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(Aug-48)

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MICROFILMED

H I S T O R Y  
458TH FIGHTER SQUADRON

1 AUGUST 1945 - 15 AUGUST 1945

(Supplement to History of July, 1945)

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## O P E R A T I O N S

The missions came fast for the first fifteen days of August. We ran six, altogether, the last being scheduled on the 14th, when the war was all but over. The stunning news of the atomic bomb, of the Russian surge into Manchuria, of the doom of Hiroshima, of the preliminary requests for peace and the sparring for face and terms--all this came in August, while we still fought the war. And it came just as we struck our most destructive stride, as our combat time, our combat experience began to pay off rich dividends of destruction.

In the three fighter strikes we ran on the deck (we were high cover for another), we collected an impressive string of scalps: four radio stations damaged, two left burning; one dredge, one lighthouse, four storage tanks damaged; two large oil tanks set afire and destroyed; two combat tanks damaged, one severely; two trucks destroyed; four transformer stations damaged, and three of the four left burning; three locomotives damaged, six locomotives severely damaged; nine pieces of rolling stock severely damaged; three factories set on fire; one large freighter set on fire, one damaged; two medium craft severely damaged, and six damaged; one small craft destroyed, and fourteen more damaged. And we did that in three missions. As usual, we paid a certain price for what we bought.

Operations--2

On one rough mission over Tokyo's Happy Valley, where the flak is thick enough to plant, Capt. E. H. Mikes and Lt. P. I. Ewalt both went down. It was August 3; we had excellent visibility, good targets, no aerial opposition. We hit the deck and transacted a good volume of business. But Capt. Mikes caught severe MG fire southwest of Atsugi, and bailed out a few miles from shore over Sagami Wan. Lt. Ewalt's flight ran into heavy MG fire near Hiratsuka; three of the four aircraft in the flight were hit, and Ewalt's was hit mortally.

Ewalt barely made the coast, and bailed out, and drifted back to shore. His plane crashed in shallow water, nose first, and the tail remained above the sea. Ewalt should be a prisoner of war, but is considered missing in action.

Capt. Mikes was, in some ways, luckier. The first part of his story, of his bailout, of the boat dropped from a B-17, will be found in the mission reports attached to this history. But what has not been told before is the ordeal by sea that he faced once his flight had left him, alone in a tiny craft, well inside Sagami Wan. The public relations writer who first wrote the story did a good job. His story follows:

XX AIR FORCE FIGHTER HEADQUARTERS, Iwo Jima, Aug. 25, 1945--After parachuting from his crippled Mustang four miles off the Jap Mainland, being strafed in the water by four enemy fighters and watching his rescue submarine crash-dive twice to escape the bombs of attacking Jap planes, Captain Edward H. Mikes, 24, fighter pilot of Berwyn, Illinois, was about ready to cash in his chips.

Operations--3

Captain Mikes was leading his flight out of the Empire following a strike against airfields in the Tokyo area when he noticed his engine was running rough and the oil pressure had dropped.

Informing the other pilots he had been hit, he directed them to take him to the rally point at sea. Over the shoreline of Sagami Wan, his engine started to give off white smoke, and he began to lose air speed. Captain Mikes told his flight he was hitting the silk.

His air speed continued to drop as he started over the side and before he could get clear, the plane stalled and went into a spin. Struggling back into the cockpit, he levelled the plane off, put the flaps down, and started out again. His foot caught on something, but with a lunge he broke free, striking the rudder of the plane with terrific force.

In the water, he inflated his rubber dinghy, climbed into it, and lit a smoke flare to let his comrades, still circling above, know he was all right.

Within a short time a B-17, accompanied by a B-29, approached his position and the B-17 dropped a wooden motor boat. Captain Mikes paddled to it, climbed aboard, and started the engines.

Their job finished, Captain Mikes' flight gave him a buzz job, as a way of wishing him luck, and left.

An hour passed, and two bombers approached. "At first I thought they were Jap Bettys," said Captain Mikes. "They circled and came nearer and I could see they were Navy Privateers trying to show me the course to the submarine."

The Privateers returned 15 minutes later to mark Captain Mikes' position with a smoke bomb.

Then he sighted four fighters to the south. "I first took them for the Mustang sub-cover, but as they came nearer, I realized they were Jap Zeros," said Captain Mikes.

Keeping his left hand on the rudder to keep the boat on course, he lay on the bottom of the boat while the fighters made two passes. They riddled the boat with machine gun fire. One Jap put a burst down the center of the boat, and a slug grazed Captain Mikes' left wrist.

A look around disclosed the two Privateers had returned and chased the Jap fighters off. Heavy black smoke on the horizon indicated the sub was coming at full speed.

Captain Mikes was trying to get his boat alongside the sub when a Jap Pete was spotted just as it started a bomb run. The Privateers closed in, and the sub crew fired several bursts from a 20mm cannon. While Captain Mikes huddled in his boat, the sub crash-dived and the Jap dropped two bombs about 75 feet off the sub's bow. The pursuing Privateers shot the Jap down.

Operations--4

When the Navy planes returned, the sub resurfaced and Captain Mikes was approaching it when another Pete was sighted.

The sub crash-dived, the Jap dropped two bombs and again the Privateers pursued and shot the Jap down in almost the same spot as the first.

"When the sub went down for the second time, I was ready to cash in my chips," said Captain Mikes. "I felt sure they would never come back, and I wouldn't have blamed them."

But soon the periscope cut the water, and, as Captain Mikes approached, the sub surfaced again and stopped while the pilot came alongside.

"I was dragged aboard and escorted below in nothing flat," said Captain Mikes, "scared as hell and shaking like a leaf--but safe."

Mikes did not rejoin the squadron, but was returned to the United States from Hawaii.

Mikes' and Ewalt's planes included, in the first fifteen days of August we lost two aircraft destroyed and four damaged, which is a slight reduction over our battle damage and losses for the previous half-month. But that reduction was due to the fact that we ran only three missions in which we actively engaged the enemy. Two missions were escort, and the enemy would not fight, and a third mission was high cover for two strafing squadrons. We averaged, then, two aircraft more or less seriously damaged per active mission.

Statistically, our operations included 122 VLR sorties, of which 116 were effective; 841 hours of VLR time, of which 827 hours were effective. If the machinery of war had not ground to such an abrupt and surprising halt, it is probable that our time and our sorties would have exceeded even the total for July, for the weather held good, we had the aircraft, and we knew what to do with them.

## M A I N T E N A N C E

Officers and men in Engineering outdid themselves from the first to the fifteenth of August. Beginning with the mission of 2 August and ending with the last active mission of the war on 14 August, the squadron flew six consecutive strikes to the Empire without a single abort. That constituted a clear and unchallenged record for VII Fighter Command, and was, so far as we could determine, a standing VLR record. For we flew 125 VLR sorties without abortive return. Early returns we did have, but they were scheduled, not forced.

It was partly luck and partly hard work. Mechanical parts can fail no matter how careful and painstaking maintenance may be. But luck was with us, and so the record stands, coupled with the continuation of another and older record begun with our first mission--a record of no aircraft lost in combat due to materiel failure or mechanical breakdown. Dependable maintenance was as great a factor in the success of our strikes as any; without it, our missions might have been sheer, mass catastrophe.

## P E R S O N N E L

On August 6, a small promotion list appeared, elevating Major Shipman to the exalted rank of Lt. Colonel; Quarterman Lee to Captain; and William E. Shortley and Stanley Zavis to First Lieutenant<sup>1</sup>. Celebrations were automatic.

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<sup>1</sup>SO 18, Hq USASAF (ADMIN), APO 953, dtd 2 Aug 1945

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VLR  
MISSION 20 2 August 1945 TO 0937 DP 1257 RP 1407

Landing 1800

|        |                   |                           |  |
|--------|-------------------|---------------------------|--|
| Red    | 1 Capt. Nowick    |                           |  |
|        | 2 F/O Bilous      |                           |  |
|        | 3 Capt. Stuart    |                           |  |
|        | 4 Lt. Pilecki     |                           |  |
| Yellow | 1 Lt. Col. Rogers | 1 Capt. Carmody           |  |
|        | 2 Lt. Richmond    | Spares 2 Lt. Jones        |  |
|        | 3 Capt. Harris    | 3 Lt. Elliott             |  |
|        | 4 Lt. Kuhn        | 4 F/O Craig               |  |
| Blue   | 1 Capt. Baker     | Aborts: None.             |  |
|        | 2 Lt. Coleman     |                           |  |
|        | 3 Lt. Dostal      | Spares 3 and 4 filled for |  |
|        | 4 Lt. Seegers     | aborts in 462nd sqdn.     |  |
| Green  | 1 Capt. Connor    | Yellow 1 remained at RP,  |  |
|        | 2 Lt. Bishop      | Yellow 3 led flight.      |  |
|        | 3 Lt. Kelsey      |                           |  |
|        | 4 Lt. Johnson     |                           |  |

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

NARRATIVE: This, the third mission to western Honshu and Shikoku, was a unproductive as the preceding two. Weather was extensively foul over the target, and precluded much rhu-barbing over land. Himeji a/f was bare of aircraft, and so the strike hit the deck and turned south toward the Inland Sea. West of Danka Shima, Red and Yellow flights worked over a small boat then continued southeast over Awaji island. On one of Awaji's high hills sat a lighthouse, which was, in turn, strafed by the whole section. West of Yura and east of the island of Okina, Section I set up a gunnery pattern on two motor launches and left them dead in the water.

It was here that Capt. Stuart, accompanied by Lt. Pilecki, left the squadron. Stuart was low on gas. Between him and the RP lay a heavy front. Stuart's DU would not work, so Pilecki navigated to the RP, between 11,000 and 12,000 feet, through the front. Stuart landed with 5 gallons of gas.

Section I continued southeast of Awaji, to Ena. A cement plant complete with storage tanks, lies there flush against the high cliffs rising from the sea. Section I leisurely strafed the plant, the tanks, and a radar station nearby.

Capt. Nowick then attempted to lead the remaining ships to the RP, but the front lying between Osaka and the RP was heavy and thick. Rather than attempt to penetrate it, Nowick led the section to base by dead reckoning, the Grace of God, and constant use of Uncle Dog. (cont.)

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VLA MISSION 80 2 August 1945. CONFIDENTIAL

Section II, composed of Blue and Green flights, broke out over the Inland Sea west of Danka Shima. There Lt. Seegers squirted a small boat lying just off shore. The section caught another boat shortly thereafter, and made two separate runs on it, before proceeding through the narrow strait between Awaji and Shikoku. North of Ose Shima, the section drove in on a 100-foot ship, strafed hard, and left the ship burning. Capt. Baker, Blue leader, then led the section toward Minoshima town on the western shore of Oseka peninsula.

Intelligence had reported a tank farm in the vicinity, but Section II could not find it. It did discover, and strafe, two small storage tanks near Minoshima. They were of rather peculiar design, and it is quite possible that the local supply of Sakai was seriously depleted when the tanks were hit.

Lt. Elliott had joined Hoptoad yellow flight as a spare, followed the squadron over Itami, which was not strafed. Later, he was forced to aid several 452nd a/c who were consistently missing a locomotive at Midoro or Kunikane. Elliott dropped down and squirted the engine, which obliged by blowing its boiler.

DAMAGE TO THE ENEMY See narrative.

LOSSES None. Damage: 1 P-51 holed in horizontal stabilizer, Lt. Harris.

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VLR  
MISSION 21 3 August 1945 TO 0812 DP 1135 RP 1225

Landing 1538

|        |                 |                 |
|--------|-----------------|-----------------|
| Red    | 1 Capt. Marcott |                 |
|        | 2 Lt. Petersen  |                 |
|        | 3 Lt. Noble     |                 |
|        | 4 Lt. Bessie    |                 |
| Yellow | 1 Capt. Farnor  | 1 Lt. Schlaack  |
|        | 2 Lt. G. Gabe   | 2 T/O Fodd      |
|        | 3 Lt. Davis     | 3 Lt. Lockney   |
|        | 4 Lt. Leake     | 4 Lt. Westbrook |
| Blue   | 1 Capt. Johnson |                 |
|        | 2 Lt. Klump     | Aborts None.    |
|        | 3 Lt. Goodish   |                 |
|        | 4 Lt. McDowell  |                 |
| Green  | 1 Capt. Miller  |                 |
|        | 2 Lt. Latte     |                 |
|        | 3 Lt. Sowers    |                 |
|        | 4 Lt. Feld      |                 |

TARGET: Fighter strike, Chofu airfield; sweep of Tokyo area, Honshu, Japan.

NARRATIVE: This, the second mission to Tokyo's Happy Valley, was exceedingly rough. The valley took a beating, but, in its own inimitable way, presented us with several packets of flak impossible to digest.

As planned, the squadron made landfall near Manazuru and penetrated inland some fifty miles, at 17,000 feet; then turned south toward Hachioji. Yellow flight hit the deck at a small RR junction south of Hachioji, while Red flight orbited as top cover. Blue and Green flights drove farther east, to Chofu. There were no aircraft on the airfield there, so Green flight went down on the railroad line lying between Tokyo and Atsugi.

Yellow flight found steam locomotives, two of them, some passenger cars, an oil car, an electric locomotive, and a 50' by 50' transformer station, went into gunnery pattern, and made five passes on the area, until all targets had been hit. While Red flight followed above, Yellow flight rharbarbed south, caught a few box cars on the Tokyo-Atsugi line, a few factories, a few power lines. Capt. Barnes got a truck; Lt. Davis a radar screen and station.

Red flight meanwhile saw about 20 t/e and s/e aircraft on Atsugi a/f, and started down for a strafe when someone called "Lay off the field. I've got it." Capt. Marcott, Red leader, broke off the run and finally hit the deck south of Atsugi and rharbarbed south toward Hiratsuka. The flight was shooting up power lines, factories, storage tanks, and was just northwest

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VLR MISSION 21 3 August 1945

(cont.)

of Hiratsuki, when two MG's opened up from a small hill. Lt. Ewalt, Red 4, took a hit in his coolant. Capt. Marcott was holed several times; one bullet penetrating a gas bag. Lt. Ruble, Red 3, was hit in the spinner. Ewalt turned south, toward the sea, in a futile try for the RP. He bailed out at 3000 feet just south of Oiso, just offshore. The plane crashed into shallow water, and Ewalt drifted back to land and came down on the land.

Green flight was meantime rhubarbing down the railroad leading to Atsugi. Capt. Mikes and Lt. Sowers both hit and damaged an electric engine. Later, they caught another and the cars attached thereto. Lt. Feld shot up another at Atsugi, and Lt. Sowers yet another in the yards there. On the way, Green flight in addition shot up two combat tanks. Mikes stopped one; Lt. Sowers strafed the other. Lt. Feld put a short burst into a refinery and set it on fire. Then, just past Atsugi, Lt. Feld saw eight MG's open up in a fly-through barrage. He swung left and threw two squibs into their position. They ceased fire, but not until they had hit Mikes' ship, and hit it hard. The plane began to trail black smoke, and as Mikes turned toward the sea and safety, the smoke grew heavier and thicker.

Capt. Johnson, with Lt. Klump, had covered Green flight, but hit the deck behind them just northeast of Atsugi. Johnson hit a truck just as he got on the deck, followed Green flight, and then heard Mikes call that he was hit. Johnson gave him a vector of 140 degrees to the RP. Mikes turned toward the sea, escorted by his flight and Blue flight. Perhaps 12 miles from land, on a bearing of 130 degrees from Mt. Fuji, Mikes bailed out. The flight circled while Johnson called for ASP. Lt. Sowers saw a picket boat put out from Misaki toward Mikes. Sowers strafed and sank it.

A dory-hung B-17 was on its way to the bailout when Lt. Sowers picked it up and tried to guide it to Mikes. The B-17 opened up with top turret as Sowers slid in toward it. Sowers withdrew and approached again. The B-17 finally found Mikes, dropped him a boat, and circled. The lifeguard sub left the RP and made way toward Mikes, who was rescued, in good condition, shortly thereafter.

Red and Yellow flights meanwhile made landfall and found a trawler chugging about. Seven planes made 3 and 4 runs on it. It was losing way, smoking, and trailing an oil slick when the firing was done. This same craft was hit by Blue and Green flights while they waited for Mikes to be picked up.

Lt. Bodfish, Blue 3, remained at the RP because of a rough engine. Lt. McDowell, Blue 4, stayed with him. One of the B-29's at the RP spotted a ship in harbor near Choshi point, and led both pilots to it. The ship had steam up and attempted to hide in its own smoke. Both pilots attacked, hit the ship heavily, drew much MG fire, and discreetly returned to the RP.

LOSSES Lt. Ewalt, MIA. Capt. Mikes, rescued by lifeguard sub.  
Damage: 1 P-51 holed in wings, Capt. Marcott 1 P-51  
hit in spinner, Lt. Ruble, 1 P-51 hit in prop and  
windshield, Lt. Davis.

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VLR  
MISSION 22 5 August 1945 TO 0952 DP 1245 RP 1355

Landing 1824

Red 1 Major Shipman  
2 Lt. Jensen  
3 Capt. Stua\*\*  
4 F/O Craig

Yellow 1 Lt. Middaugh  
2 Lt. Tatro  
3 Lt. Sowers  
4 Lt. Seeger

Blue 1 Capt. Gardner  
2 Lt. Jones  
3 Lt. Kelsey

Green 1 Capt. Harris  
2 Lt. Zuhn  
3 Lt. Richard  
4 Lt. Pilecki

B-29 Cover

& 1 Capt. Connor  
3 Spare, 2 F/O Bilous  
3 Lt. Johnson  
1 F/O Bishop

Aborts None.

TARGET: Top cover for fighter strike, Tokyo area, Honshu, Japan.

NARRATIVE: There was little fuss on 5 August. We caught a few packets of heavy, inaccurate flak at Uenohara, Hashimoto, Kaminozo, Atsugi, Hiratsuki, and Hachioji; we slid up and down the well-worn groove in the waters of the Western Pacific.

Red and Yellow flights covered the 462nd squadron through Futamato, One, Tokorozawa, and Toyooka, and past Asagawa to Hashimoto, to Hatano. Blue and Green flights, in turn, shepherded the 457th from Igawa Saki to Onoji, from Sagami to Hiratsuki. No one even smelled an e/a except Lt. Sowers, Yellow 3, who called one out at 9 o'clock high. Nobody heard the call, nobody chased the Nip.

One pilot from another group bailed out at the RP and got cover from the whole of the squadron. Gas was not as pressing a problem as usual, for all ships carried 165-gallon externals. The extra tankage was installed because of the sub-cover bounce perpetrated by 6 Zaks on 3 August. Thus the man in the dinghy was covered by plenty of power until he boarded the cub.

Capt. Connor and F/O Bilous searched for an hour for traces of a survivor from a bailout some 200 miles north of base. The pilot apparently bought it, for he was not found.

DAMAGE TO THE ENEMY: None.

LOSSES: None

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VLR  
MISSION 23 7 August 1945 TO 0809 DP 1115 RP 1225

Landing: 1535

Red 1 Capt. Nowick  
2 Lt. Feld  
3 Lt. Schlack  
4 Lt. McDowell

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

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

Green 1 Capt. Baker  
2 Lt. Coleman  
3 F/O Dostal  
4 Lt. Seegers

Spares 1 Capt. Barnes  
2 F/O Todd  
3 Lt. Davis  
4 Lt. Elliott

Aborts: None.

TARGET: Fighter strike, Sagami airfield, Honshu, Japan.

NARRATIVE: The general idea of the strike was to hit Sagami airfield if Sagami was worth hitting. It wasn't, for dearth of aircraft. So again down the length of Happy Valley we rhabarbed, and it was a sore and trying day for the Nippon Power & Light Co. The lines fell like grain before the scythe. Red and Yellow flights found no other targets as they headed southwest from Sagami and made landsond south of Odawara. At landsond, Lt. McDowell lagged slightly and was fortunate enough to catch and hit three Sugar Dogs in a small cove near Atami. Flak was light and medium but inaccurate on the route out.

At Haseu Shima, a small island in Sagami wan, Red and Yellow flights strafed six fishing boats drawn up on the beach. Some careless misses unfortunately went into the village which fronts on the beach, and, even more unfortunately, set the village on fire.

North of the RP, Capt. Nowick and Co. found a small harbor on Chiba peninsula. The harbor sheltered a large freighter, several goodly fishing luggers, and two large oil tanks. Lts. Bodfish and Lambert did not strafe here because Bodfish had a hung external tanks and so returned to the RP. The six remaining ships made three separate runs on the harbor, and their shooting was excellent. Lt. Klump did the obvious honors on the oil tanks, which blew up exceeding well. Capt. Nowick, Lt. Feld, Lt. Schlack, Lt. McDowell, and Capt. Johnson worked the freighter and the luggers over pretty thoroughly. The freighter was on

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VLR MISSION 23 7 August 1945 (cont.)

fire when the shooting was done. Several radar stations and a lighthouse in the area, being menaces to aerial navigation, were trated accordingly.

Blue and Green flights hit the deck south of Sagami and rhabarbed south toward Hiratsuka. Damage which Red and Yellow flights made sore to the N. P. & L. Co. became great and greivous. The power lines and transformers took a powerful beating. North of Nishinomiya, both Blue and Green flights turned southwest, skirted Hiratsuka, and hit the rail line into Misu town. Capt. Marcott, Capt. Baker, and Lt. Coleman hit and destroyed a locomotive in the yards there. Lt. Peterson shot up and set afire a transformer station north of Nishinomiya.

Green flight continued southwest and strafed factories near Sakawa. Capt. Baker, Lt. Coleman, and F/O Dostal all shot up small boats on the beach or in the water near Odawara town. Lt. Coleman hit a radio station at landsend near Yugawari point. Green flight's last target was a radio station on the northwestern tip of the island of O-Shima.

Blue flight turned toward Nagarimatsu, where they caught and shot up a radio station, and beat up a few more power lines before reaching Odawara, at landsend. Lt. Lockney shot up a small boat there. Lt. Ruble had already put a burst into a dredge a few miles inland.

As usual, the JAF lacked the guts to fight.

Damage to the Enemy: See narrative.

Losses: None. Damage: None.

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VLR  
MISSION 24 10 August 1945 TO 0717 DP 1028 RP 1115

Landing 1549

Red 1 Capt. Carmody  
2 Lt. McCabe  
3 Lt. Elliott  
4 F/O Craig

Yellow 1 Capt. Harris  
2 Lt. Starin  
3 Lt. Richmond  
4 Lt. Westbrook

Blue 1 Capt. Connor  
2 Lt. Kuhn  
3 Lt. Johnson  
4 F/O Bishop

Green 1 Lt. Middaugh  
2 Lt. Tatro  
3 Lt. Swoers  
4 F/O Bilous

1 F/O Dostal  
Spares 2 Lt. McDowell

Aborts: None. Red 1, Blue 2  
returned to RP before  
landfall with engine  
trouble. Spare 1 re-  
placed Blue 2; Spare  
2 replcd 457th abort.

TARGET: VLR escort to Tokyo area.

NARRATIVE: Mission 24 looked like a little jewel when it was scheduled. The atomic bomb had been announced since the previous mission; we were on escort for only 66 B-29s. The bait was calculated to draw the JAF into the air if ever it intended to come into the air again. A tiny bit did rise to meet us, but by ill fortune, we made nothing of it.

Rendezvous with the bombers, and course to Fuji were as scheduled. The 458th covered, from the right, the middle boxes of bombers. Near the turn east at Fuji, Lt. Richmond, Yellow 3, spotted two multi-engine e/a at 8000 feet, heading north. He called them out, and received no answer. He rocked his wings and called again. No one heard. No one attacked.

On course, northeast, to target, flak started up near Hachioji. Then F/O Bilous, Green 4, saw three s/e o/a. The call-out was not clear, and no one attacked again. Near Tokyo, the squadron crossed over the bombers to avoid heavy flak, and then escorted to Kasumagaura lake. The bombers split and turned south, and made landsend on the eastern coast of the Chiba peninsula.

It should be noted that this was the fifth consecutive mission without an abortive aircraft, and thus a VII Fighter Command record. Capt. Carmody made it plain at briefing that the pilot aborting without good reason would face the wrath of every EM on the line. Carmody soon regretted the statement. Over Kita, his engine was rough.

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Halfway to the Empire, it was rougher still. The plane labored to the coast and 17,000 feet, and quit cold. Carmody lost altitude and turned to the RP. His engine ran again in a vague sort of way, and finally brought him back to base. Capt. Connor led the squadron when Carmody was forced to withdraw.

DAMAGE TO THE ENEMY: None.

LOSSES: None.

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VLR  
MISSION 25 14 August 1945 TO 1018 DP 1355 RP 1415

Landing 1830

Red 1 Capt. Nowick  
2 Lt. Coleman  
3 Lt. Richmond  
4 Lt. Seegers

Yellow 1 Lt. Sowers  
2 Lt. Feld  
3 P/O Postal  
4 Lt. Coltman

Blue 1 Capt. Barnes  
2 F/O Todd  
3 Lt. Kempert  
4 Lt. Elliot

Green 1 Capt. Stuart  
2 Lt. Bodfish  
3 Lt. Smith  
4 Lt. Lambert

Sub Cover 1 Capt. Marcott  
2 Lt. Lockney  
3 Lt. Anderstrom  
4 Lt. Kuhn

Spares: 1 Lt. Ruble  
2 Lt. Jones

Aborts: None. Green 3, 4,  
stayed at RP with engine  
trouble.

TARGET: VLR escort to Osaka.

NARRATIVE: The war began to end eight days before we took off on mission 25. It was our last chance to get Japs, and, just as much to the point, the last chance the Japs had to get us. It was also a piece of cake, being an escort mission.

The squadron picked up the bombers at the easternmost point on Shikoku, sections escorting each box as it rolled northeast toward Osaka, and then breaking away from the boxes as the bombers droned through the heavy flak above the city. There were no airborne enemy fighters, the flak wasn't bad, and the weather was average, with pretty thick haze, through which the bomb bursts were barely visible.

Everyone made the RP and home base without incident. And thus our war ended; the last combat mission flown, the long adventure halted in mid-stride by the sudden and ignoble plop of the setting of the Japanese sun.

DAMAGE TO THE ENEMY: None.

LOSSES: None.

R E S T R I C T E D

HEADQUARTERS  
 UNITED STATES ARMY STRATEGIC AIR FORCES (ADMIN)  
 APO 953

2 August 1945

S Y M B O L S

SPECIAL ORDERS )  
 : (FAGAT - 1st Available Govt Air Tvl )  
 NUMBER 18 ) (FAGWT - 1st Available Govt Water Tvl )

\* \* \* \* \*

2. 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:

MAJ TO LT COL

HARRISON E SHIPMAN 0432296 AC

CAPT TO MAJ

GEORGE R FLEMING 0568153 AC  
 VERNON E WICKMAN 0660602 AC

LST LT TO CAPT

JOSE DIAZ 0737022 AC  
 HENRY M FLETCHER JR 026023 AC  
 JOHN J GRANT 0798125 AC  
 QUARTERMAN LEE JR 0415835 AC

2D LT TO LST LT

JACK F BOYD 0650875 AC  
 LAWRENCE E BRENNAN 0589054 AC  
 HOWARD W DAVIS 0587701 AC  
 THOMAS M LILLARD JR 0585639 AC  
 PHILIP D MARTIN 0585667 AC  
 CHARLES W PARKER 0586843 AC  
 PAUL S MORIN 0870694 AC  
 ALBERT A SHARKE 0870748 AC  
 WILLIAM B SHORTLEY 0868669 AC  
 CHARLES B WILLIAMS JR 0587558 AC  
 STANLEY ZAVIS 0586489 AC

\* \* \* \* \*

BY COMMAND OF GENERAL SPAATZ:

OFFICIAL:

s/ Henry B. Hohman;  
 t/ HENRY B. HOHMAN,  
 Colonel, AGD,  
 Adjutant General.

CURTIS E. LEMAY,  
 Maj Gen, USA,  
 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