

SG-FI-18-1  
APRIL 1945

[REDACTED]  
78TH FIGHTER SQUADRON, AAF  
APO #86

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[REDACTED] 17 May 1945

Organizational History, 78th Fighter Squadron, 15th  
Fighter Group, VII Fighter Command, Army Air Forces,  
Pacific Ocean Areas.

April 1, 1945 - April 30, 1945

1. Date of arrival and departure from each station  
occupied in this theater.

Departed from Target Area 164 K, Iwo Jima, on 4 April  
1945.

Arrived at Target Area 22 of General Layout Plan, Iwo  
Jima, on 4 April 1945.

2. Losses in action (killed, wounded, missing or  
prisoner) by name, with identification of place of mission,  
circumstances and date.

On 12 April 1945, 2d Lt Gordon A. Christoe was  
reported as missing in action while on a mission to escort  
B-29's over Tokyo. After engaging an enemy plane over the  
target, his plane was seen to head in a Southeasterly direc-  
tion in a controlled glide, smoking badly.

On 12 April 1945, 2d Lt Fred W. White was reported  
as killed. While returning from a Tokyo escort mission he  
developed engine trouble and was seen to bail out of his  
plane at 3,000 feet without his parachute opening.

On 16 April 1945, 2d Lt James R. Wightman was  
reported as killed. While returning from a fighter sweep  
mission against Kanoya Airfield, Kyushu, his engine cut out  
about 275 miles from home base. He was seen to bail out  
between two and three thousand feet but his parachute did not  
open.

On 26 April 1945, 2d Lt Wallace K. Wayland and  
2d Lt Clyde V. Mangum were reported missing in action while  
on a fighter sweep mission against Kyushu. While climbing  
through thick cloud cover about 50 miles from the coast of  
Kyushu, they became separated from their respective flights  
and were not thereafter heard from or seen.

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Historical Division AAFPOA  
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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

<u>Amount</u>	<u>Type</u>
32	P-51D-20NA
<u>1</u>	C-47A-90DL
33	Total Airplanes

April 30, 1945

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

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

<u>Amount</u>	<u>Type</u>
5	P-51D-20NA Lost in Combat.

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<u>Amount</u>	<u>Type</u>	
2	P-51D-20NA	Transferred to 45th Ftr Sq, APO #86.
1	P-51D-20NA	Transferred to 386th Service Group, APO #86.

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78TH FIGHTER SQUADRON, AAF  
APO #86

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. On 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 Tallahassee, 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. Command 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 allotted 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.

1st 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 re-assignment 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 Connors 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 sortie 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 desirable 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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A shuffle of Section personnel sent Sgt Cristinzio  
to the Orderly Room in return for S.Sgt George Ammerman.



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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: VLR escort of B-29's over Tokyo, Japan. Nine unaggressive 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 9½ 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 orbited 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 unaggressive.

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

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 Capt 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.

[REDACTED]

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

- B. Total Abortive Sorties: 15.
- C. Total CAP Sorties (including abortives): 147.
- D. Total CAP abortive Sorties: 8.
- E. Total Tonnage of bombs dropped: 9.5 GP Demolition.



REMARKS

ON 7 APRIL 45 78TH FIGHTER SQUADRON MISSION NO. 4-1, MAJOR JAMES M. VANDE HEY WAS CREDITED WITH THE DESTRUCTION OF ONE (1) JAPANESE AIRPLANE NAMED DINAH. THIS WAS A VLR ESCORT MISSION OF B-29'S TARGET TOKYO.

THE TOTALS BROUGHT FORWARD ON THE OPPOSITE SIDE OF THE PAGE WERE THOSE FLOWN BY MAJOR VANDE HEY ON A PREVIOUS COMBAT TOUR IN THE GILBERT ISLANDS.

THE MISSIONS SHOWN ON THE OPPOSITE SIDE OF THE PAGE WERE THOSE FLOWN BY MAJOR VANDE HEY WITH THE 78TH FIGHTER SQUADRON BASED AT IWO JIMA, NAMPO SHOTO. MAJOR VANDE HEY WAS THE COMMANDING OFFICER OF THE 78TH. THE MISSIONS WERE FLOWN BETWEEN THE DATES OF 10 MARCH 1945 TO 12 APRIL 1945.

MAJOR VANDE HEY NOW HAS A TOTAL OF THREE (3) JAPANESE PLANES SHOT DOWN TO HIS CREDIT.

CERTIFICATE

This is to certify that the entries on this form are a true and correct record of the combat missions of JAMES M. VANDE HEY, MAJOR, 0-428416 for the dates shown. (Name, Rank and ASN)

*James M. Vande Hey*  
(Name, Rank)

JAMES M. VANDE HEY, MAJOR, AIR CORPS  
78TH FIGHTER SQUADRON, AAF  
(Organization)  
Commanding.

15 APRIL 1945  
(Date)

FOOTNOTES

- (1) Missions followed by "X" have been used as bases for awards.
- (2) Time to be obtained from Pilot's Form 1.
- (3) Last entry represents credit sorties to date.
- (4) All combat interceptions, including those turned friendly, where no contact with enemy has been made.

COMBAT MISSION RECORD

GORDON A. CHRISTIE  
(Name)

2ND (Tank)

0-762260  
(Serial Number)

DATE	MISSION NO	GP NO	TYPE MISSION	TARGET	SCAFFE TIME	TOTAL SCHEDULES TO DATE	ABORT TIME	CAP TIME	INTER-CAPT TIME	TOTAL COMBAT TIME
			(1)		(2)	(3)	(2)	(2)	(2)(4)	
MAR 10-11	#3-4	#3-12	STRAFE DIVE BOMB	IWO JIMA	1:15	1/2	2:15			2:15
MAR 11-11	#3-7	#3-19	STRAFE DIVE BOMB	IWO JIMA	2:40	1-1/2				3:30
MAR 13-11	#3-9	#3-24	STRAFE	GHICHI JIMA	2:10	2-1/2				6:10
MAR 19-11	#3-15	#3-35	SEARCH SKIP BOMB	IWO JIMA	2:00	3-1/2				8:20
MAR 31-11	#3-23	#3-56	STRAFE	GHICHI JIMA						10:20
MARCH			PATROL	IWO JIMA				17:35		27:55
APR-12-11	#1-2	#1-3	VLR ESCORT OF B-29'S	TOKYO, JAPAN	1:15	4-1/2				32:10
APRIL	ARXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	PATROL	IWO JIMA						35:40
						THE END	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX

FOOTNOTES (See Back of Page)

~~SECRET~~

12 APRIL 1945 78TH FIGHTER SQUADRON MISSION NO. 4-2.

MISSION TO ESCORT B-29'S OVER TOKYO. AT 18,000 FEET, LT. DUERR AND LT. CHRISTOE FLYING TO THE RIGHT OF 10 B-29'S OVER TOKYO ENCOUNTERED A TOJO COMING FROM 2 O'CLOCK. THEY WENT INTO MUTUAL SUPPORT AND LT. DUERR LET GO A SHORT BURST HEAD-ON ON THE TOJO. LTS DUERR AND CHRISTOE THEN SCISSORED AND LT CHRISTOE WAS NOT THEREAFTER SEEN BY LT DUERR OR ANYONE ELSE IN THE 78TH SQUADRON. THE INCIDENT OCCURRED APPROXIMATELY 35 DEGREES 35 MINUTES NORTH AND 139 DEGREES 30 MINUTES EAST. JUST BEFORE THE BOMBERS STARTED THEIR BOMB RUN, THE TAIL GUNNER, JIM D. CAPSHAW, OF ONE OF THE 10 B-29'S WHICH THE ELEMENT WAS ESCORTING MADE THE FOLLOWING OBSERVATION, "I SAW THE P-51'S TAP THE TOJO THEN SCISSOR. IN SCISSORING ONE OF THE P-51'S PASSED ACROSS THE BOMBERS TO THE LEFT OF THE FORMATION. HE THEN TURNED AND HEADED IN A SOUTHEASTERLY DIRECTION AT 15,000 FEET SMOKING BADLY BUT IN A CONTROLLED GLIDE. VISIBILITY WAS POOR AND I COULD NOT OBSERVE ANY LONGER".

LT. GORDON A. CHRISTOE IS MISSING IN ACTION.

CERTIFICATE

This is to certify that the entries on this form are a true and correct record of the combat missions of GORDON A. CHRISTOE, 2ND LT. O-762260 for the dates shown. (Name, Rank and ASN)

17 APRIL 1945  
(Date)

*James B. Tapp*  
(Name, Rank)  
JAMES B. TAPP, MAJOR, AIR CORPS,  
78TH FIGHTER SQUADRON, AAF  
(Organization)  
Commanding.

FOOTNOTES

- (1) Missions followed by "X" have been used as bases for awards.
- (2) Time to be obtained from Pilot's Form 1.
- (3) Last entry represents credit sorties to date.
- (4) All combat interceptions, including those turned friendly, where no contact with enemy has been made.



COMBAT MISSION RECORD

FRED W. WHITE

(Name)

2ND LT.

(Rank)

9-766811

(Serial Number)

DATE	MISSION NO SQ NO GP NO	TYPE MISSION (1)	TARGET	SORTIE TIME (2)	TOTAL SORTIES TO DATE (3)	PORT TIME (2)	GAP TIME (2)	INTER- GAPT TIME (2)(4)	TOTAL COMBAT TIME
MAR-18-45	#3-13#3-32	SEARCH DIVE BOMB	IWO JIMA	2:10	1				2:10
MAR-19-45	#3-17#3-39	STRAFE DIVE BOMB	GHICHI JIMA	1:50	2				4:00
MAR-26-45	#3-20#3-47	STRAFE	GHICHI JIMA	2:15	3				6:15
MARCH		PATROL	IWO JIMA				8:05		14:20
APR-12-45	#4-2 #4-3	VLR ESCORT OF B-29'S	TOKYO, JAPAN	6:15	4 & 5				20:35
APRIL		PATROL	IWO JIMA				1:20		21:55
XXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX

FOOTNOTES (See Back of Page)

REMARKS

ON 12 APRIL 1945 78TH FIGHTER SQUADRON MISSION NO. 4-2  
2ND LT FRED W. WHITE WAS KILLED IN ACTION.

MISSION TO ESCORT B-29'S OVER TOKYO. ON RETURN WHEN PULLING OUT OVER OMAEHIKI POINT, MAJOR TAPP NOTICED A SMALL SPRAY COMING OUT AT THE RIGHT HAND SIDE OF THE COOLANT EXIT ON LT WHITE'S PLANE. MAJOR TAPP NOTIFIED LT. WHITE OF SAME. LT WHITE CARRIED ON AND WHEN REACHING THE VICINITY OF 31 DEGREES 20 MINUTES NORTH AND 139 DEGREES AND 15 MINUTES EAST, MAJOR TAPP MADE THE FOLLOWING OBSERVATION CONCERNING LT. WHITE. HIS ENGINE STARTED GETTING ROUGH, LOSING ALTITUDE AND SPEED. AT ABOUT 8000 FEET MAJOR TAPP SAW LT WHITE'S PLANE SMOKING WHITE SMOKE. LT WHITE RELEASED HIS CANOPY AND WENT INTO A STEEP DIVE. HE RECOVERED FROM THE DIVE AT ABOUT 3000 FEET, ROLLED OVER ON HIS BACK AND SAW LT WHITE DROP OUT OF PLANE BUT DID NOT SEE HIS PARACHUTE OPEN. THIS WAS CONFIRMED BY THE OTHER MEN IN THE FLIGHT. HE SAW A SPLASH 300 YARDS FROM WHERE THE PLANE WENT IN.

CERTIFICATE

This is to certify that the entries on this form are a true and correct record of the combat missions of FRED W. WHITE, 2ND LT., 0-766811 for the dates shown.  
(Name, Rank and ASN)

17 APRIL 1945  
(Date)

James B. Tapp  
(Name, Rank)  
JAMES B. TAPP, MAJOR, AIR CORPS,  
78TH FIGHTER SQUADRON, AAF.  
(Or Organization)  
Commanding.

FOOTNOTES

- (1) Missions followed by "X" have been used as bases for awards.
- (2) Time to be obtained from Pilot's Form 1.
- (3) Last entry represents credit expires to date.
- (4) All combat interceptions, including those turned friendly, where no contact with enemy has been made.

COMBAT MISSION RECORD

**JAMES R. WIGHTMAN**  
(Name)

**2ND LT**  
(Rank)

**0-771389**  
(Serial Number)

DATE	MISSION NO	GP NO	TYPE MISSION (1)	TARGET	SORTIE TIME (2)	TOTAL SORTIES TO DATE (3)	ABORT TIME (2)	CAP TIME (2)	INTER-CAPT TIME (2)(4)	TOTAL COMBAT TIME
MAR-19-45	3-17	3-39	DIVE BOMB STRAFE	CHICHI JIMA	1:55	1				1:55
MARCH			PATROL	IWO JIMA		2				14:40
APR-12-45	3-14	3-5	INTERCEPTION	IWO JIMA					1:15	15:55
APR-16-45	4-1	4-7	FIGHTER SWEEP STRAFE	KANOKA AIRFIELD, HONSHU	6:00	3 & 4				21:55
APRIL			PATROL	IWO JIMA				4:00		25:55
XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX

FOOTNOTES (See Back of Page)

REMARKS

16 APRIL 1945 78TH FIGHTER SQUADRON MISSION NO. 4-4.

APPROXIMATELY 275 MILES FROM BASE AT 10,000 FEET LT WIGHTMAN REPORTED HIS ENGINE WAS CUTTING OUT. CAPTAIN MOORE THEN GAVE HIM INSTRUCTIONS TRYING TO FIND THE MALFUNCTION HOWEVER, HE WAS UNSUCCESSFUL AND LT WIGHTMAN BEGAN LOSING ALTITUDE. AT A POINT APPROXIMATELY 250 MILES 305 DEGREES FROM IWO JIMA LT WIGHTMAN'S ENGINE CUT OUT COMPLETELY. HE WAS INSTRUCTED TO BAIL OUT BETWEEN 4000 AND 5000 FEET. HE WAS SEEN TO RELEASE HIS CANOPY AT 6000 TO 7000 FEET. HE LOST ALTITUDE TO 2000 TO 3000 FEET WHERE HE TURNED THE PLANE ON ITS BACK AND BAILED OUT. HIS CHUTE WAS NOT SEEN TO OPEN AND AFTER HIS BODY HIT THE WATER A LARGE WHITE PATCH WAS SEEN, PRESUMABLY HIS PARACHUTE, DYE MARKER WAS ALSO SEEN. HOWEVER, THERE WAS NO SIGN OF LT WIGHTMAN. IT IS NOT BELIEVED LT WIGHTMAN WAS HIT OVER THE TARGET AS IN HIS RADIO TRANSMISSIONS HE MADE NO MENTION OF HAVING BEEN HIT. IT IS FURTHERMORE BELIEVED THAT HE WAS NOT HIT BY THE CANOPY ON ITS RELEASE BECAUSE CAPTAIN MOORE HAD VOICE TRANSMISSION WITH LT WIGHTMAN AFTER HE RELEASED THE CANOPY.

CERTIFICATE

This is to certify that the entries on this form are a true and correct record of the combat missions of JAMES R. WIGHTMAN, 2ND LT., 0-774389 for the dates shown.  
(Name, Rank and ASN)

21 APRIL 1945.

(Date)

*James B. Tapp*  
(Name, Rank)  
JAMES B. TAPP, MAJOR, AIR CORPS,  
78TH FIGHTER SQUADRON, AAF

(Organization)  
Commanding.

FOOTNOTES

- (1) Missions followed by "X" have been used as bases for awards.
- (2) Time to be obtained from Pilot's Form 1.
- (3) Last entry represents credit sorties to date.
- (4) All combat interceptions, including those turned friendly, where no contact with enemy has been made.

COMBAT MISSION RECORD

CLYDE V. MANGUM (Name)

2ND LT (Rank)

0-1519901 (Serial Number)

DATE	MISSION NO	GP NO	TYPE MISSION (1)	TARGET	SORTIE TIME (2)	TOTAL SORTIES TO DATE (3)	BORT TIME (2)	CAP TIME (2)	INTER-SEPT TIME (2)(4)	TOTAL COMBAT TIME
MAR-22-45	#3-19	#3-42	DIVE BOMB STRAFE	CHICHI JIMA	1:45	1				1:45
MARCH MONTH			PATROL	OVER IWO JIMA						7:50
APR-26-45	#4-12	#4-17	VLR ESCORT OF B-29'S	KOKUBU AIRFIELD KYUSHU JAPAN	2:50	2				10:10
APRIL MONTH			PATROL	IWO JIMA				1:10		11:50
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	

FOOTNOTES (See Back of Page)

- (1) Missions followed by "X" have been used as bases for awards.
- (2) Time to be obtained from Pilot's Form 1.
- (3) Last entry represents credit sorted to date.
- (4) All combat interceptions, including those turned friendly, where no contact with enemy has been made.

FOOTNOTES

(Date)  
28 APRIL 1945

(Name, Rank)  
*James B. Tapp*  
JAMES B. TAPP, MAJOR, AIR CORP  
78TH FIGHTER SQUADRON, AAF

(Organization)  
Commanding.

This is to certify that the entries on this form are a true and correct record of the combat missions of CLYDE V MANGUM, 2ND LT. (Name, Rank and ASN) 0-1519991. For the dates shown.

CERTIFICATE

LT MANGUM IS MISSING.

GREEN FLIGHT AT 11,000 FEET LED BY LT COL MITCHELL AT 1010 (K) APPROXIMATELY 35 TO 45 MILES SW FROM LANDFALL, UCHINOURA, FLEW INTO A FRONT WITH TOPS AT 14,000 TO 15,000 FEET. THE FLIGHT IN FORMATION PROCEEDED TO CLIMB THROUGH THE CLOUDS. IN CLIMBING THROUGH GREEN 2, LT MANGUM, WAS POST TO THE FLIGHT AND WAS NOT THEREAFTER SEEN. ON COMING THROUGH THE OVERCAST LT COL MITCHELL CALLED LT MANGUM SEVERAL TIMES GIVING THE FLIGHTS POSITION AND ALTITUDE. HE RECEIVED NO ACKNOWLEDGEMENT FROM LT MANGUM.

28 APRIL 1945 78TH FIGHTER SQUADRON MISSION #1-12.

REMARKS

COMBAT MISSION RECORD

WALLACE K WAYLAND  
(Name)

2ND LT  
(Rank)

0-771379  
(Serial Number)

DATE	MISSION NO	GP NO	TYPE MISSION (1)	TARGET	SORTIE TIME (2)	TOTAL SORTIES TO DATE (3)	BORT TIME (2)	CAP TIME (2)	DEPART TIME (2)(4)	TOTAL COMBAT TIME
MAR-22-45	#3-19	#3-42	DIVE BOMB STRAFE	CHICHI JIMA	1:30	1				1:30
MARCH MONTH			PATROL							8:00
APR-19-45	#1-7	#1-12	VLR FIGHTER SWEEP	IWO JIMA	7:05	2 & 3		6:30		15:05
APR-23-45	#1-10	#1-15	DIVE BOMB STRAFE	CHICHI JIMA			1:50			16:55
APR-26-45	#1-12	#1-17	VLR ESCORT OF B-29'S	KOKUBU AIRFIELD KYUSHU, JAPAN	2:50	4				19:45
MONTH			PATROL							28:45
APR 16	#1-4	#1-7	STRAFING	KANOYA AIRFIELD, KYUSHU			5:30	9:00		34:15
XXXX	XXXXXXXX	XXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXX

FOOTNOTES (See Back of Page)

- (1) Missions followed by "X" have been used as bases for awards.
- (2) Time to be obtained from Pilot's Form 1.
- (3) Last entry represents credit sorted to date.
- (4) All combat interceptions, including those turned friendly, where no contact with enemy has been made.

FOOTNOTES

(Date) 28 APRIL 1945

(Name, Rank) JAMES B. TAPP, MAJOR, 1st CORP  
 (Organization) 78TH FIGHTER SQUADRON, USAF  
 Commanding.

This is to certify that the entries on this form are a true and correct record of the combat missions of WALLACE K WAYLAND, 2ND LT (Name, Rank and ASN) 0-774379. For the dates shown.

CERTIFICATE

LT WAYLAND IS MISSING.

MISSION TO ESCORT B-29'S TO KOKUBU AIRFIELD, KYUSHU, JAPAN. AND LT WAYLAND, BLUE LEADER'S WING MAN, WAS NOT WITH THE FORMATION WHEN THE FLIGHT FORMED AT 16,000 FEET. INITIAL CLIMB WAS STARTED AT 11,000 FEET. CAPTAIN COLLINS, BLUE LEADER, SAID HE WAS CLIMBING AND SAW LT WAYLAND DURING CLIMB CLOSE BEHIND HIM. CAPTAIN COLLINS LEVELED OFF IN THE OVERCAST AND LT BROOKS SAW LT WAYLAND'S PLANE DROPPING BACK PAST HIM IN THE OVERCAST. LT BROOKS SAID CONDITION OF LT WAYLAND'S LINE OF FLIGHT APPEARED TO BE NORMAL. CAPTAIN COLLINS CALLED CLOUD HOPPER 2 THAT ONE (1) P-51 WAS MISSING FROM HIS FLIGHT AND CLOUD HOPPER INFORMED DARTKEYES 35. BLUE FLIGHT THEN PROCEEDED TO TARGET CIRCLED ONCE AND LEFT THE AREA TO LOOK FOR LT WAYLAND AT RALLY POINT. CAPTAIN COLLINS CONTACTED CLOUD HOPPER 1 AT THIS TIME AND RECHECKED WITH DARTKEYES. CAPTAIN COLLINS FIRST MISSED LT WAYLAND AT 1035 (K).

To 26 APRIL 1945 78TH FIGHTER SQUADRON MISSION #4-12.

REMARKS