



### 468<sup>TH</sup> BOMBARDMENT GROUP – DECEMBER 1944

On December 7<sup>th</sup>, 31 aircraft from the 468<sup>th</sup> Bomb Group took off from A-7, starting at 0228 China time, for Mukden, Manchuria. Six and a half hours later, 26 of these planes bombed the primary target. Capt. Skelley in A/C 546 led the first formation with bombs away at 0846. There were 18 ships in the formation, two of which were from other groups. One of our ships jettisoned its bombs. Major Sanken in A/C 542 led the second formation of 10 ships over at 0908. One ship tagged on a 40<sup>th</sup> Bomb Group formation. Fighter opposition was moderate to strong, the frontal attacks were pressed to a very close interval; flak was meager. There were smoke screens at the primary target and at Anshan. One Officer was injured by flak; Capt. Parrish and the entire Crew of A/C 390 possibly were rammed. Due to the smoke screen the bombing was scattered with a few hits in the arsenal and the target area.

On Dec. 14<sup>th</sup>, twelve aircraft took off from the Rear Area to attack the Rama VI railroad bridge at Bangkok. Major Marbury in A/C 354 led a formation of 10 of our planes over the PT at 1050 India Time. One other ship bombed a highway bridge in Bangkok and another bombed the railroad bridge at Bassein. There was a scattered cloud layer below that interfered appreciably with the bombing. Near misses were reported. All planes returned safely; there was no fighter opposition and meager flak.

On Dec. 18<sup>th</sup> at 0708 China Time, 30 aircraft started taking off from A-7 to attack Hankow. At 10:45 Major Watson in A/C 227 led a formation of 5 planes over the dock area at the PT. Five minutes later Major Feeley in A/C 525 led a formation of 10 over the target. Fourteen minutes later Capt. Benedict in A/C 715 led a formation of 9 over the PT. Three ships bombed the secondary target and one hit the last resort target. Weather was excellent but results were unobserved due to smoke from bombs dropped by other formations. All ships returned safely and there were no casualties. There was moderate fighter opposition and meager flak.

On Dec. 19<sup>th</sup> at 0217 China Time, five aircraft took off from A-7 to attack Omura. In spite of bad weather, all 5 bombed the primary target by radar in formation with Major Humphrey in A/C 704 as leader. Fighter opposition was moderate and flak was meager. All aircraft returned safely and there were no casualties.

On Dec. 21<sup>st</sup>, thirteen airplanes took off at 0333 China Time to attack Mukden. A 10-plane formation led by Capt. Skelley in A/C 546 bombed the site at 0931. Fighter opposition was strong with single and coordinated attacks by various types of aircraft, well executed and pressed closely home. Eight enemy aircraft were destroyed, one was probably destroyed, and five were damaged. A/C 715, piloted by Capt. Benedict was rammed by an enemy fighter over the primary target and the entire Crew is missing.



An Enlisted Man on another Crew was wounded. A very effective smoke screen made precision bombing difficult. Two of our aircraft bombed the last resort target and one hit a target of opportunity.

Christmas day was declared a holiday. On Christmas night four Jap planes attempted to attack the base at E-1. One airplane reached the target and dropped a string of bombs across the taxiway, through the parking area and across the main runway. Reports indicated that fragmentation clusters plus an incendiary were used. One Officer and 3 Enlisted Men were injured by fragments; two bashas were destroyed; A/C 471 was hit in the fuselage by a small bomb but was not seriously damaged.

It is interesting to note that on all missions during this month this Group had more aircraft airborne on each combat mission than any other Group, with the exception of the Omura mission. On the Omura mission, this Group has as many over the primary target as any other Group. It is also pertinent to note that this Group had more hours of flying time per assigned aircraft and more flying hours than any other group.

Reported by Capt. Rush H. Record, Group Historical Officer

#### 792<sup>ND</sup> BOMBARDMENT SQUADRON – DECEMBER 1944

On Dec. 7<sup>th</sup>, the Squadron participated in Mission #19 to the Mukden aircraft factory from our Forward Base in China. The following Crews and planes participated:

Major Watson	- 227	Capt. Reida	- 417
Major McPherson	- 494	Capt. Christy	- 217
Capt. Skelley	- 546 (Lead Crew)	Capt. Yeates	- 411
Capt. Martin	- 395	Major Brown	- 471
Lt. Lyons	- 389	Capt. Good	- 424
Lt. Young	- 353	Lt. Millar	- 279

Major Watson was unable to get off the ground due to engine trouble. The weather was clear over the target, but an effective smoke screen enshrouded the target area. The temperature at 21,000 ft. and over the target area was -52 degrees F. The entire nose section on all ships became iced up inside due to the extreme cold. It was very difficult to fly formation because of the ice. There were 2 windows in the nose section, which did not ice up, these being the double windows, one beside the Pilot and one beside the Co-pilot. The results were unobserved, but photographs locating about ¼ of the total bombs dropped by the Group fell 1,000 ft. short of the aiming point. The aiming point was completely obscured by smoke.

Lt. Lyons Crew in A/C 389 failed to return from the mission. He was last contacted 1 hour and 15 minutes from A-7, our Base in China. The element leader contacted 389 and told him to break up formation in order to start descent through the undercast. Lt. Lyons answered back and started a 360 turn, which is normal procedure for an aircraft flying in the #3 position.



The element leader started to descend into the undercast, but upon finding that ice was beginning to form on the wings very quickly the Pilot decided to climb above the overcast and make a quick descent in the general area of A-7. A/C 389 was never seen again after starting his 360-degree turn.

The personnel of the missing plane are listed below:

1 <sup>st</sup> Lt. Lyons, Pilot	S/Sgt. Bodart, Radar
2 <sup>nd</sup> Lt. Sybesma, Co-pilot	S/Sgt. Jackson, Top Gunner
1 <sup>st</sup> Lt. Schneider, Navigator	S/Sgt. Aldieri, Left Gunner
1 <sup>st</sup> Lt. Bucher, Bombardier	S/Sgt. Fink, Right Gunner
1 <sup>st</sup> Lt. J. W. Smith, Engineer	S/Sgt. Peters, Tail Gunner
S/Sgt. Micciche, Radio Operator	

Capt. Martin in A/C 395 crashed upon landing from the Mukden mission. As he approached the field, the nose section was completely iced up and the ship was very low on gas. The plane fell from about 40 feet. The right wing sagged, hitting the ground and causing the plane to swerve off the runway to the right. Two Crewmembers sustained slight injuries. The plane was a complete wreck.

During the Group critique following the Mukden mission, it was decided that in the future all Crewmembers would take their electric suits on missions where extreme cold causes the nose section to be iced up. On future missions planes will depressurize, open nose section windows and go on oxygen. This experiment was tried by another group and found to be very effective in preventing icing inside the nose section.

On December 14<sup>th</sup>, the Squadron participated in training mission #20 to Bangkok, Siam. The aiming point was the main bridge running into Bangkok from the north. The 792<sup>nd</sup> was ordered to have four planes on the mission. Crews and planes that participated were as follows:

Major Mills - 411	Major Brown - 471
Lt. Shafer - 227	Lt. Young - 353

Major Mills and Lt. Shafer were flying their first combat missions. Major McPherson flew as check Pilot with Major Mills, and Lt. Millar flew as check Pilot with Lt. Shafer. The bombing was done visually through a 7/10 undercast. The lead bombardier had a 20 second run. The majority of 1,000 lb. bombs fell short. However, photographs revealed two hits on the bridge. Lt. Shafer and Crew failed to find a formation and bombed alone. Photographs from 227 revealed that they bombed a bridge on the south edge of Bangkok. All four of our planes returned safely to Base.

An interesting feature at the interrogation for mission #20 was the fact that the local Red Cross sent over food and ice cream, together with six girls to do the serving. Needless to say, the scene that greeted returning Crews as they entered the Interrogation building was a pleasant one.



On Dec. 15<sup>th</sup>, Lt. Millar and Crew in A/C 227 flew a sea search mission to Rangoon in an effort to locate two planes from the 40<sup>th</sup> Bomb Group, which were thought to have ditched near Rangoon. The Crew returned without meeting success.

On Dec. 18<sup>th</sup>, our Squadron participated in mission #21 to Hankow. The target was a three-mile long storage area. The following Crews and aircraft participated:

Major Watson - 227	Major McPherson - 494
Capt. Reida - 417	Capt. Skelley - 546
Capt. Good - 424	Capt. Yeates - 691

A/C 424, 494 and 546 all bombed Hochow due to late take-offs and engine trouble. These three planes could have made the primary target except for the fact that a deadline of 1130 had been set up as the latest time to bomb any target. The results on the primary target were excellent and the storage areas were still burning two days after the raid. All planes returned safely to Base.

On the 19<sup>th</sup> of Dec. the Squadron took part in mission #22 to Omura, Japan. Lt. Millar and Crew in A/C 678 and Capt. Christy and Crew in A/C 703 participated. The target was overcast, making mission #22 the 3<sup>rd</sup> straight raid on Omura in which 10/10 cloud coverage was encountered. The bombing was done by radar. Both ships returned to Base safely.

On Dec. 21<sup>st</sup>, the Squadron took part in mission #23 to the Mukden Aircraft Factory in Manchuria. The following Crews and aircraft participated:

Capt. Watson - 691	Capt. Skelley - 546 (lead ship)
Capt. Reida - 417	Capt. Christy - 703

Crews were briefed to bomb the industrial area of Mukden if the target area was completely obscured by smoke. Once again our Group was the last over the target. By the time the 468<sup>th</sup> came over the target the enemy had set up a very effective smoke screen, which completely obscured not only the target but three fourths of the industrial area. All planes returned safely to Base.

The experience of depressurizing over the target in order to avoid icing inside the nose section was used. There was no icing inside the nose section due to depressurization, but when the windows beside the Pilot's seat were opened, the onrushing air made it very difficult to hear over the interphone.

The Squadron received four new plans during the month, as follows: A/C 691, 678, 3500 and 4703. Three of our old planes, A/C 217, 411 and 379 were flown back to the U.S. to be reconditioned and sent to training units for transition training. On Christmas Night, the Japs pulled their first Air Raid on our Base in India. Four enemy planes were in the general area. Only one plane, a "Betty" dropped bombs. A/Cs 471, 703 and 227 sustained slight damage from the raid.



Orders for decorations were numerous this month. Four new General Orders were issued pertaining to the awarding of the Distinguished Flying Cross, the Air Medal, Bronze Oak Leaf Cluster to the Air Medal and the Purple Heart.

Unit strength at the end of the month was 126 Officers and 555 Enlisted Men.

Reported by Capt. George J. Steinmetz, Intelligence Officer

#### 793<sup>RD</sup> BOMBARDMENT SQUADRON – DECEMBER 1944

The month of December started off with the entire Group moving to the Forward Area on the very first day. The weather at A-7 proved better than expected even though it was very cold. The ground was hard and dry. Before getting on the ground there was a lot of sweat poured out into the slow let-down through a 14,000 ft. overcast with the base of it at about 1,100 ft. Perhaps the longest time ever logged between B-1 and A-7 was made that day with aircraft taking over 8 hours, from time of take-off to wheels down in China.

For the next 8 days there was plenty of sack time (with sleeping bag time capturing all votes as the single greatest pleasure in army life, next to going home), card playing, touch football and sundry recreations. Actually it required only a few days for the majority to quickly tire of the stay, which was made considerably uncomfortable by the cold or suffocating effects of individually constructed tent stoves. The Chinese chow is greasy and monotonous and several near conflagrations resulted from tent-cooked flight ration meals.

The weather never seemed to clear over Omura and several times the camp went to bed with the intention of flying the next day only to have it cancelled. Finally on the last day after a double briefing, the Crews went to their tents knowing they would fly the next day. But the target would not be revealed until wake-up time.

Again, due to weather, Omura was out so the mission was dispatched to the Manchurian Airplane Factory at Mukden, Manchuria. As a result of icing and enemy opposition, it was counted one of the toughest missions to date. One of the ships of the 794<sup>th</sup>, A/C 390, with Capt. Parrish as Pilot, was rammed by a Nick right over the target. All the attacks were pressed closely home, and Major Hatfield and Crew had a close one when a Zeke barely missed ramming Bella Bortion and destroyed itself on the #1 prop. Previous to this, 1<sup>st</sup> Lt. Wekl filled the enemy aircraft with lead and has entered a claim of destroyed on this ship. The Japanese pilots have discovered the safest pass on B-29s is a frontal attack. The high rate of closure, while the larger planes are on a bomb run, gives the smaller attacking fighter plane much advantage. The following Crews participated in this mission:



Capt. Joyce	- 265	Capt. Doherty	- 454
Major Hatfield	- 3355	Major Marbury	- 354
Capt. Meints	- 3356	Major Carlton	- 208
Major Feeley	- 525	Capt. Michaliszyn	- 415
Capt. Saunders	- 397	Capt. Berman	- 487
Capt. Darden	- 442		

On returning to India, we had the delightful experience of finding that ATC had been assigned the job of taking home the old warhorse of our Command. This immediately punctured all rumors predicting early return of a number of our older Crews with their B-29s. A/C 6208 and 356 were the two early model Superforts assigned to the pastures. As if the very fact of their return was not enough, the morning after the ATC Crews took over the ship, the whole squadron was astonished to find 5 newly painted Jap flags on the side of A/C 356 and the outlines of 3 additional bombs. There was much stirring on the line and photo lab cameramen were immediately called to record this blasphemous deed. A gasoline rag was immediately applied and the honor of Lassie restored.

The Squadron was awarded the Billy Mitchell Flag for November for being the outstanding Squadron in the Group on the following points:

1. Highest percent of airplanes in commission.
2. Most flying training per lead Crew.
3. Most flying training for all Crews.
4. Highest ratio of lead Crews hitting target, with pictures to prove it.
5. Best rating on monthly technical inspection.
6. Best rating on monthly administrative inspection.

On the 14<sup>th</sup>, Major Bill Marbury and Crew led an 11-plane formation over the Rama VI Railroad Bridge at Bangkok. 1<sup>st</sup> Lt. Joe Brandemyer was the Bombardier and formation scored some near misses on the basis of interpretation of the strike photos. With the exception of the accident of 4 planes over Rangoon of the 40<sup>th</sup> Group, the mission would have been without loss. The following Crews of this Squadron participated in the raid:

Major Marbury	- 354	Lt. Warner	- 415
Lt. Ellestad	- 525	Lt. Greenwald	- 469

The 793<sup>rd</sup> Coffee Shop is now in full swing with free coffee and doughnuts, and Cola for 6 annas, throughout the day. It has proved a great favorite will all the men and the other Squadrons who have, unfortunately, been politely told that this must remain a Squadron facility due to the shortage of materials. Besides the Coffee Shop, two flourishing institutions, the NCO Club and the Day Room, have made life for the enlisted men much more pleasant.

On the 17<sup>th</sup> of Dec., the Group was again off the China for a triple play mission. On the first day Hankow was hit with new incendiary bombs. Literally, thousands of the fire sticks were dropped effectively on a warehouse installation. Major Feeley and Crew led one flight with Lt. Quadlander dropping.



The following is a list of Crews that participated in this mission:

Major Marbury	- 354	Capt. Darden	- 442
Major Feeley	- 525	Capt. Doherty	- 454
Major Humphrey	- 704	Capt. Saunders	- 397
Major Schnolau	- 469	Capt. Berman	- 487
Capt. Joyce	- 265	Capt. Meints	- 460
Capt. Dean	- 355	Capt. Carlton	- 737

Not without a great deal of snafu, a mission to Omura was ordered with Major Don Humphrey our Squadron CO leading over the target in spite of that Kyushu weather, 10/10ths. Bombs were dropped by radar with Lt. Marty Govednik believing he had a good run. This was the only ship in our Squadron that made this mission due to servicing difficulties.

The "unmodified ships" returned to India, leaving only a few ships to fly the third mission to Mukden on the 21<sup>st</sup>. Again this proved a tough spot with smoke screen covering the target, preventing visual runs and vicious fighter attacks, including the ramming of Capt. Benedict and Crew. Capt. Carlton and Crew in A/C 737 had a rough time of it. Major Humphrey and Crew in A/C 704 could not quite make the primary target due to mechanical difficulties, and they bombed the Railroad Yards at Chengshien. Another unusual happening of this mission was the destruction of an enemy aircraft by a bomb dropped by Major Schnolau and Crew in A/C 469.

The increased severity of Jap fighter opposition and the improved skill of our Gunners can be adjudged by the number of claims they made. For 3 missions the following claims have been made: 10 destroyed, 2 probably destroyed and 3 damaged. The following Crews participated in the second Mukden mission:

Major Humphrey	- 704	Capt. Meints	- 460
Major Schonlau	- 469	Capt. Carlton	- 737
Capt. Berman	- 487		

But for occasional Hump trips by the older ships, which we expect to lose soon, carrying bomb loads to A-7, the collapse of A/C 460's landing gear while sitting placidly on the ramp, the arrival of a new Crew and several new airplanes, the time over the Holiday Season has been spent far away from the war. Christmas Eve and Christmas Day were very wet for the locale and in spite of conditions a very merry time was had by all. Midnight Mass and a fine sermon by Chaplain Coburn gave us much spiritual meaning. Christmas night the Japs celebrated by sending a lone bomber to drop bombs reasonably close amidst the colorful display of ack-ack. The guys who said, "it couldn't happen here" were made to swallow their words. The only other happening of an explosive nature over Christmas was the opening of the "Dildo Club", the informal free drink palace in the corner of barracks 321 where men are two fisted and all others pay cash.

Capt. Robert T. Darden, who affectionately labels himself "nothing' but a GI pilot", has just been made one of the gears as the Chief Air Inspector of the Group.



At the end of the year it seems appropriate to review the work we have been doing since coming overseas. The 468<sup>th</sup> Bombardment Group has proven itself the outstanding group in the XXTH Bomber Command. We of the 793<sup>rd</sup> Bombardment Squadron believe we have contributed our share to this record. April 24, 1944 is designated as the first day of our combat operation. Since that time the 793<sup>rd</sup> has flown a total of 4092 hours, the high for squadrons of this group. A total of 104 combat missions, also the high, and 7 photo missions were flown by the 793<sup>rd</sup>. This Squadron has lost 5 airplanes during this time, the lowest loss rate of any Squadron. They are listed below:

- A/C 826 – Capt. Pilchard and Crew. Listed as killed on the first Yawata mission.
- A/C 370 – Capt. Faulkner and Major Matthews’ old Crew listed as missing on the Singapore mission
- A/C 369 – Capt. Darden and Crew safely bailed out at Karachi
- A/C 314 – Capt. Sloan and Crew safely bailed out near Leipo, China on a Hump mission, except for Sgt. Francis, reported as killed
- A/C 229 – Capt. Hughes and Crew safe after crashing on takeoff on first Yawata raid.

During the early days of operation until November 18<sup>th</sup>, much of the Group’s time was devoted to transport operation to the Forward Area. During this time, the 793<sup>rd</sup> hauled a greater quantity of fuel than any other squadron and A/C 333 moved more gas than all the planes, combat and tankers, of any other in squadron of this Group.

One of our aircraft, formerly belonging to the old 794<sup>th</sup>, A/C 3354 is tops in number of missions flown by a single aircraft, sixteen. This plane has been returned to the States along with A/C 265, “Raiden Maiden” which had a total of 683 hours, and A/C 3355 “Bella Bortion” with 563 hours, A/C 356 “Lassie” and A/C 6208 “Pioneer”. Below are listed the number of combat missions flown by all aircraft presently or previously assigned to our Squadron:

<u>Ship</u>	<u>A/C</u>	<u>Missions</u>
	826	1
Raiden Maiden	265	12
Bella Bortion	335	12
	354	16
Lethal Lady	370	8
Lassie	356	8
Pioneer	6208	3
Pioneer II	737	2
Bengal Lancer	487	13
Mary K.	525	9
	704	4
	534	0
Million Dollar Baby	397	11
	354	16
	456	0



<u>Ship</u>	<u>A/C</u>	<u>Missions</u>
	460	2
	415	4 combat 5 photo
Totin' to Tokyo	454	12 combat 1 photo
	469	11 combat 1 photo
Wichita Witch	442	10

This record of the 793<sup>rd</sup> is good evidence of the large contribution to the war effort against Japan that has been made by the flying and maintenance personnel of this Squadron

#### 794<sup>TH</sup> BOMBARDMENT SQUADRON (VH) AAF – DECEMBER 1944

The average strength for the Squadron between Nov. 25 and Dec. 25 was 134 Officers and 538 Enlisted Men. Five new Crews came in during this period and 28 men were lost during the month. The total number of aircraft now stands at 14 B-29s. Their serial numbers are: 6284, 24486, 65208, 542, 6409, 24429, 6407, 6272, 24714, 24734, 63445, 63464, 24719 and F13A (24567) which is on a special assignment to the Forward Area. A/C 63715 and 6390 were lost over Mukden. A/C 24706 was lost on a local operational flight.

During this period the Squadron had a total flying time of 838:15 hours. Total combat time was 342. Total Combat-Photo Time: 67:30. Total training time: 116:50. Hump flights: 289:35 and miscellaneous time was 22:20 hours.

Five new Crews were added to the Squadron: Lt. O'Quinn, Lt. Ezell, Lt. Pafford, Lt. Abel and Lt. Johnson. These Crews have not all remained intact however. Lt. Pafford has become Co-Pilot to Major Boyce C. Anderson and Lt. Corvinus, formerly Major Anderson's Co-Pilot, becomes a First Pilot in command of Lt. Pafford's Crew. Lt. Abel took the place of Lt. Thummel on Major G. Eaton's Crew. Lt. Thummel then took command of Lt. Abel's Crew. Although tentative, Lt. Pulaski, Co-Pilot for Capt. Fouts, is expected to become First Pilot on Lt. O'Quinn's Crew. Lt. O'Quinn would then become the Co-Pilot for Capt. Fouts.

During the month the Squadron participated in 5 combat missions. On Dec 7<sup>th</sup>, the following Crews participated in a raid on an aircraft factory at Mukden, Manchuria. Major Anderson in A/C 208; Capt. Fouts in A/C 429; Capt. Barker in A/C 407; Capt. Sancken in A/C 542; Capt. Benedict in A/C 272; Capt. Parrish in A/C 390 and Major George in A/C 284.

On Dec. 14<sup>th</sup>, aircraft of this Squadron struck the supply facilities on Bangkok (aiming point was a bridge that was missed by the bombs). 1<sup>st</sup> Lt. Britton flying A/C 208, Capt. Estey in A/C 445, Capt. Wedding in A/C 272 and 1<sup>st</sup> Lt. Ham commanding A/C 409 took part in the dual raid (other Groups in this Command struck simultaneously at Rangoon). Hankow was the target on Dec. 18. Docks and port facilities were hit by bombs dropped



from Major Anderson's A/C 208; Captain Benedict's A/C 715; 1<sup>st</sup> Lt. Britton's A/C 409; Capt. Estey's A/C 445; Capt. Fouts' A/C 429; Major George's A/C 2284; Capt. Heneveld's A/C 486; 1<sup>st</sup> Lt. Olsen's A/C 407; Major Sancken's A/C 542 and Capt. Wedding's A/C 272. The results of the mission were considered "excellent". Good results were also observed on the Omura raid on the 19<sup>th</sup> of Dec. even with fewer planes over the target. Major Eaton in A/C 719 and Capt. Estey in A/C 445 participated. The 5<sup>th</sup> Mukden raid on Dec. 21<sup>st</sup> was also considered "excellent" and the Japanese radio had to admit damage to their aircraft factories as well as the homes of "poor, innocent civilians". Major Anderson in A/C 208 went to Mukden, as well as Capt. Estey in A/C 445; Capt. Goodrich in A/C 464; Capt. Heneveld in A/C 486 and Capt. Benedict in A/C 715.

A grim tragedy struck close to home on Nov. 28<sup>th</sup> when Lt. Col. Philip F. Hennin and others were killed a few miles from B-1 on a routine "check-out" flight. His Co-Pilot, 1<sup>st</sup> Lt. John J. Sheehan; his Navigator Capt. Ottis O. Carey; Bombardier, 1<sup>st</sup> Lt. Roscoe E. Schultz; Flight Engineer 1<sup>st</sup> Lt. Michael Kowalsky (promotion was announced on the day of his last flight); S/Sgt Walter Blanco, Radio; Right Gunner S/Sgt Paul R. Bogus and 2 others – a technical representative and Lt. Robert Wilson, a Bombardier, went down with Lt. Col. Hennin in A/C 706.

A/C 706 was a recent addition to the Squadron, assigned to our outfit on Nov. 14<sup>th</sup>. The facts about the crash are still secret. Major Walter R. George has assumed command of the 794<sup>th</sup> Bomb Squadron and Major Boyce C. Anderson succeeds him as the Operations Officer. Major George served as Operations Officer under Lt. Col. Hennin. Col. Hennin's total military flying time was over 2,000 hours, with a total of 268:55 hours in this Theater of Operations: 10 combat missions; 122:25 hours and 13 combat/ferry missions totaling 146:30 hours. He served in the European Theater flying lighter bombers before joining the Squadron. He hailed from Newark, New Jersey.

The following Crew members survived the accident which claimed the lives of the men listed above: S/Sgt Edward H Calisbury, Senior Gunner; S/Sgt R. J. Metzger, Right Gunner; S/Sgt George L. Dilloway, Tail Gunner; Cpl. W. L. Davis, a Technical Representative, and 1<sup>st</sup> Lt. Marion King, Radar. These survivors are in the hospital with burns and cuts.

Mukden was the scene of two disasters that claimed A/C 6390 and A/C 63715. As General H. H. Arnold explained a similar circumstance to the people of the USA after the first Tokyo raid by the XXIST BC: "We lost two million dollar airplanes, but we lost 22 heroes." Captain Roger E. Parrish commanded A/C 390 on the Mukden raid on December 7<sup>th</sup>. S/Sgt William Wooten in his claim on the Nick that rammed Captain Parrish's airplane described the scene: "The Nick came at A/C 486 (in which S/Sgt Wooten was flying) low and I gave him 50 rounds when he was 400 yards away. The Nick's right engine started smoking and burning. The Tail Gunner saw pieces of the canopy fly off. Going down out of control and smoking profusely, the Nick then pulled up and slipped under A/C 390, hitting the left horizontal and vertical stabilizer of A/C 390 tearing them off. I saw one parachute come out of A/C 390 before it hit the ground.



Following is the Crew of A/C 390:

Capt. Roger E. Parrish	- P	S/Sgt. John Lopez	- RS
1 <sup>st</sup> Lt. Adrian Walters	- CP	S/Sgt. F. S. Mac Isaac	- SG
1 <sup>st</sup> Lt. R. H. Roseland	- N	S/Sgt. H. A. Morehead	- LG
1 <sup>st</sup> Lt. Patrick Collins	- B	S/Sgt. R. J. Turner	- RG
F. O. W. M. Barber	- FE	S/Sgt. R. J. Pope	- RG
Sgt. Joseph M. Clarke	- V		

A/C 63715 was commanded by Capt. Charles C. Benedict and was rammed over Mukden on Dec. 7<sup>th</sup>. Lt. Merle D. Jones, Fl. Engr. On Captain Goodrich's Crew flying close to A/C 715, described the ramming: "The Jap ship (believed to be a Zeke) was making a head-on attack on A/C 715 and hit the ship just inboard of #1 engine. The last thing we saw was the wing of A/C 715 folding back. I think the pilot of that Jap ship may have been dead before hitting. Our radio man, T/Sgt. Smith, saw A/C 715 crash and the tail gunner on Capt. Heneveld's Crew saw one parachute leave before the crash." Following is the Crew of A/C 715:

Capt. Charles C. Benedict	- P	S/Sgt. Elbert L. Edwards	- R
1 <sup>st</sup> Lt. Tom C. Evans	- N	S/Sgt. Charles A. Versafsky	- SG
1 <sup>st</sup> Lt. Robert A. Baer	- CP	S/Sgt. Elmer Jelgerhuis	- RG
1 <sup>st</sup> Lt. Warren D. Dailey	- B	S/Sgt. Stanley J. Berger	- LG
1 <sup>st</sup> Lt. Arthur R. Mahoney	- FE	T/Sgt. Carl J. Drummond	- TG
1 <sup>st</sup> Lt. Jack L. Roberts	- V		

Bombardier Lt. "Deacon" Dailey and the Navigator Lt. Evans were brothers-in-law, married to twin girls who both had children this summer. S/Sgt. Jelgerhuis, the Right Gunner, is survived by a twin brother who is also a Gunner in the Squadron though on a different Crew.

XXTH BC General Order No. 56, Para. 5, awarded the Distinguished Flying Cross to Capt. Paul R. Lindke who was killed on Oct. 21<sup>st</sup> near our forward Base in China. The General Order reads, in part, "Captain Lindke's action indicated exceptional courage, determination and devotion to duty, reflecting great credit on himself, this Command and the Army Air Forces."

There are over 70 from this Squadron who have received an Air Medal. Emphasis was placed on the hazardous flying involved in flying the Hump. Although "The General Billy Mitchell Flag" was given to the 793<sup>rd</sup> Squadron for last month's work, a concerted effort is planned so that it will be given to this Squadron this month.

On the Social Calendar two parties were given – one for the Enlisted Men and one for the Officers. On Dec. 21<sup>st</sup> the Enlisted Men of the Squadron had a Christmas party in the Squadron Day Room, which was gaily decorated in the Yuletide spirit. Food, soft and hard drinks were served from 2000 hours to 2100 hours, when the party was moved to the "Bamboo Bowl" (outdoor theater) for an ENSA program, including five white women! (ENSA is the English version of our USO show). After the show, the party resumed until midnight.



The Squadron Officer's party was held in the Officer's Mess hall on Dec. 24<sup>th</sup>. The ENSA troupe also provided gay entertainment for the Officer's party. Many guests were attracted to the two parties, and the Squadron is probably the first on the Base to provide professional entertainment at Squadron functions.

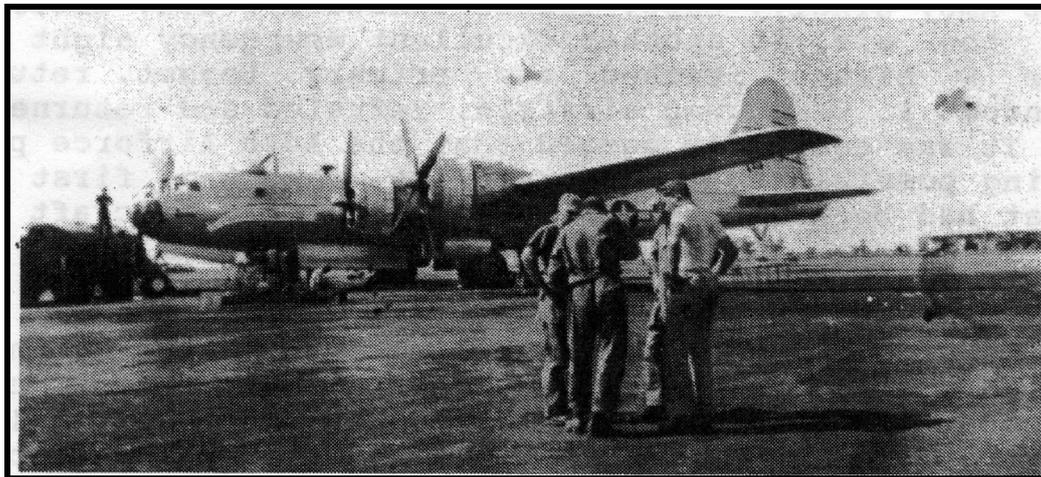
#### HEADQUARTERS – 14<sup>TH</sup> PHOTO LABORATORY – DECEMBER 1944

The five combat missions which were flown by the 468<sup>th</sup> Bomb Group kept the men of our Unit busy installing cameras and processing the film following all missions. A total of 888 negatives were processed as a result of these operations; a majority of these were strike photographs. A larger number of training mission films were processed due to the many new Crews and the subsequent increased number of training flights made by aircraft of the 468<sup>th</sup> Bomb Group.

Personnel changes included the return of Sgt. Martin A. Hangich from China, and the transfer of Cpl. Kenneth E. Benjamin and Cpl. Robert B. Marsh to Detached Service with the XXTH Bomber Command Advance Echelon Photo Laboratory at A-1 in China.

By authority of Special Orders No. 249, Headquarters XXTH Bomber Command, APO 493, dated Dec. 27, Lt. Roger C. Hughes, Commander of the Laboratory, was transferred to the 10<sup>th</sup> Photo Tech Unit. Lt. Bruce K. Herbruck replaced Lt. Hughes by Special Orders Number 270, Headquarters 468<sup>th</sup> Bombardment Group, APO 493, dated Dec. 29<sup>th</sup>.

Recreational activities for the month included Christmas and New Year's Eve parties held in the Unit's Day Room. The Day Room was decorated appropriately for the occasion, and a tree at the Lab was arrayed with colored lights.



A few steps away from the AMERICAN BEAUTY for a smoke and conference. Our Ground Crews were always there getting the job done. A/C 42-24703. Major Mill's Plane. 792<sup>nd</sup> Squadron Note: The balloons in the background are holding cables upright to disrupt any strafing attacks. This was a British precaution.