

~~██████████~~
~~████████████████████~~
HISTORY

457TH FIGHTER SQUADRON (SE)
506TH FIGHTER GROUP (SE)
VII FIGHTER COMMAND, ARMY AIR FORCES
PACIFIC OCEAN AREAS & TWENTIETH AIR FORCE

1 JUNE 1945

to

30 JUNE 1945

Sq-FF-457-HI
JUN 45
X

R.C.

DECLASSIFIED
DOD DIR 6200.9

7-263

00060600

~~MICROFILMED~~

1967-20

~~████████████████████~~
~~████████████████████~~
RSI Cont No
C00224

CONFIDENTIAL

H I S T O R Y

457TH FIGHTER SQUADRON, SE,

506TH FIGHTER GROUP, SE,

VII FIGHTER COMMAND, ARMY AIR FORCES,

PACIFIC OCEAN AREAS & TWENTIETH AIR FORCE.

P.R.C.

1 JUNE 1945

TO

30 JUNE 1945

George A. Brownyard

GEORGE A. BROWNARD
S/SGT., Air Corps
Historical Clerk

Francis P. Schlegel

FRANCIS P. SCHLEGEL
Capt., Air Corps
Historical Officer

CONFIDENTIAL

00909000

RSI Cont No
C 00224

CONFIDENTIALFRONTISPIECE

1. Negative

2. Losses in Action:

Missing: 2nd Lt. Best, James E. 0-821775
 2nd Lt. Griffith, Robert H 0-829979
 2nd Lt. Klippel, Robert C. 0-830248
 2nd Lt. Kloiber, Leonard J. 0-829877
 2nd Lt. Saks, William E. 0-719438

The afore mentioned five pilots are missing in action from a VLR mission, 1 June 1945. (See Narrative)

3. Awards and Decorations:

11 June 1945-- Air Medal awarded to --

Capt. Aust, Abner M. 0-742882
 Capt. Benbow, John W.L. 0-792098
 Capt. Gaudiani, Vincent A. 0-26011

4. Negative

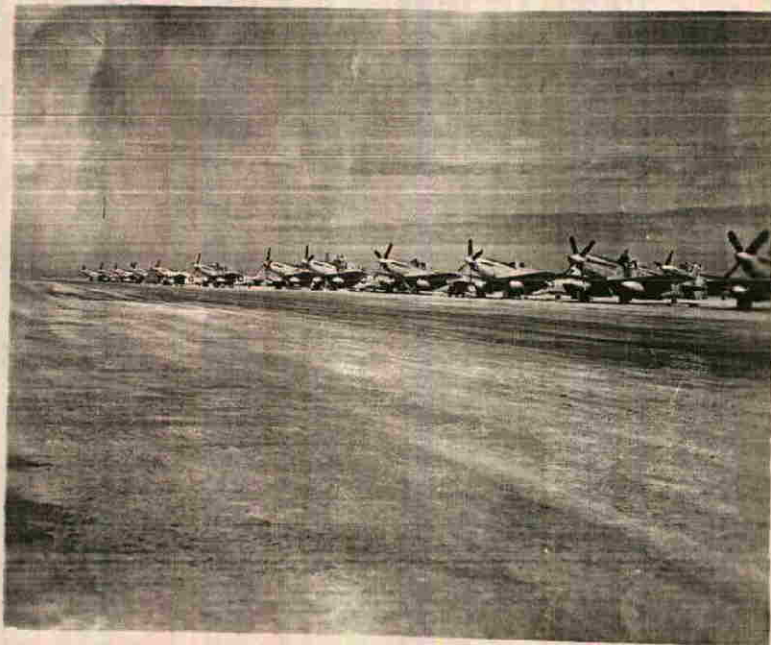
5. Strength, personnel---- 1 June 1945--- 69 Officers
 254 Enlisted Men
 30 June 1945--- 68 Officers
 253 Enlisted Men

6. Strength, airplanes---- 1 June 1945---30 P 51 D
 30 June 1945---28 P 51 D

7. Losses,airplanes-----

<u>Date</u>	<u>COMBAT</u>	<u>How Destroyed</u>
1 June 1945 -- 1 P 51 D		Lost at Sea- Pilot bailed out.
1 June 1945 -- 5 P 51 D		Lost at Sea- 5 Pilots Missing.

CONFIDENTIAL



AIRCRAFT DISPERSAL AREA-May, June 1945
45TH FIGHTER SQUADRON

Illustration #1

CONFIDENTIALNARRATIVECOMBAT FLYING

In June, 1945, poor weather was the greatest hindrance to the combat operations of the squadron. Twelve of the missions scheduled by the VII Fighter Command were postponed, and four of these were cancelled. Despite this, the squadron flew in nine scheduled VLR missions with a result of four complete missions. The remaining five were ineffective because of weather fronts impassable to P 51 aircraft.

The chief objectives of the month were: (1) to provide escort for B-29's from the Marianas on Empire bombing missions; (2) to aid in the destruction of the Japanese air power by destroying planes in the air and by strafing missions against airfields on Honshu; (3) to assist in keeping the Bonin Islands non-effective Jap bases; (4) to protect Iwo Jima by combat air patrol.

The first combat mission of the month, (No. 06-01) was a three group escort mission to Osaka. This was a tragic start and brought home sharply the problem weather in the Pacific Ocean Areas can be. Nineteen planes were airborne at 0740. After a normal flight from rendezvous, the airplanes reached a weather front, approximately 400 miles out. Navigation B-29's, followed by the three groups, made a 360° turn while searching for an opening and

CONFIDENTIAL

then went into a break at 11000'. The opening proved to be a funnel which closed suddenly upon the bunching fighters. The 457th pulled up and fanned out by flights as visibility dropped to zero. Pilots saw P 51's in spins, stalls and on their backs during occasional light spots. Pilots attempted to follow course to target from five to thirty minutes. None broke through. Altitudes flown varied from zero to 14000'. Carburetor icing was experienced by one pilot at 14000'. Some pilots were able to use combinations of several Homing methods. One pilot reported satisfactory results with DU. All others received signals from too many other directions. Lt. Thomas V. Carroll dead reckoned from the front to the Iwo Base Signal. Lt. Warren E. Griffe flew thirty minutes into the front and returned via Chichi Jima by dead reckoning, except for radio contact with an Air Sea Rescue P-17 once, one half hour NW of Chichi Jima. Lt. Lawrence E. Grennan became our first pilot to bail out successfully and to be picked up by an Air Sea Rescue Naval Patrol vessel. About two hundred and fifty miles from base, his engine started running rough. Six miles from base, the engine quit. Lt. Grennan was picked up, unharmed, a few minutes after bailing out. Five pilots were missing as a result of the mission. The missing pilots are:

-2-

CONFIDENTIAL

CONFIDENTIAL

--- 2nd Lt. Best, James E	0-821775
2nd Lt. Griffith, Robert H.	0-829979
2nd Lt. Klippel, Robert C.	0-830248
2nd Lt. Kloiber, Leonard J.	0-829877
2nd Lt. Saks, Willaim E.	0-719438

From that date on, care has been taken not to attempt to fly through a weather front of such denseness.

This particular weather front remained in the general area for nearly a week. This hindered Air Sea Rescue and prevented any very long range missions during this period.

On 7 June 1945, the squadron put twenty a/c in the air as part of an escort mission, (06-02), to Osaka, Japan. Four a/c aborted, three due to mechanical failure, the fourth returning early with an abortive plane. The mission was successful. No enemy a/c were sighted; cloud cover completely obscured Osaka. All our planes returned safely to base.

On 8 June, 1945, twenty of our planes were airborne on a fighter strike against Meiji A/F and Hamamatsu A/F, Nagoya Area, Japan, (#06-03). All the planes on the mission ran into a severe overcast 65 to 70 miles from base on the way out and returned, all landing safely at North Field.

A bombing and strafing mission to Chichi Jima in the Bonins was flown on 9 June 1945. Twelve a/c bombed and strafed, one was used as a Josephine (ASR) and one more as an escort for the Josephine. 14 bombs dropped on Sasaki Airfield,--two dropped on one of

CONFIDENTIAL

the radio stations, eight hit in various sections of the island. Ground installations were strafed. All planes returned safely.

The fifth mission of the month, (#06-05), was an escort mission to Tokyo on 10 June 1945. Eighteen of our airplanes were airborne and completed the mission. The squadron sighted eight Tojos over the target area. Lt. William B. Lawrence and his wingman, Lt. William G. Hatland made a high side gunnery approach on a straggler. Five of Lt. Lawrence's guns malfunctioned when he fired, but he and his wing man, Lt. Hatland observed two or three API hits between the cockpit and the tail. Lt. Lawrence pressed his attack to 300'. Lt. Skiver damaged two stragglers, and his wingman, Lt. Gardner put two short bursts on another Tojo in the cockpit area, perceiving a burst of flame flowing out of the cockpit area as the Tojo snapped vertical and pulled away. The three leading Tojos had pulled up and away. Our pilots carried on with escort cover. On the way back to base, two hours out of Iwo, Lt. Francis C. Albrecht notified his Flight Leader, Lt. Henry N. Fletcher, that his gauges showed him to be dangerously low on gasoline, owing to the drag of a wing tank that he had been unable to drop, increasing gas consumption. Lt. Fletcher volunteered to remove the tank with his wing tip. The first attempt failed, but on the second try, Lt. Fletcher succeeded in dislodging the tank. Flak on the mission was heavy, meager and inaccurate.

--4--

CONFIDENTIAL

CONFIDENTIAL

On the 15th of the month, twenty two planes were airborne to aid in an escort mission to Osaka; (06-06). A weather front was encountered about 31⁰ north and all planes returned to base.

Mission 06-07, 19 June 1945 was planned as a fighter strike by two groups, the 506th and the 15th against air fields in the Nagoya area. Our squadron had twenty planes airborne, two of which returned early. The two groups ran into a solid cloud layer from zero to 32000 feet, two hundred and fifty miles from Iwo. Our eighteen planes hit Chichi Jima as a target of opportunity on the way back, strafing shore installations and shipping which included one Sugar Dog, barges and a floating dredge. Large fires were observed in a barracks area. Two of our planes were slightly damaged by the medium and light flak encountered. All planes returned to base.

Squadron Mission 06-08, 23 June was a strike against airfields in the Mito area and on the Chiba peninsula. The 15th and the 506th Fighter Groups participated in the mission. Our squadron, led by Captain John W.L. Benbow, strafed Mito South Airfield, and a field thought to be Naruto Airfield. Only one Jap airplane was sighted in the air, and that a good distance away. On the ground, nine Tojos or Franks, one T/E plane and two other single engine planes were damaged at Mito South, as the squadron attacked by flights, line abreast, in a fast steep dive from

--5--

CONFIDENTIAL

CONFIDENTIAL

the NW, pulling up at fifty feet. Buildings, barracks and machine gun positions were also thoroughly strafed. Eleven Georges are claimed destroyed and thirteen others damaged at the field thought to be Naruto Airfield. The flights hitting the field averaged four passes on it. Flak was light, medium and heavy, inaccurate to accurate, over the Empire. Seventeen of our aircraft were dispatched on the mission. Four aborted owing to mechanical failure, one returned early as an escort for an abort, and one stayed with the navigator B-29's at the RP. Eleven a/c were over the targets and strafed. We had no losses. One of our planes, that of Lt. Wm. T. Moore was airborne eight hours and twenty minutes, which was a new record to that date for the VII Fighter Command.

On the 26th of the month, the squadron dispatched twenty planes as part of the 506th Fighter Group Escort for B-29's in the Nagoya Area, (#06-09). Five planes returned early, two aborts, and three spares which were ordered to return. Fifteen planes of ours were over the target and returned safely led by Captain Daun G. Anthony, acting squadron commanding officer. Captain Anthony and Lt. Walter J. Cawley got hits on the only enemy a/c sighted. Both Jap planes escaped, after being

--6--

CONFIDENTIAL

CONFIDENTIAL

damaged, by diving into the clouds which obscured the target area. Going over a weather front, Lt. William A. Hutchinson reported to his flight leader, Captain Max S. Weill, that the supercharger of his plane would not engage except when used manually. Captain Weill ordered him to turn back and dispatched Lt. Chauncey A. Newcomb to escort him. After flying toward Iwo for about fifteen minutes, Lt. Hutchinson succeeded in tying his supercharger switch in place with a piece of parachute string that he was using to secure his pocket knife. Since still but a short distance from landfall, and having lost sufficient altitude to bring them in the clear, below the cloud base, which ranged from 10000' to 12000', he and Lt. Newcomb returned to Ise Wan, where they maintained patrol for approximately one hour. During this time, they were in visual contact with a number of individual B-29's which appeared to be coming in from all directions. They observed one of our submarines, covered by two B-29's entering the mouth of Ise Wan, where the submarine attempted to pick up seven survivors of a crashed and burning B-29. Lts. Newcomb and Hutchinson went down on the deck to spot one of the isolated survivors. They then returned home with a navigation B-29, without reestablishing contact with the rest of the squadron.

Flak observed was heavy and intense, and accuracy unknown

--7--

CONFIDENTIAL

CONFIDENTIAL

over Nagoya. The escorts were well above the flak zones. All planes returned safely.

The 27th of June, (mission 06-10), found the squadron participating in a three group strike on airfields in the Nagoya-Osaka area. We dispatched eighteen a/c. A weather front was reached 500 miles from Iwo, and decision was made to return to base at 1220.

The final mission flown during the month was on 29 June, to Chichi Jima. Twelve P-51's led by Captain Max. S. Weill, plus two Josephines participated. Red Flight bombed and strafed cave hangars at Susaki A/F. Two bombs struck in the target area. Yellow Flight bombed Radar Station #1; all bombs dropped in the general area. Blue Flight aimed at Radar Station #2, and at least two hits were observed in the target area. A ship was strafed in Higashi harbor, Haha Jima. No planes were damaged. Flak was light, meager and inaccurate.

During the month, the 457th Fighter Squadron claimed eleven Japanese a/c destroyed on the ground;--one probably destroyed in the air;-- five damaged in the air and twenty four damaged on the ground as against no losses of ours to enemy action ;-six planes lost owing to weather and two damaged by enemy flak. This is an overall picture of our first full combat month which shows about five (5) Japs destroyed or

--8--

CONFIDENTIAL

CONFIDENTIAL

probably destroyed or damaged to one (1) of ours. This record compares favorably with that of the other squadrons of the VII Fighter Command.

Very few enemy planes were sighted in the air.

One hundred thirty six (136) Combat Air Patrol sorties were flown during the month with only six (6) aborts. No enemy a/c was sighted on any of these sorties.

COMMAND AND PERSONNEL

There were several important changes in personnel during the month. On 12 June, Major Malcolm C. Watters, O-432241, our commanding officer was appointed Acting Group Operations Officer for the 506th Fighter Group, SE. (1) Captain Daun G. Anthony, O-438000, the squadron Operations officer, was given the additional duty of Acting Commanding Officer of the Squadron. (2) Captain Vincent A. Gaudiani, O-26011 became Acting Squadron Operations officer.

Five pilots were added to the squadron during the month.

They are:---

- (1) Par 3, SO # 46, Hq. 506th Ftr Gp, SE, APO #86
- (2) Par 4, -Ibid-

--9--

CONFIDENTIAL

CONFIDENTIAL

2nd Lt. Goodhand, William S. Jr.	0-687367
2nd Lt. Lane, John H.	0-2067011
2nd Lt. Mitchell, Harlan E.	0-2067026
2nd Lt. Nix, Charles A.	0-2067029
2nd Lt. Winn, Joseph D.	0-2063122

INTELLIGENCE

An innovation was tried by the Intelligence Section with the cooperation of the Operations and Communications Officers. This consisted of a briefing on each mission for enlisted personnel after the planes took off. The meetings were held on a voluntary basis, but were extremely well received as the men who see that the planes fly are keenly interested in the missions scheduled.

To facilitate interrogations of flights separately, four tables were constructed for the briefing tent. Chairs were made out of bomb fin assembly containers and painted Green--the squadron color.

Each day brought in more valuable maps and photographs from Group Intelligence. Good, recent photographic coverage was available for every target assigned to the squadron during the month.

OPERATIONS

In addition to the Empire Missions, Bonin Missions and Combat Air Patrol, the squadron flew frequent operational tests and engaged in practiced formation flying. One plane was damaged in a landing accident during the month. Its tail wheel

CONFIDENTIAL

collapsed. The pilot was not injured. The plane was repaired.

Once every three days, the squadron has been furnishing four pilots for Runway Control. Each pilot is on duty for a three hour period. The squadron has also been assigning pilots--one every three days--to act as Airdrome Officer at Base Operations. The squadron has been taking its turn in supplying the fighter pilot who rides in a B-29 on each Group mission to act as advisor on flying through weather. A flight leader is used whenever possible.

MATERIEL

This month, to comply with a VII Ftr Comd policy, Squadron Supply began to maintain the property book for and to draw and issue Air Corps property, except spare parts for airplanes and Class 13 property. Lt. Taylor C. Green, Tech Supply Officer and Lt. Lawrence Brennan, Squadron Supply Officer concur in the opinion that Squadron Supply personnel are too few to handle with top efficiency the extra work imposed by this system.

Squadron Supply this month issued impregnated clothing for chemical warfare to officers and enlisted men.

PERSONAL EQUIPMENT

The 81st Service Gp has not had a sufficient supply of flying equipment on hand to meet the needs for the Squadron; though

--11--

CONFIDENTIAL

CONFIDENTIAL

such equipment is in order. The need has been greater than necessary since replacements have not arrived with all the items they supposedly should have received before reaching here. There have not been sufficient life vests and dinghies to supply each pilot. Pilots do not have the authorized number of flying suits and gloves.

Wing tank boxes are used effectively for shelves for parachutes and oxygen masks. Blanket drops on the front block out the dust.

ENGINEERING

In June, the squadron bettered its efficient plane maintenance record of May. The same method of working on the planes continuously as to have enough ready for all missions was carried out.

The gun sight switch was modified in the cockpit of each plane. The sight switch was disconnected from the gun switch and now works off the battery switch. This is designed to prevent accidental exposure of the gun camera film.

The Packard engine representative has proved very

--12--

CONFIDENTIAL

CONFIDENTIAL

helpful, especially on timing magnetoes and adjusting throttle linkages. A special inspection was made before each VLR mission to check coolant line, plugs, and the plane in general.

The dust problem on Iwo Jima causes corrosion easily. Extra cleaning has been successful in combatting it.

ORDNANCE

The move to the new location (details follow later-see also Illustration # 2) gave the Ordnance section more room for storage facilities and for a greatly improved shop. A separate storage tent was set up for ammunition.

Welding instruction for all the department's enlisted personnel was started during working hours as spare time was available. A training film on VT fuzes was shown to indoctrinate the men in its use.

An inspection system for inspecting aircraft weapons was put into operation.

A small arms inspection of individual weapons was held weekly by the Ordnance Officer, Lt. James L. Schwendemann.

The section continued to haul away dud ammunition from

--13--

CONFIDENTIAL

CONFIDENTIAL

the line area and the personnel quarters area.

ARMAMENT

Several innovations were worked out by the Armament Section during the month.

Covers of sheet metal, with a clamp arrangement, to fit over the case ejection chute openings, were made. They are removed when the plane is ready to take off. This has proved a big help in keeping out dust.

Paddle foot sway braces, used to keep bombs from swaying, were redesigned to be used also with auxiliary wing tanks. The old system was to use two long wooden pieces on each tank to keep them from swaying. This system did not prove too satisfactory as often when the pilot released his wing tanks, the boards would be warped or bent enough to keep the tanks from dropping free. T/Sgt. George R. Sparks designed a method of cutting the ends off of the paddle foot sway brace and having the squadron's sheet metal shop weld two flat pieces of metal to the arms of the brace. The flat pieces rest against the top sides of the tank to prevent movement. It is a much simpler arrangement and to date no tanks have failed to drop when released. This arrangement has only been used on the 110 gal wing tank as the 165 gal tank is too large, and the old wooden arrangement is still being used on them.

CONFIDENTIAL

The squadron has been using the new K-14 A gun sight and it is working out well. Pilots testify to its aid in accurate firing.

A sight test bench was built by the section and used for daily and weekly checks. This consists of a duplication of the gun sight set up in the plane itself. It is a simple work bench equipped with the switches, battery and blower. Using this, the armorer can take the sight out of the ship and work on it in the shop, where all the necessary tools are available. This may not be an new idea, but it is new to the squadron, as it is the first time our planes have been equipped with the K-14 A sight. Faults are checked in the sights so that corrective action may be taken. Lt. Albert A. Sharke, Squadron Armament Officer made the original mockup and T/Sgt Curtis Husky carried out a scale model for daily use.

Several pilots experimented with the effect on operation of the K-14 A gun sight when it is turned off on level flight proceeding to the Empire and back, keeping it turned on only over the target area. Keeping it on for several hours had given it too much wear. The experiment proved successful and will be SOP from now on.

--15--

CONFIDENTIAL

CONFIDENTIAL

The squadron is still waiting for K-14 A gun sight heads from the 81st Service Group. The Armament section received a T/O compliance kit for the K-14 which is not used. The K-14 is an earlier model of the sight, but some of the parts are interchangeable. Permission was granted to the squadron to use parts of this kit for our purposes.

No firing in butt for the Group has been received, although requisitioned. Our Armament section is using a regular bore sighting frame with the painted target. This, however, is not nearly as accurate as the firing in butt which is preferred by all pilots.

COMMUNICATIONS

The Communications section continued to have great difficulty with the SCR 522 in that most of the sets are manufactured with mica-mold condensers which are not built strongly enough for the voltage rating and are constantly shorting out and more or less exploding in the set itself. The section has found that the Aerovox condenser of the same voltage rating will hold up much better under the working conditions here on Iwo Jima. However, Lt. Forest R. Shafer, the squadron communications officer, believes that if a condenser of a 450 working voltage is used instead of either of the aforementioned, all further trouble would be eliminated, but at present cannot get these condensers.

--16--

CONFIDENTIAL

CONFIDENTIAL

As a result of experimenting with communications equipment on VLR missions, it was found out that the SCR 522, having been designed for not more than a four or five hour continual operation, was constantly breaking down under the strain of eight or nine hours continuous operation. The breakdown is believed to be caused by excessive heat and could possibly be rectified by using some sort of an air cooling device. The section is not equipped to make an experiment along these lines, but would like to pass on the recommendation for such a trial.

IFF sets were found to be very effective due to a very efficient system of preventative maintenance.

Experimentation was also carried on with the Detrola Low Frequency Range Receiver BC 1206 A, which is used in conjunction with a radio range station as a radio navigation aid. The antenna for the receiver was interfering with the AN/ARA-8 homing device recently installed on the planes. It was necessary to relocate the Detrola antenna. It was tested in various locations. The only acceptable location found to date has been from the tip of the horizontal stabilizer to the tip of the vertical stabilizer to the tip of the left horizontal tab to a point on the left side of the fuselage just to the rear of the wing faring. The

--17--

CONFIDENTIAL

CONFIDENTIAL

lead in to the receiver was taken from this point. This gives a maximum range of the antenna of approximately twenty miles from the station.

Telephones were installed in the new line area- and the lines are now on poles.

The section is carrying on a training program for all personnel in regard to new equipment. The greatest part of the training program consists of on the job training which is being supervised by exceedingly capable section NCO's.

S/Sgt L.J. Strittmatter and Sgt. C.A. Tall were very active in designing test equipment to carry on shop maintenance and provide test equipment which was necessary but not furnished.

The section has adequate, well trained personnel, although Lt. Shafer has applied for two more Radar mechanics, MOS 862, authorized by Change #2 of T/O and E 1-27.

MEDICAL SECTION

It is the opinion of the medical officer, Captain Theodore F. Paprocki, that the physical health of the squadron personnel, as a whole, is very good. No combat fatigue problems have been noted to date.

--18--

CONFIDENTIAL

CONFIDENTIAL

The use of DDT has been extremely effective in checking flies and mosquitoes.

GENERAL

A new dispersal area was completed late in the month for parking of aircraft and was immediately occupied by the three squadrons of the Group. On the 30th of the month, the line personnel moved to a new area behind the dispersal area. (See enclosed picture). This will be the permanent location of the line departments. Plans exist for the erection of Quonset huts for Operations, Intelligence, Pilot's Ready Room, Briefing and Interrogation Room and the Photo Section. Work was started on these on the 30th. The new area promises to be more free of dust than the old, as it is located in a hollow below the strip and parking area.

Lt. Colonel Harley Brown and Captain Vernon Wickman, of Group Headquarters inspected the various sections of the Squadron during the month. Although a few deficiencies existed in each department, the squadron's rating was excellent.

In the living area, Quonset huts were completed for each flight, of pilots. The ground officer's tents have been winterized, by building floors and screening the sides.

Work continued on the new area for the enlisted personnel.

--19--

CONFIDENTIAL



LINE AREA--JUNE 1945

457TH FIGHTER SQUADRON

Illustration #2

CONFIDENTIAL

The new mess hall and the much needed showers were finished and occupancy was expected shortly after 1 July 1945.

A vast improvement in the motion pictures available was noted during the month. At first, the selections were old and not of the best caliber, but the latest Hollywood releases are now shown nightly.

One enemy air raid occurred during the month-- on 24 June. Several bombs were dropped by two Bettys causing slight damage to the West Beach. One Betty was shot down by our P-61 night fighters. Our personnel and property suffered no injury.

Awards and decorations are shown on the frontispiece.

On 5 June 1945, five pilots--Capt. Abner M. Aust, Lt. Denny O O'Hearn, Lt. Lawrence P. Dolan, Lt. Lawrence E. Grennan, and Lt. Warren E. Griffio went to Guam, APO 234, to pick up new aircraft for the Group, returning 9 June 1945.

2nd Lt. John H. Hall, O-1172088, who had been hospitalized since his accident on Tinian in April 1945 was transferred back to the United States on 9 June 1945. (3)

1st. Lt. John W. Winmen O-815447 was sent back to the

(3) Ltr-Hq Med Service Central Pacific Base Comd Sub Evacuation Order #7 APO 958

--20--

CONFIDENTIAL

CONFIDENTIAL

the United States on temporary duty to attend a special gunnery course. (4)

thirty one (31) enlisted men of the squadron were promoted on 10 June. (5)

A weekly orientation program was put into effect by 1st Lt. James N. Mc Donough, Asst S-2 Officer and Information and Education Officer for the Squadron. The usual program was to present a news summary and analysis for the week by S/Sgt George Brownard of the S-2 section, followed by a gun camera film of one of our missions and having one of the pilots who was on the mission explain the tactics. 1st Lt. Francis B. Clark and 1st Lt. William H. King gave very interesting talks on the missions. On another occasion, in lieu of the film, an interrogation report of a Prisoner of War who lived here on Iwo Jima for 21 years was used as the basis for the program. 1st Lt. Francis P. Schlegel, Sq S-2 Officer handled the interrogation and 1st Lt. James R. Schwendeman, Sq. Ordnance Officer gave an amazing portrayal of the Jap prisoner. These programs were well received by the men and officers.

(4) Ltr Hq AAFPOA (Adm) APO 953

(5) Par 1 SO 45 Hq 506th Ftr Gp SE

--21--

CONFIDENTIAL