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RSI Contd No  
C00211

7262

HISTORY

458th FIGHTER SQUADRON (SE)

506th FIGHTER GROUP (SE)

1 JULY 1945

31 JULY 1945

*Richard W. Barnes*  
RICHARD W. BARNES  
Capt., A.C.  
Compiler

*Gordon C. Roesch*  
GORDON C. ROESCH  
Capt., A.C.  
Historical Officer

00060610

RSI Cont. No  
**C 00211**

## OPERATIONS

A squadron blessed with beginners' luck has no cause for just complaint when the luck deserts it. But the startling transition from apparent immunity to enemy action to one of bullet-riddled vulnerability is one of heavy psychological impact. Our run of good fortune lasted for eleven VLR missions, during which we lost not a single plane or pilot to enemy action. It ended on 8 July 1945 south and west of Tokyo, in Happy Valley, and on 9 July 1945 at Hamamatsu airfield. In those days we lost one aircraft destroyed, and seven damaged--nearly a third of the squadron's strength of aircraft permanently or temporarily put out of action. For the whole of July we lost three aircraft destroyed and twelve damaged. Casualty rate: 50% per month. That figure is not as terrible as it sounds, for damage ranged from huge, gaping 40-mm hits to neat, precise machine-gun pricks in wings and empennage. Most aircraft were back in action in a matter of days. But, even so, the enemy was getting too accurate for comfort. And he caused us a loss as perversely ironic as something by Eugene O'Neill.

Lt. Thomas F. Harrigan had bad luck from the very beginning. He spent some 50 hours at sea in a dinghy after the disastrous weather mission of 1 June 1945. Harrigan had to bail out, not because of weather or enemy action, but because his selector valve stuck and broke off in his hand as he desperately wrenched at it. He simply ran out of gas and had to take to his parachute.

## Operations--2

Rescued by the USS Fanning on 3 June 1945, Harrigan returned to duty and flew VLR missions again on 26 June and 5 July. His luck ran out for good on the 8th. As Yellow 2, Harrigan was on the deck with his flight near Hachioji when his ship took a crippling hit in a coolant line. Harrigan stuck with it in a vain attempt to reach the sea and safety, but his engine would not carry him beyond the first few foothills lying southwest of the Tokyo plain. Over a wooded, apparently deserted valley, Harrigan bailed out. He is presumed missing in action.

On the same day, 8 July, Lt. Lockney won the first purple heart of the squadron by taking light but painful wounds in his right hip from tiny pieces of wire shattered and driven there by the impact of a 7.7mm slug through the starboard side of the cockpit.

The month was not all losses and damage to the 458th. Briefly, the enemy suffered the damage listed below from our fighter sweeps. The numerous factories, innumerable power lines, the boxcars, oil cars, radar and radio stations, lighthouses, the transformers variously shot up and damaged are not included.

## AIRCRAFT:

(Air)

Destroyed: 4 Probably Destroyed: 2 Damaged: 2

(Ground)

Destroyed: 0 Probably destroyed: 2 Damaged: 9

## LOCOMOTIVES:

Destroyed: 2 Damaged: 7

## TRUCKS:

Destroyed: 2 Damaged: 4

Operations--3

SHIPPING: (Small Craft)  
 Damaged: 30

(Medium Craft)  
 Damaged: 29

(Large Craft)  
 Damaged: 3

This damage done the enemy was in great part the result of the mission of 28 July, when, for the first time, our gunnery approached the desired level of efficient destruction. Heretofore, through inexperience and buck fever, most pilots had been prone (and this was proved time and time again by their GSAP film) to fire out of range, without sufficient elevation of the sight, and to break off attack and pick up a new target while still out of range. It was definitely not good shooting. The destruction done was only a fraction of what might have been done.

But the picture changed. Major Snipman gave the squadron a collective dressing down. Within the flights the arguments were hot and all to a point: how best to shoot something up with minimum ammunition and maximum damage. That turned the trick. On 28 July the shooting was excellent. At Ishioka marshalling yards, eight aircraft inflicted as much damage to rolling stock, locomotives, and factories as eight aircraft could possibly inflict. Bursts were in range and on target, and the result was as thorough a job of wrecking, beating up, and complete riddling as will ever be inflicted on the enemy from the air. Since that day our air-to-ground gunnery has been uniformly good, and it improves.

Operations--4

None of the totals of the destroyed and the damaged is as large as desired, particularly in aircraft destroyed in the air or on the ground. But the Japanese Air Force showed a complete reluctance to engage us in aerial combat, and had pretty well perfected its new policy of widespread dispersion and camouflage of aircraft on the ground. It happened not once but many times that the squadron struck at assigned airfields only to find not a single operational aircraft in sight or firing range. During the last of the month, our tactics shifted from strikes at known airfields to recco runs over airfields in a certain area. If we could locate aircraft, we went down after them; if we could not, we were free to rhubarb. Most of our damage was done--and taken--on the low-level sweeps in this period.

The first pure rhubarb mission assigned came on 28 July, began north of Mito, and ranged down the whole of the Chiba peninsula. Lt. Edwin Warfield disappeared from his flight halfway down the peninsula; there was no trace of parachute, of plane; no sign of smoke or fire. There was nothing to indicate what had happened. Warfield was considered missing in action until 31 July, when a jubilant squadron got word that he had been rescued by submarine 100 miles south of Hachiyo, on course to base. How Warfield got there, what forced him to leave his flight, and how he was finally rescued is a long story only Warfield can tell when he returns to the squadron.

Operations--5

On the same mission, Lt. Jack Kelsey was wounded when a machine-gun bullet shattered his canopy and drove tiny plexiglass splinters into his neck and left shoulder.

On the 30th, Lt. Q. Lee, flying Blue 3, went down with his flight to strafe Minto airfield on Awaji island (just north and east of Shikoku). Somewhere on the deck Lee caught a hit in an oil line. His plane lasted only long enough to make the rally point, where Lee bailed out and was rescued by the lifeguard submarine. |

## STATISTICS

July was a full month, operationally. The Squadron doubled hours flown in June, quadrupled its effective sorties against the Empire. We flew 2437 hours in July; of which 47 hours were short-range strikes to the Bonins; 359 hours, CAP; and 1747 hours, VLR missions to the Japanese homeland. Our overall sorties totalled 477. Of these, 199 were CAP; 24, short-range; and 269, long-range strikes. We were able, during the month, to make 222 effective VLR sorties, against a tiny total of 51 for the month of June, when bad weather forced us back to base on mission after mission.\*

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\*VLR sorties above include nine missions flown by pilots of the squadron as observers in navigator B-29s. Time logged during these missions is not included in squadron total time.



## MAINTENANCE

The squadron continued throughout July to maintain a record of no aircraft lost in combat operations because of mechanical failure. On strike after strike, 16 to 22 aircraft flew missions averaging well over 1500 miles and 7½ hours of airborne time, were shot up in the bargain, and, strike after strike, came safely back to base.

The record speaks well for the stamina of the P-51, but it also hangs a large and luminous halo over the heads of the men who maintained it. No machine is more dependable than the men who care for it, and the men were often pressed for both time and sleep. In six days, from the 4th to the 9th of July, the squadron flew five missions. Each meant a complete plug change, installation of wing tanks, and thorough inspection. Three missions in a row for the same plane meant also a 25-hour inspection; six missions, a 50-hour. If we were to have planes to fly, repairs and maintenance could take just so much time, and no more. What was done had to be done well and done quickly. It was. The present record stands at one and one-half hours from beginning to end of a 150-hour inspection. Six hours is the longest any aircraft stood for inspection during the month, and it got the proverbial works.

Most of the credit goes to M/Agt. Benson and the 40-odd men in the Engineering section: specialists and experienced mechanics. Crew chiefs can change plugs, pull cunos, clean cockpits, install new tires; but Engineering it is that

Maintenance--2

changes engines, installs carburetors, calibrates instruments, adjusts propellers; in short, that does the skilled and basic job.

For example: one plane went to Engineering for engine change at 0800. The engine was installed and checked by 1900. The carburetor was plain bad, and had to be changed. By 1100 the next morning, the carburetor was replaced, the engine had its required ground time, and the plane was in the air on test hop. A day later it flew round-trip to the Empire. Total working time by S/Sgt. Duval, S/Sgt. Clester, Sgt. Aronson, and Sgt. Warrington: 54 man-hours.

Speed and precision are pretty much incompatible usually, but we had to have speed and precision both in July because we ran more missions than ever before, with less aircraft, and with many holes in the ones we did have. But the record still stands: no losses due to mechanical failure.

## COMMUNICATIONS

One of the toughest maintenance problems on Iwo has been reconciling radios, rain and dust. Wet radios, dirty radios do not work. The men in the radio shop fought a steady battle with fungus and rot and dirt, but the job was long and tedious. Finally Sgt. William F. Schimpf, Jr., tired of antique methods, scrounged a small air compressor from a wrecked B-29, built it into a bench, fitted it and coupled it and produced a combination blower-dryer that put the wet and dirty sets back in condition in two huffs and a puff.

Later in the month, S/Sgt. Lawrence W. Howe, tired of shifting crystals hour after hour on the test bench, sat himself down and produced a little gadget known as a quadruple-throw crystal selector. Plugged in the test set, it prevented mistakes and saved hour after hour of time. S/Sgt. Howe also designed and built two power converters for test equipment formerly run by batteries, thus eliminating the tiresome task of frequent re-charging and allowing the equipment to run on a 24-hour basis. That saved more time. S/Sgt. Howe claims he did it all only because he could scrape together just 37 points, and he was desperate enough to try anything to raise the total.

The Uncle Dog trainer conceived and born in June went into full-scale operation in July. Compounded of a genius for gadgetry, a Jap inertia starter, a coolant-scoop actuator, a belly-tank and an Uncle Dog set, it simulates

Communications--2

perfectly the airborne operation of DU. Though its rudder control is rather ragged, it provides excellent training. Designed by M/Sgt. Barr, T/Sgt. Sauck, T/Sgt. Waugaman, and Sgt. Madden, the device is pictured in the appendix.

## ARMAMENT AND ORDNANCE

The damage we dealt the enemy homeland originated solely in the muzzles of .50 caliber machine guns. Carrying wing tanks, we could not carry bombs. And we never received kits for rocket installation. So our six guns became at once our only means of offense. Every armorer, every ordnance man realized it, and guns and ammunition were cared for like precocious children. The care paid off.

During the month, we fired 183,051 rounds in combat. We took only 30 malfunctions, and six of those were due to faulty ammunition. Thus the malfunction rate, per thousand rounds fired, was .1655. To the uninitiated, that may be just another statistic. To an armament officer, or to a pilot who knows his gunnery, it is at once a thing of pride and a tribute to the constant devotion to duty of every man in Ordnance and Armament. Stateside, a malfunction rate of 1.0 was considered pretty good, and .5 was little short of miraculous. But .1655! To achieve that is to be little short of perfect.

And, at that, some armorers were perfect. To the end of July, three, Sgt. Darwin C. Anderson, Sgt. Ben Morderer, and Cpl. Carl C. Riecke, sent their guns to war, mission after mission, and not once did a single gun malfunction. Such dependability is neither luck nor guesswork, but the result of patient, painstaking care. Kudos to Sgt. Anderson, Sgt. Morderer, and Cpl. Riecke.

## PERSONNEL

During the course of the month, Iwo's dusty monotony was relieved twice by a series of promotion celebrations sponsored by the 13 officers so honored. Richard W. Barnes, Edward H. Connor III, Donald E. Harris, Edward H. Mikes, and Evan S. Stuart on 15 July received orders promoting them from 1st lieutenant to captain.<sup>1</sup> Again, on the 18th, Billy W. Davis, Robert G. Johnson, Robert W. Klump, Frank H. Wheeler, Richard L. Allen, Reuther M. Jones, Miles J. Jorgensen, and Lawrence W. McCabe doffed gold for the silver bars of subalterns, senior grade.<sup>2</sup>

Promotions of enlisted men followed suit, and in quantity. They will be found in the appendix to this history.<sup>3</sup>

Separations were as much official as actual. Lt. John C. Schultz, lost to the squadron in a take-off crash in June, was transferred to the 204th General Hospital for treatment.<sup>4</sup> Lt. Robert B. Harvey, down without trace on the weather mission of June 1, was dropped from the squadron rolls on 3 July. Actual separations were two. The first was that of 1st Lt. Harold G. Davidson, of "B" Flight, a blonde, hard-flying Texan, who, somehow, bought himself a fine and severe set of stomach ulcers, was grounded, and finally set upon the long road back home on 12 July.<sup>5</sup>

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<sup>1</sup>SO 191, Hqs AAFPOA, dtd 10 July 1945

<sup>2</sup>SO 193, Hqs AAFPOA, dtd 12 July 1945

<sup>3</sup>SO 51 & 52, Hqs 506th Ftr Gp, dtd 4 July 1945

<sup>4</sup>Ltr O 333, Hqs 204th Gen Hosp, APO 246

<sup>5</sup>SO 61, 232nd Gen Hosp, dtd 14 July 1945

Personnel--2

The second was Capt. Earle F. Gray, our executive officer and prodigal cup-companion, who left the squadron on 21 July for duty at VII Fighter Command as Assistant A-3.<sup>6</sup>

Into the Squadron, to replace the lost, the submarine-fed, the transferred, came five new officers. Capt. Alfred T. Bishop assumed Capt. Gray's duties as Executive officer.<sup>7</sup> F/O Harvey L. Bishop and 2nd Lt. Robert A. McDowell, both pilots, were assigned to "D" Flight,<sup>8</sup> which had so far borne the loss of both Lts. Harvey and Harrigan. 2nd Lts. Daniel S. Elliott and Daniel B. Leake, former RTU instructors at Ft. Myers, Florida, came to "B" Flight to replace Lt. Davidson, and Capt. Stuart,<sup>9</sup> who was transferred into Group in June as assistant operations officer.

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<sup>6</sup>SO 06, 7FC, dtd 23 July 1945  
<sup>7</sup>SO 57, Hqs 506th Ftr Gp, dtd 23 July 1945  
<sup>8</sup>SO 55, Hqs 506th Ftr Gp, dtd 13 July 1945  
<sup>9</sup>SO 53, Hqs 506th Ftr Gp, dtd 3 July 1945

## ENTERTAINMENT

The lighter, brighter side of July cannot be neglected. Iwo's diversions are few: it boasts few women, few books, few goodly shows. It is also a desert of barely quenched thirst. Men cannot long survive on sack time, army chow, a mission or two, and endless contemplation of the sea, unless there be some minute quantity of alcohol to still the pangs of homesickness and to dim the sight of the long rows of pin-ups and the passions they arouse.

But surroundings mean a great deal. Beer is barely palatable when hot, no matter where it is consumed. But to drink hot beer in the brown dingy plainness of a tent or quonset is downright depressing. So we faced the inescapable. We had to have a bar. We had to have ice. We had to have a club.

Blushingly, we admit that the club was got by means that would make Boss Tweed grovel in shame. So was the bar, the ice, and everything that went to make a workmanlike imitation of a better joint stateside. The club started in June as a series of foraging expeditions under the command of the Club trustees--the four flight commanders and Lt. Grant. The expeditions emerged from the campaign victorious and laden with loot.

Pilots were only too glad to have something to occupy time between missions; they worked long and late at erecting the quonset we acquired, at building the cooler, the magnificent green-felt-topped poker table, booths, radio and phonograph cabinets, tables. The ground officers provided the electrical talent, the plumbing, lighting fixtures,



Entertainment--2

material for booths. In the middle of July, the club was finished--indirect lighting, circular bar, poker room, cooler, soda-water machine and all.

On the evening of Sunday, July 22, it was declared open. Frankly, the night was blue and hideous with conviviality and great good cheer. We had forgotten what mixed drinks and cold beer could do; we drank past the limits of aspirin, coffee, or sleep to cure. What we forgot, the next day gave us ample time to remember. Noteworthy was the reaction of Capt. Carmody of "B" flight, found early the next morning, snoring and slumbering, draped like a limp rag over thrones 1, 2, 3, and 4 of the 462nd squadron's latrine.

But we had a club. It serves us now as reading room, bar, music room, class room, writing room, and theatre. It is the center of the brilliant social life of the 458th--those rare evenings when nurses are available and can be persuaded to enter and be ogled almost as surviving specimens of an happy ancient age.

By forethought, we brought many records with us, and a player. By courtesy of communications, we acquired a loud-speaker and a radio. All three are interconnected, with results that are sometimes highly original.

It is generally a pretty noisy place, especially the night following a mission, when the war is regought with a thousand familiar gestures. And the club has one simple virtue that cannot be denied: it is diversion from a war that is mostly waiting. It kills an awful superfluity of time.

MISSION REPORTS

Squadron mission reports specially prepared for distribution to all officers and enlisted men of the squadron in mimeographed form, are included with this history. They present a detailed account of each strike against the Empire.

A P P E N D I X

SHORT RANGE  
MISSION 7

7 July 1945 TO 1007 Target 1105 Landing 1153

Red 1 Lt. Connor  
2 Lt. Starin  
3 Lt. Coleman  
4 F/O Todd

Josephine: Lt. Warfield.

Yellow 1 Lt. Lee  
2 Lt. Jensen  
3 Lt. Lockney  
4 Lt. Craig

Escort: Lt. Tatro.

Aborts: None.

TARGET: Destroyer Escort, Futami Harbor, Chichi Jima, Bonin Islands.

NARRATIVE: Lts. Connor and Starin each carried 2 x 500 GP with 5-second delay fuses; the six other aircraft carried a normal load of 2 x 500 GP fused instantaneously. The mission approached Chichi from the south, and set course up the eastern shore. Red 3 and Red 4, Coleman and Todd, joined Lt. Lee's flight for a dive bombing run on the harbor, while Connor and Starin circled southeast of Futami and waited.

Yellow flight, plus the two red flight a/c, bombed from north to south. Their mission was to divert attention and to do what damage they could with their bombs. As the six a/c pulled off the target, Connor and Starin came in low across the hills to the east and skip-bombed the DE. Starin's bombs released prematurely and dropped harmlessly in the water. Lt Connor dropped properly, but the bombs did not skip. They sank immediately, and the explosion, 5 seconds later, was within about 30 feet of the DE.

Recovering, Starin and Connor rejoined the other aircraft, and all a/c made a second run over the harbor, strafing. The water in the harbor took a major portion of the fire, though the previously damaged harbor buildings caught a part of it. During this bitter battle, Lt. Lee interposed the tail of his plane, very carelessly, in Lt. Lockney's line of fire, and took a hit in the vertical stabilizer.

## DAMAGE TO THE ENEMY:

Sea: 2 near misses on DE, Futami harbor.

Ground: Harbor installations strafed, bomb hits in target area.

LOSSES: None. Damage: 1 a/c holed by 1 .50 cal. API, Lt. Lee.

SHORT RANGE  
MISSION 8 15 July 1945 TO 1037 Target 1115 Landing 1237

Red	1 Capt. Mikes	
	2 F/O McDowell	
	3 Lt. Feld	Josephine: Lt. Lambert
	4 F/O Bishop	Escort: Lt. Westbrook
Yellow	1 Lt. Bodfish	
	2 Lt. Elliot	Aborts: None.
	3 Lt. Schlack	
	4 Lt. Leake	

TARGET: Radar stations on Chichi Jima and Ani Jima, Bonin Islands.

NARRATIVE: For the sake of variety, the squadron carried no bombs to the Bonins on 15 July. Targets were tiny and not vulnerable to less than direct hits, which, as recorded, had been scarcer on Chichi in previous missions than seductions on Suribachi.

The flights separated west of Chichi. Red flight, led by Capt. Mikes, cruised over the southern tip of Chichi between 12,000 and 8000 feet until two targets were identified. In the six strafing runs which followed, Red flight hit and damaged two radar stations, several houses, and a few gun positions. One of the radar stations was smoking when the attack ended.

Yellow flight made a recco run south of Ani Jima, spotted its target, circled, and strafed. Something at the radar site began to burn. Lt. Bodfish, Yellow leader, brought his flight in for a second pass. A single AW opened up during the pass. Lt. Leake thinks he saw this gun fire, and admits that he may have fired back, and, if so, that the gun may have stopped firing, if he, Lt. Leake, actually did shoot at it. He isn't sure.

DAMAGE TO THE ENEMY: See Narrative.

LOSSES: None. Damage: None.

VLR  
MISSION 9 4 July 1945 TO 0913 DP 1320 RP 1412  
Landing 1654

Red 1 Capt. Nowick  
2 Lt. Schlack  
3 Lt. Richmond  
4 Lt. Kuhn

Yellow 1 Capt. Johnson  
2 Lt. Phillips  
3 Lt. Kelsey  
4 Lt. Lambert

Blue 1 Capt. Marcott  
2 Lt. Lockney  
3 Lt. Ruble  
4 Lt. Westbrook

Green 1 Capt. Baker  
2 Lt. Coleman  
3 Lt. Kempert  
4 Lt. Jones

Spares 1 Lt. Middaugh  
2 Lt. Bilous  
3 Lt. Seegers  
4 Lt. Feld

B-29 Observer:  
Lt. E. H. Mikes

Aborts: Red 4, replcd. by  
Spare 4; Blue 2,  
by Spare 2; Spare  
3, not replaced.

TARGET: Fighter strike at Tsukuba airfield, Honshu, Japan.

NARRATIVE: The Empire was thickly covered by a 9/10 blanket of cloud based at 1500 feet and rising to 3500 feet. Targets could not be immediately located, and the squadron circled, looking for a hole in the cloud deck that a squadron might pass through. One appeared, quite small, with an airport beneath. Capt. Nowick, Red Leader, took Red and Yellow flights through. The a/f was almost deserted. It was scd-covered, boasted 4 or 5 hangars and a few dummy a/c along its western boundary. The flights strafed the hangars and building area from northwest to southeast, met no flak, and headed for the RP on the deck.

Blue and Green flights were unable to squeeze through the hole through which the first section dived, and so pulled up and searched for Tsukuba. They found it, and began strafing at 1340. Blue flight made its run along the southwest edge of the field. Capt. Marcott fired and got heavy strikes on the cockpit and wingroots of a heavy (4 engine) bomber; Lt. Westbrook fired into and damaged 2 t/c a/c along the southwest edge of the field. Lt. Ruble followed and also made strikes on 2 unidentified t/e e/a.

Green flight dove in from the northwest along the northeast side of the field. Capt Baker hit a twin-engined e/a, and Lt. Coleman damaged another, which he thinks may have been a dummy, and of which there were a number, scattered about the area. Flak from AW and MGs was moderate and

VLR MISSION 4 July 1945 (cont.)

accurate; it came from all sides, from positions along the northeast perimeter of the a/f, from the powerhouse area, from the barracks area, and from the woods which enclosed the dispersal pits. It was not until Lt. Kempert, Green 3, landed, that he learned he had taken a flak hit: the fuse to a 25mm. AW shell smashed a power connection and missed a coolant line by scant inches.

As Green and Blue flights withdrew from the target, two columns of thick black smoke were rising from Tsukuba. Shortly thereafter, Lt. Ruble caught an Army truck, gave it a long squirt, and set it on fire. It was burning fiercely when Lt. Kempert passed over. Later, as the flights made landend, Lt. Ruble strafed a small fishing boat, lying just offshore.

There was no further action on 4 July 1945.

DAMAGE TO THE ENEMY:

Ground: 1 e/a probably destroyed, Capt. Marcott

6 e/a damaged, Lt. Westbrook, Lt. Ruble, Capt. Baker, Lt. Coleman.

1 truck destroyed, Lt. Ruble.

Hangars and buildings damaged, unknown a/f.

Sea: 1 fishing boat damaged, Lt. Ruble.

LOSSES: None. Damage: 1 a/c damaged by medium flak.

VLR  
MISSION 10 5 July 1945 TO 0815 DP 1215 RP 1340

Landing 1610

Red 1 Maj. Shipman  
2 Lt. Dostal  
3 Lt. Connor  
4 Lt. Lockney

Yellow 1 Lt. Mikes  
2 Lt. Coltman  
3 Lt. Commer  
4 Lt. Tatro

Blue 1 Capt. Carmody  
2 Lt. Warfield  
3 Lt. Davis  
4 Lt. McCabe

Green 1 Capt. Wickman  
2 Lt. Ewalt  
3 Lt. Starin  
4 Lt. Pilecki

B-29 Cover

& 1 Lt. Lee  
Spares 2 Lt. Harrigan  
3 Lt. Smith  
4 Lt. Klump  
5 Lt. Kuhn

Aborts: Yellow 1, replcd. by  
Spare 1; Yellow 3, by  
Spare 3; Blue 4, by  
Spare 4.

TARGET: Fighter strike at Hyakurigahara airfield, Honshu, Japan.

NARRATIVE: For the second straight day, the weather over the target was thoroughly lousy. The Empire was covered by 9- to 10/10 cloud with tops at 6000 feet. A second layer rose from 9000 feet to unknown tops. The mission was sandwiched between the two at the DP. Sections were separated soon after: Red and Yellow flights (Section 1), toured gradually southward, toward Tokyo Bay, while Blue and Green flights followed some distance behind.

Section 1 let down to the deck off Suno Saki light, and bounced three small ships. Major Shipman took two under fire, strafed them thoroughly, and left them burning. Lt. Connor, Red 3, swung to the left and put a long, heavy burst into a harbor tug. The vessel smoked and lost way.

Section 2 saw Section 1 attack, but did not follow because Capt. Carmody, Blue Leader, had engine trouble and was primarily concerned in reaching the RP.

Both sections left the area after the attack and turned toward the RP. En route, some heavy flak rose from Hachijo and from a destroyer 15 miles north of the island. No a/c were damaged.

DAMAGE TO THE ENEMY:

Sea: 3 vessels (1 trawler, 1 salvage ship, 1 tug) damaged, Maj. Shipman (2), Lt Connor.

LOSSES: None.



VLR  
MISSION 11 TO 0947 DP 1320 RP 1412 6 July 1945

Landing 1713

Red 1 Col Harper  
2 Lt. Commer  
3 Lt. Kelsey  
4 Lt. Phillips

Yellow 1 Capt. Johnson  
2 Lt. Schlack  
3 Lt. Bodfish  
4 Lt. Lambert

Blue 1 Capt. Baker  
2 Lt. Coleman  
3 Lt. Seegers  
4 Lt. Feld

Green 1 Lt. Barnes  
2 Lt. Jones  
3 Lt. Kempert  
4 Lt. McCabe

B-29 Cover

& 1 Lt. Harris  
Spares 2 Lt. Peterson  
3 Lt. Anderstrom  
4 Lt. Wheeler

B-29 Observer:

Capt. Nowick

Aborts: Blue 4, replcd. by  
Spare 3; Green 4,  
replcd. by Spare 4.

TARGET: High cover for Squadrons striking Katori and Kashiwa airfields, Honshu, Japan.

NARRATIVE: The front which had obscured the Empire for the previous week was forced far enough north on the 6th to uncover the whole Tokyo area as far north as Mito. A few cumulus clouds, 2- to 5/10 lay to the west and south of the target area. Visibility was excellent.

The mission made landfall slightly north of Hyakurigahara, flew 270 degrees, and then turned south and split into two sections of eight. Red and Yellow flights provided high cover for the 457th squadron, as it strafed Katori a/f. This section, led by Col Harper, saw no e/a in the air. After the 457th had completed its run, the section high strafed the ramp and hangar area and adjourned to the RP.

Blue and Green flights followed and gave cover to the 462nd squadron, which struck Kashiwa a/f. The section was just east of Kashiwa when a s/e fighter bounced Green 4 from 6 o'clock high, out of the sun. Capt. Baker, Blue Leader, was in mutual support of Green flight, and broke into the bandit just as Lt. Wheeler's tail-warning radar picked him up. Lt. Wheeler saw the e/a firing, and broke down and out. The bandit rolled into a steep split-S as the flights reached the 90 degree point in their turn. Blue flight followed the e/a (probably a Jack), to about 6000 feet. Capt. Baker made strikes and drew light smoke. Lt. Coleman, Blue 2, reported pieces flying off the e/a.

Meanwhile, Green flight had completed its turn, and Lt. Barnes, Green leader, saw an e/a diving east, past Blue

VLR MISSION 11 6 July 1945 (cont.)

flight. Green flight rolled over into a high overhead pass, but the e/a had picked up so much initial speed they were unable to close to short range. Lt. Barnes fired a long burst which produced a few strikes on the left wing and fuselage of the e/a, which was then levelling out on the deck at very high speed. Because its aircraft were beginning to porpoise from the speed, Green flight broke off and climbed to rejoin Blue flight, which had covered the latter part of the pass.

All flak was inaccurate over the target area. No further opposition was encountered, and the squadron returned to base without loss.

DAMAGE TO THE ENEMY:

Air: 1 e/a probably destroyed, Capt. Baker.

1 e/a damaged, Lt. Barnes.

LOSSES: None. Damage: One a/c holed by frontal .50 cal fire, near airscoop; Lt. Kelsey. One a/c lost fairing door in dive; Lt. Barnes.

VLR  
MISSION 12 8 July 1945 TO 1026 DP 1415 RP 1500

Landing 1942

Red 1 Capt. Nowick  
2 Lt. Schlack  
3 Lt. Middaugh  
4 Lt. Lockney

Sub Cover 1 Lt. Kelsey  
(Maple) 2 Lt. Jensen  
3 Lt. Coltman  
4 Lt. Pilecki

Yellow 1 Lt. Lee  
2 Lt. Harrigan  
3 Lt. Smith  
4 Lt. Bodfish

Spares 1 Lt. Mikes  
2 Lt. Feld  
3 F/O Dostal  
4 Lt. Seegers

Blue 1 Capt. Marcott  
2 Lt. Peterson  
3 Lt. Starin  
4 Lt. Kuhn

B-29 Observer:  
Major Shipman

Aborts: Green 3, replaced by  
Spare 4.

Green 1 Capt. Carmody  
2 Lt. Warfield  
3 Lt. Allen  
4 F/O Craig

TARGET: Fighter strike at Tokorozawa airfield, Honshu, Japan.

NARRATIVE: This was the dog-faced, shaggy-eared, murderous old grandpappy of them all. Flak came up by the carload, more than the squadron had ever seen before. It was the first visit paid Tokyo's Happy Valley, and the reception was eloquently unfriendly.

Near landfall, six transports were called out at 4 o'clock low, but were not intercepted. The squadron flew at 15,000 feet at landfall, and dived gradually as it cruised north to Mt. Fuji, and then turned northeast toward the western Suburbs of Tokyo. Airfields were scattered below like stamps in a catalogue; the target could not be immediately found.

The squadron circled, and circled, and finally, as heavy flak got heavier and more accurate, peeled off and attacked the nearest targets. In the melee of ack-ack and crossing strafing runs, three airfields were strafed. Of eight operational a/c observed, one was damaged by Lt. Middaugh, Red 3. Hangars, radio stations, gun positions, and a few dummy e/a took most of the damage.

Withdrawal began on a heading of 265 degrees. Suddenly, over the heavily industrialized prefecture where B-29s had long made their runs, hell broke loose. Pilots swear that everything but the dunghills was thrown at them for 4 solid minutes. Planes were on the deck, indicating 350 mph, shooting at everything and anything, and the flak came up. It came up from 120mm. batteries, with instantaneous fuses that laid the bursts in the middle of the formations. The ugly black puffs of the heavy stuff were as thick as grass

VLR MISSION 12 8 July 1945 (cont.)

at 50 to 100 feet. Medium flak guns, twin naval guns, machine guns, 20mm. and 25mm. automatic weapons spun on their mounts, fired, tracked, and fired again. Tracers floated up thick as minnows in a school, but there were more of the dirty black bursts of heavy flak than anything else. Pilots shot up what they could to stop it, but it did not stop. Lt. Schlack was thrown on his back by the muzzle blast of a medium gun; Capt. Marcott disappeared in a barrage of heavy flak but came out unharmed. Planes rocked from continuous explosions above, below, to every side.

Lt. Kuhn, Blue 4, was strafing a factory in the middle of the Valley when he took a hit in his left wing, in his ammunition bay. The .50 cal. he had left exploded. The wing stayed on, but its permanency was questionable. Kuhn started for the RP with Lts. Lee, Harrigan, and Starin. Then Harrigan was hit. His engine began to smoke as he lost coolant. He stayed with his plane as long as possible, in a desperate attempt to reach the sea, but the smoke got worse. Finally Harrigan slowed down and bailed out, at 4000 feet over a deserted valley in the western foothills of the Tokyo plain. His engine exploded soon after.

It was over Happy Valley that Lt. Lockney won the first Purple Heart of the 506th Group. A 7.7mm. slug tore through the cockpit and would have wounded him seriously. It was deflected by a thick strand of radio wires. The wires shattered, and the small pieces turned shrapnel and drove into Lockney's right hip.

F/O Craig was almost as lucky. On his first mission over the Empire, he caught an unpleasantly large piece of heavy flak in his right engine cowling. It cut the lead wires from his right magneto, but he returned to base.

Flak was not the only danger over the Valley. Both strafing run and withdrawal were made into the west, into the sun. It was hard to see what lay ahead, and it was deathly impossible to get far enough above the deck to take a good look around. Power lines were the worst danger. When they could be seen, they were shot in two. When they couldn't be seen, they were dodged at the very last instant. Lts. Bodfish and Middaugh cut two lines; Capt. Marcott got another, and later, with his flight, put a good squirt into a string of railroad cars and a large warehouse. Something was burning there when the flight left.

Finally, as the squadron climbed into the Tokyo foothills and left the settled area behind, the flak ceased. Planes turned south, toward the RP. At landsend, things popped again. Capt. Marcott caught a fishing boat just offshore; Lt. Peterson strafed a trawler full of ducking Nips. Marcott says that Peterson's fire lifted the trawler by her heels and shook her from stem to stern.

During this playful mayhem, Lts. Starin, Lee, and Kuhn were 9000 feet above on their way to the RP, when 10 Jacks came out of the clouds, dead ahead. Two flew high cover at 12,000 feet; the other eight were in flights of four, in mutual support at about 10,000 feet. Starin, Lee, and Kuhn

VLR MISSION 8 July 1945 (cont.) (3)

attacked. One of the high Jacks peeled off and came in behind Lt. Kuhn, shooting. Kuhn snapped under and dived for the deck firewalled. Tracers were breaking around him when Lt. Lee slid in behind the Jack, gave it a long and furious burst, and flamed it. Lt. Starin meanwhile closed in on the left-hand flight of four and put a long burst into a straggling e/a. The Jack took it, then, as pieces broke off his fuselage and smoke poured from his engine, he broke for the deck. The opposite flight of four turned into Starin, and put a hole in his vertical stabilizer before he broke down at full throttle and escaped.

A few minutes later Maple flight began to get business. Several bailouts came in rapid succession, over the RP or near it. Most were from another Group; one was Lt. Mekus of the 506th, who had been flying with the 457th squadron. Mekus was rescued by the lifeguard submarine soon after he hit the water. Then a distress call came in from a pilot bailing out some 100 miles northeast, just offshore. The submarine could not attempt rescue because of mines and coastal batteries. Maple flight, 2 B-29s, and a dory-hung B-17 headed for the position.

Three motorboats were close to the reported position of the downed pilot, but turned back to shore as soon as the rescue planes appeared. Two rowboats remained some 3 miles offshore; and another lay a few miles farther out. Lt. Kelsey, Maple leader, took a squirt at the lone boat, for it was chasing something that could have been a man trying to swim to sea. The splashing was actually a school of fish. Maple flight flew over the other small craft, but did not strafe for fear the pilot had been rescued and was aboard. The area was searched thoroughly, but no trace of the pilot remained. Maple flight was finally ordered to return to base. It landed at 1950, after nine hours and fifty minutes of flight.

Shortly after the main body of P-51s had left the RP, Capt. Carmody, Green leader, saw a 462nd a/c trailing coolant and smoke. He circled with the damaged P-51 until the engine caught fire and the plane dived toward the sea. The pilot, Lt. Freeman, bailed out just as his a/c began to burn. Green flight circled him after he hit the water, calling for help. A dumbo finally located Freeman, and Green flight returned to base, landing with fuel tanks full of anything but.

## DAMAGE TO THE ENEMY;

Air: 1 e/a destroyed, Lt. Q. Lee.  
1 e/a probably destroyed, Lt. Starin

Ground: 1 e/a damaged, Lt. Middaugh. Hangars, radio stations, factories, power plants, train and warehouses strafed.

Sea: 1 fishing boat damaged, Capt. Marcott; 1 trawler damaged, Lt. Peterson.

VLR  
MISSION 13 9 July 1945 TO 0943 DP 1300 RP 1345

Landing 1700

	1 Maj. Shipman		
Red	2 Lt. Allen		
	3 Lt. Connor		
	4 Lt. Ewalt		
	1 Capt. Johnson		1 Lt. Barnes
Yellow	2 Lt. Phillips	Spares	2 F/O Todd
	3 Lt. Stuart		3 Lt. Kempert
	4 Lt. Lambert		4 Lt. Davis
	1 Capt. Baker	B-29 Observer:	
Blue	2 Lt. Coleman		Capt. Carmody
	3 Lt. Commer		
	4 Lt. Tatros	Aborts:	Blue 4, replaced by Spare 4; Spare 2, not replaced.
	1 Lt. Harris		
Green	2 Lt. Westbrook		
	3 Lt. Anderstrom		
	4 Lt. Wheeler		

TARGET: Fighter strike at Hamamatsu airfield, Honshu, Japan.

NARRATIVE: After two successive strikes at airfields near Tokyo, the mission of 9 July strafed three airfields south-east of Nagoya. The weather, for the third straight mission, was unusually good, but for a front near 30 degrees N., which was penetrated between 10,000 and 12,000 feet between columns of towering cumulus.

Off the coast of the Empire, weather was CAVU; landfall was made as planned. The 458th dived gradually from a top altitude of 13,000 feet to 5000 feet as it crossed the coast, received some medium flak near Yokosuka, swung slowly left to 270 degrees, into an excellent line abreast, and hit the deck some 5 miles from Hamamatsu a/f. The 462nd and 457th squadrons flew high cover as the 458th strafed the field.

The squadron found not a single operational a/c: it found damaged e/a propped on oil drums and stilts, cane dumais, and a gross oversupply of light and medium flak. Red flight hit the southern boundary of the field, and strafed gun positions and buildings from thence to Hamana lagoon. Maj. Shipman squirted an electric car just before he hit the PT. Lt. Allen, Red 2, was busy being thoroughly unfriendly when he took an AW hit square in the right wing, outboard of his gun bay. The wing was flowered, top and bottom, like a tin can burst by a firecracker. Allen did not feel the hit, but did notice that the wing was heavy. He continued to shoot things up, and finally caught a rowboat on Hamana and contributed another ancestor to the stockpile. Yellow flight

VLR MISSION 13 9 July 1945 (cont.)

hit the PT on the right of Red flight, caught some flak, and shot up gun positions and buildings. Capt. Johnson, Yellow leader, blew up a transformer and cut a power line. Later, he caught a small boat in the act of being aggressive, and shot the boatman in two; saw two more small craft and gave both a considerable squirt. Lt. Phillips, Yellow 2, not to be outdone, saw the boats also, and shot just as Johnson was passing overhead. As bullets will, some ricocheted, and, in passing, gave Capt. Johnson a moment of grave doubt and discomfort.

Blue flight also found nothing on Hamamatsu but dummies and flak. The flight shot up buildings and gun positions, stayed on the deck, and reached Hamana lagoon just as a rowboat was frantically trying to get out of the way. Capt. Baker, Blue leader, intercepted this dangerous enemy and dispatched it. Lt. Commer, Blue 3, put a long burst into a barge loaded with 50-gallon drums.

Last over the target was Green flight. Lt. Harris, Green leader, was strafing a factory just east of Hamamatsu when the enemy strafed him. He took several 7.7mm hits in the wings, one penetrating the left wing root and glancing off the fuselage near the cockpit. A 20 or 25 mm. shell hit just to the rear of the tail wheel, came out the right side of the fuselage, and exploded, riddling the right elevator with fragments. Past the PT, Lt. Westbrook saw a power line and shot it up. Lt. Harris saw the strikes, and, to be companionable, shot it up also. Hamana lagoon provided a dory for diversion; Harris squirted this also.

Once past the lagoon, all flights turned toward the sea and climbed to 12,000 feet to provide cover for the 457th squadron, which strafed Oitsu and Toyohashi airfields. The Group retired to the foothills northeast of Hamamatsu and then turned right, again toward the sea, and rallied. No enemy a/c were seen in the air or on the ground.

DAMAGE TO THE ENEMY:

Ground: 1 transformer destroyed, Capt. Johnson  
 1 electric car damaged, Maj. Shipman  
 1 small factory damaged, Lt. Harris  
 Power lines, buildings, gun positions damaged

Sea: 1 barge damaged, Lt. Commer  
 3 small boats damaged, Capt. Johnson, Lt. Phillips  
 1 rowboat riddled, Lt. Allen  
 1 rowboat riddled, Capt. Baker  
 1 dory damaged, Lt. Harris

LOSSES: None. Damage: 1 a/c hit by flak, Lt. Phillips;  
 1 a/c holed in right wing, Lt. Allen; 1 a/c holed and hit,  
 Lt. Harris. 462nd lost Lt. Roseborough in bailout at sea.

VLR  
 MISSION 14 16 July 1945 TO 1016 DP 1338 RP 1425  
 Landing 1724

Red 1 Maj. Shipman  
 2 Lt. Wheeler  
 3 Capt. Connor  
 4 Lt. Lockney

Yellow 1 Lt. Lee  
 2 Lt. Bodfish  
 3 Lt. Smith  
 4 Lt. Phillips

Blue 1 Capt. Baker  
 2 F/O Dostal  
 3 Lt. Middaugh  
 4 Lt. Feld

Green 1 Capt. Barnes  
 2 Lt. Davis  
 3 Lt. Kempert  
 4 Lt. Leake

1 Lt. Anderstrom  
 Spares 2 Lt. Ewalt  
 3 Lt. Pilecki  
 4 Lt. Westbrook

B-29 Observer:  
 Capt. Marcott

Aborts: None.

TARGET: Fighter strike at Akenogahara airfield, Honshu, Japan.

NARRATIVE: The JAF, for the first time since the 23rd of June, attempted to offer mass airborne resistance to a fighter strike. The weather provided an excellent shooting gallery west of Nagoya and Ise bay. A low overcast was based between 8000 and 9000 feet, and several higher decks lay at 16,000 feet and above. Most of the fighting was between these two layers. The 458th made landfall first, and had penetrated 40 to 50 miles inland when Maj. Shipman made a 360 degree turn to allow the other two squadrons to position themselves, as planned, ahead of and above the 458th. The turn was unlucky, for no sooner were the 457th and 462nd in position than they made contact with e/a.

The radio crackled: "Blue leader, bogies at 4 o'clock low-- Get the bastards, Joe--Break, Red leader, there's one behind you--Get that guy, he's right under you!"

The 458th joined battle less than a minute after the fight began. The lower overcast ended perhaps 10 miles from the shores of Ise bay, and near this border lay a large hole. Above, in, beyond, near, and about this hole the sky was a milling swarm of aircraft.

Major Shipman, Red leader, caught a fleeing Frank some 2000 feet below, on an opposite course. The major rolled into an overhead, closed on the e/a, tracked, and squeezed the trigger. Nothing happened. Nonchalantly, the major turned his gun switches on and fired from almost dead astern, and got strikes on the e/a's fuselage and wings. The major overshot and pulled up. Lt. Wheeler, Red 2, followed the e/a into a diving turn to



VLR MISSION 14 16 July 1945 (cont.)

the left, and got heavy strikes about the cockpit. There was a light explosion behind the canopy just as Wheeler broke over the e/a with a few odd millimeters to spare. Capt. Connor, Red 3, having little else to do, gave the Frank a short squirt as he went by. The e/a dived into the ground and blew up. It is not known whether the Frank did this in deference to the major, for fear of another pass by Wheeler, or because he was blinded by Capt. Connor's new insignia. Lt. Wheeler received credit for its destruction.

Blue flight, led by Capt. Baker, covered Major Shipman's pass; then saw an e/a below and attacked. The Jap was being chased by two other P-51s at the time, so Blue flight fired a short burst, broke off, and climbed back to 13,000 feet, on a heading of about 320 degrees. Red flight was well ahead and above, when Lt. Middaugh, Blue 3, called in eight bandits at 3 o'clock high. The e/a were at 15,000 feet and in position to attack. Capt. Baker called Major Shipman, requesting a quick 180 degree turn and immediate presence of four more P-51s. Major Shipman turned, but did not see the e/a. A flight of four P-51s crossed above Blue flight, at 15,000 feet, and the eight bandits shied away. Two split-essed; the other six scattered. Capt. Baker followed one of the two down, and, with Lt. Middaugh, fired. Neither observed any hits.

Green flight, at the start of the fight, saw two e/a chasing two P-51s around and around the hole. Capt. Barnes, Green leader, started down, but both bandits disappeared into the overcast. The flight circled until another e/a stuck his nose out below the hole. Green flight attacked from eight o'clock high. Lt. Davis, Green 2, saw heavy strikes on the e/a from Barnes' fire. The bandit, a George, had been in a medium turn to the left, but suddenly snapped onto his back. He took strikes on his belly. A small fire started on his right wing as he dove out. Green flight regained altitude and circled the pickle barrel again. Another George came into view at 9 o'clock low. The flight throttled back and came down through the hole, attacking at 6 o'clock high. The Jap saw the attack and broke sharply right while Green flight was still out of range. Capt. Barnes fired a short burst at 60 degrees deflection, head on, and saw hits on the engine and cockpit. Lts. Davis and Kempert snapped squirts at the e/a as he rolled onto his back. As Green flight climbed for altitude, the George went straight into a hillside and very extensively blew up.

Yellow flight was split into two elements at the beginning of the fight. Lt. Lee, Yellow leader, followed Major Shipman in his pass. Lt. Phillips, Yellow 4, was unable to drop his external tanks, so Lt. Smith, Yellow 3, circled with him above the fight. Then Smith saw an e/a in the hole, and attacked. The bandit broke sharply left and came at his attackers almost head on. Smith got strikes as he fired. Another e/a crossed above Smith and Phillips from 7 to 2 o'clock. Smith tried to shoot, but could not get in position. Then a third e/a got on Smith's tail. Smith climbed into the overcast and lost the

VLR MISSION 14 16 July 1945 (cont.) (3)

bandit. Phillips lost Smith, and later joined Green flight on its return down the peninsula to the RP.

DAMAGE TO THE ENEMY: (458th)

Air: 3 e/a destroyed, Lt Wheeler, Capt. Barnes (2).

1 e/a damaged, Lt. Smith

(506th)

Air: 10 e/a destroyed.

1 e/a probably destroyed.

9 e/a damaged.

LOSSES: 458th, none. 462nd, none. 457th, Capt. Benbow, MIA.

VLR  
MISSION 15 19 July 1945 TO 0613 DP 0925 RP 1100  
Landing 1405

Red 1 Capt. Nowick  
2 Lt. Schlack  
3 Lt. Commer  
4 Lt. Seegers

Yellow 1 Capt. Carmody  
2 Lt. Warfield  
3 Lt. Allen  
4 F/O Craig

Blue 1 Capt. Johnson  
2 Lt. Jensen  
3 Lt. Kelsey  
4 Lt. Lambert

Green 1 Lt. Anderstrom  
2 Lt. Peterson  
3 Lt. Starin  
4 Lt. Pilecki

Spares 1 Capt. Mikes  
2 Lt. Coltman  
3 Lt. Coleman  
4 Lt. Tatro

Aborts: None.

TARGET: Fighter strike at Itami airfield, Honshu, Japan.

NARRATIVE: Industrial Osaka, on 19 July, was served an extemporaneous mess of rhubarb, more out of perversity than in anger. The squadron made landfall southwest of Osaka at 15,000 feet, located Itami, and turned line abreast toward it, diving to the deck. Then the party started.

Capt. Nowick claims that the amours of the previous night plus the loss of his magnificent mustache, had deeply affected him; that the charms of the ANC had so befuddled his usually keen capacity for navigation that somehow he led the squadron far to the north of Itami on the first pass. As matters developed, the ANC had done the squadron a favor.

Realizing that he had missed the target, Capt. Nowick called a left turn, into the squadron, made a 270 degree turn, and came down on Itami from the north. Red flight passed over the eastern perimeter of the field, and saw but one t/e a/c. Capt. Nowick told the other flights not to attack because there were no targets, then turned on a heading of about 60 degrees and began to rhubarb to the RP.

In the confusion of these few minutes, no two pilots agree on just where they flew and precisely what areas they strafed. Yellow flight stuck close to the heels of Red flight. Blue flight was split in the original dive to the target when Capt. Johnson's fairing doors refused to stay up. Lt. Anderstrom, Green leader, continued south in the main pass, over the center of Osaka proper. Peterson, Starin, and Pilecki turned left the with main body of the squadron as it withdrew, and Anderstrom was alone on the right of the main body.

VLR MISSION 15 19 July 1945 (cont.)

It was there that Anderstrom caught an electric engine and strafed it, and there also that he got strikes on a small gasometer.

In this manner the rhubarb started in earnest. The Osaka plain stretched flat to the mountains on the east, and the plain was fat with targets: power lines, locomotives, box cars, factories. Every pilot squirted at least one factory and one power line. Of the two, power lines took the worst beating. On a small plain northeast of Osaka, the steel towers were thick as derricks on an oil field. When the squadron strafed, the plain crackled blue as the high tension lines snapped, smoked, and shorted out.

Capt. Nowick, Lt. Schlack, and Lt. Seegers strafed what everyone else was strafing: factories and power lines. Schlack had already squirted gun positions along the eastern edge of Itami. Lt. Commer, Red 3, had the prize target of the day. He caught a truck unaware, strafed it, and killed the driver. The truck crashed into the abutment of a bridge. Two terrified Nips bailed out of the vehicle. In two tremendous bounds they cleared truck, bridge, and railing, and hurled themselves into the water below.

Yellow flight buzzed over the western outskirts of Osaka, strafed the Kawanishi airframe plant, and continued east. Between Carmody, Warfield, Allen, and Craig, seven factories and eight power lines were strafed.

Capt. Johnson, Blue leader, caught two locomotives near a roundhouse, and strafed both. Lts. Starin and Pilecki squirted a RR station and were going down on a string of freight cars when an explosion beneath them blew them off their target. Lts. Kelsey and Lambert caught another RR station and a string of boxcars.

The Osaka plain ends in a ridge of 6000-foot mountains, which rise steeply without the gentility of a few foothills. The squadron withdrew toward this ridge on the deck, indicating 350 mph, and was suddenly confronted with the necessity of rapidly going up. Some chose ravines which threaded the mountains; some firewalled throttles and climbed. Capt. Carmody swears that Yellow flight was chugging along at 170, lifting itself by prayer alone, when the ridge was finally cleared.

Light flak met the squadron over the RR yards at Osaka and at the edge of Itami. No planes were damaged, and all returned safely to base.

DAMAGE TO THE ENEMY: See narrative.

LOSSES: None. Damage: None.

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VLR  
MISSION 16 22 July 1945 TO 0957 DP 1325 RP 1430

Landing 1722

Red	1 Col. Harper	1 Lt. Richmond
	2 F/O Dostal	Spares 2 Lt. Kuhn
	3 Capt. Stuart	3 Lt. Wheeler.
	4 Lt. Lockney	4 Lt. Tatro
Yellow	1 Capt. Mikes	B-29 Observer:
	2 Lt. Coltman	Capt. Connor
	3 Lt. Sowers	
	4 F/O Bilous	Aborts: Red 2, replaced by
Blue	1 Lt. Lee	Spare 1; Red 3,
	2 Lt. Phillips	replcd by Spare 3;
	3 Lt. Smith	Blue 3, by Spare 4;
	4 Lt. Johnson	Green 2, by Spare 2.
Green	1 Capt. Harris	
	2 Lt. Westbrook	
	3 Lt. Ruble	
	4 Lt. Ewalt	

TARGET: High cover for squadrons striking Takamatsu airfield, Shikoku, Japan.

NARRATIVE: The mission was little more than a reconnaissance in force. Fighters from Iwo had never before penetrated into Shikoku, and it was in hope of flushing e/a on the ground and in the air that the mission was scheduled. The hope was misplaced. The 458th provided cover for the strafing deck squadrons, who found the airfields practically devoid of e/a. Several boats, a ship, a Mavis, and a CV or CVE caught the strafe. The 458th saw no airborne e/a, and so returned without engagement. Sub cover circled the bailout of Lt Hinkle of the 457th at the RP. Hinkle was picked up by the lifeguard sub 15 minutes after he hit the water.

DAMAGE TO THE ENEMY: None.

LOSSES: None.

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VLR  
MISSION 16 24 July 1945 TO 0801 DP 1140 RP 1320

Landing 1520

Red	1 Maj. Shipman	1 Lt. Smith
	2 Lt. Jensen	Spares: 2 Lt. Klump
	3 Lt. Stuart	
	4 Lt. Westbrook	B-29 Observer
		Capt. Carmody
Yellow	1 Capt. Baker	
	2 Lt. Coleman	Aborts: Red 3, replaced by
	3 Lt. Middaugh	Spare 2; Blue 1,
	4 Lt. Feld	by Spare 1.
Blue	1 Capt. Marcott (Anderstrom)	
	2 Lt. Peterson (Peterson)	
	3 Lt. Anderstrom (Filecki)	
	4 Lt. Filecki (Smith)	
Green	1 Capt. Connor	
	2 Lt. Leake	
	3 Lt. Jones	
	4 Lt. McCabe	

TARGET: Fighter strike at Yaizu airfield, Honshu, Japan.

NARRATIVE: A low, thick overcast lay over the target area when the squadron made landfall at 15,000 feet. Maj. Shipman led the mission 30 to 40 miles inland, circling to the right over Sagura bay, until a break in the cloud layer provided opportunity to get on the deck. The squadron got on it, in the middle of the bay; buzzed north and caught a bevy of Sugar Dogs and small coastal trawlers squatting in the water off the village of Shimizu. In the two squadron passes following, the record of ships strafed reads thus: Maj. Shipman, 4 strafed, 2 left burning; Lt. Jensen, 2 strafed; Lt. Klump, four strafed in the water, two on the beach; Lt. Middaugh, 2 strafed; Lt. Feld, 1 strafed; Lt. Anderstrom, 5 strafed; Lt. Peterson, 4 strafed; Lt. Filecki, 2 strafed (one missed, one clobbered); Lt. Smith, 3 strafed; Lt. Connor, 2 strafed; Lt. Leake, 3 strafed; Lt. Jones, 3 strafed; Lt. McCabe, 2 strafed and one missed. There were but 8 to 10 craft in all: the average was 4 passes per boat.

After this naval action, the squadron rejoined and swept down on Yaizu from the north. Only one operational a/c was on the field, bolstered by 6 or 7 wrecks in use as dummies. Flak was light and inaccurate, and the squadron shot up what little was available for shooting up. A garbled radio call gave Major Shipman the deep conviction that Lt. Middaugh was losing coolant, when Middaugh had

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VLR MISSION 16 24 July 1945 (cont.)

actually called in several radar towers. Result: expressions of deep concern for the health of Lt. M from the Major via radio, and deep puzzlement among pilots of Yellow (A) flight, who were flying with the mothered chick and could see nothing unusual wrong with Middaugh or his plane. On return to base, the Major's mind was set at ease by "A" flight's casual:

"You shouldna worried about him, Major. He was with us."

DAMAGE TO THE ENEMY

(All damage at sea listed in narrative above)

Ground: 1 power plant damaged, Lt. Smith.  
1 power line cut, Lt. Pilecki.

LOSSES: None.

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MISSION 15 28 July 1945 TO 0829 1130 RP 1300

Landing 1541

Red 1 Capt. Nowick  
2 Lt. Schlack  
3 Capt. Marcott  
4 Lt. Ruble

Yellow 1 Capt. Carmody  
2 Lt. Warfield  
3 F/O Craig  
4 F/O Todd

Blue 1 Capt. Johnson  
2 F/O Bishop  
3 Lt. Kelsey  
4 Lt. Phillips

Green 1 Capt. Mikes  
2 Lt. Coltman  
3 Lt. Sowers  
4 F/O Bilous

Spares Lt. Richmond  
Lt. Kuhn  
Lt. Ewalt  
Lt. Westbrook

B-24 Observer  
Capt. Harris

Aborts: Spare 2, not re-  
placed; Red 4, re-  
placed by Spare 4.

TARGET: Fighter sweep, Tokyo area, Honshu, Japan.

NARRATIVE: For the first time, VII Fighter Command gave us a green light on a fighter sweep. The mission was pure, unadulterated rhubarb from beginning to end. It cost, but it paid off as probably the most effective sweep to date. Effectiveness came not only from the latitude allowed us, but from hard, accurate strafing--the best air-to-ground gunnery we had yet fired over the Empire.

We had been over the area many times before; over the long peninsula that stretches from Mito on the north to the southern extremity of Tokyo Bay. The squadron headed over land, north, past Mito, where Blue and Green flights hit the deck, while Red and Yellow flights stayed high, as top cover. The sweep worked south. At Ishioka, we hit the jackpot--a freight yard full of small factories, locomotives, boxcars, freight sheds. Blue and Green flights tucked into a gunnery pattern and went to work. On his first pass, Capt. Johnson blew up a locomotive. Lt. Kelsey burned two box cars. Lt. Phillips and F/O Bishop followed through on the freight cars and the factories. Capt. Mikes made three separate passes on the yards, with Lt. Coltman. Lt. Sowers and F/O Bilous found another locomotive and utterly perforated it. The whole area caught a heavy and extremely concentrated dose of .50 cal. It was a professional job of clobbering.

On his last pass, Capt. Mikes left the yards and hit a grounded Tony on a small airfield one mile southeast of Ishioka. It took heavy strikes, but did not burn. (cont.)

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VLR MISSION 18 28 July, 1945. (cont.)

The flights were broken up toward the last of the runs. Mikes was alone; Kelsey and Phillips had by mistake joined Green flight. On the way to the RP, individual pilots piled up the following tally of the destroyed and damaged: Lt. Kelsey and Lt. Phillips, one boat heavily damaged, a factory strafed, two oil tanks burned, and a RR station damaged; Capt. Johnson, a fishing boat damaged, power lines shot up with the aid of F/O Bishop, on truck damaged; Lt. Sowers, on radio tower strafed, several power lines damaged, one truck and one factory squirted; F/O Bilous, 2 power lines and one factory shot up; F/O Bishop, two of five seaplanes damaged at Kashima seaplane station, several buildings and towers damaged.

Capt. Mikes, previous to his first run on the yards at Ishioka, caught a 2 $\frac{1}{2}$ -ton truck and blew it up. Capt. Johnson's boat was, unfortunately for the boatman, populated. Johnson exterminated the population.

Having met no opposition in the air, Red and Yellow flights hit the deck near the Tone river and rhubarbed south. Capt. Nowick and Capt. Marcott strafed one steam and one electric locomotive at Mob ra, and damaged both severely. Pilots in Red flight otherwise chose individual targets. Capt. Nowick shot up several RR stations, a few power lines, a town and a boat beached there. Capt. Marcott squirted three factories and one truck. Lt. Westbrook hugged the deck rather firmly, and shot up several factories, power lines, an RR trestle, and a steel tower near the coast. In return, the enemy nicked his left wing.

Lt. Schlack (Himself, the Hammer), had a field day along the coast. Said he of his deeds: "For this, I should be getting the DFC at least." All by himself, Schlack fearlessly attacked: 1 radar station, left burning; 1 dredge; 3 tugs, left burning; 7-10 small boats of various sizes, variously shot-up and squirted; and one small ship, under construction, set afire.

Yellow flight had trouble from the start. F/O's Craig and Todd were lost in a sharp turn on the deck which forced them well ahead of the formation. Carmody and Warfield were soon alone; suddenly Carmody was alone. Carmody made a 360, but there was no trace of plane, pilot, or parachute. Carmody continued to the RP, shooting up several power lines, a boat, and clobbering a lighthouse as he made landsend. Craig and Todd continued south together they strafed a radio station, a factory on the bank of the Tone; a boat at landsend, and several power lines. Todd lost Craig, continued to the RP but found no one there, and so D/R'd home, alone, scared, but on course. Lt. Warfield did not return to base, and was, with regret, considered missing in action until the evening of 31 July, when a teletype announced that he had been rescued, in good health, some 100 miles outh of Hachiyo Jima, on

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VLR MISSION 1 28 July, 1945 (cont) (3)

course to Iwo, by a lifeguard submarine, and one of our ever-loving chums, a Navy Dumbo.

Our second purple heart is ungrudgingly awarded to Lt. Kelsey, for numerous pieces of plexiglass removed from his neck. Near Katori a/f, a machine-gun slug ripped through his canopy, through the headrest, ricocheted from the armor plate, and smashed through the other side of the bubble. A few more bullets hit Kelsey's right wing in aileron and flaps.

## DAMAGE TO THE ENEMY

Ground 2 locomotives destroyed, Capt. Johnson, F/O Bilous, Lt. Sowers.  
 2 locomotives damaged, Capt. Nowick, Capt. Marcott  
 1 truck destroyed, Capt. Mikes  
 3 trucks damaged, Lt. Sowers, Capt. Marcott, Capt. Johnson  
 2 oilcars burned, Lt. Kelsey  
 1 Tony probably destroyed, Capt. Mikes  
 2 seaplanes damaged, F/O Bishop  
 1 lighthouse damaged, Capt. Carmody  
 1 radar station set afire, Lt. Schlack

Sea 3 tugs set afire, Lt. Schlack  
 1 boat under construction set afire, Lt. Schlack  
 13-16 small craft damaged, Lt. Kelsey, Capt. Johnson, Lt. Schlack, Capt. Carmody, F/O Todd, F/O Craig, Capt. Nowick

Factories, power lines, RR yards, radio stations damaged.

LOSSES: 1 P-51, flown by Lt. E. Warfield, pilot saved.  
 Damage: 1 P-51 hit in canopy and right wing, Lt. Kelsey; 1 P-51 hit in left wing, Lt. Westbrook.

457th: 2nd Lt. Joseph D. Winn, MIA.

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VLR  
MISSION 19 30 July 1945 TO 0850 DP 1205 RF 1330

Landing 1630

Red	1 Col. Harper	
	2 Lt. McDowell	
	3 Lt. Bodfish	
	4 Lt. Klump	
Yellow	1 Capt. Barnes	1 P/O Dostal
	2 Lt. McCabe	Spares 2 Lt. Tatro
	3 Lt. Davis	
	4 Lt. Leake	B-29 Observer:
		Capt. Johnson
Blue	1 Maj. Shipman	
	2 Lt. Jensen	Sub Cover 1 Lt. Middaugh
	3 Lt. Lee	2 Lt. Feld
	4 Lt. Lambert	(Pearl) 3 Lt. Commer
		4 Lt. Seegers
Green	1 Capt. Marcott	
	2 Lt. Peterson	Aborts Pearl 4, not re-
	3 Lt. Ruble	placed.
	4 Lt. Lockney	

TARGET: Fighter strike, Minato airfield, Awaji island, Japan.

NARRATIVE: Eight days after our first strike into the Kobe-Osaka area, we went back again. Again there was no opposition in the air, and again no aircraft on the ground.

Blue and Green flights circled well inland, north of Himeji and Akashi, before hitting the deck. Red and Yellow flights remained upstairs as high cover. There were no e/a on Minato airfield as the two deck flights swept across Awaji island and out to sea to the west.

Maj. Shipman and Lt. Jensen turned south through the straits between Awaji and Shikoku, drove into Tokoshima harbor, strafed a lighthouse and a ship in drydock, and turned to the sea again as Lt. Lee called in trouble his oil pressure was dropping.

Meanwhile, Green flight turned south over the Inland sea. Lt. Ruble and Lt. Lockney found 4 small craft off Shidao Shima and strafed them hard. Capt. Marcott and Lt. Peterson rode down through Fukura harbor, damaging a sampan, a small boat, and one small ship plus the tug nosing it along.

It was then that Lt. Lambert called Lt. Lee and told Lee he was losing oil rapidly. Flights had been split in the strafing, but started to reform. Lee and Lambert were behind Capt. Marcott and Peterson; Maj. Shipman and Lt. Jensen were to the east. Ruble and Lockney joined Blue flight, while Lee and Lambert joined Marcott. It was a long, tense flight

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VLR MISSION 10 30 July 1945 (cont.)

to the RP. Lee's oil pressure was dropping steadily, and finally hit zero, and stayed there. The plane kept flying. It flew for over five minutes with no oil pressure at all. And finally, over the RP, Lee tried to bail out by rolling his ship onto its back and dropping out. The ship split-essed and Lee stayed in. His recovery was so low that his propwash left a wake in the water. Lee got altitude again, and went over the side. The plane splashed and went in 30 to 50 feet from the spot where Lee waited in the water for the pick-up. He did not wait long. The submarine reported him aboard, safe, and in good condition, soon after.

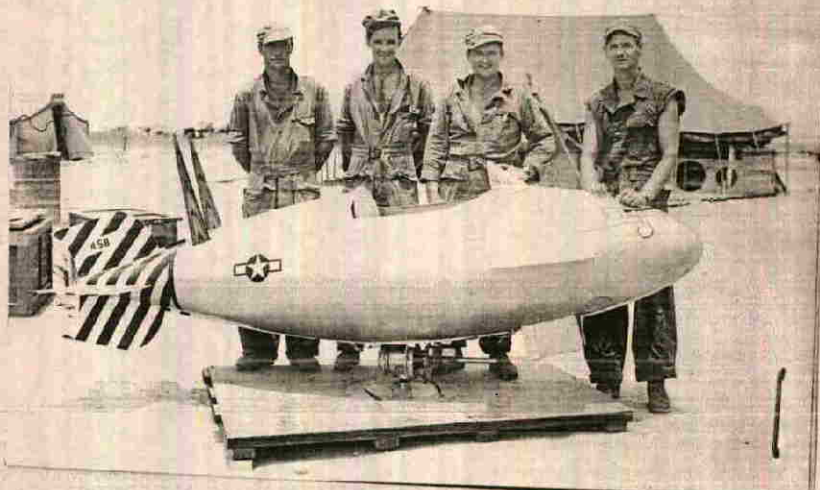
Meanwhile, Red and Yellow flights let down from top cover near Wakamoura Wan, and went after several large fishing boats in a bay to the south. Red flight opened up, and a camouflaged ship got her dander up and shot back with heavy and light stuff. Yellow flight went in slightly west of Red flight and strafed several small boats. Lt. Davis and Lt. Leake echeloned left and gave the enemy flak ship a nice squirt. Heavy flak bursts followed both flights as they topped a hill on the breakaway. Col Harper and flight returned and strafed the flak ship. Yellow flight found another lugger in a bay to the right, and made 3 passes in gunvery pattern, caught two small boats and strafed them, and broke out to sea to strafe Mia Saki lighthouse.

Red flight continued south, over Yuasa Wan and Tanabe Wan. Lt. McDowell shot up a fishing boat at Yuasa; Col Harper strafed two new hulls at Tanabi. Meantime, Lt. Klump who inadvertently airlocked his fuel lines and lost his flight west of Akashi, rhubarbed down the coast of Awaji south to the RP, shooting up a power derrick near Awaji, Mia Saki light, and 7-10 boats of various sizes along the way. Near Yuasa, Klump found a locomotive and worked it over. It gave up the ghost on the second pass.

DAMAGE TO THE ENEMY: See narrative.

LOSSES: 1 P-51, Lt. Qe Lee, at RP. Pilot rescued by lifeguard sub. Damage: None.

UNCLE DCG TRAINER.



Left to right: M/Sgt. Barr; Sgt. Madden;  
T/Sgt. Waugaman; T/Sgt. Sauck.

UNCLE DOG TRAINER.



R E S T R I C T E D

HEADQUARTERS  
ARMY AIR FORCES, PACIFIC OCEAN AREAS (ADMIN)  
APO 953

10 July 1945

SPECIAL ORDERS ) S Y M B O L S  
: (FAGAT - 1st Available Govt Air Tvl )  
NUMBER 191 ) (PACWT - 1st Available Govt Water Tvl )

1. Announcement is made of the temp promotion of the following-named Offs to the grs indicated in AUS w/rank from date of this order:

CAPT TO MAJ

JAMES W GILGES JR 0914616 AC

1ST LT TO CAPT

RICHARD W BARNES	0798235	AC
RICHARD E BIBLE	0567309	AC
FRANCIS B CLARK	0735747	AC
EDWARD H CONNOR III	026160	AC
DONALD E HARRIS	0743012	AC
WILLIAM H KING JR	0803022	AC
WILLIAM B LAWRENCE JR	0797349	AC
FRANK H MEKUS	0794274	AC
EDWARD H MIKES JR	0301715	AC
DANIEL P MURPHY	0864494	AC
EVELYN K NEFF	0737208	AC
DONALD H REESE	0581118	AC
FRANCIS P SCHLEGEL	0258397	AC
EVAN S STUART	0799674	AC
FREDERICK A SULLIVAN JR	0732396	AC
CHAPLES W WALLACE	0874113	AC
WILLIAM H WILLIS	02056020	AC

\* \* \* \* \*

BY COMMAND OF LIEUTENANT GENERAL GILES:

OFFICIAL: (SEAL)

HENRY B. HOHMAN,  
Colonel, AGD,  
Adjutant General.

JOHN H. IVES,  
Colonel, Air Corps,  
Chief of Staff.

A TRUE EXTRACT COPY:

*John W. Cameron*  
JOHN W. CAMERON,  
Major, Air Corps,  
Adjutant.

R E S T R I C T E D

R E S T R I C T E DHEADQUARTERS  
ARMY AIR FORCES, PACIFIC OCEAN AREAS (ADMIN)  
APO 953

12 July 1945

S Y M B O L SSPECIAL ORDERS ) (FAGAT - 1st Available Govt Air Tvl )  
: (FAGWT - 1st Available Govt Water Tvl )  
NUMBER 193 )**AIR MAIL ESSENTIAL**

1. CAPT (0210) SEMORE T NATHNESS 0272594 SIG C (Race-W)(ASRS-83) is held from asgmt and dy Hq & Hq Sq AAFPOA (ADMIN) APO 953 and is asgd to Hq & Hq Sq AAFPOA APO 234. Off will furnish a certificate of health and record of non-prevalence of contagious diseases as prescribed in AAF Reg 61-3 dated 9 Aug 44 and Cir 276 WD 43 to ATC APO 953. Off is designated official courier for the purpose of carrying classified and unclassified documents relative to his mission. Ea package or envelope containing official documents that are to be exempted from examination will bear on its exterior the inscription "Official USA Communications Exempt from Censorship." WP, TDN, PCS. Tvl via FAGAT. APR No CP-WP-3-1685-AAF-JLY auth. Per diem auth for tvl via air only UP par 26 AR 35-4820. 67-444 P 431-02 03 A 0425-26. EDGMR 19 Jul 45.

2. VOGG 16 May 45: Following-named offs AC Flt O AC and EM (Race-W)(ASRS-Unk) (A-26B Crews) having arrived AAFPOA from 302d AAF BU (SW) Hunter Fld Ga are asgd to 319th Bomb Gp L APO-331 and placed DS w/AAFPOA Combat Crew Repl Center APO 966 in connection w/mil activities. Upon compl of DS WP pro orgn and sta for dy. WP, TDN, PCS. Tvl via FAGAT or orgn acft. Per diem auth offs for tvl via air only UP par 26 AR 35-4820 and EM for tvl via air only UP par 4 AR 35-4810. 67-444 P 431-02 03 A 0425-26. EDGMR 16 May 45.

Shipment FD---AJ3 No 44-343001ST LT (1022) THOMAS A MICHIE 0534521  
Cpl (748) James A Tate 33646408Shipment FD---AJ4 No 44-343031ST LT (1022) RICHARD W HUGHES 0509764  
Cpl (748) Aaron W Michael 34689701Shipment FD---AJ5 No 44-342961ST LT (1022) PATRICK J MANLEY JR 0747851  
Cpl (748) Stanley E Stevens 32761042Shipment FD---AJ6 No 44-34302FLT O (1022) ROBERT W CONWAY T192067  
Cpl (748) Frank Zuskiak 37352422Shipment FD---AJ7 No 44-343042D LT (1022) DONALD B WATT 0836864  
Cpl (748) Hubert P Harbin 34815520Shipment FD---AJ8 No 44-343062D LT (1022) LAWRENCE E LARSEN 0835224  
Cpl (748) Joseph B Lakowski 32922410Shipment FD---AJ9 No 44-342942D LT (1022) DAVID M SANSONE 0828783  
Cpl (748) Joseph A Vartuli 32941829Shipment FD---AJ2 No 44-343051ST LT (1022) WILLIAM H WATSON 0674428  
Sgt (748) Walter T Roth 32203552Shipment FD---AJ10 No 44-34301

Cpl (748) Earl E Ziegler 19141515

3. VOGG 4 Jul 45: 1ST LT (9316) HERBERT S WHITMAN 0907421 AC 8th Rad Sq Mobile APO 246 is placed DS w/Hq & Hq Sq AAFPOA APO 234. WP. No tvl involved.

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R E S T R I C T E D



SO 193 7/12/45 Cont'd

R E S T R I C T E D

4. VOCC 29 Jun 45: Following-named offs CE (Race-W)(ASRS-Unk) having arrived AAFPOA are asgd to Hq & Hq Sq AAFPOA APO 234 and placed DS w/927th Engr Avn Regt APO 246. (w/concurrence of AFMIDPAC). WP. No tvl involved. EDCMR 29 Jun 45.

LT COL (1337) ARTHUR H KEMP 0258136

CAPT (7916) DURWOOD B DIXON 0910174

5. VOCC 29 Jun 45: Following-named EM (Race-W)(ASRS-Unk) having arrived AAFPOA are asgd to Hq & Hq Sq AAFPOA APO 234 and placed DS w/915th Engr Air Force Hq Co APO 246. (w/concurrence of AFMIDPAC). WP. No tvl involved. EDCMR 29 Jun 45.

T Sgt (059) Archie E Parsley 35499519

Tec 3 (059) James B Bossell 36821981

6. Following-named EM (Race-W) Hq & Hq Sq AAFPOA (ADMIN) APO 953 are trfd in gr to Droppable Tank Fabrication Plant Unit AAF APO 959. WP. TDN. PCS. Tvl via GMT. EDCMR 15 Jul 45.

Pvt (521) LeRoy Anderson 36842670  
ASRS-32Pvt (521) James M Prosser 38661050  
ASRS-15Pvt (521) Joseph R Barry 11141203  
ASRS-30Pvt (835) William C Taylor 18110455  
ASRS-30Pvt (521) Richard W Bocher 13170260  
ASRS-29Pvt (590) Robert W Wagner 35087593  
ASRS-24Pvt (521) Jack W Buehler 16139880  
ASRS-18

7. So much of par 7 SO 156 this Hq es (Offs Flt Os and EM asgd to Hq VII Ftr Comd APO 86) is amended to add the name of 1ST LT (1034) ALBERT J GREGG JR 0685595 AC to 1ST LT ROBERT L KINDRED'S crew.

8. Following-named officers (Race-W) are reld from asgmt and dy Hq Seventh AF APO 244 and from DS w/Hq & Hq Sq AAFPOA (ADMIN) APO 953 and are asgd to Hq & Hq Sq AAFPOA (ADMIN) APO 953. WP. No tvl involved. EDCMR 15 Jul 45.

MAJ (0210) EDWIN BARTEL 0298802 SIG C  
ASRS-57MAJ (2421) JAMES TAYLOR 0910883 AC  
ASRS-61MAJ (0140) EARL F HETTEL 0230373 SIG C  
ASRS-106CAPT (9301) LAWRENCE H GUDNEY 0577259 AC  
ASRS-UnkMAJ (2162) EDWARD A FRIEDLANDER 0385919  
SIG C (ASRS-90)1ST LT (9307) DAVID H WILLIAMS 0573762 AC  
ASRS-66

9. Following-named offs (Race-W) are reld from asgmt and dy Hq Seventh AF APO 244 and from DS w/Hq & Hq Sq AAFPOA APO 234 and are asgd to Hq & Hq Sq AAFPOA APO 234. WP. No tvl involved. EDCMR 19 Jul 45.

MAJ (9301) ERNEST E HATFIELD 0917760 AC  
ASRS-Unk1ST LT (9301) JOHN H KELLY 01184679 FA  
ASRS-47

10. Following-named offs (Race-W) are reld from asgmt and dy Hq Seventh AF APO 244 and from atchd Hq & Hq Sq AAFPOA APO 234 and are asgd to Hq & Hq Sq AAFPOA APO 234. WP. No tvl involved. EDCMR 19 Jul 45.

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R E S T R I C T E D

SO 193 7/12/45 Cont'd

R E S T R I C T E D

MAJ (0210) ALVIN J JACOBSON 0303339 SIG C CAPT (7917) JOSEPH E HICKEY 01104208 AC  
ASRS-94 ASRS-56  
MAJ (8503) LUCIEN E WRIGHT 0903931 AC 1ST LT (9300) STEPHEN M. HELLER 0805232 AC  
ASRS-76 ASRS-101

11. Following-named offs AC (Race-W) are rel'd from asgmt and dy Hq & Hq Sq VII Air Sv Area Comd APO 244 and from atchd Hq & Hq Sq AAFFOA APO 234 and are asgd to Hq & Hq Sq AAFFOA APO 234. WP. No tvl involved. EDCMR 19 Jul 45.

MAJ (7915) ROY E SKIPTON 0906387 CAPT (5401) RAY R BRENNAN 01317727  
ASRS-55 ASRS-48

12. Following-named offs AC (Race-W) are rel'd from asgmt and dy Hq & Hq Sq VII Air Sv Area Comd APO 244 and from DS w/Hq & Hq Sq AAFFOA (ADMIN) APO 953 and are asgd to Hq & Hq Sq AAFFOA (ADMIN) APO 953. WP. No tvl involved. EDCMR 15 Jul 45.

MAJ (9307) MAX G FUNKE 0904601 CAPT (5401) FREDERIC P GOULSTON 01995608  
ASRS-Unk ASRS-46  
MAJ (5401) HULBERT BURROUGHS 0307276 1ST LT (5401) STEWART E FERN 0586085  
ASRS-97 ASRS-44  
MAJ (5401) LYNN D POOLE 0903098  
ASRS-54

13. Following-named offs AC (Race-W) are rel'd from asgmt and dy Hq & Hq Sq VII Air Sv Area Comd APO 244 and from DS w/Hq & Hq Sq AAFFOA APO 234 and are asgd to Hq & Hq Sq AAFFOA APO 234. WP. No tvl involved. EDCMR 19 Jul 45.

MAJ (5401) WARD D INGRIM 0915996 CAPT (2120) MARIAN MALLARY 1600517 (WAC)  
ASRS-Unk ASRS-43  
MAJ (5401) HASTON M JACKS 0561351 1ST LT (9301) ALBERT S ROSE JR 0573166  
ASRS-Unk ASRS-72  
CAPT (5401) RICHARD E REED 0578967 1ST LT (5401) WILLIAM L MADIGAN 0580374  
ASRS-Unk ASRS-Unk

14. Announcement is made of the temp promotion of the following-named offs to the grs indicated in AUS w/rank from date of this order:

CAPT TO MAJ

JAMES H GROENIER 0919556 CE

1ST LT TO CAPT

DEAN BIGBY 0466435 AC  
FRANK J HOEFEL 0563322 AC  
RICHARD W LIPPHAN 0856736 AC  
WILLIAM C MARTIN 01108834 CE

STEWART R MCINROY 01045839 AC  
JOHN M MURKEE 0483511 CE  
ROBERT E SMITH 01035135 AC

2D LT TO 1ST LT

FRANCIS C ALBRECHT 0704655 AC  
JAMES E BEST 0821775 AC  
GENE A COLLINS 0926792 AC

HILDBERTH A DAHLGREN JR 0930333 AC  
BILLY W DAVIS 0926304 AC  
THOMAS T DEVAUGHN 02059476 AC

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R E S T R I C T E D

SO 193 7/12/45 Cont'd

R E S T R I C T E D

FRANCIS C FARWELL II 0765879 AC  
 ROBERT E GRAHAM 0821476 AC  
 JOHN H HALL 01172888 AC  
 JOSEPH A HIGDON 0765980 AC  
 GARLAND V JACKSON JR 0700936 AC

✓ ROBERT G JOHNSON 0714425 AC (RL)  
 ✓ ROBERT W KLUMP 0714442 AC (RL)  
 JOHN W MCHUGO 0826720 AC  
 HARLEY W MEYER 0708338 AC  
 ✓ FRANK H WHEELER JR 0827557 AC

15. Having demonstrated outstanding performance of duty in actual combat w/ the enemy the following-named offs are hereby promoted to the gr indicated in AUS pursuant to auth contained in par 4d (1) AR 605-12 w/rank from date of this order:

2D LT TO 1ST LT

WILLIAM J ALDRICH 0833439 AC  
 J C ALLEN 0927570 AC  
 RICHARD T DICKASON 02059477 AC  
 CHARLES H GROSS 02054120 AC  
 ROBERT H HAY 0465356 AC

JAMES J HUMPHREY 0685403 AC  
 VICTOR L RACANELLI 02056825 AC  
 JACK C SAVITSKY 02060443 AC  
 ROLAND H SCHMID 0835276 AC  
 CURTIS R TANG 0705854 AC

16. Under the provisions of par 4d (4) AR 605-12 announcement is made of the temp promotion of the following-named offs to the gr indicated in AUS w/rank from date of this order:

2D LT TO 1ST LT

✓ RICHARD L ALLEN 0758903 AC  
 STUART M BOWERMAN 01596277 AC  
 HENRY L BURGARDNER 0864392 AC  
 BERNARD R COMFORT 0815594 AC  
 TAYLOR C GREEN 0868877 AC  
 THEODORE T GRUCZKA 01592879 AC  
 JAMES S HILL 0719075 AC  
 DAVID E HILTZ 0809145 AC  
 JOHN R HOWARD 0813163 AC  
 DEFOREST E INKLEY 0866881 AC  
 ✓ REUTHER H JONES 01287360 AC (RL)

✓ MILES J JORGENSEN 0863648 AC  
 ROBERT F KINCAID 0754135 AC  
 OSCAR B LUBOW 01596104 AC  
 ✓ LAURENCE W MCCABE 01010777 AC (RL)  
 THOMAS O MESSALL 0812464 AC  
 JOSEPH H MORRISON JR 0751403 AC  
 WALTER D SCHEUCH JR 0720581 AC  
 ISADORE M SHOSS 0585246 AC  
 WILLIAM F STEREL 0582955 AC  
 GERALD G WATT 0867409 AC

17. Pfc Edward P Grady 32887442 (Race-W)(ASRS-Unk) Hq & E Sv Sq 364th Air Sv Gp APO 245 is trfd in gr to Hq & Hq Sq VI Air Sv Area Comd APO 959 for non-hazardous dy asgmt. WP, TDN, PCS, Tvl via FAGAT or FAGWT and GMT. Per diem auth for tvl via air only UP par 4 AR 35-4810. Auth: MIDPAC RAD R-65430 dated 11 Jul 45. 67-414 P 431-02 03 A 0425-26. EDCMR 15 Jul 45.

18. Cpl Melvin F Modracek 37677778 (Race-W)(ASRS-Unk) 4th Acft Repair Unit (F) APO 331 is trfd in gr to Hq & Hq Sq VI Air Sv Area Comd APO 959 for non-hazardous dy asgmt. Notation will be made in EM's S/R under "Remarks Administrative" and on WD AGO Form No 20 as follows: "By order of SW this EM will not be asgd to hazardous dy." WP, TDN, PCS, Tvl via FAGAT or FAGWT and GMT. Per diem auth for tvl via air only UP par 4 AR 35-4810. Auth: MIDPAC RAD R-65473 dated 12 Jul 45. 67-414 P 431-02 03 A 0425-26. EDCMR 15 Jul 45.

19. CWO (0820) EDWARD B GRARY W2122391 USA (Race-W)(ASRS-Unk) is reld from asgmt and dy 13th AAF Emerg Rescue Boat Sq APO 953 and is asgd to 371st Transportation Corps Harbor Craft Co APO 455. WP, TDN, PCS, Tvl via GMT. Auth: 2d Ind Hq USAFMIDPAC APO 958 dated 4 Jul 45 to Ltr Hq Army Port and Sv Comd APO 455 Subj: "Assignment of Warrant Officer" file AG 210.3/821 dated 30 Jun 45. EDCMR 15 Jul 45.

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R E S T R I C T E D

• 50 193 7/12/45 Cont'd

R E S T R I C T E D

20. Following-named offs AC (Race-W) Combat Crew Members are reld from asgmt and dy 19th Trp Carr Sq APO 953 and are trfd to MIDPAC unassgd and atchd (AC-RO) to Gas Depot CPEC APO 968 and WP thereto reporting to CO thereof for further disposition. Offs will notify correspondents and publishers to discontinue the mailing of ltrs and publications until informed of new addresses. WP. TDN. PCS. Tvl via GMT. Auth: Par 1 Sec III Cir 372 WD dated 13 Sep 44. EDCMR 15 Jul 45.

MAJ (1024) JAMES B WILLIAMSON 042671L 1ST LT (1034) RAYMOND E BOWEN 0245300  
ASRS-84 ASRS-103

21. Announcement is made of the temp promotion of the following-named off to the gr indicated in AUS w/rank from date of this order:

LT COL TO COL

VINCENT G HUSTON 022576 AC

22. S Sgt (502) William B L Taylor 11021006 Air Depot APO 953 is placed DS w/Hq & Hq Sq AAFPOA (ADMIN) APO 953 for approx 15 das in connection w/mil activities. Upon compl of DS will ret to pro orgn and sta for dy. WP. No tvl involved.

23. VOOG 11 Jul 45: Following-named offs AC Hq & Hq Sq AAFPOA are asgd to dy w/Personnel Division Hq AAFPOA (ADMIN).

1ST LT (7422) EDDY C CARROLL 0579847 1ST LT (2110) ARTHUR R KUNSELMAN 0575262

24. Following-named EM (Race-W) (ASRS-Unk) Hq & Hq Sq AAFPOA (ADMIN) APO 953 are reld from DS w/545th B Hq & AB Sq APO 951 and are trfd in gr to Droppable Tank Fabrication Plant Unit AAF APO 959. WP. TDN. PCS. Tvl via GMT. EDCMR 15 Jul 45.

Cpl (256) Walter Lovrensky 32453435 Cpl (256) Russell C Smith 36327539  
Cpl (256) Oscar B Neuman 18158396 Pfc (256) Ashton A Cullen 15323220  
Cpl (256) Bryan W Smith Jr 13183731

25. CAPT (4010) VANCE P GRAHAM JR 0857094 AC Hq & Hq Sq AAFPOA is asgd to dy w/Logistical Requirements Section Hq AAFPOA (ADMIN).

26. VOOG 13 Jun 45: 2D LT (2161) WILLIAM A DEAL 0802263 AC Hq & Hq Sq AAFPOA is asgd to dy w/Transportation Section Hq AAFPOA (ADMIN).

27. VOOG 2 Jun 45: MAJ (2120) BYRON C SWANSON 0325244 AC Hq & Hq Sq AAFPOA is asgd to dy w/Transportation Section Hq AAFPOA (ADMIN).

28. Following-named EM (Race-W) Air Depot APO 953 are trfd in gr to Droppable Tank Fabrication Plant Unit AAF APO 959. WP. TDN. PCS. Tvl via GMT. EDCMR 15 Jul 45.

T Sgt (566) Jack Grayum 18018906 S Sgt (502) Clement C Kranda 17030662  
ASRS-73 ASRS-69  
T Sgt (581) Leo H Wilson 17032692 S Sgt (566) James B Moody 39021835  
ASRS-42 ASRS-43  
S Sgt (256) Earl M Haner 39378200 Sgt (756) Louis D Pracchia 17122490  
ASRS-38 ASRS-37

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R E S T R I C T E D

SO 193 7/12/45 Cont'd

R E S T R I C T E DSgt (835) Ray H Jackson 6932913  
ASRS-72Cpl (826) Charles F Batson 18169379  
ASRS-34Sgt (821) Leon Yearout 19059678  
ASRS-54

29. Ch (CAPT) (5310) EUGENE T SEALEY 0231874 CH C (Race-W) (ASRS-Unk) is reld from asgmt and dy Hq & Hq Sq AAFPOA (ADMIN) APO 953 and from TDY w/599th Sig AW Bn APO 244 and from DS w/Hq Seventh AF APO 244 and is asgd to 599th Sig AW Bn APO 244. WP. No tvl involved. EDCMR 18 Jul 45.

30. Following-named offs (Race-W) are reld from asgmt and dy orgns indicated and are asgd to Hq & Hq Sq AAFPOA APO 234. WP. No tvl involved. EDCMR 19 Jul 45.

305th Ftr Contl Sq APO 958 and DS  
w/Hq & Hq Sq AAFPOA APO 234318th Ftr Contl Sq APO 958 and DS  
w/Hq & Hq Sq AAFPOA APO 234CAPT (7888) LEO R AUDETTE 0857173 AC  
ASRS-62CAPT (0110) WILLIAM E CHAMBERS JR 0859794  
AG ASRS-62407th Sig Sv Co Avn APO 2341ST LT (0500) PAUL D BEHNING 01637134  
SIG C ASRS-Unk1ST LT (0500) MERRILL W BRYAN 01637113  
SIG C ASRS-Unk384th Sig Sv Co Avn APO 953 and DS  
w/407th Sig Sv Co Avn APO 234Det No 1 384th Sig Sv Co Avn APO 2341ST LT (0410) RICHARD R LUCE 01643077  
SIG C ASRS-541ST LT (0500) JOHN H MULLANEY 01636375  
SIG C ASRS-Unk

31. Following-named offs AC (Race-W) are reld from asgmt and dy orgns indicated and are asgd to CINCPAC for dy w/Air Support Contl Units Amphibious Forces, Pacific Fleet. (w/concurrence of CG AFMIDPAC). WP. EDN. PCS. Tvl via PAGAT and GMT. EDCMR 15 Jul 45.

Hq & Hq Sq VI Air Sv Area Comd APO 959388th Air Sv Gp APO 9591ST LT (0200) BERT A STEEN 0570377  
ASRS-582D LT (0200) JOHN J COYLE 0684859  
ASRS-50543d B Hq & AB Sq APO 953389th Avn Sq APO 9592D LT (4823) DETHURUM KING 0662947  
ASRS-681ST LT (9301) GEORGE I COLBY 0559681  
ASRS-UnkAAFPOA Combat Crew Repl Center APO 9561ST LT (1029) WILLIAM L LINDSEY 01318620  
ASRS-Unk

32. The following C in asgmts and dys are directed. Personnel traveling via air from APO 953 will furnish a certificate of health and record of non-prevalence of contagious diseases as prescribed in MAF Reg 61-3 dated 9 Aug 44 and Cir 276 WD 43 to ATC APO 953. Per diem auth Offs for tvl via air only UP par 26 AR 35-4820. WP via FAGT. TDN. 67-444 F 431-02 03 A 0425-26.

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R E S T R I C T E D

SO 133 7/12/45 Cont'd

R E S T R I C T E D

<u>Name</u>	<u>Rel'd from</u>	<u>Asgn Co</u>	<u>Tvl</u>
LT COL (4010) LAWRENCE W DONOGHUE 0306159 AC (Race-W)(ASRS-Unk)	Hq & Hq Sq VI Air Sv Area Comd APO 959	Hq & Hq Sq AAFPOA (ADMIN) APO 953 (dy w/Logistical Requirements Sec). EDCMR 15 Jul 45	GMT, PCS.
LT COL (2161) WAYNE A HANSON 0375569 AC (Race-W)(ASRS-162)	Atchd Unasgd AAF- POA Rest and Re- creation Center APO 953	Hq & Hq Sq AAF- POA (ADMIN) APO 953 EDCMR 15 Jul 45	No tvl
Ch (MAJ)(5310) HENRY C PENNINGTON 0428101 CH C (Race-W)(ASRS-77)	Hq & Hq Sq AAF- POA (ADMIN) APO 953	Hq VI Air Sv Area Comd APO 959 EDCMR 15 Jul 45	GMT, PCS.
1ST LT (1092) JAMES R MOSHER 0690239 AC (Race-W)(ASRS-74)	AAFPOA Rest and Recreation Cen- ter APO 953	Hq Seventh AF APO 331 EDCMR 24 Jul 45	FAGAT, PCS, AFR No CP-WP-3-1686- AAF-JLY auth. 135 lbs excess baggage auth.
1ST LT (5004) JAMES E GABLE 0579938 AC (Race-W)(ASRS-47)	935th Engr Avn Regt APO 245	Hq XXI Bomb Comd APO 234 EDCMR 19 Jul 45	FAGAT, PCS.
Sgt (405) Robert S Preston 36128625 (Race-W)(ASRS-50)	Hq & Hq Sq AAF- )POA (ADMIN) APO )953	Air Depot APO 953 EDCMR 15 Jul 45	No tvl
Sgt (405) Benjamin Nepon 32326992 (Race-W)(ASRS-53)	)	)	)
Col (648) Eugene Olson 36391674 (Race-W)(ASRS-Unk)	Atchd Unasgd 71st Air Sv Gp APO 951	Hq & B Sv Sq 71st Air Sv Gp APO 951 EDCMR 15 Jul 45	No tvl
Pfc (952) Robert J DeMuth 37556744 (Race-W)(ASRS-Unk)	AAF Wea Sv POA APO 953 and DS w/ AAF Wea Sta 7-55 APO 246	Hq & Hq Sq AAFPOA APO 234 EDCMR 19 Jul 45	No tvl

33. Mr Leroy L Blackmer (Civilian) Scientific Consultant dy w/AFMIDPAC and TDY w/Hq & Hq Sq AAFPOA (ADMIN) APO 953 is placed on further TDY at APO 234 for approx 90 das in connection w/mil activities. Upon compl of TDY will ret to Hq & Hq Sq AAFPOA (ADMIN) APO 953 for further TDY thereat. Mr Blackmer will furnish a certificate of health and record of non-prevalence of contagious diseases as prescribed in AAF Reg 61-3 dated 9 Aug 44 and Cir 276 WD 43 to APO APO 953. Mr Blackmer is designated official courier for the purpose of carrying classified and unclassified documents relative to his mission. Ea package or envelope containing official documents that are to be exempted from examination will bear on its exterior the inscription "Official USA Communications Exempt from Censorship." CIPAP. WP. IDN. Tvl via FAGAT. AFR No CP-WP-2-1716-AAF-JLY auth. In lieu of subsistence a per diem of \$7.00 is auth while traveling and during periods of TDY. Govt shelter will be furnished when available. A reduction of \$4.00 per day for shelter will be made where such facilities are available. 25 lbs excess baggage auth for tvl via air. 67-414 P 432-02 03 A 0425-26.

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R E S T R I C T E D

SO 193 7/12/45 Cont'd

R E S T R I C T E D

BY COMMAND OF LIEUTENANT GENERAL GILES:

OFFICIAL:



JOHN H. IVES,  
Colonel, Air Corps,  
Chief of Staff.

HENRY B. HOHMAN,  
Colonel, AGD,  
Adjutant General.

DISTRIBUTION:

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R E S T R I C T E D

R E S T R I C T E DHEADQUARTERS  
204th General Hospital

Letter Orders)

APO 246, Unit 4,  
9 July 1945.

No. 333)

1. Fol named Offs orgn and sta shown are reld fr asgmt and dy thereto and are trfd to atchd Unasgd Det of Pnts 204th General Hospital APO 246 eff 12 July 1945.

EADS, George R.,	Major	0484590	(Hq AAFPOA APO 234)
MOSIMANN, William J.	1st Lt	0517714	(599th SAW Bn APO 246)

No T Involved. Auth: Ltr HWPBC APO 244 File 704/553 (Surg) dtd 20 June 1945.

2. 2nd Lt John C. Schulz 0829761 458th Sq 506th Ftr Gp APO 86 is reld fr asgmt and dy thereto and is trfd to atchd unasgd Det of Pnts 204th General Hospital APO 246 eff 14 July 1945.

No T Involved. Auth: Ltr HWPBC APO 244 File 704/553 (Surg) dtd 20 June 1945.

3. Fol named EM orgn and sta shown are reld fr asgmt and dy thereto and are trfd to atchd unasgd Det of Pnts 204th General Hospital APO 246 eff 11 July 1945.

HOLLEY, Robert W.,	Cpl	38371549	(56th Repr Sq 56th ADG APO 246)
MUSCHNEY, Gene W.,	Sgt	39157177	(1537th ATC APO 246)

No T Involved. Auth: Ltr HWPBC APO 244 File 704/553 (Surg) dtd 20 June 1945.

4. Fol named EM orgn and sta shown are reld fr asgmt and dy thereto and are trfd to atchd unasgd Det of Pnts 204th General Hospital APO 246 eff 14 July 45.

PARKES, Henneth H.,	Pfc	19080100	(752nd AAA Gun Bn APO 86)
SWEET, Rec D.,	Pfc	36596605	(568th SAW Bn APO 86)

No T Involved. Auth: Ltr HWPBC APO 244 File 704/553 (Surg) dtd 20 June 1945.

5. 1st Lt Walter J. Barrett 0441966 former 383rd Inf 96th Div APO 96 is reld fr atchd unasgd Det of Pnts 204th General Hospital APO 246 and is trf to POA unasgd and is atchd unasgd to 5th Convalescent Hospital APO 244. WP thereto for further disposition. EDCMR: 14 July 1945.

Auth: Par 5 a Cir No. 51, HPOA, dated 25 March 1945.

R E S T R I C T E D



R E S T R I C T E D

(Ltr O No. 333 Hq 204th Gen Hosp APO 246 dtd 9 July 1945 Contd)

6. Cpl Leopold Eichler 32887234 865th B Sq 494th B Gp APO 331 is reld fr asgmt and dy thereto and is trfd to atchd unasgd Det of Pnts 204th General Hospital APO 246. EDCMR: 10 July 1945.

No T Involved. Auth: Ltr HWPBC APO 244 File 704/553 (Surg) dtd 20 June 1945.

7. Fol named EM former orgn and sta shown are reld fr atchd unasgd Det of Pnts 204th General Hospital APO 246 and are trfd in gr to POA Unasgd and atchd unasgd to 5th Convalescent Hospital APO 244. WP thereto for further disposition. EDCMR: EDCMR: 16 July 1945.

BURTON, Howard C.,	Pfc	35784307 (383rd Inf 96th Div APO 96)
OSEGUEDA, Salvador P	Pvt	39148831 (184th Inf 7th Div APO 7)
PENNIE, T. C.	Pvt	3859050 (474th Amph Tr Co 24th Corp APO 331)
WADLEY, Carris J.,	Pfc	39480312 (381st Inf 96th Div APO 96)

Auth: Par 5 a Cir No. 51, HPOA, dated 25 March 1945.

BY ORDER OF COLONEL BRYANT:

*J. J. Kopec*  
J. J. KOPEC,  
Capt., MAC,  
Adjutant.

DISTRIBUTION:

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R E S T R I C T E D

- 2 -

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS  
232D GENERAL HOSPITAL  
ARMY GARRISON FORCE  
APO 86SPECIAL ORDERS }  
NUMBER 61 }

EXTRACT

12 July 1945

1. The fol named Officer and EM are reld fr asgmt to orgn listed below and trfd atchd unasgd in gr to Det of Pnts, this hosp. Auth: Ltr, Hq WPBC, APO 244, Subj: "Disposition of Certain Hospitalized Personnel", file 704/553 (Surg), 20 Jun 45. EDCMR 14 July 1945.

DAVIDSON, HAROLD G.	1ST LT	0812384	458th Ftr Sq, 506th Ftr Gp, APO 86
Walker, Isiah	Pfc	38544214	475th Amph Trk Co, 43d Amph Trk Bn, APO 86
Hollis, Samuel	Pfc	34962470	3065th QM Sal Rep Co, APO 86
Paschel, Marion R.	Tec 5	34908249	3753d QM Trk Co, APO 86
Few, John S.	Pvt	34992923	3098th QM Laundry Co, APO 86
Nelson, Belvia L.	S/Sgt	16061907	72d Ftr Sq, 21st Ftr Gp, APO 86
O'Day, Albert E.	S/Sgt	31148390	Med Det, 38th Field Hosp, APO 86
Hughes, Lawrence J.	Cpl	32305928	531st Ftr Sq, 21st Ftr Gp, APO 86
Hayes, Lige	Pfc	38600201	592d Port Co, 43d Amph Trk Bn, APO 86
Dinwiddie, Chester J.	Pfc	38667759	3098th QM Laundry Co, APO 86
Trivett, Junior A.	Pfc	33532288	Co B, 147th Inf Regt, APO 86
Brandon, James R.	Sgt	17018566	Hq & Hq Co, AGF, APO 86
Tomborella, Pete J.	Pfc	36555420	3606th Ord (HAM) Co, APO 86

By order of Lieutenant Colonel SINGE:

DALE F. RUNNION  
Capt, MAC  
Adjutant

OFFICIAL:

*Dale F. Runnion*  
DALE F. RUNNION  
Capt, MAC  
Adjutant

DISTRIBUTION: Ea Orgn 2 - Hq AGF APO 86 3 - Is Surg APO 86 3 - Registrar 15 - CO Det of Pnts 5 - Ea Off 1 - Ea EM 1 - 100th MEU APO 244 3 - File 3

R-E-S-T-R-I-C-T-E-D

R E S T R I C T E D

SPECIAL ORDERS)  
NUMBER 66)

HEADQUARTERS VII FIGHTER COMMAND, AAF  
APO # 86, 21 July 1945

E X T R A C T

\* \* \* \* \*

10. CAPT (2120) EARLE F GRAY JR 0563154 AC (Race-W) (ASRS 47) reld asgmt  
458th Ftr Sq AAF APO 86 asgd Hq & Hq Sq VII Ftr Comd AAF APO 86 and detailed  
Asst A-3 VII Ftr Comd (Prim DY). WP TDN T by Govt ML. EDCMR: 23 Jul 45.

\* \* \* \* \*

BY COMMAND OF BRIGADIER GENERAL MOORE:

JAMES F. GARBER Jr,  
Lt Col, Air Corps,  
Actg Adj Gen.

OFFICIAL:

/s/ James F. Garber Jr.  
/t/ JAMES F. GARBER Jr,  
Lt Col, Air Corps,  
Actg Adj Gen.

A TRUE EXTRACT COPY:

CLIFFORD C. BLUE  
1st Lt, Air Corps  
Adjutant

R E S T R I C T E D