

78th Ftr Sq, Subj: "Monthly Installment of Unit History for Apr" dtd 17 May 45 contd

3. Awards to and decorations of members of the immediate unit involved.

Negative.

4. Organization (e.g., changes effected by the transfer of units, or by new T/O's).

Negative.

5. Strength, personnel (on the first and last day of the month being reported).

April 1, 1945

63 Officers 249 Enlisted Men

April 30, 1945

69 Officers 252 Enlisted Men

6. Strength, airplanes by types (on hand the first and last day of the month being reported).

April 1, 1945

Amount Type 32 P-51D-20NA 1 C-47A-90DL

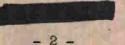
33 Total Airplanes

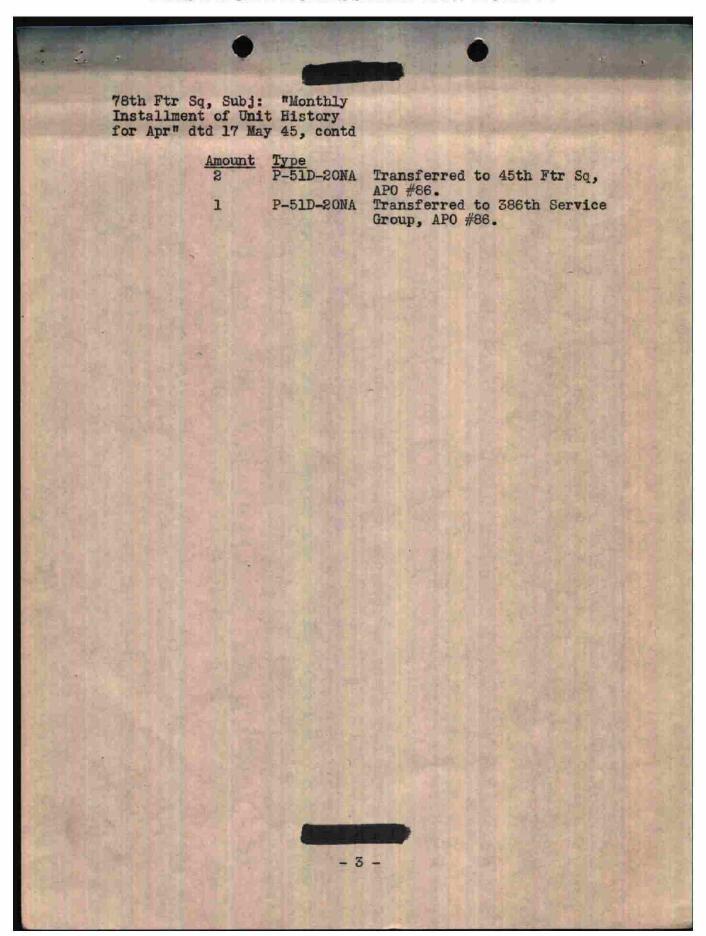
April 30, 1945

Amount Type
26 P-51D-20NA
1 C-47A-90DL
27 Total Airplanes

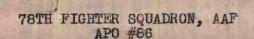
7. Losses, airplanes by types (operational and combat)

Amount Type 5 P-51D-20NA Lost in Combat.





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17 May 1945

SUBJECT: Monthly Installment of Unit History for April.

TO : Commanding General, VII Fighter Command, APO #86.

THRU : Commanding Officer, 15th Fighter Group, APO #86.

#### 1. General:

Greatest stimulant to squadron morale and the dominant factor in April's history was the commencement of combat missions against the enemy.

It was the first time in the squadron's history such missions had been flown and rapidly a succession of historical firsts followed. Thus, Major Vande Hey became the first land based fighter pilot to lead us, the first land based fighter squadron, over Tokyo. The 1600 mile initial mission on April 7th was the longest Pacific flight made by P-51's. It was the first time the 51's escorted B-29's on a Pacific Ocean mission, and for a majority of the pilots it was the first time they engaged in duels with enemy aircraft.

During the month's successive missions the squadron produced the first, and thus far the only, Central Pacific Ace in Major Tapp who accounted for his fifth Nip victim on April 19th over Atsugi Airfield.

Journalists and photographers flocked to record the exploits of our once unnoticed Mustangs. Both Major



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Vande Hey and Major Tapp delivered short addresses over the Army Hour and major networks.

A total of 15 missions were flown during the month of which seven were very long range. Annexed hereto as Exhibit A is a summary of the month's missions. Annexed hereto as Exhibit B is a summary of the results of these missions.

When the exciting moments of these first combat missions had passed, thoughts reverted to rotation and furlough. Announcement of a new War Department and POA policy on rotation fostered conversation and speculation, but because of the elasticity of the outlined procedure lent little enlightenment to men who sought the answer to the basic question, "When will my turn come up?".

April wrought striking change to environment. On April 1st the squadron was still foxholed, a status which continued during three days of persistent heavy rainfall that flooded the majority of the foxholes. On April 4th the order was given to move to the permanent squadron area.

There, four man tents had been set up for officers; six man tents for enlisted men. Cots were issued the same day and the ground echelon was thus able to celebrate the 33rd day of their Iwo Jima adventure with a roof overhead

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and a bed underneath. Precautions were not discarded for that same evening all men were ordered to dig slit trenches near their tents.

Throughout the month improvements were added. April 15th and 16th electric lights were installed in the tents. On April 19th an excellent sulphur water shower was set up sufficiently large to amply accomodate all demands. On April 27th the remodelling of the mess hall was accomplished to include electric lights, a screened-in area and well-proportioned benches and tables. The mess hall became a cafe with the installation of a loud speaker providing V-disc music during meals. A small tent next to the mess tent was the source of additional Quartermaster bounty in the form of toilet articles, chocolate bars, chewing gum and tobaccos. Officers' mess was separated from the enlisted and moved to a consolidated group mess hall. The arrival of a new mess sergeant, via replacement, S.Sgt George Williams, happily coincided with a marked improvement in the chow.

By the end of the month the squadron was again harboring notions of gentility; some men inquired about the possibility of raising garden vegetables; special service fishing equipment was borrowed; a lending library flourished;

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and windmill laundries mushroomed about the area.

The cracking up of a B-29 on April 24th within a few yards of the line brought forth a spontaneous demonstration of courage by some of our personnel. At about 1445 the B-29 made an emergency landing, went out of control, and cracked up bursting into flame in its midsection within a short distance of our lined-up parked planes. S.Sgt Greco, S.Sgt Lorenczewski, and Sgt Franklin Sweet ran over to the furiously blazing '29 and helped carry a wounded crewman to the engineering truck which took him to the hospital. Captain Moore, Lt Fahey, and Lt Schoenbart jumped into P-51's parked nearby and taxied them out of danger. A group consisting of these officers plus Lt Marshall, T.Sgt Bilewicz, T.Sgt Milkowski, S.Sgt Greco, S.Sgt Hradsky, S.Sgt Lorenczewski, S.Sgt L. Petesch, S.Sgt Rozell, Sgt Blanco, Sgt Franklin Sweet, and Cpl Cline assisted in pushing away some inoperational P-51's parked under the wing and near the tail of the '29 which by this time was a mass of flame with ammunition expending in all directions. As a result of their prompt and daring action, no damage to any of our aircraft was occasioned by the completely demolished B-29.

The following is a thumbnail biography of Major James B. Tapp.



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Major James B. Tapp, who on April 17th, 1945 became squadron CO succeeding Major James M. Vande Hey, had his civilian mail addressed to Eveleth, Minnesota. His attendance at junior college in Eveleth was interrupted by the acceptance of his application for aviation cadet. Major Tapp brought to his primary training at Park's Air College, East St. Louis, Ill., an experience consisting of 100 hours of CPT flying. Graduating from Park's in February 1942, he chose fighter pilot as his Army occupation and went to Basic Flying School at Enid, Oklahoma, topping that off with final training at Lake Charles where he earned his wings. Because he there volunteered for overseas duty he was graduated ten days in advance of his class and given a month of transitional training at Talahassee, Florida from where he travelled directly to Hawaii.

In August, 1942, he joined the squadron where his first assignment was as wing man. He quickly advanced to flight leader, then to gunnery officer, and was holding the position of operations officer when he achieved his latest elevation.

Major Tapp had attended gunnery school at Matagorda Peninsula and in June 1943 attended the 7th AAF gunnery school at Hickam Field. Prior to flying his present P-51D he had piloted P-36's, P-40's, P-39's, P-47's, and P-38's.

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As a squadron pilot he participated in the history-making flight from Oahu to Midway, then the longest flight undertaken by P-40's. He also made the return flight. He remained with the squadron from the day he joined, achieving his majority on February 13th, 1945.

On April 7th, 1945, Major Tapp led his flight in the first Tokyo raid by land-based Mustangs. On this mission he achieved signal distinction by downing three enemy aircraft while acting as escort for the bombing B-29's. This was the greatest number of enemy craft accounted for by any single pilot and was one half of the entire squadron haul. A fourth enemy ship was added to the Major's score on April 12th on another Tokyo escort mission, and on April 19th during a fighter sweep against Atsugi Airfield Major Tapp became the first Ace in the Central Pacific when he downed number five.

In taking over the role of squadron commander, the Major brings a modest, but thorough and painstaking personality to bear upon the important duties of that position.

#### 2. Cemmand and Personnel:

On April 4th the squadron living area was moved to



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its permanent location. The Command Post was immediately set up in this area and business as usual was continued after only a few hours loss of time. The tent alloted for the CP was unusually small resulting in very crowded working conditions. However, a quonset hut is expected to be available in the near future. Because some of the field desks were lost in transit on the move from Oahu, packing boxes were made into substitute desks adequately serving the purpose.

The CP in addition to regular supplies and desks and equipment houses a combination phonograph and PA system which furnishes music and news programs during the meal and evening hours, and an FM radio receiver and transmitting set which is for emergency use in case of disrupted telephone communications, and during air raid alerts.

lst Sgt Clayton H. Haywood, recent rotational replacement from the mainland, is proving very efficient. He has made a bit of history in this organization by being the only 1st Sgt who has not been compelled to act also as Sgt Major. That position is now filled by S.Sgt Rini. Sgt Michael Cristinzio transferred from the S-2 section in a mutual exchange for S.Sgt George Ammerman has been assigned the duty of file clerk; Cpl Raymond Clouthier formerly file clerk is assisting Sgt Hubert in the Personnel Section in

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handling service records, officers pay and enlisted men's payrolls.

On April 17th, Major James M. Vande Hey, Squadron Commander, was relieved from command and returned to the mainland for reassignment. Major James B. Tapp assumed command.

Returning to APO #953 for rest and recreation were Captains Collins and Parrish, and Lieutenants Patterson, Coryell, Dahlquist, Brooks, Moore, and Sherren.

Promotions included 1st Lts Chambers and Duerr to Captain; and 2d Lts Bauman, Heil, Brooks, Carey, Coryell, Dahlquist, Gautsche, and Gibson to 1st Lt.

Among additions to squadron were pilots; Capt
Fitzsimmons, 1st Lt Collie, 2d Lt Fahey, 2d Lt Powers, 2d Lt
Schoenbart, 2d Lt Hawkins, 2d Lt McLean, 2d Lt Venamon, and
Flight Officer Cowles; enlisted men; Sgt Donnelly and S.Sgt
Williams.

#### 3. Operations:

The month of April saw the realization of a Fighter Pilot's dream in the Pacific Ocean area. On April 7th history was made when Army fighters escorted B-29's over Tokyo for the first time. The 78th Fighter Squadron were especial-



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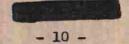
ly fortunate as they were, by virtue of their posts in sequence, the first Army fighter squadron to fly over the Empire of Japan proper. The resulting fight between attacking Jap fighter planes and the defending Mustangs saw three planes fall before the guns of Major Tapp, while Captain Moore scored twice and Major Vande Hey once. Several other enemy ships were written off as damaged or probables. The first long range mission ever flown in this area was especially memorable because all planes of this squadron returned safely to base. The 19 pilots who flew the entire mission were as follows: Red Flight: Major Vande Hey, Lt Moore, Capt Collins and Lt Sherren; Yellow Flight: Capt Mollan, Lt Evans, Lt Yellin, and Lt Gautsche; Blue Flight: Major Tapp, Lt Maher, Lt Chambers and Lt Carr; Green Flight: Capt Moore, Lt Roseberry, Capt Hostetler and Lt Beyl. Lt Duerr and Lt Brooks flew protective cover for the air sea rescue sub, while Lt Heil, unable to effect a rendezvous with the squadron, established a first of his own by escorting a group of B-29's over Nagoya and then returned safely to base. It was a tired, but extremely happy squadron that climbed out of their planes late in the day to be met by the ground crews who had been sweating them out for more than seven hours.

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On the 12th of April an escort mission was flown over Tokyo. Kanoya Airfield on Kyushu was hit on the 16th in the first fighter sweep over the mainland. This mission was notable for its having been changed some few brief minutes before the planes took off. On the 19th of the month a very successful fighter sweep warned the Japs of things to come. It was carried out against Atsugi Airfield and was followed by another on April 22nd against Akenogahara Airfield and Toba Bay. April 26th saw another escort mission to Kokubu Airfield, Kyushu but weather was very poor and no enemy ships or AA were encountered. On the 30th the squadron was airborne to escort B-29's but although all flights engaged with enemy planes the mission was not entirely successful because rendezvous was not effected with the bombers.

Among the personnel Lt Beyl has left for gunnery school on the mainland. Major Vande Hey has left for reassignment and Capt Chambers is awaiting orders for same. The fact that there is now the possibility of getting home some day has done a great deal for the morale of the men as a whole.

There still remain a good many well-founded complaints. Planes are forced to fly on CAP or stand by on



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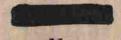
alert the day before long range missions when they should be on the ground being given a final check by the crew chiefs. At the present time this squadron has 27 planes and some 54 pilots, a condition which does not result in most of the pilots getting in enough time to keep in trim. Flying perhaps once a week on CAP is not the best training in the world for fighting Hamps and Zekes some 750 miles from our base. Either the squadron should be given more planes or the number of pilots should be cut down. In the course of this month the squadron has received eight new pilots, some of whom haven't even been able to check out here or learn squadron tactics because of the lack of planes and time between long range missions.

#### 4. Engineering:

Quite a bit of trouble was encountered this month, particularly with spark plugs. Gasoline is suspected to account for the trouble for it is believed that the fuel has large quantities of volcanic dust in it. Some of the fuel has been turned in for testing but the result is not yet available.

There has been a good deal of prop trouble too.

The propellers are leaking through all the seals and the



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propeller shop has been unable to procure enough seals to repair the propellers on hand. A propeller balancing table on the island would relieve the shortage of propellers. A hydraulic stand for testing cylinders and valves could also be used to advantage.

Section personnel were honored when T.Sgt Blattner and S.Sgt Lorenz spoke over the radio on April 7th for the Army Hour program from Iwo Jima.

This month five new men were received in the engineering section as rotation replacements. They appeared to be very good mechanics with a great deal of experience. Four tech sergeants were made flight chiefs and one man was placed on the maintenance crew.

#### 5. Supply:

The 386th Service Group Cooperated with Tech Supply in ordering parts that would have enabled the squadron to repair major assemblies, had the parts been received soon after they were requisitioned. Failure to receive these parts resulted in the necessity of changing six propeller assemblies that could have been repaired.

Personnel Supply has endeavored to replace the desired clothing and equipment that was lost by individuals

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during the move. Supplies have been requisitioned but have been very slow in arriving. Men who lost field jackets upon debarkation are still without them. It is suggested that a maintenance supply of clothing and equipment be carried by organizations to prevent a similar situation on future operations.

Requisitioning by Personnel Supply from various agencies has its problems. Supply channels are more than confusing. Thus three and one half hours were spent in turning in and drawing three light bulbs. It is felt that some simplification could be effected and perhaps some channels eliminated.

#### 6. Armament:

Highlight of April has been loading ships with ammunition to be expended against the enemy homeland. The men have really sweated out these missions. Besides the long range missions we have been doing a bit of bombing at Chichi Jima which offers diversion from just guns and ammunition.

No. 1 Airfield now boasts a boresight range which it is expected will be put to use the first part of May.

Our planes are being modified to permit the carrying of rockets, an event which will provide much business for us.



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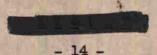
#### 7. Ordnance:

All ammunition on hand at the beginning of the month has been turned in and a new type ammunition is now being used. Heretofore, the ammunition was belted in a ratio of 2-2-1 using 2 armor piercing, 2 incendiary, and 1 tracer cartridges. Now, there is one armor piercing, one incendiary, one armor piercing, one incendiary, and one tracer cartridge.

Since rocket launchers are being installed on our planes, the near future should bring us a new interesting phase of ordnance activity.

#### 8. Photo Lab:

The many missions long range and otherwise flown in April brought to light shortcomings of lab facilities and equipment. Our tent, a pyramidal 20 x 20, proved too small a workshop for five men. The complete darkroom could not be set up in it since it had to be also used as a projection room at times. A larger tent has been secured but due to the possibility of moving to another area has not been set up. Nevertheless, the work turned out hit a new high with 2200 feet of 16mm film processed, and 200 ground camera negatives developed which in turn called for about 1025

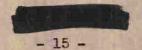


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prints. Pictures taken include a picture story about the first flight over Tokyo; group pictures of the pilots involved; of Major Tapp and his crew on the day he became an Ace; and of all officers and enlisted personnel in engineering, armament and ordnance sections.

Prints on the 16mm gun camera film for identification and confirmation of possible hits involved a departure from the normal. The work called for a 16mm or 35mm enlarger. There was none on hand. In order to get the work done an enlarger was improvised using a GSAP (Gun Sight Aiming Point) camera lens, scrap lumber, and "hard to get" ground glass and plate glass. The idea was furnished by Sgt Richard Alvin and with the assistance of Cpl John Conroy, a fixed focus enlarger was constructed which produced a print 4" x 5½", a 16 diameter enlargement. About 200 prints were put out by this instrument but higher echelon is asking for more prints. Accordingly further supply of bromide paper has been requisitioned.

Weather conditions on the island created a necessity for faster drying of prints. A dryer conceived and constructed by Cpl Conroy solved the problem. Whereas it formerly took all day to dry six tins of prints, Cpl Conroy's dryer will do the same work in an hour and a half.



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Since the appointment of Captain Moore as Operations Officer, Captain Merrill has acted as director of the lab.

#### 9. Communications:

On April 1st telephone lines were installed in the new living area, the system being completed on April 4th.

On April 18th the section participated in a Group consolidated switchboard system furnishing one man a week to help operate the joint switchboard.

A complete power system was installed in both officer's and enlisted men's areas on April 16th utilizing a 15 KVA generator to supply power.

During the month several SCR 695's detonated due to inertia switch failure. U/R's were submitted on the BC 706. IFF safety guards devised by this section were installed in all ships, eliminating breaking of power plugs by parachute.

With men assigned to the various ships doing their utmost to keep sets in efficient working order, radio complaints were held to a minimum on the VLR missions. S.Sgt Gonnors and S.Sgt Gebauer were selected as flight chiefs. 1st Lt Carr, a pilot, was appointed assistant communications officer. The month ended with the construction of a movie booth to house our projector and protect it from weather.

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#### 10. Medics:

The month of April was an innovation for the Medical Section. Instead of operating as a separate squadron unit, it has operated as a consolidated group unit using Group Dispensary facilities. Such priveleges as bed facilities, infra-red and ultra-violet lamps, ample surgical instruments, sterilizers and autoclaves, laboratory and X-Ray facilities are now being enjoyed. These were not heretofore available, and are greatly appreciated by patients and medical personnel alike.

On April 1st, then S.Sgt Withrow, now T.Sgt Withrow, long with the 78th Medical Section, was transferred to Group. His place is being ably filled by Sgt Perkins.

#### 11. Transportation:

During our move to the present area early this month everything was in readiness at the same time which made necessary a concentrated effort on the part of the Section to accomplish the moving. After the personnel set up their living quarters, a motor pool work shop was built near the quarters area from salvaged lumber and a large tarpaulin. A fuel and outside oil dump was set up and

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sections were directed to bring their vehicles to the motor pool for a routine daily maintenance check up.

The engineering section broke the second spring on their three quarter ton weapons carrier. With the Service Group set up parts were generally available.

Because of poor road conditions a great deal of dust and mud got into contacting surfaces on the vehicles and accelerated the wear of various parts. Poorly surfaced roads caused frequent shifting of gears resulting in more clutch replacement.

The section was given the additional duty of maintaining the numerous power plants required for squadron operation, as well as the cooler for the Mess Hall. Power plants were over loaded involving much maintenance. A couple of the 3 KVA generators were operating sluggishly until it was found that the pickling solution had not been drained, a 6 and 10 KVA generator were overhauled recently and the 15 KVA generator which supplies the living area runs all night and day except for an hour each day when it must be completely checked.

The personnel, who have been doing an excellent "on duty" job, have also made good use of their off duty time by building up their quarters, setting up water supply

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for washing clothes, building wind driven machines, making walks, planting samples of trees, and setting up a volley ball court and punching bag platform.

#### 12. Intelligence:

In April the S-2 section faced a month of adjustment to new procedures. For the first time, briefings,
interrogations and reports were concerned with actual combat missions. For the first time squadron pilots were
downing enemy aircraft. With long range missions following
rapidly on each other's heels the entire personnel was constantly occupied with preparation of strip maps, target
pictures, mission reports, and destruction claims reports.

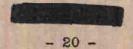
This was in addition to maintenance of war theater maps which because of the shifting complexion of European fronts required constant attention. Towards the latter part of the month the section erected a permanent bulletin board in the squadron area which excited the interest and admiration of all personnel. One side of the board was devoted to analyses of the world operations and distributed news bulletins in connection therewith; the other was taken up with mission reports, map studies and charts of the individual squadron combat missions.

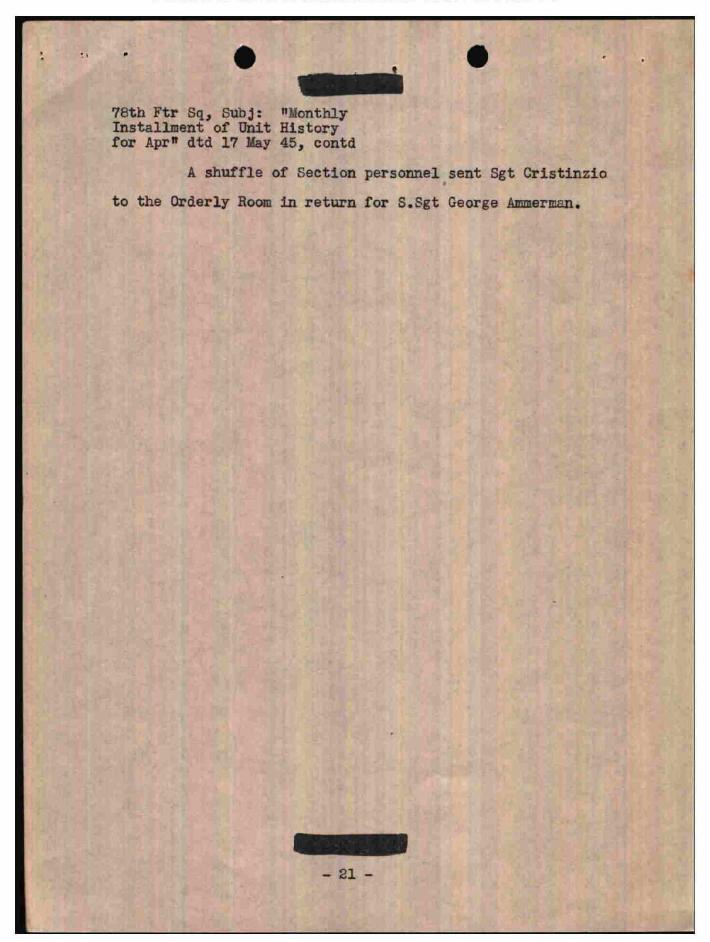
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For the benefit and encouragement of pilots, charts setting forth their individual combat sortic records were posted as well as a scoreboard of individual combat missions accomplished.

While S-2 Section personnel have made allowance for the adjustment necessarily accompanying new procedures and have worked zealously to facilitate the accomplishment of same, it is felt that certain improvements are both desireable and necessary if the pilots are to derive maximum benefit from these procedures. Paramount complaint heard from pilots is that last minute selection of target area deprives them of the valuable opportunity to study target pictures, target information and strip maps. Both Command and Group have been diligent in passing this information on to the squadron and it is hoped that some system will be installed higher up which will make use of their promptness to the pilots' benefit.

It is also the Section's belief that interrogations as presently conducted do not provide the best results because of the noisy atmosphere of the interrogating room and the presence of superfluous personnel. It is hoped some method of improving these conditions may be devised.





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#### EXHIBIT A

### 78th Ftr Sq Combat Missions During April, 1945.

Squadron Mission #4-1, 7 April 45, 19 P-51's: VLR escort of B-29's over Tokyo, Japan. In the air six enemy planes were destroyed and two were damaged without loss or damage to the squadron.

Sq Mission #4-2, 12 April 45, 16 P-51's: VIR escort of B-29's over Tokyo, Japan. Nine unagressive Jap fighters encountered of which one was destroyed by Major Tapp. Two of our pilots were lost; Lt Christoe missing, last seen over Tokyo area, and Lt White killed when his chute failed to open after he bailed out due to engine trouble.

Sq Mission #4-3, 12 April 45, 13 P-51's were scrambled on a control ordered interception. No contact with the enemy was made. No observations were made.

Sq Mission #4-4, 16 April 45, 17 P-51's strafed hangars and shop installations at Kanoya Airfield, Kyushu, Japan. No enemy aircraft encountered. Lt Wightman was killed when he was forced to bail out 250 miles from base because of engine cut-out.

Sq Mission #4-5, 17 April 45, 4 P-51's: Dive bomb and strafe shipping in TA 246 K-G, 230 Q-V, and buildings in TA 245 I on Chichi Jima.

Sq Mission #4-6, 17 April 45, 6 P-51's: Search for enemy submarines Northwest of Chichi Jima with "Josephine" escort. No sightings were made and the flight dive bombed shipping in Futami Ko, Chichi Jima.

Sq Mission #4-7, 19 April 45, 20 P-51's: Fighter sweep over Atsugi Airfield, Henshu, Japan. Three enemy aircraft were encountered of which one was shot down by Major Tapp. The squadron provided top cover for the 21st Group which strafed the field. Intense, accurate AA encountered.

Sq Mission #4-8, 19 April 45, 4 P-51's dive bombed and strafed Susaki Airfield and targets of opportunity at Chichi Jima.

Sq Mission #4-9, 22 April 45, 14 P-51's: Low level strafing



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attack on Suzuka Naval Air Base and Akenogahara Army Air Field, Nagoya area, Honshu, Japan. In the air two enemy aircraft were destroyed. On the ground  $9\frac{1}{2}$  were destroyed, two probably destroyed and ten damaged. In addition a 2000-2500 ton ammunition ship or tanker was blown apart and a 100 foot lugger was sunk. Shipping damaged included one 200 foot coastwise vessel, two 75 foot junks and a 100 foot trawler. No loss to our squadron.

Sq Mission #4-10, 23 April 45, 4 P-51's dive bombed and strafed priority targets on Chichi Jima. Due to weather the mission was abortive and bombs were jettisoned over Kita Rock.

Sq Mission #4-11, 24 April 45, 4 P-51's dive bombed and strafed storage area and tunnel in TA 247 V on Chichi Jima.

Sq Mission #4-12, 26 April 45, 16 P-51's: VLR escort of B-29's over Kyushu, Japan. No enemy aircraft encountered. Two of our pilots, Lt Mangum and Lt Wayland were lost during climb through overcast 35 to 45 miles from landfall at Kyushu. They were not seen or heard from after climb was started.

Sq Mission #4-13, 26 April 45, 4 P-51's were ordered by control to search for reported survivors ten miles West of Hot Rocks, Iwo Jima. The flight reported a deflated life raft six miles West of Hot Rocks and orbitted until relieved by a Dumbo and DD.

Sq Mission #4-14, 29 April 45, 4 P-51's dive bombed and strafed radio station #7 in TA 248 X and targets of opportunity on Chichi Jima.

Sq Mission #4-15, 30 April 45, 16 P-51's: VLR escort of B-29's over Tokyo, Japan. Eight enemy aircraft were encountered of which one was probably destroyed. Enemy generally unagressive.

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#### EXHIBIT B

#### Results of Missions flown during April, 1945.

- 1. Destruction of enemy craft and shipping:
  - A. Mission of April 7th over Tokyo, Japan:

    One Tojo destroyed in air by Major James B. Tapp.

    One Tony destroyed in air by Major James B. Tapp

    One Oscar destroyed in air by Major James B. Tapp

    One Hamp destroyed in air by Capt Robert W. Moore

    One Hamp destroyed in air by Gapt Robert W. Moore

    One Dinah destroyed in air by Major James M. Vande Hey
  - B. Mission of April 12th over Tokyo, Japan:
    One Tony destroyed in air by Major James B. Tapp
  - C. Mission of April 19th over Atsugi Airfield, Honshu: One Jack destroyed in air by Major James B. Tapp
  - D. Mission of April 22nd over Nagoya area, Honshu:

    One Oscar destroyed in air by Capt Robert W. Moore

    One Oscar destroyed in air by 2d Lt Thomas McCullough
    One Topsy destroyed on ground by Capt Robert W. Moore
    and 2d Lt Gordon Scott
    One Oscar destroyed on ground by Capt Robert W. Moore

One Oscar destroyed on ground by Capt Richard Duerr One Sally destroyed on ground by Capt Victor Mollan One T/E unident. destroyed on ground by Capt Mollan One T/E unident. destroyed on ground by 1st Lt

Robert Carey, Jr.

One Sally destroyed on ground by Capt Nelson Merrill and 1st Lt Robert Ruby

One Tojo destroyed on ground by Capt Nelson Merrill One Tojo destroyed on ground by 2d Lt Elden Westlund One 2000-2500 ton ship, 200-250 feet long, destroyed by Capt Moore, Capt Campbell, Lt Scott and Lt Butler

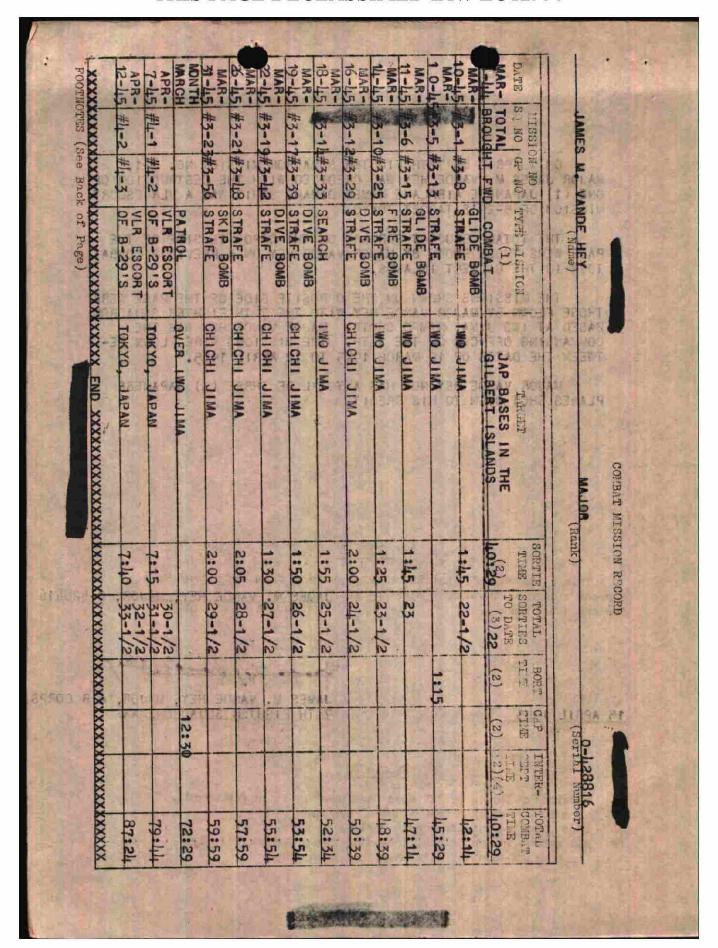
One 100 foot lugger destroyed by Capt Moore, Capt Campbell, Lt Scott and Lt Butler

- 2. Total Sorties Dispatched:
  - A. Combat Sorties dispatched during April (including abortives): 167.

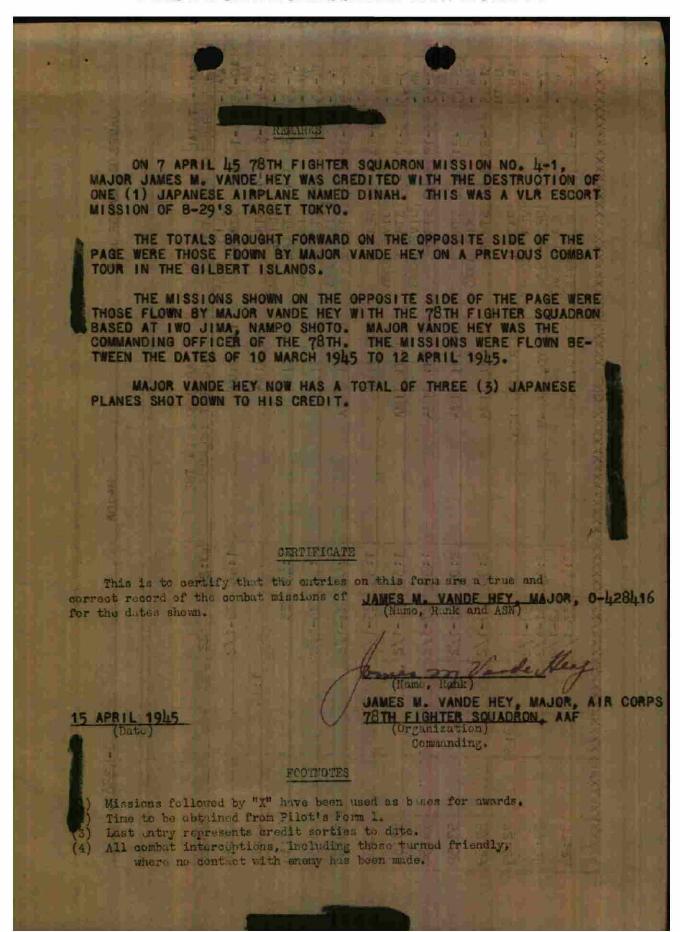


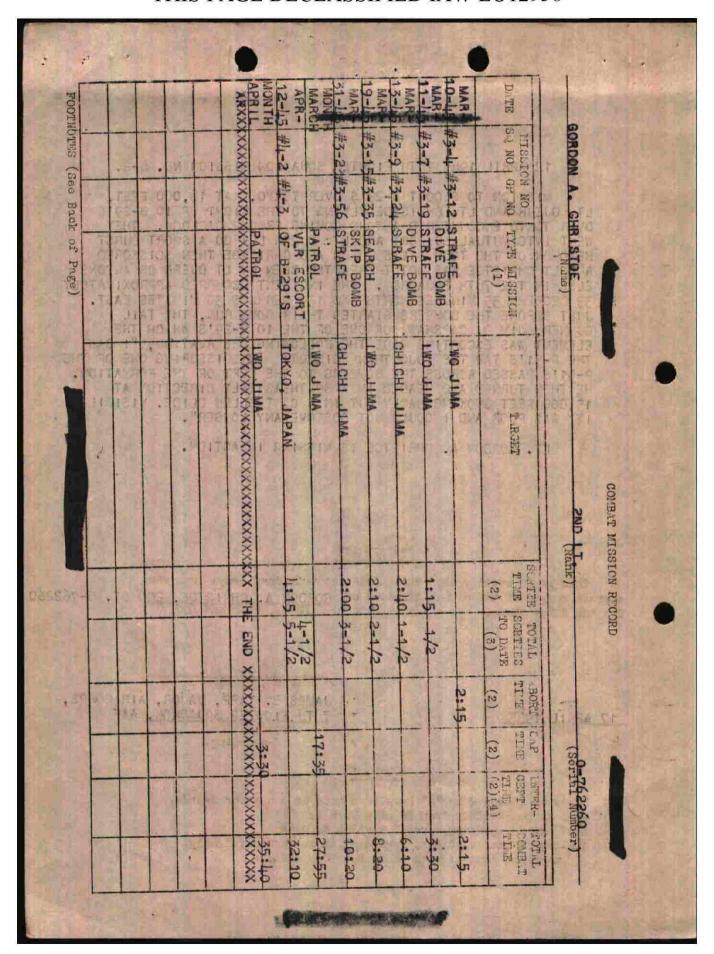
78th Ftr Sq, Subj: "Monthly Installment of Unit History for Apr" dtd 17 May 45, contd Total Abortive Sorties: 15. Total CAP Sorties (including abortives): 147. D. Total CAP abortive Sorties: 8. E. Total Tonnage of bombs dropped: 9.5 GP Demolition. - 2 -

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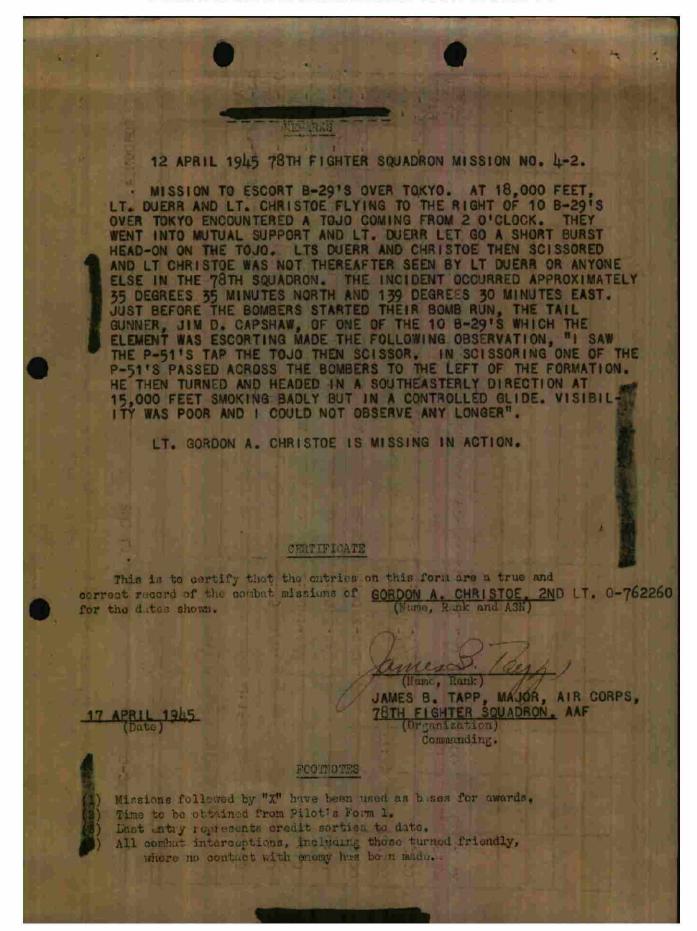


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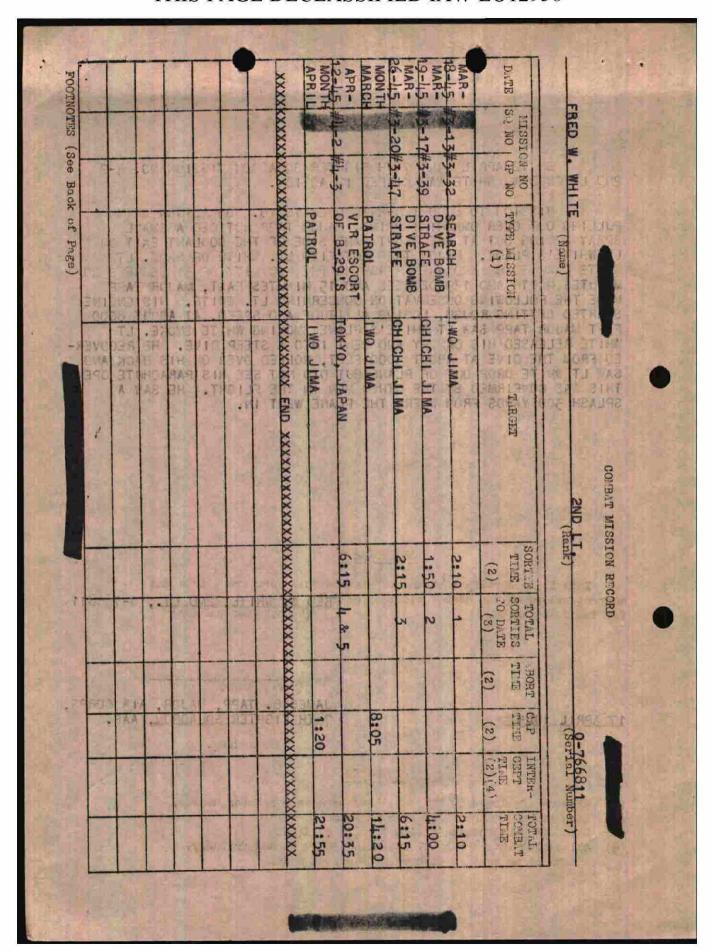




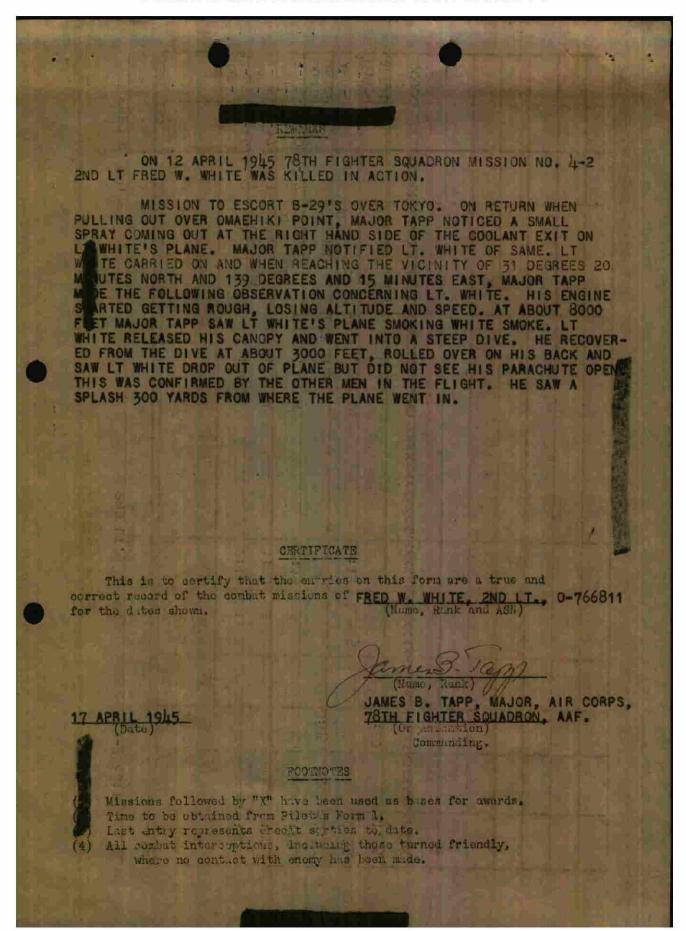
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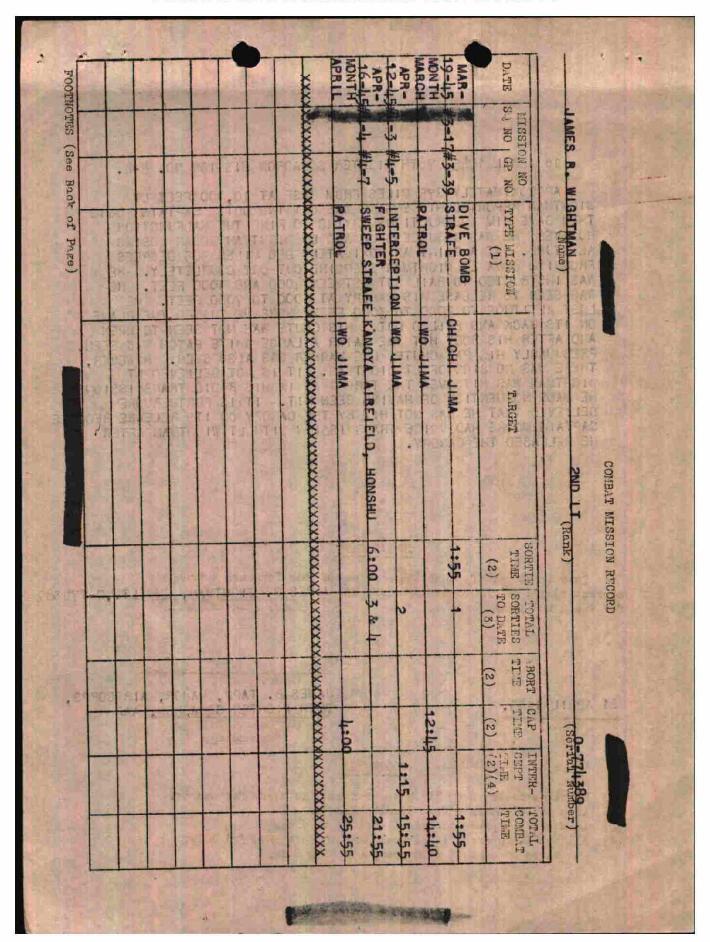
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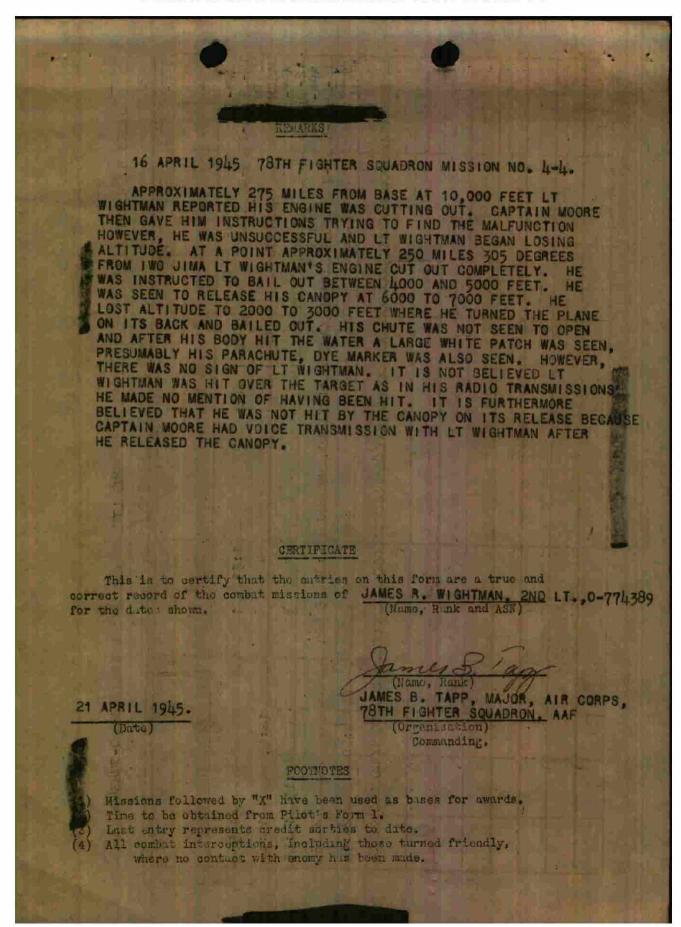
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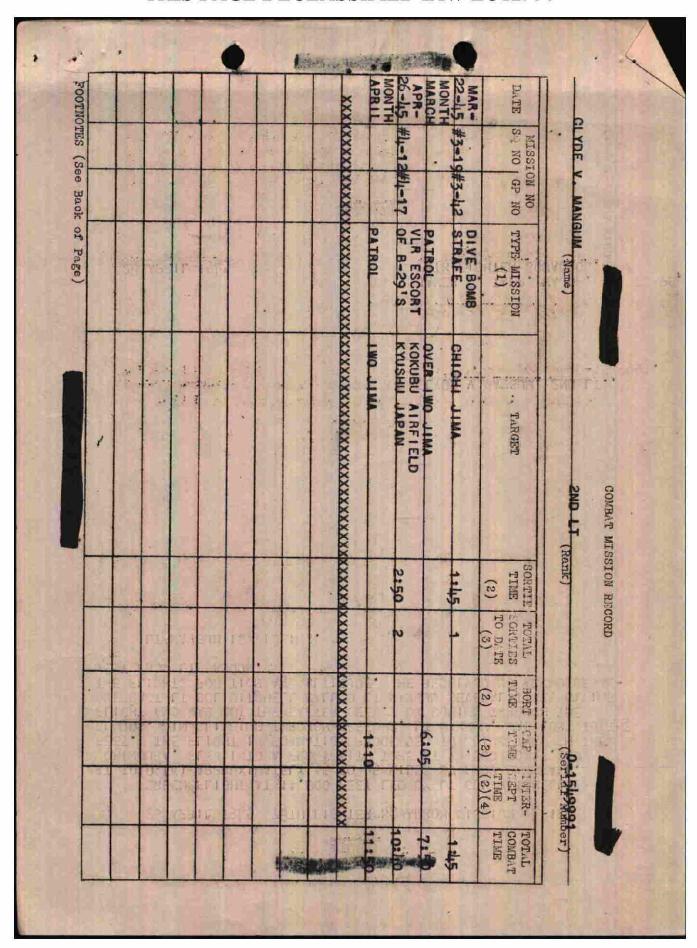
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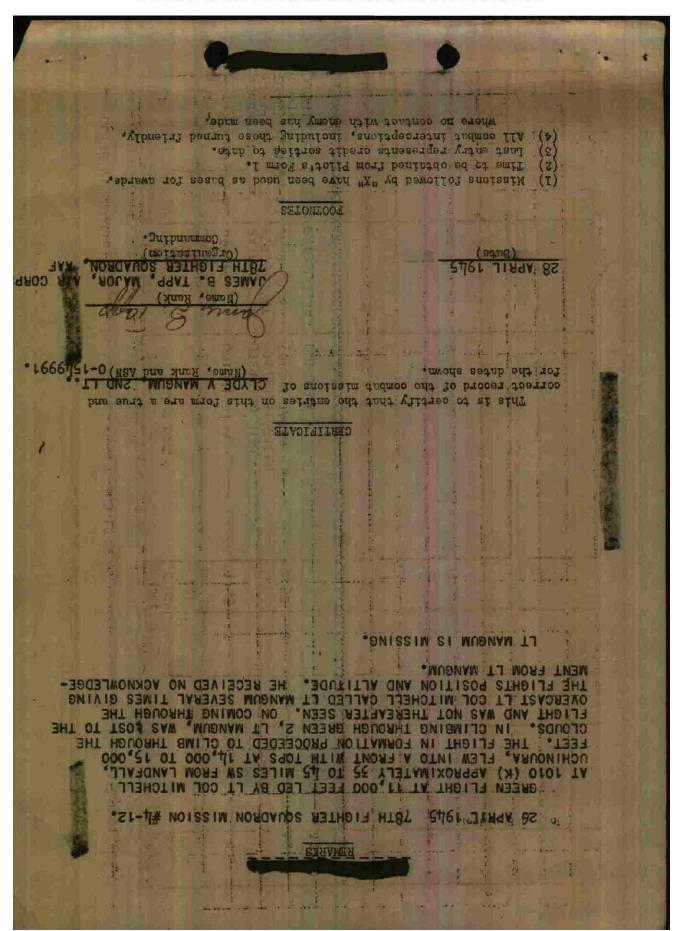
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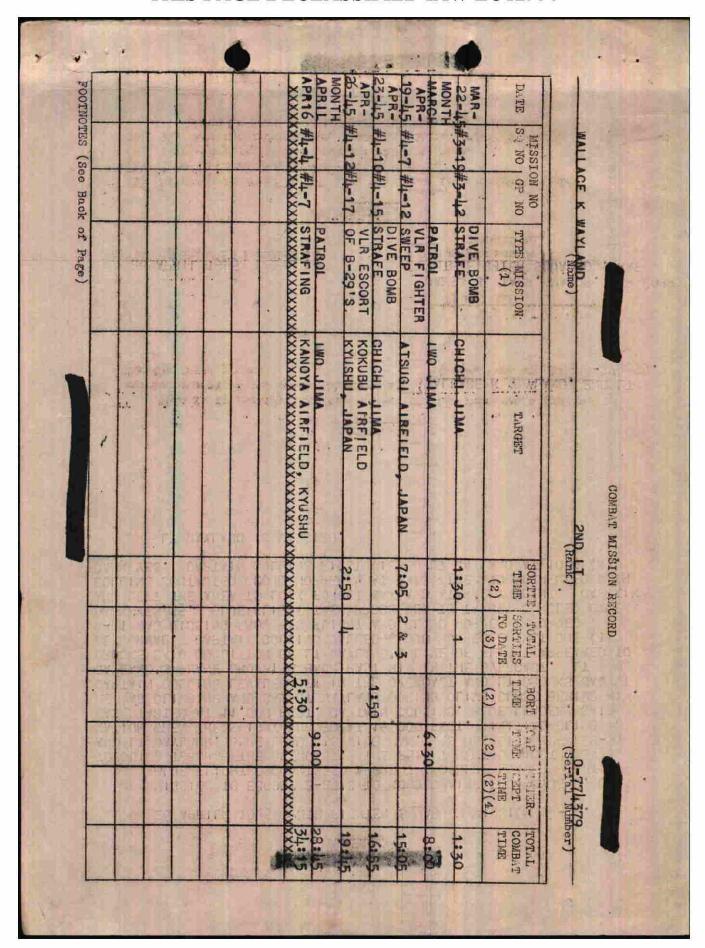
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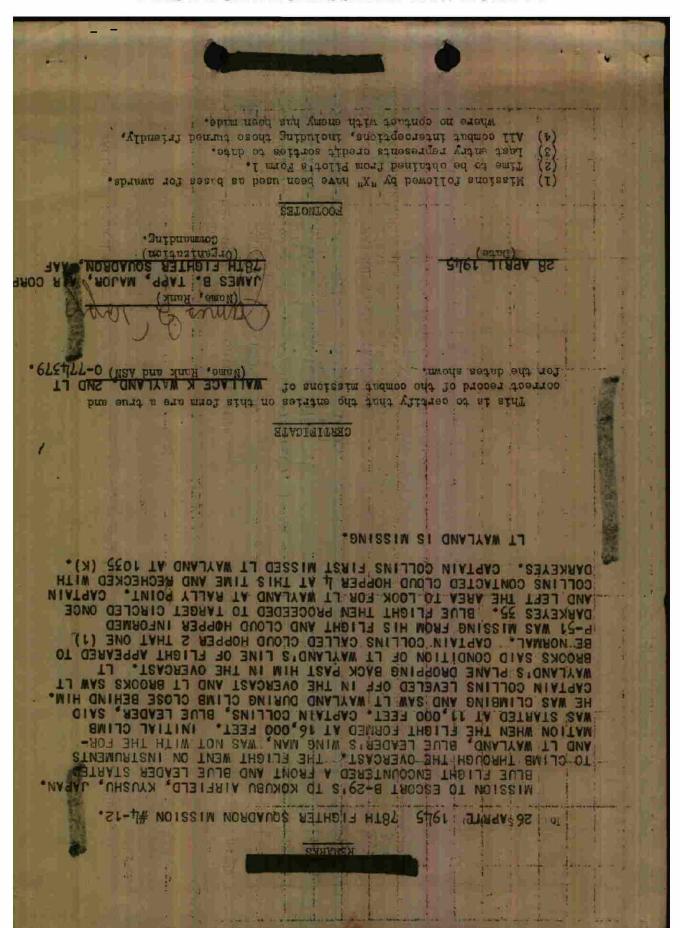
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