

DECLASSIFIED  
DOD Dir. 5200.30

HISTORY

P.R.C.

462ND FIGHTER SQUADRON (SE)

506TH FIGHTER GROUP (SE)

VII FIGHTER COMMAND, ARMY AIR FORCES,  
PACIFIC OCEAN AREAS & TWENTIETH AIR FORCE

1 JULY 1945

THROUGH

15 AUGUST 1945

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SG-FI-462-H  
JUL 15 1945

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1 JULY 1945  
through  
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462ND FIGHTER SQUADRON (SE)  
506TH FIGHTER GROUP (SE) APO 86  
VII FIGHTER COMMAND  
ARMY AIR FORCES, PACIFIC OCEAN AREAS  
&  
TWENTIETH AIR FORCE

1. Negative

2. Missing in Action: 1st Lt Virgil D. Newby, O-752231

Lt Newby bailed out successfully over the Empire on the VLR mission of 8 July 1945.

Killed in Action: 1st Lt James E. Rosebrough, O-756713  
2nd Lt Albert C. Marklin, O-2067022

Lt Rosebrough bailed out at sea on 9 July 1945. In so doing he apparently hit the horizontal stabilizer and lost consciousness. The pilot was last seen falling, chute unopened, at 2,000 feet.

Lt Marklin's plane exploded over Chichi Jima on the mission of 13 July 1945.

3. Awards: One Soldiers Medal was awarded to Sgt Ferdinand H. Roth, 32392282, by the Commanding General, VII Fighter Command, for aiding in the rescue of a fighter pilot from a burning aircraft.

37 Air Medals were awarded by the Commanding General, VII Fighter Command, to the following pilots: Bahlhorn, Bash, Bercaw, Brenner, Buzze, Colley, Comfort, Cornett, Crowley, Diaz, Dietz, Dingee, Ebersole, Findley, Freeman, Hiltz, Howard, Kincaid, Knapp, Kubis, Linfante, Lumpkins, McFarlane, McNall, Meyer, Millner, Posta, Rice, Sabin, Seale, Stewart, Sullivan, Treacy, Wedum, Weld, Wolfe, and Zagorsky.

18 First Oak Leaf Clusters to the Air Medal were awarded the following pilots by the Commanding General, VII Fighter Command: Buzze, Colley, Comfort, Howard, Kincaid, Kubis, Linfante, Lumpkins, McFarlane, McNall, Millner, Posta, Rice, Seale, Stewart, Treacy, Wolfe, and Zagorsky.

One Second Oak Leaf Cluster to the Air Medal was awarded Major De Jarnette by the Commanding General, VII Fighter Command.

4. Negative



5. Strength, 1 July 1945: 68 Officers, 252 EM  
Strength, 15 August 1945: 63 Officers, 255 EM

6. Planes on hand, 1 July 1945: 32 P-51D's  
Planes on hand, 15 August 1945: 27 P-51D's

7. Losses: Six (6) P-51D's as follows:

8 July 1945 - F/O Freeman bailed out successfully  
at Rally Point on VLR mission  
8 July 1945 - Lt Newby, Missing in Action  
9 July 1945 - Lt Rosebrough, Killed in Action  
13 July 1945 - Lt Marklin, Killed in Action  
13 July 1945 - Lt Seale bailed out successfully at  
sea on return from Chichi mission  
30 July 1945 - Lt Brenner bailed out successfully  
4 miles from Iwo on VLR return.

*George H. Olson*  
GEORGE H. OLSON  
1st Lt, Air Corps  
Historical Officer

UNIT HISTORY

462nd Fighter Squadron (SE)

506th Fighter Group (SE)

APO #86

VII Fighter Command; Army Air Forces, Pacific Ocean Areas; Twentieth Air Force  
1 July 1945 through 15 August 1945

COMBAT OPERATIONS

Between 1 July 1945 and 15 August 1945 the 462nd Fighter Squadron flew often and well. During the period pilots of the squadron logged 3,209 hours, 2,989 hours of which was combat time. VLR sorties were predominant, numbering 321, as compared with 234 CAP sorties and a piddling 20 SR sorties to the Bonins.

These long hours of over-water flying were not without reward. According to the findings of the 506th Claims Board, 2 enemy aircraft were destroyed in the air over the Empire, and 3 Jap planes were destroyed on the ground. 2 Nip ships were damaged in the air and 2 were damaged on the ground. Some claims submitted during the period are still pending decision by the board. The number of Japanese aircraft destroyed or damaged seems small, in fact it is small. However, it was necessarily so as the number of Japanese sighted progressively declined during the period. Proportionately the hurt to the enemy was as great during this period of flying as during previous months.

In addition, shipping and rail facilities took heavy punishment from the guns and rockets of the organization. The size of naval vessels attacked ranged from small fishing craft to a small aircraft carrier and a light cruiser. Radar stations, radio stations, power stations, high



tension lines, and small factories were hit often, especially in the latter part of the period, these targets being available when Japanese aircraft could not be discovered.

Favorable weather aided greatly the progress of the squadron. 18 VLR missions were undertaken during the period, and only one of these was forced back from the Empire by unfavorable weather conditions. 3 missions to Chichi were successfully executed during the period. Hence weather caused abortive missions in less than 5% of cases whereas during the previous month this figure had been almost 8 times as great.

The most intensive flying of the period occurred between 4 July and 9 July, 5 VLR missions being flown in but 6 days. The first of these missions, on Independence Day, was an escort for 2 Navy B-24 photo ships which were to photograph Yokosuka Naval Base, one of Japan's largest and most heavily defended naval installations. 24 aircraft were dispatched, 4 making early returns for various reasons, 5 providing sub cover, with 15 going in over the target. 4 S/E Jap aircraft were sighted at a distance but could not be engaged due to the nature of the mission. All 462nd aircraft returned safely to base.

The following morning found 20 aircraft of the squadron airborne for a fighter strike at targets of opportunity in the shipping and dock area of Chiba Peninsula. 5 aircraft returned early with 15 successfully completing the mission. No enemy aircraft were sighted, though shipping was hit heavily, the squadron damaging 13 small naval craft.

On 6 July the squadron was again over the Empire for a strike

at Yachimata airfield. 16 of the 20 aircraft taking off successfully completed the mission, inflicting damage to hangars and buildings on the airfield. South of Miyakawa several small fishing craft were left smoking. 12 rockets were fired during the mission. No enemy aircraft were sighted by squadron pilots at any time. A new defensive measure of the enemy was discovered above Yachimata airfield. About 25 to 30 red kites approximately 2' x 4' at 150 to 200 feet altitude were seen by pilots of the 462nd.

Lt Kincaid's plane suffered damage to the right outboard gun by machine gun fire, damage to the aileron by a flak burst, and damage to the leading edge of the wing by small arms fire. F/O Wolfe's plane took small arms hits in the leading edge of the left wing.

On 8 July the 462nd participated in a fighter strike against Tokorazawa airfield and Irumasawa airfield. Of 20 aircraft dispatched only 18 returned safely to base. 1st Lt Virgil D. Newby, O-752231, was forced to bail out south of the town of Denohara. Lt Newby's chute opened over an apparently isolated area. This pilot was on his first VLR mission, having joined the squadron less than a week previously. Just what difficulty caused the pilot to jump was purely conjectural. Everyone hoped fervently that the downed pilot would not meet the fate of some of Doolittle's flyers who bailed out over Japan in 1942.

F/O Freeman was the second 462nd pilot forced to bail out on this mission. At 10,000 feet as he was passing over the coastline en route to the RP three bursts of AA fire bracketed his plane. The cockpit immediately began to fill with smoke and the engine commenced running rough. The canopy fogged up, which necessitated his rolling it back.



Freeman homed in on the B-29 navigator and after rendezvous was effected, started for base. 15 minutes after being hit the engine started to burn and he knew he would have to bail out. He called the B-29 for the location of the nearest "life guard" and upon getting the course set out upon it. Soon he had to jump, going out the right side without mishap. For the last 30 feet he hung to the parachute just by his hands, having previously unbuckled the chute. After inflating his dinghy he broke out his dye marker and waited. Soon the 3 circling P-51's of the 462nd were replaced by a PB4Y Dumbo. 2 hours later the life guard submarine "Aspero" took the pilot aboard. 10 days later he was transferred to another submarine, landing at Guam 16 days after his bail-out. He sustained only minor injury from burns, using some of the boric acid from his C-1 vest to treat same after boarding his dinghy.

During the course of the mission no enemy aircraft were seen at the target or on the ground. However, installations on Tokorazawa were strafed. Later rockets and machine gun fire from the 462nd raised merry old hell with 7 electric power stations, one electric train, a truck, and 3 steam shovels. The last attack of the day was made on 2 factories.

The planes of Lt Brenner and Lt Dietz bore battle scars upon return. The former had a hydraulic line severed in the tail section and a machine gun hole in the flap of the left wing. The latter had 2 small holes in the canopy, caused by small arms fire.

A new enemy defensive technique was discovered as a result of this mission. Electrically controlled land mines were detonated north of the revetment area of Tokorazawa airfield, the Japs apparently hoping to use



these mines effectively against low flying aircraft.

The following day, 9 July, the Mustangs of the 462nd took off for a strike against Hamamatsu A/F. 23 planes took off; 4 of these were early returns. 3 ships flew sub cover and 16 ships went in over the target area. One of these did not get back to Iwo as the plane crashed into the sea. 1st Lt James E. Rosebrough, O-756713, bailed out, apparently unsuccessfully.

Upon leaving the target area for the return to the RP, Lt Rosebrough's ship probably developed an oil leak, as white smoke was seen coming from the first 3 exhaust ports of his engine. At 10,000 feet and near the RP the pilot announced on his radio, "This is it!" and went out on the right side of his ship. He apparently was thrown into the horizontal stabilizer as he fell away from the airplane. With chute unopened, he was last seen falling at 2,000' where he entered a dense cloud bank. Lts Dingee and Ebersole circled in the area surrounding the plane's oil slick for 30 minutes, but sighted no trace of the pilot. 2 Playmates subsequently took over the search which proved unsuccessful.

Aside from this tragedy the mission was successful. One Jap aircraft, a Pete, was sighted and damaged by Lts Rice and Comfort who were flying sub cover. Marshalling yards near the Toyokawa arsenal took heavy strafing and rocket attacks from the squadron flyers, no attempt being made to strafe the target airfield as only dummy aircraft were observed on that field.

Flying let up until 13 July when 6 aircraft of the squadron flew to Chichi Jima with 10 ships of the 457th. Of the 4 rocket ships going over the target, 2 were lost. 2nd Lt Albert C. Marklin, O-2067022, was the

#2 rocket ship. The #1 man who preceded him over the target pulled up to observe hits and noticed what appeared to be an aircraft or a large shiny object in a series of snap roll spins going down over the target and then striking the ground. Lt Col Brown and Captain Lee, flying as observers saw a single black puff of smoke similar to heavy flak at about 8,000 feet where Lt Marklin's plane might have been expected to be. A few seconds later both saw shiny looking objects falling to the ground, which appeared to be wing tanks or wheel fairings. Upon return to base 4 aircraft were dispatched to search for Lt Marklin but all efforts proved unavailing.

Lt Seale was unable to fire his rockets at Chichi installations but did successfully jettison them on Kita while returning to base. A coolant leak developed and flashes of fire began to come from the engine. Lt Seale bailed out successfully, his chute opening at approximately 3,500 feet. Very shortly after boarding his dinghy he was picked up by a naval craft and was returned to Iwo.

The 462nd seemed to be hitting a bad run of luck. On the last 3 missions, 3 pilots had been lost, 2 more had been forced to bail out and 5 planes had been lost. The tide turned at this point, however, and throughout the remainder of the period no casualties were suffered by the squadron although one more aircraft was lost.

On 14 July the 462nd put 20 planes in the air for a strike at airfields in the Nagoya area. An impassible weather front en route to the target was encountered and all planes returned safely to base.

On 16 July the 20 ships of the squadron found it impossible to strafe airfields in the Nagoya area because of enemy interception.



10 to 13 enemy aircraft were sighted and attacked. Several aircraft were probably destroyed and 3 others damaged from the ensuing air fighting.

Chichi was hit by rockets and bombs on 18 July, 4 ships of the squadron going in for the attack. Damage from this operation was unobserved, but Colonel Harper, the group commander, who flew as an observer felt that more practice in dive bombing would be feasible. En route to Chichi the squadron ships had searched at Haha Jima for enemy shipping and had found none.

A few hours later a similar mission to Chichi was executed, this again with undetermined results. 2 strikes in the same day was a new record for the 462nd.

The following day the yellow-tailed Mustangs of the 462nd left Iwo, 19 strong, for a strike against Itami, Nishinomiyo and Tambaichi airfields. 13 enemy aircraft were caught in the air and of these 2 were destroyed. Captain N. T. Miller shot down an "Oscar" in flames and Lts Buzze and Dietz shared a "Tojo". Going to the deck the squadron strafed power lines and smoke stacks with good success. All ships returned safely to base.

On 22 July the targets of the strike were Takamatsu, Tokoshima, and Minato airfields. Aircraft could not be found on these fields and hence targets of opportunity were sought. Captain Lee and his wingman, Lt Treacy, discovered an "Emily" type flying boat on the Inland Sea and destroyed it. Severe damage on a cargo vessel about 450 feet long was wrought. The squadron got tangled up with a Japanese aircraft carrier and a light cruiser in the Inland Sea and braved very heavy ack ack in attacking these. Results were mostly unobserved as wisdom dictated a fast leavetaking.

2 days later 21 aircraft of the squadron participated in the strike against Yaizu, Oi, and Hamamatsu airfields. No enemy aircraft were sighted on the target fields or in the air. Radar screens, radio stations, small cargo vessels and a lighthouse were strafed heavily by the squadron.

On 28 July 18 aircraft engaged in a sweep of the Tokyo area. Once again no enemy aircraft were sighted in the air or on the ground. Koga airfield installations were damaged as well as a radio station, a steam locomotive and freight cars, a power station, high tension towers, a bridge, and small coastal vessels. The radio station strafed was the largest radio station yet seen in the Empire by the squadron pilots.

A strike at Kakogawa in the Kobe area on 30 July netted similar results. No enemy aircraft were sighted in the air. Non-operational aircraft and dummy aircraft were sighted on the target airfields. Maintenance buildings and barracks were strafed with good results, before beginning the search for targets of opportunity. A small factory in a nearby area was set afire, and power lines came in for a severe machine-gunning.

One aircraft was lost on this mission, heartbreakingly close to home. 4 miles west of Iwo, Lt Brenner's ship ran out of gasoline, forcing him to jump. Little time elapsed between the successful bail-out and the rescue of the pilot.

A second aircraft was miraculously saved from a similar plunge into the sea by the skill of Lt McFarlane. This pilot reached South Field just as his engine went out once and for all. His dead stick landing was a thing of beauty, and plane and pilot completely escaped injury.



The mission of 2 August bore out again the unwillingness or inability of the Japanese Air Force to enter combat with our American fighters. No enemy aircraft were seen at Itami airfield in the Osaka Area, nor were any sighted throughout the course of the mission. A marshalling yard was worked over, 1 steam locomotive being destroyed and a number of tank cars damaged. 2 factories near Himeji were strafed with good results. Along the coast 2 small boats were damaged by our low flying aircraft. All planes returned safely to base. It was noted upon landing that Lt Hiltz had had a close call, his plane having received a hit in the air scoop.

A sweep in the Tokyo area was carried out on 3 August, 20 aircraft of the 462nd taking part. "No enemy aircraft sighted" again went into the mission report. The Odawara railroad yards bore the brunt of the day's attack. An electric engine, freight cars, and a signal light were damaged. One steam engine was destroyed. Several factories nearby were damaged and coastwise luggers were shot up.

En route home the 462nd spotted what appeared to be 4 small aircraft carriers, 1 battleship, and 3 destroyers of the Imperial Fleet, and these were given a wide berth.

Damage to 2 ships was discovered on landing. The left wing of Lt Brenner's ship had been hit by a small caliber bullet and one propeller blade was damaged near the hub. Damage to Lt McNall's ship was much greater as an explosive shell had torn a gaping hole in the right horizontal fin. In addition machine gun bullets had penetrated the vertical stabilizer.

On 5 August a sweep in the Tokyo area, with special attention

to Tachikawa airfield, was planned. The story was the same; no enemy aircraft rose to challenge our fighters and were nowhere to be seen on the ground. One steam locomotive and cars were strafed as well as a power station and high voltage towers. In the attack on a train at Matsuda Lt Miller's ship was hit in the windshield, in the right wing between the guns and the landing gear, in the prop spinner, and in the left horizontal stabilizer.

On 7 August the squadron took off on an escort mission to the Tokyo area, with a strike at Atsugi airfield as an alternate possibility. No operational enemy aircraft were seen during the course of the mission. At Odawara 2 fishing boats were strafed and damaged. At Manazura 1 docked Sugar Dog was set ablaze. South of Sekimoto a factory was strafed and fires were started. A steam engine and 8 to 10 freight cars in the yard at Sekimoto were damaged and power lines were hit. Returning to Matsuda which had been hit on the previous mission, an attack was made on the railroad yards and the depot, fires breaking out in the depot. One steam locomotive was damaged in the yard. At Kama Oi a railroad station and 4 flat cars were damaged.

The pilots taking off on 10 August were cheered by excellent news of the past few days. The atomic bomb smash at Hiroshima on 6 August and Russia's entry into the war against Japan had boosted morale to a new high. As the mission was solely escort to the Tokyo area the 3 enemy aircraft sighted in the air and at a distance and the 8 seen on the ground could not be attacked.

The last mission of the period and it was hoped of the war was flown 14 August during the time the Japanese Government was considering



the Allied counter-offer of surrender terms. This mission was an escort to the Osaka-Kobe area. No enemy aircraft could be found in the blue or on the ground.

The combat flying of the 462nd Fighter Squadron ended quietly on 15 August 1945, at 0900, when the radio carried the voice of President Truman announcing Japan's capitulation. During the few months of combat flying the 462nd had done very well indeed.

#### INTELLIGENCE

With the strikes against the Empire increasing, the work of this section multiplied. Research, briefing, and interrogation occupied much time during the period. The section found time, however, to increase the lecture and demonstration program. On 2 July 1945, Lt Bryant, Flak Officer of the VII Fighter Command, lectured all pilots in the Officers Mess Hall. The same day's program included the survival report of Lt Burry, a pilot from another Iwo P-51 group, which was read to squadron pilots by Lt Olsop, 462nd S-2 Officer. On the 11th the survival theme was stressed again. Lt Rose and 4 enlisted men of the AFPOA Survival Team lectured the squadron pilots on this subject. On 21 July all pilots were taken to Central Field where they witnessed an Air-Sea-Rescue boat drill, each pilot being given an opportunity to become acquainted with the lifeboat carried by the rescue type B-17.

On 16 July the section moved from its tent location to a quonset hut which was to be jointly occupied with Operations. Furniture, file cases, map cases, etc., were built as speedily as possible. The unique furniture was created by S/Sgt Hartshorn and Cpl Hutengs. Cpl Hutengs designed 2 swinging blackboards for briefing which proved very

useful. The new location improved morale and the quality of work. In the latter part of the period the section worked to create a large briefing building. This saw use but twice prior to the end of the war as far as briefing was concerned, but did prove useful for orientation films for the pilots.

#### ENGINEERING & MAINTENANCE

Work for men in these sections was plentiful during the period. The fact that the percentage of planes operational was exceptionally high throughout the period attests to the skill and effort of these sections.

On the positive side of the ledger was the installation of emergency coolant scoop releases on all aircraft. Zerk fittings in the magneto control shaft were added to each engine, providing more adequate lubrication. When it was found that 165 gallon jettison tanks hit the flaps when dropped, the job of grinding down each tank before installation was made standard practice.

Magneto trouble was abundant and replacement magneto assemblies were fairly hard to get. The magneto rotor shaft end ball bearing oil seal leaked and caused misfiring in a majority of these cases. It became standard practice to change each magneto after 150 operational hours as per VII Fighter Command directive. Each time a magneto was changed a UR had to be submitted to the Air Technical Service Command.

Aborts during the period ran 9%, a slightly higher figure than during the previous month. In compiling this figure it was discovered that 4 ships of the squadron had never aborted due to mechanical failure during the entire combat operations period of the squadron since arrival at Iwo.



In August the second engine change since arrival at Iwo was performed. For a similar period of time the 458th Squadron had 9 times as many engine changes.

One new airplane was brought from Guam during the period. 6 aircraft were totally destroyed due to accidents between 1 July 1945 and 15 August 1945.

The Engineering section moved to a Quonset hut next to Operations in mid-July, and Maintenance moved into wooden-floor tents nearby at the very end of the period.

The inspection rating of Engineering and Maintenance for the month of July was 80%, a gain of 2% over the previous rating for the month of June.

#### TECHNICAL SUPPLY

This section had no flaws in its operation during the period. All supplies were readily attainable at the 81st Air Service Group though occasionally these were in limited amount. As usual, transportation was deemed inadequate by the section but the Group Transportation Officer did not see it that way.

The transfer of property records to the Administrative Supply Officer in the latter part of June had reduced clerical work to a minimum. The clerk typist of the section, Sgt Castetter, was therefore transferred to Intelligence where he could be of more value. A replacement 590 was immediately forthcoming and at month's end was adapting readily to the supply work.

The Group inspection of the 25th of July resulted in an "excellent" rating of 85% for the Tech Supply section. A spot inspection by VII Fighter Command representatives was made the first week in August. No recommendations were made by this inspection team and no formal report was filed.

#### COMMUNICATIONS

During July and the first half of August the Communications section was really "on the beam." All VHF sets were modified for DF tone in conjunction with DU operation so that all sets would operate the same inter-ship and with ground stations. Some difficulty with receivers was encountered, audio transformers burning out often. This was a natural indication as to the many hours which these transformers and sets had amassed during operations from Iwo. This wear offered no problem as replacement parts were readily forthcoming. Only tubes for IFF equipment were difficult to obtain.

The only other problem of the period was the strange case of ship 606. Radio communications were definitely not right in this ship. All equipment was tested in the ship and the trouble could not be detected. All equipment was then tested in the shop - still no results. The ship was sent to the 81st Air Service Group radio specialists and even here the source of trouble could not be detected. Eventually all radio equipment was absolved and the ships electrical system was found to be faulty.

The task of cleaning sets was simplified by the "Miguez Blower", named after its section head inventor, the instrument consisting of an oxygen cylinder, a small compressor, and a C-10 power plant.



For those men not working in their MOS special classes in tuning and first and second echelon maintenance of VHF and IFF equipment were provided during the period.

Much effort went into the building of a Quonset hut to house the section, the complete job being performed by the radio men. The finishing of the interior of the new building took many man-hours more.

One man, Cpl Jansson, an airborne radar mechanic, was added to the section in July.

The section was rated excellent at the time of the July inspection.

#### PERSONAL EQUIPMENT

During the period this section encountered very few difficulties and the only item difficult to obtain was sunglasses. Some additional flying suits were procured and distributed to the pilots, and a Permutit kit was added to the flying gear of each pilot.

2 Life Raft Rescue Kits were received in July. A 5-man life raft and many types and varieties of emergency supplies were found within the aluminum container, which was the size of a 110 gallon jettison tank. The tanks, painted yellow, had attachments similar to regular gasoline drop tanks and could be similarly released to pilots downed at sea.

Racks for the airing and drying of Mae Wests and oxygen masks were built during July.

The July inspection rating was "excellent", 85%.

PHOTO

The increased tempo of operations against the enemy kept personnel of the Photo section extremely busy throughout the period. The increase in quantity resulted in a concomitant increase in quality, in spite of one physical relocation and the introduction of a new plan of operations.

On 10 July the plan to consolidate all AAF photo laboratories on the island left the rumor stage and began to become a reality. At that time Photo officers and section heads met with Lt Lynn at VII Fighter Command. Plans for the pooling of men and equipment were discussed, and advantages of the new location were shown. No date for the physical movement of property was made known at this time. Throughout the month attempts to improve the facilities of the section were deferred as the consolidation was thought to be just "around the corner".

In mid-month the section moved to a tent which had a wooden floor. This floor aided in the fight against dust and made for improved working conditions.

During the course of the month of July the laboratory processed approximately 5,000 feet of film in the G-3 developer. A greater success in processing was obtained by changing the formula of the bleach and rinse. The bleach was doubled in strength and the rinse was tripled, which resulted in clearer film.

T.O. 01-60J-33 was complied with regarding the C-1 camera mounts but not without some difficulty. VII Fighter Command seemed a bit unsure of the extent of the modification to be made.

At the end of July the section moved part of its property to the



new VII Fighter Command Photo Lab. Two of the four enlisted men of the section were put on DS by VII Fighter Command and took their departure from the squadron living area.

One enlisted man of the section was awarded a singular honor during the month though this was in no way connected with the work of the section. Sgt Roth received the Soldier's Medal from the Commanding General, VII Fighter Command, for aiding in the rescue of a fighter pilot from a burning airplane.

#### AFMAMENT

This section reflected the increased pressure against the enemy by a greater volume of work. Aside from the increased amount of work there was little change from the operations of the previous period.

Some difficulty was still experienced in securing parts for the K-14A gunsight. The entire gunsight supply situation failed to improve appreciably during the period. Work with the gunsight was aided by a mock-up panel for pre-flighting which was constructed by M/Sgt Dahl, section chief. This electrically controlled mock-up proved to be very satisfactory and saved considerable time in checking the gunsights. Prior to 15 August rocket installations on 3 additional aircraft of the squadron were completed, mounts from new P-51D-25's being used.

Chemical warfare training for the period consisted of a demonstration and lecture on impregnated clothing.

Only 25 malfunctions occurred during the period, and the majority of these were caused by faulty ammunition.

The number of inspections increased during the period. At the very first of July representatives of VII Fighter Command made a spot inspection. No major discrepancies were found and no written report was made by the inspectors.

Group inspectors, inspecting during the latter part of July, found the section "excellent" and gave out a rating of 84%.

#### ORDNANCE

This section was handicapped during the period by two factors: (1) Faulty ammunition and (2) the temporary loss of key personnel. In spite of these difficulties the section attained a "superior" rating of 86%, one of the highest ratings within the squadron.

Grade AC .50 caliber ammunition was hard to get through normal channels of supply. In fact it was difficult to procure anywhere on the island. 25 malfunctions were reported by Armament men, these being mostly due to the inferior quality ammunition. The small number of malfunctions was the result of careful segregation by Ordnance personnel. Many many rounds of ammunition were found unsatisfactory and removed from use.

The 81st Air Service Group went to great lengths to secure reliable ammunition. Some ammunition was obtained from the night fighter squadron at one especially critical time. As this was all plain ammunition, the section had to link tracer with it. By the end of the period Island Ordnance had secured ammunition of the proper quality and supply ceased to be a problem.

1st Lt Johnson, 462nd Ordnance Officer, was sent to the hospital during the busiest part of July. T/Sgt Reher, the enlisted section head,



followed him to the hospital a few days later. Both men were out of action less than 2 weeks but their loss hampered the operation of the section.

5 aircraft rockets were brought back from a mission, the pilot declaring them to be duds. In conjunction with Island Ordnance personnel, men of the section tested one on a secluded part of the Sulphur Isle. It fired perfectly. Subsequently the remaining 4 rockets were successfully used on missions. The error was adjudged to be with the electrical system of the airplane or with the pilot, this being the only case of rocket malfunction being reported during the period.

During the period 175,054 rounds of .50 caliber ammunition, 111 rockets, and 14 GP 500 lb bombs were expended.

#### ADMINISTRATIVE SUPPLY

The work of this section was very routine. The only departure from the usual during the period was the issue of one complete suit of impregnated khaki clothing to each enlisted man in the squadron, in contemplation of the use of gas by the enemy.

#### ORDERLY ROOM

Balm to soothe the irritations of Iwo came from this section during the period, first in the general dispensation of 5 precious points toward discharge, earned for participation in the air war against the Japanese Empire, and secondly, by promotions for 53 enlisted men and 15 officers.

A major change of personnel was made on 13 July when First

Sergeant Bregman was reduced to Staff Sergeant and transferred to Hq. VII Fighter Command. T/Sgt Everroad, formerly assigned to Group Headquarters, assumed the duties of First Sergeant and later in the period was promoted to that rank.

4 replacement pilots, 3 airplane mechanics, and one radar mechanic joined the squadron in July, arriving from Hawaii. One enlisted man, S/Sgt "Pappy" Hume, was transferred on 11 July to the Casual Depot, APO 968, as the first step leading to his over-age discharge. Just prior to the end of hostilities in August Captain Zagorsky was sent back to the States on DS for a gunnery course at Matagorda Peninsula, Texas.

On 26 July Captain N. T. Miller was transferred from the squadron to Hq, 506th Fighter Group, for assignment as Assistant Operations Officer.

6 recommendations for award of the Air Medal were made during the period, 2 of these awards to be posthumous. 24 recommendations for award of the First Oak Leaf Cluster to the Air Medal were submitted also. 29 flying officers were recommended as deserving of the Second Oak Leaf Cluster to the Air Medal. A Third Oak Leaf Cluster to the Air Medal was sought for 8 qualifying pilots. Recommendations for one Fourth, one Seventh, one Eighth, and one Ninth Oak Leaf Clusters to the Air Medal were submitted. 15 of the outstanding pilots of the squadron were recommended for receipt of the Distinguished Flying Cross. In addition, Major DeJarnette, 462nd Commanding Officer, was recommended for the First Oak Leaf Cluster to the Distinguished Flying Cross.

In June the officers had felt a need to relieve the barrenness of social life on Iwo. One of the four Quonset huts, originally



planned for flying officers' quarters, was converted to an officers club.

In July each flying officer turned to with a will and devoted hours of his spare time to the furnishing of the club in the best style and fashion available on Iwo Jima. Facilities were extremely limited and much shrewd horse trading had to be accomplished. Paint, plywood, nails, and lighting fixtures were obtained from Seabee and regular Navy units for the most part. Of especial worth was the work of Lt Torgerson, who painted the wall murals and the bar insignia; Lts Rice and Comfort who built the bar and the cabinet containing the radio and record player; and Lt Treacy, who supervised the over-all construction of poker tables, writing desks, lounge chairs, and magazine racks. Indirect wall lighting and the soft pastel wall colors made the club a pleasant place to spend leisure time. Liquor was pooled from individual rations and a carbonation machine was manufactured by Lt Sullivan and Lt Morin, using an oxygen tank from a wrecked B-29.

The finished product was named the "Pony Club" and Lt Treacy was elected Secretary-Treasurer. Before long the walls of the club came to know that most rare of Iwo's sounds, the soft talk of women. By the end of the period the club had been noted in Stateside newspapers and was fast becoming the Stork Club of the Volcanos.

The enlisted men's day room, though less elaborate, was made into a very pleasant place to relax from the strain of war.

Morale of both officers and men was high throughout the period, and as Japan went down to final defeat spirits soared and everyone dreamed of the day when the 462nd would be no more.

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