

4-April '45

Departed Mather Field, Cal.
0300 - 4 April '45 - Orders called
orders en route to Honolulu
as to our destination. As was
sort of expected by our crew
we were headed for North
Field in Guam. We arrived
John Rogers Fld Honolulu at
approximately 1600 same date
Flying time 11 hrs 50 min.

While our B-29 was being
checked by ground crews there
we looked around Honolulu,
Waikiki Beach, The Naval
Station + Hickam Fld, on
5 April '45.

6 April '45

Departed Honolulu 0730 for
Kawajalein Island. After 13 hrs
19 minutes we arrived on
the tiny island, after crossing
the international date line
facilities were very poor on
Kawajalein. It was raining
when we arrived and

continued intermittently until
we departed.

9 April '45

Departed Kawajalein for Guam
0900. After hitting a lot of
bad weather we arrived
on Guam at 1530. Flying
time was 7 hrs 11 minutes.

Because of engine trouble
at Mather Fld we were
about the last crew of our
group to arrive on Guam
Some had already flown
their first mission when
we arrived.

To delay us more on our
first mission our crew chief
had blown an engine stand
into the tail surface of
our plane while checking the
engine.

While waiting for our plane
to be fixed I had a chance
to look up some old buddies
in the 29th. Saw Montak +
Kuzdrubl + had dinner with

them & also learned that another buddy of ours from Mt. Home, Tex. had been missing ^{in action} from their squadron for a couple of weeks.

I went swimming at the Beach that afternoon and ran into Mauk (Fellow Bomber from Midland Texas)

Took in a show at the Wang area that nite ~~at~~ 11 April - at 1800 - saw Jackie Cooper, Dennis Day, Claude Thornhill etc. in person.

12 April 45

Airplane finally fixed. We flew a 62 hr test flight and calibration mission.

19 April 45

Flew a practice mission on island of Rhoda about 30 miles from IJLam. There were a few Japs on this island and they had some small arms fire. Our group used the airfield on this island for

practice bombing missions.

21 April

Our airplane "The Lancer" and crew #43 were set for our first mission on the Empire of Japan. The 62nd Bomb Sq. took off about midnight to hit the airfield at Kushira. This mission was lead by Capt. Proquette & crew with Bob Morton lead Bomber. Results looked very good. Lots of flak and "The Lancer" got 13 flak holes in the fuselage. Flying time 15 hrs.

23 April

Scheduled for mission on an Engine factory near Itoyo. We lost #3 Engine shortly after take off. After salvaging our bombs we returned to the base ~~with~~ our first ~~at~~.

We missed a rough mission with much flak and many

fighters. The B-29 flying in ~~the~~ position we were scheduled for was badly shot up and had to land at two times.

27 April

Mission # 2 Completed.
Bombed Kushira Air field again on Kyushu. Got in formation with the 29th Group and was attacked by from 20 to 30 fighters. Main trouble was phosphorus bombs used by the fighters.

I saw Benjy Powell & crew get hit by a phosphorus bomb as they were flying right off our right wing. The plane started to burn but they managed to hang on until we got out of the water. They broke formation and Smith ^{the} left wing burning they started down. We saw 2 men bail out. Later the wing

broke off and the plane spun and crashed in the ocean about 15 miles from the coast of Japan.

About 6 attacks were made on our formation while over Kyushu by fighters with no damage to our plane. I was just in for one possible fighter. I fired at it at long range when it began a slow nose attack. Both Bob Johnson (Co-pilot) & I saw a burst of black smoke come from it, then it did a roll and passed down beneath us with no one knowing where it went from there.

Flying time on this mission 15 hrs 55 min.

30 April.

Our 3rd Mission. We hit Kokabu Airfield on Kyushu. Were jumped by about 20 Jap fighters. Got in a claim for another fighter, Capt

Jaquette's crew lost an engine & got a 30 mm explosive phosphorus shell thru the nose seriously injuring Bob Morton the bombardier. He got a 20mm in the rear of #4 engine & about the same time lost #2 over the target.

It was almost comical at the moment even tho we were in a serious situation to see our little engineer M/ Sgt Hordin get up from the engineers panel, trying to walk to the other side of the plane to see what he could do about #2 engine. With his C-1 vest on, his M1 west 45 automatic, web belt, lantern, & flash suit and helmet, he could hardly move, but he did get #2 working again.

No planes in our formation were shot down, but many of us had to land at dwo.

Our #4 engine leaked gas all the way to dwo. We spent the night there after not getting off in the B-29 we were to have flown back to Tinian since ours had to have a new gas tank & wouldn't be ready for a couple of weeks.

Saw Bob Morton for a while the next morning who was in the hospital in pretty serious condition.

We then flew another B-29 back to Tinian.

Mac & Yarna stayed at dwo to guard our plane.

Phill at Tinian called Bob Loan who told me where I could find Tony De Falco, Stevenson & Sivert. Had about a half hour visit with them before they took us back to Guam in a B-24.

Total flying time on that mission was 16 hrs. & 36 min.

5 May

Super dummy mission.
 Took off from Guam in
 another news plane at
 0900. We patrolled an area
 several hundred miles
 from Iwo. That night
 we got back to Iwo &
 found the island completely
 locked in. It was our
 first attempt at a complete
 radar landing, but Big
 Red brought us within
 400 ft of Mt Surabachi
 and down to about 50ft
 above the lights of the
 runway & made a
 very nice landing.
 We took off from Iwo
 the next morning and
 flew back to Guam.
 Total hours for mission
 was 15 hrs 50 min.

(YCA)

11 May '45

Took off from Guam 0240
 Bombed Aircraft plant at Kobe
 Flak was thick and saw

quite a number of fighters
 Put in claim for another
 and Paul put in claim for
 one. Landed at Guam
 with almost nothing but
 the frames left in. Our
 gas tanks, and with our
 hydraulic system completely
 shot out. Made a nice
 landing with no brakes
 and were towed to our
 parking ramp.
 Total time 16 hrs + 40 min

14 ~~May~~ May

Took off from Guam at
 0110 to pull a fire raid
 on Nagoya. Over 500 B-29s
 from Guam, Tinian & Japan
 took part in the raid.
 The city was burning
 good when it was our
 turn over the target.
 Our formation was very
 poor but luckily we had
 very few fighter attacks.
 Not very much flak on
 this mission. 16 hrs 05 min
 7 hrs in time

17 ~~May~~ ^{about 1930} May
Departed Guam for a night
fuel raid on Nagoya. Lost
an engine 180 miles this
side of Lwo Lina. Dropped
bombs and returned to
Guam.
Flying time 5 hrs.

19 May
Scheduled for a daylight
raid on Tachikawa Aircraft
works near Tokyo but had
engine trouble and didn't
get off the ground.

21 May
Departed for Lwo Lina
about 1000 to navigate fighter
from Lwo to Japan.
Arrived Lwo in 4 hrs + 10 min.
After taking in a movie
that night we were
ready to hit the sack
when the air raid warning
sounded. We all dived
head first in the nearest
fort hole. We had hardly

gotten settled when it
seemed that little island
was blowing up. It really
looked like the 4th July
with tracer from all sides
of guns going skyward.
Flakbatteries were scanning
the skies and the naval
ships in the harbor, which
was about 1/4 mile from
where we were on a hillside
were cutting loose with
all their big guns.

Above all the noise of
gunfire we could hear
with fighters taking off
at intervals.

A Jap Betty was hit and
set off high in the air.
It came plummeting straight
down and hit the water
with a mighty explosion
a short way from the
shore.

It was all over about
as soon as it had begun.
The next morning 22 May
we attempted a take off to

escort ^{and navigate} P-51 fighters to Japan. Weather was bad so we never got off.

A short distance from where our plane was parked another Jap Betty had hit the ground. It was scattered over a large area and 6 dead Japs were scattered with it, just as they had been thrown from the plane.

One Jap Betty had gotten over the ~~island~~ island the night before and had dropped one bomb which caused no damage to the airstrip but it killed one person & injured 4 others.

23 May

Attempted another take off but bad weather again held us on the ground.

24 May

Got in the air with a formation of 6 B-29's and 96 P-51 fighters but after

almost getting to the Jap coast, bad weather had had to return to base. Flying time 6 hrs.

25 May

4 - B-29's including ourselves got off with approximately 96 fighters & took them to the coast of Japan. ~~to~~ All the fighters except two left us to strike & bomb airfields near Tokyo. We circled over one of our own submarines about 20 miles off the coast of Japan. As ~~the~~ groups of the fighters began to come back each B-29 would navigate different spaced bunches back to base.

We were the last B-29 to leave and had to wait for all stragglers. One of the last fighters to come back was pretty badly shot up, it was piloted by a full Col.

the C.O. of one of the fighter groups. He had contact with our plane & told us that he was going to have to bail out. We saw him bail out over the sub and his plane hit the water & burned. He wasn't in the water but about 2 minutes and the sub had picked him up.

After waiting out allotted time there were only two more fighters came back and we took them back to base.

Flying time was 7 hrs.

26 May.

We were to return to Guam about noon. Early that morning B-29's began coming back from the 1st 5000 ft ^{note} fire raid on Tokyo. Many were badly shot up. Besides the fact that some were shot up too badly to land

there was a very low ceiling right over the air strip. The crews of 3 B-29's had to bail out over the island. We saw 8 men bail out of one.

A short while later a B-29 ditched in the bay between the shore and Navy ships. There were a couple of injured men aboard ~~and~~ but the plane made a beautiful ditching and was still floating in the bay when we took off for Guam about 1500 and arrived Guam in 3 hrs + 50 min.

After hitting the ground we received the sad news that Capt Paquette's crew (Dick Job, Madina ^{or} Covington, Jerry Severson + Bill Reith) who were living in the same transient hut with us, had been missing in action since the 23rd. It was believed that their plane

had blown up over Tokyo
on a night mission

29 May

Took off from Guam
about 0126 for a daytime
fire raid on Yokohama
with fighter support from
LWO. Formed on the coast
of Japan in very bad weather.
I managed to get in
with two other B-29's
and went over the target
in a 3 plane formation.
The target area was clear
and results were good. Our
fighters gave our formation
good support and at that
we had 4 fighter attacks.
Flak was quite heavy
but inaccurate and we received
no bullet or flak holes in
the fuselage.

Flying time 15 hr 55 min

5 June

We were selected as the
crew in our Gp to take two

Majors from Gen Arnold's
staff on ^{the Pacific} a practice mission
on the island of Rota.

We were to drop two
500 lbs. fire bomb clusters
on the island. One of the
majors wanted to drop
the bombs so I showed
him the whole procedure
from pulling the pins on the
bombs, calculating all data,
setting information in the
bombight - then after
starting the run, let
him take over. Results
were good. As a crew
we were highly commended
by them which made everyone
feel good.

Flying time 3 hr 35 min.

7 June

Pulled a fire raid on
Osaka. Results were unobserved
due to a heavy undercast.
Bombing was done by radar.
Flak was light and distant.
We had no fighter attacks.

and no damage. Hit lots
of bad weather near Dwo
on our return. Had to
land at Timian for gas
again, saw Tony de Sales,
Bet Siverly, Peterson &
Halderman. Flying time
15 hrs. 56 min.

10 June.

Reported Guam about 0100
for a daylight mission. Carried
24 highly explosive composition "B"
500 pound bombs. Hit #2
engine on takeoff. Was
afraid to salvo bombs while
so near the ground for fear
they would go off right
under us. Thankful for
a 400 ft drop to the ocean
about a quarter of a mile from
the end of the runway,
we gained enough flying
speed to stay airborne. We
almost settled in the drink
but managed to nurse the
lancer up to 2800 ft on
3 engines & then salvaged

the bombs and not one
of them went off. We
flew around for a couple
more hours to lighten
our gas load, then returned
to the Fleet.

16 June.

Again struck at Osaka.
It was a maximum effort
mission with 520 B-29
from the 3 Marianas bases
on the anniversary date
of the 1st B-29 to hit the
Japanese mainland.

It was a daylight mission
and we hit lots of weather
about 2 hrs before hitting
the mainland and bombing
was done either by single
planes or in small groups
by radar with no results
observed. Had to land
on Dwo on return for gas.
Flying time 15 hrs. 25 min.

20 June.

Our first night mission

on town of Shizooka;
Took off from Guam approx
2030. Very bad weather
to & from the target.
City was blazing like
everything when fire dropped
our bombs. Saw one
fire-bomb. ~~Saw~~ No flak
or fighter attacks. Flying
time 14 hrs. 30 minutes.

22 June

Bombed Iama Shima
aircraft plant between
Kure & Osaka. Flak was
meager & only had one
fighter attack. Weather
was bad between here
and down and we took
off in a downpour of
rain. Reports are that
85% of the aircraft works
were demolished.
Flying time 15 hrs 35 min.

26 June

Scheduled to bomb an
aircraft plant in Nagoya

but due to bad weather
over primary we bombed
the secondary which was
the city of Tsuru. Results
were fair. Poor assembly
and formation due to bad
weather. Saw a number
of enemy fighters and flak
was quite heavy, and
we got a flak hole thru
the leading edge of
wing. Saw 36 fighters
coming at us at one
time and shot they were
Jap at first but found
them to be our own.
~~was~~ We were told at
briefing that we wouldn't
have escort because of the
weather but somehow they
got there anyway.
At the assembly point
that day - right off the
coast of Japan, we saw
Jap fighters catch a
straggling B-29 and it
went down in flames
exploding when hit.

the water.

Capt Miranda and crew, who had our group C.O. Smith them (Col Mundy) were badly shot up. They all bailed out, over our subs.

We were buddies with them at the time and when we learned of their plight we circled once & got their position and reported it to the nearest super dumb in that area.

Immediately after we had landed back on Guam, a plane from the 29th Group had to crash land because it couldn't get its gear down.

He belly landed right down the middle of the runway. A beautiful job and no one was hurt.

Our flying time was 16 hrs & 15 min.

29 June, raid on Nob-oka. Had to feather #2 Engine about a half hour from the target. Made our run anyway. No flak no fighters. Landed at dms to get engine fixed. Slept there until 1600 when airplane was ready & we returned to Guam. Total mission time 15:20

~~2 July
Another raid on Shimonsaki. Easy mission going in at 15:40. Had trouble with #2 engine again and had to land at dms to get an oil leak fixed. Took off from dms about 1200. Arrived Guam 1520. Flying time for total mission 16 hrs 25 min.~~

2 July

Another night raid on Shimoyoseki. Easy mission going in at 15,400'. Again had trouble with #2 Engine and again had to land at base to get an oil leak fixed. Took off from base about 1200 & arrived Guam 1520. Total mission flying time was 16 hrs 20 min.

4 July

Completed another night raid on city of Tokushima on Shikoku. Very little opposition. Came straight back getting here about 0920. One of our shortest missions 14 hrs 20 min. Had a big 4th July celebration in our new thatched roof officers club which we had almost completed, ~~it~~ in our spare time.

7 July

Took off about 2000 for night fire raid on Kofu. Not much excitement. Flying time 14 hrs + 40 min.

10 July

Another night fire raid on Cifu. The "Lancer" was out of commission and we flew Pagan airplane in releasing our bombs that night, some of them hung up and bent up the front bomb bay doors. We couldn't close them until we got out over the Pacific & dropped down to about 10,000 ft and depressurized. I then went out in the front bomb bay and managed to get them closed with the emergency system. On that mission we saw 3 fighters and were in searchlights for a while.

but no fighter attacks
and very little flak.
Flying time 2 1/2 hrs 45 min

29 July.

The ~~mission~~ weren't scheduled
for a mission from July 10-
to 29th. On this mite we
started on one but lost
an engine a short way
from beam and had to
return. Flying time was
2 hrs & 55 min.

2 Aug.

Finally got in our 20th
mission. A mite flak on
Mito. Very little opposition
and everything went well.
Flying time 14 hrs. 35 min.

7 Aug.

1 Bldg. 12-13-29's from
the 3rd Bomb Group. ^{bonnet} mission
plants at Toyakawa. It was
a daylight mission and about
125 Superforts hit and from
all indications was an excellent

mission. Weather was
clear over the target &
all our bombs looked good.
Flak was meager but
very accurate. We got
3 flak holes and most
of the ~~sgts~~ got a few.
No Jap fighters were seen
and we had P-51 Escort
from base.

It was on the return
trip from this mission
when we heard over the
radio that the first atomic
bomb had been dropped
on Hiroshima. At first we
thought it was some more
Jap propaganda but when
we landed on beam we
weren't long in finding
that the whole island knew
and the celebrating had
already begun. A great time
was had by all at this mite

9 Aug.

To our disappointment we
were scheduled for another

daytime mission near
Tokyo. We lost another
engine shortly after take-
off. Dropped four bombs
& returned to base.

We had been on orders
to go on rest leave for
several days and we
left the next day for
Honolulu.