

WE WENT TO WAR

Part VI: The Planes We Flew: Philippines Campaign 380th Bomb Group (H)



Theodore J. Williams

Barbara J. Gotham

With Acknowledgment and Thanks to

Glenn R. Horton, Jr., and Gary L. Horton

and others where indicated

for the Nose Art Pictures of all Aircraft



#488 *Ready Teddy* over Tainan, Formosa on 20 Mar. 1945. Previously, the plane had been named *Eh, What's Up Doc?*
Lee Brissey Collection

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August 2003

ISBN 0-9672447-5-7

Library of Congress Catalog Card Number 99-73366

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Published by:

**Theodore J. Williams
208 Chippewa Street
West Lafayette, IN 47906-2123
USA**

Printed in the United States of America by Purdue University Printing Services.

Dedication

*To the men of the Flying Circus
both living and dead
who answered their country's call
and held the left flank
of the Southwest Pacific Air War
in World War II
from early 1943
on through 'til final victory.*

*This series of books has been
prepared to help assure that
none of you will be forgotten
by history.*

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INTRODUCTION

This aircraft listing has been prepared to insure the remembrance of all those “faithful steeds” who served their aircrews so well when with the 380th Bombardment Group (Heavy), Fifth Bomber Command, 5th Air Force, Far East Air Forces, USAAF, during World War II. In this work the group will be represented by the terms 380th Bomb Group (H), 380 Bomb Group, 380th, or Group for brevity. The listing has been prepared under the auspices of the 380th Bomb Group Association, the organization of wartime veterans of service in the 380th Bomb Group and their families and associates. Australian veterans who served with or worked with the 380th are also welcomed as members of the Association.

The basic unit of the United States Army Air Forces during World War II was the Group. Groups were built around the operational use of a specific type of airplane. In the case of the 380th, this was the B-24 Liberator Bomber. These planes were used in a particular class of mission suited to their capabilities. Again, in our case this was heavy bombardment associated with a large fraction of reconnaissance missions, particularly in the Australian phase of our service in the 5th Air Force.

The 380th was assigned to the South West Pacific War Area because of the long-range capabilities of the Liberator and the need for its services there at that point in the war (Spring 1943).

The 380th was initially assigned a unique mission, the strategic bombardment coverage of the whole of the Western half of the South West Pacific Area. This comprised the whole of the East Indies including Dutch New Guinea within range of our bombers. In other words, they were holding the left flank of the Allied effort in the South West Pacific Area during the 1943-44 period. When needed, the 380th joined their compatriot groups of the 5th Air Force in New Guinea for short periods such as during the several invasion campaigns that occurred there in 1943-44.

To accomplish this mission, the Group was placed under the operational control of the Royal Australian Air Force based in the Northern Territory of Australia. As such they served the longest of any American unit under the direct operational control of an Allied Country. This service lasted from May 1943 to February 1945 when the Group again rejoined their American comrades in the Philippines as the war zone moved to that area of the Pacific.

In preparation for that move, the 380th carried out another unique mission, that of training our Australian replacements to fly and fight the Liberator so they might take over the East Indian mission that the 380th was then leaving. The Australian phase was covered in the previous volume.

This volume will cover all those aircraft that served with the 380th during the Philippines phase of our service in WWII as noted just above. The previous volume has covered those aircraft involved in missions flown from Australia/New Guinea, including those aircraft that served in both areas. A total of 137 planes served in Australia and New Guinea. Of these, 53 served further in the Philippines. A total of 112 planes served in the Philippines and Okinawa.

The authors regret any mistakes that may have crept into this compilation and we take full responsibility for such. We will welcome any comments or corrections from the readers of this book and the other parts of this compilation, and will make every effort to correct them.

We have established an Internet Web Site for the 380th Bombardment Group (H) on the Purdue University web server. We will incorporate all corrections and additional data that we receive in this compilation as maintained at that site. The URL for access to this site is: <http://IIES.www.ecn.purdue.edu/IIES/PLAIC/380/380.html>.

Attached to this and the previous volume is a series of appendices describing the various models of the B-24 Liberator bomber as its design advanced over the period of its use in WWII and as we used them. Sadly, the Liberator effectively disappeared at the end of the war, when most of them were destroyed to make way for the newer designs from the fast-developing aircraft industry.

ABOUT THIS AIRCRAFT LISTING

We have established the following ground rules in preparing this listing:

1. It should be as complete as practicable, i.e., find all the data we possibly can with reasonable effort covering each airplane.
2. Give as much detail as possible on each airplane, as carried in the extant records.
3. Present material as it is listed in the records. We want this document to be as true to the WWII period as possible.

The material presented on each airplane includes the following:

1. A Summary Sheet of the history of each plane. We are indebted to Al Blue, noted historian of the B-24 Liberator, for information from his extensive files concerning manufacturing and early deployment history of each plane.
2. The names of the Ground Crew assigned to that particular airplane when it exists in available records. Here we are indebted to Glenn and Gary Horton who developed much of the data for their excellent histories of the 380th. An associate volume, Part VII, lists all of these personnel as a group as extracted from the Part I Roster of the 380th published by us earlier.
3. A chronological listing of all the missions flown by each aircraft as derived from the mission planning documents of the 380th as held by the National Archives. Where possible, these are supplemented by the Unit Histories maintained by the U.S. Air Force Historical Research Center. These latter are not complete, however.
4. The Individual Aircraft Record Cards (IARCs) for each aircraft as carried on microfilm by the Air Force Historical Record Center at Maxwell Air Force Base, Montgomery, Alabama, and copied by us from their holdings.

NOTES CONCERNING EACH ENTRY

The format used in presenting the data concerning each combat mission carried out by each individual aircraft of the 380th Bomb Group is as follows:

1. Our sequential numbering of each mission flown for that aircraft.
2. Date of the mission recorded as Month/Day/Year.
3. The Mission Number assigned to each mission. The format assigned is explained below.
4. The Mission Type, i.e., Strike (or bombing), Photo, Recce (Reconnaissance) or Search, RCM (Radar Countermeasures).
5. Target Name.
6. Crew Number to identify the aircrew involved. (Numbering same as used in the Flight Crew Roster Volume of this series.)
7. Aircraft Commander assigned to the mission (not necessarily the usual Aircraft Commander of that crew as listed in the Flight Crew Roster volume of this series).
8. Squadron assignment of crew.
9. Remarks including outcome of the mission, resulting actions, reason for any abort, etc., involved, and so forth. Also includes other notes such as crew name from flight Crew Roster volume if different commander assigned for this mission, Special Missions or Special Deployments, first missions, and any other information known about the mission.

FURTHER EXPLANATION OF INFORMATION CONTAINED IN EACH ENTRY

Column 1, Mission Number

Our ordering of each mission

Column 2, Date of Mission

Presented as Month/Day/Year

Column 3, Number Code of Mission

As noted in the Introduction, the 380th Bomb Group spent most of its almost two-year service in the Australia/New Guinea area under the operational control of the Northwest Area Command, Royal Australian Air Force (RAAF). However, on at least four different occasions, large elements of the Group were transferred to New Guinea to take part in expanded operations there, such as during major landings, etc. During this period, the 380th was under the direct control of the Fifth Bomber Command as were all the other heavy bombers of the 5th Air Force.

Needless to say, each of these organizations had different schemes for designating each mission for command purposes and for historical record keeping.

The Royal Australian Air Force used a numbering system from 1 to 49 to successively designate a group of missions. At first, these encompassed all offensive missions carried out from Northern Territory but with the arrival of the 380th, a separate count was kept of the 380th's missions and a separate list or listings for other squadrons with different aircraft.

Missions were coded in the records with a three-letter block followed by a number in the range of 1-49 or 50-99. The three-letter block was derived from the location of the unit's headquarters. Thus in the case of the 380th this three-letter block was FEN for Fenton Strip (June 1943-October 1944) or DAR for Darwin Air Base (October 1944-move to The Philippines in February 1945).

The numbers were assigned consecutively within blocks from 1-49 for regular missions and 50-99 for special missions such as searches for lost aircraft, RCM searches or other similar flights. Whenever the numeral 49 or 99 was reached, the numbering merely started over at 0 or 50 with no indication of how many times the cycle had been repeated. To correct this omission, the compilers of this listing have added a Roman numeral labeling to indicate the number of the series. Thus a mission might be labeled FEN-IV-26 or DAR-I-52 to indicate the 26th mission in the fourth series from Fenton for the first, or the 52nd special search mission originating in Darwin for the second. There were a total of 11 regular and

three special series of missions labeled FEN and seven series labeled DAR, thus giving a potential of 1,025 missions for the 380th in Australia. The actual number is smaller than this since some missions were cancelled.

Whenever the 380th flew under Fifth Bomber Command control, a different numbering system was used. Missions in Bomber Command were numbered according to the numerical day of the calendar year followed by a one- or two-letter code identifying the mission itself for that day. Thus the designation, 61-B, would indicate the second mission scheduled for March 1, 1944. These missions were scheduled by Groups so a large number of letters was used in any one day.

Column 4, Type of Mission

Listed as:

- STRIKE: To bomb designated target
- RECCE: Reconnaissance, a search mission to investigate the presence and mission of the enemy
- SEARCH: General survey of an area, looking for shipping, lost aircraft, etc.
- RCM: Radar Countermeasures, search and investigation of enemy radar; later, jamming of such radars

Column 5, Target

Name and/or location of target

Column 6, Flight Crew Designations

The Flight Crews were designated by their Aircraft Commander's name and by a numerical listing; both are given here. The crew numbers assigned by the 380th changed frequently (at least six times) as additional aircraft and crews were received and the previous number allocation was insufficient. The number used for the longest time by each crew was used here. When crews completed their assignments, their existing number was given to the next crew that arrived. Crew numbering ceased abruptly on 15 May 1945. Crews that arrived after that date are designated as (NL) (None Listed). The

number assigned to each crew in this listing is that which they held for the longest time. Because of the above changes, it will be noted that several crews bore the same crew number.

Column 7, Aircraft Commander Name

Last name only, usually the regular aircraft commander of the listed crew. However, when a Squadron and Group Commander or Group Staff flew a mission, they would borrow the crew of an aircraft commander. Then this officer would be listed here.

Column 8, Squadron Assignment of Crew

Column 9, Remarks/Notes

Used to identify aborted missions and causes.

Also identifies Special Missions or Special Deployments, and other information of interest regarding the mission, such as information relating to specific designations of crew when duplicate crew numbers occurred in the Squadron.

A DISCLAIMER

All missions recorded here were taken from the Mission Records of the 380th Bomb Group as recorded at the National Archives of the United States, Annex II, Silver Spring, Maryland. As verified by the Mission Numbers recorded, all missions of the 380th in the Australia/New Guinea area have been listed here except DAR II-38, one of the missions for October 31, 1944, which is missing from the Archives themselves. Only missions so recorded are included. The sole exception to this here is the estimate of number of sorties per aircraft during the first deployment to New Guinea in May-June 1942. Here missions were recorded but no individual listing of aircraft involved in any one mission has surfaced. Hence the need for an overall average sorties tally per aircraft. No other source was considered except for confirmation or additional information.

It will be found that the resulting mission list will be equal to or less than those recorded in other publications for the same aircraft. Not knowing the methods of tally kept by the other authors, we cannot comment on any such difference other than when it may have been caused by an inadvertent and undetected omission by us in our development of our list. We will be happy to correct any such omission that is brought to our attention.

COLLECTION OF DATA

This compilation was drawn from a number of sources. The work was carried out in a largely sequential manner using the following sources in the order presented below:

1. The Mission Records of the 380th Bomb Group as carried by the National Archives of the United States, Annex II, College Park, Maryland. These records are complete except for initial missions carried out in New Guinea in June 1943 while serving with the 43rd and 90th Bomb Groups.
2. The Unit Histories of the 380th Bomb Group and its constituent squadrons as obtained in microfilm from the Air Force Historical Research Center at Maxwell Air Force Base, Montgomery, Alabama. The histories begin in January or February 1944 and continue until peace in September 1945. The earlier history is only summarized. The reports include copies of some selected orders by and to the 380th Bomb Group during the above period. These are quite incomplete but hopefully there has been enough overlap between the presentations of the several units involved to complete our work successfully.
3. The histories already published on the 380th Bomb Group (H):
 1. *THE FLYING CIRCUS – 380TH BOMB GROUP*, by James E. Fain, Jr., Howard L. Bergman, Grant C. Cannon and Julian A. Riser, Intelligence Officers of the 380th Bomb Group, Commanday-Roth Co., New York, NY, 1946, 190 pp. Reprinted 1988.
 2. *KING OF THE HEAVIES – 380TH BOMB GROUP, 1942-1945*, by Glenn R. Horton, Jr., and Gary L. Horton. Library of Congress Card Number 83-90348. Privately published, 1983, 184 pp.
 3. *THE BEST IN THE SOUTHWEST – THE 380TH BOMB GROUP IN WORLD WAR II*, by Glenn R. Horton, Jr., Library of Congress Card Number 95-079703, ISBN 0-9645959-0-7. Mosie Publications, Savage, MN, 1995, 513 pp.

These publications have been particularly important, especially for aircraft nose art names and pictures, which are missing from the official records, and for narratives of events as they occurred.

4. The Membership Rosters of the 380th Bomb Group Association, Inc. (the organization of the veterans of World War II service in the 380th Bomb Group and their families) previously published by us.

A separate section was kept for each aircraft collecting all available information from each of the above sources. Conflicting information was sorted out based on repetition of use and on its plausibility. In many cases several different values were presented for serial numbers, name spellings, and assignments, etc. It is hoped that the correct version has been chosen in each case.

DISTINCTIVE MODELS OF THE B-24 AS USED IN THE SOUTHWEST PACIFIC

On first appearance the most distinctive feature between any two B-24s is the type of armament protection of the nose of the aircraft. This is reflected in the appearance of the successive models of the B-24 and their variants as WWII progressed.

This will be the basis for our separation of the aircraft used by the 380th Bomb Group into groups or types. Our grouping will closely follow that presented in Issue 41 of *THE FLYING CIRCUS* Newsletter of the 380th Bombardment Group (H) Association, Inc., dated March 1991, by Glenn Horton.

The several separate groupings are as follows:

1. The so-called “Greenhouse” nosed B-24D with only manually-operated machine guns as nose protection. All of the Initial Deployment aircraft of the 380th Bomb Group were of this type.
2. Modification of an original “Greenhouse” nosed B-24D to carry a Consolidated A6A tail turret in the nose. In the case of the 380th, these were all theatre modifications carried out at the Townsville, Australia, Depot. Some of our original planes were so modified, but all replacement aircraft received after August 1943 carried such armament. These were called Hawaii noses to distinguish them from Group III, which were called Oklahoma noses.
3. In addition to theatre modifications, i.e., Townsville, there was a stateside effort to supply a few such modifications before going overseas. These were carried out at the Oklahoma City Depot and were distinctively different from Group II.
4. The initial B-24J models, which had the A6A nose turret installed at the factory.
5. B-24Js with the A6A turret replaced by the A6B, which was lighter and could be more easily streamlined into the fuselage.

6. B-24Js with the horn type pitot tubes of the earlier models replaced by a pitot tube placed low on the left side of the nose.
7. Type 6 B-24Js with a small window installed behind the bombardier's window on each side to increase visibility for the bombardier.
8. Replacement of the A6B Consolidated turret with the Emerson A-15 electric turret. The Consolidated turrets were all hydraulically operated. All subsequent models used the Emerson turret for the nose protection.
9. B-24M aircraft by Consolidated. Very similar in appearance to Type 8. However, these aircraft carried newer radar and other equipment. (There was also a Consolidated B-24L but the 380th did not receive any; one was borrowed for a short period from the 90th Bomb Group.)
- 10.-12. B-24s manufactured by the Ford Motor Company at Willow Run, Michigan. These differed from the aircraft of Consolidated by having a large "balcony" window in each side of the nose to increase visibility.
10. B-24L-FO. In addition to the above, this design featured a lightweight tail station with gun movement hydraulic boost but no full turret.
11. B-24M-FO. Returned to the tail turret but had increased electronic features of B-24M-CO.
12. B-24M-FO with a V-shaped (2-piece) pilots windshield to increase pilot visibility.

This division of the B-24 into sub-types has formed the basis of the organization of this book since the appearance of the aircraft was chronological with the serial numbers of the aircraft themselves.

A further discussion of the distinctive between types will introduce each section of this book in turn.

SOME FURTHER GENERAL NOTES REGARDING 380TH AIRCRAFT

1. Until the arrival of FORD-Willow Run built Ls and Ms in Summer 1945 at Mindoro in The Philippines, all 380th assigned aircraft were of Consolidated (later Consolidated-Vultee) Aircraft manufacture. Of these, all but three were built at the San Diego, California, plant.
2. There were no very early B-24 models (B, C) assigned to the 380th.
3. There were no E, F, G, H, K, or N models of the B-24 assigned to the Pacific Theatres of War. Es and early Gs were used for crew training in the United States. All H models were sent to Europe. All late G models were used in the Mediterranean Theatre of Operation. F and K models were experimental only. The N model was the production K but cancelled at war's end.
4. There were 39 identified sub-types or sub-models of the B-24. Of these, 13 served with the 380th.
5. To save weight, all 5th Air Force B-24s had their ball turrets removed and replaced by a Scarff-ring mounted set of twin-50 machine guns. All other Air Forces and the RAAF kept the ball turrets.

DESIGNATION OF INDIVIDUAL MISSIONS IN THE SOUTHWEST PACIFIC

Categories of Missions:

1. Missions from Australia's Northern Territory, and Western Australia
2. Missions from New Guinea. These were carried out at four different periods:
 - 2A Assignment just after arrival, May 19-June 30, 1943
 - 2B Short Period, strategic target only (Rabaul), October 10-14, 1943
 - 2C 1-Month Period, Cape Gloucester and Saidor Landings, December 7, 1943-January 6, 1944
 - 2D Short Period, Admiralties Landing and initial attacks on Hollandia, February 28-March 8, 1944
3. Special Missions: Radar Countermeasures, Weather Reporting, Searches for Missing Aircraft
4. Missions flown from bases on Mindoro Island, The Philippines. McGuire and Murtha Strips, associated closely in vicinity, were used.

It will be noticed that the total missions in this compilation are often less than in other such lists. This is because mission credit was sometimes given for administrative flights which crossed enemy-occupied territory – a frequent occurrence in The Philippines campaign. No record now exists on such missions so that credit cannot be given here. This affects the listing of some 100+ mission aircraft, the difference in these administrative flights.

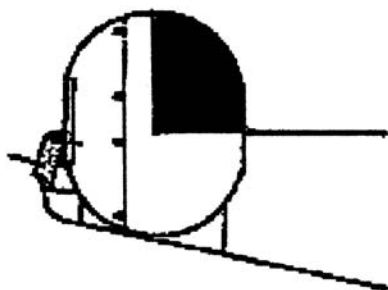
GROUP AND SQUADRON IDENTIFICATION BY TAIL MARKING

Like most combat groups before Spring 1944, the 380th went into combat with the aircraft painted the standard OD on the upper parts and sides of the aircraft and the standard neutral gray undersurfaces. This was modified only by the national insignia and, in many cases, a name with nose art.

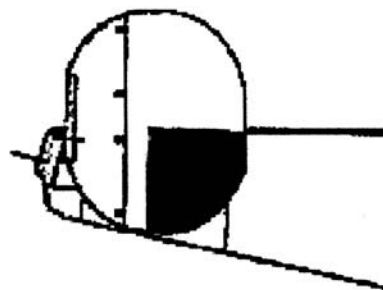
As in all theatres, a problem soon arises when planes needed to formate or rendezvous prior to hitting the target. If more than one group was involved, it became very difficult to tell the different units apart and some form of highly visible identification became necessary. The presence of the large twin tails on the B-24 made them the logical place to put whatever identification symbols were employed.

This situation became critical in the Southwest Pacific area when MacArthur began preparations for the Cape Gloucester invasion of New Britain Island in late November 1943. All available bomber aircraft were scheduled to take part with three B-24 groups involved. An order was therefore issued for each group to pick a distinctive marking.

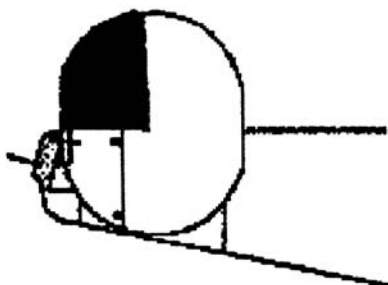
The 380th chose to paint the fins and rudders of their planes in a scheme of quadrants, as shown below. These pictures, for clarity, show the scheme after Spring 1944 (Northern Hemisphere seasons) when the OD paint was removed from our aircraft. The first version was to paint the chosen quadrant white on the OD background. As noted, this was changed to black on NMF (natural metal finish) the following April-June period.



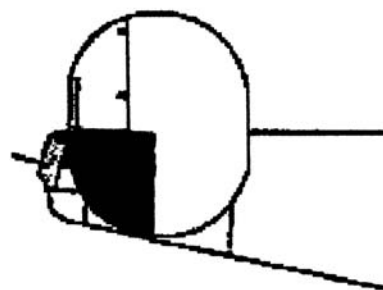
528TH



530TH



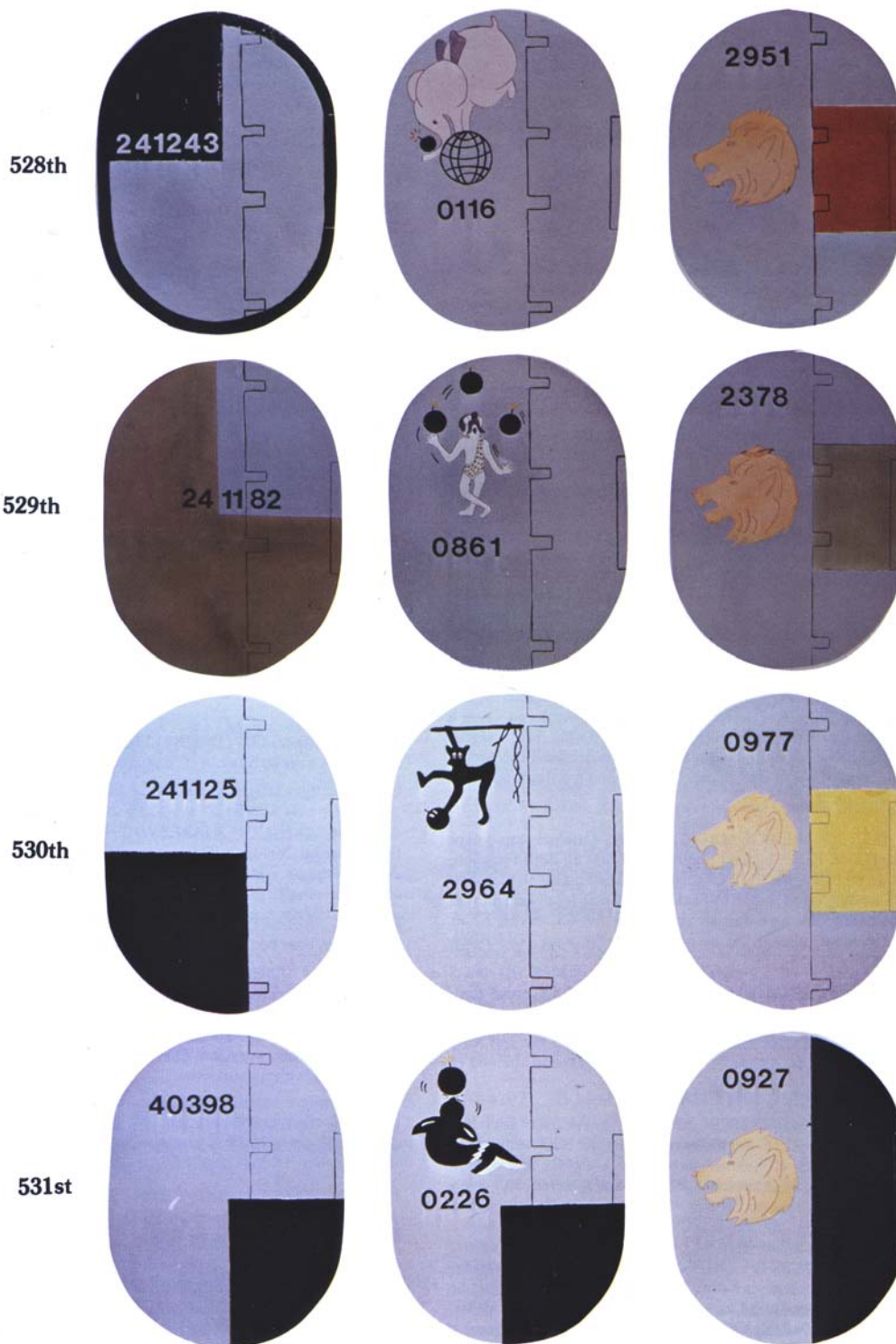
529TH



531ST

This scheme was maintained until the move of the 380th to Mindoro, The Philippines, in February-March 1945 (i.e., 15 months). The following figure shows all the versions of tail markings for the 380th. The Philippines Campaign markings are shown in the center panel of this figure and shows the Flying Circus motif used there, while the right-hand column is for the King of the Heavies motif adopted for expected involvement in the Invasion of Japan from Okinawa, the latter fortunately halted by peace.

380th Bomb Group Tail Markings



Source: Horton and Horton, *King of the Heavies*, p. 127.

In The Philippines renderings, the 531st Squadron is shown as retaining the black quadrant from the earlier examples. This was not true for all aircraft but for most. Many aircraft of the 530th also retained the lower front quarter black quadrant.

The elephant of the 528th was “pink” in most cases. The juggler of the 529th was in natural colors. The monkey and the seal were normally black, but some seals for the 531st were red.

The change from the colored quadrants to the Circus theme was based on a 380th Headquarters order dated February 8, 1945.

The change to the lion or King of the Heavies motif apparently took place during late July and early August when the 380th was waiting to transfer to Okinawa. All pictures showing aircraft on Okinawa are already painted with the new scheme.

STATISTICAL SUMMARY – BY REGION
FATES OF OUR AIRCRAFT
380TH BOMB GROUP (H)

AUSTRALIAN AND THE PHILIPPINES

AIRCRAFT GROUP	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	TO PI / RUS	TOTAL
Australia – D Models	3	12	5	2	7	2	5	11	13	11	8	79
Australia – J Models		4	6	2	1		1	2	2		40	58
REGION TOTAL	3	16	11	4	8	2	6	13	15	11	48	137
Philippines – D Models									8			8
Philippines – J Models			1	3	6	4			16	2	9	41
Philippines – Later Models		3	2		2	1		3		3	47	61
REGION TOTAL		3	3	3	8	5		3	24	5	56	110

OVERALL STATISTICAL SUMMARY – BY REGION

FATES OF OUR AIRCRAFT

380TH BOMB GROUP (H)

AUSTRALIAN AND THE PHILIPPINES

AIRCRAFT GROUP	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	TO PI / RUS	TOTAL
Australia – Overall	3	16	11	4	8	2	6	13	15	11	48	137
Action Summary	44 Combat Losses						34 Non-Combat Losses			59 Continued Use		137
Philippines – Overall		3	3	3	8	5		3	24	5	56	110
Action Summary	22 Combat Losses						27 Non-Combat Losses			61 Continued Use		110
WWII – Overall	3	19	14	7	17	6	6	16	39	16	56	199
Action Summary	66 Combat Losses						61 Non-Combat Losses			72 Continued Use		199

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
AIRCRAFT ASSIGNED DIRECTLY TO PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)

COMBATANT AIRCRAFT

AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	RUS	TOTAL
J MODELS										1		1
L-CO MODELS										1		1
M-CO MODELS		2	2							2	17	23
L-FO MODELS					1			1			2	4
M-FO MODELS		1			1	1		1			17	21
M-FO MODELS V-WINDSHIELD											3	3
TOTALS		3	2		2	1		2		4	39	53

OVERALL STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
AIRCRAFT ASSIGNED DIRECTLY TO PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)

AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	RUS	TOTAL
COMBATANT AIRCRAFT		3	2		2	1		2		4	39	53
AIRCRAFT WITHOUT MISSION HISTORY								2			7	9
TOTALS		3	2		2	1		4		4	46	62

**OVERALL STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)**

AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	RUS	TOTAL
D MODELS TRANSFERRED TO MINDORO									8			8
J MODELS TRANSFERRED TO MINDORO			1	3	6	4			16	1	9	40
AIRCRAFT ASSIGNED DIRECTLY TO PHILIPPINES CAMPAIGN		3	2		2	1		2		4	48	62
TOTALS		3	3	3	8	5		2	24	5	57	110

STATISTICAL SUMMARY

FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN 380TH BOMB GROUP (H)

OLDER PLANES RETAINED FROM AUSTRALIA AND NEW GUINEA CAMPAIGN

D MODELS

#	AIRCRAFT	R	C	AM	ASM	A	AS	WWS	OG	RUS	TOTAL
12	42-40495 DAUNTLESS "DOTTIE"							✓ 5/20/45			1
36	42-40526 PUG II							✓ 6/9/45			1
46	42-41071 "MORBID" MOE							✓ 4/22/45			1
72	42-72790 SANDRA KAY							✓ 5/18/45			1
74	42-72799 MALE CALL							✓ 6/28/45			1
77	42-72942 PUSS & BOOTS							✓ 6/22/45			1
78	42-72951 BAIL-OUT BELLE							✓ 3/5/45			1
79	42-72953 JEZEBELLE							✓ 6/19/45			1
TOTALS								8			8

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)
OLDER PLANES RETAINED FROM AUSTRALIA AND NEW GUINEA CAMPAIGN
J MODELS

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	RUS	TOTAL
80	42-92964 “DOTTIE’S DOUBLE”									✓ 9/23/45			
81	42-73112 DALLY’S DILLY									✓ 6/5/45			
83	42-73114 CARROT TOP					✓ 3/6/45							
85	42-73116 HEAVENLY BODY				✓ 3/14/45								
87	42-73121 PAPPY’S PASSION II									✓ 7/2/45			
98	42-73201 “CRUISIN” SUSAN						✓ 4/7/45						
101	42-73333 SLIGHTLY DANGEROUS									✓ 7/13/45			
102	42-73340 FIRST NIGHTER			✓ 5/18/45									
104	42-73451 “FRISCO” FRANNIE									✓ 6/29/45			
105	42-73464 ANGEL IN DE SKIES				✓ 5/12/45								
106	42-73474 “PATCHES”					✓ 4/20/45							
107	42-73475 “PROP WASH”									✓ 8/2/45			
TOTALS THIS PAGE				1	2	2	1			6			12
BROUGHT FORWARD													
TOTALS, OVERALL				1	2	2	1			6			12

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)
OLDER PLANES RETAINED FROM AUSTRALIA AND NEW GUINEA CAMPAIGN
J MODELS (continued)

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	RUS	TOTAL
108	42-73481 ESQUIRE						✓ 3/9/45						
109	42-73485 LUCKY DON						✓ 4/7/45						
110	42-73488 “READY TEDDY”											✓ 10/45	
111	42-73489 THE SULTAN’S DAUGHTER									✓ 9/26/45			
112	42-100209 ROUGH NIGHT / ROUGH KNIGHT											✓ 9/2/45	
113	42-100213 ROSIE O’ TH’ RAMP						✓ 3/16/45						
114	42-100214 “SIX BITTS”									✓ 7/28/45			
115	42-100221 THE MISS HAP									✓ 8/26/45			
116	42-100226 “TODDY”									✓ 10/02/45			
117	42-109986 FIREPOWER									✓ 9/27/45			
118	42-109990 UNDECIDED											✓ 10/45	
119	42-109995 ON DE-FENSE					✓ 6/22/45							
TOTALS THIS PAGE						1	3			5		3	12
BROUGHT FORWARD				1	2	2	1			6			12
TOTALS, OVERALL				1	2	3	4			11		3	24

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)
OLDER PLANES RETAINED FROM AUSTRALIA AND NEW GUINEA CAMPAIGN
J MODELS (continued)

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	RUS	TOTAL
120	42-109999 MADAME QUEEN					✓ 6/25/45							
121	42-100115 DRUNKARD'S DREAM					✓ 6/18/45							
122	42-110116 "LADY LUCK"											✓ 10/45	
123	42-110117 OLD IRONSIDES											✓ 10/45	
125	42-110123 BUMS AWAY					✓ 5/17/45							
126	44-40189 EMBARRASSED											✓ 10/45	
127	44-40342 THE K.O. KID									✓ 9/30/45			
128	44-40370 "MARY M"									✓ 11/13/45			
129	44-40371 "SILVER LADY"									✓ 9/28/45			
131	44-40432 "QUEEN HI"										✓ 9/45		
132	44-40434 FLAK FLED FLAPPER									✓ 9/28/45			
133	44-40801 "SQUAW PEAK"				✓ 4/15/45								
TOTALS THIS PAGE					1	3				4	1	3	12
BROUGHT FORWARD				1	2	3	4			11		3	24
TOTALS, OVERALL				1	3	6	4			15	1	6	36

STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)
OLDER PLANES RETAINED FROM AUSTRALIA AND NEW GUINEA CAMPAIGN
J MODELS (continued)

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	OG	RUS	TOTAL
134	44-40861 “L’IL NILMERG”											✓ 10/45	
135	44-40919 “DREAM GAL”									✓ 12/31/45			
136	44-40920 SHY-CHI BABY											✓ 10/45	
137	44-40923 I’LL BE SEEING YOU											✓ 10/45	
TOTALS THIS PAGE										1		3	4
BROUGHT FORWARD				1	3	6	4			15	1	6	36
TOTALS, OVERALL				1	3	6	4			16	1	9	40

STATISTICAL SUMMARY

FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN 380TH BOMB GROUP (H)

NEW J MODELS

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
138	44-40973 THE DRAGON AND HIS TAIL											✓ 05/10/45		
TOTALS THIS PAGE												1		1
BROUGHT FORWARD														
TOTALS, OVERALL												1		1

STATISTICAL SUMMARY

FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN 380TH BOMB GROUP (H)

L - CO MODELS

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
139	44-41487 GLORIA MARIE NEW ORLEANS											✓ 03/45		
TOTALS THIS PAGE												1		1
BROUGHT FORWARD														
TOTALS, OVERALL												1		1

**STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)**

M - CO MODELS

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
140	44-41811 ‘MISSOURI MISS’												✓ 10/45	
141	44-41849 (NONE)												✓ 10/45	
142	44-41867 RANGY LIL												✓ 10/45	
143	44-41875 NET RESULTS												✓ 10/45	
144	44-41876 “LUCKY STRIKE”												✓ 10/45	
145	44-42201 BREADLINE IN ‘49								✓ 08/45					
146	44-42214 “QUEEN OF THE STRIP”												✓ 10/45	
147	44-42242 (NONE)			✓ 04/15/45										
148	44-42244 “DEANNA’S DREAMBOAT”												✓ 10/45	
149	44-42248 MY DEVOTION												✓ 10/45	
150	44-42250 NOCTURNAL MISSION												✓ 10/45	
151	44-42263 LUVABLASS												✓ 10/45	
TOTALS THIS PAGE				1					1				10	12
BROUGHT FORWARD														
TOTALS, OVERALL				1					1				10	12

**STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)**

M - CO MODELS (Continued)

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
152	44-42323 LIQUIDATOR											✓ 10/45		
153	44-42329 (NONE)		✓ 06/12/45											
154	44-42331 MOONLIGHT MAID												✓ 10/45	
155	44-42351 NANCY											✓ 07/05/45		
156	44-42352 (NONE)		✓ 05/18/45											
157	44-42378 A WING AN' 10 PRAYERS												✓ 10/45	
158	44-42381 MISS ELISE												✓ 10/45	
159	44-42397 (NONE)												✓ 10/45	
160	44-42412 FREE FOR ALL!!!												✓ 10/45	
161	44-42467 (NONE)												✓ 10/45	
162	44-42487 (NONE)			✓ 05/22/45										
TOTALS THIS PAGE			2	1								2	6	11
BROUGHT FORWARD				1					1				10	12
TOTALS, OVERALL			2	2					1			2	16	23

**STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)**

L - FO MODELS

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
163	44-49471 (NONE)								✓ 06/10/45					
164	44-49844 (NONE)												✓ 10/145	
165	44-49860 DADDY OF 'EM ALL					✓ 07/01/45								
166	44-50117 (NONE)												✓ 10/45	
TOTALS THIS PAGE						1			1				2	4
BROUGHT FORWARD														
TOTALS, OVERALL						1			1				2	4

**STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)**

M-FO MODELS

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
167	44-50390 BECOMIN' BACK		✓ 7/12/45											
168	44-50396 POM POM EXPRESS												✓ 10/45	
169	44-50405 TEN HIGH									✓ 02/46				
170	44-50456 (NONE)												✓ 10/45	
171	4-50459 (NONE)							✓ 9/8/45						
172	44-50602 DOUBLE TROUBLE												✓ 10/45	
173	44-50776 THE RAMBLIN' WRECK												✓ 10/45	
174	44-50782 (NONE)												✓ 10/45	
175	44-50794 (NONE)												✓ 10/45	
176	44-50811 PEACE OFFERING												✓ 10/45	
177	44-50894 LIBERTY BELLE									✓ 12/45				
178	44-50913 NOBODY'S DARLING									✓ 10/46				
TOTALS THIS PAGE			1					1		3			7	12
BROUGHT FORWARD														
TOTALS, OVERALL			1					1		3			7	12

**STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)**

M-FO MODELS (continued)

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
179	44-50927 (NONE)												✓ 10/45	
180	44-50941 "VIRGIN ABROAD"									✓ 10/45				
181	44-50971 (NONE)						✓ 6/17/45							
182	44-50977 (NONE)					✓ 6/21/45								
183	44-50988 (NONE)												✓ 10/45	
184	44-50997 (NONE)												✓ 10/45	
185	44-50998 CLARINE FROM ABILENE												✓ 10/45	
186	44-51005 BACHELOR'S BROTHEL												✓ 10/45	
187	44-51100 (NONE)												✓ 10/45	
TOTALS THIS PAGE						1	1			1			6	9
BROUGHT FORWARD			1					1		3			7	12
TOTALS, OVERALL			1			1	1	1		4			13	21

**STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)**

M – FO – 25 ADV

#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
188	44-51264 (NONE)												✓ 10/145	
189	44-51301 STATE SIDE STUFF												✓ 10/145	
190	44-51414 ATOMIC BLONDE												✓ 10/145	
TOTALS THIS PAGE													3	3
BROUGHT FORWARD														
TOTALS, OVERALL													3	3

**STATISTICAL SUMMARY
FATES OF OUR AIRCRAFT – PHILIPPINES CAMPAIGN
380TH BOMB GROUP (H)**

AIRCRAFT WITHOUT A COMBAT HISTORY

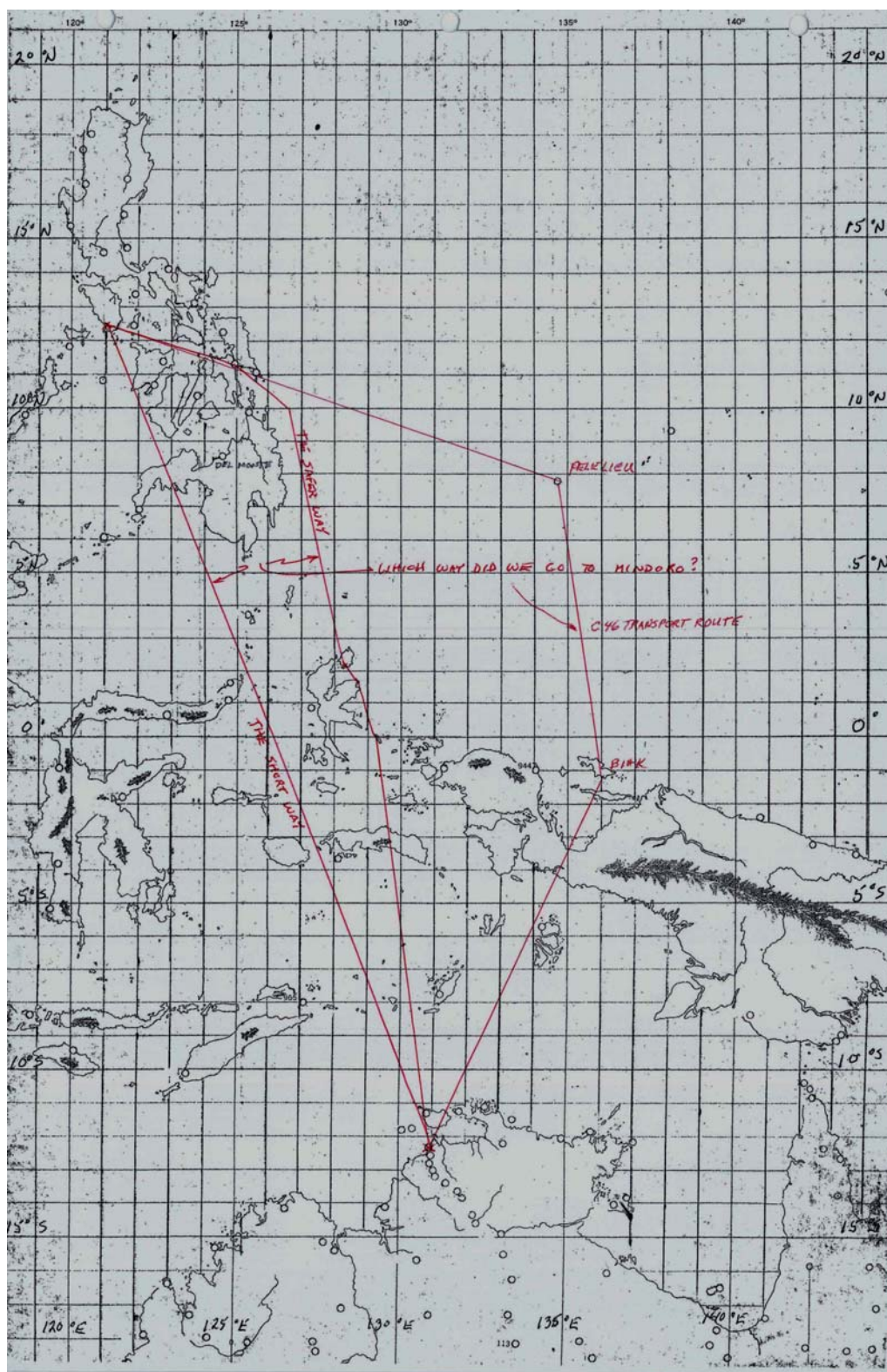
#	AIRCRAFT	R	C	CA	MA	AM	ASM	A	AS	WWS	RAAF	OG	RUS	TOTAL
191	44-41874 (NONE)												✓ 10/45	
192	44-42264 (NONE)												✓ 10/45	
193	44-42314 (NONE)									✓ 06/47				
194	44-42389 (NONE)												✓ 10/45	
195	44-42416 (NONE)												✓ 10/45	
196	44-42442 (NONE)									✓ 10/45				
197	44-50458 (NONE)									✓ 09/45				
198	44-51526 (NONE)												✓ 10/45	
199	44-51872 (NONE)												✓ 10/45	
TOTALS THIS PAGE									0	3			6	9
BROUGHT FORWARD														
TOTALS, OVERALL									0	3			6	9

SYMBOLLOGY FOR STATISTICAL SUMMARIES

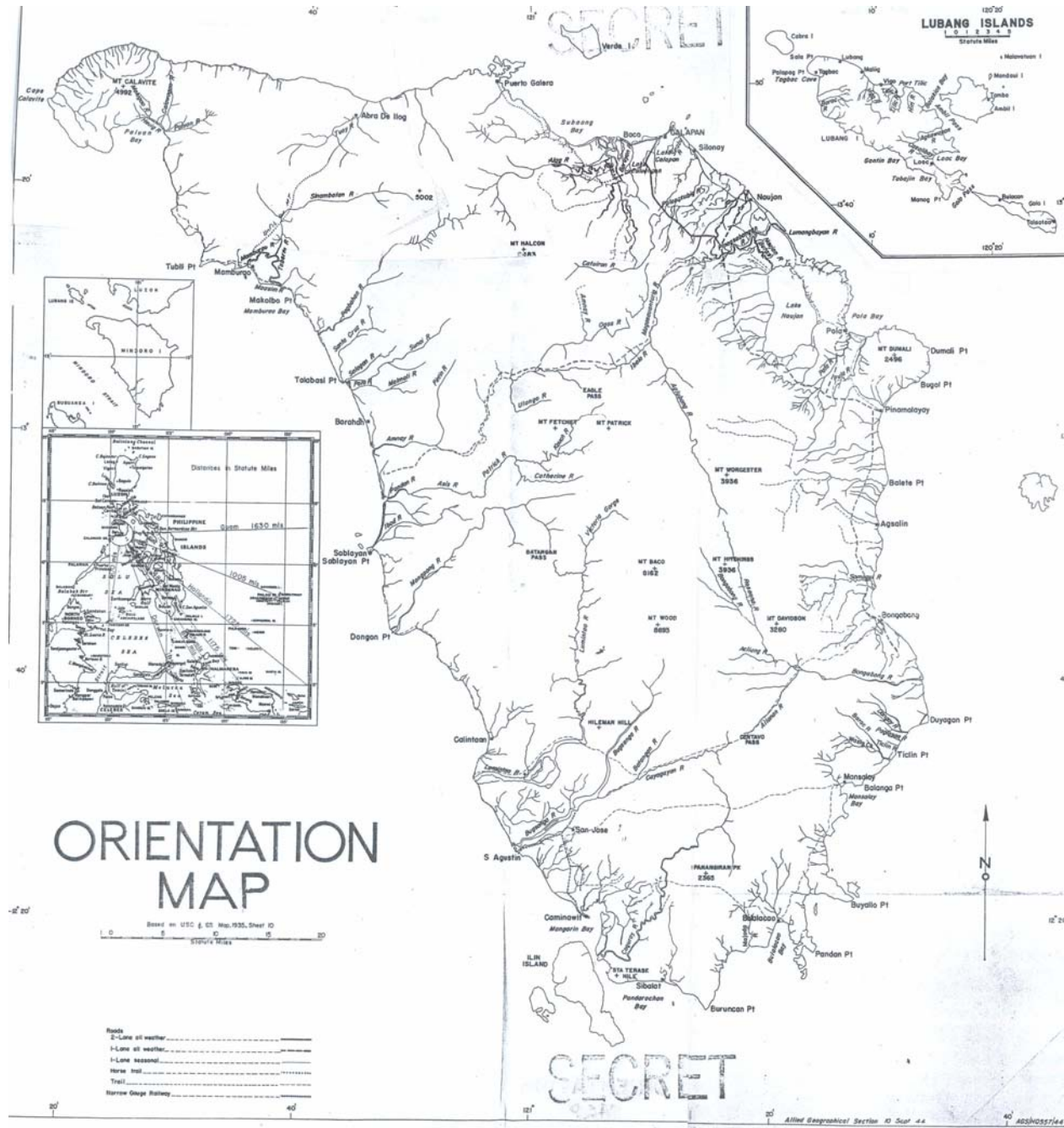
1. R Destruction As Result of Enemy Air Raid
2. C Loss of Aircraft in Enemy Territory Due Directly to Enemy Action
3. CA Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory)
4. MA Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved
5. A Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related
6. AM Same as A but Involved in Combat Mission
7. AS Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related
8. ASM Same as AS but Involved in Combat Mission
9. WWS Salvage of Aircraft as War Weary
10. OG Transfer of Aircraft to Other Groups
11. RUS Returned to U.S. at End of War

**MAPS SHOWING OUR AIRFIELDS IN
THE PHILIPPINES AND OKINAWA**

Map 1: How We Went to Mindoro

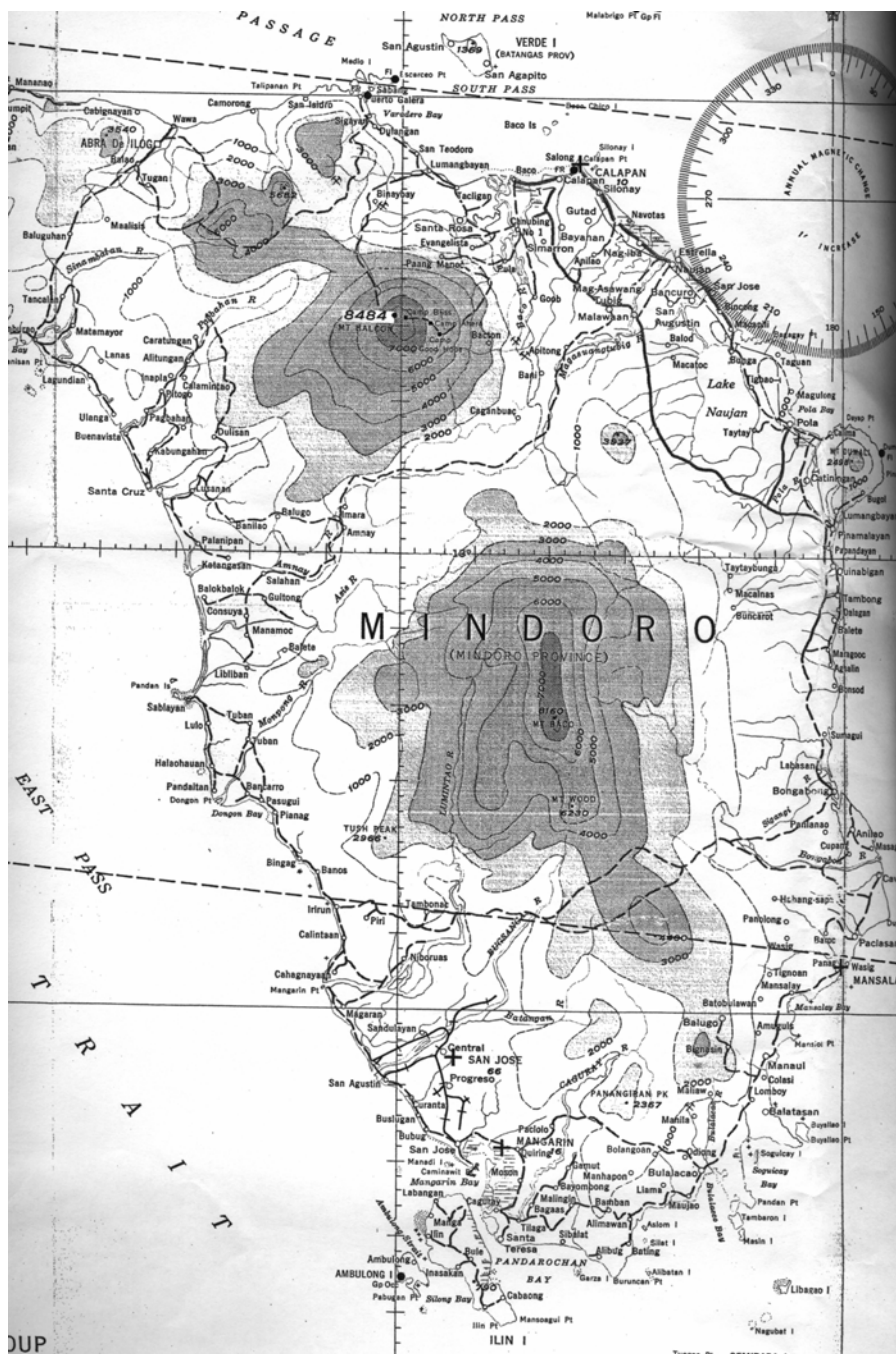


Map 2: Orientation Map

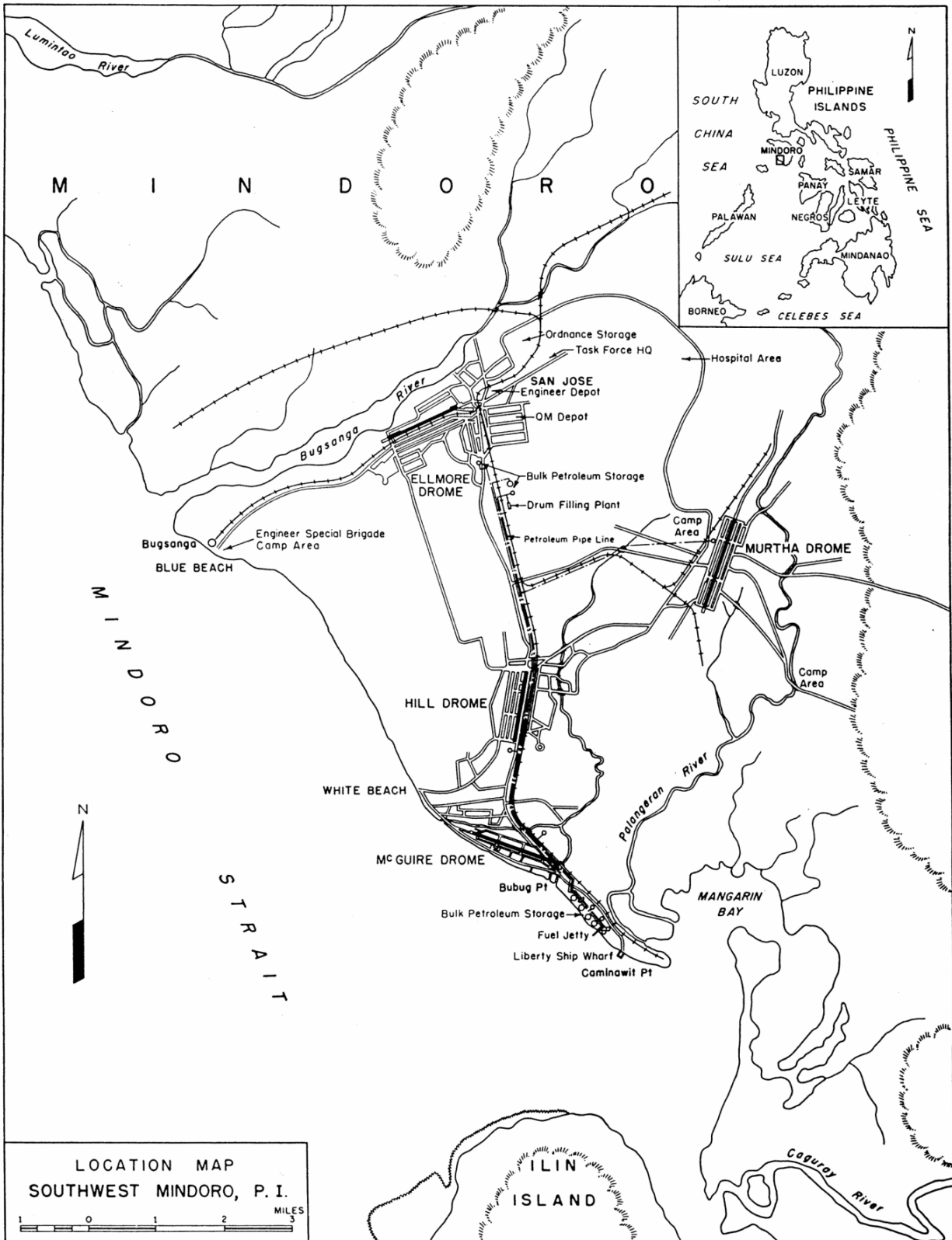


Map 3: Mindoro Island Area

- LOCATION:** Latitude 12° 23' N., Longitude 121° 03' E. One of the islands of the Visayan Group, located in the central Philippines directly south of Luzon.
- TERRAIN:** The part of Mindoro Island on which Elmore, Hill, McGuire, and Murtha airdromes are located is a gently rolling plain on which are a few scattered palm trees and low shrubs. Numerous rice fields are located in the area.
- LANDMARKS:** The airdrome area is located on the SW side of the island, between Mangarin Bay and the mouth of the Bugsanga River.
- AIRDROMES:** Four airdromes: Elmore, Hill, McGuire, and Murtha, each with a single runway, located within a radius of 3 miles.



Map 4: Overall Map Showing All Mindoro Airfields



SOURCE: OCE, GHQ, AFPAC (Historical).

Map 5: Murtha – Military Airdrome

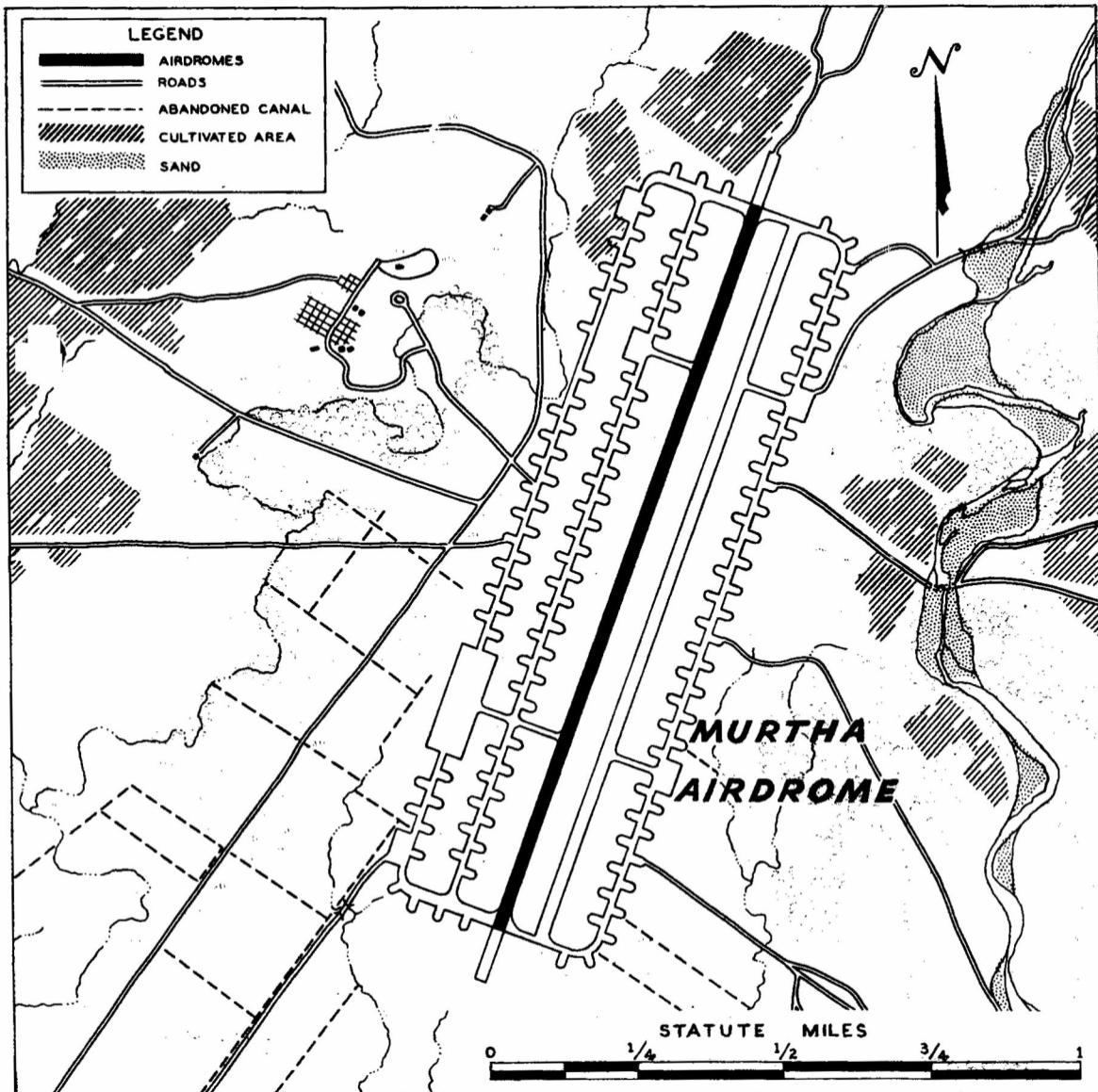
LOCATION: Latitude 12° 25' N., Longitude 121° 06' E. About 5 miles directly north of Mangarin Bay. On west bank of Tabangan River.

SIZE: A single runway, 7000 ft x 100 ft, with a 500 ft overrun at each end.

SURFACE BEARINGS: NE/SW. Approximately 30°00'/210°00' Magnetic.

SURFACE: Steel mat.

ALTITUDE: Estimated at approximately 30 ft above sea level.



Map 6: Murtha Field



Murtha Field, looking North. Note the restrictive geography
Robert Klief Collection

Source: Horton, Best in the Southwest, p. 382.

Map 7: McGuire – Military Airdrome

LOCATION: Latitude 12° 22' N., Longitude 121° 03' E. On beach immediately northwest of Mangarin Bay.

SIZE: A single runway, 7000 ft x 100 ft, with a 500 ft overrun at each end of the runway.

SURFACE BEARINGS: E/W. 103°00'/283°00' Magnetic.

SURFACE: Graded earth with 1 inch asphalt top.

ALTITUDE: 18 ft above sea level.

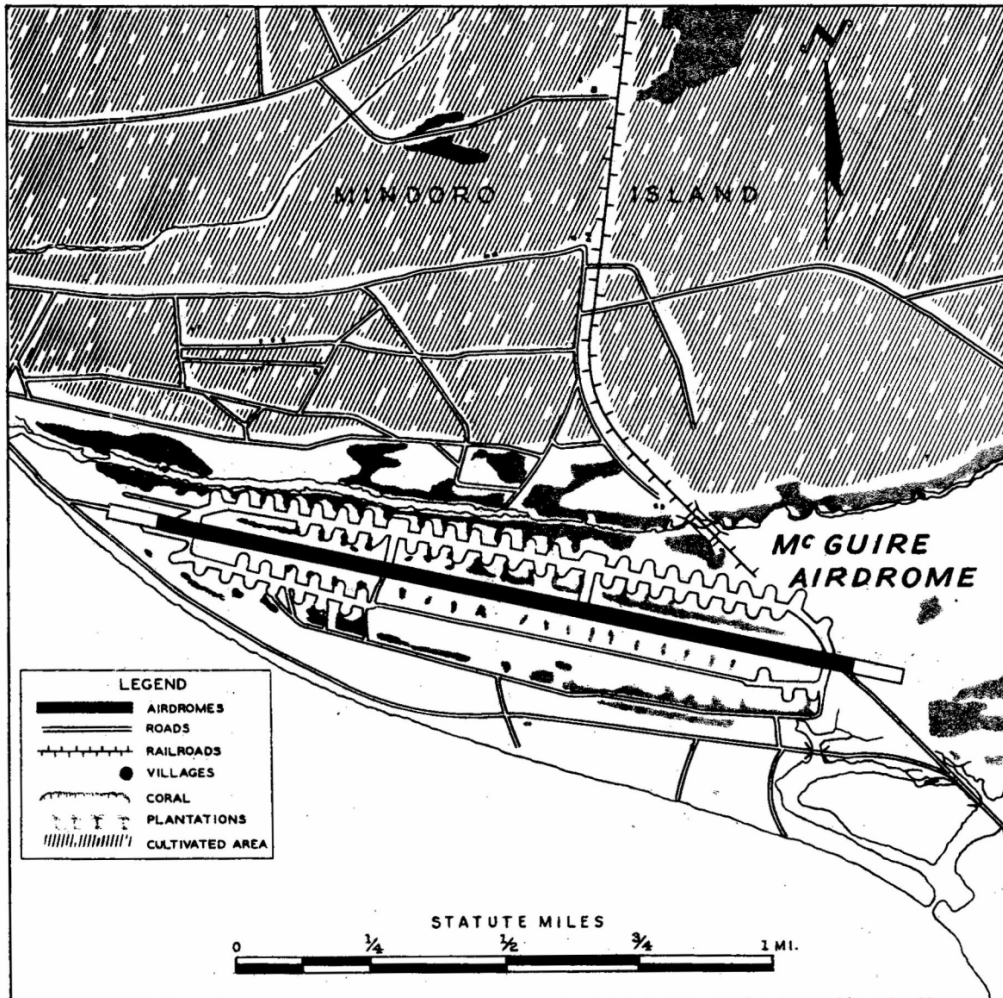
PATTERN: Left if landing to west; right if landing to east, depending on wind direction and instructions from tower – keep out to sea.

PATTERN ALTITUDE: 500 to 1000 ft.

RON FACILITIES: Accommodations for transient and emergency landed crews.

SERVICE FACILITIES: Fuel and oil. Minor repairs only at present.

REMARKS: Very soft shoulders. Make normal approach but look out for Hill Field pattern which passes over middle of McGuire runway. Taxiways are unserviceable after heavy rain. Limited parking space. Used mainly by the 90th Bomb Group. Used by 380th before Murtha ready.



Map 8: Elmore – Military Airdrome

LOCATION: Latitude 12° 07' N., Longitude 120° E. This airdrome, which was formerly known as San Jose, lies 4.3 miles southwest of San Jose village.

SIZE: A single runway, 6000 ft x 125 ft, with a 500 ft overrun at each end of the strip.

SURFACE BEARINGS: ENE/WSW. 65°00'/235°00' Magnetic.

SURFACE: Packed gravel.

ALTITUDE: 50.44 ft above sea level.

PATTERN: Left-hand.

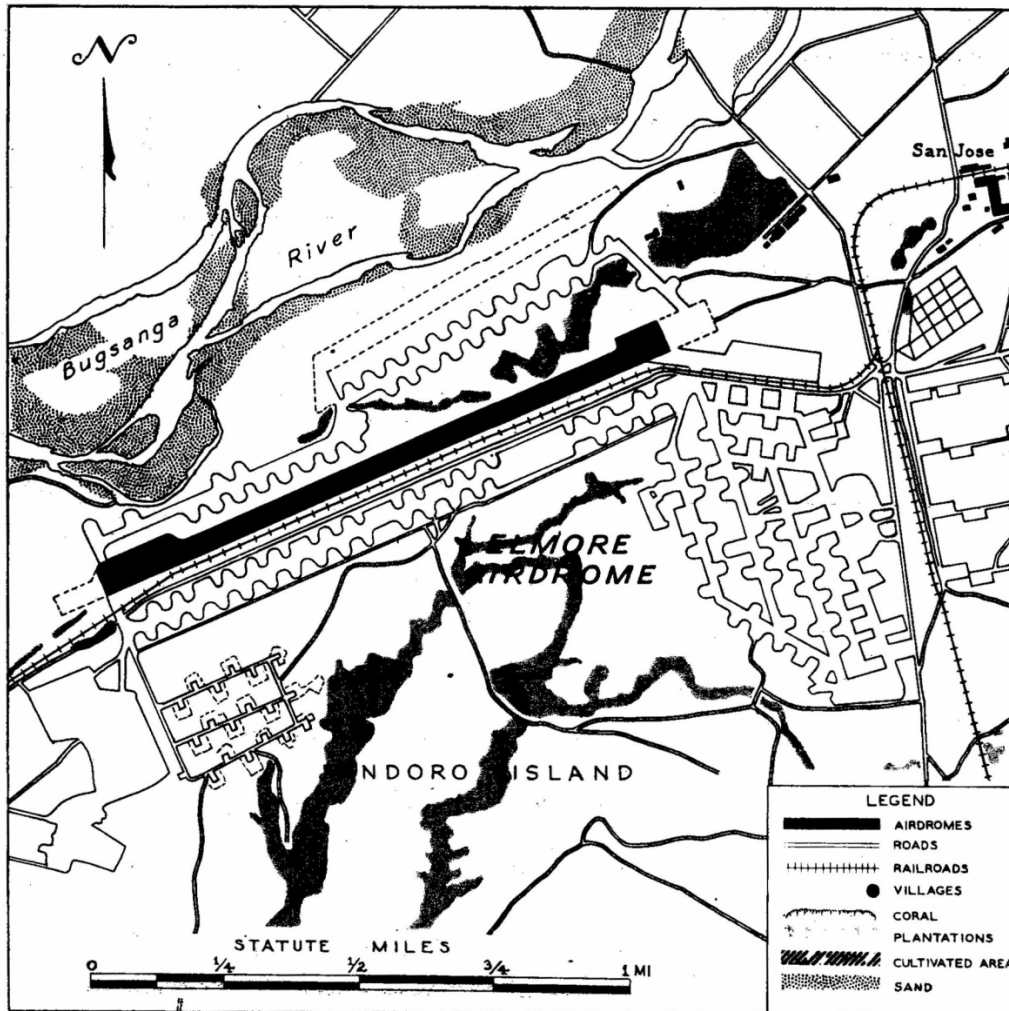
PATTERN ALTITUDE: 1500 ft.

OBSTRUCTIONS: At east end of airdrome are buildings and trees which are approximately 30 ft high. Glideangle on NE end of runway is limited to 1:40 by these obstructions.

RON FACILITIES: Accommodations for transient and emergency landed crews.

SERVICE FACILITIES: Fuel and oil. Major repairs available.

REMARKS: Subject to unserviceability due to weather.



Map 9: Hill – Military Airdrome

LOCATION: Latitude 12° 23' N., Longitude 121° 03' E. In the center of the airdrome area, southwest Mindoro approximately 1-1/2 mile north of McGuire airdrome and 3 miles south of Elmore airdrome.

SIZE: A single runway, 5750 ft x 100 ft.

SURFACE BEARINGS: N/S8°00'/188°00' Magnetic.

SURFACE: Packed earth.

ALTITUDE: 22 ft above sea level.

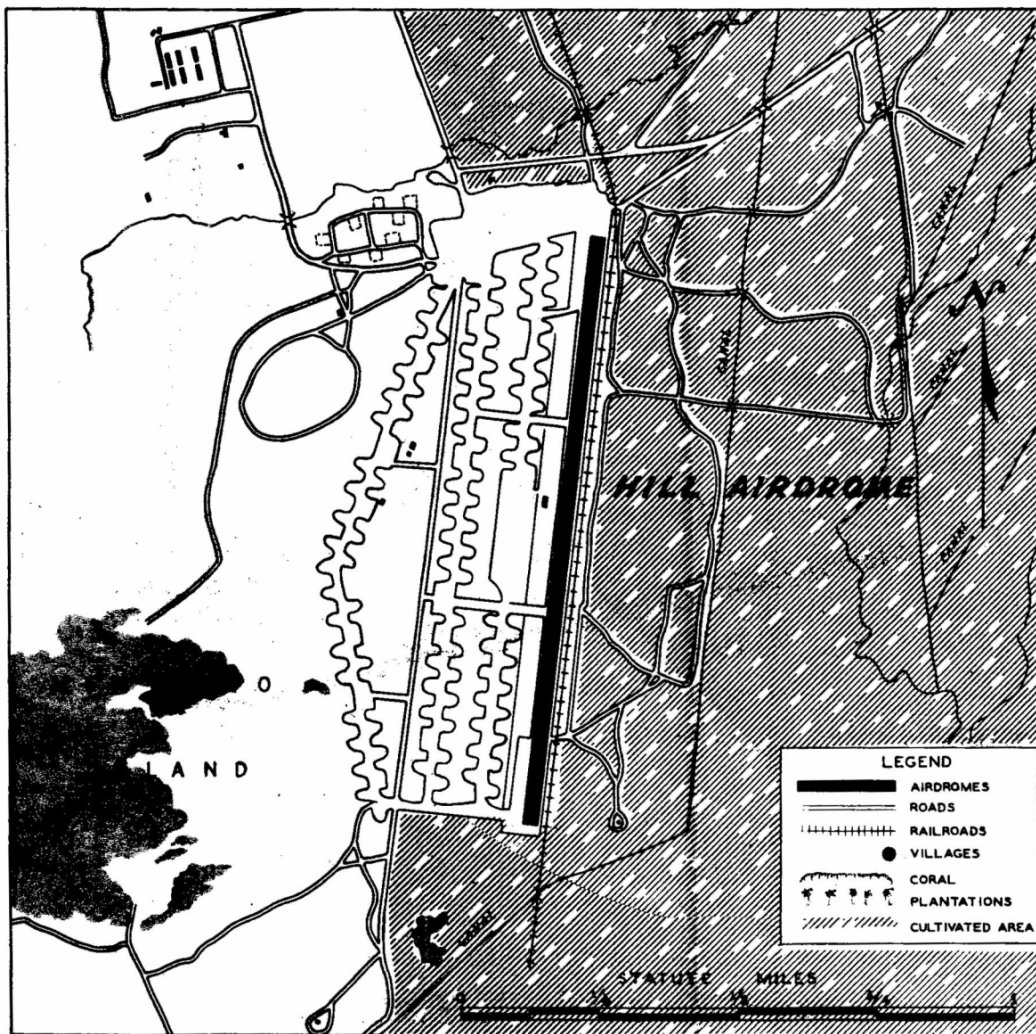
PATTERN: Left-hand.

PATTERN ALTITUDE: 1500 ft.

RON FACILITIES: Very limited, but transportation available to transient camp.

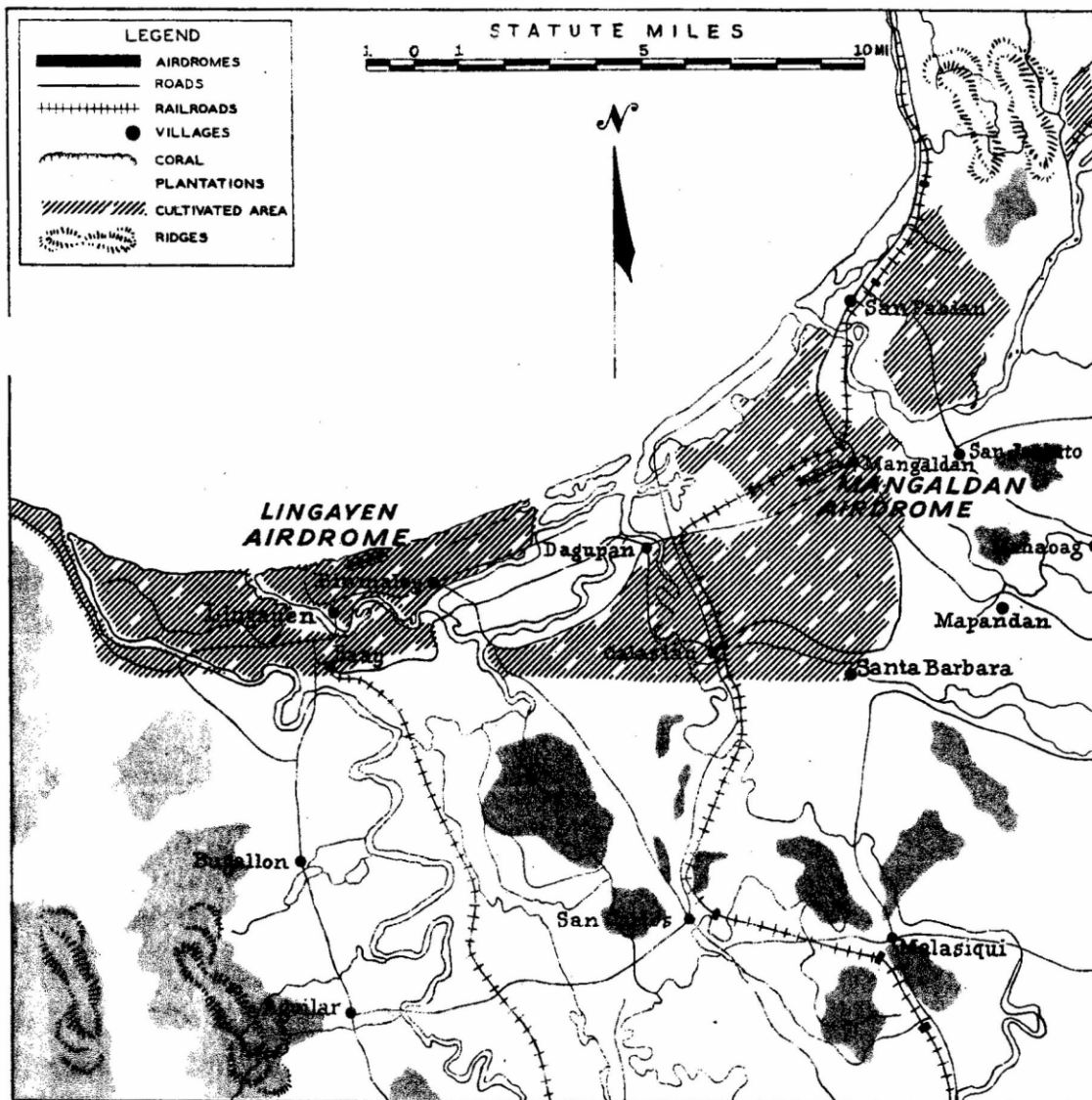
SERVICE FACILITIES: Fuel and oil. Light maintenance and minor repairs available.

REMARKS: Runway is operational in dry weather only and is serviceable for limited operations to fighters and troop carriers. Taxiways are very soft; heavy airplanes should land at Elmore or McGuire.



Map 10: Lingayen Area

- LOCATION:** Latitude 16° 02' N., Longitude 120° 20' E. Includes the area immediately south of and bordering Lingayen Gulf, West Central Luzon.
- TERRAIN:** The terrain in the vicinity of the Lingayen airdromes is flat, low, and swampy. Numerous fish ponds and waterways are in the area. The area composes the northern part of the Central Luzon Plain.
- LANDMARKS:** The towns of Lingayen and Dagupan and the village of Mangaldan are all within 3 miles of the southern shore of Lingayen Gulf. Lingayen and Mangaldan are approximately 12 miles apart with Dagupan located midway between them.
- AIRDROMES:** Two airdromes: Lingayen and Mangaldan, each with a single runway.



Map 11: Lingayen – Military Airdrome

LOCATION: Latitude 16° 2' N., Longitude 121° 15' E. On Lingayen Gulf, north of Lingayen town, and east of Dagupan.

SIZE: A single runway, 7000 ft x 100 ft, with a 500 ft overrun at each end.

SURFACE BEARINGS: ENE/WSW. 73°00'/253°00' Magnetic.

SURFACE: Steel mat.

ALTITUDE: Approximately 7 ft above sea level.

PATTERN: Tower controlled.

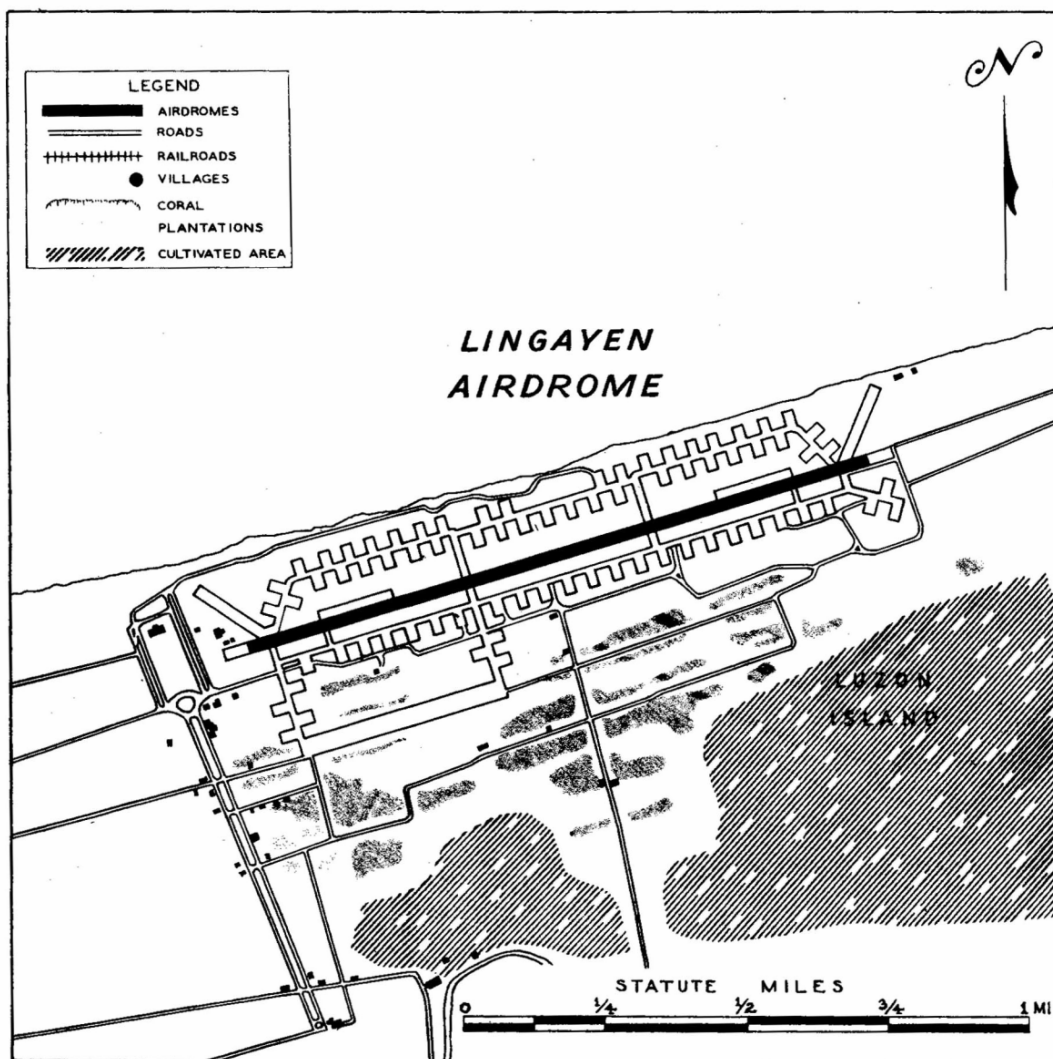
PATTERN ALTITUDE: Usually 1000 ft to 1500 ft. Tower controlled.

OBSTRUCTIONS: There are no obstructions but heavy airplanes usually take off to the east to avoid camp at west end of runway.

RON FACILITIES: Accommodations for transient and emergency landed crews.

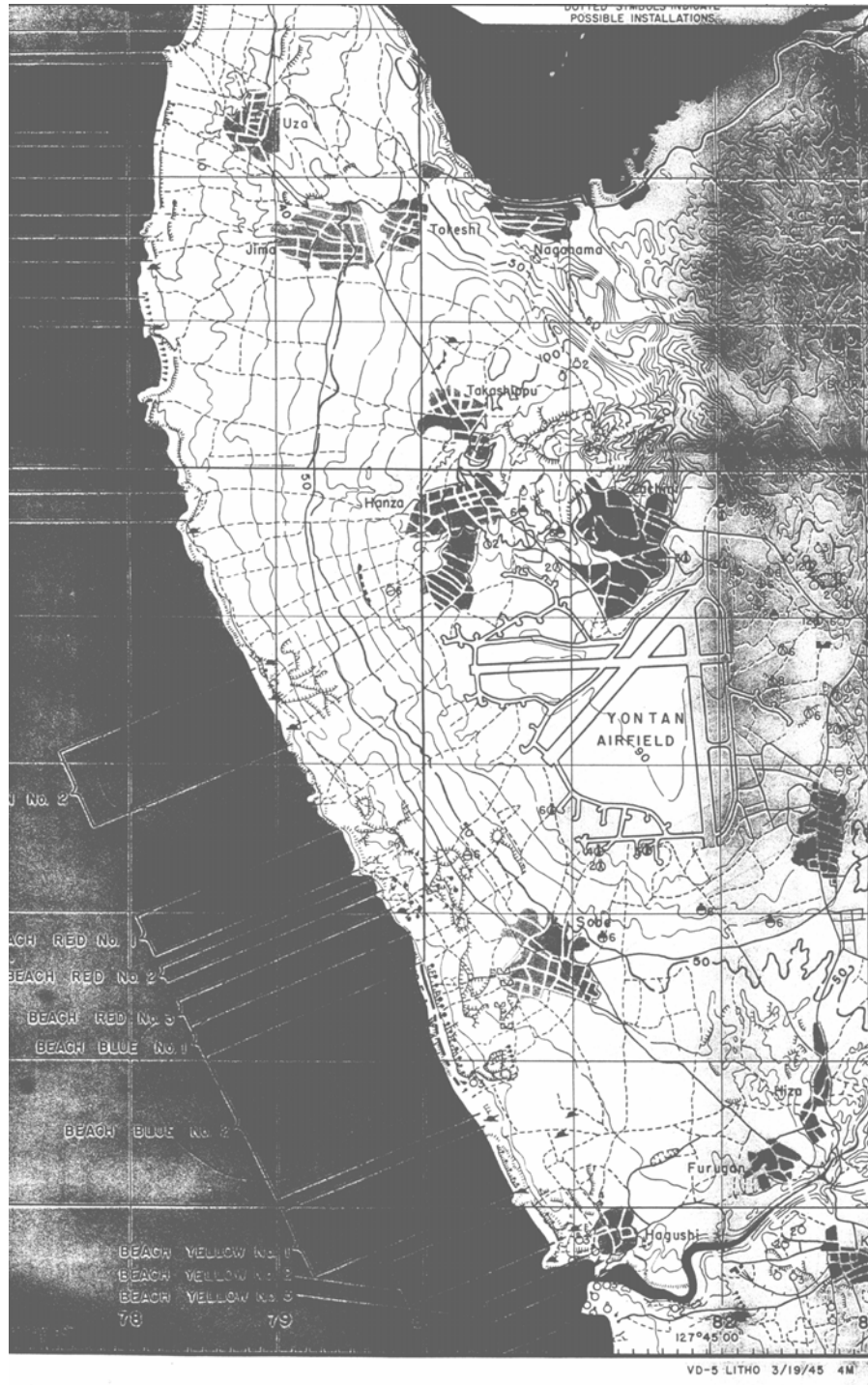
SERVICE FACILITIES: Fuel and oil. Major repairs available.

REMARKS: The runway, which is very wavy, usually has a cross wind from the gulf.



YONTAN
THE OKINAWA AIRFIELD

Map 12: Yontan Airfield on Okinawa
Original Japanese Field



*Map 13: Yontan Airdrome on Okinawa
As Expanded by the Americans*



THE CAMPSITE AT MINDORO

Map 14: Aerial View of Mindoro Camp Area



Source: Fain et al., *The Flying Circus*, 380th Bomb Group, p. 106.

Map 15: General View of 530th, 528th and 531st Areas



Source: Fain et al., *The Flying Circus*, 380th Bomb Group, p. 107.

Map 16: Show Area and 530th Buildings from Snob Hill



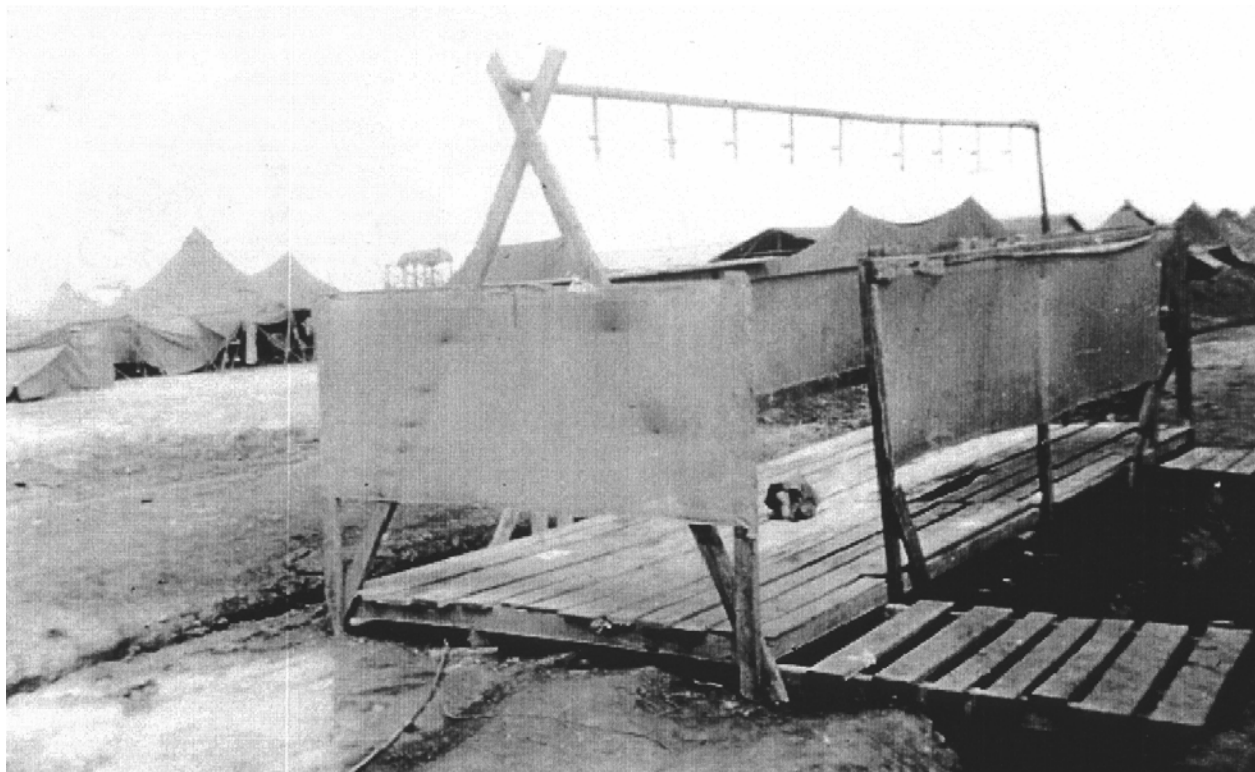
Source: Fain et al., *The Flying Circus*, 380th Bomb Group, p. 107.

Map 17: 529th, Enlisted Men's Quarters, Murtha Field, San Jose, Mindoro, 1945



Source: Joe Maloney Collection.

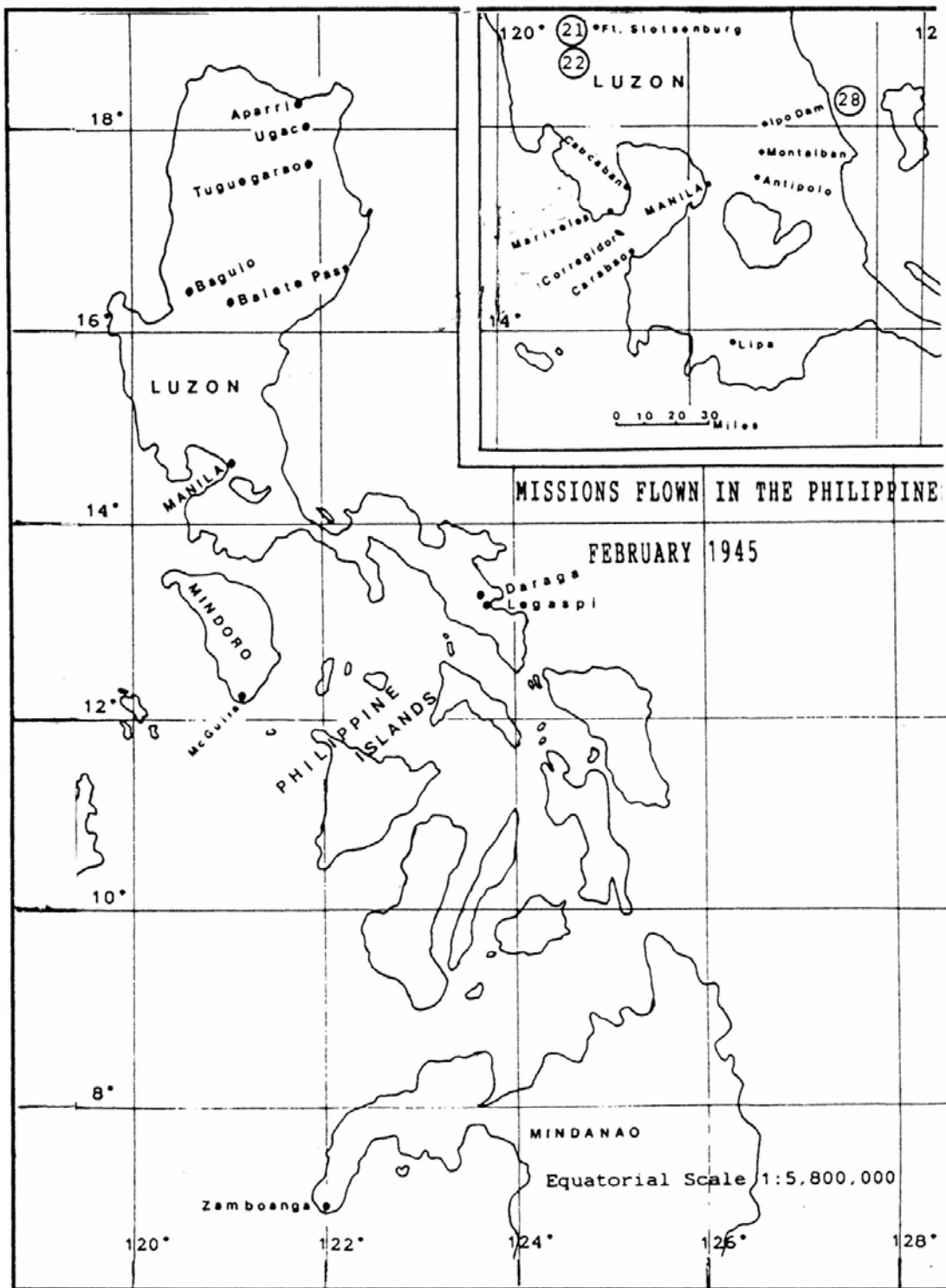
Map 18: 529th, Shower Area, Murtha Field, San Jose, Mindoro, 1945



Source: Joe Maloney Collection.

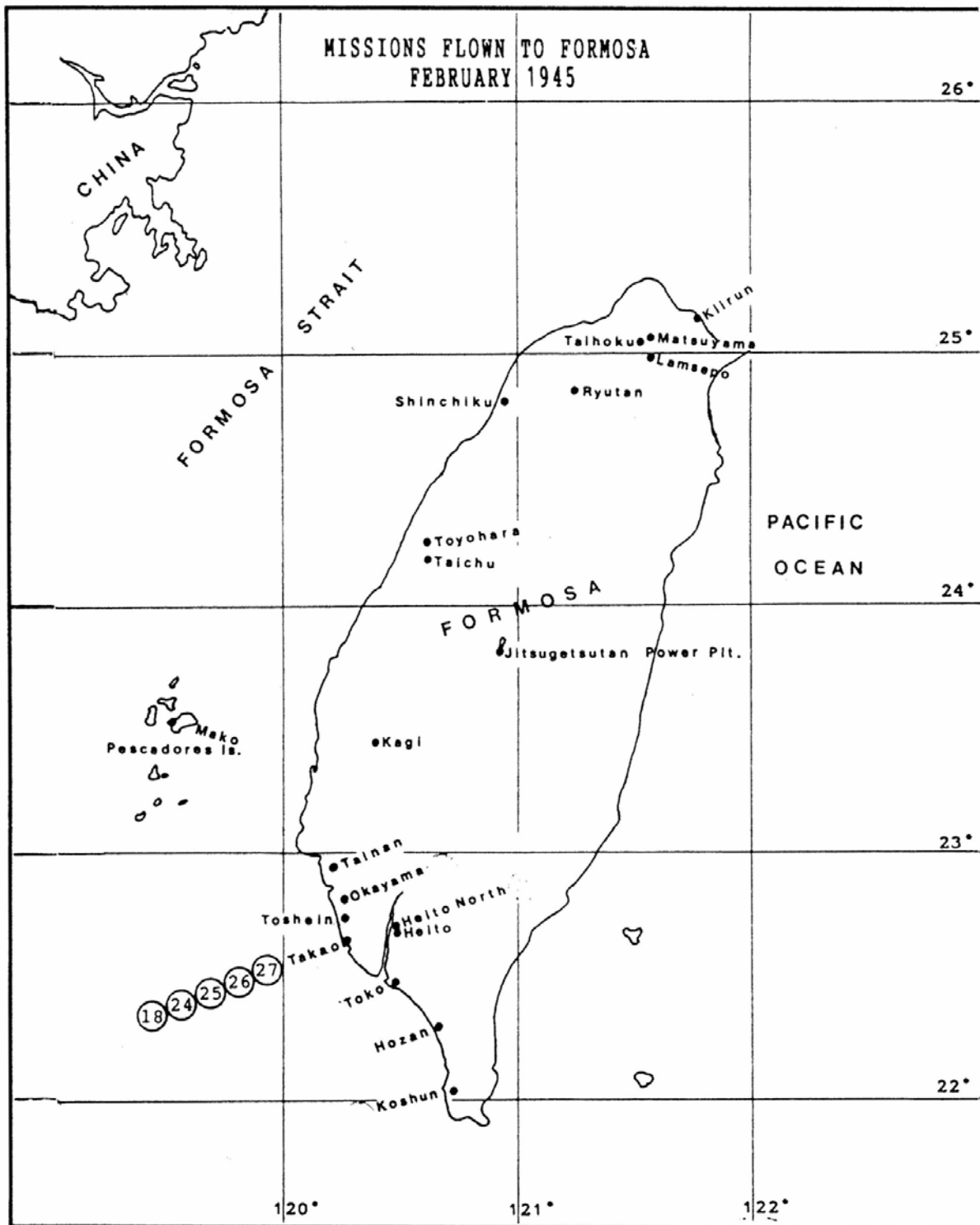
MISSION MAPS

Map 19: Missions Flown in The Philippines, February 1945



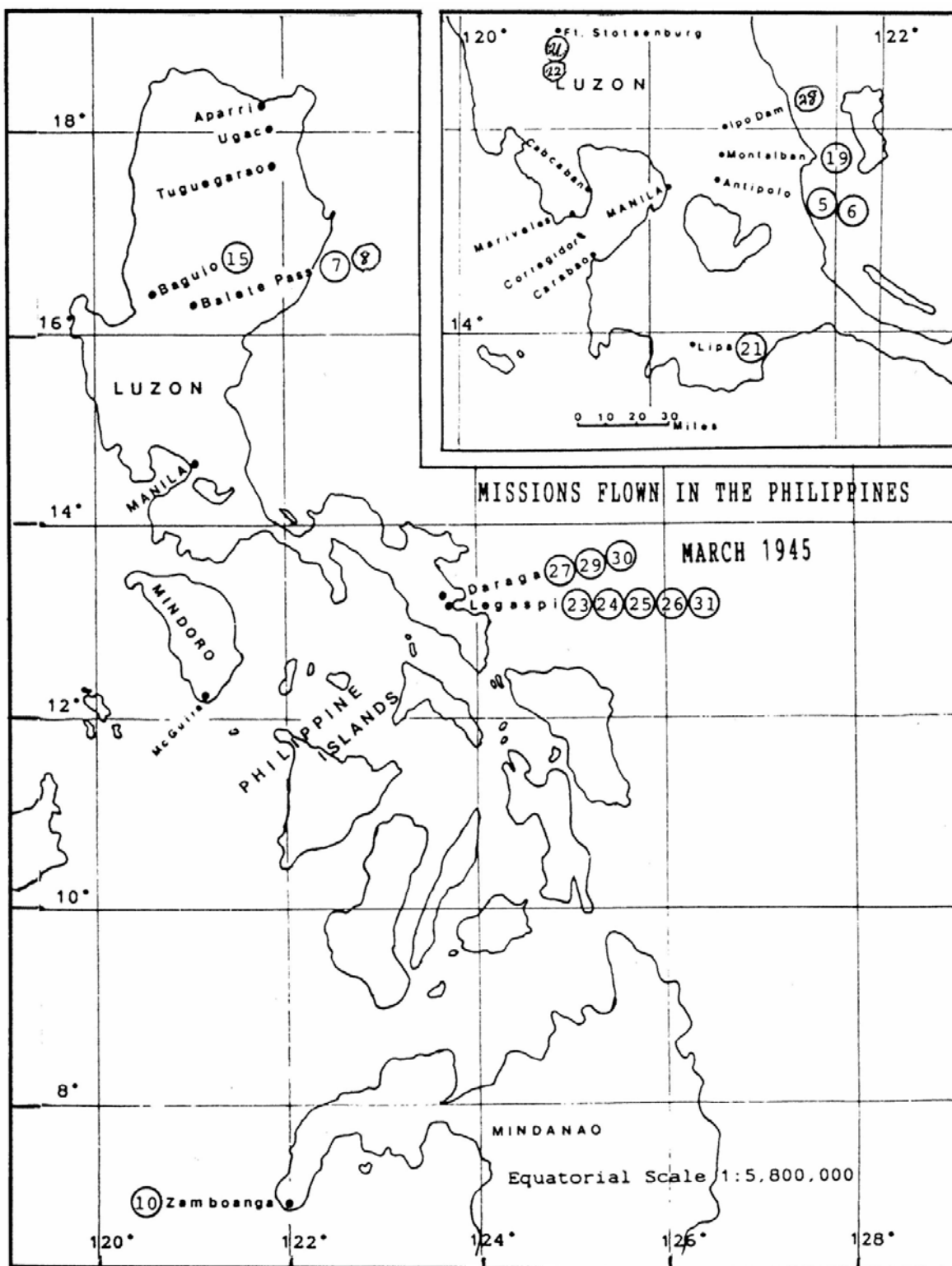
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 20: Missions Flown to Formosa, February 1945



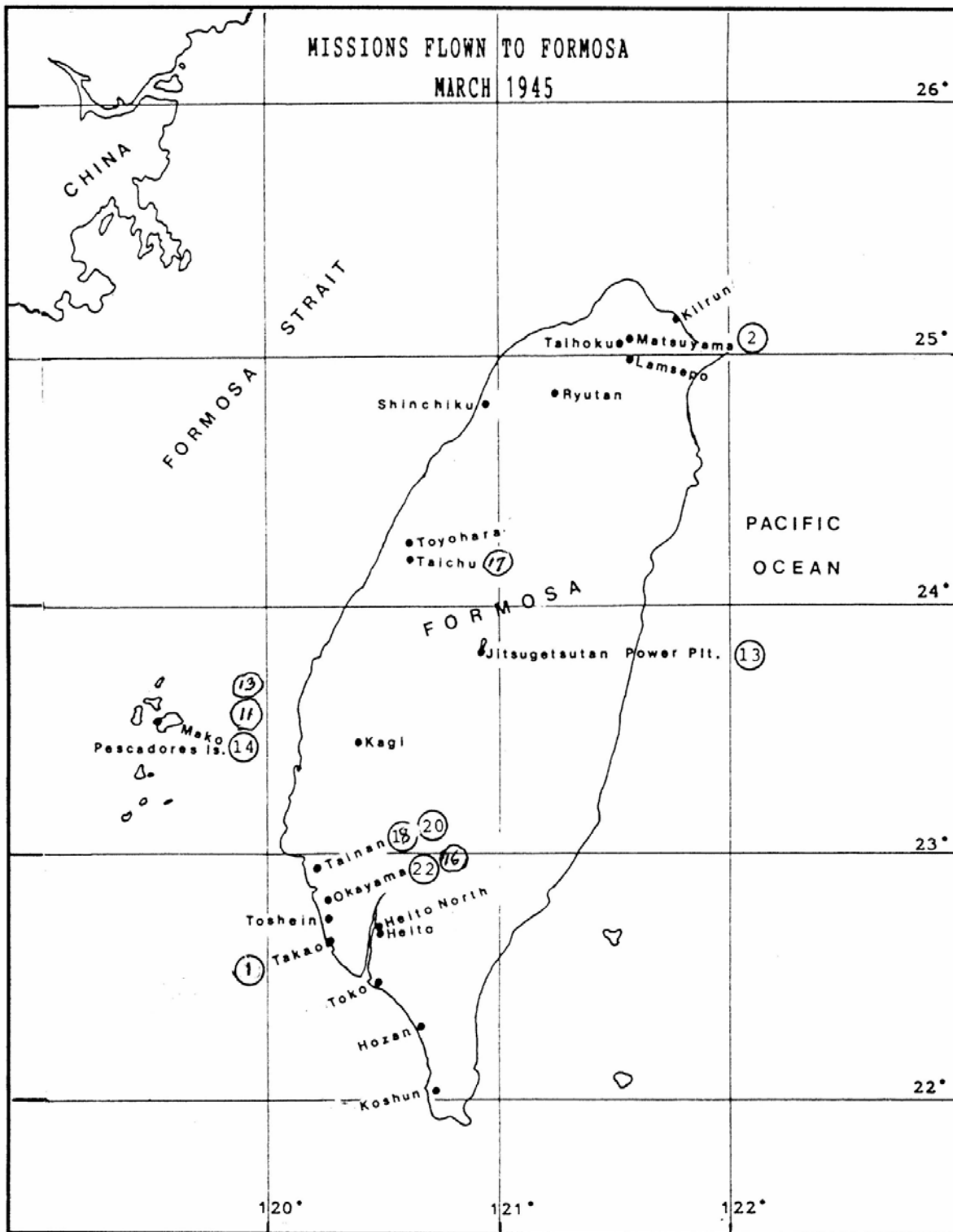
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 21: Missions Flown in The Philippines, March 1945



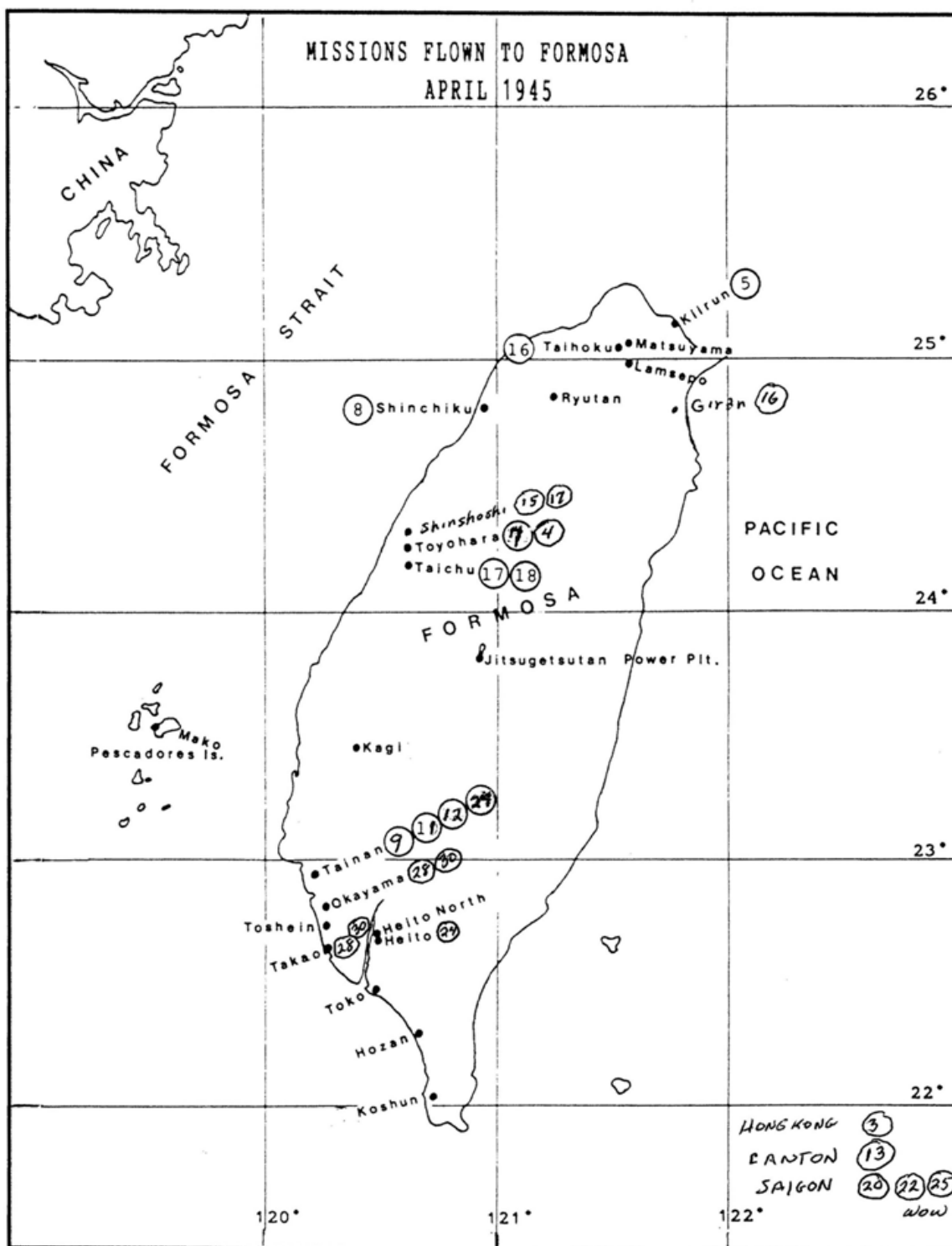
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 22: Missions Flown to Formosa, March 1945



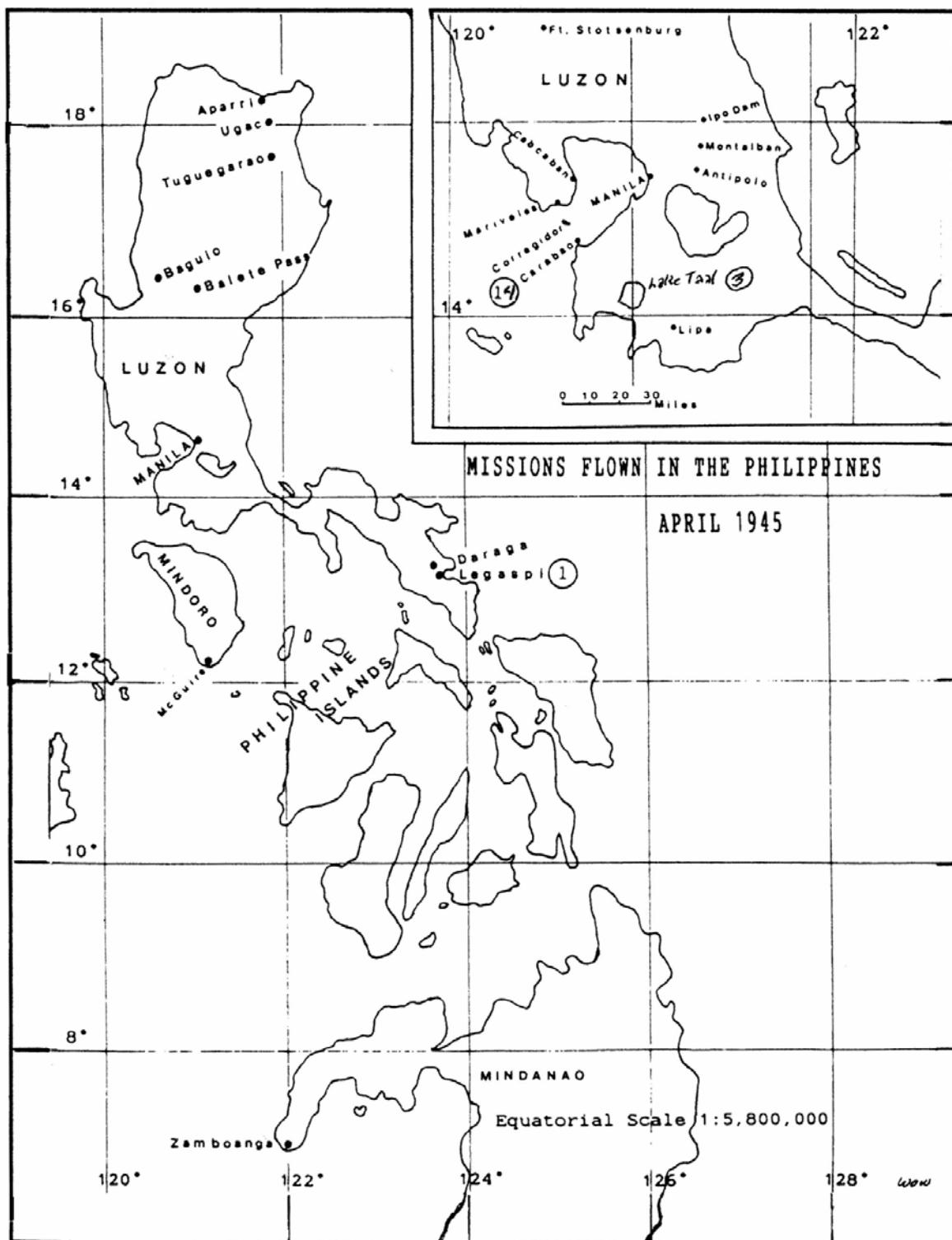
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 23: Missions Flown to Formosa, April 1945



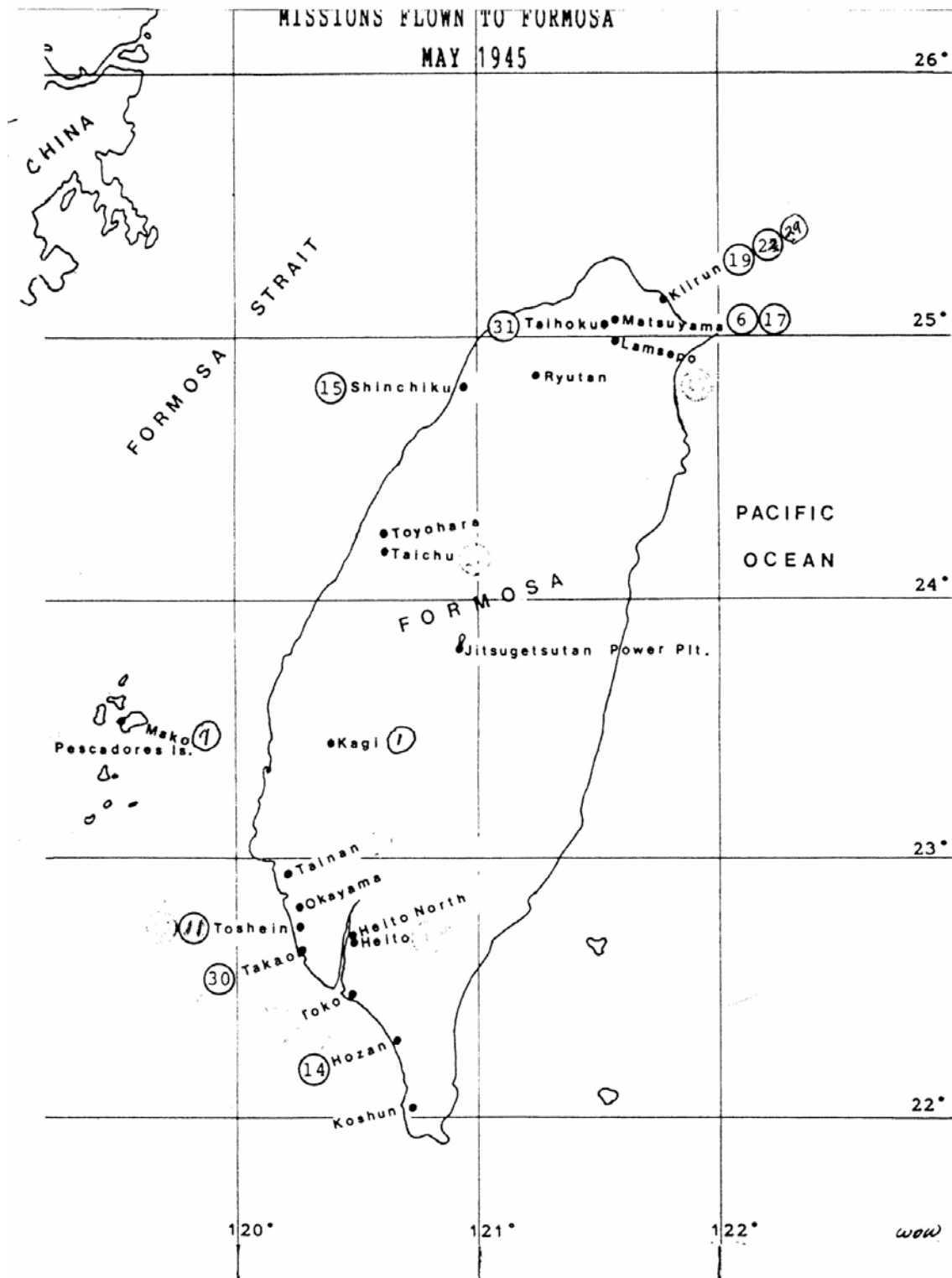
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 24: Missions Flown in The Philippines, April 1945



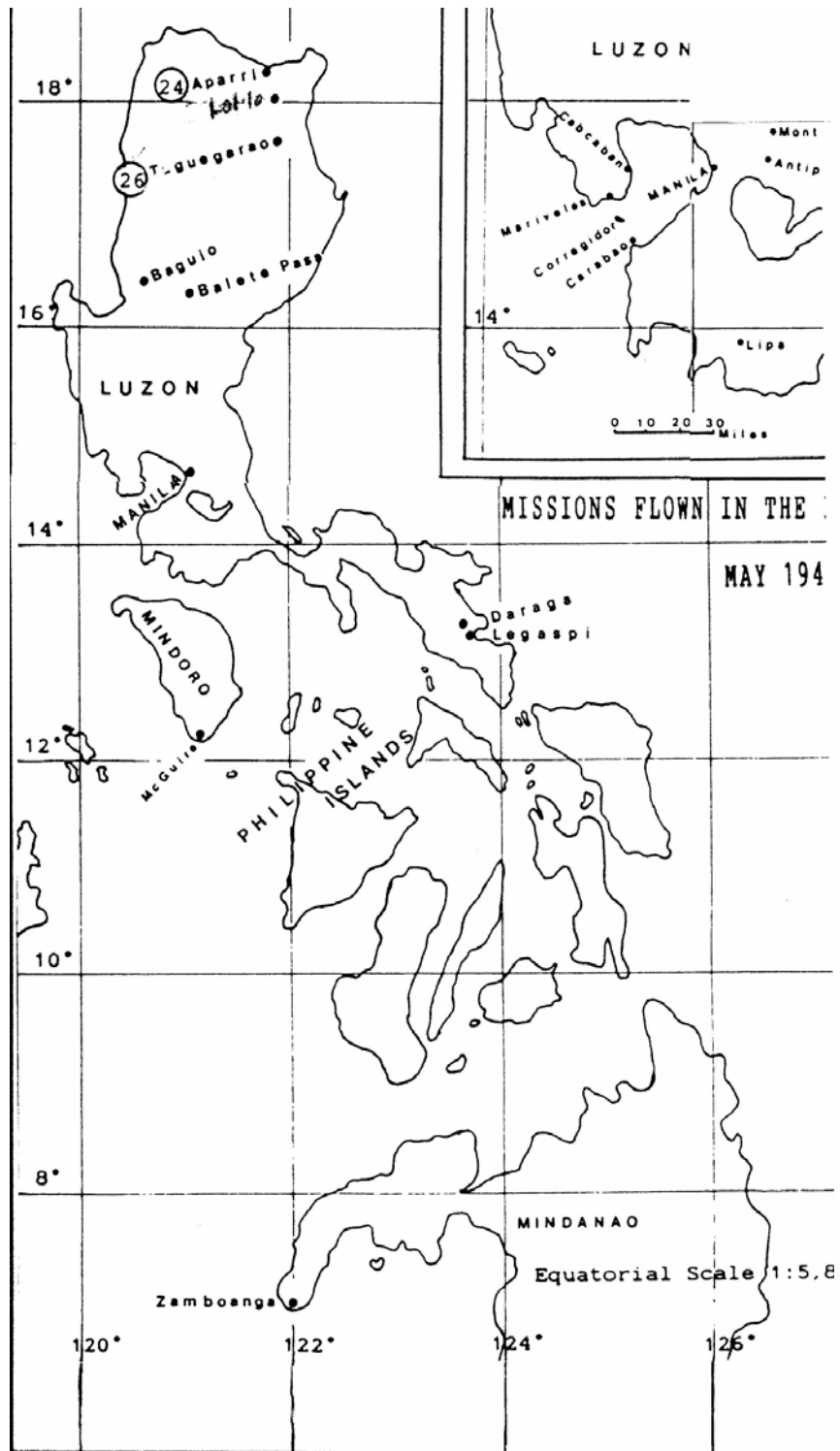
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 25: Missions Flown to Formosa, May 1945



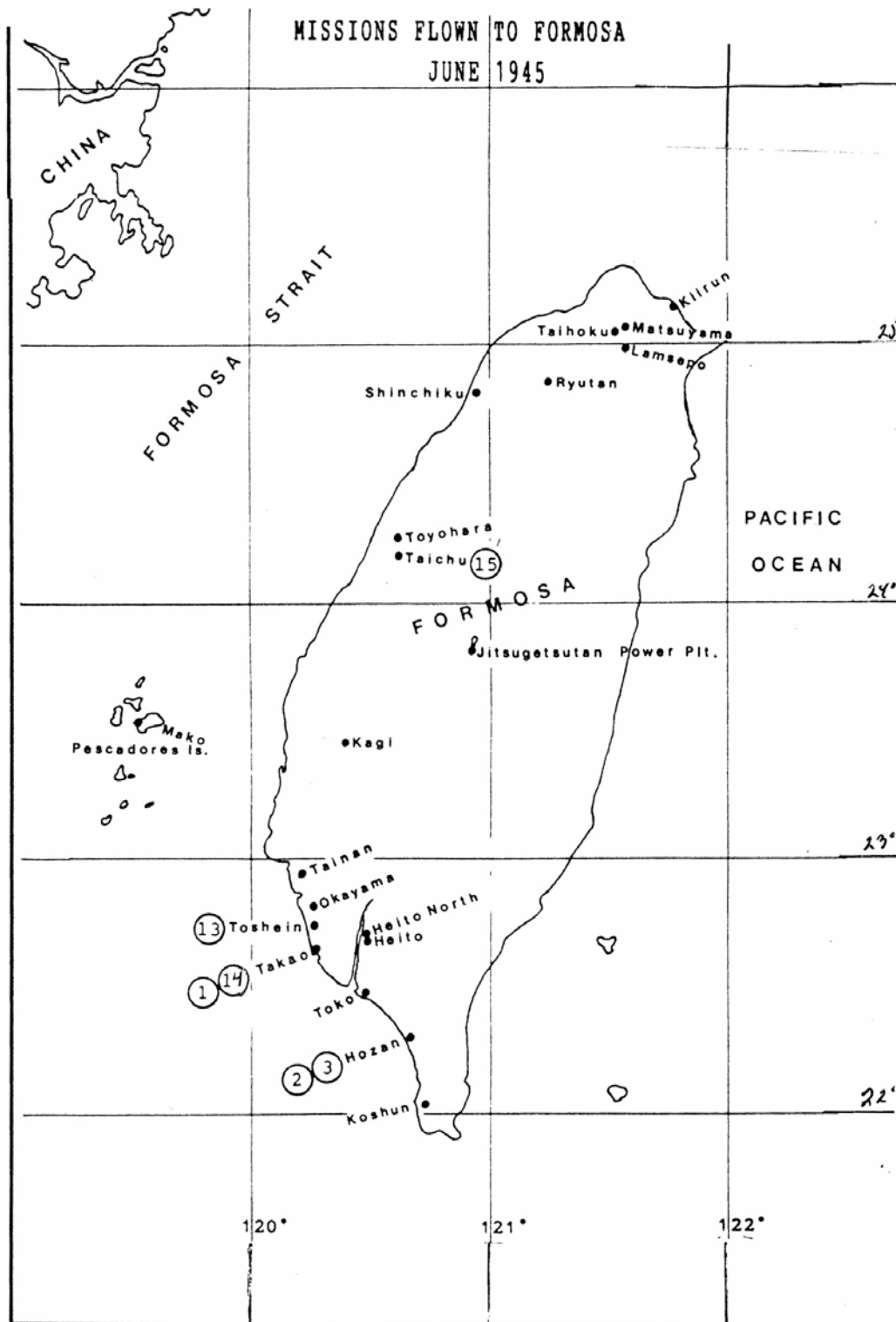
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 26: Missions Flown in The Philippines, May 1945



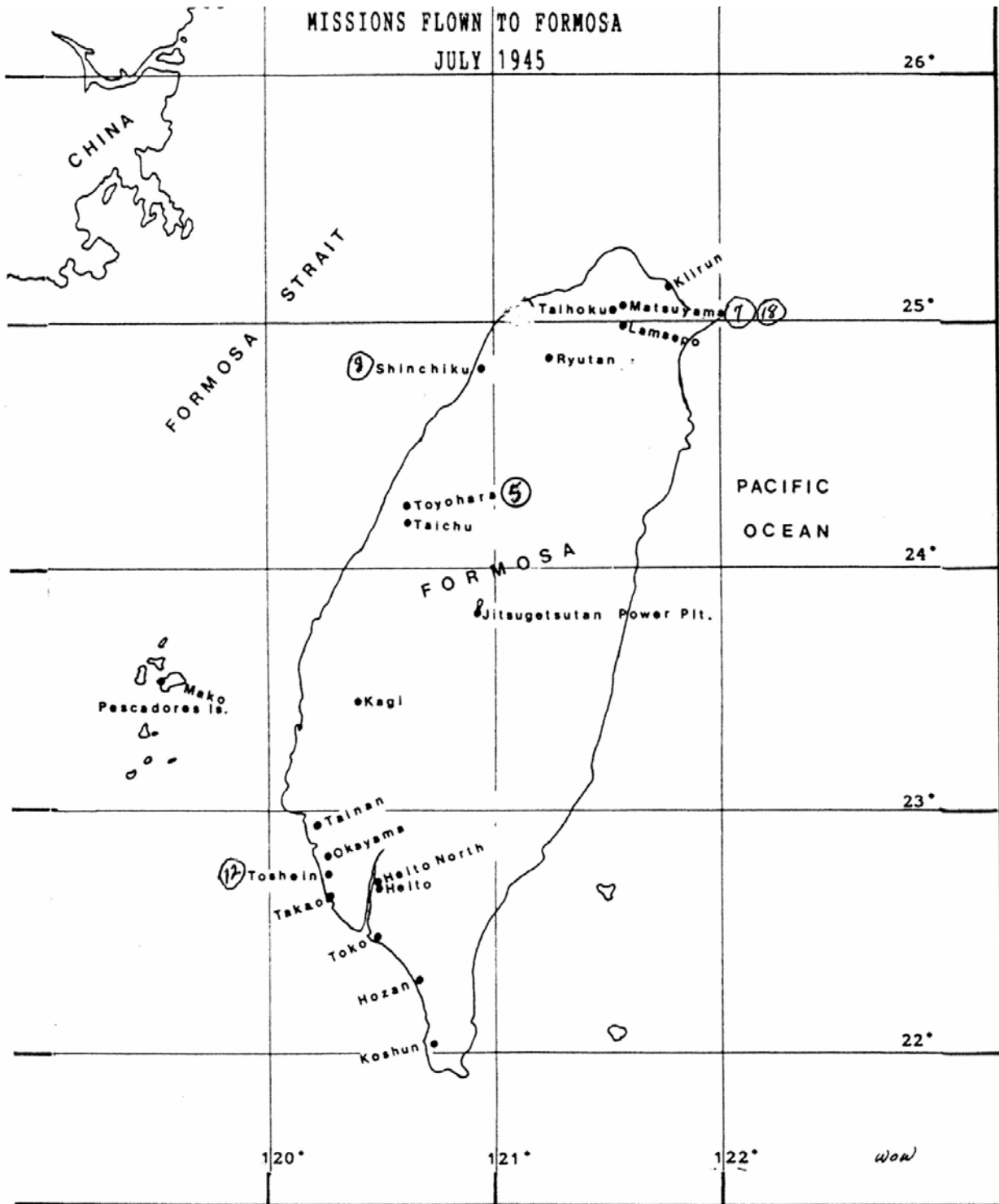
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 27: Missions Flown to Formosa, June 1945



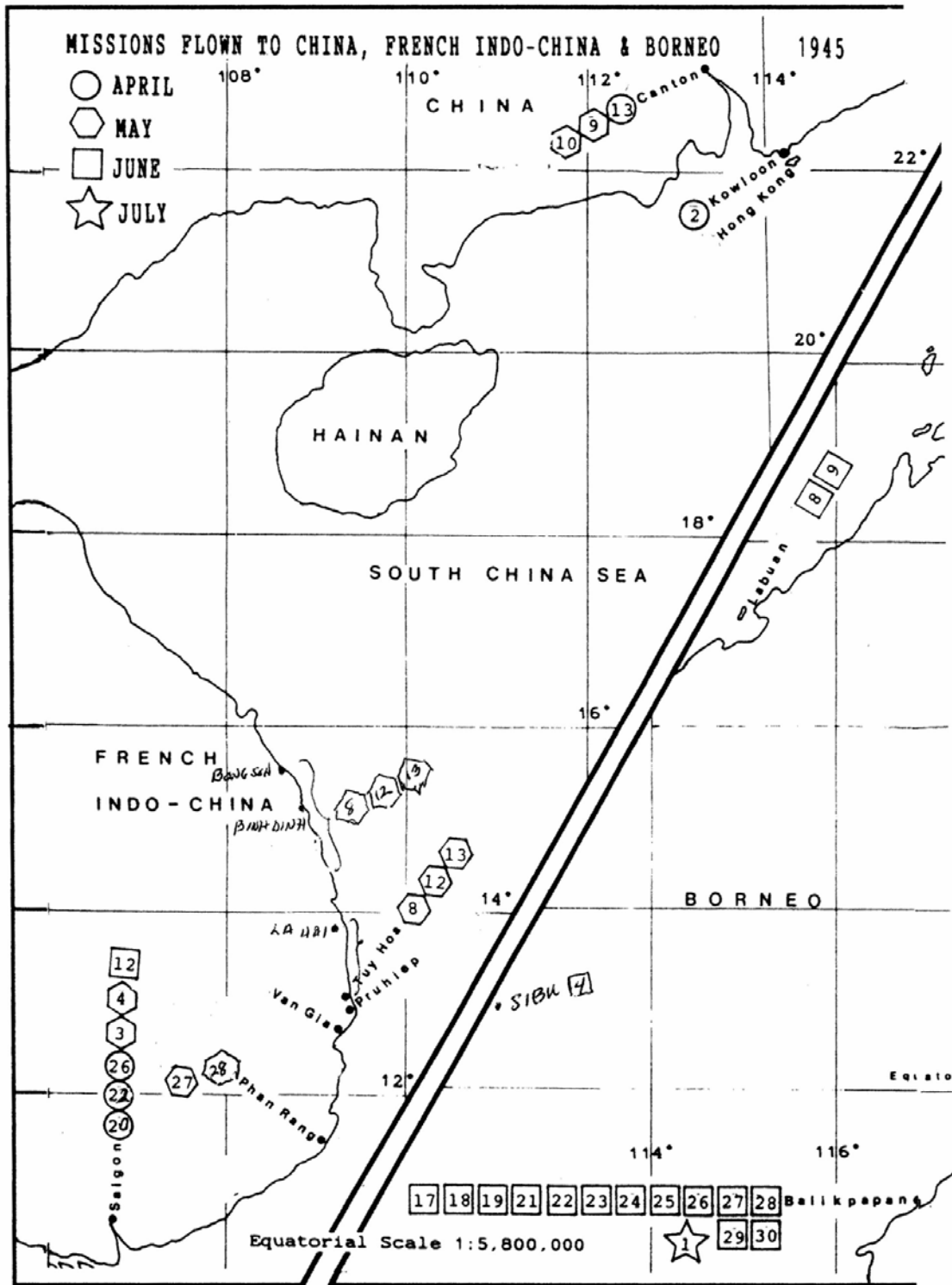
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 28: Missions Flown to Formosa, July 1945



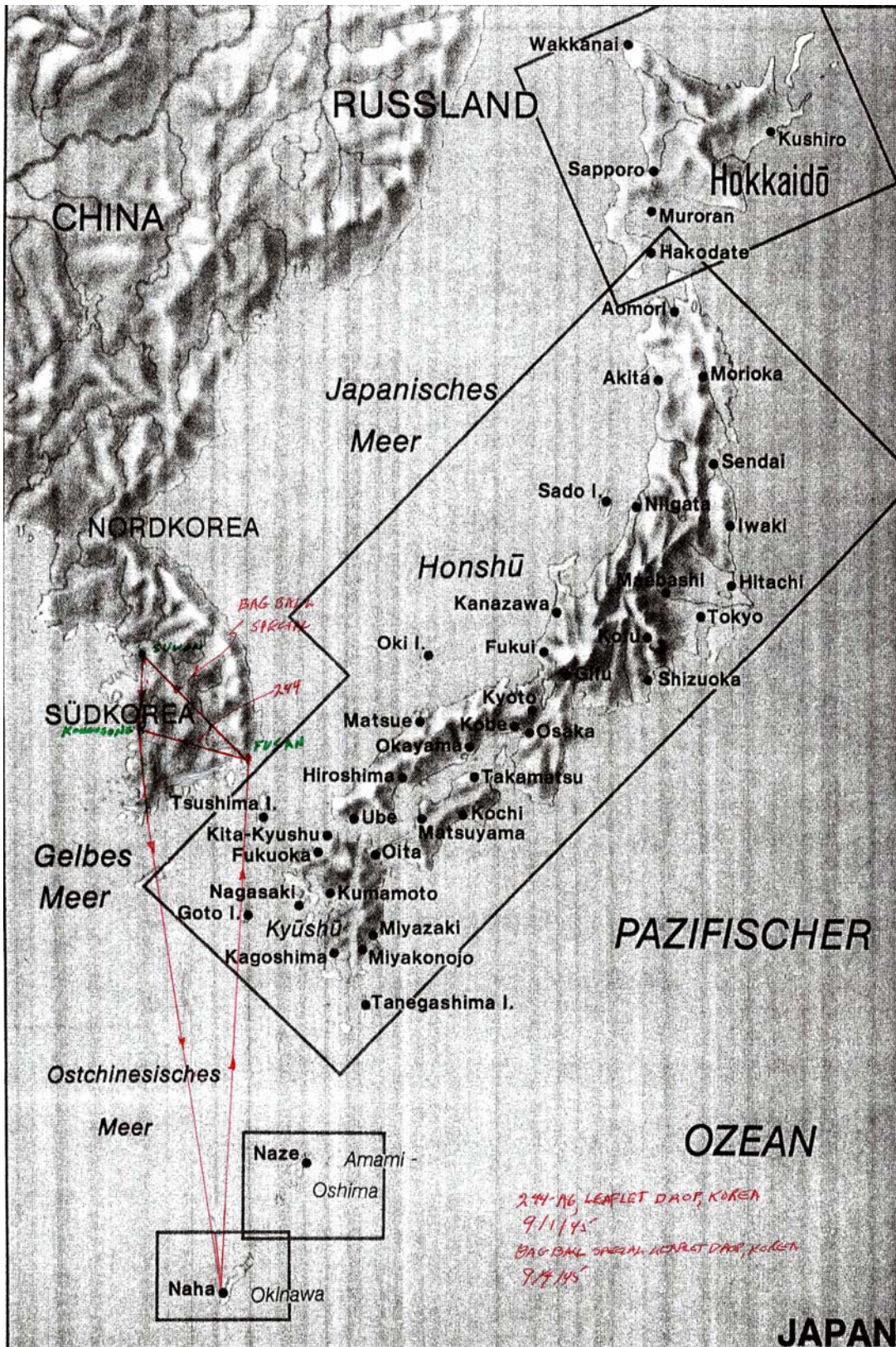
Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 29: Missions Flown to China, French Indo-China & Borneo, 1945



Source: Adapted from Wiley O. Woods, Jr., *Legacy of the 90th Bombardment Group*, Turner Publishing, 1994, p. 161.

Map 30: Leaflet Drops, Korea, September 1945



GLOSSARY OF ABBREVIATIONS AND ACRONYMS USED

5AF	Fifth Air Force
ABC	Air Base Command
ACFH	Air Crew Fly Home (return of combat crew and their aircraft to the U.S. after close of hostilities)
Acft Cmdr	Aircraft Commander
Adm	Administration
AF	Air Force (e.g., 5AF = Fifth Air Force)
AFMSC	Loss Reason Obtained from Headquarters USAAF
ARC	Aircraft Record Card, a chronological history of each aircraft maintained by the USAAF, also called IARC for Individual Aircraft Record Card
BG	Bombardment (Bomb) Group
BS	Bombardment (Bomb) Squadron
CAC	Abbreviation for the Consolidated Aircraft Corporation
CF	Symbol used for Consolidated Aircraft Corporation factory in Fort Worth, Texas
Cmdg	Commanding
Cmdr	Commander
CNS	The radio net connecting the many far-flung units in the SW Pacific area
Cntl	Control
CO	Symbol used for Consolidated Aircraft Corporation factory in San Diego, California
DAR	Darwin Air Base, Darwin, Northern Territory, Australia, base of the 380 th Bomb Group during the period August 1944 to March 1945; also used as part of the designation of missions flown by the 380 th during this period
Dpty	Deputy
Eng	Engineer
Eqpt	Equipment
Exec	Executive
FEAF	Far East Air Forces

FEN	Fenton Field, Northern Territory, Australia, base of the 380 th Bomb Group from May 1943 to August 1944; also used a part of the designation of missions flown by the 380 th during this period
Flt	Flight
Flt Eng	Flight Engineer
FM	Date of First Mission with 380th (Month and Year only) to establish period of service; for Australian crews only
FO	Symbol used for the Ford Motor Company aircraft plant at Willow Run, Michigan
Fr	From
GA	Ground Accident
Gp	Group
Gp Cmdr	Group Commander
HAD	Abbreviation for the Hawaiian Air Depot, used to designate the Type 2 nose modification of the B-24D
Hqtrs	Headquarters
IARC	Individual Aircraft Record Card, same as ARC
IFF	Identification-Friend or Foe (a radio set that responds to a radar challenge with a code response to identify friendly aircraft)
Info	Information
Initial Deployment	First transfer of 380th personnel by aircraft or ship from the U.S. to the South West Pacific War Theatre or both
KFA	Death due to aircraft accident, includes those occurring on a combat mission but where enemy action not involved (killed in flying accident)
KGA	Death due to a ground accident (killed in ground accident)
KIA	Death due to event caused by known or supposed enemy action (killed in action)
Ldr	Leader
LEFT	Code for Assignment of Aircraft to the 5 th Air Force
LM	Probable Date of Last Mission (Month and Year Only); for Australian Crews only Order
LORAN	Long Range Air Navigation (a multi-station radio network for aircraft navigation)
Mech	Mechanical, Mechanic
MIA	Missing in Action, cause unknown

MOS	Military Occupational Specialty
NCO	Non-commissioned officer
NL	None Listed
OD	Olive Drab, the camouflage applied to all early aircraft
Off	Officer
OKC	Abbreviation for the Oklahoma Air Depot at Tinker Field, Oklahoma city, Oklahoma, used to designate the Type 3 nose modification for the B-24D
Opns	Operations
Opr	Operator
Original Cadre	The first group of individuals who initially formed the 380th Bomb Group
O-XXX	Serial Number of Commissioned Officer, U.S.
PA	Probable Arrival Date (Month and Year only) where records missing and supposition possible from other records
PAR	Paragraph, the section of the overall order dealing with the individual in question
POW	Prisoner of War
PR (Date), RM	Probable Return Date (Month and Year), Records Missing; supposition based on other records
RAAF	Designates a member of the Royal Australian Air Force
Radio Opr	Radio Operator
RCM Opr	Radar Countermeasures Operator
Recce	Reconnaissance Mission
RHEW, RU	Returned Home After End of War, Records Unavailable; all archived records available ceased as of 1 October 1945
RM	Records Missing
RU	Records Unavailable
SO	Special Order, the most common type of order
Spec	Specialist
SPL	Specialist
SQDN	Squadron
Sqdn Cmdr	Squadron Commander
SSN	Service Specialty Number, similar to MOS
Stat	Statistical, Statistician

TC	Troop Carrier (e.g., To 375 TC Gp)
Tech	Technical, Technician
TRANS	Transferred from 380th to Other Units within Theatre; records missing
T-XXX	Serial Number for Flight Officer, US
UCIP	8 th Air Force (Other Unknown Reason)
UNK	Unknown
USAAF	United States Army Air Forces
USAFFE	United States Armed Forces in the Far East
USAFP	U.S. Army Forces, Pacific
USASOS	United States Army Services of Supply
VBC	Fifth Bomber Command
VHF	Very High Frequency
VOCO	Vocal Orders of the Commanding Officer
WGA	Wounded in Ground Accident
W-XXX	Serial Number for Warrant Officer, US
X	Special Mission Crew (usually RCM)

SYMBOLGY FOR STATISTICAL SUMMARIES

A	Accident in Friendly Territory Causing Complete Destruction of Aircraft – Not Combat Mission Related
AM	Same as A but Involved in Combat Mission
AS	Accident in Friendly Territory Resulting in Salvage of the Aircraft – Not Combat Mission Related
ASM	Same as AS but Involved in Combat Mission
C	Loss of Aircraft in Enemy Territory Due Directly to Enemy Action
CA	Accident and/or Salvage As Result of Enemy Combat Damage (In Friendly Territory)
MA	Loss While on Mission While in Enemy Territory but Direct Enemy Action Not Involved
NT	Whether Nose Turret Installed (Applies Only to Initial Deployment Aircraft) During 1943 and While in 380 th Service

OG	Transfer of Aircraft to Other Groups
PI	Transfer to Philippines Islands for Continuation of War Service There
R	Destruction As Result of Enemy Air Raid
RAAF	Transfer of Aircraft to Royal Australian Air Force
RUS	Returned to U.S. at End of War
WWS	Salvage of Aircraft as War Weary

ACKNOWLEDGMENTS

The authors are grateful to Glenn and Gary Horton for their superb contributions to the recording of the history of the 380th Bomb Group (H) in the two volumes, *KING OF THE HEAVIES* and, particularly, *THE BEST IN THE SOUTHWEST*. These have been of invaluable help in the compilation of this work.

We acknowledge Purdue University for the use of their computers, printing, web resources, and library facilities in the pursuit of this project. Without these our task would have been impossible.

The Frontispiece of this volume is from *THE BEST IN THE SOUTHWEST*, by Glenn R. Horton, Jr., page 310. It depicts READY TEDDY (42-73488) over Tainan, Formosa, on a mission, and is from the Lee Brissey Collection.

We are indebted to Al Blue, noted historian of the B-24 Liberator, for information from his extensive files concerning manufacturing and early deployment history of each plane.

Mission planning documents of the 380th were obtained from the National Archives for all the missions flown by each aircraft. Where possible, these are supplemented by the Unit Histories maintained by the U.S. Air Force Historical Research Center.

Thanks to all who have forwarded copies of photos and sketches of the various aircraft.

The authors also want to take this opportunity to acknowledge the patience, love, and forbearance of their spouses, Isabel and Doug, during the long hours, over many years, that the work presented herein entailed.

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TAPE AO 634 PART 1/44 — 9/44

TAPE AO 635 PART 9/44 — END

529 BOMB SQDN (H)

TAPE AO 635 PART 2/44 — 6/45

TAPE AO 635 6/45 — END

TAPE AO 636 PART SUMMARY & OPNR

530 BOMB SQDN (H)

TAPE AO 636 PART 2/44 — 5/45

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- X. SERVICE RECORDS OF AUTHOR WILLIAMS AND SERVICE RECORDS AND MEMOIRS OF OTHER 380TH AND RAAF PERSONNEL AS SUPPLIED BY MANY INDIVIDUALS

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Part VI - Appendix I

No.	Serial #	NoseArt	Model	Fate	Mission #	Sqdn 1	Sqdn 2
012	42-40495	DAUNTLESS "DOTTIE"	B-24D-65-CO	Salvaged	495	528	530
036	42-40526	PRINCE VALIANT / PUG (II)	B-24D-65-CO	Salvaged	526	529	531
046	42-41071	"MORBID MOE" / "MORBID" MOE	B-24D-130-CO	Salvaged	071	530	
072	42-72790	SANDRA KAY	B-24D-155-CO	Crash Landing	790	530	
074	42-72799	MALE CALL	B-24D-155-CO	Salvaged	799	531	
077	42-72942	PUSS & BOOTS	B-24D-170-CO	Salvaged	942	528	
078	42-72951	BAIL-OUT BELLE	B-24D-170-CO	Salvaged	951	529	
079	42-72953	JEZEBELLE	B-24D-170-CO	Salvaged	953	529	
080	42-72964	"DOTTIE'S DOUBLE"	B-24J-1-CO	Salvaged	964	530	
081	42-73112	DALLY'S DILLY	B-24J-10-CO	Salvaged	112	528	
083	42-73114	CARROT TOP	B-24J-10-CO	Crash Landing	114	528	
085	42-73116	HEAVENLY BODY	B-24J-15-CO	Ditched, Engine Failure	116	528	
087	42-73121	ROYAL FLUSH II / PAPPY'S PASSION II	B-24J-15-CO	Salvaged	121	531	
098	42-73201	"TENN" SQUIRREL HUNTER / CRUISIN SUSAN	B-24J-20-CO	Crash Landing	201	531	
101	42-73333	UNDEC?IDED / SLIGHTLY DANGEROUS	B-24J-35-CO	Salvaged	333	531	
102	42-73340	FIRST NIGHTER	B-24J-35-CO	Salvaged after Flak Damage	340	529	
104	42-73451	"FRISCO" FRANNIE / RAMEY'S WRECK	B-24J-45-CO	Salvaged	451	530	531
105	42-73464	ANGEL IN DE SKIES	B-24J-45-CO	Abandoned, Out of Gas	464	528	
106	42-73474	"PATCHES"	B-24J-50-CO	Ditched, Engine Failure, Never Found	474	531	
107	42-73475	"PROP WASH"	B-24J-50-CO	Salvaged	475	530	
108	42-73481	ESQUIRE	B-24J-50-CO	Crash Landed, Out of Gas	481	531	
109	42-73485	LUCKY DON	B-24J-50-CO	Take-off Crash	485	529	
110	42-73488	EH-WHAT'S UP DOC? / "READY TEDDY"	B-24J-50-CO	ACFH-RFC	488	529	
111	42-73489	HOT ROCKS / THE SULTAN'S DAUGHTER	B-24J-50-CO	Salvaged	489	531	
112	42-100209	ROUGH NIGHT / ROUGH KNIGHT	B-24J-80-CO	ACFH-RFC	209	530	
113	42-100213	ROSIE O' TH' RAMP	B-24J-80-CO	Salvaged After Crash Landing	213	528	
114	42-100214	"SIX BITTS"	B-24J-80-CO	Salvaged	214	529	
115	42-100221	THE MISS HAP	B-24J-80-CU	Salvaged	221	529	
116	42-100226	"TODDY"	B-24J-80-CO	Salvaged, 10/02/1945	226	531	
117	42-109986	ROBERTA AND SON / FIRE POWER	B-24J-120-CO	Salvaged	986	528	
118	42-109990	UNDECIDED	B-24J-125-CO	ACFH-RFC	990	530	
119	42-109995	ON DE-FENSE	B-24J-125-CO	Crash Landing	995	530	
120	42-109999	"LITTLE LULU" / MADAME QUEEN	B-24J-125-CO	Abandoned After Aborted Crash Landing	999	529	
121	42-110115	DRUNKARD'S DREAM	B-24J-135-CO	Take-off Crash	115	531	
122	42-110116	"LADY LUCK"	B-24J-135-CO	ACFH-RFC	116	528	
123	42-110117	OLD IRONSIDES	B-24J-135-CO	ACFH-RFC	117	530	
125	42-110123	BUMS AWAY	B-24J-135-CO	Take-off Crash	123	528	

Part VI - Appendix I

No.	Serial #	NoseArt	Model	Fate	Mission #	Sqdn 1	Sqdn 2
126	44-40189	THE SCREAMER / EMBARRASSED	B-24J-150-CO	ACFH-RFC	189	531	
127	44-40342	THE K.O. KID	B-24J-155-CO	Salvaged	342	528	
128	44-40370	"MARY M"	B-24J-160-CO	Salvaged	370	530	
129	44-40371	"SILVER LADY"	B-24J-160-CO	Salvaged	371	530	
131	44-40432	QUEEN HI	B-24J-160-CO	Tranferred to FEAF, 04/09/1947	432	529	
132	44-40434	FLAK FLED FLAPPER	B-24J-160-CO	Salvaged	434	528	
133	44-40801	"SQUAW PEAK"	B-24J-180-CO	Friendly Fire, Bombs	801	529	
134	44-40861	"LIL' NILMERG"	B-24J-185-CO	ACFH-RFC, 05/01/1946	861	529	
135	44-40919	"DREAM GAL"	B-24J-185-CO	Salvaged	919	529	
136	44-40920	SHY-CHI BABY	B-24J-185-CO	ACFH-RFC	920	531	
137	44-40923	I'LL BE SEEING YOU	B-24J-185-CO	ACFH-RFC	923	529	
138	44-40973	THE DRAGON AND HIS TAIL	B-24J-185-CO	Transferred	973	528	
139	44-41487	GLORIA MARIE NEW ORLEANS	B-24L-5-CO	Temporary Assignment, Transferred Back to 90th BG	487	528	
140	44-41811	"MISSOURI MISS"	B-24M-1-CO	ACFH-RFC	811	530	
141	44-41849	(NONE)	B-24M-5-CO	ACFH-RFC	849	528	
142	44-41867	RANGY LIL	B-24M-5-CO	ACFH-RFC	867	528	
143	44-41875	NET RESULTS	B-24M-5-CO	ACFH-RFC	875	528	530
144	44-41876	"LUCKY STRIKE"	B-24M-5-CO	ACFH-RFC	876	528	
145	44-42201	BREADLINE IN '49	B-24M-20-CO	Crash Landing, Repaired for ACFH-RFC	201	529	
146	44-42214	"QUEEN OF THE STRIP"	B-24M-20-CO	ACFH-RFC	214	529	
147	44-42242	(NONE)	B-24M-20-CO	Destroyed, Crash Landing Murtha	242	530	
148	44-42244	"DEANNA'S DREAMBOAT"	B-24M-20-CO	ACFH-RFC	244	528	
149	44-42248	MY DEVOTION	B-24M-20-CO	ACFH-RFC	248	529	
150	44-42250	NOCTURNAL MISSION	B-24M-25-CO	ACFH-RFC	250	529	
151	44-42263	"LUVABLASS"	B-24M-25-CO	ACFH-RFC	263	530	
152	44-42323	LIQUIDATOR	B-24M-25-CO	Transferred to FEAF	323	529	
153	44-42329	(NONE)	B-24M-25-CO	Shot down, flak	329	529	
154	44-42331	MOONLIGHT MAID	B-24M-25-CO	ACFH-RFC	331	529	
155	44-42351	NANCY	B-24M-30-CO	Damaged in take-off accident, repaired, transferred	351	531	
156	44-42352	(NONE)	B-24M-30-CO	Shot down, flak	352	528	
157	44-42378	A WING AN' 10 PRAYERS	B-24M-30-CO	ACFH-RFC	378	531	
158	44-42381	MISS ELISE	B-24M-30-CO	ACFH-RFC	381	528	
159	44-42397	(NONE)	B-24M-30-CO	ACFH-RFC	397	531	
160	44-42412	FREE FOR ALL!!!	B-24M-30-CO	ACFH-RFC	412	528	
161	44-42467	(NONE)	B-24M-35-CO	Transferred to 90th BG	467	529	
162	44-42487	(NONE)	B-24M-35-CO	Abandoned after flak damage over Formosa	487	531	
163	44-49471	(NONE)	B-24L-5-FO	Salvaged after taxi accident	471	528	

Part VI - Appendix I

No.	Serial #	NoseArt	Model	Fate	Mission #	Sqdn 1	Sqdn 2
164	44-49844	(NONE)	B-24L-15-FO	ACFH-RFC	844	530	
165	44-49860	DADDY OF 'EM ALL	B-24L-15-FO	Ditched, out of fuel on mission	860	528	
166	44-50117	(NONE)	B-24L-20-FO	ACFH-RFC	117	531	
167	44-50390	BECOMIN' BACK	B-24M-1-FO	Shot down, flak, last combat loss	390	530	
168	44-50396	POM POM EXPRESS	B-24M-1-FO	ACFH-RFC	396	529	
169	44-50405	TEN HIGH	B-24M-1-FO	Salvaged	405	531	
170	44-50456	(NONE)	B-24M-5-FO	ACFH-RFC	456	530	
171	44-50459	(NONE)	B-24M-5-FO	Lost, storms between Okinawa and Manila	459	529	
172	44-50602	DOUBLE TROUBLE	B-24M-5-FO	ACFH-RFC	602	529	
173	44-50776	THE RAMBLIN' WRECK	B-24M-10-FO	ACFH-RFC	776	528	
174	44-50782	(NONE)	B-24M-10-FO	ACFH-RFC	782	529	
175	44-50794	(NONE)	B-24M-10-FO	ACFH-RFC	794	529	
176	44-50811	PEACE OFFERING	B-24M-10-FO	ACFH-RFC	811	528	
177	44-50894	LIBERTY BELLE	B-24M-15-FO	ACFH-RFC	894	531	
178	44-50913	NOBODY'S DARLING	B-24M-15-FO	Salvaged	913	529	
179	44-50927	(NONE)	B-24M-15-FO	ACFH-RFC	927	528	
180	44-50941	"VIRGIN ABROAD"	B-24M-15-FO	ACFH-RFC	941	530	
181	44-50971	(NONE)	B-24M-15-FO	Salvaged after crash on take-off	971	531	
182	44-50977	(NONE)	B-24M-15-FO	Ditched, Balikpapan mission	977	530	
183	44-50988	(NONE)	B-24M-15-FO	ACFH-RFC	988	528	
184	44-50997	(NONE)	B-24M-15-FO	ACFH-RFC	997	531	
185	44-50998	CLARINE FROM ABILENE	B-24M-15-FO	ACFH-RFC	998	530	
186	44-51005	BACHELOR'S BROTHEL	B-24M-15-FO	ACFH-RFC	005	529	531
187	44-51100	(NONE)	B-24M-20-FO	ACFH-RFC	100	530	
188	44-51264	(NONE)	B-24M-25-FO	ACFH-RFC	264	531	
189	44-51301	STATE SIDE STUFF	B-24M-25-FO	ACFH-RFC	301	531	
190	44-51414	ATOMIC BLONDE	B-24M-25-FO	ACFH-RFC	414	529	531
191	44-41874	(NONE)	B-24M-5-CO	ACFH-RFC	874	529	
192	44-42264	(NONE)	B-24M-25-CO	ACFH-RFC	264	531	
193	44-42314	(NONE)	B-24M-25-CO	Salvaged	314	531	
194	44-42389	(NONE)	B-24M-30-CO	ACFH-RFC	389	531	
195	44-42416	(NONE)	B-24M-30-CO	ACFH-RFC	416	529	
196	44-42442	(NONE)	B-24M-30-CO	Salvaged, Accident	442	529	
197	44-50458	(NONE)	B-24M-5-FO	Salvaged	458	530	
198	44-51526	(NONE)	B-24M-30-FO	ACFH-RFC	526		
199	44-51872	(NONE)	B-24M-30-FO	ACFH-RFC	872		