flight schedule providing transition training for co-pilots, and several squadron formations were flown to give training to the newly assigned crews. On 26 May the squadron had 10 planes in a group formation for practice bombing exercise, the target, Kahoolawe. And again on 30 May a squadron formation practice-bombed the same area.

Two crews were transferred out of the squadron and eight crews were newly assigned during the month. The Operations staff received two promotions, 1st Lt's Kirby and Wiese to Captains. The section lost two clerks, one on furlough and one on the point system, leaving a shortage of three clerks.

Operations set up the ground schedule for combat personnel beginning Monday, 21 May and obtained permission to use the Base Theatre and one large classroom for lecture purposes. The theatre is in the squadron area. Many operational handicaps were overcome by the move of the squadron into permanent buildings.

INTELLIGENCE

Intelligence section activity was limited to routine duties throughout half the month. Training classes in recognition were then undertaken, but want of slides covering new type aircraft and ships was a major handicap. At month's end materials were in sight, and an integrated Intelligence training program was under way.

The Section's two enlisted men, S/Sgt. Lawrence and Sgt. Paul, (assigned to the squadron in February) were lost to "points" and furlough. Replacements were secured from other squadrons of the Group.

I & E DEPT.

With V-E Day in Europe a reality, and the constant pounding of the home islands of Japan, interest settled around old worn out post war plans. Four regular I & E meetings were held during the month and the film "Two Down and One to Go", explaining the rotation and readjustment policy was shown at the theatre.

An open discussion of the topic "V-E Day and You" gave the men the opportunity to express their opinions on the point system and the policy of discharge from the Army. A full explanation of Group Policys, given at the base theatre by Colonel Pardee, served to settle some of the more confusing ideas and problems on the subject.

ENGINEERING

The Engineering section began the month of May with three airplanes on hand, two B-24M's and the UC-78 and the section was somewhat handicapped for lack of tools. During the month ten additional B-24M's were received from AAFPOA, CCRC, APO # 966, the UC-78 was transferred to VII Air Service Area Command, APO # 959 and one B-24M # 44-42103 was transferred to the 38th Bomb Squadron (H), APO # 959.
New OEL equipment was drawn in sufficient quantity to relieve the maintenance problem. Maintenance throughout the month was average consisting mostly of acceptance and routine inspections, several tire changes, and some replacements of accessories or instruments.

Towards the latter part of the month the aircraft were moved to a new parking area on runway "C" and the section was likewise moved to shacks adjacent to the location. For the first time since the squadron's return the section began to function efficiently and systematically. In compliance with the existing rubber conservation program, tire covers were provided for all airplanes and proper records initiated to record rubber wear.

The only existing problem which confronts the section is shortage of personnel. During the month of May the section lost upward to 50% of its' line men and is forced to operate with three man crews per plane, and an insufficient number of specialists. M/Sgt. James J. Collier was appointed Line Chief to succeed M/Sgt. Howland who requested return to status of Crew Chief.

SUPPLY & TRANSPORTATION

On Thursday, 10 May 1945, the Supply and Transportation Sections were the first to move from the old area to the present location at the old Leileuha schoolgrounds. Under the active supervisions of Supply Sergeant Edwards and Transportation Sergeant Delaney, together with a group of enlisted men from their respective sections, the supply room, the dispatcher's office, and the motor pool were in readiness for operation the following morning.

The Supply Section made an increase in personnel when Sergeant Fezie reported for duty at the most opportune time when the drawing of Supplies and Equipment for the Squadron was at its' peak.

The transportation Section lost four enlisted men through reassignment. Two of the losses were Key men of the section, S/Sgt. Delaney and Sgt. Bush, being Transportation Sergeant and Chief Mechanic respectively, the other two were regular drivers who had been with the squadron a considerable length of time. Replacement for Transportation Sergeant was S/Sgt. Richert, formerly with the Transportation Section, 30th Bombardment Group. Cpl. Waldrop was newly appointed Chief Mechanic to fill the Vacancy created by Sgt. Bush.

ORDNANCE

The past month was not very interesting from an action standpoint for veterans of peak load days, days of incendiaries, potent 100, 500 and 2000 pounders, but a few practice bombs were loaded for the two practice bombing missions. Four men were loaned to the 41st Bomb Group for about 25 days, to help load

Rockets on the B-25's. They no doubt picked up some valuable experience. The Ordnance Section too lost personnel due to discharge and rotation. T/Sgt. Drew and Cpl. Raya went home on discharge points and Cpl. Raya went stateside on an emergency reassignment due to dependency. Lt. Setzer went back to the states for a 45 day furlough leaving T/Sgt. Behringer in charge of the section.

RADAR

Requisitions for equipment finally came through and a limited supply of OEL equipment came in the last day of May. The Navy obliged with an AN/APS-15A. The set is to be used as a ground mock-up to improve the operating technique of the Mickey operators.

Of all the personnel in the Radar Section, Sgt. Bernstein had luck on his side and took off for a 45 day stateside furlough. T/Sgt. Hill was pleasantly surprised to find that his commission as 2nd Lieutenant came through; he is now attached to this squadron. T/Sgt. Rosenthal was also informed that his commission awaits him. He expects to be sworn in within the next few weeks.

S/Sgt. Glass returned from Hickam Field where he attended school for five weeks studying the AN/APS-15A and the AN/AFQ-5B. Three men are due back from the same school in the first part of June.

The section received four men on DS from the 88th Airborne Squadron to help out. The old timers and men due furloughs would like to have them join the squadron permanently.

PERSONNEL SUMMARY

During the month of May three Officers and three Enlisted Men returned to the states on emergency furloughs and sixty-four Enlisted Men left the squadron for temporary duty, rest and recuperation, in continental United States. Thirty-Two Enlisted Men with over 85 points left with anticipation of becoming civilians and over one hundred Enlisted Men now in the Squadron have 85 points or more.

Seventy-eight Enlisted Men and ten Officers were promoted in rank. 1st Lt. Richard S. T. Lau assumed duties as Squadron Adjutant, relieving Gapt. Karl T. Spellum, now Executive Officer. Major Charles J. Dulin, the former Squadron Executive Officer, returned to the states to attend the Inspectors' School at Orlando, Florida.

Six cases of hospitalization were reported.

Two combat crews were transferred and eight crews were assigned to the squadron.

ELMER J. FRANC
1st Lt., Air Corps,
Ass't Intelligence Officer.

819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP (H)

ARMY AIR FORCES PACIFIC OCEAN AREAS

WHEELER FIELD

1 June 1945 - 30 June 1945

Date of arrival and departure from each station occupied in this theatre:

Negative.

Losses:

Negative.

Awards and Decorations:

Negative.

Organization:

Negative.

Strength:

1 June 1945	30 June 1945
86 Officers Assigned	82 Officers Assigned
2 Flight Officers Assigned	2 Flight Officers Assigned
363 Enlisted Men Assigned	369 Enlisted Men Assigned

Airplane Strength:

1 June 1945	30 June 1945
11 B-24M	11 B-24M

Airplane Losses:

Negative.

CHAPTER XXVIII

NARRATIVE

The ”Bat out of Hell” boys sweat through another Month. It was a quiet one, without the numerous bull sessions dissecting squadron policies, rules, and regulations. Most of the evenings, other than those spent in the movie line or elbow bending in the openair beergarden, found the fellows dreaming of the East. Not the Orient; but back among the rugged mountains, stretching plains, gleaming streams, and even Brooklyn. Imaginations outstretched the plains; the gleam was in their eyes because letters from home were scented with late spring.

Squadron personnel seem to have accepted the dull wait for future developments, both in the actual tactical standing of the Group and in discharge or reassignment of personnel. The ultimate conclusion seemed to be that butting the head against the wall wasn’t getting us anywhere. Most crews were anxious to get to the forward area to "get those missions in"; the ground crew old timers were anxious for a replacement and reassignment or discharge.

Much of the "steam" boiled up from waiting was expended knocking hell out of several dozen mushballs; the exertion put the 819th sluggers at the top of the Mushball League. The drill manual was dusted off, too, and the outfit is getting sharp on ”About Face,” Right and Left Obliques, but really doing ”Fall Out” best — brings to mind the cadet days of the Flying Officers and the basic training of the Enlisted Men.

Personnel changes were fairly stable, more so than in previous months since the return of the Squadron from Saipan. Major Clair H. Royce was relieved of command on 21 June, and returned to the states for rest and reassignment. Major William J. Bausser assumed command of the squadron on the same day. Major Bausser came to the Squadron from the Air Depot, APO # 953.

Captain William C. Kirby, Operations Officer, returned stateside 15 June and 1st Lt. Fred T. Jacobs became operations officer. Lt. Alexander, Ass’t Operations Officer, returned to the states to attend the AAF Instructors’ School; and Captain Stone was on DS to Tripler General Hospital to attend a course in X-Ray.

Five Enlisted Men over 40 years of age returned to the states for discharge; five were granted temporary duty furloughs in the states; and one enlisted man left on emergency furlough. Two squadron personnel who had been hospitalized and 4 men on emergency leave in the states were dropped from the squadron roster. Three enlisted men attended schools locally: AAFPOA Communication School; CPBC Clerk and Stenographers’ School; and Engineering Maintenance Company’s course in welding•

Promotions were granted 20 officers and 8 enlisted men during the month. Milton L. Rosenthal, 32072663, T/Sgt., was appointed 2nd Lt. on 7 June 45 and later transferred to the 392nd Bomb Sq. (H).

Of the 14 men assigned to the squadron during the month, 7 were Loran radar operators.

OPERATIONS

June — and the S-3 section continued mapping out the training program. Schedules are made out weekly as soon as Projected air operations are known.

Lt. Byron M. Robinson is conducting a D.R. Navigation course for all enlisted radar operators. The course will be continued until the men are checked out satisfactorily. All the

bombardiers have completed a Squadron- conducted course on Radar Bombardment and had at least one opportunity to use the APQ-5B equipment on a dry run. Up to now visual bombing methods have been used on all missions except for the eight crews who have completed the radar training course at Langley Field, Virginia. Plans are in effect to check out all the bombardiers on Radar Bombardment methods.

Pilots, Co-Pilots, Engineers and Ass't Engineers completed the engineering course this month. Only a small part of these men have yet to take the final examination.

Transition flights were conducted, and Lt. Herbert B. Tiffin has been checked out as a 1st Pilot. His crew will be kept intact while waiting for a new co-pilot to be assigned.

Eleven missions were scheduled during the month, both medium and high altitude bombing. Four of the missions were Group missions with emphasis placed on formation flying. One of the four was a Search Mission conducted by the Hawaiian Sea Frontier.

Formation flying has improved immensely and the pilots are really stacking the B-24's in close. A high standard of bombing accuracy is being established.

INTELLIGENCE

The training missions leave insufficient briefing material for the Intelligence section, so the section buried itself in routine paper work and the training program. Recognition classes were begun and every effort is being made to keep them as interesting as possible.

The crews are greatly interested in Japan and the surrounding areas, realizing the areas will probably contain their future targets. A lecture by Dr. Apenzella, a former missionary to Korea, was presented to the entire squadron. He was so well received that future lectures are being planned.

The Photo Section checked out one-to-two members of each combat crew as cameramen. It was a quick job; the main purpose to take bomb spotting photographs, By the end of the month an outline of a Photo course was completed and the quality of the squadrons photos in the future is expected to improve.

I and E

Of four regular I & E meetings held during June, the first consisted of a movie about the history of the 13th AAF; the others were open discussion meetings based on topics presented in Fighting Facts.

Texts for group study classes in algebra, trigonometry, radio and shorthand were obtained and these classes are being organized. Tentative plans consist of a couple of lighter courses to add variety. Architectural Drawing (home planning) is being considered because it is foremost in the minds of men with enough points for discharge. At any rate it should boost morale a bit and create additional subject matter for letters to the folks at home.

ENGINEERING

The month of June found the Engineering Section of the squadron attempting to accomplish an extensive training program for the combat crews with only half the necessary personnel. Fifty-four men were available for duty. Shortages were especially noticable in crew-chief and airplane and engine mechanic classifications. Only twelve airplane maintenance specialists were on the line; one line chief, one inspector and ten crew chiefs.

Morale in the Section was, never the less, surprisingly high, despite the failure of the array separation plan to relieve men with more than the required number of points. Perhaps, this can be explained by their belief on eventual, if not immediate separation.

Supplies were very low. Conditions at the Sub-Depot, Wheeler Field still were such, that routine supplies could not be obtained in less than twenty-four hours. One plane, B-24M, 44-50992, has been out of commission for twenty-two days for a generator transformer, extracted to the mainland. Further complications are found in the lack of technical publications and stock lists on airplanes in use by the squadron. None are available in the area, causing confusion in nomenclature and stock numbers of necessary parts.

An adequate seventy-two hour maintenance kit began to be issued in the Squadron which will be superior to the old kit when completed.

Ground crew training cut into time available for maintaining the airplanes. Drill, I & E lectures, and physical training were added to the usual losses due to squadron details. Only the alternative of working after hours was left. Crews were sometimes at work late in the evening servicing and preparing the airplanes for the following days mission.

ORDNANCE

There is little change in the work of the Ordnance section, four men were still on DS to the 41st Bomb Sq., and for the most part squadron work was confined to loading practice bombs. Approximately 350 practice bombs were loaded this past month and 10,000 rounds of caliber 50 ammunition for target practice. Small arms qualification firing for the squadron has been started, and to date eighty officers and enlisted men have been on the firing range.

One more man left for a stateside furlough leaving fourteen men in the section, eleven of whom have over 85 points. This constitutes the only problem in the section, which is one of morale. The section still is operating without an Ordnance Officer, Lt. Setzer being in the states on leave.

TRANSPORTATION - SUPPLY

The month was uneventful for the Supply Section. The only thing that came near to excitement was the additional gain of one (1) enlisted man to the section.

The Transportation Section was without a home for a couple of days due to the "big operation" by the Base Engineers in the construction of the new football and track field. Being energetic and full of pep, the personnel from the section concerned rolled up their sleeves and went to town in building a new home. The legitimate complaints are that the Engineers left the Section "holding the bag" when the new Dispatcher’s office was left half completed and the other was that the Motor Pool was cut off from all water supply. Now the base wondered why we have dirty vehicles running around the area. But — what the Engineers started and can’t complete, the "beavers" of the transportation can do.

RADAR

During June the Radar Section was concerned primarily with securing equipment and setting up a squadron radar shop. The shop was set up in the squadron area since there was no available building on the line. Work benches were built by the section, and each group (lab, Loran, Iff) installed their own test benches and mock-up sets. The lab section surmounted one obstacle by building the shielded cables for AN/APS-15A and AN/APQ-5B, not available through supply channels. By the end of the month the test benches had been set up and power was supplied by a portable PE-143.

Some of the equipment requisitioned was available in this area, including two AN/APS-15A spare sets that were obtained through the Navy. Although the squadron has been able to maintain the equipment thus far, some better provision of supply and maintenance should be set up in the sub-depot. At the present time AN/AP-15A radar is in operation in the squadron, and as the equipment is used from day to day an outside help on third and fourth echelon maintenance will become necessary. It is not now available.

Line work consisted of daily pre-flighting, calibrating, and trouble shooting. Maintenance was much better than expected since there was no maintenance shop available until near the end of the month. Four radar flights were made: three flights were dry runs to check out new radar operators; one radar bombing run was made. Excellent results were reported.

Personnel shortage was acute at the beginning of the month. However eight Loran mechanics were assigned to the section during June; Fifteen H2X mechanics were attached from Hickam Field, and four mechanics were attached from the 88th Air Drome — thus bringing the section up to full strength. Interest shown by both flying and ground maintenance personnel has been very high and the results most gratifying.

ELMER J. FRANC
1st Lt., Air Corps,
Ass't Intelligence Officer.

819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP (H)

ARMY AIR FORCES MID-PACIFIC

WHEELER FIELD

Date of arrival and departure from each station occupied in this theater:

Negative.

Losses:

Negative.

Awards and Decorations:

Negative.

Organization:

Negative.

Strength:

1 July 1945	31 July 1945
82 Officers Assigned	85 Officers Assigned
2 Flight Officers Assigned	2 Flight Officers Assigned
370 Enlisted Men Assigned	397 Enlisted Men Assigned

Airplane Strength:

1 July 1945	31 July 1945
11 B-24M's	11 B-24M's

Airplane Losses:

Negative.

CHAPTER XXIX

NARRATIVE

With rustle of duffle bags a few men bid adieu to their squadron buddies More and more men are receiving stateside orders on the present point release set-up, and these few fortunates couldn't be happier if they hit a winner in the Irish Sweepstakes. Fifteen men left during July for the good old U.S.A., fifteen damn happy ones. This alone helped the morale of the entire squadron a hundred fold — Quote, "all these fancy words are beginning to click at last" — - however the desire for much faster clicking is evident.

During the month squadron strength was upped three officers and twenty-seven enlisted men making the total 85 officers and 397 enlisted men. Nineteen transfers were made; 49 personnel were assigned.

It was only too well realized that wait for rotation, limited amusement centers, lack of excitement in Wahiawa, and distance from Honolulu helped in keeping morale at a low ebb in the past months. Something had to be done. As mentioned earlier, the release of some men helped matters, perked up deflated spirits, but more was necessary. The Special Service Officer, Lt. Rimmer, had a squadron dayroom completed. Plans were made for the Bats 4th Anniversary Supper Dance for the EM's to be held on July 27th. It was a tremendous success, mainly of course because of the number of Wave guests that attended. The party did so much good for the men that more squadron parties are contemplated for the future.

OPERATIONS

The month of July was spent with emphasis on flight training although some ground training was accomplished. Ground training consisted of actual experience. Flight engineers worked on the line and assisted inspection of airplanes. Gunners were instructed in maintenance by the Armament section and some (611) gunners were checked out as (612) armorer gunners. Radio operators were instructed in sending and receiving code. Radar operators received training on the Loran set.

Combat crews participated in four group and seven squadron bombing missions for training purposes (see footnote 1.). Both visual and radar bombing, individual and group release, was practiced. Bombing accuracy was generally good: on five missions excellent.

One search-strike mission was carried out in connection with the Navy. Combat crews were alerted for two days, and on the morning of 6 July the exercise was completed. Simulated bombing on an "enemy" carrier was considered effective.

1.) 36 flights were scheduled during July, totaling 166 airplanes. Of these 6 were squadron bomb strikes, 4 group bomb strikes, 3 gunnery missions, 2 navigational flights to Midway, 1 night bombing mission, 1 night bombing mission, 1 Army-Navy search mission, 5 day/night formation and landing, 2 instrument training flights, and 12 local flights and test hops.

INTELLIGENCE

As in all other sections, anxiety concerning the discharge policy has affected the S-2 section, although little has been mentioned here-to-fore about it. There just hasn't been enough time for contemplation. Captain Bergdoll and Lt. Curtis silently packed their "duds" and are sweating out one plan or another. Bergdoll hankers for a set of "civies" and the vine covered cottage stuff, Curtis hopes to be stateside in time for the fall term of college. Of course it all depends on the 100 point release plan for officers.

The section has been up to its ears in routine work, plus numerous secondary duties. It must be the "know it all" reputation of Intelligence that acts as a catch-all for extra assignments. The increased emphasis on I & E, with its ramifications into group and individual study programs, has become a major activity for which no adequate provision has been made within the squadron. The ultimate effectiveness of this entire program depends on time for preparation, by personnel who have background or training in educational work.

During July, four I & E meetings were held in the base theatre. The first was a movie. Two films were shown, "The Battle of San Pietro" and the Weekly Digest. This type of program goes over well with all personnel and there is usually a 100% attendance. The other meetings were lectures and attempt at discussion on current topics. Soldiers Finance, topic of the first lecture, introduced two professionals along that line. Mr Shea of Base Personnel and Insurance, and Lt. Stanton of Base Finance. The two guests were kept long after the lecture solving personal problems of the men. Other subjects of the month were "Propaganda and Prejudices".

From past experiences, it is difficult to conduct a discussion type meeting to such a large audience as the total compliment of a squadron. Under the present set-up, I & E being handled by an officer in the Intelligence section it is impossible to break the squadron up for individual meetings— Time will not permit, other duties will be neglected.

So far the voluntary attendance has made it unnecessary for a formal role call. At least 85% of squadron personnel have been attending.

With the importance placed on the I & E program and the additional interest mounting concerning USAFI courses it was necessary to send out an S.O.S. for aid. Sgt. McCulley, armorer gunner on a combat crew and squadron reporter to group newspaper, volunteered for the detail.

The section, normal strength of four EM, is manned with only two EM. One officer is charged with Photo, Postal, Educational, Public Relations, and various S-2 duties. The section has not had a typewriter assigned to it since arrival on the island of Oahu in March. Thus "business as usual" has been carried on by whatever short-cuts and make-shift conditions demand.

The ground school schedule of intelligence, along with all other sections, was lightened during July because of the stepped up flight training. Classes in Aircraft and Naval identification were given; it was surprising to find the majority of crews well checked-out on aircraft recognition. A bit of the old times feeling returned when group requested the intelligence section to take part in group mission briefings and present a simulated enemy target.

ENGINEERING

July, 1945, was principally noteworthy because of the personnel changes necessitated by the Army Discharge Plan. At the end of the month, as a class, airplane maintenance specialists were principally affected. While replacements were available in this military occupational specialty, and were sent into the squadron, their experience level reflected little liaison between the replacements had previous experience on heavy bombardment aircraft, the majority had experience only on aircraft varying from medium bombers to advanced trainers. Such a condition, which could be easily remedied by sending qualified men from the replacement pool to the squadron, now causes the engineering section to have mechanics with low ratings actually carrying men of higher rank until they have a chance to learn a job which the mechanics are already qualified. Some re-classification, it is already evident, must be made, and since some affected men are of relatively high rank, naturally there will be resentment on their part.

Having contracted for a six hundred hour flying program for the month, we accomplished this in spite of losing one week's activity while on alert for a practice carrier attack. Six hundred and sixteen hours and ten minutes of flying time through 30 July, 1945 was produced.

We regretted losing T/Sgt. Blacklidge, technical supply NCO, through the discharge plan, for his ability and expertness was an inspiration to younger men in the unit. M/Sgt. Wentz, another old timer with the section, left with a great record as instrument specialist, flight chief, and crew chief. He will be missed by all.

Sub-depot supply improved its efficiency in giving service, and the cooperation of the entire base was noteworthy in aiding us in our mission.

After fifty odd days airplane 44-50992 was finally placed back in commission. A generator transformer was received from the mainland.

Several modifications to increase fighting efficiency of aircraft were being performed by the sheet metal section under a heavy schedule, but these are expected to ease in the near future.

ARMAMENT

Lt. L.T. Lester assumed the duties of armament officer early in July. The first of the new men to fill the T.O. vacancies and relieve the 85 point men began arriving the 22nd. Eight have so far appeared.

The first malfunction on the new all-electric racks, caused a thorough study of the system. An all electric salvo uplimit switch on the bomb bay door was the cause of trouble. Salvo & Select circuits are on different switches, the front salvo the rear select train.

Temporary correction on gunnery malfunctions are giving way to permanent ones. Waist guns no longer pop out, thanks to a hammer and safety wire. A bit of masking tape over the bulb holder prevents their coming out of place.

Vacuum packed ammo is a real boon to all who have seen many rounds lost due to exposure.

MEDICS

Captain C.A. Stone returned from DS to Fort Shafter Hospital having completed an intensive course in X-Ray. In his absence, Major Burr of group hqs. handled the cases of the month.

Most of the medics jobs consisted of minor aches and pains. With the close of the softball season there was a noticable slump in business.

The most outstanding case of the month was a locked knee (knee arrangement, internal of right knee) that was unlocked after two days in the hospital. The patient, one of our hot shot ball players, is still interned in the hospital, the lucky ligament soothed by Schofield's nurses.

RADAR

Radar equipment in this squadron has been maintained at a high standard. Only one radar abortive occurred during the month and this was due to heavy rain and moisture seeping into the equipment just prior to flight. However, the supply of the type equipment used remains inadequate.

Four men in the section had M.O.S. changed from 854 to 856. Fifteen 867 mechanics on detached service from 30th group hqs. received practical line experience. One RCM mechanic (852) was assigned to the squadron during the month.

The use of radar during actual flight was limited to four missions. Two practice bombing flights were made during the month. The results were very good with 75% hits recorded. Nine crews made a navigation hop to Midway. This flight was very instructive since each operator gained considerable experience in the scope interpretation of clouds and reefs. Maximum range on this flight varied from 80 to 125 nautical miles.

A comprehensive ground school program was carried on throughout the month. This training was principally instruction in radar navigation and radar bombing and required thirty hours.

COMMUNICATIONS

M/Sgt. Joseph McDonald has been assigned to the section as section chief relieving S/Sgt. Russell who has been acting section chief since May. Lt. Alperovitz has returned to the states on a 45 day leave, and the section is carrying on without an assigned communications officer.

This week has seen the completion of work benches, and stock cabinets in the shop. The stock cabinets are novel in that an attempt was made to render them dust proof. This was achieved by having doors on all cabinets, and lining the cabinets with a heavy water proofing paper and it seems to be a satisfactory innovation. Mock-up, operating mock-ups have been set up in the shop of the SCR-274-N; SCR-287; AN/ARN-7; and the SCR-522. These installations will serve to instruct radio operators, and will be used generally in maintenance operations.

It might be well to note, while speaking of mock-ups, a difficulty which we experienced while gathering material for our mock-up of the AN/ARN-7, radio compass. There is at the moment no authority for the procurement of an inverter to supply the correct voltages for the compass. Without an inverter one cannot operate the set in the shop. At the moment we are using a spare inverter held in stock by our squadron technical supply section.

During the week radio operators have been attending a refresher course of airborne radio equipment here in the communications shop. This schedule has been temporarily abandoned during the present shift of combat personnel.

Of maintenance difficulties, the most obvious has been the great number of trailing wire antennae and weights which have been lost due to negligent use of this equipment.

819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP (H)

7TH FIGHTER WING, ARMY AIR FORCES.

WHEELER FIELD

1 August 1945 - 31 August 1945

Date of arrival and departure each station occupied in this theatre:

Negative

Losses:

Negative

Awards and Decorations:

See attached roster.

Organization:

On 15 August 1945 this squadron, as part of the 30th Bomb Group, was assigned to the 7th Fighter Wing, (Hq. APO 958), AAF.

Strength:

1 August 1945	31 August 1945
84 Officers Assigned	87 Officers Assigned
2 Flight Officers Assigned	6 Flight Officers Assigned
397 Enlisted Men Assigned	284 Enlisted Men Assigned

Airplane Strength:

1 August 1945	31 August 1945
11 B-24M's	13 B-24M's

Airplane Losses:

Negative

819TH BOMBARDMENT SQUADRON (H) APO # 959
c/o PM, San Francisco

6 August 1945

ORDER)
:
NO. 15)

1. Pursuant to authority of GO 33, WD, X May 1945, and further pursuant to authority contained in par 1, SO 78, Hq 30th Bomb Group (H) dtd 24 September 1944 and Ltr. Hq 30th Bomb Group (H), dtd 21 July 1945, subj: Battle Participation Star for Antisubmarine Campaign, the following-named enlisted men are authorized to wear the American Theater Campaign Medal or Ribbon with one Bronze Star for participation in Antisubmarine campaigns:

M Sgt Leonard W. Cherry	14027082(750)	M Sgt Allen G Clements Jr	14038770(750)
M Sgt Nelson S Clements	14046758(750)	M Sgt James J Collier	13004349(750)
M Sgt Charles H Cunningham		M Sgt Roscoe A Davis	33073065(750)
M Sgt Oliver D Dibert	6848043(685)	M Sgt Ernest J Gysling	6073965(750)
M Sgt John U Lemons Jr	6947165(750).	M Sgt Joseph F Liebermann	6984301(750)
M Sgt Joel J Pinnix	6922026(750)	M Sgt Arlington R Siler	7026682(750)
M Sgt Phillip H Suttles	6661775(750)	M Sgt Allen R Wentz	R5126097(750)
M Sgt Alton B Werndli Jr	14032695(750)	T Sgt Hilbert Harvey	14042697(750)
T Sgt John E Jones	14027071(750)	T Sgt Samuel W Jones	14030543(750)
S Sgt Fred P Craig	33091075(747)	S Sgt Thomas L Dellinger	14027177(747)
S Sgt William A Kelley Jr	14047800(747)	S Sgt Richard L Senter Jr	14046772(747)

2. Eligibility having been established, to wear the American Theater Ribbon in accordance with Par 4c, Cir# 62, WD, 11 February 1944, and pursuant to authority contained in Par 2, Ltr, Hq 30th Bomb Group (H), Subj: Battle Participation Star for Antisubmarine Campaign, dtd 21 July 1945, the following-named officer is authorized to wear a bronze star for battle participation on the American Theater Medal or Ribbon.

CAPTAIN (2554) FREDERICK W TOSE 0-389846 AC

3. Eligibility having been established to wear the American Theater Ribbon in accordance with Sec I, par 3b, WD Cir# 68, 1943, and pursuant to authority contained in par 2, Ltr, Hq 30th Bomb Group (H), subj: Battle Participation Star for Antisubmarine Campaign, dtd 21 July 1945, the following-named officers are authorized to wear a bronze star for battle participation on the American Theater Medal or Ribbon:

MAJOR (2120) CHARLES J DULIN 0-382336

CAPTAIN (2110) KARL T. SPELLUM 0-1894513

CAPTAIN (4823) EDWARD R HENDERSON 0-434508

By order of Captain WIESE:

KARL T. SPELLUM,
Captain, Air Corps,
Adjutant.

OFFICIAL:

KARL T. SPELLUM,
Captain, Air Corps,

CHAPTER XXX

NARRATIVE

Major assignment for the squadron during August remained unchanged from previous months: defense of the Hawaiian Islands. However, as the four squadrons of the Group alternated on alert-status by the week, secondary duties occupied much of the squadron's time. Training of squadron combat crews, separation of high-point men for return to the States, and waiting were the major activities.

Transfer to and from the squadron and readjustment of personnel in all sections continued throughout the month. Approximately 30 EM with over 85 points remained in the squadron; only three officers with high points were definitely headed for the states by August 31st.

With the news of Atomic Bombs, Japan's sudden collapse, and more definite plans for re-deployment of forces, squadron morale rose sharply. But after the first flush of excitement, individuals settled down again to figure and re-figure how many months would slip by before they would return to civilian status. Morale hinged on individual answers.

OPERATIONS

During August 29 missions were flown, using a total of 116 airplanes. In line with the Group's assigned duty, 1 joint Army-Navy exercise was carried out with simulated attack on an "enemy task force". Results were satisfactory. 4 day and 1 night practice-bombing missions, and 6 gunnery missions were completed with excellent results reported. Sea search for a lost Navy plane was carried out for two days; it was later discovered that the plane had crashed into the side of a mountain. During August pilots received their first training in the Ground Control Approach for blind landings, and were enthusiastic about the advantages of this method. (For additional flight training see footnote 1).

Ground training of combat crews dropped to a minimum when it was evident there would be no call from the forward areas. Crews that had come to Oahu with the Group in March, and those assigned during the following months, had been adequately prepared. Pilots continued link training throughout August.

Footnote 1. Five (5) crews flew navigational flights to Midway; formation flying was practiced in preparation for the V-J day exercises; 12 crews were assigned transition missions; 11 instrument calibration flights were completed; and 3 crews practiced night landings at Kahuku airbase.

ENGINEERING

During the month this squadron went through a period of aircraft exchanges with the other squadron's of the Group. Five B-24M's were transferred out and seven were received raising the total aircraft on hand from eleven to thirteen. This involved additional work in preparing the aircraft for transfer and in checking those incoming, as well as in the preparation of forms and adjustment of paperwork for the aircraft concerned.

The engineering section underwent a group inspection during the month and was rated very satisfactory. Discrepancies noted have either been corrected or are in the process of being corrected. The problem of insufficient personnel remained paramount, but an improvement was noted in maintenance and supply over last month. Improvement was attributed to the reduced number of hours flown and the additional amount of experience which the new men had gained through another month.

The sudden end of the war, combined with promotions for EM which came out on the same day, sent morale of the section up considerably. The squadron dance at the end of the month aided in making August a memorable and enjoyable month for the engineers.

RADAR

Early in August five of the squadron's radar equipped airplanes were transferred to other squadrons of the group. This left us with three AN/APS-15 and AN/APQ-5B equipped aircraft. Six radar combat crews were transferred, leaving two with the squadron. The aim of the transfer was to put radar equipped planes and radar crews in each of the four squadrons. Radar mechanics were also distributed among the squadrons, leaving seven mechanics (867) in this squadron.

Due to lack of spare equipment, and the fact that this squadron was the only one in the group set up to maintain AN/APS-15 and AN/APQ-5B, it was decided to make this section a central maintenance and supply shop until equipment could be obtained for the other squadrons. This plan has worked out quite satisfactorily, and the sets have been maintained without difficulty. The group radar section has inaugurated a ground training program for bombardiers of all squadrons.

Three enlisted men with over 85 points left for discharge, and three men left the section for furloughs in the states.

COMMUNICATIONS

Lt. Theo Robinson was appointed Communications Officer, filling the vacancy that has existed since Lt. Alperovitz left for furlough in the states early in July.

The section boasts of an addition to its test bench mock-up, a normal monitor switch attachment to the BC-375 transmitter, and BC-348 receiver.

The attachment has served as an instructional device for radio operators. The basis for the idea were discrepancies noted by monitoring stations concerning off-frequency air-ground communications. These discrepancies partially developed because of radio operators unfamiliarity with this device.

Another device used on the test bench is a heavy duty relay switch, such as is used in the airplanes, to start the 115 volt 400 cycle AC inverter, power source for the AN/ARN-7 radio compass.

For almost two months this section has held components of radio operator kits, T.O. 00-30AB-1, in the shop awaiting tool cases.

The code room is kept open during the day and operators may practice whenever they feel the urge. Three portable typewriters have been acquired through the base custodian on a memorandum receipt. These are used to foster further interest in code practice, and the idea has "clicked".

The squadron has had only one teletype operator. This situation has incurred a degree of dissatisfaction, and efforts are being made to have the squadron teletype mechanic (now attached to VI ASAC) returned to the squadron to assist with operational duties. Five communications men of the squadron are working for Group: four radio operators and one telephone linesman. These men are used in two group departments, the group switchboard, and the group ground station.

The section was inspected by the Group communications inspector, M/Sgt. Bither, on August 22nd, and by Major Freeman on August 23rd. One discrepancy was noted on the Group inspector's report: Non compliance with T.O. 00-5.

ORDNANCE

Ordnance duties for August were confined to routine operations, preparation for practice bombing and gunnery missions, and care of equipment. Small arms in possession of all squadron personnel were turned in to the section. Inspection of pistols by Base Ordnance found them in satisfactory condition.

T/Sgt. Behringer, Ordnance section chief, returned to the states and S/Sgt. Walachawicz assumed duties as section chief on August 1st. Lt. Parker (assigned ordnance officer in July) went to the hospital on August 14th and was unable to return to the section during the month.

Morale of the section has been low. Although 6 men have returned to the states on high points, the 7 remaining men in the section all have over 90 points and are anxious to be on their way. No solution for the problem was in sight at month's end.

ARMAMENT, TRANSPORTATION, SUPPLY

Routine duties and maintenance of equipment constituted the major activities in these sections. Minor modification of Armament were completed without difficulty. Each section of the squadron was inspected by the Group inspectors during the week of August 20th and minor discrepancies were corrected.

Each section was affected by changes in personnel: high points claimed 2 armament men and a bombsight specialist, chief mechanic Waldrop from

transportation, and two men from supply. Inconveniences created were not serious problems in these sections.

SPECIAL SERVICE

Special Service activities have increased with the slackening of training and the end of the war. Day room for enlisted men was completed with radio, telephone, magazines and card tables put into full use. A second (monthly) squadron dance was held on August 31st, making use of the outdoor dance floor constructed during July. Approximately 120 Waves attended the party; nearly twice the number present for the first dance. Captain Spellum and Lt. Franc gave valuable assistance, to the special service officer, Lt. Rimmer, in arranging details and making the party a success.

During the month a basket-ball team was organized and completed two games in the Base Basketball League. Anticipation is high, for the Batsmen closed the month undefeated.

At the request of the Commanding Officer, special service is handling allocation of transportation for all recreational purposes. Beach parties, both stag and mixed, have been a popular recreational activity.

MEDICAL

Medical activity was limited to routine duties. Six (6) squadron personnel were hospitalized. Changes within the section, however, assumed major attention. Captain Stone returned to the squadron, having completed his course in X-Ray at Trippler General Hospital. Section chief, S/Sgt. Garrett and Corporal Gaston left the section for the states with 85 and 96 points respectively. Pfc. Agamie, only remaining "old timer" and Pfc. Callaghan, who came to us from group headquarters, were both promoted to Corporal. Cpl. Agamie has been able to continue his activities as squadron barber by sandwiching it in between sick calls and other routine duties.

MESS

Squadron mess during August hit an all-summer low. Lack of fresh meats and vegetables continued throughout the month. The Kemo Coffee Shop, immediately outside the squadron area, the P.X. and other food dispensaries received active support from squadron personnel. These facilities, however, took the sting out of poor "chow" and reminded squadron personnel of days down under when a poor meal could not be amended so easily.

PERSONNEL

Major C.J. Dulin returned to the squadron from Air Inspectors School, AAFTAC, Orlando, Florida and resumed duties as squadron executive officer on 1 August 1945. Captain C.A. Stone returned to the squadron from Trippler General Hospital on completion of a course in X-Ray. Major W.J. Bausser, commanding officer was hospitalized from August 6th to 15th, and Capt. F.W. Wiese assumed temporary command during that period.

Squadron strength dropped by 13 officers and 112 EM during the month. Of these, 3 officers and 32 EM were definitely headed for the states with high points. Over 70 EM in the states on TD R & R and emergency furlough were dropped from the squadron roster. 19 EM (Radar Operators) were transferred to casual depot; and 30 officers and 30 EM (combat) were transferred to other squadrons of the group.

26 officers and 46 EM were assigned to the squadron; these were largely combat crews assigned from other squadrons of the group. 4 emergency furloughs were granted. 1 officer and 39 EM were promoted during the month.

For the squadron as a whole, high points of interest centered around the first radio announcement of Japan's surrender, preparation for V-J day group- formation flying, and the squadron dance on August 31st.

Exhibit I (Aerial photographs)
Exhibit II (Squadron party)

ELMER J. FRANC
1st Lt., Air Corps,
Intelligence Officer.

819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP (H)

7TH FIGHTER WING, ARMY AIR FORCES

KAHUKU ARMY AIR BASE

1 September 1945 - 30 September 1945

Date of arrival and departure from each station occupied in this theater:

Departed Wheeler Field APO #959 26 September 1945, arrived at Kahuku Army Air Base APO #964 26 September 1945.

Losses:

Negative.

Awards and Decorations:

Bronze Star on Asiatic-Pacific theater ribbon. Authority General Order #33, War Department, 1945 and Subparagraph 21B (2), AR 260-10, 25 October 1944, and pursuant to authority in General Order #186, Hq. USAF, POA, dated 24 September 1945. (Squadron Order #22 attached)

Negative.

Strength:

1 September 1945

67 Officers Assigned
6 Flight Officers Assigned
293 Enlisted Men Assigned

30 September 1945

63 Officers Assigned
6 Flight Officers Assigned
321 Enlisted Men Assigned

Airplane Strength:

1st September 1945

12 B-24M's

30 September 1945

12 B-24M's

Airplane Losses:

Negative.

Organization:

Negative.

CHAPTER XXXI

NARRATIVE

September operations closely approximated those of August — Defense of the Hawaiian Islands-and it looks as if this will be the assignment in months to come. With the almost 100% desire for return to civilian life, this wasn't too cheerful an outlook. Salvation lay in the readjustment program. It isn't that making the Army a career is such a horrible idea, some men are eager to lecture on its good points and the newspaper headlines of labor strikes at home are convincing. The uneagerness to stick around seems due to the feeling that our mission is over, continued combat training is pointless, and slower pace creates a desire to accept the challenge of restarting civilian life again.

Twenty-seven (27) enlisted men and seven (7) officers were put on orders before the end of September, just in time to miss the much rumored and finally realized move to Kahuku Air Base. The Ahola list had representatives from all sections and most of the old squadron who started out in the forward area of Apamamma and other South Pacific Bases. Things were rugged then and the Kahuku outlook at this time looked just as bad. As one old-timer aptly put it before an exclusive audience — "you heard of that place in Africa where old elephants go to die. Well, I sorta feel that Kahuku is where old B-24 outfits go". The area was reminiscence of the Kwajalein sand lot. The move was preceded by an advance party to make the area ready. It wasn't much of an area for readying, buildings were rundown and reports on runway conditions were not too good. Everything was just so many steps down from Wheeler Field. There was much speculating, rumors slipped around and grew in magnitude. "We can't operate here" "No doubt the whole group will be going statesides, we'll just have to". But at the end of the month we were operating, using the runways, living fairly comfortable in the buildings and tent area. Combat and ground personnel were assigned to jobs left vacant by the homeward bounders and additional men were being considered for vacancies to come. With no replacements in sight the general outlook of the Squadron is grim as far as continued operations are concerned. The MOS of individuals in the outfit will have to be ignored and the remaining personnel will have to adapt themselves to various jobs for which they are untrained.

OPERATIONS

During the month of September sixteen (16) missions were flown using a total of seventy-nine (79) aircraft. In line with the Group's assigned duty one (1) joint Army-Navy Search Exercise was flown with satisfactory results. Three (3) Gunnery missions were completed with excellent results recorded. Probably one of the highlights of this month took place on 3 September 1945 when our Squadron led the VJ Day Air Review. The Squadron formation was made up of three flights and the entire Group formation led by Colonel Patteson and Lt. Ballantine in airplane #236. Nothing unusual happened except most of the crews felt the war was finally over and jokingly conceded that the 30th Group finally accepted Japan’s surrender offer.

S/Sgt. C. B. Fielding Jr, Operations Section Chief left for Fort Kam on the 24th of the month to be returned to the states for discharge. Sgt. W. D. Stromberg and S/Sgt. G. H. Parmeter were assigned to the section. On the same day the operations section packed the records and A/P status board and moved to Kahuku. Amid the confusion of setting up after the move a group bombing mission was called with the Bats out of Hell again leading the strike force.

INTELLIGENCE

Biggest project for September in the S-2 Section was an effort to clean out the files. So many directives, intelligence publications, crypto material, and other classified matter collects, things become confusing. The job was done once on Saipan prior to the Oahu move but the collection from the last few short months didn't hint of any paper shortage. On the 7th September 1945 Lt. Franc left for a period of TDY to the 20th Air Force, Hq Guam, on a Group mission and S/Sgt. Hart was left in charge of the section.

Wartime restrictions were lifted and the men could write home once again without the censor nosing his mail. On 21 September 1945 Lt. Eugene Schmidt arrived in the Squadron and was assigned the duties of Ass't Intelligence Officer P. I. Officer. Around this time S/Sgt. Hart was put on orders for discharge. Lt. Franc returned from Guam on 23 September 1945 in time to see Section head Hart off to Fort Kam and to pack up for the Kahuku move. Files were picked clean and the section was in excellent shape.

At Kahuku the S-2 section shared a building with Operations on the flight line.

The 819th Bomb Sqdn Photo Lab turned over to Group. Group was to conduct the Lab and photo personnel were put on DS to Group VOCO. They remained on call to their squadron section for camera repair. The whole idea was initiated to expedient photo work and to cover sections whose personnel were on discharge orders. At this time the 819th Photo Section consisted of Lt. Franc and Cpl. McFale. The Group Lab is a good idea. With the limited photo personnel it would be more successful if camera repair and maintenance would be handled through the Group also, all camera technicians and lab personnel assigned on DS to Group, and all equipment turned over to Group.

I and E for the month consisted of two (2) movies, "The Fleet that Came to Stay" and "Army-Navy Screen Magazine", and one (1) lecture, "Your Stake in Reconversion".

With the excess time available due to the limited operations of the Squadron some program will have to be started to minimize the listless attitude of the men. Plans for an 819th School are underway to take up the slack time.

ENGINEERING

Engineering ship-shaped eleven (11) planes for the VJ Day celebration. For the balance of the month flying and maintenance went on as usual however it was kept at a minimum, Replacements arrived for the men who left for discharge and it was possible to assign five (5) maintenance men per plane where the section only had two (2) per plane in the past couple months. Most of the new crew chiefs on the B-24's have considerable time in the army, most of it statesides. They were former B-25, C-47 and C-46 men so it did not take too long for them to get acquainted with B-24's. There was about 300 hours of flying this month with but one or two abortions which proved the men capable working with the new plane. Fuel consumption for the month was approximately 80,000 gallons.

Moving the engineering equipment to Kahuku was looked on as the oncoming big headache. One man was left with each plane and all other line members were assigned definite tasks for the move. Two forty foot flatbeds were borrowed from base engineers, wing jacks, drums of gas, nose wheel jacks, times and wheels, tugs, clea tracks, air compressors and a hundred other odd articles of equipment were loaded on the flatbeds and the move was made in two loads. The following day after the move eight (8) planes were called for the joint Army-Navy exercise. The only trouble of that first mission was getting the planes out of the bunkers without an accident. Original parking was bad and it turned out that the rear plane could not get out without moving the other planes in the bunkers. Better arrangements have been made and things are running smoothly. The section is well settled and all the equipment is stowed in its proper place.

Lt. Neurenbaum, formerly of the 27th Bombardment Squadron, was assigned the Engineering Officer in lieu of Captain Henderson who was on orders with the other old timers for discharge.

ARMAMENT

Men of the Armament Section leaving on the point system were largely replaced by remote control turret operators who have taken over all duties from bomb sight maintenance to gun cleaning. Four (4) of the original man remained to familiarize the new men in all phases of the work. When the training job is finished these men will be eligible for the trip to Fort Kam. The bombsight section was on double duty during the latter part of the month installing new bomb sights in the planes and moving the section from Wheeler to Kahuku. But before the move a last wing ding (steak fry and stag party) was enjoyed by the line personnel.

RADAR

Since VJ Day very little activity took place in the radar section. Three men who left for the states on TDR & R during August were lost to the section due to the drop in discharge points to eighty. Six men were lost on DS to other sections in the Squadron due to personnel shortages in those sections. Lt. Hill, Squadron Radar

Officer, left for the states for discharge with 114 points.

After the Kahuku move the section set up on the line. At present there is no power available for the shop, in fact none on the line at all, but the section has been able to keep all the equipment in working condition.

SUPPLY

The supply section carried on as usual during the month of September despite the abnormal amount of work occasioned by the move to Kahuku and the departure of nearly one hundred high point men. Among those to depart for civilian life were the supply officer, Lt. Richard Lau, supply sergeant Edwards, and other supply personnel, making necessary a complete new section.

During the move, Lt. Lau and the old supply crew remained at Wheeler Field to turn in property and settle accounts there while the new supply crew under Lt. Kaepplein and S/Sgt Olson set up at Kahuku. Though the method cut confusion to a minimum, operations were difficult for the first week or ten days because in addition to setting up the section the new crew ran into a large volume of normal business. Finally towards the end of the month a joint inventory was taken and Lt. Lau was relieved. Though odds and ends still remain to be cleaned up, the supply section is again back to normal conditions.

TRANSPORTATION

Under increasingly trying conditions, Transportation carried on in a satisfactory manner during September. Loss of mechanics and drivers by the point system brought an influx of new help working out of MOS, but all are doing their utmost to keep our vehicles moving. How well they are succeeding was shown when the move from Wheeler Field to Kahuku was made without a break-down or loss of time on any vehicle.

ELMER FRANC
1st. Lt., Air Corps
Intelligence Officer.

819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP (H)
7TH FIGHTER WING, ARMY AIR FORCES

KAHUKU ARMY AIR BASE

1 October 1945 - 31 October 1945

Date of arrival and departure from stations occupied this theater:

Negative

Losses:

Negative

Awards and Decorations:

Award of Air Medal:- Authority General Order #44, General Order #47, General Order #55, Headquarters, Seventh Air Force, APO #244, pursuant to authority contained in paragraph 17, AR 600-45, 22 Sept. 1943, and Ltr Hq AAFPOA, 18 Oct. 1944. (Extracts General Orders Nos. 44, 47 and 55 attached)

Organization:

Negative

Strength:

1 October 1945		31 October 1945	
63 Officers	Assigned	52 Officers	Assigned
6 Flight Officers	Assigned	6 Flight Officers	Assigned
298 Enlisted Men	Assigned	211 Enlisted Men	Assigned
		5 Officers	Attached
		24 Enlisted Men	Attached

Airplane Strength:

1 October 1945	31 October 19 45
12 B-24M's	12 B-24M's

Airplanes Losses:
Negative.

CHAPTER XXXII

NARRATIVE

The primary mission of the Squadron for the month of October was Defense of The Hawaiian Islands, with routine training flights to keep the organization at peak efficiency. Most men are reluctant to participate in such training missions with the prospect of civilian life just around the corner.

Eighty (80) enlisted men and eleven (11) officers were retired to the greener pastures of Separation Centers during the month, which created new problems in shifting men around to accomplish the duties of the Squadron. Both air crew members and engineering personnel occupy two afternoons per week washing salt spray from airplanes. The area which was seemingly a desolate spot, compared to Wheeler Field, is much more comfortable, and inaccessible, than was first expected. The quarters for enlisted men were comfortable and airy until the season of rain began. A number of men have promised to bring life-rafts to the tents in order to move about in the morning. Many ground duties are being handled by the air crew members and all men are being called on for kitchen police and other details at short intervals. We can't continue to fly and operate the squadron with the ever decreasing number of men is the common remark to be heard around the area.

OPERATIONS

During the month of October we flew twenty (20) missions for a total of three hundred sixty hours and thirty five minutes (360:35). A total of thirty (30) men, twenty three (23) enlisted and seven (7) officers were returned to the mainland for separation. Through the process of transfer we gained Lt. Price and Lt. McKinney and their complete crews from the 43rd Reconnaissance Squadron.

Missions for the month of October consisted mainly of instrument and bombing practice. The squadron participated in four (4) group bombing missions, all of which were successfully completed.

Due to the loss of the above mentioned personnel, only seven complete combat crew are available for flying duty at any one time.

INTELLIGENCE

The Intelligence Section lost a valuable man when Lt Elmer Franc was relieved for Separation. Lt. Eugene W. Schmidt was assigned as Intelligence Officer on 22 October. At present Lt. Schmidt is the only person assigned to the section. No enlisted personnel are available for clerks.

The month of October brought another move for the section, from a building on the flight line to a more spacious location in a quonset hut near the Orderly Room.

An Order requiring the registration of all cameras was issued from Base Intelligence, which was accomplished by 31 October. All personnel were advised against photographing any classified subjects.

During the month one photographic mission was flown with excellent results. A radar camera was placed aboard one of the planes which was abortive, so our first radar photos remain to be taken at some later date. S/Sgt. Clyde W. Hawk and Sgt. Wayne R. Deitz handled all the squadron's photo work through the Group Lab.

A new twist was given the I & E Orientation Program when use was made of some AFRS transcriptions dealing with the subjects of interest to the men who are about to become Misters.

A Unit School has been planned and has met with almost unanimous acceptance. At present we await orders from higher authority to put it into action. Most men, especially those who are in the low point brackets, are eager for some such educational program.

ENGINEERING

The past month has been one of intense activity for the members of this section. Physical training, Orientation, and numerous other interruptions have occupied much of the time usually devoted to performing maintenance. In addition, this section is operating with about half of the authorized strength. Despite these difficulties effective maintenance has been performed on twelve (12) B-24M type aircraft which have accumulated 360 hours of flying time in the past thirty (30) days. An average of one plane per day was out of commission, usually due to 100 hour inspections.

Due to the close proximity of the parking strip to the sea, and the continuous flow of salt laden air blowing inland, corrosion is the most difficult problem confronting the engineering section at this time. As a preventive measure the planes are washed twice weekly with soft soap and water, and the most vulnerable parts, such as tail sections and bomb bay doors have been painted. The control cables and brackets were coated with corrosion preventative compound and clear laquer is being applied to various other parts of the plane. However, the effectiveness of these measures cannot be properly evaluated until more time has elapsed since they were applied.

The critical point score was lowered to 60, and as a result this section lost five enlisted men, leaving us an average of 5.25 men per plane, as compared to the authorized average of 9.5. With daily loss of about .53 for squadron details we usually have an average of 4.72 men per plane to accomplish maintenance. This does not indicate the actual number of men assigned to each maintenance crew as it also includes the various specialists, inspection department, refueling section, and the Tech Supply personnel. The high standard of maintenance thus far accomplished can be attributed to the excellent spirit of those left on the flight line.

RADAR

During the month of October one Radar mission was flown. The results of the mission were very satisfactory.

Due to the lack of 115 volt current for test equipment very little maintenance work can be done in the shop. All the work has to be done in the aircraft.

Nine men with over 60 points, critical score, left during the month for discharges. Two more men left on Emergency Furloughs and Lt. Kaepplein was appointed Radar Officer, with Lt. Lamb as assistant.

COMMUNICATIONS

The most notable, and disturbing, incident in the affairs of the Communications Section during the past month was the loss of eleven of the thirteen men in the section. The point system took seven of them to Fort Kam early in the month and four more about the middle. Luckily, the two remaining men were the Communications Chief and a Section Chief. The Communications Officer, Lt, Robinson, is expected to leave with the next group of Officers.

A replacement for him has arrived this past week, Lt Breedon. For the past few weeks Radar personnel have been used as mechanics; but now, due to further loss, only two of them remain. Arrangements are now being made to use Radio operators from the crews on some of the jobs.

The inspection by General Weikert, last Saturday, was the only other important event in the communications section during the month. His inspection, though rapid, was thorough. No discrepancies were noted.

SUPPLY

During the month of October Supply activities settled down to normal after the large volume of work occasioned by the Squadron's move of the previous month. In addition to the routine duties of the Section, field equipment was collected and stored in a building on the line, awaiting the expected authority to turn it in as excess.

An effort was made to remedy the poor work and service of the Quartermaster in the situation of enlisted men's laundry. The civilian superintendent of the East Range Laundry at Schofield Barracks promised that despite labor problems in the plant, clothes would henceforth come back clean, well-pressed and bundles complete.

Early in the month an informal visit was made to the Section by the inspection party of the Seventh Fighter Wing. Suggestions were received as to how to improve the records, and these suggestions are being followed.

TRANSPORTATION

The motor pool was operated under very difficult conditions during the month of October. Eight of the regular men were relieved of duty to accept separation and combat crew men were detailed to replace them. The combat personnel work and fly on alternate weeks, making a crew of four each week.

The motor pool took offer the maintenance of five vehicles assigned to the Group Headquarters and in addition three vehicles were transferred to us from the 43rd Reconnaissance Squadron. One truck was transferred from the 757th Chemical Depot Co.

Due to the shortage of men in the 71st Service Group, the 3rd Echelon Shop can no longer handle our repairs, therefore our repair work must be sent to Bellows Field, which is three months behind schedule, or we must do the work ourselves. In spite of these conditions all of our vehicles are in operating commission.

ARMAMENT

Maintenance is bringing new problems daily with the constantly decreasing number of trained men to carry out the work. However, up to this point, the men of the Section are helping each other on jobs which is making for more completely trained personnel.

During the month five more men of the Section, the older and more experienced, have been released for Separation. Most of them had been with the squadron since it came overseas.

Those who remained were rewarded in part by promotions. Two were promoted to Sergeant and five were raised to Corporal. So, with all the promotions and "Going Home" there has been several parties and lots of cigars.

The latter part of the month brought a bustle of work as we prepared for an inspection by General Weikert. Apparently our efforts were rewarded for no discrepancies were mentioned.

EUGENE W. SCHMIDT
1st Lt, Air Corps
Intelligence
Officer

EXTRACT

GENERAL ORDERS)

NUMBER
44)

HEADQUARTERS SEVENTH AIR .FORCE
APO #244, 22 March 1945
SECTION II

AWARD OF AIR
MEDAL.....
SECTION 2

AWARD OF AIR MEDAL:- By direction of the President, under the provisions of Executive Order No# 9158 11 May 1942 (Bull. No. 25 W.D., 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bull. No. 9, W.D., 1942), and pursuant to authority contained in paragraph 17, AR 600-45 22 September 1943, and Ltr Hq AAFPOA, 18 October 1944, an Air Medal is awarded by the Commanding General, Seventh Air Force, to the following named officers and enlisted men, Air Corps, United States Army, for meritorious achievement while participating in sustained aerial operations against the enemy from 19 April 1944 to 15 August 1944. During this period, each officer and enlisted man, as a crew member of a heavy bombardment airplane, participated in numerous missions against heavily defended enemy held bases involving long over water flights to and from the target. Throughout these operations, which were accomplished with distinction above and beyond that normally expected, each displayed high skill and courage, inflicting severe damage to enemy air bases and shipping which reflects great credit upon himself and the Army Air Forces

BY COMMAND OF MAJOR GENERAL DOUGLASS:

WILLIAM J. FLOOD, Brigadier
General, General Staff Corps, Chief of Staff

2D LT ROBERT E MC SHORTER 0827894
2D LT THEODORE E BRAATEN 0713101
2D LT WILLIS V BUZZART 0705224
2D LT WILLIAM R PAUL 02056290

SGT JACK D LOUGHRIDGE 35539543
CPL JOHN M BAROSKO 36833658
CPL GLADSTON A CARINGER 35709522
CPL ALVIN R LAWYER 35706185

OFFICIAL:

R.J. ERICKSON,
Colonel, Adjutant General's Department
Adjutant

MORTON ROSENTHAL
1st Lt. Air Corps

GENERAL ORDERS) HEADQUARTERS SEVENTH AIR FORCE APO #244, 22 March 1945

NUMBER 44)

EXTRACT

AWARD OF FIRST BRONZE OAK LEAF CLUSTER TO AIR MEDAL ..... SECTION IV

SECTION 4

AWARD OF FIRST BRONZE OAK LEAF CLUSTER TO AIR MEDAL: - By direction of the President, under the provisions of Executive Order No. 915S, 11 May 1942 (Bull. No. 25, O.D., 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bull. No. 49, W.D., 1942), and pursuant to authority contained in paragraphs 17 and 18, AR 600-45, 22 September 1943, and Ltr Hq AAFPOA, 18 October 1944, in addition to the Air Medal previously awarded, the first Bronze Oak Leaf Cluster is awarded by the Commanding General, Seventh Air Force, to the following named officers and enlisted men, Air Corps, United States Army, for meritorious achievement while participating in aerial operations against the enemy from 16 August 1944 to 15 September 1944. During this period each officer and enlisted man, as a crew member of a heavy bombardment airplane, participated in numerous missions against heavily defended enemy held bases involving long over water flights to and from the target. Through- out these operations, which were accomplished with distinction above and beyond that normally expected each displayed high skill, courage, and inflicted severe damage to enemy air bases and shipping, which reflects great credit upon himself and the Army Air Forces:

2D LT ROBERT E MC WHORTER 0827894

BY COMMAND OF MAJOR GENERAL DOUGLASS:

WILLIAM J. FLOOD,
Brigadier General Staff Corps,
Chief of Staff

OFFICIAL:

/s/ R.J. ERICKSON,
/t/ R. J. ERICKSON,
Colonel, Adjutant General's Department,
Adjutant

Distribution "B"

CERTIFIED A TRUE EXTRACT COPY

MORTON ROSENTHAL 1st Lt. Air Corps
Adjutant

GENERAL ORDERS) HEADQUARTERS SEVENTH AIR FORCE,
: APO #244, 2 April 1945.
NUMBER 47)

EXTRACT SECTION

AWARD OF AIR MEDAL IV

SECTION IV

AWARD OF AIR MEDAL:- By direction of the President, under the provisions of Executive Order No. 9158, 11 May 1942 (Bull. No. 25, W.D., 1942), as amended by Executive Order No. 9242-A, 11 September 1942 (Bull. No. 49$ W.D., 1942), and pursuant to authority contained in paragraphs 17 and 18, AR 600-45, 22 September 1943, and Ltr Hq AAFPOA, 18 October 1944, an Air Medal is awarded by the Commanding General, Seventh Air Force, to the following named officers and enlisted men, Air Corps, United States Army, for meritorious achievement while participating in sustained aerial operations against the enemy from 11 November 1944 to 19 February 1945. During this period, each officer and enlisted man, as a crew member of a heavy bombardment airplane, participated in numerous missions against heavily defended enemy held bases involving long over water flights to and from the target. Throughout these operations, which were accomplished with distinction above that normally expected, each displayed high skill and courage, inflicting severe damage to enemy air bases and shipping, which reflects great credit upon himself and the Army Air Forces:

2D LT ROBERT D HECQX 0927093	CPL THOMAS A SHETLEY 34775201
2D LT JOHN H PAINE 07U794	CPL JAMES B STAFFORD 43028655
2D LT JAMES W RULER 02065103- /	2D LT ALVAN V ELLIS 0767515
2D LT DONALD L THOMAS 0780343	2D LT BYRON M ROBINSON 02060635
SGT JOSEPH P SHEMITZ 12185108	2D LT PAUL W WARBY 0765859
CPL ROBERT L LA FARA 15359775	CPL THOMAS W FORD 33642060
CPL FLELX P LUBNIEWSKI JR 15354384	CPL RAFAEL M LOPES 3 9288011
CPL CLAYTON R LIARS 39620876	CPL JAMES B MOSS 35731701
CPL THEODORE L OLSON 39620400	CPL ROBERT R PARMIGIANI 33680641
2D LT MELVIN G WEST 0928066	CPL WILLIAM H MARSH 13177305

BY COMMAND OF MAJOR GENERAL DOUGLASS:

WILLIAM J. FLOOD,
Brigadier General, General Staff Corps, Chief of Staff.

OFFICIAL:
R,J. ERICKSON,
Colonel, Adjutant General's Department, Adjutant General.

CERTIFIED A TRUE EXTRACT COPY

MORTON ROSENTHAL
1st Lt. Air Corps,
Adjutant

GENERAL ORDERS) HEADQUARTERS SEVENTH AIR FORCE,
: APO #244, 26 April 194 5
NUMBER 55)

EXTRACT

AWARD OF AIR NEDAL SECTION ONE

SECTION 1

AWARD OF AIR MEDAL:- By direction of the President, under the prov- isions of Executive Order No. 9158, 11 May 1942 (Bull. No. 2 5, W.D., 1942) as amended by Executive Order No. 9242-A, 11 September 1942 (Bull.. No. 49, W.D., 1942), and pursuant to authority contained in paragraph 17, AR 600-45, 22 September 1943 and Ltr Hq, AAFPOA, 18 October 1944, an Air Medal is awarded by the Commanding General, Seventh Air Force, to the following named officers and enlisted men, Air Corps, United States Army, for meritorious achievement while participating in sustained aerial operations against the enemy from 23 August 1944 to 15 February 1945. During this period, each officer and enlisted man, as a crew member of a heavy bombardment airplane, participated in numerous missions against heavily defended enemy held bases involving long over water flights to and from the target. Throughout these operations, which were accomplished with distinction above and beyond that normally expected, each displayed high skill and courage, inflicting severe damage to enemy air bases and shipping reflecting great credit upon himself and the Army Air Forces:

1st LT ROBERT J. BALLANTINE 0828065
2D LT STANLEY E. CHORONZI JR. 020663360
2D LT RALPH E. GREEN 0770641
2D LT WILLIAM A REINHARDT 0780326

BY COMMAND OF BRIGADIER GENERAL FLOOD:

WILLIAM J. FLOOD
Brigadier General, General Staff Corps,
Chief of Stall

OFFICIAL:

R.J. ERICKSON,
Colonel, Adjutant Generals Department,
Adjutant

CERTIFIED TRUE COPY:

Distribution: "B"

MORTON ROSENTHAL 1st Lt. Air Corps
Adjutant

UNIT HISTORY
1 Oct 45 - 31 Oct 45
of the
43D RECONNAISSANCE SQUADRON
LONG RANGE PHOTO
APO 964
USASTAF (20TH AIR FORCE)

a. Date of arrival at; departure from stations Negative.

b. Losses in action: Negative.

c. Awards and decorations: Negative.

d. Organization:

1. Personnel Strength:

1 Oct 45 - 34 officers; 1 F/O; 1 W/O; 233 EM plus 6 attached.
31 Oct 45 - 21 officers; 2 F/O; 135 EM.

2. Airplane Strength: 0

NOTE: 16 officers and 98 EM were placed on DS with organizations in the 30th Bombardment Group (H) and 71st Air Service Group, this station, for administration, rations quarters and duty per paragraph 1 and 2, Special Orders No. 96, Hq 30th Bombardment Group (H) APO 964, effective 1 October 1945.

NARRATIVE

During the month of October 1945, the 43d Reconnaissance Squadron was practically inactive, the only functions were of an administrative nature.

All personnel, except the Commanding Officer, 1st Sergeant and two (2) Supply NCO's, are attached to organizations in the 30th Bombardment Group (H) and 71st Air Service Group at APO 964. On 30 October 1945, the Technical Supply Officer and Armament Chief were relieved from DS status and brought back to the squadron to maintain T/O & E and OEL equipment. It is to be noted that although the 43d Reconnaissance Squadron is inactive as far as operations is concerned and at present exists literally on paper only, a headquarters still has to be maintained and equipment accounted for since no disposition has been authorized for T/O & E and OEL equipment.

Effective 1 October 1945, the 43d Reconnaissance Squadron was assigned to the 20 Air Force per United States Strategic Air Forces Assignment Orders No. 22, dated 1 October 1945.

Unit History, 43d Ren Sq, Long Range Photo, APO 964, (for month of October, 1945) dtd 1 November 1945, cont'd:

Basics
: Effective 18 September 1945, the 43d Reconnaissance Squadron, Long Range Photo was attached to the 7th Fighter Wing, APO 958, per Assignment Orders Number 28, Provisional Headquarters, Army Air Force, Middle Pacific, APO 953, dated 16 October 1945. (The Commanding General, 7th Fighter Wing, is authorized reassignment jurisdiction over the personnel of this squadron in accordance with the above Assignment Orders).

During the month of October, 9 officers and 55 EM were returned to the mainland on the current point system; 27 EM were returned to the mainland for TDR&R; 7 officers and 60 EM who were on TDR&R, DS, TDY, and emergency leave on the mainland were reassigned within the continental United States and dropped from the rolls of this squadron. Major WILLIAM J. SPRATT, who was formerly Commanding Officer of this squadron, was one of the officers reassigned on the mainland. Captain THEOPHILUS M. RIZZI, Acting Commanding Officer during Major SPRATT's absence and later Commanding Officer, was returned to the mainland on 21 October 1945 for discharge and was succeeded by 1st Lt. EDWARD E. MILES as Commanding Officer of the 43d Reconnaissance Squadron.

EDWARD E. MILES
1st Lt., Air Corps
Commanding

819TH BOMBARDMENT SQUADRON (H) 30TH BOMBARDMENT GROUP (H)

7TH FIGHTER WING, ARMY AIR FORCES

KAHUKU ARMY AIR BASE

1 November 1945 - 30 November 1945

Date of arrival and departure from stations occupied this theater:

Negative

Losses:

Negative

Awards and Decorations:

Organization:

Negative

Strength:

1 November 1945		30 November 1945	
52 Officers	Assigned	2 Officers	Assigned
6 Flight Officers	Assigned	1 Enlisted Man	Assigned
211 Enlisted Men	Assigned		
5 Officers	Attached		
24 Enlisted Men	Attached		

Airplane Strength:

1 November 1945	30 November 1945
12 B-24M's	

Airplane Losses:

Negative

CHAPTER XXXIII

NARRATIVE

With this final monthly history we mark the passing of a heavy bombardment squadron, the 819th. For several months our activities have indicated a stagnant condition. Actual deactivation, however, was brought about by a shortage of replacements for men returned home on points.

The spirit and pride in organization we once had is now lost in a scramble to relocate ourselves in the two remaining squadrons of the group. Morale among members of older crews not declared surplus is poor. More than one first pilot with a year overseas is set to wondering, as he is handed a new, low point crew.

OPERATIONS

During the month of November we flew sixteen (16) missions using a total of fifty nine (59) aircraft for the month. On Sunday, 4 November two (2) airplanes were sent out to help locate survivors of a downed LB-30 airplane. The LB-30 was found still afloat about four hundred fifty (450) miles east of Oahu, but no survivors were sighted. Our planes returned after seven (7) hours in the air.

Two night formation flights were accomplished with three (3) planes used for each flight.

Effective 29 November the 819th became part of the 27th Bombardment Squadron where we continued to operate with First Lieutenant Fred T. Jacobs as Operations Officer and First Lieutenant Robert Randle as Assistant Operations Officer.

INTELLIGENCE

Intelligence Section activities for the past month have been at a minimum. The latter part of the period was spent clearing files of materials and publications no longer needed, and in preparing for deactivation.

An Educational Survey was made during the early part of the month to determine the number of men qualified for and interested in the University Study Center which is being operated by the Army for service men awaiting discharge.

The response to the survey was so good that it increased our allotment to the school by 700 per cent, and, as a result, eight (8) of the squadron's personnel will begin the school on December 1st.

Two outside speakers were used for orientation lectures during the month, one speaking on Post War possibilities in South America and the other on Conversion of National Service Life Insurance.

Emphasis is being placed on education throughout the entire I.& E. program with good results. Enrollments in USAFI have increased tremendously. A Group Unit School is in the formative stages, and a vocational guidance kit is receiving a lot of attention.

ENGINEERING

The past month has been a busy one for the personnel of the Engineering Section. The old problem - corrosion has kept us all hopping; and with demobilization gaining momentum, the remaining personnel have been hard pressed to accomplish effective maintenance.

Each week saw the return of high pointers to the states necessitating a constant shifting of personnel from one crew to another. In spite of the difficulties involved, an average of 4.5 men per ship, as compared to an authorized 9.5, accomplished maintenance for twelve (12) B-24M type aircraft accumulating 199 hours of flight time. In addition, two (2) engine changes were accomplished and five (5) 100 hour inspections were completed. However, corrosion prevention was given first priority in the section.

The planes were washed down with clear water daily, and a light coat of oil mixed in gasoline applied. The upperside of flaps, bomb bay doors, rudder hinges, and other effective areas were cleaned and painted. As a result some progress has been noted in retarding corrosion of the aircraft, however, the engine presents the major problem. In an effort to prevent such corrosion wind breakers were made and placed in front of the engines. Rust preventive was also applied to the vulnerable parts of the engine. The effectiveness of these measures cannot be properly evaluated as yet, but it does seem an impossibility to completely control corrosion of all parts. It must be remembered that salt laden air is able to penetrate areas that cannot be effectively controlled.

It is believed that this will be the last report of this kind from this section as this month marks the end of the 819th as an active unit. As a result, the planes now assigned to the 819th will undoubtably be moved to another area where

the dangers of corrosion will not be so great. It would have been interesting to discover just how well, and by what method, corrosion could have been controlled.

ARMAMENT

The final month in the Armament Section was spent putting all armament equipment in condition for deactivation. By painting and using heavy oil we were able to keep ahead of the corrosion problem.

A few high point men left for the states. The rest of this section carried on with satisfactory results.

RADAR

No radar missions were flown during the month of November. Scope pictures were taken on one mission in which a radar plane was part of the formation.

The maintenance work for the period was light due to lack of proper power. The section was able to keep all equipment in operating condition even with this added hardship.

Due to deactivation all equipment is being turned in to Wheeler Field Sub-Depot.

COMMUNICATIONS

Radio operators were used this month to fill in for radar men who formerly worked in this section. No stoppage or deficiency was incurred.

In preparation for deactivation all equipment was inventoried and checked preparatory to crating and tagging. A few minor shortages were noted but nothing serious.

SUPPLY

Routine business was the order of the month in the Supply Section, with nothing exceptional to report until the deactivation of the squadron became official on November 30. During the month approximately 50 men going to the states for discharge were cleared through Supply, including the Supply Sergeant, Clinton L. Olson. The section continued to operate efficiently despite the fact that not a man in it has a supply MOS. At present Sergeant H. R. Jones is performing the duties of Supply Sergeant.

The deactivation of the 819th Bomb Squadron leaves work along with regret to the section. All TO & E equipment as well as MR property must be turned in immediately and the records closed out before our job is done. This is expected to take two or three weeks, after which we expect to hold forth in our usual capacity for the 27th Bomb Squadron.

TRANSPORTATION

The main job this past month was deactivation and getting our equipment and vehicles ready to close down. This job is being done with a shortage of personnel.

BRUCE P. CRAVENS,
1st Lt. Corps