

**THE HIROSHIMA POWS**  
**American Victims of the Atomic Bombing of Hiroshima**

**PERSONAL INFORMATION:** The crews of at least four United States aircraft were shot down near Hiroshima, Japan, in the summer of 1945. While some crewmembers did not survive their crashes, at least twelve survived and became prisoners of war. The four aircraft and their crews are:

B-24, *Lonesome Lady*, MACR 14758

2 LT Thomas C. Cartwright  
2 LT Durden W. Looper  
2 LT Roy M. Pederson, Jr.  
2 LT James M. Ryan  
SGT Hugh H. Atkinson  
SGT John A. Long, Jr.  
SGT Buford J. Ellison  
S SG Ralph J. Neal  
S SG William E. Abel

B-24, *Taloo*, MACR 14990

1 LT Joseph Dubinski  
1 LT Rudolph C. Flanagan  
1 LT Lawrence A Falls  
1 LT Robert C. Johnson  
T SG Walter Piskor  
T SG David A. Bushfield  
S SG Charles R. Allison  
S SG Charles O. Baumgartner  
S SG Camillous F. Kirkpatrick  
S SG Julius Molnar  
CAPT Donald F. Marvin

SB2C, BuNo 21079

LTJG Raymond L. Porter  
ARM3 Normand R. Brissette

F-6F, BuNo 72-623

ENS John J. Hantschel

These aircrews are memorialized at Andersonville National Park and POW Museum in Andersonville, Georgia. Ensign (ENS) John J. Hantschel is memorialized on the Tablets of the Missing at Honolulu Memorial, in Honolulu, Hawaii. Those known to have died in the atomic blast of 6 August 1945 have had their names added to the Book of Victims at the Hiroshima Peace Memorial. The details of their losses are recorded in Missing Air Crew Reports (MACR) 14758 and 14990, Naval Action Reports 137387, 137714, and 138702, group mission reports, and the Individual Deceased Personnel Files (IDPF) under their names.

**CIRCUMSTANCES OF LOSS**  
***THE LONESOME LADY***

The *Lonesome Lady* (44-40680, MACR 14758) was a B-24 attached to the 866<sup>th</sup> Bombardment Squadron of the 494<sup>th</sup> Bombardment Group during the Second World War. On 28 July 1945, it was to be piloted by Second Lieutenant (2 LT) Thomas C. Cartwright as part of a thirty-six plane formation attacking the Japanese battleship *Haruna*. In July 1945, the B.B. *Haruna* was one of the last remaining Japanese battleships still afloat, but only barely so. American crews had attacked before, and by 28 July it was badly crippled and at anchor in Kure Harbor, the port for Hiroshima. The U.S. Army Air Force wanted to sink this final symbol of Japanese power, which it hoped would help convince Tokyo that the war had been lost.<sup>1</sup>

The briefings for the *Lonesome Lady*'s crew did not minimize the danger of the mission. According to the squadron leader, Emil M. Turek, "We knew it was going to be a bad one. All during our training we were taught never to fly over a battleship because they had so much armor

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<sup>1</sup> T.C. Cartwright, *A Date with the Lonesome Lady: A Hiroshima POW Returns*, Austin TX: Eakin Press, 2002: 24.

they would just shoot you out of the sky."<sup>2</sup> Adding to the danger, several other warships had also anchored in Kure Harbor, and were protected with heavily armed anti-aircraft shore batteries. Because of this, the Army Air Force realized the risk of capture was significant. That could be dangerous: only a month before, the Japanese executed eight captured American fliers, forced them to kneel, and beheaded them with ceremonial swords.<sup>3</sup> To minimize the risk of execution, the Army advised the *Lonesome Lady* crew to cooperate and answer whatever questions their interrogators might ask. Besides, they knew nothing more than the Japanese knew themselves.

The formation departed Okinawa's Yontan Airfield at 8:22 AM, 28 July 1945. Only thirty-three planes went on the mission, three fewer than scheduled; two of the missing aircraft should have flown in the *Lonesome Lady*'s squadron. The *Lonesome Lady* flew to the left of the lead plane in the squadron, while the *Taloo* flew below them in the #4 position.<sup>4</sup> The Army Air Corps had modified their aircraft for the mission, stripping away excess guns and equipment to make space for more bombs.<sup>5</sup> The American fliers were to overfly Hiroshima, but had strict orders not to bomb it. The Army had restricted all information about Hiroshima, so none of the crew knew anything about the city's ground defenses.<sup>6</sup>

The bombers arrived at Kure at 12:40 PM, and made their first bombing runs at the *Haruna*. The air around the formation filled with flak bursts. On the ground, some thirty bombs landed around the target battleship, some in the water, and some on nearby dockyard buildings (see Figure 1). The *Lonesome Lady* released its three 2,000 lb. bombs at 12:48 PM.<sup>7</sup> The *Lonesome Lady* and *Taloo* (and perhaps more) veered to the left, northwards toward the city of Hiroshima, where they planned to turn for another run at the *Haruna*.<sup>8</sup>

Second Lieutenant Tatsuo Yokoyama commanded an anti-aircraft unit placed on Mount Futaba, a hill on Hiroshima's northeast outskirts. Watching the approaching American planes through field glasses, 2 LT Yokoyama saw the flak batteries open up in the southern end of the city, near the Hall of Triumphant Return. Then the batteries at Eba Park, near the Mitsubishi plant began firing. The B-24s were climbing after their run on the B.B. *Haruna*, and partially obscured by smoke. As soon as the American planes were in range of his Mount Futaba guns, 2 LT Yokoyama ordered the battery to open fire.<sup>9</sup>

According to witness 1 LT Vito Nacci, the *Lonesome Lady* "received a direct hit from an anti-

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<sup>2</sup> Robert Carl Manhoff, "American Victims of Hiroshima," *The New York Times Magazine*, 2 December 1984: 114, 116.

<sup>3</sup> Gordon Thomas and Max Morgan Witts, *Enola Gay*, New York: Stein and Day Publishers, 1977: 180.

<sup>4</sup> Cartwright, *A Date with the Lonesome Lady*, 25.

<sup>5</sup> Interview with Thomas Cartwright, *Genbaku Shi: Killed by the Atomic Bomb*, 16 mm. film, directed by Gary DeWalt, Santa Fe: Public Media Arts Inc., 1985.

<sup>6</sup> Thomas and Witts, *Enola Gay*, 200.

<sup>7</sup> "Statement of 1<sup>st</sup> LT Vito A. Nacci," Missing Air Crew Report (MACR) #14758.

<sup>8</sup> Thomas and Witts, *Enola Gay*, 201.

<sup>9</sup> Thomas and Witts, *Enola Gay*, 201.

aircraft shell which entered near the pitot [air speed] tube, appeared to pass through the pilot's position and that of the navigator, and out through the upper raft compartment."<sup>10</sup> The shell did not quite strike the flight deck, sparing the lives of the pilot and navigator. According to the pilot, 2 LT Thomas Cartwright, "Shortly after being hit, our plane began responding sluggishly to controls, and I radioed the squadron leader, Emil Turek, that I was hit and could not maintain my formation position. I had hoped to head out to sea before ordering bailout. However, the plane was severely damaged in several areas. Fire broke out, and I began losing more control. The B-24 controls were partly hydraulic and we obviously had a ruptured line. Ellison left the flight deck to inspect the damage and came back soaked in hydraulic fluid.... Engineer Buford Ellison reported that there was serious damage and that the fire was spreading and appeared to be a serious threat. Also, by this time I had lost almost all control of the plane, and we were losing altitude faster, so I ordered bail-out."<sup>11</sup>

The plane's intercom was broken, so the men relayed the order to bail out verbally. All crewmembers evacuated through either the rear hatch or the bomb bay doors, with 2 LT Cartwright escaping last. "I scrambled through on my hands and knees as the *Lonesome Lady* began gyrating," Cartwright later wrote. "I dived out head first and saw the ground coming up fast, so I pulled my rip cord immediately instead of waiting, as I had planned in order to avoid being a hanging target. The shock of the chute opening and popping me tight in the harness and the shock of hitting the ground seemed only seconds apart." A Japanese witness later wrote that this "crippled bomber flew from the west around 1300 [1 PM] on July 28, 1945 ... the right inner propeller of the plane was not moving. The plane circled the sky before plunging to the ground head down."<sup>12</sup> The B-24 struck the ground at 34°03' North and 132°09' East.<sup>13</sup> Second Lieutenant Cartwright had flown the aircraft to the opposite side of Hiroshima Bay, crashing into the dense forest southeast of the city (see Figure 15). For 2 LT Tatsuo Yokoyama, who had shot down the *Lonesome Lady*, "this was my most thrilling day in all the war."<sup>14</sup>

The Army had briefed the crew to surrender to Japanese military authorities, where they might expect better treatment than from civilians. Yet, the first person 2 LT Cartwright saw on the ground was a local farmer, and Cartwright tried to turn himself in immediately. Each time 2 LT Cartwright tried handing over his .45 pistol, the farmer recoiled in fear. Cartwright eventually convinced the man to escort him to a local police station. They arrived fifteen minutes later at a one-room police depot, where 2 LT Cartwright surrendered his service weapon and received some water. Fifteen minutes later, the police brought in 2 LT Durden Looper, healthy apart from a cut along his leg. The Japanese blindfolded the two men, tied their hands behind their backs, and took them to a larger village nearby. They were to sit in the town square, and throughout the night were hit and pinched by a crowd of local women. "Boy could they pinch!" Cartwright later told the Library of Congress. "They pinch in a different way. Mostly it was the women who

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<sup>10</sup> "Statement of 1<sup>st</sup> LT Vito A. Nacci," MACR #14758.

<sup>11</sup> Cartwright, *A Date with the Lonesome Lady*, 27.

<sup>12</sup> Cartwright, *A Date with the Lonesome Lady*, 28.

<sup>13</sup> MACR #14758.

<sup>14</sup> Thomas and Witts, *Enola Gay*, 202.

would pinch us. The women would come by with little sticks.”<sup>15</sup>

Second Lieutenants Cartwright and Looper were then loaded onto a truck the next morning, transferred to a train, and taken to Chugoku prison in Hiroshima. Their captors led them into a large cell, 20 feet square with wooden floors and bars, and removed their blindfolds. There they found, sitting dejectedly in their flight suits, the crew of the *Lonesome Lady*, some of the *Taloo* crew, two Navy men, and several other prisoners.<sup>16</sup> Only 2 LT Roy Pederson and S SG William Abel were missing. (Staff Sergeant Abel had bailed out of the burning plane early in the disaster and had landed elsewhere; 2 LT Pederson landed in a heavily forest area, landed high in the trees, and was not found until much later by local lumberjacks.)<sup>17</sup> The Japanese left the prisoners blindfolded most of the time, which has limited 2 LT Cartwright’s ability to identify all his cellmates with certainty.<sup>18</sup>

The next day, the Japanese took them to a small room on the second floor for interrogation. Second Lieutenant Cartwright’s questioning began casually at first, but the Japanese interrogator soon believed his American prisoner was being uncooperative. Why were you sent to Okinawa? Where are the Americans building up their forces? This large city has not been bombed, the Japanese officer barked at him. Why have the Americans spared this city? As 2 LT Cartwright did not explain why Hiroshima had not been bombed, the questioning became steadily harsher. The interrogator warned him that unless he answered these questions, he would soon be in tougher hands. “You’re lying,” Cartwright recalled him saying. “We know you’re lying, so I’m going to send you to the interrogation headquarters in Tokyo.”<sup>19</sup> On 31 July 1945, the Japanese drove 2 LT Cartwright and two unidentified Navy fliers down to a railroad station and placed them on a train bound for Yokohama.<sup>20</sup>

The Japanese took 2 LT Cartwright to a Yokohama military base and held him in what appeared to be the base’s brig. They questioned him further on American military moves for the next few days. “About the fourth day [6 August 1945] I was rushed out of my solitary cell and questioned intensively about a new powerful bomb. There were trick questions and threats. One compelling threat that followed immediately after this interrogation session was having a very large Japanese soldier come by my cell, stand right in front of my bars, while looking at me, draw a sword, and display it menacingly. I was then marched out blindfolded in front of some troops, pushed down on my knees, and my head pushed down with all the indications of being beheaded. After a few minutes of commands or some sort of oration shouted at the troops while I was in this position, I was jerked up and rather roughly led back to my cell.”<sup>21</sup>

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<sup>15</sup> Interview with Thomas C. Cartwright, AFC 2001/001/33398, American Folklife Center, Library of Congress, Washington DC.

<sup>16</sup> Cartwright, *A Date with the Lonesome Lady*, 29.

<sup>17</sup> Manoff, “American Victims of Hiroshima,” 116; Cartwright, *A Date with the Lonesome Lady*, 28, 30; and interview with Thomas Cartwright, American Folklife Center, Library of Congress, Washington DC.

<sup>18</sup> Interview with Thomas Cartwright, *Genbaku Shi*, 16 mm. film, 1985.

<sup>19</sup> Interview with Thomas C. Cartwright, American Folklife Center, Library of Congress, Washington, DC.

<sup>20</sup> Manoff, “American Victims of Hiroshima,” 116; Cartwright, *A Date with the Lonesome Lady*, 31-32.

<sup>21</sup> Cartwright, *A Date with the Lonesome Lady*, 33.

## CIRCUMSTANCES OF LOSS THE *TALOA*

The *Taloe* was part of the same bombing mission, and in the same squadron, as the *Lonesome Lady*. The *Taloe* (44-40716, MACR 14990) suffered a similar fate to its sister aircraft. The *Taloe* was piloted by First Lieutenant (1 LT) Joseph Dubinsky and 1 LT Robert C. Johnston and carried eight other crewmembers. Captain Donald Marvin flew this mission as a passenger, completing his quota for combat missions flown. *Taloe* flew in the #4 position, directly below the lead plane in their squadron. As the formation reached Hiroshima's Kure Harbor, the anti-aircraft flak became intense. *Taloe* dropped its bombs at 12:48 PM.<sup>22</sup>

Shortly after releasing its payload, *Taloe* and *Lonesome Lady* swerved to the left, towards Hiroshima. On the ground, 2 LT Yokoyama ordered his battery to fire on the *Taloe*. The first salvo buffeted the aircraft, and Yokoyama shouted a targeting correction. The second shot appeared to hit *Taloe* squarely on the nose, and seemed to knock the plane to the left and away from Mount Futaba.<sup>23</sup> According to Tatsuji Mori, a fifteen-year-old witness, "They had just air-raided Kure at an extremely low altitude. They didn't think much of the Japanese Air Force or the anti-aircraft positions. We have to admit that Japan had lost its war potential. From Kure they were traveling from east to west, and the Japanese high altitude guns hit the tail of the B-24. I am sure it hit the rear area. I saw the parachutes come out from the tail part. I don't know exactly from where. I am pretty sure they came out from the airplane's right side. I saw three parachutes from my direction" (see Figure 2).<sup>24</sup> *Taloe* plunged into a hill between the villages of Itsukaichi and Inokuchi, on the eastern side of Hiroshima Bay. *Taloe* crashed less than two miles north of the target, Kure Harbor, while *Lonesome Lady* was last reported three miles southeast of Kuga (see Figure 3).

*Taloe* had split into two large sections at the foot of a hill, the pieces strewn across two hundred yards of a rice paddy (see Figure 4).<sup>25</sup> Six of *Taloe*'s crew died in the crash while five had managed to bail out. The pilot, 1 LT Dubinski, was the last to leave the aircraft, but the plane was already too low and he struck the ground before his parachute opened. Technical Sergeant Walter Piskor parachuted onto the roof of a Mitsubishi plant, where local civilians grabbed him and threw him off the building. First Lieutenant Rudolph Flanagan landed in the Ota River, where a group of fishermen pulled him from the water and beat him to death. Both men had been badly injured before their capture.<sup>26</sup>

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<sup>22</sup> MACR #14990.

<sup>23</sup> Thomas and Witts, *Enola Gay*, 201.

<sup>24</sup> Interview with Tatsuji Mori, *Genbaku Shi*, 16 mm. film, 1985.

<sup>25</sup> Thomas and Witts, *Enola Gay*, 202-203.

<sup>26</sup> Several sources have T SG Bushfield as the crewmember who landed in the Ota River, while POW Research Network of Japan says it was actually 1 LT Flanagan. The gravesite of the six soldiers who died in the crash have T SG Bushfield among their number, lending considerable support to the argument that Flanagan had been the one to parachute into the river. ([http://www.powresearch.jp/en/pdf\\_e/pilot/chugoku\\_shikoku.pdf](http://www.powresearch.jp/en/pdf_e/pilot/chugoku_shikoku.pdf))

While they examined the wreckage of the B-24, Warrant Officer (W/O) Hiroshi Yanagita and Corporal (CPL) Kanai Hiroto heard that some civilians had captured a live American nearby. When CPL Hiroto arrived, he found an angry mob of civilians "who wanted to beat him to death. I forced my way in, took hold of him, and tried to ward off their blows." Warrant Officer Yanagita stepped forward with a pistol, and threatened to shoot the next civilian who moved.<sup>27</sup> They found a terrified S SG Julius Molnar at the center of the crowd. The two officers escorted him quickly away for interrogation.

Civilians had also discovered another American nearby, likely S SG Charles Baumgartner.<sup>28</sup> The Japanese officers took S SG Baumgartner and S SG Molnar to a nearby farmhouse for interrogation -- and to keep them away from angry civilians. Corporal Hiroto had spent several years in America, so he conducted the interrogation in English. "They had a kind of green uniform on," Hiroto said later. "They didn't wear new uniforms, they wore old uniforms. I asked 'why don't you wear new uniforms? The Japanese, you know, wear uniforms like that when they're going to die.'" <sup>29</sup> Corporal Hiroto later said he "could tell from his eyes that [he] was very frightened," but felt the Americans were giving flippant answers to his questions. (Staff Sergeant Molnar had claimed that he could not remember the names of any of his crewmembers.)<sup>30</sup> Corporal Hiroto then arranged for the Army to take the prisoners to Hiroshima for further questioning.

The Japanese military took S SG Baumgartner and S SG Molnar to Hiroshima and placed them in a military police compound. By 30 July 1945, the Japanese had moved them into the same cell as the *Lonesome Lady* crew. On the morning of 6 August 1945, Baumgartner and Molnar were at the First Infantry Recruitment Unit (Chugoku Military Precinct Headquarters, Unit 59), near the moat of Hiroshima Castle.<sup>31</sup>

### CIRCUMSTANCES OF LOSS LTJG RAYMOND L. PORTER AND ARM3 NORMAND R. BRISSETTE

Lieutenant Junior Grade Raymond Porter and ARM3 Normand Brissette were flyers aboard the aircraft carrier U.S.S. *Ticonderoga*. On 28 July 1945, they were part of a 39-plane strike against the heavy Japanese cruiser *Tone*, which intelligence reported near Kure Harbor. Carriers *Monterey* and *Bataan* also supplied aircraft for the strike. Lieutenant Junior Grade Porter and ARM3 Brissette departed the *Ticonderoga* at 7:50 AM in a SB2C-4E Navy Helldiver (BuNo 21079) loaded with two 1,000 lb. bombs and a 260 lb. fragmentary bomb.<sup>32</sup>

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<sup>27</sup> Thomas and Witts, *Enola Gay*, 203.

<sup>28</sup> Thomas and Witts incorrectly say that W/O Yanagita and CPL Hiroto captured 1 LT Robert C. Johnson (*Enola Gay*, 203). Cartwright claims that he saw Baumgartner in his cell (*A Date With the Lonesome Lady*, 30) and Hiroto confirms that he captured Baumgartner (*Genbaku Shi*, 16 mm. film).

<sup>29</sup> Manoff, "American Victims of Hiroshima," 116.

<sup>30</sup> Thomas and Witts, *Enola Gay*, 203.

<sup>31</sup> Letter from Shigeaki Mori to Edward Burton, 12 August 2009.

<sup>32</sup> Aircraft Action Report, file "Serial 0136, Aug. 19, 1945, *Ticonderoga U.S.S.*," box 1476, Record Group 38,

As the formation approached the *Tone*, they encountered medium-to-heavy but generally inaccurate anti-aircraft fire. The *Tone*, anchored several hundred yards offshore between two projecting points and breakwaters, soon opened up its own barrage against when the American attackers (see Figures 6 and 7). The attack on the *Tone* was successful, leaving the ship crippled, but according to the action report, "personnel and material losses were again costly."<sup>33</sup>

Lieutenant Junior Grade Porter and ARM3 Brissette successfully unloaded their payload on the *Tone*, but according to the after action report, were hit by anti-aircraft fire around 11 AM.

"Lieutenant Porter came up for rendezvous with his engine smoking badly, presumably as a result of AA [anti-aircraft] fire, and he soon dropped off and was seen to make a water landing in the previously designated air-sea rescue ditching area in the Iyo Nada area of the Inland Sea."<sup>34</sup> Porter and Brissette appeared to be "active and in good condition" following their ditching.<sup>35</sup>

Navy fliers saw Porter and Brissette scramble into a rubber life raft, and requested that rescue aircraft look for them.<sup>36</sup> Another strike group in the area observed the life raft still bobbing in the Inland Sea six hours later; American rescue planes still had not yet reached them. The Japanese managed to get to them first, pulled them from the water, and took them to Hiroshima on 28 July 1945.<sup>37</sup> According to ARM3 Brissette, "we were captured and rounded up with others from three planes, thirteen in all, and taken to a place that looked like a castle."<sup>38</sup> Second Lieutenant Cartwright remembers LTJG Porter and ARM3 Brissette as already interned in the Chugoku prison cell when the *Lonesome Lady* crew arrived on 30 July 1945.<sup>39</sup> On the morning of 6 August 1945, they were at the First Infantry Recruitment Unit (Chugoku Military Precinct Headquarters, Unit 59), inside the moat of Hiroshima Castle.<sup>40</sup>

### CIRCUMSTANCES OF LOSS ENS JOHN J. HANTSCHER

The fate of Ensign (ENS) John J. Hantschel is the one most shrouded in mystery, as he flew alone in a single-seat F6F-5 Hellcat (BuNo 72-623). He did not survive, carried no crew who survived to relay his fate, and may not have shared a prison cell with others to whom he could

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National Archives, College Park, MD.

<sup>33</sup> Aircraft Action Report, file "Serial 0136, Aug. 19, 1945, *Ticonderoga U.S.S.*," box 1476, Record Group 38, National Archives, College Park, MD.

<sup>34</sup> Aircraft Action Report, file "Serial 0136, Aug. 19, 1945, *Ticonderoga U.S.S.*," box 1476, Record Group 38, National Archives, College Park, MD.

<sup>35</sup> *U.S.S. Ticonderoga* action report 137714, Part V, 19 August 1945, file "Serial 0136, Aug. 19, 1945, *Ticonderoga U.S.S.*," box 1476, Record Group 38, National Archives, College Park, MD.

<sup>36</sup> Manoff, "American Victims of Hiroshima," 118; telegram from SGD Eichelberger to Com Phil Sea Frontier, IDPF for Normand R. Brissette, Washington National Records Center, Suitland, MD.

<sup>37</sup> Manoff, "American Victims of Hiroshima," 118; telegram from SGD Eichelberger to Com Phil Sea Frontier, IDPF for Normand R. Brissette, Washington National Records Center, Suitland, MD.

<sup>38</sup> Ross, *Courage Beyond the Blindfold*, 115.

<sup>39</sup> Cartwright, *A Date with the Lonesome Lady*, 29.

<sup>40</sup> Letter from Shigeaki Mori to (b)(6) 12 August 2009.

tell his story. Ensign Hantschel was a pilot aboard the U.S.S. *Randolph*. On 25 July 1945, the U.S. Navy launched a series of strikes against the battleship B.B. *Haruna* and the other smaller warships near Kure Harbor. Despite poor weather, the *Randolph's* aircraft hit the *Haruna* twenty times, badly damaging her. The Army Air Force planned a strike on 28 July, including *Lonesome Lady* and *Taloo*, to finish off the *Haruna*.<sup>41</sup> In the engagement, carried out in poor weather, anti-aircraft fire hit four Hellcats over Japan's Inland Sea; ENS Hantschel was one of them.<sup>42</sup>

The destroyer U.S.S. *Bullard* rescued one Hellcat pilot from the water, while Dumbo seaplanes rescued two flyers that crashed near enemy territory.<sup>43</sup> According to the *Randolph's* action report, ENS Hantschel was "hit by enemy AA [anti-aircraft fire] over target and ditched in Inland Sea about 1530 [3:30 PM]. Orbited by *Randolph* planes which drove off boats approaching from shore nearby but were forced to leave before aid arrived."<sup>44</sup> One plane remained, however. "Outstanding act of heroism was displayed by VF Lieutenant W.K.D. Lee, who elected to remain orbiting one of these pilots when the strike returned to base, knowing in so doing that he would not have enough fuel to make the return trip and would himself have to land in the water and take his chances being rescued. Full facts are not known at the date of this report, but [LT Lee] was reported rescued by a lifeguard submarine at about 1930 [7:30 PM]."<sup>45</sup>

Ensign Hantschel managed to escape his Hellcat, crawled into a rubber life raft, and awaited rescue. When the rescue plane arrived at 4:30 PM, it picked up another Hellcat pilot also shot down on the same mission but saw no sign of ENS Hantschel.<sup>46</sup> A local fisherman, Shinakicki Morishige, rescued ENS Hantschel on 29 July 1945. "He was drifting for four days in the Inland Sea," Morishige later said. "He cried out for help."<sup>47</sup> According to the POW Research Network of Japan, Morishige found him drifting two miles off Maruo, Higashikiwa-Mura, Yoshiki-gun, Japan.<sup>48</sup>

Morishige took Hantschel back to Hiroshima, where the Japanese military may have interned him at the Chugoku Military Police Headquarters.<sup>49</sup> Second Lieutenant Cartwright does not

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<sup>41</sup> Philip St. John, *USS Randolph: CV/CVA/CVS-15*, Turner Publishing Company, 2000: 49.

<sup>42</sup> "Missing Air Crew Report," IDPF for John J. Hantschel, Washington National Records Center, Suitland, MD.

<sup>43</sup> U.S.S. *Randolph* action report 137387, 18 August 1945, file "Serial 0204, Aug. 18, 1945, *Randolph U.S.S.*," box 1364, Record Group 38, National Archives, College Park, MD.

<sup>44</sup> U.S.S. *Randolph* action report 138702, 6 September 1945, file "Serial 0256, Sept. 6, 1945, *Randolph U.S.S.*," box 1364, Record Group 38, National Archives, College Park, MD.

<sup>45</sup> U.S.S. *Randolph* action report 137387, 18 August 1945, file "Serial 0204, Aug. 18, 1945, *Randolph U.S.S.*," box 1364, Record Group 38, National Archives, College Park, MD.

<sup>46</sup> U.S.S. *Randolph* action report 138702, 6 September 1945, file "Serial 0256, Sept. 6, 1945, *Randolph U.S.S.*," box 1364, Record Group 38, National Archives, College Park, MD.

<sup>47</sup> "Appleton Soldier John J. Hantschel to be Recognized Among Dead at Hiroshima," *The Post Crescent* (Wisconsin), 24 May 2009.

<sup>48</sup> [http://www.powresearch.jp/en/pdf\\_e/pilot/chugoku\\_shikoku.pdf](http://www.powresearch.jp/en/pdf_e/pilot/chugoku_shikoku.pdf)

<sup>49</sup> "Appleton Soldier John J. Hantschel to be Recognized Among Dead at Hiroshima," *Post-Crescent* (Wisconsin), 24 May 2009.



mention him as being in the same cell as the *Lonesome Lady* and *Taloa* prisoners. It is possible he was among the "several other prisoners present" that 2 LT Cartwright saw, or he may have simply been in a different cell.<sup>50</sup> The precise location of ENS Hantschel on 6 August 1945 is unclear, but he may have been in the Chugoku Military Police Headquarters.

### 6 AUGUST 1945: THE ATOMIC BLAST THE *NIP CLIPPER* WITNESSES

The *Enola Gay*, a B-29 Superfortress attached to the 393<sup>rd</sup> Bombardment Squadron of the 509<sup>th</sup> Composite Group, flew 31,600 feet over Hiroshima on 6 August 1945. At 8:14 AM, it released its payload of a single bomb, a bomb loaded with 130 lbs of uranium-235. After falling for 57 seconds, it exploded 1,900 feet directly above Hiroshima's Shima Hospital. For a split instant, the temperature at ground zero reached one hundred-million degrees Fahrenheit: ten thousand times hotter than the surface of the sun, three times hotter than its core. Within one second, a fireball 650 feet across seared everything below it, and sent a mushroom-shaped pillar of smoke six miles into the atmosphere. Nearly all plant and animal life in a one-mile radius died instantly, including some 70 to 80,000 human beings, and every building destroyed. A firestorm with scorching 40 mph winds started thirty minutes later. Soon after, a radioactive rain began, turning the air cold, and covering the city in black muddy, sticky toxic rain.

Chugoku Military Police Headquarters stood only 400 meters (437 yards) from the blast site. Unlike most of Hiroshima's wooden structures, parts of the police building withstood the blast. The roof was gone, the wooden wings had vanished, but the two-storey central brick building remained (see Figure 10).<sup>51</sup> Most of the American prisoners died instantly, but the thick brick walls and quick action allowed three to survive the initial atomic blast.

Information on these three survivors comes from the crew of a B-29 shot down on 8 August 1945. This B-29, *Nip Clipper*, was part of a 232-plane mission to drop 1,400 tons of incendiary bombs on Yawata, a major Japanese steel city.<sup>52</sup> The U.S. military intended the firebombing of Yawata as a devastating follow-up to the atomic bombing of Hiroshima. The armada of B-29s took off from Tinian airfield – by 1945 the largest and busiest airport in the world – but encountered heavy anti-aircraft fire.<sup>53</sup> The *Nip Clipper* was one of the planes hit. The right wing fuel tank caught fire, and when a desperate 400 mph dive failed to blow out the flames, the eleven crewmembers bailed out. Ten of them survived. They drifted and paddled around in eight inflatable life rafts for a week, surviving on nine canteens of water and Lucky Charms candy, evading mines and Japanese ships. When they ran out of candy and water, sunburned and

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<sup>50</sup> Cartwright, *A Date with the Lonesome Lady*, 30.

<sup>51</sup> Manoff, "American Victims of Hiroshima," 118.

<sup>52</sup> Mike Nikitas, "Eyewitness to History ... and Horror," *The Boston Sunday Globe*, 6 August 1995: 71; file "9<sup>th</sup> Bomb Gp (VH) Mission Report: Mission 319, 8 August 1945," box 83, Record Group 18, National Archives, College Park, MD.

<sup>53</sup> "From Fitchburg to Hiroshima: The Last POWs of WWII," *New England Cable News (NECN)*, airdate 26 August 2005.

suffering from saltwater sores, they finally surrendered to Japanese fishermen on 15 August.<sup>54</sup> The Japanese military blindfolded the Americans, interrogated them, threatened them with ritual samurai swords, and apparently prepared to execute them. According to co-pilot 2 LT Carl Holden, "In the middle of his questioning, the interpreter was interrupted and called away. While he was gone, the sun came up and all the military personnel suddenly let go with some sort of weird chant and we thought it was all over for us. We think they might have called the interpreter away to tell him that the Emperor was going to announce the surrender of Japan later that day, because when he came back they immediately lined us up and marched us to the local railroad station where we were put on board a train."<sup>55</sup> The Japanese took the *Nip Clipper* crew to Hiroshima. Staff Sergeant Martin Zapf believes the Japanese took them to Hiroshima for a more public execution, as scapegoats for the atomic bombing.<sup>56</sup> The crew of the *Nip Clipper* was:

B-29, *Nip Clipper*, MACR 14822

1 LT George F. Keller  
2 LT Carleton M. Holden  
2 LT Eugene V. Correll Jr.  
2 LT Walter R. Ross  
2 LT Stanley H. Levine  
T SG Shelby L. Fowler  
SG Robert M. Conley  
SG Martin L. Zapf  
SG Gerald J. Blake  
SG Travers Harman  
SG Christus M. Nikitas

Except for the pilot 1 LT Keller, who died in the crash, the Japanese held the entire *Nip Clipper* crew in an improvised corral-like jail behind the Hiroshima train station. On 16 August 1945, the Japanese informed the *Nip Clipper* crew they would be receiving two other American prisoners. The Japanese brought them ARM3 Normand Brissette and S SG Ralph Neal, both badly injured, and expected the *Nip Clipper* crew to take care of them.

Petty Officer Brissette and S SG Neal were in very poor condition. "These two fellows were really dying a very horrible death," recalled 2 LT Walter Ross. "You could tell by just looking at them – pus was coming out of their ears – their mouths were open and flies would walk in and out freely. And they were not all that coherent to be able to talk to us."<sup>57</sup> Second Lieutenant Stanley Levine described the symptoms of acute radiation poisoning. "At times, when they got

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<sup>54</sup> MACR #14822; Walter R. Ross, *Courage Beyond the Blindfold: The Last P.O.W.s of WWII*, Colliersville, TN: Global Press, 1985: 74-102.

<sup>55</sup> Carl Holden, "Ordeal at Hiroshima," *History of the 9<sup>th</sup> Bomb Group*, Princeton, NJ: The 9<sup>th</sup> Bomber Group Association, 1995: 251. [Japanese radio broadcast Emperor Hirohito's surrender announcement at noon, 15 August 1945, but it had been recorded the previous day.]

<sup>56</sup> Interview with Martin Zapf, Rutgers Oral History Archives, Rutgers The State University of New Jersey, 25 October 2005.

<sup>57</sup> Interview with Walter Ross, *Genbaku Shi*, 16 mm. film, 1985.

really bad, there was some horrible stuff coming out of the corners of their mouths, like a green mucus, maybe from radiation poisoning. At times during the evening it began to get worse, and it would leak from their ears. I'll never forget this horrible green stuff that came out of the mouth and ears."<sup>58</sup> Second Lieutenant Carl Holden added that they had running sores and bruises all over their bodies from beatings, and they vomited bile. "They were constantly throwing up. Food was of little value to them, as they couldn't hold it down."<sup>59</sup>

The two flyers had difficulty communicating, but managed to relate most of their story to the *Nip Clipper* crew. According to 2 LT Holden, the two said "they had been held in the jail for interrogation, I think they had just been captured, I remember their saying that when the flash came and the bomb fell on them, the concussion knocked the building all hell to gone around them, and they ran outside the building into the streets. And the Japanese, all types, civilians and military, were running in all directions and all confused and screaming, and some were horribly burned and some or all of them were throwing themselves into whatever available pool of water they could find.... They said there was a lot of hysteria, complete hysteria, and the Japanese military personnel in charge of holding them in jail went completely berserk too .... The scene they described to us was complete confusion and hysteria and screaming and hollering and not knowing what the hell was going on – all from one bomb. And now it was ten days or so later, and they had suffered plenty."<sup>60</sup>

They said that the two of them, and an unidentified third American, had managed to escape the intense heat of the bomb by diving into a pool of sewage. They stayed up to their noses in the cesspool for four hours during the fallout and ensuing firestorm. After they emerged from the cesspool, the Japanese immediately captured the three of them again.<sup>61</sup>

The identity of the third American is unknown. Local Hiroshima lore has many stories of an American survivor tied to a pole on the Aioi Bridge with a sign reading "Beat This American Soldier Before You Pass."<sup>62</sup> The Hiroshima Peace Culture Foundation has collected drawings by survivors of what occurred that day (see Figure 16). Most of these drawings show a man with brown hair, his hands tied behind his back and stripped to the waist, tied to an iron pole and beaten by a small mob. A drawing by survivor Hidemi Murozumi shows the American surrounded by an angry mob of Ouentai, civilian employees of the Military Police. Murozumi's drawing includes the text: "I think the foreigner was lying [on the ground], bound. People wearing gaiters who seemed like the Ouentai said things like, 'Do terrible things [to the foreigner],' and were hitting [him] with sticks. The foreigner lay silently. I felt like it was sad to hit [him], [but] it didn't make sense not to hit [him], [so I] hit [him] lightly."<sup>63</sup> Another survivor, Jinichi Fujimoto, includes a brief description of the scene. "The young American soldier was

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<sup>58</sup> Charles L. Whipple, "Hiroshima Footnote: How two Americans died," *The Boston Globe*, 3 November 1975: 1, 13.

<sup>59</sup> Interview with Carl Holden, *Genbaku Shi*, 16 mm. film, 1985.

<sup>60</sup> Whipple, "Hiroshima Footnote: How two Americans died," 13.

<sup>61</sup> Manoff, "American Victims of Hiroshima," 123.

<sup>62</sup> Manoff, "American Victims of Hiroshima," 123.

<sup>63</sup> Illustration GE33-37, courtesy of the Hiroshima Peace Memorial Museum, Hiroshima, Japan.

dead, bound to an iron pillar by a wire through the ankle. He was completely naked. When young men walking to visit relatives saw the body, they swung clubs and beat [the body].” Jinichi Fujimoto describes the American as having blond hair, green eyes, with “skin like a white snake.”<sup>64</sup> Not all of the witnesses agree on the details. One atomic bomb survivor, Sumako Yamada, depicted the American in a crucified position. Yamada’s drawings appear stylized, and show the prisoner in full uniform while the others show him as largely stripped.<sup>65</sup> Katagiri Sawami, the wife of a prefectural employee, thought the unidentified American had parachuted into Hiroshima and his parachute became entangled on the iron pole.<sup>66</sup> His identity is unknown, but this American prisoner died at the foot of the Aioi Bridge at 2 PM, 6 August 1945.<sup>67</sup>

The *Nip Clipper* crew tried to take care of the remaining two survivors as best they could. Both ARM3 Brissette and S SG Neal were in terrible pain. “We did have a first aid kit that I had hid in my trousers,” recalled 2 LT Ross. “And in that kit was some morphine, but I was afraid with their head injuries to give them any morphine. My training had always been that if you give them morphine with a head injury, you’re going to kill them.”<sup>68</sup> Yet, as their condition became almost unbearable, 2 LT Ross began injecting them with morphine. At one point, 2 LT Levine asked Japanese doctor, “‘How about doing something for these guys?’ And I remember his answer vividly: ‘Do something? You tell me what to do. You caused this. I don’t know what to do for it.’”<sup>69</sup>

On 17 August, a Japanese officer came in and introduced himself as Lieutenant Nobuichi Fukui. Lieutenant Fukui introduced himself in English, startling the blindfolded American prisoners, and said, “I am going to try to secure safe passage for you.” Lieutenant Fukui was a devout Christian, influenced by American missionaries while studying at the University Kyoto in the 1920s, and had visited the United States in 1928.<sup>70</sup> Lieutenant Fukui later said that when he learned of the American prisoners, he heard his American godparents’ voices urging him to help them. The American prisoners were wary, fearing this could be a prelude to their execution.<sup>71</sup>

Earlier that day, LT Fukui’s superior had called him into his office. “And he said to me: ‘The war is over. Prisoners are unnecessary. You may treat freely,’” recalled LT Fukui. “I asked him: ‘Treat freely. What do you mean?’ He said: ‘Oh, kill or alive, you are free.’ So I made a great quarrel. I said: ‘Do you know the prisoners’ treaty, the international treaty in Hague? Japanese delegates signed instead of Japanese Emperor, so the Hague prisoners’ treaty is

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<sup>64</sup> Illustration GE29-39, courtesy of the Hiroshima Peace Memorial Museum, Hiroshima, Japan.

<sup>65</sup> For “crucifixion” images, see illustrations GE01-48, NG125-02, NG125-03, and NG125-04, the Hiroshima Peace Memorial Museum, Hiroshima, Japan.

<sup>66</sup> Illustration GE14-10, courtesy of the Hiroshima Peace Memorial Museum, Hiroshima, Japan.

<sup>67</sup> Illustration GE01-10, courtesy of the Hiroshima Peace Memorial Museum, Hiroshima, Japan.

<sup>68</sup> Interview with Walter Ross, *Genbaku Shi*, 16 mm. film, 1985.

<sup>69</sup> Whipple, “Hiroshima Footnote: How two Americans died,” 13.

<sup>70</sup> Whipple, “Hiroshima Footnote: How two Americans died,” 13; Manoff, “American Victims of Hiroshima,” 123.

<sup>71</sup> Ross, *Courage Beyond the Blindfold*, 116.

vital.”<sup>72</sup> Lieutenant Fukui took a risk in arguing with a superior officer, but won his argument. “So he said: ‘Your theory, I think is right. I’ll try to give you an order to treat the prisoners warmly.’ So I said to him: ‘Your document is necessary for us, otherwise we cannot treat them warmly ... justly.’ ‘Oh yes,’ he said ‘We’ll give you tomorrow a nice order sheet.’”<sup>73</sup>

As the American prisoners waited to hear their fate, the Japanese guards began drinking heavily. Blindfolded, the Americans could hear the sounds of rifles being loaded. When the Americans asked if they were to be moved, a Japanese officer told them “You are not going anywhere. You are staying right here.”<sup>74</sup> Finally, at 5 PM, 17 August, LT Fukui returned to the makeshift jail behind the train station, this time with a flatbed military truck and a driver. He announced that discipline was breaking down in the city and he was going to move them for their safety. “And I went to ten aviators’ house [location] near Hiroshima Station, and I ordered them: ‘All gentlemen stand up! Attention! Stand up! Turn to right! Here is the truck! You may march slowly. Come in. Come in.’ Many audience assembled near the truck saying: ‘Come here! Come here!’ The MP officer treats the prisoners in English, not Japanese! ‘Come in! Come in!’ [laughs] So many audience are assembled, but I know the international rules, so I worried.”<sup>75</sup>

The Americans, still blindfolded, lifted ARM3 Brissette and S SG Neal onto the flatbed truck. “We drove a short distance when he stopped the truck,” recalls 2 LT Ross, “got out of the front of the truck, came around to the back, told us to take our blindfolds off, stand up, and look at how Hiroshima was. He explained to us that the Americans had dropped this horrible bomb on Hiroshima, and had completely destroyed Hiroshima, and how inhumane the Americans were to drop such a horrible bomb.” Sergeant Zapf recalled the scene of devastation, and his most vivid memory was that the city still smelled of burnt flesh.<sup>76</sup> In the distance, they could see strange blue lights, which LT Fukui explained were funeral pyres for the women and children the Americans had killed. The *Nip Clipper* crew sincerely felt that LT Fukui was helping them, but were unsure about his motives. They did not want to anger him, but did not like that he kept shouting at them about the Americans’ supposed inhumanity.<sup>77</sup> Second Lieutenant Levine recalls that LT Fukui “was giving us this lecture ‘Look what you have done’ he said, ‘one bomb!’ Nothing was moving on the streets, not a dog or a cat. There was no sign of human beings dead or alive. Just rubble. Finally I couldn’t contain myself and asked ‘Have you ever heard of the march from Bataan?’”<sup>78</sup>

Lieutenant Fukui drove the Americans to the Ujina Military Police Headquarters. The Japanese allowed the Americans to wash themselves, and LT Fukui gave them shots of whiskey and bowls

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<sup>72</sup> Interview with Nobuichi Fukui, *Gembaku Shi*, 16 mm. film, 1985.

<sup>73</sup> Interview with Nobuichi Fukui, *Gembaku Shi*, 16 mm. film, 1985.

<sup>74</sup> Ross, *Courage Beyond the Blindfold*, 117.

<sup>75</sup> Interview with Nobuichi Fukui, *Gembaku Shi*, 16 mm. film, 1985.

<sup>76</sup> Interview with Martin Zapf, Rutgers Oral History Archives.

<sup>77</sup> Walter R. Ross, “We POW [sic] Were First to See Hiroshima Damage,” *History of the 9<sup>th</sup> Bomb Group*, Princeton, NJ: The 9<sup>th</sup> Bomber Group Association, 1995: 276.

<sup>78</sup> Whipple, “Hiroshima Footnote: How two Americans died,” 13; Manoff, “American Victims of Hiroshima,” 123.

of tangerines.<sup>79</sup> Another doctor came in and examined the prisoners. When the *Nip Clipper* crew asked if he could help Neal and Brissette, he replied in English, "Help them? I have never seen this. What can you do to help me? I am losing 1,000 people a day."<sup>80</sup> The Americans would stay in Ujina for the night, and continue in the morning to a larger POW internment camp. By this point, ARM3 Brissette and S SG Neal were worsening. "They are dying and they know it," wrote SGT Chris Nikitas. "Slowly, night comes on – their pains increase – their arms are paralyzed – their legs curl up and are useless – their groans increase – they are dying, and nothing can be done. The men in the next cell, listen for each word – each groan – each breath – one of the wounded men is going blind – he cries out – he wants to go home – he wants to die in his native Kentucky – he'll never see his home again – his cellmate, a big boy from Mass. is growing steadily worse – the first boy from Kentucky is taken out of his cell, and downstairs – the groans grow louder."<sup>81</sup> "During that night," recalls 2 LT Levine, "even with all the morphine we shot into them, I recall between midnight and two in the morning, Neal and Brissette carrying on. I guess we were out of morphine at that time. Neither of them was in the same cell I was. They were begging us to please shoot them and end it all. And finally they died before daylight, and the Japs came to take them away. Where they took them I don't know."<sup>82</sup>

According to 2 LT Walter Ross's diary, S SG Ralph Neal died first, at 2 AM, 19 August 1945.<sup>83</sup> (He had not even been needed aboard *Lonesome Lady*: "My machine gun had been removed to conserve weight, making me a gunner without a gun," he had told the *Nip Clipper* crew.)<sup>84</sup> Doctor Yamagishi issued a death certificate for S SG Neal (incorrectly identifying him as a Second Lieutenant), placing his time of death at 1:30 AM due to burns on his head and face (see Figure 13). The *Nip Clipper* crew continued by truck towards the Mukaishima POW camp #4, but ARM3 Brissette was now too sick to continue with them. According to a representative of the Swiss Red Cross, ARM3 died at 2 PM later the same day. His death certificate places his time of death at 2:25, due to "burns in the abdominal area, and both legs [*illegible*] burns." The place of death was the "hospital associated with the Naval Training Division" (See Figure 13). Captain Taro Takahashi, commander of the Ujina Military Police, ordered the cremation of Neal and Brissette's remains.<sup>85</sup> The Japanese military police buried their remains along the road by the Ujina Military Police Station (see Figure 12).

## SEARCH AND RECOVERY

**The *Lonesome Lady*:** In total, 295,956 people died in the bombing of Hiroshima. Of the nine crewmembers of *Lonesome Lady*, only 2 LT Thomas Cartwright and S SG William Abel survived the war. Second Lieutenant Cartwright had been in Tokyo during the atomic bombing

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<sup>79</sup> Interview with Martin Zapf, Rutgers Oral History Archives; Carl Holden, "Ordeal at Hiroshima," 252.

<sup>80</sup> Nikitas, "Eyewitness to History ... and Horror," 73; interview with Carl Holden, *Genbaku Shi*, 16 mm. film, 1988.

<sup>81</sup> Manuscript by Christus Nikitas, reproduced in "From Fitchburg to Hiroshima," NÉCN, 26 August 2005.

<sup>82</sup> Whipple, "Hiroshima Footnote: How two Americans died," 13; Manoff, "American Victims of Hiroshima," 123.

<sup>83</sup> Reproduction of diary entry in Ross, *Courage Beyond the Blindfold*, 93.

<sup>84</sup> Ross, *Courage Beyond the Blindfold*, 114.

<sup>85</sup> Mori, *Genbaku de Shinda Beihei Hishi*, 207.

of Hiroshima, and S SG Abel had been in the Navy Ofuna Prison Camp outside Tokyo. Second Lieutenant Roy Pedersen parachuted into the woods of Takamori-cho, Kuka-gun, and his remains were discovered in September 1947 still hanging from the tree branches.<sup>86</sup> Staff Sergeant Ralph Neal died at the Ujina Military Police Station. Second Lieutenant Looper, 2 LT Ryan, SGT Atkinson, and SGT Ellison all died at Chugoku Military Police Headquarters.<sup>87</sup> According to POW Research Network of Japan, "There are testimonies that a seriously wounded Atkinson escaped to near Aioi-bashi Bridge, but exhausted and died there."<sup>88</sup> Historian Shigeaki Mori also believes that S SG Hugh Atkinson may have been one of two Americans that died on the Aioi Bridge. Sergeant John Long died in a jail cell in the Legal Affairs Department, located inside Hiroshima Castle.<sup>89</sup>

**The Taloa:** *Taloe* carried eleven crewmembers. First Lieutenant Dubinski, 1 LT Flanagan, and T SG Piskor died while attempting to parachute out of the burning aircraft. The AGRS found 1 LT Flanagan and T SG Piskor buried together in Hiroshima's Kokuzon-Ji Temple Cemetery, and 1 LT Dubinski in a single grave. First Lieutenant Falls, 1 LT Johnson, T SG Bushfield, S SG Allison, S SG Kirkpatrick, and CAPT Marvin died in the crash. The American Graves Registration Service (AGRS) disinterred their remains from a common gravesite marked with six wooden crosses (see Figure 5).<sup>90</sup> Staff Sergeants Charles Baumgartner and Julius Molnar died at the First Infantry Recruitment Center, near the moat of Hiroshima Castle, eight hundred meters from the blast hypocenter. Historian Shigeaki Mori believes that S SG Molnar might have survived the initial explosion only to die on the Aioi Bridge.<sup>91</sup>

**The SB2C-4E Navy Helldiver:** The two flyers from U.S.S. *Ticonderoga* suffered separate fates. Lieutenant Junior Grade Porter died at the Chugoku Military Police Headquarters and ARM3 Normand Brissette died at the Ujina Military Police Station. The AGRS found cremated ashes of ARM3 Brissette outside the Ujina MP Station on 4 December 1945 in a small box labeled "Grisset," which the AGRS forwarded to his family.<sup>92</sup> The AGRS also discovered the remains of S SG Ralph Neal at the same site.

**The F6F-5 Hellcat:** Ensign John Hantschel flew the single-seat Navy Hellcat from the U.S.S. *Randolph* and is believed to have been somewhere in Hiroshima on 6 August 1945. Current research in Japan, based on Japanese sources, argues that he was in the Chugoku Military Police Station when he died. Using only U.S. sources, the Eighth Army Headquarters concluded in 1948 that ENS Hantschel probably died in the air crash, declared his remains non-recoverable,

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<sup>86</sup> [http://www.powresearch.jp/en/pdf\\_e/pilot/chugoku\\_shikoku.pdf](http://www.powresearch.jp/en/pdf_e/pilot/chugoku_shikoku.pdf).

<sup>87</sup> Letter from Shigeaki Mori to Edward Burton, 12 August 2009.

<sup>88</sup> [http://www.powresearch.jp/en/pdf\\_e/pilot/chugoku\\_shikoku.pdf](http://www.powresearch.jp/en/pdf_e/pilot/chugoku_shikoku.pdf).

<sup>89</sup> Email from Chiyomi Sumida, *Stars and Stripes* [Pacific edition], based on telephone call with Shigeaki Mori, 3 August 2009; letter from Shigeaki Mori to Edward Burton, 12 August 2009.

<sup>90</sup> Memo "Change in Place of Death," 24 January 1949, IDPF for Joseph Dubinski, Washington National Record Center, Suitland, MD.

<sup>91</sup> Letter from Shigeaki Mori to (b)(6) 12 August 2009.

<sup>92</sup> Memo "Graves Registration," 12 March 1946, IDPF for Normand Brissette, Washington National Record Center, Suitland, MD.

and closed his file.<sup>93</sup>

One American may have died at the Seibi National School, but his identity is unknown.<sup>94</sup> Shigeaki Mori believes one of the Americans held at the Chugoku Military Police Headquarters survived the initial explosion, escaped from jail, and died on the school grounds.<sup>95</sup> There have been rumors of as many as twelve additional American prisoners in Hiroshima but these have been unconfirmed. Lieutenant Fukui was certain that as many as twenty-three American POWs died in the atomic blast.<sup>96</sup>

Table 1. The known death locations of American POWs that perished in Hiroshima, Japan.

<b><u>Chugoku Military Police Headquarters</u></b>	<b><u>Perished in Air Crash</u></b>	<b><u>1<sup>st</sup> Infantry Recruitment Unit (Military Precinct HQ, Unit 59)</u></b>
1 LT Joseph Dubinski	1 LT Joseph Dubinski	S SG Charles Baumgartner
2 LT Durden Looper	1 LT Rudolph Falanagan	S SG Julius Molnar
LTJG Raymond Porter	1 LT Lawrence Falls	
2 LT James Ryan	1 LT Robert Johnston	
S SG Hugh Atkinson	1 LT George Keller	<b><u>Ujina Military Police Station</u></b>
ENS John Hantschel	1 LT Roy Pederson	ARM3 Normand Brissette
SGT Buford Ellison	T SG David Bushfield	S SG Ralph Neal
(One died at Seibi Elementary School)	T SG Walter Piskor	
	S SG Charles Allison	
<b><u>Aioi Bridge</u></b>	S SG Camillous Kirkpatrick	<b><u>Legal Affairs Department</u></b>
S SG Julius Molnar?	CAPT Donald Marvin	<b><u>Hiroshima Castle</u></b>
SGT Hugh Atkinson?		SGT John Long

In 1947, the Quartermaster General examined the fate of a B-29 crew shot down on 5 May 1945 on a bombing mission to Tachiarai Airfield, Kyushu, Japan.<sup>97</sup> The pilot of this aircraft survived the war, but his eight crewmembers died during medical experiments of live human vivisections performed at Kyushu Imperial University, Department of Anatomy.<sup>98</sup> The Japanese perhaps claimed that this particular B-29 was also at the Chugoku Military Police Headquarters during

<sup>93</sup> Memo "Board of Review for Identification of Unknown Dead Overseas, Remains Considered Non-Recoverable," 14 July 1948, IDPF for John Hantschel, Washington National Record Center, Suitland, MD.

<sup>94</sup> Email from Chiyomi Sumida, *Stars and Stripes* [Pacific edition], based on telephone call with Shigeaki Mori, 3 August 2009; Mori, *Gembaku de Shinda Beihei Hishi*, 137.

<sup>95</sup> Letter from Shigeaki Mori to (b)(6) 12 August 2009.

<sup>96</sup> Article by Nobuichi Fukui, "Secret Story of Hiroshima Atomic Bomb 38 Years Ago," reprinted in Ross, *Courage Beyond the Blindfold*, 150-153.

<sup>97</sup> MACR #14363

<sup>98</sup> Daniel Barenblatt, *A Plague Upon Humanity: The Hidden History of Japan's Biological Warfare Program*, New York: Harper-Perennial Books, 2005: 182-183.



the atomic bombing.<sup>99</sup> This aircrew almost certainly did not die in Hiroshima as the Japanese may have claimed in 1947.

Except for ENS John Hantschel, whose remains are still not yet located, all the Hiroshima POWs are buried in private or national cemeteries the United States.<sup>100</sup> Eight prisoners held at Chugoku Military Police Station whose remains could not be separated were initially classified as Unknowns, and assigned the X-numbers X-149 through X-156. The Quartermaster General identified these eight POWs as Atkinson, Baumgartner, Ellison, Long, Looper, Molnar, Porter, and Ryan.<sup>101</sup> They are buried in a common grave at Jefferson Barracks National Cemetery.<sup>102</sup>

The details of these losses have been added to the case tracking system maintained by analysts at both the Defense POW/Missing Personnel Office (Washington, D.C.) and the Joint POW/MIA Accounting Command (Hawaii). Any information these agencies receive regarding possible isolated burials or unidentified remains around Hiroshima, Japan, will be compared against the details of ENS Hantschel's case, or the cases of other personnel still missing in southern Japan, for possible correlation.

August 2009

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<sup>99</sup> Memo "Recovery Operations (Case History No. 230)," 24 January 1947, file "293 GRS - Pacific, Case Histories Numbered," box 437, Record Group 92, National Archives, College Park, MD.

<sup>100</sup> Letter from LTC Ellsworth S. Clarke to [name deleted], 1 October 1979, IDPF for Joseph Dubinski, Washington National Records Center, Suitland, MD.

<sup>101</sup> Form 319 "Burial Information," 16 June 1949, IDPF for Durden W. Looper, Washington National Records Center, Suitland, MD.

<sup>102</sup> Letter from Rear Admiral C.A. Swanson to Mr. William B. Porter, 27 May 1949, and telegram from Major F.E. Hyll to Superintendent of Jefferson Barracks National Cemetery, 21 October 1951, IDPF for Durden W. Looper, Washington National Records Center, Suitland, MD.

Photo # 80-G-490226 Third Fleet planes attack Japanese battleship Haruna, 28 July 1945

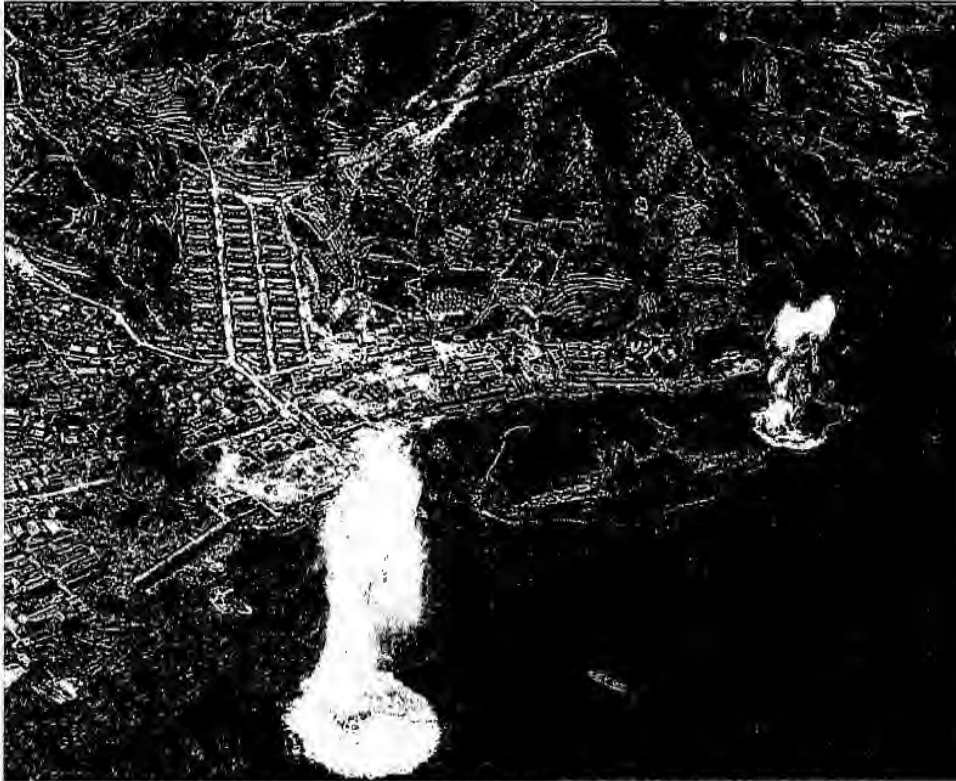


Photo # 80-G-490224 Japanese battleship Haruna under attack by Third Fleet planes, 28 July 1945



Figure 1. Aerial images of the attack on the *Haruna*. (National Archives, RG 80-G.)



Figure 2. Chart of Kure Harbor, with X marking *Taloa's* crash site. (From MACR 11990)



Figure 3. Last sighting of the *Lonesome Lady* marked in red (34°03'North - 132°09' East). Crash site of *Taloa* marked in yellow (34°16' North - 132°22' East).



Figure 4. Wreckage of *Taloo*. Original photo by Akitaka Fujita. (Photo courtesy of *Stars and Stripes*.)

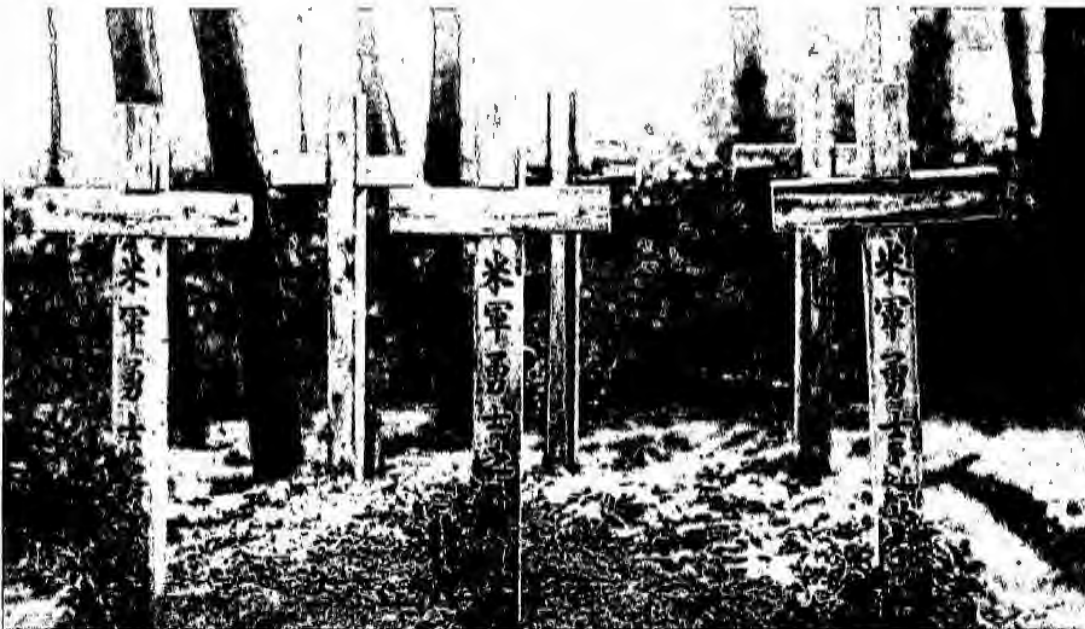


Figure 5. Graves of CAPT Marvin, S SG Kirkpatrick, S SG Allison, 1 LT Johnson, T SG Bushfield, and 1 LT Falls. Each cross is inscribed with "Grave of American military hero." Original photo by Akitaka Fujita. (Photo courtesy of *Stars and Stripes*.)



Figure 6. Heavy cruiser *Tone* under attack, 24 or 28 July 1945.



Figure 7. The attack on the *Tone*, 28 July 1945. From Action Report 137714, 19 August 1945, box 1476, Record Group 38, National Archives, College Park, MD.)

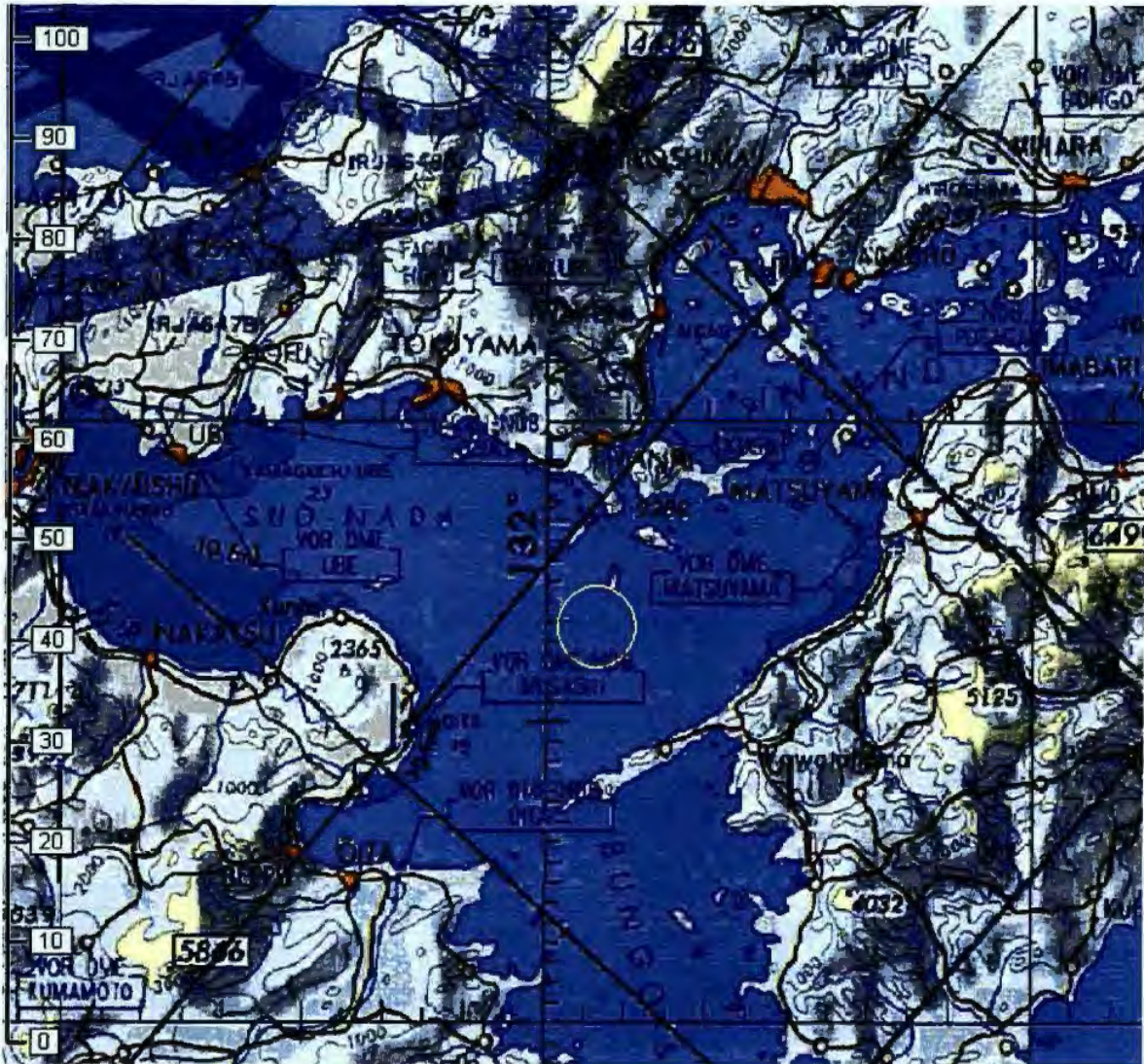


Figure 8. Area of ENS John Hanschel's crash circled in yellow, at 33° 38' North - 132° 07' East.

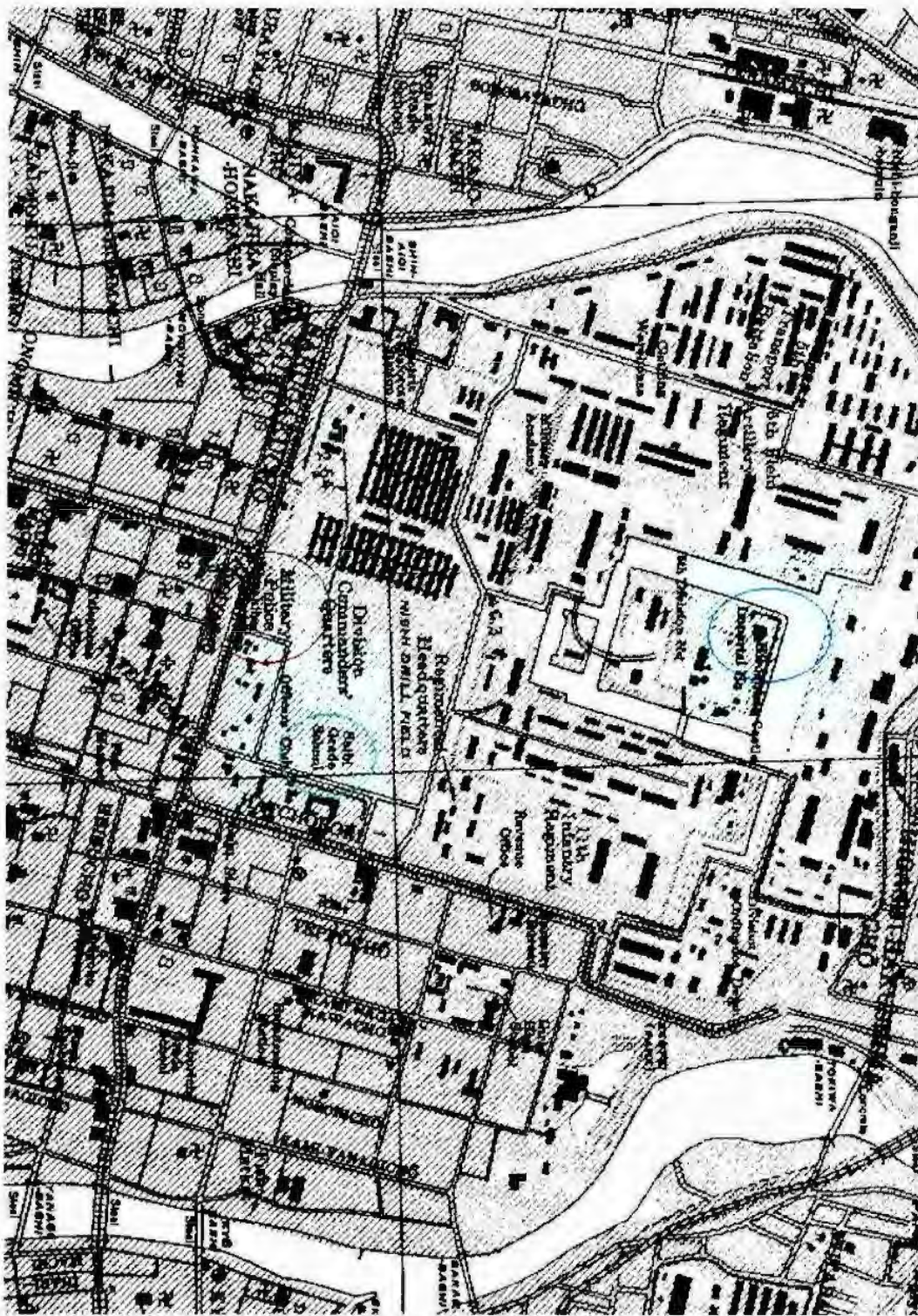


Figure 9. Map of Hiroshima, 1945. The Chugoku Military Police Headquarters is circled in red. The Seibi National School is circled in green. The Chugoku Military Precinct Headquarters, Unit 59, inside the grounds of Hiroshima Castle, is circled in blue. (AMS L902, Record Group 77, National Archives, College Park, MD.)



Figure 10. Hiroshima, October 1945. The Chugoku Military Police Headquarters is circled in red. [From *Life* magazine]



Figure 11. The Chugoku Military Police Headquarters, September 1945.



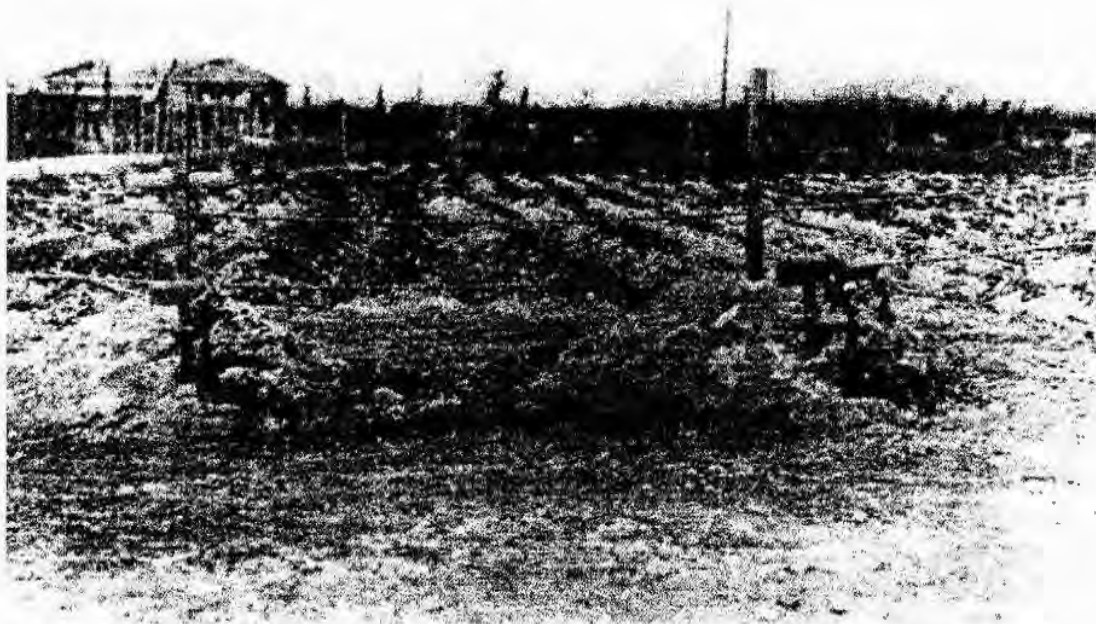


Figure 12. The graves of Normand Brissette (left) and Ralph Neal (right), Hiroshima City, Minami-ku district, Ujina. (From Mori, *Genbaku de Shinda Beihei Hishi*, 207.)

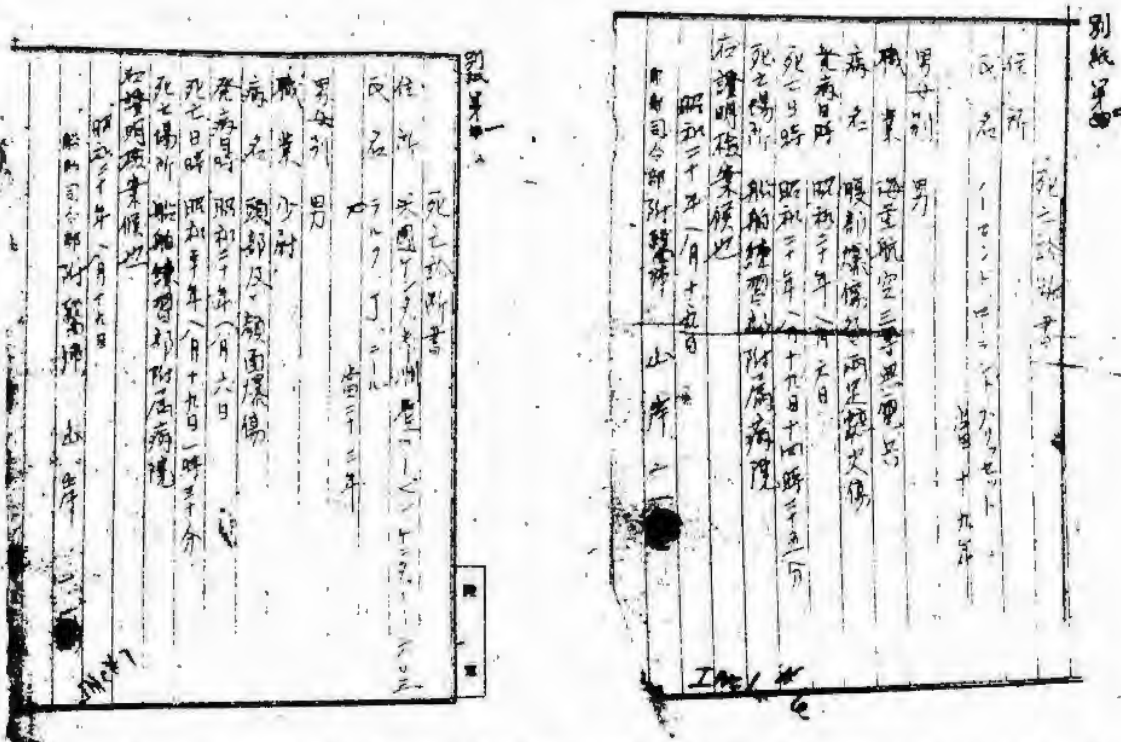


Figure 13. Autopsy reports for Normand Brissette and Ralph Neal. (From Mori, *Genbaku de Shinda Beihei Hishi*, 209.)



Figure 14. The crew of the *Lonesome Lady*. (From Mori, *Genbaku de Shinda Beihei Hishi*, 1.)



Figure 15. Wreckage of *Lonesome Lady*, collected and placed before the town hall of Yamaguchi Prefecture, 800 meters from the crash site. (From Mori, *Genbaku de Shinda Beihei Hishi*, 3.)

8月7日 相生橋西話

若いアメリカ兵が、足首に通いた針金で鉄柱にくっられて  
死んでいた。全裸にされていた。  
肉親の行方をたずね  
歩く男たちは、この死体は  
眼を閉めると、コン棒を  
振りあげてなぐりかかった。

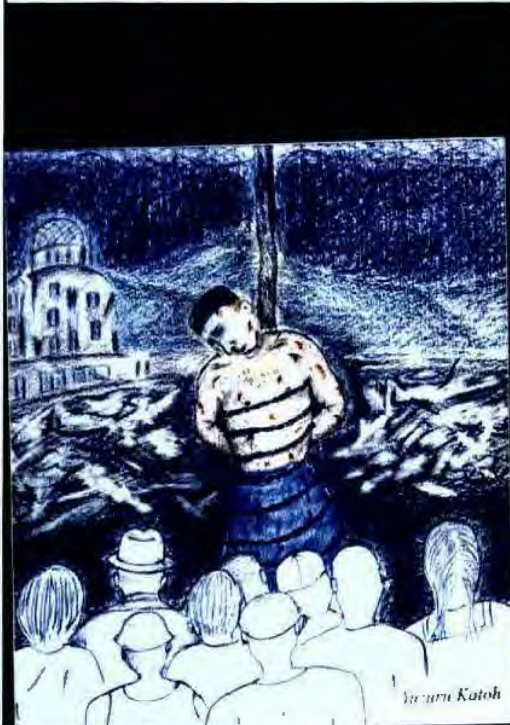


Figure 16. Drawings by Hiroshima survivors depicting the death of the unidentified American on the Aioi Bridge. (Drawings GE29-39, SG-252, and GE01-48 courtesy of the Hiroshima Peace Memorial Museum)

# U.S. won't say whether pilot died in A-blast

GREENWOOD, Ark. (AP) — The brother of a U.S. pilot killed in World War II says he is convinced his brother died in the atomic bombing of Hiroshima, but can't say the government is sure.

The pilot's name was James Earl Ray. He was killed in the atomic bombing of Hiroshima, Aug. 6, 1945.

Ray's mother, Mrs. Mary Ray, said she was sure her son was killed in Hiroshima.

The government has been unable to confirm that Ray died in Hiroshima.

Ray's father, James Earl Ray, said he was sure his son was killed in Hiroshima.

Ray's mother, Mrs. Mary Ray, said she was sure her son was killed in Hiroshima.

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## Group declares war on weapons

WASHINGTON (AP) — A new pro-peace coalition announced Friday it is declaring a worldwide campaign against nuclear weapons and atomic energy on the anniversary of the World War II atomic bombings.

The organization for Survival said it is a new coalition of peace-loving people from all over the world.

The group said it will be active in the U.S. and in other countries.

Material Extracted From Public Domain

The city streets were swarmed by the thousands of people who gathered for the 10th anniversary of the atomic bombing of Hiroshima.

Many of the people were carrying signs and banners that read "No more atomic weapons."

The crowd was estimated to be one of the largest ever seen in Hiroshima.

The group said it will be active in the U.S. and in other countries.

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It is a new book "Czech God" named for the KGB that carried out the atomic test. British author Max Morgan Witts and William Thomas say an affidavit of Americans were being held in Hiroshima when the bomb went off, but they only say "to be certain."

Madison, Wis., Paul W. Tibbets of the 509th Composite Group, said that the responsibility of the bomb lay with the American people, not the Japanese.

Tibbets, who retired in 1954, said that in his military career he "was ordered to do what I was told to do."

Dr. Brian Goldstein, a pediatrician specializing in cancer, said realistic

"This is not an idealistic movement," Dr. Goldstein said. "It is an issue which affects the life and health and welfare of everybody who lives on this earth."

James Hargrave, director of the National Cancer Institute, said that the atomic bomb had opened the way to nuclear weapons and the support of nuclear power.

The group said to other plans include a month of nationwide marches on Oct. 15 and Nov. 15, "Nationswide Day to Stop the Arms Race and Food for Peace."

### West Berliners denied visas

BERLIN (UPI) — Communists near East Germans who left the country

**The New York Times**  
nytimes.com

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August 5, 1986

## AMERICAN VICTIMS OF A-BOMB

By JOHN CORRY

SOME Americans died when the United States dropped an atom bomb on Hiroshima.

"Genbaku Shi: Killed by the Atomic Bomb" tells their story, and if good intentions were all, the story could be either provocative or touching. Good intentions, however, aren't enough. The one-hour documentary, on Channel 13 at 11 tonight, is plodding.

The documentary discusses the fate of the crew members of two B-24's shot down over Japan in the last months of World War II. Two survivors are interviewed. They say that some of their old comrades were beaten to death, and that some were imprisoned in Hiroshima. Old photographs show us where they were held.

A former lieutenant in the Japanese military police is also interviewed. He says that after the bomb fell, a superior told him that he could, if he wished, kill the American prisoners. The former lieutenant, who seems to be a humane man, says he chose instead to take them to another prison.

The American survivors confirm this, and recall what happened to them in captivity. Another former Japanese officer says there is evidence that, in addition to the crew members of the two B-24's, a dozen or so other Americans were held as prisoners. Apparently, they were among the 150,000 who died at Hiroshima.

"Genbaku Shi: Killed by the Atomic Bomb," written, produced and directed by Gary W. DeWalt, intersperses pictures of the devastation caused by the bomb, and interviews with the American survivors. In its second half, it shows us demonstrations and memorial services held in Hiroshima's Peace Park.

The documentary's message, of course, is that the bomb must not be dropped again. That's a sincere message, but the images that accompany it - people praying, priests beating drums, children holding flowers - have been seen too often before. Earnestness is just not a substitute for imaginative presentation.

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# Appleton soldier John J. Hantschel to be recognized among dead at Hiroshima

By Susan Squires • Post-Crescent staff writer • May 24, 2009

In Japan, there is an old man with a mission almost accomplished.

Seventy-two-year-old Shigeaki Mori was only 8 on Aug. 6, 1945, when the Enola Gay dropped an atomic bomb on Hiroshima, immediately killing 70,000 people. He was visiting a school in the suburbs, which saved his life. But his family and classmates were lost — along with 12 imprisoned Americans.

Among them was Ensign John J. Hantschel, an Appleton native and son of the then-Outagamie County clerk.

In mid-life, Mori began studying the bombing's effect on his old neighborhood and, as he interviewed survivors, he discovered that those American prisoners of war — contrary to official accounts — had died in the bombing.

For the past 30 years, he has worked to memorialize them, that handful of men whose country dropped the bomb that killed his classmates, destroyed his home and burned his aunt alive.

Mori's motive for doing so is stated on a memorial erected at the prison site in 1998. Along with a description of the blast and the significance of the location, it reads: "This plaque is placed in the memory of these brave and honorable men. May this humble memorial be a perpetual reminder of the savagery of war."

He has tracked down 10 of the men's families and, with their help, succeeded in having the Americans' names added to the Hiroshima Peace Park National Memorial Hall for the Atomic Bomb Victims. Only a relative can sign the application.

Until last week, he was still looking for Hantschel's family.

'Squirt'

John Joseph Hantschel was the youngest of John E. and Mildred Hantschel's three children.

Most people called him "Johnny." His older siblings, Robert and Jane, called him "Squirt," which his sister-in-law claims might have been a misnomer, as he was "a good, big, handsome brute."

They lived in a roomy colonial house at 1825 S. Oneida St. in Appleton.

The family patriarch, who lost a leg in World War I, had been the county clerk for 20 years when his younger son — a 1939 graduate of Appleton Senior High School — enlisted in the Navy on Sept. 24, 1942.

The Navy launched a strike against Japanese warships in the Sea of Japan near Kure in July 1945 and the plane in which Hantschel was flying crashed during a battle July 25.

Mori's research found that Hantschel's division leader witnessed him crawling into a rubber raft and radioed for a sea-rescue plane. When it arrived seven hours later, there was no sign of Hantschel, and the Navy listed him as missing in action. Thirty years later, a fisherman named Shinakichi Morishige told Mori he had found Hantschel on July 29, 1945.

"He was drifting for four days in the inland sea," Mori said. "He cried out for help."

The Japanese took him prisoner and sent him to the Chugoku Military Police Headquarters jail, about 1,300 feet from where "The Little Boy" exploded a week later, next door to Mori's school.

Mori said the building burned for three hours and, although two of the POWs, Ralph J. Neal and Norman R. Brissette, survived the blast, they died of their wounds on Aug. 19. The other 10 perished.

"They met the same fate as my cousin's mother," Mori said. "Twelve American soldiers and I had an awful fate. They were dead. I was alive. May their souls rest in peace."

#### The search

In 2005, while he was stationed in Japan, U.S. Air Force Tech Sgt. Chris Valgardson tried to help Mori find the families of Hantschel and Neal, the only two of the 12 whose names have not been listed on the Hiroshima Peace Park memorial.

Valgardson searched Fox Valley telephone directories.

He tried to reach companies he believed had employed Robert Hantschel.

He contacted service clubs to which the elder John Hantschel had belonged.

And then, he appealed to Jacob Paltzer, adjutant for VFW Post 2778 in Appleton. Paltzer tried in vain to reach survivors whose names he found in obituaries.

Paltzer wrote his frustration in a note to Valgardson in 2005: "This family — Hantschel — has a small family tree!!!"

Four years later, Hantschel's name showed up on the newly created Outagamie County Veterans Memorial Web site, and The Post-Crescent went in search of his story.

County veterans services officer Andy Clark didn't have any more information, but directed



The P-C to Stars and Stripes reporter Chiyomi Sumida, who had written about Mori and the 12 POWs.

Sumida acted as translator, courier and intermediary between The P-C and Mori, who located the fisherman who pulled him from the water, but still hadn't been able to find Hantschel's family.

The elder John Hantschel died in 1956.

John's brother, Robert Hantschel, died in 1953. Robert had five children, but his only son, Stephen, died childless in 1977.

Robert's widow remarried. His daughters also married, changed their names and moved out of the area.

John's sister Jane married a man named George Schuh, and went to Arizona, where she died in 1985.

Phone calls to listed Schuhs and Hantschels yielded no relatives.

And The P-C found no clues among the family birth or death records until a reporter searched for the name "Hantschel" among brides' birth names at the Outagamie County Register of Deeds office.

As it happened, Winnebago County resident Kristine Creviere married Charles Hoernke at a church in Outagamie County in 2007 when she listed "Hantschel" as her birth name.

Kristine Hantschel Creviere Hoernke, Robert's youngest daughter, was born six years after her uncle died.

"Everybody said my brother looked just like him," she said.

Mori, whom translator Chiyomi Sumida said is "delighted The P-C was able to locate Hantschel's niece" will help his family apply to have Hantschel's name added to the memorial in Hiroshima.

It may be there in time for anniversary ceremonies Aug. 6 if the process goes smoothly.

Hoernke's mother and Hantschel's sister-in-law, who lives in Colorado, said the family never knew what had happened to John Hantschel.

"They said he was shot down at Hiroshima and the last anyone saw him he was in an inflated little boat," she said. "We didn't know for years whether he was dead or not. We didn't know where he was."

The family found out he was missing on Aug. 14, 1945, the day Japan surrendered.

"They got the word the night the war was stopped," she said. "I remember that part well. I wasn't home at the time when they tried to reach me. I was at a party where they were celebrating the end of the war. I was shocked when I got home and found out."

The last time she saw him alive was the day he left for active duty.

"He said, 'If I get injured or lose a leg (his father lost a leg during World War I) I'm not coming back. I don't want to put Mother through that again,'" she said.

"And he said, 'Take care of Blackie and Blondie (her two oldest children).' Those were his last words to me."

She said she was surprised that a Japanese historian would take such an interest in memorializing American soldiers. The feelings many Americans who lived through World War II harbor for the Japanese are as bitter as Hiroshima survivors' sentiments about Americans.

Nevertheless, she said, "I guess there are some good people in the world. It is too bad John and Mildred cannot see this particular acknowledgement of their son. They would have appreciated it."



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@gmail.com&gt;

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(b)(6) @gmail.com

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## Documents

- AN AMERICAN FACE TO THE TRAGEDY OF HIROSHIMA 63 YEARS AGO. NEW CASTLE MAN WAS AMONG 10 POWS WHO DIED IN BOMBING  
Torsten Ove. Pittsburgh Post - Gazette. Pittsburgh, Pa.:Aug 17, 2008. p. B.1

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## Document 1 of 1

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Torsten Ove. Pittsburgh Post - Gazette. Pittsburgh, Pa.:Aug 17, 2008. p. B.1

**Abstract (Summary)**

Among the estimated 140,000 victims at Hiroshima was a group of at least 10 American prisoners of war.

**Full Text**

(1128 words)

Copyright Post Gazette Publishing Company Aug 17, 2008

Sixty-three years ago this month, on Aug. 6, 1945, the atom bomb obliterated Hiroshima.

Everyone knows what followed: Nagasaki (Aug. 9), VJ Day (Aug. 14) and the formal end of the most brutal war in history (Sept. 2 in Tokyo Bay).

But one piece of the story remains obscure, and a man from Lawrence County is at its center.

Among the estimated 140,000 victims at Hiroshima was a group of at least 10 American prisoners of war.

One of them was Cpl. John Long Jr., a steelworker from New Castle.

A gunner on a B-24, he was captured after his plane was shot down over Kure and held prisoner in the heart of Hiroshima. He was 27 when the Enola Gay dropped the bomb.

In a ceremony four years ago, his photo was added to the Hiroshima memorial for victims. In a sea of 9,000 photos of Asian faces, his is the only American.

For his family, it's a significant inclusion, showing the indiscriminate destruction of such an awesome weapon.

"I think most Americans would look at all those Japanese faces and say, 'That's too bad. A lot of Japanese people died.' But you get one American face and they might feel a little more of a connection," Nathan Long, Cpl. Long's great-nephew and a teacher in Tokyo, said in 2004 when he presented the photo.

He couldn't be reached last week, nor could Cpl. Long's reclusive 90-year-old widow, Luella Long, who still lives in the same tidy home in South New Castle that she once shared with him after they married in 1942.

Through the years, she has refused to be interviewed, once even rebuffing a reporter sent from Japan to tell her story.

She won't even talk to Cpl. Long's pilot in 1945, Thomas Cartwright, 84, who wrote a book about his experiences, "A Date with the Lonesome Lady: A Hiroshima POW Returns."

"I have attempted to contact her several times without success," he said from his home in Moab, Utah.

Mrs. Long spent 65 years working at G.C. Murphy, and never remarried.

"I only remember her going on two dates," said her brother, Louis A. Phelps, 81, who lives in Centre County. "I guess she felt that you married for life and that was it."

Information about her husband is scarce. He grew up in the New Castle area, graduated from school there and went to work in a steel mill in nearby Ellwood City. A National Guard member, he shipped off for war in 1942 with other local men, although he was older than most.

Louis Phelps, who drove Cpl. Long's 1937 Plymouth around town after he'd left for the war, recalls him as a wall-like fellow.

"He was sort of a hero of mine," said Mr. Phelps.

After training in California in 1944, Cpl. Long flew on Mr. Cartwright's B-24 Liberator, "Lonesome Lady," as a waist gunner. They flew scouting missions out of Okinawa and on their first bombing mission attacked the Japanese military base at Shanghai, China.

"It was risky, all right," said Mr. Cartwright. "Quite a few planes got shot down on that mission over Shanghai. When we flew out, we knew that there were planes that wouldn't come back."

Cpl. Long was the oldest member of the 10-man crew, a serious but affable flier who brought along his own tools.

"He was a big coffee drinker," laughed Mr. Cartwright, who was 20 at the time. "He seemed to always have a cup of coffee in his hand."

Mr. Cartwright described Cpl. Long as particularly vigilant, scanning the skies from his post in the center of the ship and reporting anything out of the ordinary to the skipper.

On its second bombing run, July 28, 1945, the Lonesome Lady attacked the battleship Haruna in Kure harbor. Veteran bomber pilots said the ship and shore batteries put up the heaviest anti-aircraft fire they'd ever seen.

The bombers managed to sink the Haruna, although it turned out that the ship had off-loaded its fuel earlier and wasn't going anywhere.

"So we were bombing a useless battleship," said Mr. Cartwright.

After the Lonesome Lady dropped her bombs, flak ripped into her and crippled one of her engines. Lt. Cartwright started to lose control and ordered everyone to bail out.

One man died when his chute didn't open, but everyone else survived.

The airmen were quickly rounded up on the ground by the Japanese, although two of them shot an irate Japanese captor as he approached with a rifle. Mr. Cartwright said he later learned from the man's daughter why he was so angry – his son had been a kamikaze pilot.

The airmen were taken to Hiroshima, although they didn't know where they were then.

"We were all scared as hell," Mr. Cartwright said. "A lot of POWs were beheaded."

As the pilot, Mr. Cartwright was separated from the others and sent to Tokyo for interrogation. Another crew member ended up in Kure and survived.

The other six, including Cpl. Long, remained captive in a military police building in Hiroshima and died there when the atomic bomb fell.

No one realized it at the time, though.

"It wasn't until I got back to the States that I put two and two together and realized that I had been in Hiroshima," said Mr. Cartwright. "I thought that when I was first taken out [to Tokyo] that I would be the unlucky one."

The story of the POWs remained largely unknown until the 1970s, when researchers began to dig through archives. In 1977, a Japanese professor found a roster of 20 American POWs listed as killed in the atomic attack, although further research revealed that some of those were actually killed elsewhere in medical experiments.

The true Hiroshima prisoners were the crews of the Lonesome Lady, another B-24 and a Navy dive bomber all shot down on July 28 over Kure.

Near the site of the headquarters, now an office building, is a plaque for the American airmen who died there. Mr. Cartwright wrote the words:

"The atomic bomb devastated the city and its people with a force beyond any known before. US Air Force and US Navy airmen interned as POWs at the Chigoku Military Police Headquarters, which was located at this site, near the epicenter, were among the victims. This plaque is placed in the memory of these brave and honorable men. May this humble memorial be a perpetual reminder of the savagery of war."

#### [Illustration]

PHOTO; Caption: PHOTO: Katsumi Kasahara/Associated Press: Curator Shigeru Aratani, of the Hiroshima National Peace Memorial Hall for the Atomic Bomb Victims, points at a photo of Army Air Force Cpl. John Long Jr., top right, grinning under his khaki side cap, among other victims at the memorial in Hiroshima.

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### Documents

- A-bomb survivor strives to tell the stories of lost U.S. airmen  
Eric Adler. McClatchy - Tribune News Service. Washington:May 18, 2009. \*\*\*[insert pages]\*\*\*

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Citation style: ProQuest Standard

Document 1 of 1

A-bomb survivor strives to tell the stories of lost U.S. airmen  
Eric Adler. McClatchy - Tribune News Service. Washington:May 18, 2009. \*\*\*[insert pages]\*\*\*

## Abstract (Summary)

Mori immediately recognized the metal plates as from the Taloa wreckage. [...] he has been searching records and contacting newspapers in hopes of finding family members who might want a vestige of a former loved one's history.

## Full Text

(1752 words)

(c) 2009, The Kansas City Star. Distributed by McClatchy-Tribune Information Services.

KANSAS CITY, Mo. – Surely somebody someplace remembers 1st Lt Robert C. Johnston.

Is there anyone?

A cousin who remembers his face? A niece who heard his voice?

Or perhaps there still exists a now-elderly brother or sister who – 64 years after the World War II death of the

young Army Air Corps flier – would like to clasp a tangible remembrance of the sacrifice made by the former Kansan.

In Japan, 72-year-old historian Shigeaki Mori is waiting.

He is waiting to deliver what until recently was some of the long-hidden wreckage of the "Talca" – the B-24 bomber in which Johnston died when it was shot down in heavy flak on July 28, 1945. More, he wants to deliver the little-known story of what eventually became of the three Talca crew members who bailed out and survived the aircraft's plunge.

On Aug. 6, 1945, they, with nine other American prisoners of war, died along with 100,000 to 140,000 Japanese in the atomic bombing of Hiroshima.

"I lost a lot of friends," Mori said by telephone, speaking through a translator from Hiroshima. "Because of the way they died, I am sympathetic. ... I want to give closure to the families."

Also, he said, he hopes to highlight how all people – regardless of which side they were on – were the victims of war.

Few Americans likely realize that some of their countrymen also died on the day the B-29 bomber named Enola Gay detonated the atomic bomb known as "Little Boy."

Mori was 8 when the bomb incinerated his city. He stood on a bridge outside a Shinto shrine. The shock wave slammed him into shallow water. He submerged and lived.

Mori, as a child, knew vaguely of the prisoners who had been brought to the military police headquarters next to his grade school, about 1,300 feet from the blast's epicenter.

But it was as an adult, while doing research in the 1970s, that he came upon pictures of some of those who he eventually realized were among the 12 American POWs held at the police headquarters.

They included three crew members from the Talca, six from a downed B-24 called the "Lonesome Lady," and three Navy fliers.

For 25 years, Mori has worked with some success to track down the relatives of the POWs and other crew members, and to get the names of the prisoners included in any number of memorials in and around Hiroshima.

"I felt compelled that the story had to be told," Mori said.

Because of his efforts, a plaque with the pictures of the crews of the Talca and the Lonesome Lady were placed at the site of the former police station in 1998 with the sentiment: May this humble memorial be a perpetual reminder of the savagery of war.

Then last July, by happenstance, a farmer living in Yahata, outside of Hiroshima, spoke to Mori. He told him that for six decades he had hidden and kept parts of a B-24 that was shot down and crashed near his home on July 28, 1945.

Mori immediately recognized the metal plates as from the Talca wreckage.

Since then, he has been searching records and contacting newspapers in hopes of finding family members who might want a vestige of a former loved one's history.

In March, The Kansas City Star received a letter:

Dear Editor,

A Kansas resident, 1st/Lt Robert C. Johnston of Mission was killed when his B-24 was hit over Hiroshima ... Mr. Shigeaki Mori of Hiroshima is trying to locate the next-of-kin so that a piece of their B-24 can be returned to them ... (P)reliminary research indicates that Robert Johnston's mother, Katherine Johnston, resided at 2643 Brookridge Drive in Mission, KS, circa 1945 ... "

Yet a search of old maps and city directories, high school yearbooks, telephone books on microfiche, property records, tax roles, alumni directories, cemetery records and what few military records remain available make Johnston and his relatives no less elusive.

Some of what is known:

Johnston was a bombardier, serial number O-698565.

In a picture of nine of the 11 crewmen on the Taloa that day, Johnston stands in the back, at the center. He is third among five. He stands casually, at ease, with his hands clasped behind his back. Four other crewmen, forearms propped on their knees, squat in the front row.

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Credit: McClatchy Newspapers

## **AARP Bulletin today**

### **A-bomb survivor strives to tell the stories of lost U.S. airmen**

Source: The Kansas City Star | May 18, 2009

By Eric Adler

May 18, 2009 (McClatchy-Tribune News Service delivered by Newstex) -- KANSAS CITY, Mo. -- Surely somebody someplace remembers 1st Lt. Robert C. Johnston.

Is there anyone?

A cousin who remembers his face? A niece who heard his voice?

Or perhaps there still exists a now-elderly brother or sister who -- 64 years after the World War II death of the young Army Air Corps flier -- would like to clasp a tangible remembrance of the sacrifice made by the former Kansan.

In Japan, 72-year-old historian Shigeaki Mori is waiting.

He is waiting to deliver what until recently was some of the long-hidden wreckage of the "Taloa" -- the B-24 bomber in which Johnston died when it was shot down in heavy flak on July 28, 1945. More, he wants to deliver the little-known story of what eventually became of the three Taloa crew members who bailed out and survived the aircraft's plunge.

On Aug. 6, 1945, they, with nine other American prisoners of war, died along with 100,000 to 140,000 Japanese in the atomic bombing of Hiroshima.

"I lost a lot of friends," Mori said by telephone, speaking through a translator from Hiroshima. "Because of the way they died, I am sympathetic. ... I want to give closure to the families."

Also, he said, he hopes to highlight how all people -- regardless of which side they were on -- were the victims of war.

Few Americans likely realize that some of their countrymen also died on the day the B-29 bomber named Enola Gay detonated the atomic bomb known as "Little Boy."

Mori was 8 when the bomb incinerated his city. He stood on a bridge outside a Shinto shrine. The shock wave slammed him into shallow water. He submerged and lived.

Mori, as a child, knew vaguely of the prisoners who had been brought to the military police headquarters next to his grade school, about 1,300 feet from the blast's epicenter.

But it was as an adult, while doing research in the 1970s, that he came upon pictures of some of those who he eventually realized were among the 12 American POWs held at the police headquarters.

They included three crew members from the Taloa, six from a downed B-24 called the "Lonesome Lady," and three Navy fliers.

For 25 years, Mori has worked with some success to track down the relatives of the POWs and other crew members, and to get the names of the prisoners included in any number of memorials in and around Hiroshima.

"I felt compelled that the story had to be told," Mori said.

Because of his efforts, a plaque with the pictures of the crews of the Taloa and the Lonesome Lady were placed at the site of the former police station in 1998 with the sentiment: May this humble memorial be a perpetual

reminder of the savagery of war.

Then last July, by happenstance, a farmer living in Yahata, outside of Hiroshima, spoke to Mori. He told him that for six decades he had hidden and kept parts of a B-24 that was shot down and crashed near his home on July 28, 1945.

Mori immediately recognized the metal plates as from the Taloa wreckage.

Since then, he has been searching records and contacting newspapers in hopes of finding family members who might want a vestige of a former loved one's history.

In March, The Kansas City Star received a letter:

Dear Editor,

A Kansas resident, 1st/Lt Robert C. Johnston of Mission was killed when his B-24 was hit over Hiroshima ... Mr. Shigeaki Mori of Hiroshima is trying to locate the next-of-kin so that a piece of their B-24 can be returned to them ... (P)reliminary research indicates that Robert Johnston's mother, Katherine Johnston, resided at 2643 Brookridge Drive in Mission, KS, circa 1945 ... "

Yet a search of old maps and city directories, high school yearbooks, telephone books on microfiche, property records, tax roles, alumni directories, cemetery records and what few military records remain available make Johnston and his relatives no less elusive.

Some of what is known:

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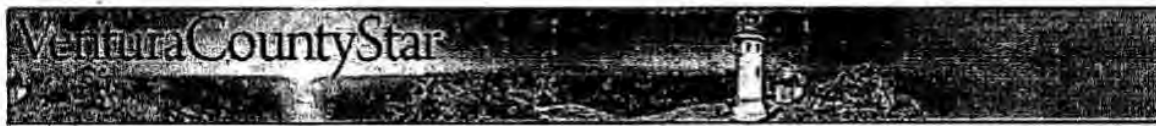
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## WWII pilot pens memories of Hiroshima

### Before the bombing: 'beautiful, green and lush'

By Mark Storer  
Correspondent  
Wednesday, August 6, 2008

James Vernon has memories of World War II that are as clear as the day they happened.

The first atomic bomb dropped as a weapon — exactly 63 years ago, on Aug. 6, 1945 — fell upon the city and military base at Hiroshima, Japan, a region Vernon had seen before and after the bombing from the cockpit of his Navy fighter-bomber.

Today, Vernon is an 86-year-old resident of Camarillo and the author of a book about his life as an aviator in the war. In 1945, he was serving in the Navy as a pilot in VBF 87, a fighter-bomber squadron that faced its combat duties aboard the aircraft carrier USS Ticonderoga.

His Navy enlistment occurred when he was a student at the Montana School of Mines in 1942.

"I never even touched an airplane before that," Vernon said. "I was prime military age, and so many were swept up in the Army, I decided to enlist in the Navy."

Vernon's air group of Hellcat aircraft was shipped to the Pacific theater and eventually to the waters off Japan. It was there that his squadron began bombing and strafing runs of air bases on the islands.

"Our flight path took us over the Kure Naval Base and then south of Hiroshima," Vernon recalled. "You could see it from the air. I remember how beautiful, green and lush it was. It was a flat area of land, surrounded by green hills — mountains, really."

One day onboard the Ticonderoga, Vernon's squadron learned of the bombing.

"It was then they told us that an atomic bomb was dropped on Hiroshima," Vernon said. But that didn't mean anything to the crew. "None of us knew what an atomic bomb was."

Several weeks later, he found himself again flying south of Hiroshima and looking down at the devastated city.

"There were maybe two or three structures standing, and I was amazed that all the streets had been cleared of debris. There was nothing there."

The mountains and surrounding countryside went from the lush green he'd remembered to "instant autumn. Browns and yellows covered everything that used to be so green."

It was also in Hiroshima that Vernon lost a comrade. They'd flown together in the air group but were separated when Vernon went to fly fighter-bombers.

"We weren't best friends or anything, but I knew him, had flown with him. He was a nice guy." His name was Raymond Porter, and he flew a two-man aircraft when he was shot down, captured and held by the Japanese at Hiroshima.

"It wasn't until 30 years later that I learned what officially happened to him. That's when the government declassified the information about American prisoners at Hiroshima."

Vernon had guessed at his comrade's circumstances, but he never knew for sure. Porter was killed in the atomic blast. His crewman, however, Normand Brissette, was one of two American POWs to survive the atomic bomb. He and Air Force Sgt. Ralph Neal lived until Aug. 19, 1945, when they both died of their injuries.

In spite of the losses and devastation of that day, Vernon believes dropping the atomic bomb was the right thing to do.

"I think that dropping the atomic bomb was the smartest thing we did during the war," said Vernon. "Harry Truman was heroic in making that decision."

Much of the flying that Vernon's group did involved trying to find the bases where kamikaze aircraft were hiding and put them out of commission before they attacked the American fleet.

"Kamikazes killed about 10,000 American sailors," he said. "We tried to find them before they found us."

During one such mission, Vernon was wingman to the squadron leader, Cmdr. Porter Maxwell. They were not facing fighter plane opposition, but there was a great deal of antiaircraft fire from the Kure Naval Base, he said.

Flying south and then east of Hiroshima over Niihama Bay, Vernon said, "the skipper was on my left and all of a sudden, I noticed what looked like debris coming from his tail. It just seemed to fall apart."

Vernon recounts what happened next in his book, "The Hostile Sky":

"The skipper's canopy opened, he stood up, his parachute streamed out and jerked him clear of the plane. The Hellcat hit the water with the skipper a few feet to the right of it.

His parachute didn't blossom to check his fall; he plunged feet first into the murky shallow water and disappeared."

Vernon has written about his experiences in three books that span his life. The first is "Tough Times and Hard Rocks," and it details Vernon's life during the Depression and his father's decision to go into mining and prospecting in the West.

"The Hostile Sky" is his second book, on his life as an aviator. His third book, "Deep Six My Heart," covers his post-war life earning a Ph.D. in geology and completing more than 1,000 scuba dives and numerous manned submersible missions, many of them off the coast of Point Mugu and Santa Barbara. He has also authored two chapbooks of poetry.

"James has led an interesting life, to be sure," said his wife of 58 years, Doris. The couple had three children together.



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# Deseret News

## THE LAST DAYS OF WORLD WAR II

By J. Byron Sims

Published: Friday, Aug. 13, 1993 12:00 a.m. MDT

"Oh, it's a long, long while,

from May to December; But the days grow short

When you reach September."

In history books and America's memory, Dec. 7, 1941, lives "in infamy." Aug. 14, 1945, while equally significant, does not convey the same historical resonance.

Yet for Keith E. Montague, former Navy pilot and now a retired Salt Lake executive in graphic arts and advertising, the mid-August calendar continues to yield memories of a footnote in history, nearly a half-century old, that will not die.

Those recollections, indelible and poignant, are still part of an enduring bond between former comrades-in-arms, and are shared with Montague across time and distance by three other ex-pilots from Navy's Air Group 87, of which VBF-87 was a bombing-fighting squadron in World War II.

In 1945, Japan had been mortally wounded Aug. 6 and 8 when America unleashed its atomic destruction at Hiroshima and Nagasaki. But the war did not end on those cataclysmic notes. It dragged on while the Japanese considered the Allies' surrender terms. American forces continued daily raids against still-hostile air and naval forces. Montague, a Navy lieutenant, and his four-plane division of F6F Hellcat fighter-bombers were part of that effort. Their raids on the Japanese homeland often took them within miles of Hiroshima's charred remains.

In the pre-dawn darkness of Aug. 15, Montague's "Ginger" division rose from the deck of the aircraft carrier USS Ticonderoga, positioned off the island of Honshu, and turned for Japan on a routine but deadly mission. When clouds obscured their primary target on the Chiba peninsula east of Tokyo, Montague led his Hellcats in a rocket-and-bomb attack on Choshi airfield. Just as they were pulling out of their dives at 6:35 a.m., an order from the "Big T" crackled over the radio:

"Return to base. Bring your bombs with you." There was no explanation, although the fliers suspected the reason.

When Montague and his comrades landed aboard the carrier, the ship's crewmen were excitedly lining the flight deck to watch them come in. The Japanese had quit, they were told with jubilation. At long last, the war in the Pacific was over.

In dropping the final bombs of World War II, Montague and his fellow fliers placed their personal punctuation mark at the close of the world's momentous clash of arms.

Today, Montague, commonly known as "Monty," still reflects on the significance of that long-ago moment when its anniversary rolls around. "I don't dwell on it," he says, "but I do remember the feeling of relief and happiness in knowing the war was over. There was sadness, too. We lost some wonderful squadron mates in those final days."

Especially painful to him was the death of the VBF-87's skipper on July 24 in action over Japan's Inland Sea. Also, two other comrades, division leaders like Montague, were shot down and lost the day after

the Nagasaki A-bomb strike.

In Elkington, Md., John W. "Wally" McNabb has his own memories. He flew the last plane in the attack formation and is credited as having dropped the last bomb of WWII from a carrier-based plane.

"I really didn't believe (the war was over) when we landed on the Big T," says McNabb. "We'd heard that before, and once we'd celebrated all night long."

When the Ticonderoga returned to the states in October and docked in Tacoma, Wash., Mc-Nabb was as a celebrity of sorts. "They sent a reporter - a woman in slacks! - to interview me, but I wasn't aboard at the time," he relates. "I understand three or four guys went down to meet her, claiming they were me. I never did see her."

McNabb served in the Navy for 20 years before becoming chief instructor for flight safety with IBM. "Remembering how short life was for our buddies, I think I'm the luckiest one just to be alive after 41 years of worldwide flying," he says.

In Lewiston, Idaho, W.E. "Johnny" Johnson, another VBF-87 veteran, also remembers - for somewhat different reasons. He was scheduled to fly on that fateful morning, but the cease-fire came before he got off the deck.

His memories, however, are in some ways even more piercing. They revolve around a little-known story about the Hiroshima A-bomb attack: the death of perhaps a dozen or more American airmen who were captives of the Japanese in Hiroshima at the time of the detonation. One of them, 18-year-old Norman R. Brissette from Massachusetts, had been Johnson's gunner when they were flying months earlier in a two-seat SB2C dive bomber.

Johnson, former roommate of Monty's aboard the "Big T," is now a retired journalist who has previously written of his recollections: "I celebrate (Aug. 15) every year, faithfully. But not because of the war. It's the wedding anniversary for Pat and me.

"Also, Pat's birthday is Aug. 8, and that's the date the second atomic bomb was dropped." (The date is also often recorded as Aug. 9, presumably because of international dateline differences.)

Johnson has also written about airman Brissette. "He was fresh out of boot camp when I took him for his first-ever plane ride. When I was transferred to fly Hellcats, Brissette ended up with a Hell-diver pilot named Ray Porter."

According to several accounts ("Day of the Bomb" by award-winning author and newsman Dan Kurzman, and Peter Wyden's "Day One," later the basis for a television movie of the same name that aired in June), Porter and Brissette were shot down July 28. Brissette ended up a prisoner in Hiroshima along with the crews of a B-29 called "Lucky Lady" and a B-24 dubbed "Lonesome Lady."

In his book, Kurzman wrote that Brissette and another American, Staff Sgt. Ralph J. Neal, survived the Hiroshima A-blast by jumping into a cesspool but later died, painfully and horribly, of radiation poisoning.

(A footnote in Wyden's book says Brissette and Neal "were the only known immediate survivors among 23 American aviators held prisoner at three locations in downtown Hiroshima at the time of the bombing.")

Johnson, in one of his personal accounts, wrote: "For more than three decades, it was denied that any American lives were lost in the bombing of Hiroshima and Nagasaki. Then the Freedom of Information Act was passed and details became available. Stories and books began to appear and I finally learned the truth."

In Pocatello, Idaho, George D. Wood is a fourth member of VBF-87 who was a photo-reconnaissance specialist. Wood was also on the Aug. 15 war-ending mission, but flying far above Montague's Ginger

division, snapping pictures of the action (the squadron scrapbook contains one of the photos).

Wood had been recommended for a Distinguished Flying Cross. But even though photo flights were not supposed to engage in combat action, he had twice ignored orders by firing on targets of opportunity. His plane was hit in the second attack and he limped home, only to face the wrath of his commander - who tore up the order for Wood's medal.

Years later, Wood was examining his squadron records in Washington, D.C., and found a copy of the still-valid order for the DFC tucked into his file. When his daughter heard about it, she and other family members began to contact legislators and Navy officials - unbeknown to Woods - to get the medal awarded to her father.

In April 1993, at a surprise ceremony in Pocatello attended by his family, city officials and ex-squadron mates Montague and Johnson, Wood officially received his DFC - 47 years "late" but with appropriate honors.

After the war when the squadron was disbanded, Montague designed and illustrated a historical scrapbook of VBF-87 called "Another Light, Please," and copies were sent to each member. (Monty, who shot down a Japanese kamikaze plane in action over Okinawa in July 1945, also wrote a longhand account of his Navy experiences in a personal journal, illustrated in color with his own sketches. Big T aircraft technicians "bound" the book in a cover of Plexiglas, the material used for Hellcat cockpit canopies.)

In recent years the wartime comrades, now well into their 70s, have gathered three times - in Seattle, at McLean, Va., and this past June in Pensacola, Fla. - to reclaim the kinship that only the shared experience of combat nurtures. In preparation for the first reunion in 1988, Montague also gathered photos and biographies from each squadron member for a second publication titled "September Song," the squadron's adopted theme song since the lyrics seemed to fit VBF-87's projected tour of duty in 1945. The Ticonderoga sailed from Hawaii in May and was due to stay on station until December.

In the foreword of "September Song," Johnson wrote: "For VBF-87 the days of combat duty grew short with the first atomic bomb, and they ended with the signing of the peace treaty on Sept. 2, 1945, in Tokyo Bay. That was 43 years ago (at the time of this writing in 1988). For us the autumn weather has turned the leaves to flame and we have reached the September of our lives. We now are in 'those golden days' when we look back at the greatest adventure of our lives - and the great and enduring friendships that grew out of it.

"This is our September Song - a celebration of life and friendship in those golden days we were promised so long ago."

Each time there's a reunion the squadron's ranks are a bit thinner. But the personal bonds remain, undiminished by distance. Once summoned up, Monty's memories are still remarkably poignant, as are those of his fellow fliers from '45. After all, they had a hand in history.

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# Air Crew Remembered

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ARM3C Normand Roland Brissette - 1926 - 1945

## ARM3C Normand Roland Brissette

August 19, 1945


 Fondly remembered by  
family and friends


Served Proudly

 Normand Roland Brissette, ARM3C  
1926 - 1945

— ARM3C Normand R. Brissette, At 0815 on August 6, 1945, Normand Roland Brissette, ARM3C (CA), was 750 meters from the epicenter of the atomic bomb impact in Hiroshima, an explosion which changed the world forever. He became the only Naval Combat Aircrewman killed in nuclear combat. Accounts vary slightly but the essentials of Brissette's story are known. He was barely 19 at the time of his death. Brissette was enshrined in the Enlisted Combat Aircrewman Roll of Honor on board USS Yorktown at Mount Pleasant, South Carolina near Charleston in November 2000.

Born and raised in Lowell Massachusetts. He went to St. Luis Elementary school and was a graduate of Lowell High school. After enlisting at age 17, Brissette pursued the arduous path that led to his designation as an aircrewman. This included boot camp, aviation radio school, radar school, gunnery qualifications, and operational training. In order to qualify as a Naval Combat Aircrewman and wear the coveted combat aircrew wings permanently, he would be required to fly in "smell cordite" combat within one year of the completion of operational training.

Brissette's pilot in an SB2C Helldiver squadron was LTJG Raymond Porter from Butler, Pennsylvania. Reveille sounded at 0300 on July 28, 1945, on board USS Ticonderoga. Following breakfast, briefings, preflight planning and checks, VB87 planes were manned by 0500

and airborne soon thereafter. The assigned target was the light cruiser, Tone, anchored in Kure Harbor, a short distance from Hiroshima.

The flight headed due north, maneuvering between Kyushu and Shikoku toward the Inland Sea. While VF and VBF units soared above the clouds, VT and VB aircraft progressed through heavy cloud cover. Some of the VT and VB planes became scattered and upon emergence from the clouds, the aircraft found it necessary to join up again. Shortly, they encountered heavy fire from Japanese shore batteries. Enemy ships and fighters also attacked them. Nevertheless, the Navy planes executed successful bomb and torpedo deliveries on their targets, strafing them as well.

As the Ticonderoga planes were jinking to confuse enemy gunners, two fliers were spotted in a two-man raft, having been shot down. The survivors were Petty Officer Brissette and LTJG Porter. Immediately, air group planes circled overhead to assist the downed aircrew and transmitted distress messages to air-sea rescue units. Tragically, these messages were never received and rescue assets were never dispatched to help Porter and Brissette.

The circling planes stayed as long as they could but reaching low fuel states they had to return to the ship. Porter and Brissette's protecting air cover was gone.

Not long afterwards Japanese personnel picked up the the downed fliers and took them ashore where they were to board a train destined for a POW camp in northern Japan. Other captives already in Japanese custody were two aircrews from American Air Force planes.

The flyers were taken for questioning to Hiroshima Castle, the Hiroshima Military Police Headquarters, located in the center of the city. Not long after, the Enola Gay released its bomb.

Detonation of the weapon collapsed the walls of the police headquarters, enveloping its occupants. The exact number of Americans being detained at the site varies - nine, 10 or 12. In any case, all but two or possibly three Americans, including LTJG Porter, were killed outright. One prisoner was said to have escaped into streets filled with confused, running, screaming, charred human beings. After two days, it was alleged the escaped American was beaten to death by mobs.

Petty Officer Brissette and SSGT Ralph J. Neal had been assigned the task of emptying cesspools at the time of the blast. One report claims that instead of fleeing into the streets, they jumped into the cesspool to escape the firestorm created by the explosion.



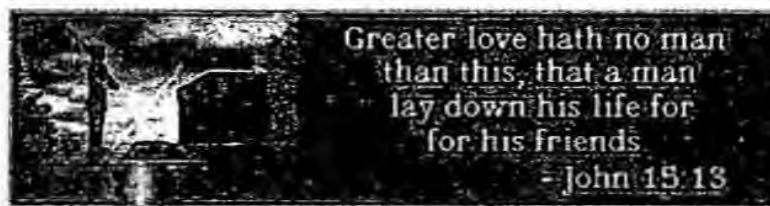
Nonetheless, both rapidly acquired radiation poisoning. Some Air Force flyers shot down, captured, and imprisoned on August 8, witnessed their conditions and pain. The Air Force men shot them with morphine but this helped little.

Knowing they might not endure for very long, Brissette and Neal requested that any survivors contact their parents. Brissette and Neal died before dawn on August 19, 1945. Their remains were cremated.

For nearly 30 years the U.S. government denied that any Americans had been killed at Hiroshima. Scuttlebutt and rumors persisted during those times. For years, these heroes were listed only as MIA. Finally, with the advent of The Freedom of Information Act, some light was shed on the secrets. Brissette's ashes were recovered for reinterment in the family plot in Massachusetts.

A memorial for all who became POWs in America's conflicts has been established at the site of the infamous Andersonville prison of the Civil War. A 125-foot plaque, the Hiroshima POW Memorial, has been inscribed with the names the nine known Americans killed at Hiroshima and placed in the National POW Museum at Andersonville Cemetery and National Site in Georgia. Those Americans killed at Hiroshima should be forever memorialized in American History. In words written by President Ronald Reagan on August 5, 1989, "May the memory of their heroism never be lost."

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## THE WAR TIMES JOURNAL

STORE GAMING ARTICLES ARCHIVES

ARTICLES



## H. PAUL BREHM

WWII VETERAN INTERVIEW

**Introduction**

...

*Interview  
Bougainville, Carrier  
Landings  
and The Beast*

**The Hyuga Strike**  
July 24, 1945

**The Tone Strike**  
July 26, 1945

**Interview with Paul Brehm**

In March 1942, Paul Brehm was initiated into Naval Aviation at the Naval Reserve Aviation Base at Kansas City, Missouri, where he soloed and received basic flight training. At NAS Jacksonville, Florida, he completed advance training and received his Ensign commission on December 24, 1942.

His first war time assignment saw him in the Pacific after receiving orders to VC 40, one of two land based Navy Squadrons operating in the Solomon Islands. Initially flying from Henderson Field, Guadalcanal, his squadron leap-frogged up the line to an airstrip at Munda, New Georgia, then a beachhead airstrip on Bougainville for strikes on Rabaul, New Britain. By the middle of 1944 he was back in the United States assigned to Bombing 87 which was based at NAS Wildwood, New Jersey. The Squadron was by this time flying the new generation of dive bombers, the monstrous SB2C, nicknamed *The Beast*.

After assignment to the aircraft carrier USS Randolph (CV-15), his unit was advised of the new desperate tactic developed by the Japanese, called the Kamikaze, which had been taking a severe toll of carriers and other warships. As a result, the air group was dropped off at NAS Kahalui, Maui for restructuring. With less emphasis on bombers and torpedo planes, a new element emerged; the fighter-bomber. This airgroup was then assigned to the USS Ticonderoga (CV14) which had just come in from a Navy repair yard on the West coast. It was a victim of a kamikaze attack. Thus it was that Airgroup Eighty-Seven, came to be aboard the USS

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Ticonderoga.

Lieutenant Commander Brehm's war time decorations included the Navy Cross, the Distinguished Flying Cross, and the Air Medal with 6 stars. He is a member of The Legion of Valor and now lives in Riverside, California.

**WTJ:** *You flew the SB2C divebomber on the Hyuga and Tone missions, how did it handle?*

**Brehm:** It was called "The Beast," a hydraulic nightmare. Very sluggish on take off, but a good bombing plane. It had a tendency to "float" on landing. Only one pilot never ditched on take off or caught a fence (barrier) on landing. Weapons were all electrical, charging the cannon was done by turning on the arming switch. This was different from the SBD's armament, which required us to put one foot on the floor (off of the rudder pedal) and use the leverage to manually charge the two fifty caliber machine guns.

**WTJ:** *Speaking of armament, were there any special or new weapons you used?*

**Brehm:** We were first introduced to napalm in early '45. We practiced dropping it on Upolo Point, Hawaii. Also, we were introduced to proximity fuze rockets. Problem was, in early instances when the rockets were fired they didn't wait to get to the approximate target, they went off and blew up the plane that fired them. When we were using them, we usually opened up the formation, just in case.

**WTJ:** *I notice that flights commonly lost the first plane on launch. Why would such a thing happen so frequently?*

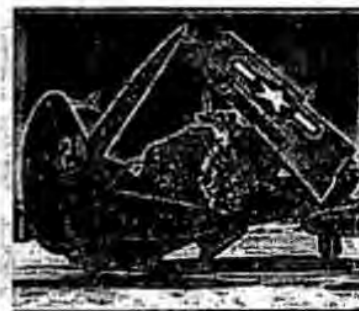
**Brehm:** Because Fly-One used a "Slip-Stick" to calculate take off room. They always cut it too close and said we had enough room for the wind over the deck. We lost a lot of planes that way. Realize that the Captain was interested in launching faster than other ships. Also, when the last plane was off, airborne, or in the drink, the task force could depart the area.

**WTJ:** *What did you mean by "...the cameras started rolling...?"*

**Brehm:** Any time photographers thought there was going to be a crash, they took pictures just to be on the safe side!

**WTJ:** *What happened with battle damaged planes or those that crashed on deck?*

**Brehm:** They were pushed over immediately. Plane handlers hardly had time to try and salvage the clocks before the plane was over the side. If the barrier



was torn up, the cherry picker crane was placed in the middle of the deck so you could crash into that.

**WTJ:** *Were there any common problems with returning from a strike?*

**Brehm:** Yes. Because kamikazes were hitting the force, you could not come back directly. You had to go to a picket destroyer with a CAP (Combat Air Patrol), check in and then they would vector you to the TF. If we flew back directly, we took a good chance of being shot down. We lost a lot of destroyers because of this type of duty.

**WTJ:** *Were you ever told what to do if captured?*

**Brehm:** Early in '45 the aircrews were told that they could ignore the old "name, rank & serial number" rule. If captured, tell anything they knew in order to save their skins. The Japs had an idea of what was going on, they certainly knew that the fleet was out there because we were bombing the crap out of them daily! We were not told of future operations, so we never knew what was happening even the next day. At this time we were given blood chits in case we were operating in Chinese water.

Paul Brehm in Japan, 1999



**WTJ:** *Were any men from VB-87 ever captured?*

**Brehm:** Yes. During the raid on the Tone, Porter and Brisette went down and were captured. We later found out that they died during the atomic bombing of Hiroshima. There is a plaque memorializing them at the Andersonville National Cemetery.

**WTJ:** *What if you were caught on board during General Quarters?*

**Brehm:** The hanger deck was where the armor plating was (5 inches I think). The flight deck and ready rooms were above it, and if hit by a kamikaze, those areas got blown up. When we went to GQ, we went below and had to stay there. Depending on the severity of GQ, the X, Y and Z doors were a problem. You could go through an X door without too much of a problem. I think you had to have permission to go through a 'Y' door after clearance with damage control. No one went through a 'Z' door. They handled magazines and fuel compartment, etc.

The worst thing was being stuck below. The air was stale, and sometimes you would hear guns firing in the distance and they would announce that enemy aircraft were in among the ships. Then the five inch guns on OUR ship would begin firing and we realized that enemy planes were in sight. Then our small guns would all open up and we would think 'Jesus Christ!'

**WTJ:** *Do you have any favorite, or memorable Commanders?*



**Brehm:** At Bougainville our skipper was LCDR

"Red" Penoyer. I didn't fly with him too often, but when I did, it was a pleasure for he was as smooth an airman as I have ever seen. He was also comical to watch, and usually kept those who could see him in stitches. His usual procedure was to fiddle and fuss with the trim tabs on the plane until it was flying along perfectly...all by itself. One time after he got all trimmed up, I could see him take off one glove, and then take off the other. He didn't pull them off, he took them off like a woman does, gently, one finger at a time. Next he pulled out his plotting board, took out a cigarette and put it in his mouth. Then began the hunt for matches. I could see him feeling in his knee pockets, in his breast pocket. I watched him peer into the furthest corners of his plotting board and then reach for the mike. His rear seatman jumped like a puppet on a string, and swinging around, extended his hand as far as he could with the precious matches. Lighting the cigarette, he settled back, put on his gloves the same way he took them off, fitting one finger at a time. Then he closed the plotting board and finally looked around to see if everyone was still with him...and watching his performance.

**WTJ:** *How about famous people?*

**Brehm:** After a mission we flew on December 31, 1943, we returned to the main tent at camp and the Fighter Exec was guzzling beer taken from a huge stack of cans in the middle of the floor. Why they had been taken out of their cases I didn't know, but there they were, piled high in the middle of the room. With him was a squat, chunky marine. They were dressed alike, khaki shorts that once had been trousers, cut off with the ends left to fray. The chunky fellow, "Pappy" Boynton, was chewing the fat with the Exec, and when we came in we were introduced all around. We got talking to "Pappy" and learned that all the heat was on him. At this stage of the game, "Pappy" was the leading ace in the Pacific. In order to be leading US ACE, he had to get one more confirmed kill that would put him over the top. He was due for leave but was hanging around, mostly to please the news correspondents who were hounding him to top the list. He'd make daily sweeps over enemy territory trying to find some luckless Jap to make another notch on his guns. But the skies remained empty and there was nothing to kill. "Pappy" was cussing the newspaper men, the General Staff and everybody he could think of. He wanted to go home. He was tired and he vowed that if in the next couple of days he didn't get his kills, "To hell with it all." A few days later, January 3rd I believe, we heard that he was reported missing. He had been shot down, but survived and became a POW.

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FOO

■ Fifty years later:  
reflections on  
Hiroshima.  
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THE BOSTON SUNDAY



1946 PHOTO FROM CHRIS NIKITAS' COLLECTION

Bomber mates Chris Nikitas, left, and Marty Zapf, right, fell prisoner to the Japanese in August 1945.

WWII

# Eyewitnesses to history... and horror

## Last American POWs first to see Hiroshima

By MIKE NIKITAS

C  
M

By SCOT LEHIGH

**W**hoever first used Mickey Mouse as a synonym for a computer link may just have the biggest metaphoric all time.

With last week's deal between the Walt Disney Co. and Capital Cities/ABC Inc., Mickey has the mouse that scored, the mascot of the deals that are rapidly reshaping whole sectors of the American economy, from communications to health care to banking to computers and more.

A day after ABC joined the Mickey Mouse Club, Westinghouse Electric Corp. and Capital Cities announced their planned merger. A few days before, Bank of Boston broomed long-time CEO Ira Stepanian because he couldn't, or wouldn't, merge his company.

IBM won the hearts and minds of Lotus shareholders with a mid-June offer nearly double the per-share price the software company had been fetching. The buy-out set an industry record.

Not to be outdone by business, 10 days ago the United Steelworkers, United Auto Workers and International Association of Machinists and Aerospace Workers disclosed plans to fuse their unions by the year 2000.

What a difference half a decade makes.

WWII

# Eyewitnesses to history... and horror

## Last American POWs first to see Hiroshima

BY MIKE NIKITAS

**C**arl Holden was more frightened than he'd ever been in his 20 years. The right wing of his massive B-29 Superfortress bomber was trailing an ugly, growing fire that was already streaming back to the tail. It was only a matter of time before the gas tank in the wing ignited and the plane exploded over the Sea of Japan.

Holden, a Malden native and copilot of the Nip Clipper, was on his 16th mission. It was a sunny Wednesday morning, about 11:30, Aug. 8, 1945, two days after the bombing of Hiroshima, and the day before Nagasaki. But in these waning hours of World War II, the experience that would define the war for Holden and his nine crewmates was just beginning. In the coming days, they would find themselves on the cusp of history as the last prisoners of war captured, and the first Americans in Hiroshima after the bomb.



CARL HOLDEN

Their view of history would be like none other.

Holden's B-29 and an armada of 232 other Superfortresses had just rained 1,400 tons of incendiary bomb death on Yawata, a Japanese steel center. Yawata was feared because of its heavy air defenses, and the fear had proved well-founded; flak had torn through the right-wing fuel tank, setting off the fire that threatened the lives of Holden and his crewmates.

Extinguishers in the engines wouldn't put out the fire, so pilot George Keller turned away from land, heading over the Sea of Japan and plunging into a desperate, 400 m.p.h. dive to blow out the flames. But as the aircraft dived from 22,000 to 3,000 feet, the fire got worse. Keller calmly issued the order to bail out.

Holden jumped through the front wheel hatch, banging his head and knocking himself out in the process.

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*Mike Nikitas, a news anchor at New England Cable News, is the son of Chris Nikitas.*

... 1981 1980. ABC joined the... Club, Westinghouse Electric Corp. announced their planned merger. A few before, Bank of Boston broomed long-time CEO Ira Stepanian because he couldn't, or wouldn't, merge his company.

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What a difference half a decade makes. As recently as 1989, the state was arms about corporate takeovers. So



At least g

*Eleven days from today, former radio journalist, black cently, prison author - is set by lethal injection. He is a Philadelphia police officer D*



# “War is hell. Don’t

## ■ POW

Continued from Page 71

When he regained consciousness, he was in mid-air. He doesn't know how he pulled the ripcord. "I was being saved. What for, I haven't figured it out," he says today, laughing.

Ninety-nine feet to the rear, tail gunner Chris Nikitas, 22, of Fitchburg, was shaking as he slithered out of his tiny pressurized compartment, accidentally shredding the uninflated, one-man survival raft clipped to his parachute harness. He couldn't swim, but he jumped anyway.

Bombardier Walter Ross, 25, hesitated, the last to go. Keller was still at the controls, yelling at him to jump. "I couldn't even jump off a diving board!" Ross recalls. "I looked out the window at the fire. I thought, I'm gonna die here or I'm gonna die jumping." So he jumped.

Keller remained at the aircraft's controls until the last minute. When he jumped, it was too late. Keller, his half-open parachute, and the fiery, disintegrating B-29 hit the water at the same time. He became the lone casualty as the 10 remaining crew members scrambled into life rafts. The sea was calm, the sun shining.

For six days they drifted and paddled in the Shimonoseki Straits, sharing the eight one-man life rafts among them, surviving on nine canteens of water and a few packages of Lucky Charm candy. At night, they held hands to stay together. The first night, a Japanese boat passed close by but didn't see them. Only later would they learn that a rescue was impossible because of mines they had dropped in the same waters on a mission two months earlier.

By the early evening of Aug. 14, with tensions mounting, their meager supplies gone, weak, sunburned and suffering from salt water sores, they paddled to an island where they were picked up by Japanese fishermen. To cover their fear, they joked about being an "invasion force."

Villagers enraged by the relentless American firebombing circled and beat them with rocks and bamboo sticks, and dropped spiders down their necks. Confusion reigned. Torches were lit. They were forced to kneel in the sand. A member of the local home guard ran a Samurai sword over their necks. Nikitas would later remember the sounds of "Protestant, Catholic and Jew all praying out loud together."

Regular Japanese soldiers arrived. The POWs were bound, blindfolded and led stumbling up a rocky dirt road to a military compound.

"The soldiers were chanting and we could hear straw rustling around in some baskets. . ." recalls Holden. "Someone peeked out of their blindfold. We thought they were going to cut off our heads and put them in baskets."

Instead, they were interrogated. An officer wanted to know how many women they carried in



In spring 1945, the crew of the Nip Clipper pose locally. Shelby Fowler and Travers Harman. Back row



their B-29. It was Aug. 15, Holden's 21st birthday, the day the war ended, V-J Day. In the United States, there was dancing in the streets. But to these 11th-hour prisoners of war, news of the war's end was many horror-filled days away.

Abruptly, they were loaded onto a truck. Later, a train. The next day they arrived, still blindfolded, in what they would learn was Hiroshima.

They were put on the ground in a makeshift, corral-like jail. Holden, who at 6 feet 3 inches was the tallest, tried poking his head up to burn cigarettes from a guard who spoke broken English. "All burn up," the guard told him.

On the 16th, two captured Navy fliers joined them. Normand Brissette, 19, was from Lowell. He was a radio man/gunner on a Hellcat fighter-bomber attached to the USS Ticonderoga. Ralph Neal, 24, from Corbin, Ky., was a replacement belly gunner on the B-24 Lonesome Lady. Both were had been shot down in July.

The two were among 23 American POWs believed held in Hiroshima when the bomb was dropped, and probably the only ones still alive. Imprisoned in a brick building about 750 yards from ground zero on Aug. 6, they had survived the resulting firestorm by jumping into a cesspool and keeping their noses above the surface. They were quickly recaptured, and now they were dying from radiation sickness. Green bile came from their ears and noses. Sores laced their bodies. They were vomiting and in constant pain. They were suffering the fate of tens of thousands of Hiroshima residents.

The next day, Aug. 17, an English-speaking Japanese officer, Lt. Nobuichi (Tank) Fukui appeared, wearing a long sword, claiming to be a Christian and promising he would take them to another jail where they would be safe.

The crew was suspicious. Fukui explained how some Japanese had two sets of parents - the natural and those who teach - and his "teaching" parents were Dr. and Mrs. S. C. Bartlett, American missionaries who'd befriended him at the Univer-



Nobuichi (Tank) Fukui, at right, is the Japanese

sity of Kyoto. In 1928, on a good-will tour of the States, Fukui visited them at Dartmouth College and was introduced to the mayor of Boston. Fukui later said that he had heard the "voices" of his American parents urging him to save them.

As soon as Fukui left, the soldiers guarding the Americans started drinking. "You're not going anywhere," Walter Ross remembers one of them saying. The Americans' fear rose, and their hopes plummeted.

But Fukui returned later that day, driving a truck with low sides. Only later would they learn that they had been scheduled to be executed, but Fukui had persuaded a colonel to keep them alive.

The 12 blindfolded men, including the dying Neal and Brissette, were pushed onto the truck. Fukui drove for a few minutes, stopping in the center of Hiroshima. "Take off your blindfolds and stand up," he ordered. "Look around you. One bomb did all this. Look at how inhumane you Americans are. So many women and children killed."

Someone, no one remembers who, said, "What about Bataan? What about Pearl Harbor?"



Carl Holden, in Lynnfield, recalls, "We thought they were going to cut off our heads."

GLOBE PHOTO / MICHAEL ROBINSON-CHAVEZ



the officer who saved the crew's lives.

Funeral pyres were burning in the city. "Look," Fukui said. "That blue light is babies burning."

What the Americans experienced from their perch on the truck is seared in their memories. Ross recalls: "The town was completely leveled, like a town where a bulldozer had gone in there and bulldozed it all down. Rubble everywhere. I saw some steps. I didn't hear anything. Not a sound. Not even a dog barking."

Holden immediately saw something strange. "Two barber chairs sticking up out of the rubble. It was the only thing I saw intact."

Radio man Marty Zapf, who was 19, remembers a horrible, indelible smell. "When I was a kid in Princeton, N.J., we would remove the feathers from a dead chicken by burning them. That's what it smelled like. Burned flesh, even 10 days later."

Were they conscious of being eyewitnesses to a terrible chapter in human history? "We weren't looking far ahead. We were just worried if we were going to live tomorrow," Holden says.

By nightfall, Fukui had driven them to the Ujima Military Police Headquarters on the outskirts of Hiroshima, where he left them in cells made of bamboo bars. Neal and Brissette were in agony. A doctor came. The B-29 crew asked if he could help the two men. He replied in English, "Help them? I have never seen this. What can you do to help me? I am losing 1,000 people a day."

Holden attached himself to Brissette, a fellow Bay Stater. "I couldn't do a damn thing for him except talk to him. I promised him I would contact his parents after the war."

Neal and Brissette died within 36 hours. After he got home, Holden drove to Lowell to tell Brissette's parents about his death. His ashes were recovered by US occupation forces and interred in the family plot in Chelmsford.

It wasn't until Aug. 20, when the B-29 crew was marched into a POW camp at Mukaishima Island, about 35 miles southeast of Hiroshima, that they were told by the few remaining guards that the war had ended almost a week before.

To the 106 American and 75 British POWs already held at the camp, the appearance of the B-29 crew simultaneous with the joyous news that the war was over made them saviors. The POWs



who greeted them had been held for nearly three years with no news of the war. They had been captured during the Allied losses in the Pacific: Corregidor, Bataan, Singapore and Java. Many had survived the Bataan Death March. Ross remembers meeting one American taken prisoner at Midway on Dec. 7, 1941.

The newcomers broke into groups, telling the emaciated POWs the story of a war they knew little about.

Today, on the 50th anniversary of the atomic bombing of Hiroshima, the known surviving members of the Nip Clipper are unshaken in their belief that it was the right thing to do. They believe firmly that the end of the war was hastened, and that an invasion of Japan was averted, saving millions of American and Japanese lives, including their own. Yet Ross speaks for all when he says, "I don't think we should ever have to use it again."

They are also saddened and angered by the Enola Gay controversy at the Smithsonian Institution's National Air and Space Museum. The issue holds special meaning for them; their Nip Clipper was based on the same tiny Pacific island as the Enola Gay when it dropped the bomb on Hiroshima. The original plan by the Smithsonian to present the Enola Gay story in a way that acknowledged the Japanese view was, say the crewmen, inappropriate. In the end, the Smithsonian's director was forced to change the presentation to include little more than the fuselage of the original Enola Gay.

Ross, now 75 and a retired businessman living in Lenexa, Kan., is national cochairman of the Truman Appreciation Committee, a group of mostly veterans who invited President Clinton, Senate Majority Leader Bob Dole and other elected leaders to a wreath-laying ceremony at Harry Truman's grave. None of the officials accepted the invitation. Ross calls the event "our response" to the Enola Gay controversy. Political leaders, he said, "don't want to touch it."

Ross, who made a 1983 trip to the Hiroshima Peace Park, recently published a book about his war experiences, "Courage Beyond the Blindfold."

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Carl Holden is 70, living in Lynnfield, a successful sales career behind him. The original Smithsonian exhibit, never displayed to the public, still stings. "The thing was designed by people who didn't fight in the war. I was disappointed. It was written as though we were at fault."

For Marty Zapf, now 69, Japan has continued to have a special importance. After numerous trips there as a business executive, he became president of the Japanese division of Burroughs Corp.; he lived in Japan from 1973 to 1978. He became friends with Fukui and visited the Hiroshima Peace Museum. He named a daughter Mariko. Using the word "Jap" - as so many did during the war and long after - would be unthinkable to him.

In an ironic twist, Zapf has spent the last year in Kazakhstan, the former center of Soviet nuclear arms production, where, as a volunteer with the International Executive Service Corps, he has helped four former nuclear arms plants convert to peacetime production. All appear to be successful.

Zapf was diagnosed with lymphoma in 1973. Today he receives disability payments as a result of legislation signed by President Reagan in 1988.

The legislation covering "radiation exposed veterans" came too late for Chris Nikitas, who died at 45 from pancreatic cancer in 1969.

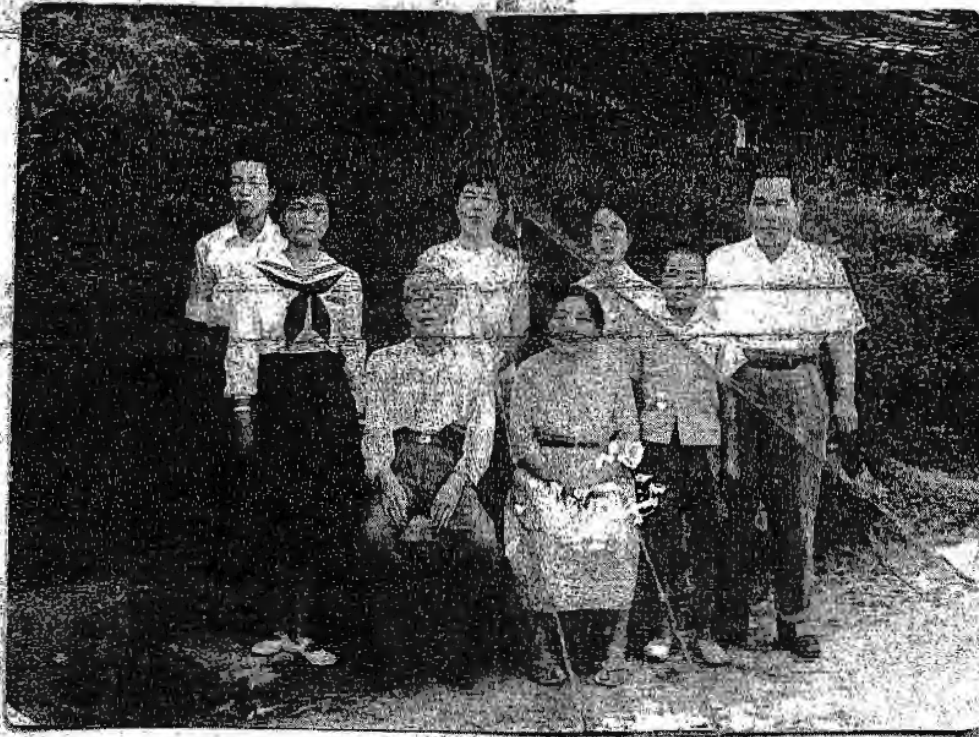
Before his death, he talked occasionally about his war experiences and when he did, one theme was a constant: "War is hell," he told his children. "Don't ever forget that."



Material Extracted From Public Domain

In spring 1945, the crew of the Nip Clipper posed in front of a B-29. Front row, from left, are Marty Zapf, Gerald Blake, Chris Nikitas, Robert Conley, Shelby Fowler and Travers Harman. Back row, from left, are Stanley Levine, Walter Ross, pilot George Keller, Gene Correll and Carl Holden.

who greeted them had been held for nearly three



**Nobutchi (Tank) Fukui, at right, is the Japanese officer who saved the crew's lives.**

sity of Kyoto. In 1928, on a good-will tour of the States, Fukui visited them at Dartmouth College and was introduced to the mayor of Boston. Fukui later said that he had heard the "voices" of his American parents urging him to save them.

Funeral pyres were burning in the city. "Look," Fukui said. "That blue light is babies burning."

What the Americans experienced from their perch on the truck is seared in their memories.

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"From Fitchburg to Hiroshima: The Last POWs of WWII"  
New England Cable News (NECN), airdate 26 August 2005

Tinian airport was in 1945 the biggest and busiest airport in the world

*Nip Clipper* was part of a 232 other B-29s in a massive firebombing raid of Yawata, a heavily defended steel city. Bombs stuck in the bomb bay over the target. The *Nip Clipper* fell back from the formation, its wing was hit, and caught fire, steered over Sea of Japan, gave order to bail out.

Marty Zapf: "I remember your dad for another good reason -- he and I could not swim at that time. But we were one of the first two into the lifeboat, let me tell you."

Ten men survived, climbing into eight inflatable life rafts. Only pilot George Keller died. Men paddled and drifted for six days, holding hands at night to stay together. Picked up on 14 July, the last day before the war ended.

On capture, and threats of beheading:

Chris Nikitas: "I prayed for my life. I was afraid to die -- not scared -- I had been scared before -- now I was filled with fear -- fear of death."

On Neal and Brissette:

Chris Nikitas: "They are dying and they know it -- slowly, night comes on -- their pains increase -- their arms are paralyzed -- their legs curl up and are useless -- their groans increase -- they are dying, and nothing can be done. The men in the next cell, listen for each word -- each groan -- each breath -- one of the wounded men is going blind -- he cries out -- he wants to go home -- he wants to die in his native Kentucky -- he'll never see his home again -- his cellmate, a big boy from Mass. is growing steadily worse -- the first boy from Kentucky is taken out of his cell, and downstairs -- the groans grow louder -- a few hours after midnight they suddenly stop -- someone says -- 'he's dead' -- he is."

Marty Zapf: "I remember the smell most vividly I think. There was still a smell of burnt flesh. Of course there was ... there was nothing to see, nothing, just plain void."

Hi

(b)(6)

let me know if  
you learn any-  
thing new. As a  
son of a POW, do  
I have access to  
file? Regards, Mike

Mike Nikitas  
News Anchor  
Host, "This Week In Business"

160 Wells Avenue  
Newton, MA 02459  
tel/vm: 617-630-5000 ext.6061  
fax: 617-630-5055  
cell: 603-475-0874  
mnikitas@necn.com

**NECN**  
THE POWER OF NEWS



Hello, (b)(6)

I just finished talking with Mr. Mori and the followings were what I could gather.

Exactly who or how many were held at the three locations at the time of the bombing still r at this time. However, from his studies and accounts of witnesses he interviewed, he belie

- 1) Seven American POWs were held at the Chugoku Military Police Headquarters --- includi L. Porter, 24, Penn, Sgt. Hugh H. Atkinson, 26, of Wa, Sgt. Buford J. Ellison, 22, of Tx and W. Looper, 22 of Ark.
- 2) Four POWs at the 1<sup>st</sup> Infantry Recruit Unit, which was located along the moat of Hiroshim including Sgt. Ralph J. Neal, 23 of Ky and Petty Officer 3<sup>rd</sup> Class Norman R. Brissette, 19 were the only Americans who told their names to Imperial Japanese military police.) They the blast and died later at the Ujina district of Hiroshima
- 3) One at a jail attached to the Legal Affairs Department, which was located at the innermost Castle. The American's name was Cpl. John A Long Jr. 27 of Penn.

Although the principal of his school, Seibi Elementary School, found remains of an Americ at the school, who the person was is unknown.

By the way, photos of the wreckage of the B-24 Taloa, as well as the photo of the crosses available if you could contact our DC office at: [permission@stripes.osd.mil](mailto:permission@stripes.osd.mil)

Hope you will find this info helpful.

(b)(6)

Stars and Stripes

# The Boston Globe

MONDAY MORNING, NOVEMBER 3, 1973

Telephone 030-3000 35 Pages - 20 Cents

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## Kissinger expected to give up national security job

# Schlesinger and Colby are fired by President

**By George Lerman, Jr.**  
Washington Post

**WASHINGTON**—President Ford fired James R. Schlesinger as Secretary of Defense and William F. Colby as director of the Central Intelligence Agency today.

Post was told last night.

Mr. Ford talked to both officials yesterday morning before flying to Jacksonville, Fla., where he met with Egyptian President Anwar Sadat, the Post learned.

There also were reports that George Bush, the US representative in Peking, will replace Colby and that Donald M. Kozlowski, White House chief of staff, will take over Schlesinger's job. Bush is a native of Milton, Mass.

Sen. Henry M. Jackson (D-Wash.) criticized Schlesinger's ouster last night and said that differences with Secretary of State Henry A. Kissinger were to blame.

"The last vestige of dissent may be wiped out," Jackson said. "I'm sent to Dr. Kissinger, I mean."

It was also learned, following a report in Newsweek magazine, that Kissinger is expected to give up his second Administration job as Ford's national security adviser. That post is expected to go to Kissinger's deputy, Ambassador General Brent Scowcroft.

Jackson made it clear that he thought Kissinger had won out in a power struggle. An informed Administration official described the changeover in the NSC post from Schlesinger to Scowcroft as a more symbolic than real move, because he has been serving as day-to-day director of the NSC staff and is viewed as likely to be loyal to Kissinger.

Schlesinger, 49, who was named Secretary of Defense by President Richard M. Nixon in 1971 after a brief stint as director of the Central Intelligence Agency, could not be reached for comment. Sources said

**DEFENSE**

Schlesinger's firing was a surprise, but it had been expected, according to the Administration, that the post would not likely be held by a former member of the Schlesinger administration.

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## Campaign '75

### White, Timilty campaigns calm down over the final weekend

**By Robert J. Novak**  
and Mary Thornon  
Globe Staff

After two weeks of some of the wildest political mudslinging in Boston history, the campaigns of Kevin J. White and his opponent in tomorrow's election, Joseph P. Timilty, settled down over the weekend to a relative calm.

The mudslinging has not been by the candidate, as it was in the old

days of Boston politics, but it has been as vicious.

Although the charges against White were mitigated by the media, rather than by Timilty himself, they have fit into Timilty's major campaign issue of the "state of corruption at City Hall."

White, who has been charged with a variety of offenses, including the use of a private plane for campaign purposes, has been accused of a variety of offenses, including the use of a private plane for campaign purposes.

## Dukakis may go on television to press legislators for taxes

**By Michael Kenney**  
Globe Staff

Gov. Michael S. Dukakis is expected to decide today that he will go on statewide television this week in an attempt to convince legislators and the public — of the need for new taxes to avert the deepening Massachusetts fiscal crisis.

Until last week, Dukakis had firmly rejected suggestions from several of his advisers that he go on television in an attempt to break the Legislature's stalemate over passage

of a budget for fiscal 1978 and the taxes to balance it.

Dukakis took the position that the Legislature should work out its problems by itself. Administration sources have also said that Dukakis did not want to admit what had been a favorite tactic of former Gov. Francis W. Sargent.

But on Tuesday, Senate President Kevin S. Harrington warned that Massachusetts would be bankrupt by April 1, without passage of BUDGET, Page 2

### IN THIS CORNER

## Anonymous? Invisible ink may betray you

**By Bryan Nelson**  
Los Angeles Times

**CHICAGO**—Henry Genovelli, editor of the National Observer, is "stunned and angry" about what he calls "the invisible ink copy."

Genovelli has learned that his own newspaper and many other publications have been using "confidential questionnaires" coded with numbers in invisible ink. These could be used to identify the individual respondents.

The questionnaires, often sent to readers by research firms acting for the publications, may ask about such personal matters as income and drinking habits. Because the reader gives neither name nor address, he presumably answers with the assumption that his anonymity will be protected.

Genovelli calls it "a piece of slick trickery." His newspaper is a respected weekly published by Dow Jones & Co. Inc. in Silver Spring, Md.

Other publications that told the Observer that they used the invisible coding technique include other Dow Jones publications—the Wall Street Journal and Barron's—plus the Reader's Digest, Time, Fortune, Saturday Review, Scientific American and New York magazine. A Newsweek spokesman told the Observer that Newsweek had used invisible coding until "we had a similar flap back in 1969."

US News and World Report used a visible printed code at the bottom of the last page of a questionnaire, the Observer said.

INVISIBLE INK, Page 11



Newsaged Christian girls, members of the right-wing Palangist Party, stay on the alert as they man a sandbag barricade in downtown Beirut. The capital, which is in its 13th week of civil war, reportedly had its quietest day in more than a week. Story, Page 2. (UPI)

## Hiroshima footnote: How two Americans died

**By Charles L. Whipple**  
Globe Staff

In a footnote to history three decades later, a Princeton historian has disclosed that at least two US Navy fliers, one of them from Lowell, died of radiation poisoning in the atomic bombing of Hiroshima.

The Lowell victim was Norman Edward Brisette, son of Mr. and Mrs. Edward A. Brisette of Beverly St. Also killed was Ralph J. Neal of Ky St., Corbin, Ky. Attached to the carrier Ticonderoga when shot down and taken prisoner, both were being held

in the Hiroshima jail when the bomb was dropped.

The US government has never publicly acknowledged that Americans were among the more than 100,000 killed at Hiroshima.

A Lynnfield man, who was first to tell Mrs. Brisette of her son's death, says the two US victims told him before they died that 10 other Americans were killed outright by the bomb.

The dramatic story of the capture and release of a B-29 crew, and their encounter with the dying Brisette and Neal, is told only briefly in

a new book, "A World Destroyed," by Prof. Martin J. Sherwin of Princeton University (Knopf, \$10). It is a history of the atomic bomb and the diplomatic factors that led to its use.

Sherwin learned of the deaths last summer, after writing the book, and was able to get only a brief inset and footnote about them into his volume. He later gave this reporter a tape recording and correspondence with many more details.

The insert said (P. 232) that among those left dying of radiation

poisoning were "two US Navy fliers imprisoned in the city jail."

The footnote said the details were first reported to Prof. Sherwin by former Air Force Lt. Stanley Levine, radar officer of a B-29 crew that ditched off Japan Aug. 8, 1945, two days after the Hiroshima bombing.

Levine and nine other members of the crew were with the man in Hiroshima when they died, it said. "A Japanese witness has confirmed Levine's story; Nobuichi Fukui, then a military police captain, saved the lives of the crew and was with them

while they were in Hiroshima. His reports describing the entire story in detail to members of Gen. Douglas MacArthur's staff who called him to headquarters on two separate occasions."

The captain of the B-29 crew was Lt. Carlisle M. Holzer, now of 14 Trickett rd., Lynnfield. An engineer at the Worlander Lighting Co. of The Globe that after the war he notified Mrs. Brisette of her son's fate and helped her rectify the government's records.

HIROSHIMA, Page 13

## Spain, Algeria threaten force to stop Moroccans

**Associated Press**

**UNITED NATIONS, N.Y.**—Spain and Algeria threatened yesterday to use armed force to stop tomorrow's planned march of 350,000 unarmed Moroccans into the disputed Spanish Sahara, but Morocco made clear the "March of Conquest" was still on.

Diplomats of the three countries announced their positions after the UN Security Council unanimously urged all parties involved to avoid any action "which might further escalate tension."

Morocco denied Spanish reports that Moroccan troops yesterday crossed into the Spanish Sahara and battled with local inhabitants. According to the Madrid sources, the action was one of a series of recent frontier violations.

Denying the reports, Moroccan Information Minister Ahmed Tahib Benhima said he could not rule out, SAHARA, Page 8

NOV 3 1975



# Footnote on Hiroshima bomb: How 2 American fliers died

\*HIROSHIMA  
Continued from Page 1

Holden also said Brissette and Neal told us there were something like 12 Americans in Hiroshima when the bomb went off, and 10, mostly Navy personnel, were killed outright. These two had dived into a cesspool, but the radiation got them."

Levine, who lives at 64 North Main st., Hughesville, Pa., was interviewed at Prof. Shorwin's request by Prof. John Rosenberg of Bucknell University. He tells in the tape-recording how the B-29 with a wing on fire, had to be ditched on Aug. 8. The pilot, Lt. George Keller, was the last to get out, but his parachute opened and was killed.

The other 10 crewmen, with eight life rafts, were in the water six nights and seven days with nothing to eat but a package of Charms each, one piece for breakfast and one for supper. They were picked up by Japanese fishermen near the coast on Aug. 15, taken ashore and turned over to the military.

"They were furious," says Levine, "because the Emperor had just announced they had lost the war. The sun was coming up, it was time to blow reveille, and they had a basket and a chopping block. And so help me God, this is the truth — at reveille formation they were going to have our heads!"

At this point Capt. Fukui showed up. (Nicknamed "Tank," he had spent time at Dartmouth College in 1928 and had been taken in as a "son" — Japanese speak of two types of mothers, the natural one and the one who educates — by Mrs. Samuel C. Bartlett, whose husband had been a missionary in Japan and whose son, Donald Bartlett, is now professor emeritus of biography at Dartmouth.)

"He was an MP captain," Levine continued, "and he'd got the word that they'd picked up 10 US fliers, and he came riding in from the other side of Honshu island and he had a document" authorizing him to take charge of US prisoners.

"He came just in the nick of time, just before they had a chance to pull this operation, 'Lose your head' . . . Tank got us away and put us in a truck." He took them to Hiroshima, arriving there Friday, Aug. 17.



NOBUICHI FUKUI  
... saved B-29 crew

"Tank said: 'I'm going to take you and show you what you have done.' And I can still see it (the city) — flat — here and there an occasional piece of wall sticking up, or part of a chimney . . . We were the first Americans to be in Hiroshima after the bomb fell. The cars, taxis, street cars, were right where they were the morning of Aug. 8.

"Tank was giving us a lecture. 'Look what you have done,' he said, 'one bomb!' Nothing was moving on the streets, not a dog or cat. There was no sign of human beings dead or alive. Just rubble. Finally I couldn't contain myself and I asked, 'Have you ever heard of the march from Bataan?'"

Then, at midafternoon, on the edge of Hiroshima, Levine said the truck stopped, "and they pour in these two guys in the back of the truck. It was Neal and Brissette, the Navy fliers, the guys who were in that town when the bomb fell, and they are in pretty bad shape . . .

"They had been there since Aug. 8, when they were pretty near Ground Zero. So they are with us now and they are in bad shape, with much pain and nausea.

"At times, when they really got bad, there was some horrible stuff coming out of the corners of their mouths, like a green mucus, maybe from radiation poisoning. At times during the evening it began to get worse and worse, and it would leak from the ears. I'll never forget this horrible green stuff that came out of the mouth and ears."

Levine said that at times Neal and Brissette were conscious, and that trying to see was painful. He said the crewmen found tubes of morphine in the first big first aid kit

they were given, and "we would use it on these men when they were really in terrible agony."

"They asked us to look up their parents. They apparently had the feeling they were going to die very shortly. And we told them that we would."

Levine said there was a Japanese doctor there, Capt. Fukui in a letter to Levine has identified him as a Dr. Yamagishi, who said that, when the bomb was dropped, Neal and Brissette were in the Hiroshima Military Police headquarters in the center of the city.

Levine said Neal and Brissette "were having one of their bad moments, carrying on and yelling and really feeling pain, and we asked this Japanese doctor, 'How about doing something for these guys?'"

"And I remember his answer vividly. 'Do something—You tell me what to do. You caused this. I don't know what to do for it.'"

Levine, asked if he had heard other Americans had been in Hiroshima, and he had "a shaky recollection here that possibly there were other Americans held in the same jail in downtown Hiroshima who might have been killed."

Levine said Neal and Brissette told him "they had been held in the jail for interrogation, I think they had just been captured, I remember their saying that when the flash came and the bomb fell on them, the concussion knocked the building all hell to go around them, and they ran outside the building into the streets."

"And the Japanese, all types, civilians and military, were running in all directions and all confused and screaming, and some were horribly burned and some or all of them were throwing themselves into whatever available pool of water they could find . . .

"They said there was a lot of hysteria, complete hysteria, and the Japanese military personnel in charge of holding them in jail went completely berserk, too . . . The scene they described to us was complete confusion and hysteria and screaming and hollering and not knowing what the hell was going on — all from one bomb. And now it was 10 days or so later, and they had suffered plenty."

"During that night, even with all the morphine we shot into them, I recall between midnight and two



CARLETON HOLDEN  
... copilot confirms story

in the morning Neal and Brissette carrying on. I guess we were out of morphine at that time. Neither of them was in the same cell I was.

"They were begging us to please shoot them and end it all. And finally they died before daylight, and the Japs came to take them. . . . When they took them, I don't know."

Holden, the copilot, while generally confirming Levine's account, differed on some details. He remembered the rescue by "Tank," the picking up the two dying Americans and the Japanese doctor.

"The doctor said," he recalled, "that they were still losing them (victims) at the rate of 1000 a day even then, over a week later. We stayed overnight at this military prison and one (of the dying men) went during the night in the prison cell. The other was so sick that when we moved on in the morning, he had to be left behind. We were told later that the Red Cross said the other had passed away after we left." Holden thought the Red Cross official was a Swiss named Runt.

And Holden also remembered the two men "would throw up green bile." Holden said when he came back from Japan to his home, then in Malden, he phoned Brissette's parents and then visited them, and wrote a letter to the Navy explaining what had happened to their son, they listed only as "missing in action."

But his report to the Navy consisted of only one original, he said, and the Navy soon asked him for three or four more copies of his report, and he had to do it all over again.

"Anyway," he said, "it helped the parents out with an insurance problem."

## An Editorial

# A vote for change

Next Tuesday the voters of Boston will make the most important decision of the next four years. They will choose a mayor.

That choice, we believe, should be Joseph F. Timilty.

The Boston Herald American's decision to support Timilty has not been made lightly. It is the end result of a thorough investigation and a great deal of thoughtful soul-searching, which has led to one basic, inescapable conclusion:

In our view, Joseph Timilty presents a fresh, vigorous, forward-looking approach to government and a positive, imaginative program to move the city ahead. In contrast, the incumbent, Kevin White, offers little promise and nothing new for the future of Boston, despite his undeniable accomplishments and contributions over the past eight years.

It is unfortunate that the final days of his campaign have turned into a nasty, negative free-for-all on the issue of corruption. Although the charges and questions that have been raised underscore faults and weaknesses in the present administration — and cast a shadow that could seriously impair the effectiveness of Kevin White were he to be re-elected for a third term — they have obscured the real issues.

On the most important of these issues — crime, the city's economy, the special needs and problems of Boston's neighborhoods and the development of practical programs to make local government more efficient and effective — Joseph Timilty has offered an impressive and promising series of recommendations and pledges.

All the details of his positive program to keep Boston moving ahead cannot be listed here, but they can be found in six "position papers" he has issued that the Herald American is publishing in a series of articles which began yesterday.

Some of the highlights of the Timilty program include:

- New strategies to combat crime, with special emphasis on curbing juvenile delinquency and a crack-down on career criminals (Repeal on Timilty's position on crime is on Page 12.)
- A promise to cut the mayor's staff by two thirds, from 600 to 200.
- A pledge to make use of the city's 2,500 federally-funded CETA workers in a campaign clean up Boston's streets.
- The establishment of a variety of new projects to serve the special needs of senior citizens.
- The creation of a new watchdog agency serve as a check against corruption.
- Formation of an economic planning council to develop and monitor the progress of low range policies that will bring more jobs a business back into the city.
- A variety of innovative ideas and proposals to make government more accessible and open to all of the city's people and neighborhoods and to help them become more directly involved in solving their own problems.

This is a program for progress, not stagnation and politics as usual. It is a program designed to lift the spirits, broaden the horizons, stretch the capacities of a great city and people.

Though we may not agree with every detail of that program, we can endorse enthusiastically its principal objectives — just as we can endorse the candidacy of its author, confident that he will keep the promises he has made.

It is time for a change in Boston. We believe the election of Joseph F. Timilty is the way to accomplish it.

# Elect

# Joe Timilty Mayor

## 'Invisible ink caper' starts row at Dow

\*INVISIBLE INK  
Continued from Page 1

Speaking of invisible coding, a spokesman for Forbes magazine told the Observer: "As far as I'm concerned, it's a fairly standard operating procedure."

some of the other ways — printing the code under the flap of the return envelope, printing it under the postage stamp or cutting the questionnaire paper in special ways to identify it in responding.

keying was "an accepted practice being done for all publications."

Erdos & Morgan said the purpose of the keyed mailing was to find out who had not answered the questionnaire so that a

coding, which seems little known to the press and public, might have remained obscure if an alert reader had not protested to Gemmill after receiving a questionnaire from the Observer.

# New York Times Magazine



## RAJIV, *The Son*

BY JOSEPH LEEY

DEC 2

# AMERICAN VICTIMS OF HIROSHIMA

The untold story of the captured fliers imprisoned in Hiroshima at the time the atom bomb was dropped.



By Robert Karl Manoff

**T**HERE MUST BE THOUSANDS like it in dens and scrapbooks all over America, one of those crew pictures from World War II, from the days when Vietnam was still in the future and boys from the heartland felt good about going off to war. Nine of them are gathered in this photograph, B-24 fliers who have just finished their training and are poised for their Pacific passage. Four crouch in the foreground. Blackie, their dog, holds steady for the camera between the tail gunner's legs. The fliers are fresh-faced and confident, their caps tilted at rakish angles and their flight-jacket collars turned up for maximum effect. Their picture is one of those images that makes you proud to be an American and shows you that they were, too. But this portrait, similar to so many of its vintage in so many ways, differs from them in one re-

spect: Six months after it was taken, five of these men from the bomber called Lonesome Lady, plus a sixth who was not in the photo, died as prisoners of war when the United States dropped an atomic bomb on Hiroshima.

They were not the only Americans who met this fate. At least four other prisoners died with them on Aug. 6, 1945, and evidence recently brought to light from Japanese and American sources suggests that there may have been others. These numbers pale beside the more than 300,000 Japanese dead that the atomic bombs left behind in Hiroshima and Nagasaki. In addition, more than 3,000 Americans of Japanese descent were trapped in Hiroshima by the outbreak of the war. No one knows how many Japanese-Americans died in the bombing itself, but some 1,000 Nisei who experienced the blast survived to return to the United States after the war. About 700 survivors live among us still, largely forgotten.

The American servicemen's deaths have never been publicly confirmed. Recent (Continued on Page 110)

Robert Karl Manoff is on leave as managing editor of Harper's to write a book on press coverage of nuclear weapons issues.

The crew of the Lonesome Lady. Five men in the photo died in Hiroshima, one was lost when the B-24 was shot down during an attack on a Japanese battleship and three survived the war—Frank Baker, who missed the ill-fated flight because he was on sick call, and Thomas Cartwright and Bill Abel.

# HIROSHIMA

Continued from Page 67

research, however, particularly that of a film crew based in the same New Mexico desert where the bomb was built, makes it possible to put this

story together for the first time from mission records, graves registration documents and interviews with eyewitnesses.

Rumors that American prisoners had died in the bombing began to circulate almost as soon as the Hiroshima firestorm had burned itself out, but it was only 25 years later that some of those who had direct knowledge of what happened began to speak in public. Then, in 1977, a Hiroshima University scholar doing research in Foreign Ministry archives

stumbled across a list of American prisoners who had died in the bombing or its aftermath. The legitimacy of most of the entries could neither be confirmed nor denied from American personnel records, all of which, the Army maintained, had been destroyed in a St. Louis fire. That is where the story rested until a documentary film maker, Gary DeWalt, heard about it from a man who had been researching it intensively, Barton J. Bernstein, a professor of history at Stanford University. Intrigued by the tale, DeWalt borrowed Bernstein's file and spent an evening poring over its contents. The next day he told Bernstein that he wanted to make a film.

DeWalt is a quiet man, 40 years old, a New York book editor turned ethnographic film maker. He moved to Santa Fe, N. M., five years ago, and there joined with other emigré talent to form Public Media Arts, a documentary company that has since won grants for a handful of films on Southwest history and culture.

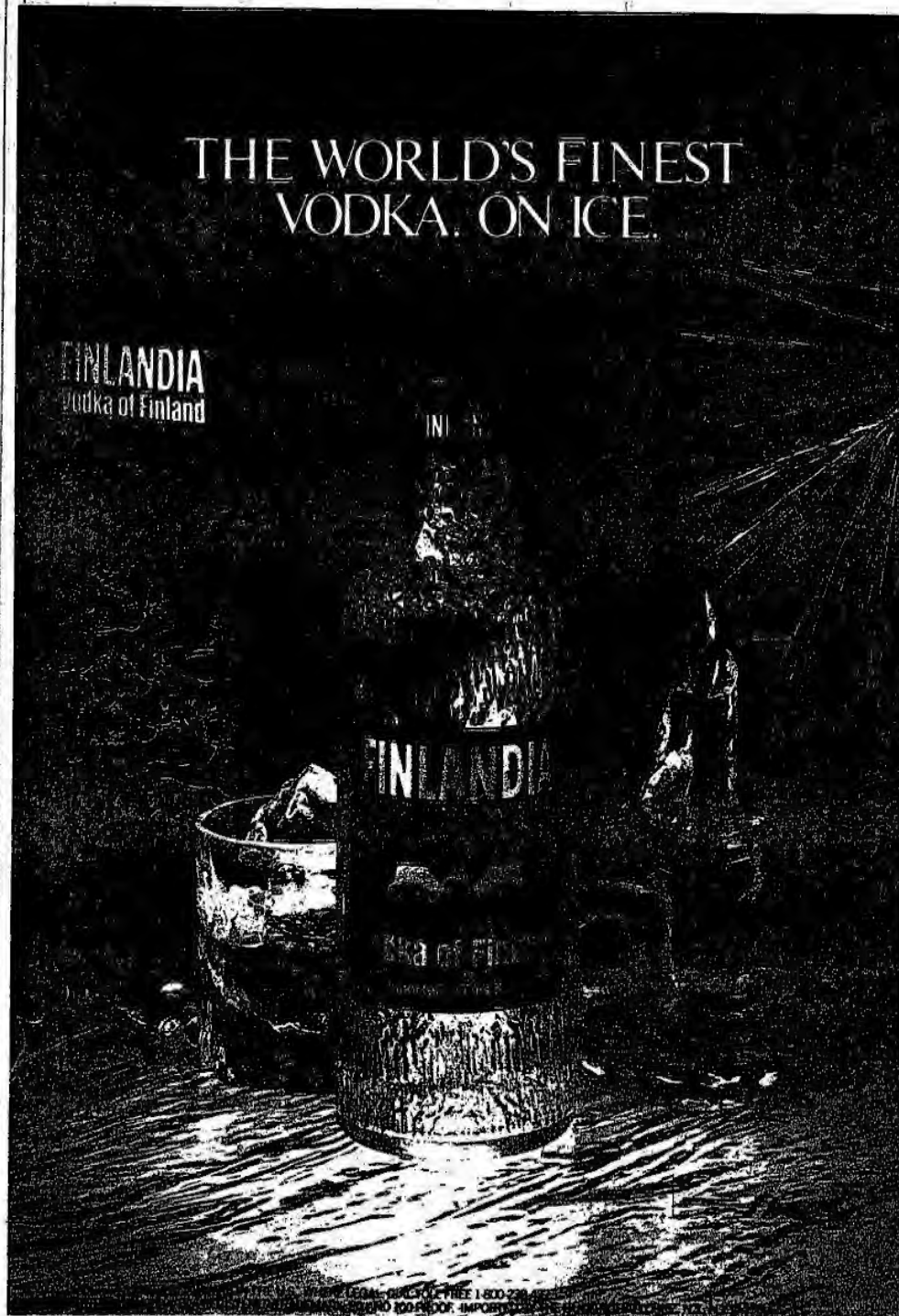
Hiroshima is a long way from Santa Fe, but Los Alamos is only an hour's drive to the north and west. Other members of the group had their own reasons for wanting to do the film. One, Jack Loeffler, the sound man, is a veteran of atomic testing. A trumpet player, he was drafted into the 43rd Army Band in 1956, and spent part of his tour dressed in Bermuda shorts, knee socks, a yellow scarf and a pith helmet belting out Sousa marches and other old standbys at Desert Rock, Nev. "Our gig," he says, "was to head out at the crack of dawn and play 'Stars and Stripes Forever' while they set off the bomb." The press called them the Atomic Band.

Four years after it was begun, the documentary film, "Genbaku Shi/Killed by the Atomic Bomb," will have its first press screening in about a month. The hourlong film is the product of DeWalt's efforts to reconstruct what happened during the summer of 1945, and to find lost crews, hidden P.O.W. camps, buried records and Japanese and American witnesses. His most important discovery, made after months of searching, was that the "201" personnel files destroyed in the St. Louis fire were not the only ones that contained the information he needed. "You want the '203' files," he was told one day by a longtime employee of the Veterans Administration — records kept by the Adjutant General that include information on the death, identification and burial of United States Army dead. DeWalt obtained the reports and correspondence through the Freedom of Information Act, and the files confirmed what no one else had been able to for many of the names on the Japanese Foreign Ministry list: Killed in action, Hiroshima, Japan, Aug. 6, 1945.

JUST WEEKS BEFORE THE Hiroshima attack, the first atomic test, on July 16, had proved that the bomb worked, and the task of selecting suitable Japanese targets assumed para-

THE WORLD'S FINEST  
VODKA. ON ICE.

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mount importance. On July 31, Gen. Carl A. Spaatz, commander of the strategic air forces in the Pacific, cabled Washington that new intelligence reports named Hiroshima as the only one of four potential target cities that did not have Allied P.O.W. camps within it. The War Department was skeptical of the report, cable 3542 informed him, since it had reason to believe that P.O.W. camps were located in almost every Japanese city. But "if you consider your information reliable," Spaatz was told, "Hiroshima should be given first priority."

Two days later, an early afternoon meeting was held at the Guam headquarters of Gen. Curtis E. LeMay, chief of staff of the strategic air forces, to discuss details of targeting the bomb. The bombardier of the Enola Gay, the plane selected to make the drop, was asked to point out on a map where he would be aiming once he was over Hiroshima. He indicated a prominent T-shaped bridge among the dozens spanning the rivers of the delta city — Aloi Bridge, to the Japanese who crossed it daily. What he did not know was that he was

planning to drop the bomb less than 2,600 feet from where American prisoners were already sitting.

The men were members of three crews — including that of Lonesome Lady — shot down near Hiroshima on July 28 while taking part in an air strike on remnants of the Japanese fleet that had regrouped at Kure harbor, 12 miles southeast of Hiroshima. By Aug. 2, the fliers had been captured and imprisoned in the Motomachi district in the northeast quadrant of the city, where the Chugoku regional army command had its headquarters on the grounds of Hiroshima Castle and where other military units had armories, barracks, drill fields and hospitals.

Japanese and American records establish that at least 10 American P.O.W.'s were held here, and eyewitness accounts from former Japanese military officials make it clear that they were kept at three different prisons in the vicinity. By early August, six members of the Lonesome Lady's crew remained locked up in the Chugoku military headquarters.

Not far away, two crew

members from the Talos, another B-24 from the same squad, were being held in the headquarters of the military police. Crewmen from a third plane, the pilot and radio-man/gunner of a Navy Hell-diver fighter-bomber, were also imprisoned in the area, but evidence as to their location is scant. American prisoners — whether these or others is not known — were also held at the Second Division headquarters in Motomachi.

This much is clear, however: On Aug. 6, at least 10 men from three crews were scattered in three prisons in Hiroshima. Most of these men were from the Lonesome Lady's crew, a replacement unit shot down near Hiroshima on its second mission. Most of them were in their early 20's, and most had been in the Army for at least a couple of years. But none had been overseas when they crewed up in Sacramento, Calif., and began training as a unit at Muroc Army Air Force Base in October 1944.

Training was a heady experience for all of them, called forth, as they were, mainly from the small towns of America.

"For me," says Thomas G. Cartwright, the pilot, "the war meant getting out of York, S.C., and being sent to Miami Beach for basic training. That has got to be thrilling. In a few months I was flying airplanes and doing loops and Immelmans and things I had never dreamed of. It changed our lives completely." At 21 the youngest member of the crew that was imprisoned in Hiroshima, Cartwright alone survived to come home — to his high-school sweetheart, college and then a graduate education, and finally a distinguished career in animal genetics at Texas A.&M. Now a soft-spoken man of 60 with four grown children, the title of professor and a pickup truck that he uses to get around the College Station campus, he talks about the war with reluctance, his voice rarely rising much above a whisper.

"At Muroc, we got to know each other well, as a unit, as a family." A cliché, perhaps, but as Cartwright goes on, an increasingly plausible one. His wartime scrapbook is full of pictures of the crew snapped in training, in transit between postings, and then on

their trip across the Pacific to fight the war. There is one of Second Lieut. James M. Ryan at the door of a Quonset hut at Muroc, dashing in flight suit and scarf, and there is another of Cartwright himself during his pilot training, arms akimbo and a pipe hanging jauntily from his lips. There is a blurry snapshot of the co-pilot, Second Lieut. Durden Looper, a tall, serious, 22-year-old redhead fresh out of Arkansas who was counting the days until he could return to his wife, build a house across the road from his dad's, and settle down to farm their land. Here, too, is "Huggie's girl," the pigtailed daughter of Sgt. Hugh E. Atkinson, the radio-man/gunner, the most popular member of the crew and the kind of capable man, Cartwright adds, who would have had a real future, had he lived.

The scrapbook tells the story of the crew's progress toward the war, which took them from Muroc to Langley, Va., for radar training, and then back to California to pick up their plane.

The tall gunner, William Abel, the most intense man in the crew and the most dis-

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tant, faces the camera with both hands jammed into his flying-suit pockets, his sleeves rolled up to the shoulders, and a cigar clamped between his teeth.

Buford Ellison, the flight engineer, a poor, quiet country boy from Texas, embraces Jim Ryan, the bombardier, from Binghamton, N. Y., considered the crew's city slicker.

Cpl. John A. Long Jr., the nose gunner, obligatory cigar in mouth, plants his secure and knowing gaze a bit grandly in the middle distance. Married, 27, the old man of the crew, he was experienced in ways the others were not and was something of a father to the rest of them. The package of his effects, sent home from the Pacific after he was lost in action, was a small one, but it contained a Bible.

Assigned to the 86th Bombardment Squadron of the 49th Bombardment Group, the crew picked up a new B-24 and left Sacramento for Hawaii and the trip across the Pacific. Hawaii, it is plain from the pictures, was still a lark for them. But when they reached Okinawa they discovered the skeletons of Japanese soldiers in the caves they explored. Then, on the morning of July 27, they found their names posted for their second mission; a briefing for the officers would be held before takeoff the next morning.

The officers were told that theirs was one of 36 crews scheduled for the flight from this field, and that they would be joining other planes in raids that would make Kure harbor, as Adm. William F. Halsey put it, the place "Japanese warships went to die." Flying in six squads of six planes each, they would each be carrying three 2,000-pound bombs and extra fuel. They would probably encounter no opposition from Japanese fighters, but the flak would be heavy. They were reminded that if they were shot down they were to avoid civilians, surrender to the Army, and be cooperative when interrogated, since nothing they knew could be of help to the enemy. Their target was the Haruna, a 31,000-ton battleship that was already damaged but still afloat and remained a symbol that had to be sunk. Emil M. Turek, who flew the lead plane in Cartwright's squad, remembers the mission well: "We knew it was going to be a bad one. All during our training we were taught never to fly over a battleship because they had so much armor they

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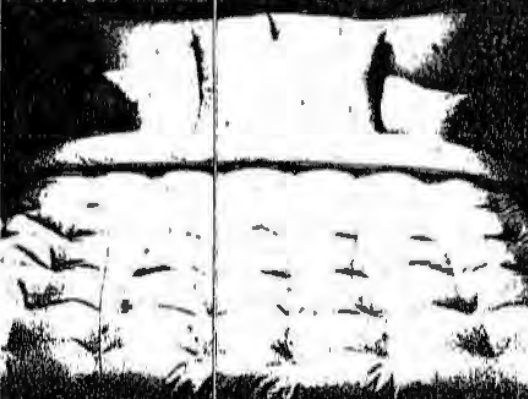
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would just about you out of the sky."

At 8:22 A.M. on July 26, the engines of the fifth squad came to life. For Cartwright's crew there were no prayers, no farewell handshakes with the belly gunner, Frank Baker, who was on sick call and was being replaced by Staff Sgt. Ralph Neal, a five-year veteran from Kentucky, who would be 24 in September. They began taxiing 10 minutes later, and 10 minutes after that, Turek took off in the No. 1 position, followed closely by Cartwright in the Lonesome Lady, Lieut. Joseph Dubinsky flying the Talca, and then came the three other planes of their unit.

Four hours later, the squad was over Kure. Turning over the city, they found their target just as anti-aircraft crews found them. Guns on the Haruna opened up, as did shore batteries, which produced intense and accurate fire. The left wing of Turek's plane was hit and he began losing fuel. Over the target now, Turek's bombardier released his load, and instantly all the others did the same. Now thousands of pounds lighter, but buffeted by the heavy flak, the squad turned to the west, hoping to swing over Hiroshima and back out to sea.

The Talca was struck almost instantly. Turek's bombardier saw Dubinsky's plane take three or four direct hits, pass under him, swing to the left, and go into a steep dive. The Lonesome Lady took a hit at almost the same moment, and the flak tore a large hole in the fuselage. Ellison emptied fire extinguishers at the blaze that erupted, but it was already too late. When he went forward to tell Cartwright that the situation was hopeless, Abel had already bailed out of the rear turret and Cartwright was trying to get the rest of them out over open sea where they could be rescued. With the hydraulic system failing, the smoke spreading and the plane beginning to go out of control, Cartwright broke radio silence to tell Turek—who returned safely to an American base—that he was ordering a bailout, and one after the other they jumped from the aircraft—Cartwright, after he had steadied the plane, last. Pilotless, the Lonesome Lady turned over on its back and went through a long, slow arc into the earth.

**C**ARTWRIGHT LANDED in a scrub forest, shaken, his mouth dry from fear, but uninjured. He hid his parachute and walked

into a clearing, where he came face to face with a farmer making his way along a path. "I made an instant decision to turn myself in," Cartwright says, but each time he made an effort to hand over his pistol the man recoiled in fear. Cartwright finally pointed to the path and they walked off together.

Fifteen minutes later, they surprised a small village. The pilot, still carrying his weapon, surrendered to the local police at the one-room headquarters and was allowed to quench his thirst. Looper was brought in a half hour later, looking sour, his leg badly cut, and shortly thereafter, with a guard and a civilian entourage, the two fliers were led to a larger village, where they were blindfolded and spent the night. The next day they were placed on the back of a truck and driven to a prison in Hiroshima.

"They put us into a room about 20 feet by 20 feet with wooden bars," Cartwright says. "That's where we saw the rest of the crew. Looper and I were the last ones going out of the plane and it had traveled a good distance, so we were probably a day later getting to the prison than they were. When we got there, they were just sitting there. All of them. They were not hurt. Just very dejected, sort of ragtag in their flight suits."

Cartwright sat down on the wooden floor. With him in the cell were Looper and five other survivors of the Lonesome Lady crew: Ryan, Atkinson, Ellison, Long and Neal. (Abel's early bailout landed him elsewhere, and he survived, and the body of Second Lieut. Roy Pedersen, the navigator, was never found.) Also in the cell were two American Navy fliers, whose names Cartwright did not learn, and several Japanese prisoners. They all sat under strict orders of silence, a single light burning over their heads, one or more guards always watching them through the bars. Behind the guards they could see army personnel coming and going in the high-ceilinged entrance hall of the Chugoku regional military headquarters.

Night came, and they unrolled the worn blankets that had been provided. A bucket was their toilet. They got nothing to eat. The light stayed on; the guards did not relax their vigil.

Not far away, in the military police headquarters, the two survivors of Dubinsky's crew from the Talca were also adjusting to life as pris-

oners of war. They were among the five crewmen who had bailed out of the plummeting plane before it crashed; six others were killed when it plowed into a hillside. Dubinsky had been the last to get out; he left the Talca low to the ground, hit the earth and was killed before his parachute could open. Sgt. Walter Piskor, the engineer, parachuted onto the roof of a Mitsubishi plant in the south of the city, where he was captured by civilians, thrown from a building, and killed. Sgt. David A. Bushfield, the Talca's radio operator, landed in the estuary of the Ota River, which flows through Hiroshima. He, too, died at the hands of civilians when he was pulled from the water by a group of fishermen and beaten to death.

Sgt. Charles O. Baumgartner and Sgt. Julius Molnar were the two survivors from the Talca. The two gunners landed not far from where the plane lay shattered and smoking in a rice paddy. Swept up by the military police before they could fall into civilian hands, they were taken to a nearby farmhouse and interrogated by an army corporal, Kanai Hiroto, who had perfected his English while working in the United States as a mechanic for a dozen years between the wars.

Now in his 70's, Hiroto was among the Japanese witnesses found by DeWalt and interviewed for "Genbaku Shi." Under orders from a military police official, he recalls, he asked the two fliers routine questions about their plane and crew—to which, it is apparent, they gave mischievous answers. Hiroto accepted their replies, but recalls being troubled by the way they looked. "They had a kind of green uniform on," he says. "They didn't wear new uniforms, they wore old uniforms. I asked, 'Why don't you wear new uniforms? The Japanese, you know, wear uniforms in planes like that when they're going to die.'"

The two fliers were taken into Hiroshima, where they were placed in one of the wooden buildings in the military police headquarters compound. As the sun set the next night, they sat not 1,500 feet from where the seven captured fliers from the Lonesome Lady were spending the night in Japanese hands.

At least two other American prisoners were also sitting in Hiroshima's jails that night—a second pair of Navy fliers, from the aircraft carrier Ticonderoga, which was

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then roaming the seas off Japan with the rest of Admiral Halsey's Third Fleet. The two were Lieut. (j.g.) Raymond Porter, a 24-year-old pilot from Butler, Pa., and Airman 3d Class Normand Roland Brissette, his 18-year-old radioman/gunner, from Lowell, Mass. They had taken off in their SB2C Helldiver shortly after 7:30 on the morning of July 28th, part of a 39-plane strike from the Ticonderoga against the heavy cruiser Tone, which had been sighted in a harbor in the Kure area. Joining with planes from other carriers, the Monterey and the Bataan, Porter and Brissette released their 1,000-pound bomb over the ship but were hit by anti-aircraft fire during their run.

They attempted to get back to the Ticonderoga, but about two hours into their flight they were forced to ditch in the Inland Sea. Other Navy fliers saw them scramble, apparently uninjured, into their rubber life raft, and a rescue aircraft was dispatched to look for them. But they had either drifted beyond the search area or had already been plucked from the water by the Japanese and brought into Hiroshima.

**O**N THE MORNING of July 30, Cartwright was roused by two guards and marched through the entrance hall of the Chugoku regional headquarters, up a flight of stairs and into an interrogation room. Aided by a translator, an officer put questions to him for the next couple of hours, at first casually, and then, when he seemed to conclude that Cartwright was being uncooperative (which he says he was trying his best not to be) more violently, with whacks to the head and knuckles. By then, however, the local water that Cartwright had drunk had begun to catch up with him, and he became sick and was taken to a toilet outside the building. When his blindfold was removed he could make out the city through a small window and a crack in the door. "I saw the rivers and the bridges and the configuration of the place where we were," he says. "That is really etched in my mind."

Cartwright's interrogation the next morning was more aggressive, and he was told that he would soon be in tougher hands. Then he was driven to a railroad station together with the two unidentified Navy fliers sharing his cell and marched onto a

train. He didn't know it, but he was headed for interrogation in Tokyo and internment in Yokohama. He was liberated four weeks later, even before the official surrender was signed, but as he was driven away from the Hiroshima cell where his men sat in silence, he says, "I rather figured that they might have been a little luckier than I was."

**S**IX DAYS LATER, ON Aug. 6, at 8:15 on a hot and humid morning, the crew of the Enola Gay, members of the 509th Composite Group of the United States Army Air Corps, dropped an atomic bomb on Hiroshima from 31,600 feet. Less than a minute later and some 800 feet from the bridge they had been aiming at, a nuclear chain reaction occurred 1,390 feet above the heads of the people of Hiroshima.

Shima Hospital was directly under the explosion. A shock wave erupted in all directions, and within a second a fireball 650 feet across had seared the earth. Every multistory brick building within a mile was destroyed, and every wooden structure within 1.2 miles simply blew apart. More than 85 percent of the people caught within 1,600 feet of Shima Hospital were killed outright. At 3,300 feet, 75 percent were killed and 20 percent more were injured.

A firestorm broke out 30 minutes later, whipping up a scorching wind of 40 miles an hour. Soon, a muddy, sticky, radioactive black rain began to fall over much of the city, and the air turned chilly. The rain continued intermittently until 4 in the afternoon. By then, close to 80,000 people were dead, 120,000 more were dying and almost everything within a mile and a quarter of Shima Hospital had been turned into ashes.

The Motomachi district was in chaos. The next day, a physician told a colleague about the soldiers he had seen, an account published later: "They had no faces! Their eyes, noses and mouths had been burned away, and it looked like their ears had melted off. It was hard to tell front from back. One soldier, whose features had been destroyed and was left with his white teeth sticking out, asked me for some water, but I didn't have any. I clasped my hands and prayed for him. He didn't say anything more. His plea for water must have been his last words."

Imprisoned at three locations in Motomachi, this is where most of the Americans died. The military police headquarters complex, where the Talpa's survivors were being held, 1,500 feet from where the bomb exploded, was leveled and burned. A photo taken in September by Japanese military police searching for traces of American prisoners is a stark composition of foundation stones, a concrete pillar and a few gnarled and blackened trees. From a photo DeWalt has found of the Chugoku regional headquarters, which was 2,600 feet from the explosion, it is clear that the roof of the imposing building where the Lonesome Lady crew was held had been destroyed and that its two wooden wings had burned to the ground.

But this photo also shows that the central portion of this porticoed structure, six windows wide and two stories high, was built out of brick, and withstood the explosion. It is here, DeWalt is convinced, about 300 feet from where Hiroshima Castle itself collapsed but did not burn, that a few Americans may have lived through the bombing. For although most of the Americans had died instantly, there were, for a time, at least three survivors. Normand Roland Brissette, one of the Navy fliers, and Ralph Neal, who had filled in for the Lonesome Lady's belly gunner, lived through the bombing, as did at least one other prisoner, whose name is unknown. And those who saw all three said they had escaped without burns.

Among the witnesses who saw Neal and Brissette was a group of 10 American fliers, members of the crew of the Nip Clipper, a B-29 that had taken off on a bombing run from Tinian Island two days after the Enola Gay departed on its Hiroshima mission. After the plane was hit by flak over the city of Yawata, the crew had been forced to bail out and had floated on the Sea of Japan for six days until rescued and brought into a military compound in Hiroshima 10 days after the bombing. Placed in a revetment near the Hiroshima train station, they tried to mooch cigarettes from an English-speaking guard ("All burned up," he told them) and settled down to eat the rice balls they were offered.

A commotion outside interrupted their meal, and shortly thereafter two Americans wearing flight suits were brought inside. "They were in terrible shape," re-

(Continued on Page 123)

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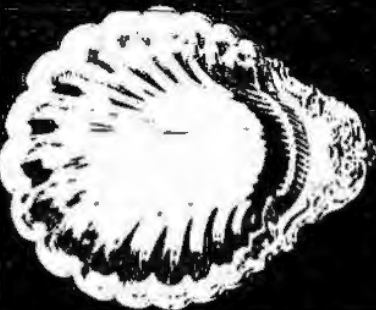


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**HIROSHIMA**

Continued from Page 118

calls Carl M. Holden, the copilot, who now lives in Lynnfield, Mass. "We got talking with them, and they said that they knew of Americans in the town when the bomb went off, and their statement was that some of them were killed outright, and the two dove into a cesspool."

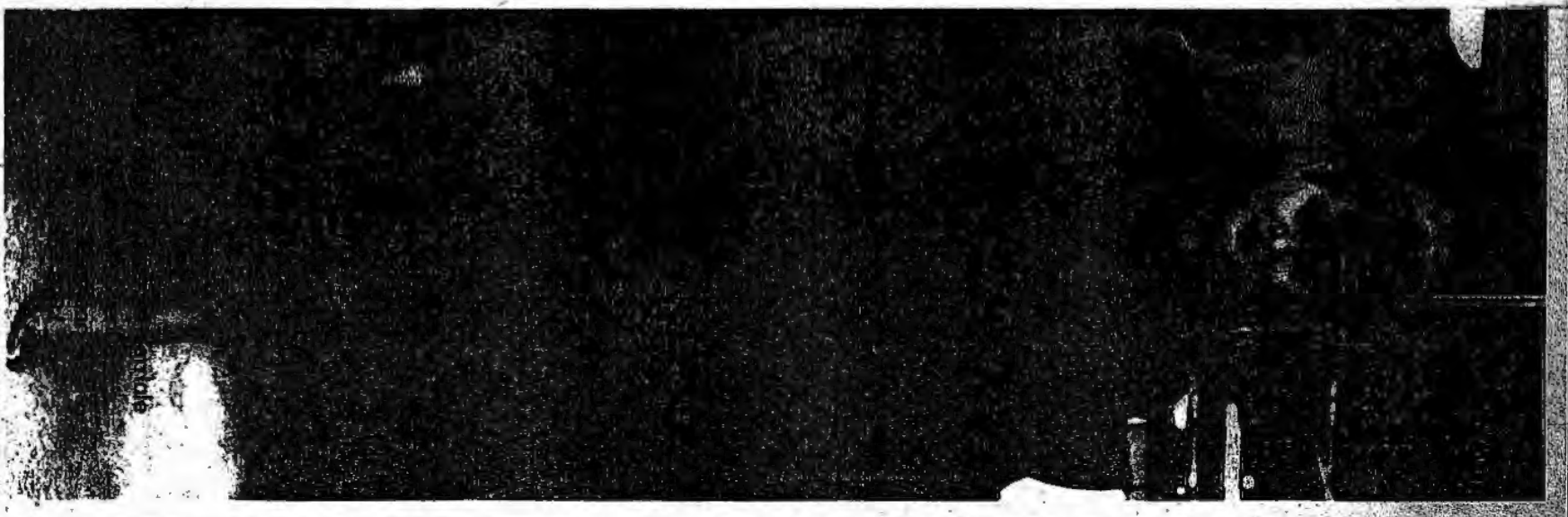
"They stayed in the cesspool up to their noses while the flames and the heat of the bomb were taking place," the bombardier of the crew, Walter R. Ross, now a Kansas City houseman, told DeWalt. "When that all subsided they climbed out of the cesspool and of course they were immediately captured by the Japanese again."

"These two fellows were really dying a very horrible death," Ross says. "You could tell that just by looking at them." Frequently vomiting, their bodies covered with running sores and bruises, they lay in the wreckage while the Americans from the B-29 crew did their best to comfort them throughout the night.

According to Ross and Holden, Neal and Britsette were no better the next day when a Japanese officer strode in, introduced himself in English as Lieut. Nobuchika Fukui, and told the Americans that they were at risk from other military officials and that he would return to help them later in the day. This was on Aug. 17. Although the prisoners did not know it, Emperor Hirohito had announced to his people the defeat of the Japanese Empire two days before and army discipline had already broken down in the city.

Fukui was about 40 then, a devout Christian who had come under the influence of an American missionary couple while attending the University of Kyoto in the 1870's. Fukui became their godson and in the summer of 1928 he organized a group of Japanese students to tour the United States, where they spent a week at Dartmouth, visiting the missionaries' son, and were introduced to the Mayor of Boston. After the war, he said that on Aug. 17 he "heard the voice" of one of the missionaries calling him to save the fliers.

He arrived at the rendezment around 5 in the evening with a faded brock, ready to take them to a military police office in the Ujima district, about four miles to the south



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through the city. "After we got out a ways," Ross remembers, "he stopped the truck and came around and told us to take our blindfolds off and asked us all to stand up in the truck and take a long look at Hiroshima."

"Nothing was vertical," Holden says. "The streets had been cleared, so you could see outlines of where the blocks were. But, in between, there was nothing." Ross recalls the area as deserted, the rubble smoldering, the city silent. He says that Fukui "explained to us that the Americans had dropped this horrible bomb on Hiroshima, had completely destroyed Hiroshima, and how inhuman the Americans were to drop such a horrible bomb."

"I ordered the driver to stop," Fukui told DeWalt. Gesturing toward the funeral pyres still burning in the city, he turned to the American soldiers. "Look there," he ordered them. "That blue light is women burning. It is babies burning. Is it wonderful to see the babies burning?"

Twenty minutes later, they pulled into the courtyard of the Ujina military police headquarters, where they were allowed to wash and eat and were locked into small cells for the night. Neither Ross nor Holden ever saw the injured fliers again. The next morning, they were told that Neal had died and that Brissette was too ill to accompany them on their journey. Later that day, he, too, succumbed, becoming the last P.O.W. to die in Hiroshima. As the 10 members of the crew of the B-29 made their way east to a camp from which they would soon be repatriated, records show that the remains of the two dead airmen were buried under small mounds of earth not far from where they had died. A photo taken by the Japanese search party in September shows that the graves were topped by two large crosses, sprigs of greenery, and placards carrying the names of the dead.

On Dec. 6, 1945, 16 weeks after their deaths and 13 weeks after the formal surrender of the Japanese armed forces, Second Lieut. John W. Day of the 3064th Graves Registration Company recovered their ashes from the soil of Hiroshima. A week earlier he had led a detail to exhume the bodies of Dubinsky and six members of his Taloa crew from graves near their crash site, and a day later he recovered from their shared grave at the rear of the Kokuzen-ji temple in 41-

rosima (just the remains of Piskor and Bushfield — the two Taloa crewmen who were killed by civilians after they had parachuted from their plane. The records retrieved by DeWalt from the Army's 283 files make it clear that Lieutenant Day's activities were part of a large and systematic effort to locate the graves of missing American servicemen and to determine the circumstances of their deaths. In doing so, it is also apparent from the files, the Army discovered that it had the remains of at least 20 P.O.W.'s — more than double the number of American dead who can now be identified.

**T**HE NUMBER OF American servicemen who died may in fact have been greater. Akitaka Fujita, a former military police lieutenant who supervised the September search for remains and photographed the prison ruins, told DeWalt that he recovered at least a dozen dog tags of American P.O.W. victims in a safe of the military police headquarters. Hiroshi Yanagida, a former ranking officer in the same service, has been telling the Japanese press for more than a decade that in 1946 he turned over a set of 23 dog tags to American authorities, and that he believes there were more.

Such stories are by now a part of the oral tradition of Hiroshima, and they are told and retold as part of the rites of remembrance for the 200,000 victims finally claimed by the bomb. There are those who speak of an American woman who died in the bombing, or of black soldiers who were held in prison, and died there, too. Some witnesses report that P.O.W.'s crawled from the rubble, that one of them was stabbed and that others were taken to a drill field, there to be shot. Most often of all, witnesses recount the story of a young American man, the third confirmed survivor of the blast (with Neal and Brissette), who was beaten to death on the morning after the bomb was dropped. Witnesses describe him as "the handsomest boy I ever saw," with "blond hair," "green eyes," "white waxlike skin," "a big body, and very strong, looking like a lion." They say that he was tied to a pole with a note that read, "Beat This American Soldier Before You Pass," and that he was then stoned and clubbed to death by a crowd on Aioli Bridge, where the Enola Gay had set its sights. ■

*Genbaku Shi: Killed by the Atomic Bomb*

1 reel, color, 16 mm print

Public Media Arts Inc., Santa Fe, NM 1985

Directed by Gary W. DeWalt

FDA 8227 Ref. Print

Library of Congress Motion Picture Collection

Hiroshima photos from the Research Institute for Nuclear Medicine and Biology, Hiroshima University  
Survivor drawings from the Hiroshima Peace Culture Foundation

The director of the Peace Culture Foundation, Yasutake Hirayama, wants information on any additional POWs so that their names may be added to the Memorial Cenotaph in Peace Park, Hiroshima

\* \* \* \* \*

Thomas Cartwright: Ralph Neal was a replacement, assigned to *Lonesome Lady* that day. He doesn't know much about Neal. He wasn't even needed on the crew.

The goal was the *B.B. Haruna*, 15 km southeast of Hiroshima, four hours flying time. The planes were modified for the flight. All extra guns had been removed to make space for added bombs. Ralph Neal did not even have any guns to fire on this mission.

They entered a dense pack of clouds that restricted visibility as they flew towards Kure Harbor. In a break in the clouds, they saw the *Haruna* and released their bombs. Shortly afterwards, they were hit.

Cartwright: Abel "was quick on the trigger anyway." Not surprising he bailed out early. Sprayed an entire fire extinguisher on the flames, had absolutely no effect at all.

Tatsuji Mori, a fifteen year-old witness to the *Taloo* crash: "They had just air-raided Kure at an extremely low altitude. They didn't think much of the Japanese Air Force or the anti-aircraft positions. We have to admit that Japan had lost its war potential. From Kure they were traveling from east to west, and the Japanese high altitude guns hit the tail of the B-24. I am sure it hit the rear area. I saw the parachutes come out from the tail part. I don't know exactly from where. I am pretty sure they came out from the airplane's right side. [shows sketch] I saw three parachutes from my direction.

Kanai Hiroto, Corporal: "The plane dropped in a place about right here ... a place called Itsukaichi, at the foot of the mountains. It crashed in and about thirty ... I think it was about thirty or forty minutes later two men came on parachutes. And one of them was Charles Molnar, twenty years old. The other was Baumgartner, about thirty-five years old. Two of them were there. They jumped on parachutes."

Film had some unusual mapping. They had the first location the prisoners were taken as the location 400 meters due east of Ground Zero. The film described this as a small wooden one-room military police building. Then, they were moved several blocks north, on the grounds of Hiroshima Castle. Is this right???

Thomas Cartwright: Only Americans had been put in the cell. The whole crew of the *Lonesome Lady*, except Pederson and Abel were there. (Abel had been taken to a different POW camp and survived the war.) Also three or four naval pilots were there with them. (Cartwright and the crew were blindfolded most of the time.)

Lieutenant Noibuichi Fukui, returning from leave: "I saw a flashing inside the train and then immediately a big sound -- Boom! And I asked a friend, what's the matter? It may be a Japanese tank broken by a bomb from an airplane."

Conventional airstrikes continued after the atomic blast. On 8 August, a massive formation took off from Tinian for Yawata. A B-29 was hit over the target and the crew bailed out. Lieutenants Walter Ross and Carl Holden recall that they eluded capture for a week, then surrendered when they ran short of food and water [on 16 August]. They were held in a small revetment immediately behind the rubble of the Hiroshima train station.

Walter Ross: "The next day [17 August] we heard a commotion and they were bringing in two Americans. And these Americans, we found out by talking to them, had been in Hiroshima when the bomb was dropped."

Carl Holden: "And Neal and Brissette had somehow survived by diving into a cesspool, where they spent four hours while all the fires and resulting damage ensued. After four hours, they climbed out of the cesspool and they were scooped up again by the Japanese. And from what we could figure out, they had been worked over pretty badly physically."

Walter Ross: "These two fellows were really dying a very horrible death. You could tell by just looking at them -- pus was coming out of their ears -- their mouths were open and flies would walk in and out freely. And they were not all that coherent to be able to talk to us."

Carl Holden: "I figure the combination of the radiation and the beatings and so forth had left them with no healing power. Sores were still running, and bruises, and they felt nauseous ... they just didn't frankly care to live."

Walter Ross: "It was very difficult for them to talk and communicate. And they were dirty, and they were just hardly living, really. Just about making it."

Carl Holden: "They were constantly throwing up. Food was of little value to them, as they couldn't hold it down."

Walter Ross: "We did have a first aid kit that I had hid in my trousers. And in that kit was some morphine, but I was afraid with their head injuries to give them any morphine. My training had always been that if you give them morphine with a head injury, you're gonna kill them."

Lieutenant Noibuichi Fukui was called in to his supervisor's office, was told that the Americans were no longer important, and that he could kill them if he wished.

Noibuichi Fukui: "And he said to me: 'The war is over. Prisoners are unnecessary. You may treat freely.' I asked him: 'Treat freely. What do you mean?' He said: 'Oh, kill or alive, you are free.' So I made a great quarrel. I said: 'Do you know the prisoners' treaty, the international treaty in Hague? Japanese delegates signed instead of Japanese Emperor, so the Hague prisoners' treaty is vital.'"

Lt. Fukui took a great risk in arguing with a superior officer. His superior finally agreed with Lt. Fukui, and agreed to issue an order for the safe evacuation of prisoners from Hiroshima.

Noibuichi Fukui: "So he said: 'Your theory, I think is right. I'll try to give you an order to treat the prisoners warmly.' So I said to him: 'Your document is necessary for us, otherwise we cannot treat them warmly ... justly.' 'Oh yes,' he said 'We'll give you tomorrow a nice order sheet.'"

At dusk on 17 August 1945, Lt. Fukui commandeers a flatbed truck and river, and goes to the area where the American POWs were held.

Carl Holden: "This Japanese lieutenant came in and said there was a party starting outside the revetment that could have been detrimental to our health, so he was coming back with a truck to move us."

Noibuichi Fukui: "And I went to ten aviators' house [location] near Hiroshima Station, and I ordered them: 'All gentlemen, stand up! Attention! Stand up! Turn to right! Here is the truck! You may march slowly. Come in. Come in.'"

Walter Ross: "We climbed aboard this truck. We were again blindfolded, and I can't remember exactly the details of how we got Brissette and Neal up into the truck, but we did put them into the truck."

Noibuichi Fukui: "Many audience assembled near the truck saying: 'Come here! Come here!' The MP officer treats the prisoners in English, not Japanese! 'Come in! Come in!' [laughs] So many audience are assembled, but I know the international rules, so I worried."

Walter Ross: "We drove a short distance when he stopped the truck, got out of the front of the truck, came around to the back, told us to take our blindfolds off, stand up, and look at how Hiroshima was. He explained to us that the Americans had dropped this horrible bomb on Hiroshima, and had completely destroyed Hiroshima, and how inhumane the Americans were to drop such a horrible bomb."

Carl Holden: "The military police lieutenant explained what an inhumane act the dropping of the bomb on the town of Hiroshima was, and that in the nature of 150,000 people had been killed outright, and that we should be ashamed to be party to such dastardly deeds, *et cetera, et cetera*."

Noibuichi Fukui: "And I ordered the driver to stop, and I said: 'Look there ... those blue lights ... those fires are women burning. It's babies burning. Is it wonderful to see the babies burning?'"

Carl Holden: "The comment about the lecture that we got, about how inhumane we were to drop this new weapon and so forth on the Japanese and kill all the innocent civilians, *et cetera, et cetera*. One of the fellows spoke up and said, 'did you ever hear of Bataan?' And that was the only comment that was ever made."

Walter Ross: "As we looked around, we could see that everything had been completely destroyed. Just like a steamroller had rolled over all the buildings, and all that was left was just rubble."

Carl Holden: "We must have been near the center, because *nothing* was vertical. Block after block. The streets had been cleared, so you could see the outlines of where the blocks were, but in between there was nothing. The only complete piece of equipment that I saw were two barber chairs sticking up through the rubble."

Noibuichi Fukui: "Some of them said: 'Please allow me to say our hearts.' But I said that my mission is to carry them as quick as possible safely. We haven't sufficient time to talk together. Go on! And then we reached Ujina branch."

They were then taken to Ujina MP headquarters, allowed to wash up, and put into cells. Neal and Brissette were placed in cells further down the corridor.

Carl Holden: "A doctor was brought in and checked us out physically. When it was all over, he asked us if we knew of any way we could help him save -- oh, he used the figure, of perhaps -- a thousand people a day that were still dying as a result from the dropping of the bomb. But we told him that we knew of an atomic bomb but we didn't know what the effects of it were. We couldn't offer him anything, not being medically trained or anything else."

Walter Ross: "On the 19th, at two o'clock, Ralph Neal died. Later on, I was able to make an entry into my diary book. It says here [reading]: 'Staff Sergeant Ralph J. Neal ....'" [Reads off service number and date of death, but not otherwise exciting.]

Brissette died later the same day. Brissette and Neal were buried along the road by the Ujina Military Police Station. [Their graves shown in the film.]

The third prisoner died on Aioi Bridge. The film shows three accompanying drawing made by witnesses. These show beatings, but one shows a crucifixion complete with nails driven into the prisoner's hands.

Narrator: there is "strong evidence to suggest there were more" prisoners of war in Hiroshima.

Lt. Akita Fujita: "After the war ended, there were two general military headquarters established in Japan. Japan was divided into two major districts. And Second General Headquarters communicated with U.S. General Headquarters. The U.S. staff officers sent us an order to exhume the bodies. So I and some men came here to pick up the bones."

Lt. Fugita visited two sites. The first was where Baumgartner and Molnar were taken. The MP police jail that burned to the ground contained POW remains. The second site was the Sevu Second Division Complex. Within the complex, Lt. Fugita discovered the remains of more POWs. Fugita recalls evidence of twelve to fifteen deaths. Fugita never visited the Chugoku Kempei Tai Headquarters. Records show that remains there were turned over to the U.S. Army on 6 December 1945.



RUTGERS, THE STATE UNIVERSITY OF NEW JERSEY

NEW BRUNSWICK

AN INTERVIEW WITH MARTIN L. ZAPF

FOR THE

RUTGERS ORAL HISTORY ARCHIVES

WORLD WAR II \* KOREAN WAR \* VIETNAM WAR \* COLD WAR

INTERVIEW CONDUCTED BY

SHAUN ILLINGWORTH

and

MICHAEL MINK

YARDLEY, PENNSYLVANIA

OCTOBER 25, 2005

TRANSCRIPT BY

DOMINGO DUARTE

Shaun Illingworth: This begins an interview with Martin L. Zapf on October 26, 2005, in Yardley, Pennsylvania, with Shaun Illingworth and ...

Michael Mink: Mike Mink.

SI: Mr. Zapf, thank you very much for having us here today in your home.

Martin Zapf: I'm happy to have you here.

SI: Thank you. I will let Mike ask the first question.

MM: We generally begin our interviews by asking a few questions about your parents. Where were they from?

MZ: Well, my parents were immigrants, immigrating to the United States after World War I. In fact, my paternal grandfather also immigrated to the United States about the same time, from Germany, I should say.

SI: Was their immigration directly related to the war? Were they trying to get away from the war before it started? Was it in the aftermath of the war?

MZ: Well, ... I don't know the reasons, except, one can assume, they left because they wanted to find a better place to live. They came from East Germany, from Thuringia, and immigrated to the United States for a better life, I presume.

MM: Where did they come to in the United States?

MZ: They came through Ellis Island, like many immigrants during that time. You will find my grandparents and parents and uncles [in the records], a big family. Actually, my grandfather came with seven children in 1916 and one of the children he brought with him was my father.

SI: After Ellis Island, where did they settle, initially?

MZ: They settled in Kingston, New Jersey. I believe the reason for that was, there was a relative of my grandmother, who lived ... near Kingston, who were their sponsors. They sponsored my grandfather and his family coming to the United States and, therefore, they settled in Kingston and most of them went to work for the Princeton Nurseries, which, at that time, was one of the largest nurseries in the country. They all worked there. My grandfather and his children, many of them worked for Princeton Nurseries, when they first arrived in the United States.

SI: Where and when were you born?

MZ: I was born in Princeton on November 20, 1925.

SI: Did your mother's family also settle in the Princeton area?

MZ: ... My mother's mother and father did not immigrate. My mother had a sister who immigrated and a younger brother who immigrated. They all came to this New Jersey area.

SI: Do you know how your parents met?

MZ: Not really. I don't know that.

SI: Did you grow up in Princeton?

MZ: Yes, I did. ...

SI: What was Princeton like when you were growing up?

MZ: Well, it's much the same as it is today. ... Princeton proper doesn't really change very much, because of the dominance of the university, so that the Borough of Princeton doesn't change very much in my lifetime, in eighty years. But the outskirts, Princeton Township and the neighboring township, is where all the expansion has taken place. It's primarily residential, by a long shot. There is some industry, but it's primarily a residential area.

SI: What about your neighborhood? Your family had emigrated from Germany. Were there other German immigrants in the area? Was there a mixture of different groups?

MZ: ... I really don't know that. There was family. ... As I say, a lot of my family immigrated, Grandfather first, and then, my mother and her sister and her husband, and then, the members of the family immigrated, following the grandfather, which was not unusual in those days. So, most of ... my knowledge of other Germans were mostly family, family members of the Zapf family and the Latterman family. That was my mother's maiden name. She had a sister and a brother here, also.

SI: Were most of your activities during your childhood centered around your family?

MZ: Very much so, very much so, which was rather standard procedure, I guess, in those days. We associated with members of the family more so than we do today.

SI: Were you involved in any aspect of the community through a church or a community group?

MZ: Belonged to a Dutch Reformed Church in Blawenburg, New Jersey. My family was, as they say in German, *Evangelisch*, Protestant, all right, non-Catholic, and the only church near where I lived was the little church in Blawenburg. It's still there, called, I don't think they say Dutch Reformed Church anymore, it's just called a Reformed Church, for whatever reason that is. ... That's the church that I attended when I was growing up, for Sunday school on Sundays.

SI: Where did you go to school?

MZ: I went to the local township school in Montgomery Township, outside of Princeton, adjoining Princeton Township, ... through eighth grade, and then, in high school, to Princeton High School. We bussed to Princeton for the four years.

SI: What did you think of the education you received in Montgomery and Princeton?

MZ: I think it was very good. Looking back to those days, I think it was a good education and, certainly, I felt at the time that we were fortunate to be bussed to Princeton, because, before I went to high school, most students from our area were bussed to Somerville, New Jersey, and due to whatever reason, capacity or something, the township changed from Somerville to Princeton High School and that was a fortunate thing for me, because it was a better high school.

MM: Did you take part in any sports or extracurricular activities in high school?

MZ: Not very much. I lost my father when I was three years old, so, I really didn't know my father. So, my mother went to work to support me. ... I grew up with my uncle and aunt instead. So, when I became old enough to work and earn some money, I usually did that, and that includes in high school, after high school, days and weekends. I usually worked, to try to take the burden off my mother.

MM: What type of jobs did you hold?

MZ: I worked in a hardware store, I worked in a grocery store, drove a delivery truck in Princeton, that sort of thing. Of course, that was only a short period of time, because my senior high school year was 1943, which was in the middle of the war. ... In fact, the last six months of my senior year, we dropped all of our regular classes and we're given what they called pre-induction classes, because everyone, unless you had some handicap, was certain to ... enter the service. In fact, I was only seventeen when I graduated. There were some colleagues who were eighteen who actually missed the last six months of their high school year, because they were drafted when they were eighteen.

SI: Can you elaborate on these induction classes a bit more? What did they entail?

MZ: Induction?

SI: Pre-induction classes.

MZ: Oh, well, the major one, which had an impact on me when I went into the service, was, they assigned a naval officer to the school who taught us Morse code and semaphore. Do you know what semaphore is? with flags, yes. [Editor's Note: Mr. Zapf is referring to communication with signal flags.] As it turns out, when ... I entered [the] service, I did apply for and get into the Army Air Corps. There wasn't any Air Force in those days and, even though I wanted to learn to be a pilot, it didn't work, because ... I entered too late. I didn't go in until 1944 and they had more pilots than they knew what to do with. So, they sent me to radio school. So, the Morse code that I learned in high school came in handy, as it turned out.

SI: Do you remember some of the other subjects that came up in these courses?

MZ: I only remember the naval officer who was assigned to our high school. No, I don't remember what the other courses were.

SI: Were these courses in addition to normal classes, like science, math and history classes?

MZ: Right. I think things like math and history, they continued, because, obviously, they had something to do with pre-induction.

SI: Did you notice other things being cut back at your school, like social activities or sports programs, because of the war?

MZ: Oh, yes. For example, it was a tradition at the high school for the senior class to go to Washington on a day trip or a two-day trip. Things like that were cancelled. We spent a lot of time collecting things for the war effort. There was a big pile of junk in the back of the school where we collected [laughter] metals and various things for the war effort. We were all conscious, obviously, of the war.

SI: Before Pearl Harbor, what did you know about what was happening overseas, in Europe and Asia, in the late 1930s and early 1940s?

MZ: I don't remember exactly. I was aware, certainly, of what was happening in Germany, because [I was] of German origin. I went to Germany twice during my youth, once when I was five years old, in 1930, and once when I was ten years old, in 1935, and I can recall the Nazi Movement, not necessarily anyone that I remember in my family, but there were lots of parades, which, as a young boy, I really enjoyed. The Germans could do a fantastic parade, with bugles and drums and horses. ... I do remember that and I was aware of Nazism, although I'm not sure I had any ... knowledge of what the impact really was, of what was going on from that political standpoint. ... In the Pacific, I don't remember anything there until the Japanese bombed Pearl Harbor, ... which was '41. ... That would have made me sixteen years old. I was at a neighbor's farm. I think it was on a Sunday, as a matter-of-fact. I remember that quite vividly, ... the farmer telling me the news that just had come over the radio and I getting on my bicycle and riding home to tell my family that the Japanese had bombed Pearl Harbor.

MM: How were you received in Germany, as an American, visiting there in the 1930s? Did you talk to many of the locals?

MZ: Sure we did. Again, probably mostly family, but, obviously, other people as well and we were well-received. I have only happy recollections of those days, although it's so many, many years ago, but I remember doing that. We didn't fly. We took a passenger ship from New York to Germany, ... which was an exciting thing, once as a five-year-old and once as a ten-year-old. I remember having a great time and there was family left over there. They didn't all immigrate. So, we spent the months that I was there in the summer visiting family, visiting and staying with family.

SI: Which areas did you stay in and visit?

MZ: Well, one was Hamburg, where there was an aunt and uncle who lived there. They were farmers and the rest of them were in Thuringia, [in] what was known, after World War II, as East Germany. That's where my family came from. ...

SI: You were there for a number of months, a summer visit.

MZ: Probably a couple of months, both times. I don't remember, but my family used to tell the story that, when I was five years old and went to Germany for two months, that when I came home, I had forgotten how to speak English. I don't remember that, but they used to tell that story, because I was, you know, immersed in German and, of course, at that age, one learns a language rather rapidly, ... but one also forgets the original language.

SI: Were you raised to speak both German and English?

MZ: We spoke mostly English, because my family was trying to learn to speak English, but, obviously, they spoke German when we were all alone.

SI: They did not adhere to the notion that, "We are in America now, we are going to ignore our past."

MZ: No.

SI: Were German traditions kept up in your household, other than the language?

MZ: Pretty much, pretty much so, yes.

SI: Holiday celebrations, that sort of thing.

MZ: Well, but they're pretty much the same as American holidays, the exceptions being, like, the Fourth of July, ... but, certainly, Christmas and Easter were the same in both countries.

SI: Just before Pearl Harbor, do you remember any discussions, either in your family, in your community or among your friends, about whether America should or should not get involved in overseas conflicts?

MZ: I'm sure there were those discussions, but I don't really remember that. I don't really remember taking part in anything like that, or hearing it even, when it was discussed. There was certainly concern before the US entered the war, from the German standpoint, because Germany was at war, right, going back to 1939. So, there was concern within my family, obviously, for family reasons, right.

SI: Were they corresponding with their relatives in Germany after the war broke out?

MZ: Oh, yes, as much as they could.

SI: What were they hearing?

MZ: Oh, I don't know what they were hearing. That's too long ago.

SI: When Pearl Harbor happened, did you think that you would eventually be involved or did you think that it would be over in a few months? You were sixteen then.

MZ: Well, I'm not sure what I thought at that time. ... No, I probably didn't know that I was going to be involved. I didn't know how long the war was going to last or anything like that. I don't think I thought about that at that time, but it didn't take very long before it became a thing that I did think about, because of age and people being drafted, young men being drafted, ... some enlisting at seventeen and some being drafted at eighteen. So, I knew, I was sixteen when the Japanese bombed Pearl Harbor, that, two years later, I was about to go. Initially, I guess, I didn't think about it.

MM: Did you have older friends who entered the service before you, while you were still at home?

MZ: Yes. One of my best friends was the son of the farmer who lived next door to where I lived, the Hegaman family. ... He was about three years older than I and he left, I don't remember exactly which year, but, probably in 1942.

MM: Did you hear from him at all during that time?

MZ: Yes, I did, as a matter-of-fact. ... By luck or coincidence, when we were being liberated from Japan, from the POW [camp], we flew through ... Guam. I was in the hospital on Guam for a short period of time, on the way back, and I asked one of the nurses if they could locate my friend by the name of Bob Hegaman. All I knew was that he was in the Marines in the Pacific somewhere and she found him, on Guam. ... It was an amazing reunion we had, ... probably in September 1945. The war was over and he happened to be in Guam, on his way home, as I was, but we didn't know each other was there until this nurse was able to find him.

SI: That is pretty amazing, in the whole war.

MZ: Yes, two little country boys from New Jersey having a reunion. It was unique.

SI: After Pearl Harbor, how soon did your community begin to change, in terms of rationing, blackouts, things like that? Do you remember those aspects?

MZ: I can remember rationing, because of various things. I worked in a grocery store in Princeton, a supermarket. I think it was called the A&P in those days. Things like butter and coffee were rationed, I remember that. Gasoline was rationed. ... In my senior year of high school, I was fortunate in one regard, my stepfather had entered the Army and left his car home for me to use. So, I was a pretty classy senior in high school, with my own car. Back in those days, it was unique for that to happen; today, perhaps not so much. So, I was faced with the

rationing problem. I remember that, for the few months that I was home and had [the] ability to drive a car.

SI: What happened to your stepfather in the service?

MZ: He didn't go overseas. He served in various places in the United States. He was in the Army. I don't remember specifically what he did, some branch of the Army somewhere.

SI: I want to ask you a few questions about living in Princeton. Was there any kind of relationship between you, the townspeople, and the university?

MZ: Not really.

SI: Would you go to sporting events?

MZ: Oh, I used to spend any spare time I had going to sporting events at Princeton. I would usher at football games, for example. It was a non-paying job, but I could get to see the football game, at the old stadium. I can't even remember the name of the stadium now.

SI: Palmer Stadium?

MZ: Palmer Stadium, right, and there were lots of other sporting events that one could see for free of charge, like the university wrestling team and swimming team. I spent a lot of time at the university, in my spare time, at those kinds of events.

SI: In 1938, the *War of the Worlds* broadcast caused a lot of hysteria in the Princeton/Princeton Junction area. Do you remember that at all?

MZ: I'm trying to remember the man who did that.

SI: Orson Wells.

MZ: Right, Orson Wells. I have a recollection of that, I don't think first-hand, but I remember it happening.

SI: I was wondering if people actually felt that way, because it alarmed people in the area where it the story took place.

MZ: I don't know.

SI: Okay. Most kids in high school, towards the end, are thinking about what they are going to do afterwards, whether they will be going to college or getting a job. However, being in high school during the war, did you only think about going into the service?

MZ: Yes, I had no career plans. I was not scheduled to go to a university or college. In those days, it was totally the reverse of what it is today. The majority of students in high school did



not attend college. There was only a select group of students who took academic courses in preparation for college. There was no plan for me to attend a college while I was going to high school.

SI: Did you give any thought to what career you might pursue or was it all on hold?

MZ: Everything was sort of on hold. I didn't know what in the world was going to [happen], what I was going to do. I had no plan, because, you know, we were going to be inducted and we were going in the military, and that's all we really thought about during the latter years in high school.

SI: Can you take us through the process of being inducted and actually getting into the military? How soon after graduation did you go in?

MZ: We had to register at age eighteen, register for the draft, and I was eighteen in November. I really wanted to join the Navy, because I didn't know how to swim, and I knew [that] everybody who joined the Navy was taught to swim and I wanted to join the Navy. ... I needed a parent's signature. My mother didn't agree with me and she said, I'm going to be drafted anyway, "You might as well wait." So, I lost that argument, and then, at eighteen, in November, I registered for the draft and it didn't take very long after that before I was called. In January, I was called to Somerville for physical examination, etc., and all the draft boards in the area came to this place in Somerville. Our draft board was late that day, so, we were one of the last ones going through and I remember, at the end, there were three officers sitting there, one representing the Army, one Navy and one the Marines, and I walked up there and the man stamped my papers, "US Army," and I said, "I'm sorry, I'm going in the Navy," and he said, "I'm sorry, son, the quota is filled for today." They obviously couldn't let everybody make their own decision, and had I been early that day, maybe I could have gotten in the Navy, but I couldn't and I was heartbroken. I went home. I don't think I cried, but I was very upset, because I had my heart set on joining the Navy. So, I wound up in the Army. We had this physical in January and, in February, I reported for active duty, at Fort Dix, New Jersey. At Fort Dix, I applied then for Army Air Corps and pilot training and I passed the initial tests and they sent me to an Air Force basic training camp. ... I've forgotten where, in North Carolina or somewhere down there, and, as I said earlier, I took some more tests for becoming a pilot, but, at the end, they used the term, "We've been washed out," because they had too many pilots. ... So, there was no more pilot training available and they sent me to radio school. That's how that all came about.

SI: Was it difficult to make the transition from civilian to inductee in the military?

MZ: I don't think it was. It's certainly a big change, but I don't think I found it difficult. ... I don't think I was homesick. I didn't have any of those kinds of problems.

SI: Had you spent much time away from home before that?

MZ: No, not really, no, but we were all young men entering the service and it was an interesting experience, all parts of it. I have no regrets about having served.

SI: What about traveling down South to what I guess was a classification center in North Carolina?

MZ: Basic training.

SI: It was basic training, in North Carolina. It was Air Corps basic training, not Army basic training.

MZ: Yes. It was an Air Corps basic training.

SI: What was an average day like in basic training?

MZ: We did many things in basic training, most of it learning to march and obey orders and physical training, a lot of physical training, to make sure we're in good shape. ... That's about it. That's my recollection.

MM: Did you meet a lot of new people in basic training?

MZ: Of course.

MM: Were they from other parts of the country?

MZ: Of course. There were no friends with me. No high school friends were in the same group or anything, so, everybody was new, but that was not a problem. ... We're all in the same boat, really. ... It was not a problem.

SI: Do any of your drill instructors stand out in your memory?

MZ: No, I don't remember [any] specifically.

SI: They were not like characters you would see in the movies.

MZ: At my age, ... memory fades. No, I can't be specific about those things.

SI: Where did you go after basic training?

MZ: After basic training, they sent me to radio school. The other option was gunnery school. I was an enlisted man. The other option would have been engineering school, but I'd really had no engineering type of background. So, they sent me to radio school in Scott Field, Illinois, which is near St. Louis. I don't even remember how long we were there, but we were there quite a long time. It was rather an extensive training program, not only learning to send and receive Morse code, but the mechanics of a radio. We'd build a radio set. It was good training.

SI: Were you taught how to repair equipment?

MZ: Yes, which was probably a waste of time, because, when you're on an airplane, flying bombing missions, you don't have any time to repair a radio anyway, but they did teach us that.

...

SI: Were you taught radio navigation at that point?

MZ: Yes. I don't remember the terminology anymore, but we could, by sending radio beams, do navigational work, if the pilot requested that. Of course, in my actual flying, we had a navigator who did most of that kind of work, but had it been necessary, I could assist in that, also.

SI: You mentioned that it was a very long training course, but how intense was it? Did many men wash out?

MZ: I think there were some. In radio school, I think there were some washouts, but not very many, a small percentage who ... couldn't do Morse code. It's not an easy thing to listen to [the] "dit-dot" sort of thing and write it down, that's really what the job entailed.

SI: Did you have to get faster and faster, record more words, each week?

MZ: Yes. That was the objective, to make you proficient in sending and receiving.

SI: Do you remember going on leave, either in Illinois or North Carolina, and visiting any local cities or towns?

MZ: I don't really remember. I'm sure that, from time-to-time, we were given a pass to go into the city. Certainly, in Scott Field, I went to St. Louis on occasion, on a weekend. We were very close to St. Louis and that was a major city. So, on weekends, to get away from the base, whenever it was possible, I certainly went to St. Louis a few times. I don't remember the North Carolina thing. I don't think we had passes in basic training.

SI: Where were you sent after Scott Field?

MZ: I was sent to Lincoln, Nebraska, to an Army Air Corps base, which was a staging area for crew members. They assembled everybody there, I think, including the pilots, co-pilots, navigators, bombardiers, gunners, radiomen. They created crews from that batch of people. That's where we were crewed. We were there, let's say in Lincoln, probably no more than a week or two, doing nothing, waiting to be crewed and [for our] next orders, and, when they came through, we were sent to Alamogordo, New Mexico. ... On the train down, we met our crew members. We met each other, which was rather interesting. I'm not sure all of them, but most of them; the gunners were on the same train and some of the officers, bombardiers, navigators. We found out who our crew members were going to be. In the B-29 program, the pilot was called [the] airplane commander, the co-pilot was called the pilot, which is confusing to some people when we talk about that. Our airplane commander was a man by the name of George Keller. So, we were members of Keller's Crew. There were eleven of us, he and ten more, and we flew in Alamogordo, while he was learning to fly a B-29. He had a pilot's license and he

could fly large airplanes, but he had never flown a B-29, nor the co-pilot, or the pilot. So, it was a boring time, because all we did was take-off and land, take-off and land, all day long, while he's learning to fly the B-29. ... We were there, like, three or four months for that training and, of course, all of us did training on whatever our responsibilities were. The bombardier, the navigator, we would go on trips; when ... the pilot knew how to fly it, we'd go on trips where the navigator would have to plan the route and we made trial bombing runs for the bombardier's sake and the gunners practiced and that sort of thing and I, of course, did, too.

MM: We hear stories of men being anxious, while they are in training, to get into combat. Is that the way you and your crew felt?

MZ: Yes. We were anxious about when we were going and where we were going. The B-29s were new to the Air Force, had not been used anywhere, except in the Pacific, and they had only begun being used in 1944. So, I volunteered for the B-29 only because of the excitement of [flying in] a new airplane. When I finished radio school and they gave us an option, ... I put my hand up for that, because I wanted to fly in something new and it was unique, because we had pressurized cabins, for example. ... We didn't have to wear a lot of heavy underwear and coats and jackets. So, it was thrilling excitement, a lot of excitement about joining the B-29 group.

SI: Before you got into bombers, were you aware of the casualty rate, how dangerous it actually was in the bomber force?

MZ: Yes, ... we read the newspapers. We knew, for example, in Europe, we suffered many casualties in bombing Europe, B-17s and B-24s. So, we knew there was a lot of danger involved and we assumed the Pacific would be no different than it was in Europe. The Japanese had pretty capable flyers, pilots, as well.

MM: When you were down there, did you know which theater of operations you would be sent to?

MZ: Which theater? When we were down in New Mexico? Yes, because the B-29s only went to the Pacific. We knew we were going to the Pacific and we had three choices, Guam, Saipan or Tinian. That was it, and we wound up on Tinian, which, at that time, was the biggest airport in the world. It was an unbelievable thing. There were four runways, side-by-side, and, on mission days, it was a sight to behold. There were hundreds of B-29s lined up, ready to take-off, and four of them would go down the runway side-by-side, taking off. ... You don't see that anywhere in the world today. It was quite a thing to see and we were happy [that] we got to Tinian, because it was the biggest base.

SI: Was this the first combat tour for all of the members of your crew or had some of them had experience on other types of aircraft?

MZ: ... The airplane commander and pilot, they had flown, during training, other kinds of airplanes, but the rest of us had not flown anything. I flew on some airplanes during training, but not very often. It was really a first time for most of us.

SI: You had gone on flights, say, at Scott Field.

MZ: Yes, Scott Field. ... I flew on some training mission, a few times, not often. So, when we got to Alamogordo, it was the first time that I did any extensive flying.

SI: While you were in training, did you have any exposure to anybody who had been in combat earlier in the war, anybody that had transitioned from B-17s or B-24s?

MZ: In training, there were some instructors who had ... returned from the European Theater, had completed their missions and ... had become instructors, for example, in the radio school. What I knew about the European Theater was what I read in the paper. ... There was no television in those days [laughter] and there was newsreels ... when you went to a movie. It was customary to see news before the main feature started. They would show a little blip of current news.

SI: Nobody said, "When you get into combat, you are going to face this and you can deal with it this way?"

MZ: We knew something about that. We'd seen pictures and movies of dogfights in Europe and B-24s and B-17s being shot down.

SI: I have interviewed more B-17 and B-24 veterans than I have B-29 veterans. I know that on the other aircraft, the radio operator would double as a gunner. Was there a similar arrangement on the B-29?

MZ: No. On the B-29, it was all done by remote gun sights. ... There were gun turrets, but no man in the gun turret. There was a tail gunner who sat in the tail and had a machine gun and a cannon. ... So, he was at a gun, but the other gunners, it was remotely-controlled by the central fire control man, who sat in a little dome in the middle of the airplane. He had control of all the guns. There were four turrets, two up front, top and bottom, and two in the middle, top and bottom, and he could fire all four of them ... or he could give the ability to fire all four of those to any of the gunners by using a gun sight that was remotely-controlled. So, it was totally different than the B-17, B-24.

SI: In flight, you concentrated solely on your radio operating work.

MZ: Yes.

SI: Were there any other tasks that you had to attend to?

MZ: No, it was a terrible job, [laughter] because the radio operator position was behind the front gun turret, in a little corner, and I had no window. I couldn't look out, except, when we were over a target. I sat next to the front bomb bay and there was a little, round door, with a small window. Over a target, when the bomb bay doors were open, I could look out that hole and see ... [the] bombs dropping. That's the only time I could see anything. So, it was a terrible job, being radioman.

SI: How long were you stationed at Alamogordo?

MZ: ... I'm going to guess like three months. I don't remember exactly, but about three months, maybe four. From there, we flew to Kansas, to pick up a pretty, new airplane at the Boeing factory, and we flew that to Sacramento to Hawaii to Kwajalein to Tinian. We didn't know where we were going until we left Sacramento. ... The airplane commander was given orders and he didn't know where we were going until we left the States. So, he could open the orders after we'd left the United States and he announced over the intercom where we were going, Tinian. ... We were excited about that, because it was the biggest base, where they had the largest number of B-29s.

SI: There has been a lot written about the relationships within bomber crews. In films, crews are often depicted as becoming very close-knit. What was the case with your crew? Were you a tight-knit crew?

MZ: I'd say no. There was not a lot of interaction between the commissioned officers and the non-coms. ... That was the tradition. The officers were trained to keep it that way. So, if you separate the two groups, we flew together, but we didn't ... associate much together, other than the time we flew. There were ... five officers and six non-coms. The six non-coms were very close together. We lived together and bunked together and all that sort of thing. The fact that we were separated by the military procedure, we never became very close to the commissioned officer group. We liked Keller very much. He was a good airplane commander and a nice guy, so, we liked him, but we didn't associate with him. Interesting enough, he didn't even associate with the other four officers, because he was kept with the airplane commanders. They separated the airplane commanders from the other commissioned officers and, of course, non-coms were even further away. So, we were not a close crew. I think, as opposed to some other crews, where the officers made the crew closer, Keller didn't do that.

SI: Did you see that level of association among other crews that you came in contact with?

MZ: It depended on the airplane commander to create whatever relationship existed and I think, by and large, most of them were like our crew. We were not close.

SI: However, the enlisted men were close.

MZ: Oh, yes, because we barracked together. We ate at the same mess hall and so forth, but ... everything else was separate. The commissioned officers were separate from the non-coms.

-----END OF TAPE ONE, SIDE ONE-----

SI: There were five officers, the airplane commander, the pilot, the navigator, the bombardier and ...

MZ: The radar officer.

SI: Okay. Were you assigned to a bomb group and squadron when you arrived on Tinian or had you already been assigned to one?

MZ: No, when we got to Tinian, we ... learned that we were in the Fifth Squadron of the Ninth Bomb Group and, interestingly enough, we lost our pretty, new airplane. They took it away from us. [laughter] They gave it to somebody else and we wound up with an old B-29, which we named *The Sad Tomato*. It was a problem airplane, always had engine problems or some kind of mechanical problem. We had to miss flights some times because of the airplane, but that's standard procedure. Someone who outranked our airplane commander, he took it away from us and we wound up with another one.

SI: Going back to your training, from what I have read, the casualties in aerial training due to accidents were nearly as high as casualties in combat, during certain phases of the war. Did you see many accidents, particularly when you were in Alamogordo?

MZ: It certainly was not as bad as it was in combat. There were some accidents, but I honestly don't remember anyone being killed, but there were some B-29s that crashed, during training.

...

SI: Did your crew have any close calls in training?

MZ: No, I don't remember any close calls. It was, sometimes, bouncy trips, because ... the airplane commander's learning how to fly, right, [laughter] and he wasn't always smooth. He would bounce on the runway a few times and that sort of thing. ... That was all part of our training.

SI: Do you remember the names of the men in your crew?

MZ: Yes, pretty much so.

SI: Yes, and which positions they filled.

MZ: Do you want me to [list them]? ...

SI: Yes.

MZ: The airplane commander was George Keller, the pilot was Carl Holden, bombardier, Walter Ross, the navigator was Gene Correll, and, up front, the flight engineer was Shelby Fowler. He was the ranking non-com, because he was an older man. I think he was a tech or master sergeant and myself, as radio operator, we were the ones who were up front. Then, in the rear compartment, there were four gunners, Gene Conley, who was the central fire-control man, who had control over the guns. He was a cop from Chicago. Gerry Blake, he was another young kid, like myself. I think I was the youngest, but he was born the same year as me. He was the left gunner. Travers Harman was the right gunner. He was an ... older man. I think he was, maybe, [in his] early forties, unusual, and then, the tail gunner was Chris Nikitas and the radar officer in the back was Sandy Levine. That's it. You see, I remember those names. I will never

forget them, I guess, because of our time together and, certainly, our experience made us closer. ... We became more close, even the officer portion, long after the war ended, during reunions.

SI: Were they from all over the country?

MZ: Yes. I'm not sure I can repeat where they're all from. Airplane Commander Keller was from Indiana; I'm not sure what city. If you really want to know, we'd have to go downstairs.

SI: I was just wondering if you were meeting people from all over the country.

MZ: They were from all over the country. ... The pilot was from Massachusetts, the Boston area. The bombardier was from Philadelphia. The navigator was from North or South Carolina, as I remember. As I mentioned, Conley was a Chicago cop. Travers Harman was a cop in Washington, DC, another gunner. Gerry Blake was from Upper New York State somewhere, I think, and Chris Nikitas was from Fitchburg, Massachusetts. That's clear in my mind, because he's in the New England Cable News film. If you have time, I'd like to show you that. It's only a twelve-minute bit. So, he was from Fitchburg and I think that covers everybody, right. Oh, Stan Levine was from Pennsylvania somewhere, Western Pennsylvania, near Pittsburgh. ...

SI: What were your living conditions on Tinian like when you first got there?

MZ: We lived in the Quonset huts. Interesting enough, everybody lived in Quonset huts. Everything was done in Quonset huts, some big and some small. On my trip there last August, it was interesting to see, the Japanese built concrete buildings and they're still there, in ruins, right, but all of our stuff is gone. I mean, they took the Quonset huts down, or somebody did. There's nothing there anymore, but you can see the remains of many Japanese buildings on the island, as opposed to the Americans, who built Quonset huts. Everything was done in Quonset huts, ... big ones and small ones.

SI: By the time you got there, it was a well-established base.

MZ: Yes. We were a replacement crew. We got there, like, in April of '45 and they had been there since late '44 and some crews had already completed their missions. In our case, our tour of duty was thirty-five missions. If you made thirty-five missions, you could go home. So, we were a replacement crew for some crews that had completed their missions and some crews that had lost their lives or lost, you know, the crew.

MM: Could you see a difference between your crew and some of the crews that had been there for longer periods of time?

MZ: Any difference? No, only experience-wise; ... we're all the same caliber people. The crews were all very similar to each other. Everybody had the same kind of make-up of the crew and the only difference was the ages of some and maybe, in some cases, the experience of some. There were some who had flown many missions when we got there. So, we used to look to them for experience and knowledge and that sort of thing.



SI: What do you remember about your first mission?

MZ: I don't remember specifically anything about it, except it was very exciting, to see us drop bombs. We carried a lot of bombs and ... some of them were high explosives and, sometimes, they were incendiary bombs, ... which we used to burn up the various cities that we went over. We certainly destroyed a lot of Japanese cities with those bombs. It was a unique experience, a very exciting one, and, certainly, there was some anxiety and fear involved. To be over a target with the bomb bay doors open and you watch those things going down, ... it's quite an experience.

SI: Can you take us through what you, at your radio operator's post, did during a mission?

MZ: I just sat there and wrote down what came over the radio. We were given assigned frequencies that we should listen to and, of course, you can only listen to one at a time and I usually remember tuning in one frequency and only changing it if the signal got weak. We had to keep a log of what you heard and it's a boring job. I would hate to have to do it today. These are long missions. They were anywhere from twelve to sixteen-hour missions, from Tinian to Japan and back again, and to sit there and write down in the log what you're hearing, one letter at a time, [was boring], you know. ... Fortunately, that sort of thing doesn't exist anymore, [laughter] but, at that time, that was my job.

SI: What kind of messages were you receiving? Were they, say, course corrections?

MZ: I don't remember specifically. Primarily, I guess, we were listening for trouble spots, an airplane in trouble or something like that. Specifically, I don't remember what kind of messages we were listening to. ... The rest of the crew had a major advantage. They would ask me to tune in ... an AM station, where they could listen to American music. I couldn't do that. I had to sit there, [laughter] listen to that damn Morse code for eight hours up and eight hours back again, that sort of thing, that's the way it was.

MM: Was it a continuous stream of messages or was there down time, where you did not hear anything?

MZ: Yes, there was times when you didn't hear anything, but you had to sit with your earphones on and listen for something.

SI: Did you ever transmit messages?

MZ: Send them? I had no reason to. ... When we were shot down, we had a fire and there was no need for me to send a message ... about our condition, because we had two planes from our squadron who buddied us down and stayed with us. They were, of course, radioing our position and what was happening.

SI: When your squadron flew a mission against Japan, would you fly in formation? How did that go?

MZ: For the daylight missions, we would meet somewhere, the squadron would meet somewhere, ... off the coast of Japan and fly in formation over the bomb [target] and drop bombs. Night missions, we would go in one at a time, too hard to fly formation at nighttime, and the same thing with mining missions. We flew a few missions dropping mines in the Shimonoseki Straits. We would do that alone. Each plane'd ... make a single run, to drop your bombs or mines. On the day that we were shot down, it was a daylight mission, so, we were flying in formation that day. ... Our airplane commander, Keller, had a problem with our airplane, that we lost power, and he had difficulty staying within the formation and ... we dropped out of the formation. We got hit ... because we were out of the formation. It was anti-aircraft fire that hit us, but it could have been a fighter plane also, because ... there were fighters around during that episode, ... and then, we had all sorts of problems. ... You want to talk about that now?

SI: Sure, if you would like.

MZ: We had the problem of losing power in one of the engines. So, he had difficulty staying in the formation and, therefore, we dropped back and the next thing I heard was somebody in the back reporting a fire in the number three engine, which, of course, I paid attention to, because it came over ... the speaker, the channel where everybody could hear, and that certainly caught my attention. ... Then, I listened to what was going on amongst ourselves onboard. The pilot put the plane in a dive, to see if he could blow out the fire. As it turns out, it was not an engine fire. It was [that] we got hit in the gas tank and the gasoline was burning. ... So, he could not blow out the fire and the next thing I heard was, he said, "Prepare for ditching." I got up in the astrodome that the navigator used to shoot the stars or whatever. I crawled up there and had a look out and I saw the fire and I thought, "My God, we have to get out of here." It was a bad fire. It was longer than the airplane. It was out beyond the tail of the airplane. ... I thought it could blow up any minute. So, he said, "Prepare for ditching," but, then, we had bombs that hung up, two or three bombs hung up. The bombardier went out to kick those loose. He couldn't get the bomb bay doors closed. So, he said, ... "We can't ditch." He finally said, "Jump," and all of us [jumped]. I don't know how many minutes it took, but it was an exciting period of time, let me tell you, mainly because he had flown out over the water. We'd bombed a city called Yawata, which is on the coast of Kyushu, the southern island, near Shimonoseki Straits, and he flew out over the Sea of Japan, so that we could jump into the water or ditch into the water, whichever, and so, we were over the Sea of Japan. ... When we jumped, finally, my concern was, I couldn't swim. ... Anyway, I managed everything. I had on a Mae West and I had a one-man life raft and I did everything right. So, I wound up okay in the water, but that was certainly a concern of mine when I heard the final thing, he said, "Bail out," to the crew. ... Certainly, I was frightened and worried, ... but I had no trouble jumping, because of that fire. I knew I had to get out of there. ... He didn't survive, the airplane commander. ... We think he jumped too late and his chute didn't open, or the plane hit him on the way down, I don't know. The plane exploded, eventually. I thought it exploded when it hit the water, but there are some people [who dispute that]. I just came back from a reunion of our Ninth Bomb Group, up in Connecticut, two weeks ago and there was a gunner there from one of the crews that buddied us down and he seemed to think that the plane exploded before it hit the water and that it exploded when Keller jumped. He was killed by the explosion, ... but we don't know. He didn't survive, that's the important thing.

SI: Did anyone else not survive?

MZ: No, no, ten of us survived. I've told the story many times recently, so, I'm pretty good at it now. You want to hear it?

SI: Sure.

MZ: [laughter] It was a beautiful, calm day. The sun was shining, the sea was calm and we all accumulated together. We didn't land far apart. We could get together. Unfortunately, some of our crew were not wearing their ... one-man life rafts, so, we were short. I'm going to guess, maybe, ... [only] five of us had our one-man life rafts on. I had mine, certainly, and the two planes that buddied us down, they dropped us a few more. So, we wound up with eight life rafts for ten people. So, four of us had to double up and, unfortunately, in those days, I was a little guy. I only weighed about 160 pounds and I was one of the guys that had to double up. So, it was like two men sitting in a bathtub, if you can imagine that. It's about as long as a bathtub. Your feet are at the end of the raft. So, the other guy was sitting on the feet or between the legs. ... It wasn't very comfortable, but we survived. ... Except that we [had] lost Keller, we were in a good mood. We were happy ... that we survived, the ten of us, and we were optimistic that we were going to be picked up. ... There were two Air-Sea Rescue possibilities, a submarine, we had submarines up there, doing Air-Sea Rescue to crews like ourselves, and, also, PBYS. They were flying boats, out of Okinawa. ... These two guys were flying over us, radioing our position, and we thought, "We'll be picked up soon," but, as time went by, it didn't happen. We learned later ... that there was a submarine around, but he couldn't come, because we were sitting in ... a mined area, probably our own mines that we had previously dropped. [laughter] The submarine couldn't come pick us up and, what happened to the PBYS from Okinawa, we really don't know. They didn't find us. So, after two or three days of optimism, it suddenly turned to pessimism, because we had no food. We had only candy, Charms; you remember what those are?

SI: Suckers?

MZ: Right. It's like a Lifesaver without a hole in the middle. It was a little, square thing, and a few pints of water. I don't think we each had a pint, so, we were sharing what little water we had, but, after, let's say, three days, everything's getting low and we decided, "We have to do something." We couldn't see land. We were out in the Sea of Japan somewhere. So, we knew where Japan was, ... because it had to be east of us, so, we started paddling east. There were little paddles in the life raft that you strapped to your arms and you sat in there and paddled. It took us another three-plus days before we got to land and Japanese fishermen came and picked us up. So, we were in life rafts for almost a week, six-and-a-half days, really, from August 8th to the 14th. ... I'll continue that story, if you want me to, whenever.

SI: Can we go through the whole story, then, go back and ask questions? Would that be okay?

MZ: Okay, whatever you want.

SI: Okay. You were picked up by Japanese fishermen.

MZ: Fishermen. ... Until this year, I never knew what the name of the village was, but I found out this year, when we were back in Japan for this documentary film. The film company had found the village, it was called Masuda, on the Sea of Japan, on Honshu, ... the major island of Japan. So, we must have drifted, although I've not measured it, but I would guess somewhere between a hundred and two hundred miles, I think, from where we bombed Yawata, or where we bailed out, because we were much farther north, on Honshu. So, anyway, they picked us up and took us to their village. They didn't treat us very well. They hit us with things, bamboos, and the kids threw stones at us and spit on us, until the military came. First, the policemen came, and then, the military came and they took us away and they blindfolded us, had our hands tied and, except for when we were walking, our feet were tied. So, we don't know where we were. ... We rode on trucks and, sometimes, we rode on trains. ... I have to re-track dates. We were picked up by the fishermen on the 14th. The next day was the day that the Emperor announced the end of the war, on the 15th. That's when we left the fishing village. We arrived, then, in a city on the 16th. We didn't know where we were or the name of the city, but it turned out to be Hiroshima. At the time, we didn't know the war was over and they didn't tell us the war was over. They actually took us to Hiroshima to execute us, because of the dropping of the bomb, etc., because it's only ten days later. There was still a lot of hate and bitterness, because we killed a hundred thousand-plus people in Hiroshima. A Japanese officer, by the name of Lieutenant (Fukui?), came to our rescue. He debated the subject of execution with his commanding officer, reminding him of the Geneva Convention and he won the argument, fortunately for us. ... We didn't know all of this at the time. We were sitting in Hiroshima, at a military camp, and we were laying on the ground, again, with our hands and feet tied and blindfolded. ... One night, this officer came and said, in English, that he was going to take us away the next day. We were startled to hear someone speak English for the first time. He did come and take us away and took us through the city and, thus, we saw Hiroshima, ten days after the bomb was dropped. He drove us through the city, took our blindfolds off and he scolded us [for] what we had done, not meaning us, but what the Americans had done. ... We still didn't know about an atomic bomb. We did not know anything about that, but we saw the city and ... there was nothing there and, as you're going to hear on the film, you'll hear me say that it smelled like flesh, burnt flesh, like if you fringe, scald your hair on your arm. ... It still smelled like burnt flesh or something, I remember that. He put us in a civilian jail for a couple of days. We met two Americans in the jail who had been ... POWs in Hiroshima when the bomb was dropped. Actually, there were twelve Americans in Hiroshima and all of them were killed. These two boys survived. One was a B-24 gunner from Okinawa and the other was a Navy flyer of some kind, I think, also, a gunner. They both died while we were with them for a couple of days, because they were, [it is] difficult to describe what they looked like. They had pus running out of their mouth and ears and nose and they were in agony. They wanted to die. It was terrible and we, of course, couldn't do anything for them. We didn't know what had caused their appearance. It was terrible. Anyway, those two boys died while we were there. We reported that, of course, to our officials when we were repatriated in the US. ... Lieutenant Fukui disappeared. We didn't see him anymore, but he did feed us for the first time and gave us water. In fact, he even gave us a shot of whiskey, or sake or something. So, even though he scolded us, he really did save our lives. Another Japanese officer and a group of soldiers took us away and took us to the POW camp. I don't remember how we did that. We rode on a truck and buses or

trains or something and, outside the camp, outside the POW camp; we were reconciled to spending a couple of years in the POW camp, you know. Outside the camp, he called us to attention, the ten of us, and told us the war was over. You can't believe the feeling we had at that time. It was just amazing. In the camp, there were a hundred Americans that had been captured in the Philippines in 1942 and ... about a hundred British captives who had been captured in the Singapore area. ... We were treated like heroes, because we were the first [Americans to come in]. They knew the war was over. The guards at the POW camp had disappeared, because there was some retribution that took place when they found out the war was over. The guards hadn't treated the POWs very well. So, the POWs, when they heard the war was over, took action against some of the bad guards and they all disappeared. We were free in the POW camp. We had to wait there until someone came to get us, because we couldn't really leave on our own, but it was a happy experience in the camp, really. The area, it was on a little island called Mukaishima and the peasants and the farmers in the area, they hadn't been bombed, so, they were reasonably friendly. Some of us even got invited to their homes for a meal or something like that, you know. We spent ... at least a month there, waiting to be liberated. ... Finally, near mid or late September, we were sent back home. ...

SI: Before having to bail out, had you had any training on what to do in that kind of situation?

MZ: No. We had some training about inflating our life rafts and the Mae West. While we were on Tinian, they took us out in the water, on a barge and made us jump in the water and inflate both things and learn to climb in the life raft. That's all, no training about jumping. I hadn't jumped before, nor since. I don't think any of us had.

SI: You had not gone through any survival training at any point.

MZ: No, nothing really. We were always taught that if you become a prisoner, all you had to do is give them your name, rank and serial number. We were interrogated by the Japanese, somewhere after the fishing village. Interesting enough, the war was over, but they didn't tell us that. So, we had no idea what they were doing or why they were asking questions. They would ask us about how many people were on the airplane and that sort of insignificant sort of stuff. I guess they felt they were just fulfilling their duties. It didn't amount to very much. There wasn't any harm being wrought on us during the interrogation or anything like that. We questioned the man who told us the war was over [about] why they had kept us tied and blindfolded during the time we were [held captive], because the war was over. He had a very logical answer, that made sense to me, anyway. He said, "We did that for your own benefit, because we were traveling through severely bombed areas," Hiroshima was the best example, "where the population was not very receptive to seeing you walking around with big smiles on your faces. You would have been laughing and been happy to know the war was over and the population was in no mood to see you guys celebrating." ... That's what he said to us and it made a lot of sense. So, that's why, he said, they kept us blindfolded and tied, because we were traveling on public transportation sometimes. ... Imagine [being] blindfolded; you can peek out down here, sometimes. I would try to do that sometimes and a guard would clobber me with a rifle butt, when he saw me peeking, and all of us did the same thing and we got hit with the damn rifle butt. ... So, we stopped peeking.

SI: Did you have a preconceived notion of what it would be like to be a prisoner of the Japanese?

MZ: Well, we've heard a lot of bad stories, even back then, about how the Japanese treated POWs. So, we were certainly fretful about that.

SI: The Doolittle Raiders are an example that comes up often, that they were publicly beheaded.

MZ: We'd heard those kinds of stories. We were fortunate ... that this man Fukui came to bat for us. There are some people who are negative about everything and say he was protecting his own ass. He knew the war was over and he knew that, if they beheaded us, we would have found out about it, we meaning the US forces, and [he would] be tried as a war criminal. So, maybe he wasn't being such a good guy. But I take a different attitude, because he had been associated with a missionary from New Hampshire, from Dartmouth College, by the name of Professor (Bartlett?), who perhaps had converted him to becoming a Christian. He claimed to be a Christian. After the war, we communicated with Mr. Fukui through Mrs. Bartlett. He would write to her. She made copies of his letter and she would distribute it to the ten of us, the ten survivors. We would do the same thing responding to him. So, I believe the man acted in good faith on our behalf. I don't think he was protecting his own backside. I think he was doing what was proper. I met this man and eventually moved to Japan with my family and we had many meetings. We met in Hiroshima many years after the fact. ... So, I feel rather [good about him]. Unfortunately, the man died in 1987.

SI: Did you ever find out about his background, such as how he came to speak English?

MZ: He studied English in school and won a scholarship for some months in a US college or university. He came to the US. There's some question about whether it was in Chicago or [it] was at Dartmouth. We've never been able to really clarify that. Even his children, who we met this past August, weren't sure about that, because they weren't born yet. He, apparently, won a scholarship because of his English. He was the star pupil, English pupil. He didn't speak it that well, though. The point is, he had little or no practice and, after a while, the language disappears.

SI: While all ten of you were together on the rafts, was anybody injured?

MZ: No, nothing serious. I think Holden, our pilot, humped his head when he jumped. So, he had a black eye or a cut up here or something like that, but nothing serious, ... no serious injuries. We were all in pretty good shape. ... After a week, we had saltwater sores from sitting [in the water]. No matter how you tried, you couldn't help but have saltwater [in the raft] and the salt in the saltwater created saltwater sores. I had them on my feet and on my arms, ... but they cleared up very quickly after we got out of the water, ... nothing serious.

SI: Were there any other dangers, like heatstroke or sharks?

MZ: I don't think we saw any sharks. We all carried side arms, a .45-caliber gun, ... tried to shoot a seagull, but none of us ever hit anything. [laughter] I don't know what we would have done with it if we had killed one, but, no, ... no dangers. ... The first night in the water, we

probably could have been picked up by a Japanese fishing boat. A pretty good-sized one went by us rather closely and we actually hid. We covered up and hunched down and didn't want to be caught, thinking we were going to be picked up by our people the next day. They had music playing and we could hear the people talking. They were that close to us and the sea was calm. They were just, probably, going back to port and they were relaxing and didn't see us. I don't know what would have happened if they did see us, whether they would have picked us up or what would have happened. I don't think ... we would have been smart enough for an attempt to commandeer [the boat], even if they had picked us up. I don't think we would have. ...

MM: Did rank hold up while you were on the water or did everyone become equal in the group?

MZ: Rank? ... We were all together and we tied the boats together, so, we were obviously pretty close, but the end result was, we did separate and we separated according to rank, with one exception. That was our flight engineer, that master sergeant, Fowler. He traveled with the four officers. There were only four left now. So, we had five in one group and five, ... the non-coms, in the other. When we were paddling for shore, it was a tough job paddling and there was a little sail in the raft, a little sail about this big. We used that, too. There was some bickering going on, who was supposed to be in charge? We had a unique thing in [that] the bombardier was a first lieutenant and all the other officers were second lieutenants. Now, the airplane commander, when he was alive, he was in charge. There was no doubt about that, but he was gone. So, then, the bombardier, Walter Ross, he was the ranking officer. By our means, we think the pilot was the next one in command. So, there was a little bit of debate going on and argument going on among our officer group, about what we should do and what we shouldn't do. ... We eventually separated, meaning the non-coms, the five of us, and the officer corps, with the one non-com. We're tired the first night we ... saw the shore. We slept during the night, woke up in the morning and the coast was gone. We had drifted back out again. So, the next day, we made up our minds, "We've got to get there." So, we really worked our ass off, paddling. We separated and we must have been at least a mile or so ahead of the officer group, because they weren't paddling as much as we were paddling. We were picked up at least a half-hour, by the first fisherman who came out, before they got to the officer guys, because they were much further out. ... So, there was that little problem. I don't think it was a serious one, but there was that problem. Lieutenant Ross was originally in the infantry and he'd been in longer and had been promoted ... to first lieutenant when he joined our crew as a bombardier. He outranked the airplane commander. He was a bit of a rank conscious [guy], because he outranked the other guys. We had no such thing within the non-com group. Fowler, ... he was the ranking ... non-com of us, he ... outranked us. We were only buck sergeants. He was either a tech or a master sergeant, but he didn't pull rank. He was one of us. But that's all sort of history now. I don't have any bad recollections of that. It was just something that was going on within our ten-member group.

SI: Was it unanimously accepted that you should paddle towards Japan, after a while?

MZ: East, oh, yes. I don't remember any discussion about that. We knew that was our closest land, had to be Japan, so, we needed to paddle east and it was the right decision. [laughter] Since we ... weren't going to be picked up, it was certainly the right decision, even though we had some problems when we were picked up, but we did survive that, thanks to Fukui.

SI: What was going through your mind when you were first picked up by the villagers and they began abusing you and spitting on you? How long did that last? Was it hours or days?

MZ: Oh, no, no, the first night. We were picked up [in the] late afternoon, as I recall, still daylight, but at dusk. It became dark and they had us lined up on the beach in a row and there was fear. "What are they going to do next?" They did give us water, the fishermen. There's a great sequel to that story, this August, because the documentary company making this film took us to this village ... where we were picked up. ... I wasn't quite sure that this was the same village where we were picked up. I don't remember it that well and I said to my wife, "I hope this is the village." When we arrived there, there was a group of twenty-five or thirty people outside. ... They applauded us when I walked down the street and they bowed, in old, traditional Japanese fashion, and we had a nice association. But I still was skeptical. During the course of the discussion with these people and recognizing that some of them were the children, sixty years ago, who spit on us and hit us with bamboo poles, I asked them questions about where we were, and they showed us and they remembered something that happened that solidified in my mind that we were in the right place. When we were on the beach the first time, everybody had been picked up and we were lined up on the beach, they brought us water, out of a bucket, and a dipper and the first man they offered it to was this guy Bob Conley, the cop from Chicago, and he refused the water. I don't know why he did that, but he did and the rest of us took water. So, Conley then said, "I'll have water, too," and the Japanese went over to him and bopped him on the head with the dipper and these people that we met this August, they remembered that. They told the story [laughter] and I knew it. I said to my wife, "Now we know we're in the right place, because they told the story, not me." I remembered it so clearly, that Bob refused to take the water, initially, ... eventually, they gave him some, but they bopped him on the head, because he'd been so adamant in refusing it the first time around. They also remembered him because he was an Irishman with a very dark, heavy, black beard and they described him also, "It was the man with the black beard." [laughter] So, they remembered him and it proved to me we were in the right village. ...

-----END OF TAPE ONE, SIDE TWO-----

SI: This continues an interview with Mr. Martin L. Zapf on October 26, 2005, in Yardley, Pennsylvania, with Shaun Illingworth and ...

MM: Mike Mink. From the time you were picked up to the time you learned that the war was over, were the ten of you able to communicate with each other often or were you banned from talking with each other?

MZ: No, we talked to each other. That was permissible. I don't think anybody objected to our talking to each other. We were, most times, guessing about what was going on and worrying about what was going on, because there were a lot of strange things [that we heard], hearing people just speak Japanese and they can be very abrupt in their speech when they talk, sometimes, all of which was nerve-wracking. You couldn't see them and that's all you heard. Sometimes, they would do chants, or it sounded like a chant, and it probably was something like that, because we were in military camps and so forth.



MM: Did you do anything to keep your spirits up, Army songs, anything like that?

MZ: No, no, we didn't sing. Is that what you mean? We didn't say a lot to each other, but we would speculate on something we thought was going on. ... It was a worrisome thing, what was going.

SI: Would you say you had low morale at that point?

MZ: Probably so. I don't remember to say that, but I know we were worried and we were scared of what was going to happen and ... being tied and blindfolded is a terrible thing. You try it some time. [laughter] It's difficult.

SI: You were beaten when these villagers got a hold of you and hit when you tried to peek out of your blindfold. Were there any other times that this kind of abuse happened?

MZ: No, I don't think so, no. We would be nudged, once in a while, because we were too slow walking. It was difficult, because the fishermen had taken our shoes. ... I think all of us were without shoes, so, it was difficult to walk on stones, and being blindfolded even adds to the dilemma of walking. So, those few days were difficult days and, obviously, caused us to be very concerned about our future.

SI: Before you were shot down, how many missions had you flown?

MZ: I think this was our seventeenth mission. We had flown sixteen previously and this was the seventeenth. Interesting enough, the city we were shot down over was Yawata. It was a naval base and also famous for a steel mill, the Yawata Steel Mill even existed after the war. When we arrived on Tinian, we had heard of Yawata having been bombed earlier, when the B-29s were flying out of China, and that they had received extensive damage, good anti-aircraft by the Japanese, and had lost a lot of airplanes. So, our tail gunner, ... Chris Nikitas, constantly worried about Yawata. He would always ... be the first one up at the mess hall, where they would post when there was going to be a mission and where the mission was going to. It's ironic that he came back on August the 8th, our day, and said, "It's Yawata." It's ironic that that's where it happened to us, great, great story, really. He had it embedded in his mind that it was a dangerous place to be and it actually happened to us.

SI: Many airmen mention superstitions associated with flying, such as carrying rabbits' feet with them. Did you see any of those in action?

MZ: I don't remember that. I don't remember anybody on our crew having those kind of superstitions. There may have been. ... Chris Nikitas' worry about Yawata was one that turned out to be true, but that's all I remember. ... We didn't fly very often, at most, two or three times a week. So, we had a lot of free time together on the island, in the Quonset hut. The only thing there was to do on Tinian was to go to a movie in the evening. There was an outdoor movie that we could go to. That was the only outside entertainment we had. We played a lot of cards, poker. I learned to play chess. When we left the United States, one of the service organizations

gave us a box of things to do, like playing cards, and there was a chess set in there and somebody on our crew knew how to play chess and taught the rest of us. We spent a lot of time playing chess, which was a good diversification; [laughter] at least I enjoyed it.

SI: How often would you come under either antiaircraft fire or fighter attack?

MZ: Most missions, there would be antiaircraft fire. The exception would be, maybe, mining missions, where we flew over water, usually in and around the Inland Sea and the Shimonoseki Straits, where I don't remember that we saw any antiaircraft. We would go over [and] we would drop our mines one at a time, one airplane at a time. ... I don't remember that we saw any antiaircraft during those kind of missions. The others ... where we were dropping bombs, either incendiary or daylight high explosives, there was always antiaircraft fire and some times fighter planes. But we were more fortunate than they were in Europe, because we ... also had fighter cover out of Iwo Jima, by the time we got there. We were lucky. We were a replacement crew, so, we missed not having Iwo Jima. We landed there several times on the way back, because of fuel problems or mechanical problems. They'd lost a lot of airplanes before Iwo Jima was taken. The poor Marines lost a lot of men when they took Iwo Jima. ... They had heavy, heavy losses, but it certainly was important to us. We had some Marines at our commemoration affair on Tinian in August this year. We invited several Marines who were involved in having taken Tinian. That was a very important island to us, saved a lot of B-29s and B-29 crews.

SI: How often did your squadron lose crews to either enemy fire or other mishaps?

MZ: I don't know how to answer that question.

SI: Was it frequent? Would you say it was heavy?

MZ: No. I think our losses were quite heavy, but I don't know how to express it in numbers, because there is a history book of the Ninth Bomb Group, which lists every mission, and I was dumbfounded to see how many planes went on a mission sometimes. We weren't aware of how many were on a mission. If it was a daylight mission and we flew in a squadron, you would see maybe twenty planes in the squadron, but that's all. It may have been two hundred on the mission. ... We also were not aware of all the losses that occurred. We would only know those in our squadron or our bomb group, I guess. ... It didn't seem to me to be so bad, but, when I look at the history book and see how many we lost, I think the number of B-29s lost is in the thousands, either for mechanical reasons or ran out of fuel, before Iwo Jima was available, or were shot down. They lost a lot of airplanes. I don't remember seeing that, being aware that we had such heavy losses. I saw some, for example, planes having problems taking off, a bad one, one day, where the plane lost power on one side and the plane catapulted down the runway with these mines onboard and the mines ... went off one at a time. They lost the whole crew, except the tail gunner. It blew the tail off the airplane and he survived. I mean, that was an awesome thing to see, because ... we were standing there, watching, and, all of a sudden, [there was] all this shrapnel flying all over our heads and we had to duck. We were watching the explosions when we realized what was happening.

SI: In another interview, a 20th Air Force B-29 veteran noted that it was demoralizing to take-off from, perhaps it was Saipan instead of Tinian, because the wreckage from crashed B-29s littered the end of their runway. It always reminded him of how vulnerable he was. Was that something that you had to contend with? Did you have to build up your confidence every time you went on a mission?

MZ: I'm not aware of that. No, I don't remember anybody talking about that ... on our crew. As far as I'm concerned, I couldn't see anything anyway. [laughter]

MM: The war in Europe ended while you were overseas. How did you feel about that? When did you bear that the war in Europe had ended?

MZ: I suppose we heard it on the day it happened. I'm sure ... we received news. I'm not sure now; I know it was early 1945, March or April. I don't remember the date.

SI: May.

MZ: Was it May?

MM: What was the general feeling around the base when you heard that news?

MZ: Well, happiness, optimism that maybe the war in the Pacific was going to come to an end, too. We recognized that the Japanese were losing, because there wasn't that much fighter [cover] up there chasing us anymore. We thought we were going to end the war, no doubt about that, but when, of course, we had no idea. ... Certainly, there was optimism, because things were going basically ... well, flying a lot of missions and dropping a lot of bombs and seeing fewer and fewer fighter planes from the Japanese. ... I learned, another little side story, ... late last year, through the Internet and corresponding with some of my former Ninth Bomb Group people, of a Japanese book that had been written that features Japanese ace fighter pilots in which one Japanese fighter pilot is given credit for having rammed our airplane. It's written by a Japanese-American, here in the US, and a Japanese man in Japan, highlighting their fighter pilots. There's a picture of our crew and it states clearly that this man, I don't remember his name, rammed our airplane and he's made a hero there for it. [laughter] So, I got on the Internet and communicated with everybody I could find, including the ... co-author, saying, "It's not true. [laughter] Nobody rammed our airplane." We were shot down, but we were not rammed. ... On August the 8th, ... there were several hundred airplanes up there and, like, four or five planes were lost. Ours was one of them. So, he may have been a *kamikaze* on one of those, but it wasn't our plane. The name of the book is *Genda's Blade* and [Minoru] Genda is a Japanese admiral or a general, who is given credit for having planned Pearl Harbor. It's about him and his fighter pilots, how they trained them. They were all young kids, too, at least during the end of the war. They were young, sixteen, seventeen-year-old pilots.

MM: What happened to you after the end of the war? How did you return home? When did that come about?

MZ: I don't remember the exact date, 1945, early October of 1945. When I came home, I came through Letterman General Hospital in San Francisco. ... As former POWs, we were given special treatment, even though we hadn't been a POW very long. We had lost weight. We were malnutrition cases. We spent a week or two in the hospital in San Francisco, and then, we were sent home. ... My orders were to go to Fort Dix, presumably to be discharged. So, I came home and the orders were sort of open kind of orders. I didn't go directly to Fort Dix. I went home to see my family, ... which was quite emotional. After a few days home, I went to Fort Dix and they gave me 104 days leave. So, I went back home again, for 104 days, that's over three months. When I went back, I got another long leave, POW leave or something like that. So, I didn't get out until, I don't remember the exact month anymore, almost mid-1946, and I took advantage of the GI Bill. I think you alluded to that somewhere early on. ... It certainly was the important thing for me, because I had, as I said earlier, ... no plans to attend college for any sort of training. I took advantage of the GI Bill and I went back to school. I went to Rider College, now called Rider University, ... and got a BS degree, which certainly was a great benefit. The GI Bill was ... great. It changed everything, didn't it, in the United States. It changed the outlook all you young people have. You all went to a university, right, no doubt, and that certainly wasn't true in my day. ... The GI Bill changed that. It was certainly a great benefit for us who had served.

SI: What year did you enter Rider?

MZ: ... I entered in '46 and I went through four semesters every year. So, I finished in three years and graduated in 1949, yes.

SI: Had you applied while you were still in the Army Air Force?

MZ: No, I don't think so. We all knew about the GI Bill, but really hadn't made any plans in that line, until we knew what that was all about, but certainly learned about it when I was discharged and took advantage of it.

SI: Why did you choose Rider, as opposed to another university?

MZ: I guess the major reason was that I was married when I got home and wanted to stay near home. [It is] difficult to exist on the GI Bill when you're going to school and married. My wife at that time was also employed as a secretary somewhere and we got 110 dollars a month. I don't remember exactly. I think it was about that. So, I wanted to stay near home and Rider was close by. At that time, it was in the middle of Trenton. It was not out in the suburbs, where it is now. ... You know where it is? It's in Lawrenceville. It's a very nice campus now. In my day, it was not, didn't have a real campus. It was in the middle of Trenton.

SI: Did you go full-time?

MZ: Yes, yes, and worked after school, so, [it was] somewhat like high school. I really didn't participate in any extracurricular activities at the school, because I was working, almost every day, after school. When the classes were over, I would go to work somewhere and I did a lot of various things, primarily, working for a hardware store in Princeton, my old hometown, and I

knew the man who owned the hardware store and he was always very kind to me. ... Any time I had free time, he would employ me. So, it was pretty nice.

MM: Was your class made up of a lot of people on the GI Bill?

MZ: Yes, yes, it was full of GIs, really.

SI: How do you think that impacted the classroom situation? Many of the men we interview are GI Bill era Rutgers alumni. They have said that the GIs were more upfront with the professors and the professors treated them more like adults than students. Did you notice that in the classroom?

MZ: Oh, at the time, I don't think I noticed that, but you're probably right. I think we were different than you were when you finished high school. We were a little bit older maybe and we [were] certainly a little bit more mature, because of our war experience. That certainly matures one faster. I would think that would have made a difference, yes, and we had a very good relationship with the faculty, I seem to recall. So, it was a good time and everybody was grateful for having the [opportunity]. I think most of the people were in the same boat that I was in. Probably, most of them had had no real plan to attend undergraduate school, I suppose, and were grateful, as I was, to have the opportunity to do so.

SI: What did you study? What did you get your degree in?

MZ: A BS in commerce, with a major in accounting.

SI: Was there any particular reason why you chose that course?

MZ: Well, the objective was to go into public accounting. That was my objective. I had taken a commercial course in high school, ... which included accounting courses, and I was pretty good at that and I thought that ... might be a career for me. So, when Rider came along as an option, I majored in accounting, with the objective of becoming a CPA but didn't, because, ... when I finished in 1949, there were many people graduating with accounting majors, so that the primary, major CPA firms, like Price Waterhouse and all those, did not really offer good opportunities. They were not even full-time job opportunities. They were seasonal kind of jobs and the pay wasn't very good, because there were so many people opting for these jobs. So, I, through the family, met someone who was a branch manager of Burroughs Corporation in Trenton. Burroughs, at that time, was called Burroughs Adding Machine Company. It was pre-computer time and they sold adding machines and calculators and bookkeeping and accounting machines and I went to interview there, not knowing whether I was a salesman or not, but was given the opportunity and I opted for them. Burroughs offered me sixty dollars a week, which equated to more than two hundred dollars, with the opportunity to earn a commission, if you sold something. So, I opted for that and it was a good choice for me, because I stayed there for thirty-some years and did quite well and had a happy career and no regrets. All of my colleagues pooh-poohed me because ... they thought I should be a CPA, but I had no regrets, because the accounting background was very useful in selling the machines that I sold.

SI: Had you met your wife before the war?

MZ: Oh, yes, we were high school friends.

SI: Did you correspond throughout the war?

MZ: Well, somewhat. However, that marriage ended in divorce, eventually, so, it was a bad idea. [laughter] It produced two children, but, ... in my opinion, looking back on it, we were too young. I shouldn't have gotten married when I got out of the service. I mean, we really shouldn't have done that, but we did. ...

SI: It seems like there was a lot of societal pressure for people to get married and return to normal.

MZ: It seems like everybody was getting married. [laughter] Everybody coming home was getting married, for whatever reason, not necessarily good reasons, sometimes.

SI: Did you have any trouble readjusting to civilian life?

MZ: No, not really, no.

SI: It is interesting that you later went to Japan while you were with Burroughs.

MZ: Yes.

SI: Why did they send you?

MZ: Why did they send me?

SI: Yes. Were you selling machines in Japan?

MZ: Well, no, no, the company ... eventually changed considerably. It became, also, a computer company. They bought a company called Elecetro Data in California and that's how Burroughs became a computer company. I started in the United States and had had a couple of promotions, was in Detroit, the home office, on a staff kind of assignment, marketing staff kind of job, and they offered me an opportunity to go to Germany, because of my German background. They had a subsidiary in Germany. I spent four years there, liked that very much, and then, came back to the US, to the home office again. They were going to move me ... back to the US organization and I said I didn't really want to do that. I wanted to stay in international and they gave me a temporary assignment in the Far East area as marketing manager. I traveled from Detroit to the Far East, mainly Japan. We had a distributor there, and to Hong Kong and the Philippines and Singapore and Bangkok and those kinds of countries. They were my territory and, in 1965, I made my first trip and I went to Japan. That's twenty years later and it was really a coincidence. I didn't ask for that. I was happy they offered me that opportunity, but it was a coincidence. ... I found Mr. Fukui in Tokyo that January of 1965. He was working for Hitachi, in the elevator division. So, I did that for about three years, and then, I kept insisting I

wanted to be a general manager somewhere and they finally gave me that opportunity in Norway. It was a little, smaller subsidiary, but they gave me that opportunity and, from there, I went to Mexico. During all this time, Burroughs was negotiating with our distributor in Japan to form a joint venture and, while I was in Mexico for three years, that joint venture came into being and they picked me to go back to Japan as VP of marketing, reporting to a Japanese president, and I moved there with my family then. That was in 1973. So, we lived in Japan. We had several reunions with Mr. Fukui and his wife, ... primarily in Hiroshima. We had a branch in Hiroshima. ... So, the joint venture was sort of rough, not happy, and, after one year, Burroughs bought the other half of the joint venture and it became a subsidiary, a wholly-owned subsidiary, and I became the president. ... That was a good break for me, because it was our largest subsidiary then. We had about three thousand employees, all Japanese, except for the financial guy and one engineering person. They were Americans. So, three of us were running this company and it was a great, happy experience. The Japanese, contrary to what we remember from the war, [laughter] our employees were loyal, hardworking, dedicated and smart, intelligent, and I can't say anything but nice things about them. So, it was a very happy experience for me.

SI: Was it strange at first?

MZ: No. I had gotten to know them quite well during my trips there as a marketing manager from Detroit. I would go to Japan about eight times a year. On each trip, I would go to Japan at the beginning [and] at the end, four times a year. So, I got to know the people very well and they all came with us in the joint venture and they eventually came with us, with me, into the wholly-owned subsidiary. ... They were very happy years for me.

SI: Did you find that you had to conform more to their business culture or did they try to become more Americanized in the way they did business? Did you have to learn about how the Japanese did business?

MZ: Well, I found that they became very loyal employees. They were loyal to the company, and to me, as their president, but, at the same time, I would try to follow Japanese tradition, things that they felt were important. Sometimes, it was some silly, little things. [To] cite an example, one of our customers was Isuzu Car and Truck Company, which is partly-owned by General Motors. They used one of our large systems, in addition to others, some Japanese makes as well. On occasion, once or twice a year, General Motors would send some of their technicians over to meet with Isuzu people about data processing and what system they would use. Within the company, our company, we had several company automobiles. One of them was an Isuzu automobile and the only reason I had that was, when they went to visit Isuzu, they always went in that car. They wouldn't go there in a Toyota or a Nissan and, when I went, I would make a traditional, high-level call, once or twice a year, we'd take my car to a couple of blocks away from the Isuzu office, get out of my car and get in the Isuzu, to go to visit them. [laughter] That's a silly tradition, but, to the Japanese, it's very important. I can't imagine that anybody would be angry if you arrived there in a Toyota or a Nissan, but that's an example. ... They have these funny, little traditions and I would follow their tradition and let them have their own way, even though it seems silly to me, ... and I think they respect that, I mean, that they were allowed

to do that. At the same time, they would do anything they can to try to comply and satisfy Burroughs management, too, because they were loyal to the company.

SI: At any point, did you have hard feelings towards the Japanese?

MZ: No, no. We hated them during high school, "Those damn Japs or Nips," and I've never used that word anymore. When I went back there the first time, twenty years later, I held no animosity towards anybody and, of course, ... we never discussed World War II, either. I never discussed my experience and I'm sure the people in the company became aware of it, although I didn't talk about it, because I met with Mr. Fukui and I had to have help [from] some of our staff to find him, right. ... He must have explained ... our association, so, they must have known, but nobody ever talked about it. ... Everybody in the company was post-World War II. There were no World War II veterans in the company. They were all younger people. So, I didn't hold any animosity to them, as bad as they were. They did some horrible things, some of them. ...

SI: I wanted to ask you about the two airmen that you met in Hiroshima. Do you remember their names? Did you ever find out their names?

MZ: Yes, Brisette and [Ralph J.] Neal. Neal was ... the one that's on the B-24 and Brisette was the Navy man, Norman Brisette and I don't remember Neil's first name, but I do remember their names, always remember their names, because of the circumstances involved. ... Of course, you guys are also somewhat lucky, too, because I've been doing a lot of talking about this in recent months, so, ... a lot of things are fresh in my mind. I spoke last week at the Nassau Club in Princeton. One of the members asked me to speak at a luncheon there and I was told to keep it within thirty minutes, which I had no problem doing, but ... I was there almost for an hour, because, after my little talk, the people asked so many questions. So, I've been doing a lot of this lately. That's why I say you guys are lucky. Everything is sort of fresh in my mind.

MM: Obviously, you are very comfortable with telling your story, but did it take you a while to be able to talk about these experiences? Were you just as forthcoming when you first got back from the war?

MZ: Well, I talked about it when I first came back. Obviously, my family wanted to know what happened, because of the circumstances. It was the end of the war and, as you're going to hear in this little film, my mother gets a telegram near the end of August. ... They were celebrating the end of the war and waiting to hear from me when I'm coming home. She gets a telegram saying I'm missing-in-action. So, that's in this film, too. ... So, when I came home, I certainly talked about it, but I didn't talk ... much more than that. It sort of disappeared. It was lost and I'm really not one to talk a lot about it, except recently. I don't know, the sixtieth anniversary has brought everything back out again. There was a little bit of that twenty-two years ago, because, ... with TV Asahi, I appeared on their television program called *The Big News Show*. They came to my home in Yardley and did an interview. It's a program something like *60 Minutes* and the point of the program was the fact that the United States did not acknowledge that some Americans were killed in Hiroshima. That was the feature of the program and I appeared on that ten years ago, ... also with TV Asahi. The Japanese made a big deal about that, for whatever reason, that some Americans were killed. It's true. We knew that in 1945 and we



certainly reported it when we came home, but there was no acknowledgement of that, nationally, until I don't know when. It's now public knowledge, but it wasn't for many years after the war ended.

SI: When you say it was not acknowledged, do you mean that it just was not publicized or that it was denied?

MZ: I don't know if it was denied, but it wasn't publicized, right, and the families; in that film they made ten years ago, they interviewed not only me, but they interviewed ... a relative of Brisette and, ... I think, Neal's sister and, in the film, she says ... they only had word that he was killed-in-action. They did not know how he was he killed or where he was killed-in-action and it was verified in the film. The Asahi people actually went to Washington and talked to somebody in, I don't know, the Department of Defense or Veterans Affairs, I don't know who. There's an interview with a man in Washington who acknowledges that it was not publicized that Americans had been killed and I think ... we pretty well know now that there were twelve Americans in Hiroshima. Most of them were the B-24 crew.

SI: That must have been frightening and disconcerting, to see these two guys and only have limited knowledge of what had happened. Today, we know it was dangerous for you to be there, because of the radiation, even after the fact, but did you have any concerns at the time that you might end up in that kind of condition or did you know that that was because they were there at the actual time of the bombing?

MZ: I don't remember exactly what we thought. As I said earlier, we really did not know anything about an atomic bomb. We did not know anything about radiation. These two men were in terrible agony and they looked terrible, but we could only guess as to what had caused that and I don't think we guessed that it was radiation. We didn't know anything about radiation, so, I don't know. Strange, strange circumstance, that it occurred the way it did occur. We could talk with them long enough to know their names and where they were from and which branch of the service they were from. Neal was on an airplane which was called *The Lonesome Lady*. We always named our airplanes with something, sometimes put nose art on them. ... When I was in Japan this past August, in the area where Mr. Fukui and his family lived, they took us to a monument to *The Lonesome Lady*, because it crashed in that area. It was near Hiroshima, but it's called Yanai City. ... They bailed out and the plane crashed after they bailed out and they built a monument to that crew in that little, country town. There's a monument to *The Lonesome Lady*. Now, the interesting thing is, the pilot of that airplane, *The Lonesome Lady*, survived, because they took him away from Hiroshima, took him to Tokyo for interrogation. So, he missed the bomb. His name is Cartwright, I know that. I've never met the man, but he survived. His crew is all gone. I'm not sure if the whole crew survived the bailout, but many members of the crew were in Hiroshima and were killed by the bomb, but Cartwright survived. He apparently was in Japan last year when they built this monument and he was there for the dedication and so forth.

SI: Is there anything else you would like to put on the tape?

MZ: At the moment, I can't think of anything.

SI: Is there anything we may have skipped over or not covered in depth?

MZ: No. The important thing is, if you want a copy of this little movie I'm going to show you, I'll have to have one made and mailed to you. I'm going to have DVDs made, or is a tape better?

SI: Is it a DVD now?

MZ: It's a tape now. I'm not going to give you one today. I'll mail it to you.

-----END OF TAPE TWO, SIDE ONE-----

SI: Please, continue.

MZ: I just wanted to highlight the fact that this little tape was broadcast by New England Cable News in August of this year, 2005, on or about the end of the war in the Pacific, August 15th, and was prepared by a news anchor at New England Cable News, Mike Nikitas, who is the son of our tail gunner and it's a tribute to his father, who died early in life, at age forty-six, of cancer, which, conceivably, could have been contracted in Hiroshima, ... and myself, because I'm the only member of the crew that's alive. So, he included me in the film and I think it's very well done and I hope you'll enjoy it and I would like to contribute a copy of that to your files, when I have some DVDs made.

SI: Does it have a title?

MZ: Yes, "From Fitchburg to Hiroshima." ... I don't know whether you can download it. I can give you the address; it's still available on the Internet.

SI: Okay.

MZ: Do you have e-mail?

SI: Yes.

MZ: Why don't you give me your e-mail and I'll send it to you? Give me something that has your address on it.

SI: Sure.

MZ: Before you leave. I just wanted to get that on your tape, so that you know something more about it.

SI: Thank you very much for having us here today. This will conclude the taped portion of our visit.

MZ: Well, I want to say thank you very much. You've been two nice young gentlemen and I enjoyed talking with you as well and to reminisce, once again, about my experience in 1945.

SI: We appreciate your sharing it again. We are probably the dozenth group to ask you to recall these experiences in this anniversary year.

MZ: Right, thank you.

-----END OF INTERVIEW-----

Reviewed by Michael Mink 11/25/05

Reviewed by Shaun Illingworth 12/27/05

Reviewed by Martin L. Zapf 1/16/06

American Folklife Center  
Library of Congress, Washington DC  
File 2 of 3  
(#3 contains Memoirs, A Date  
With the Lonesome Lady)

AFC 2001/001 33398  
Oral History Project

TOM CARTWRIGHT, Air Force, 1943-1946

Mr. Cartwright wrote a book on his experiences in the War. It is called: Date with the "Lonesome Lady"

CHRIS SIMON: The first thing is to do a little bookkeeping. This is Chris Simon. I'm interviewing Tom Cartwright on May 27, 2004, in his home at Pack Creek Ranch, Utah. I need you to state your name, birth date, and address please.

TOM CARTWRIGHT: My name is Tom Cartwright. I was born March 8, 1924, in York, South Carolina.

CS: You can hear that in your voice. What war and branch of the service were you in, rank and where did you serve?

TW: I joined the Air Force when I was eighteen years old and became a pilot and was commissioned second lieutenant and went through a lot of training in the U.S., including radar training (which was new back then), and then shipped out to the Pacific to a little island called Angaur in the Caroline group, then up to Okinawa or [Japanese pronunciation] O-kee-na-wa Shee-ma, and that was my last post.

CS: Usually what I do is go back a little and get some of your background. Can you tell me about growing up, what was your family like, and ...?

TC: Sure. I grew up in a small Southern town, in South Carolina, close to the border of North Carolina, in the Piedmont region. Back then of course, it was a segregated town. We had a lot of blacks and we grew up with them. My mother, from California, met my father when she was a nurse in World War I in France and they came back and married, so the segregation of the South was quite foreign to my mother, and my brother and I grew up knowing that the proper way to treat blacks (and my father treated them very well), but of course, a black would never eat at a table with you although he fed many blacks on the back porch. We were never to call them 'mister' or 'missus' but by their first name. This didn't stick with my brother and myself so although we're from the deep South, we didn't have that sort of prejudice. But we grew up on a small ten-acre farm at the edge of town. My father was postmaster, so we didn't have a lot of money, but we never wanted for anything. We grew up raising cattle and chickens and that sort of thing, and we learned the work ethic very well [laughs]. After my older brother graduated from high school, he and I bought a truck and we bought cattle around the country and sold them. That was not profitable and we happened on to buying scrap iron from farmers, which was being shipped to Japan at that time, and of course, we had no idea, but the price was good, so we were entrepreneurs at that time. My brother joined the Royal Canadian Air Force when he was not quite eighteen, but they took him, and then when I went to college, not very inspired, for a year-and-a-half, and joined the Air Force when I was eighteen, just eighteen, and then went through Air Force training.

CS: Now, did you join up because the war had already started at this point?

Cartwright, Tom  
Interviewed by  
Chris Simon  
May 27, 2004

TC: The first ones we flew were to Shanghai. There were Japanese bases there, and it was against a Japanese base where we flew, and we bombed the base. We lost two planes on that flight. They got shot down. It was a pretty long flight, a long flight, and it really ... being initiated into combat conditions, seeing flak burst around you, and knowing that it could hit you and it hit some other planes and you knew you were in combat. The Air Force people had it pretty good in a way. We had good bases. We didn't tramp through mud and that sort of thing, but we had a high mortality rate, probably the highest, certainly in the early days it was, but still, anytime you fly into a combat zone it's pretty risky. So it was very sobering, our initiation into combat. We flew a few missions and then we flew to Japan, and that was where we got shot down. We were briefed that the last Japanese battleships, I think there were two, were in the Kure Harbor and the idea was to sink these ships as a symbol that the Japanese no longer have a Navy. We learned later that these ships were not operational. They didn't have any fuel. They sent all their fuel to aircraft carriers, and those had been sunk. We learned that later. We also learned later there was a great competition between the Air Force and the Navy, who is going to get credit for sinking this ship or that ship, and both of us were bombing them. Well anyway, we were assigned to bomb the Battleship Haruna in Kure Harbor, and we had heard from the old pilots that one thing you never do is fly over a battleship; they are so heavily armored. But when you're assigned to fly over a battleship, that's what you do. So we left to fly over in Kure Harbor to fly over the Haruna with ... we started with thirty-six planes, two dropped out early, we had thirty-four and two dropped out. We had six flights of six so two dropped out of our flight, so we had only four in our flight and when we got to Kure Harbor it was broken clouds, and for whatever reason, most of the planes turned away from the battleships and bombed other ships. Our flight of four spotted the Haruna and we flew over it, and two of us got shot down. Another one was shot and able to make it out to an intermediate place called Ia Shima, and the fourth one was shot up but made it back to base. There was flak from the battleship and there was flak all around the harbor, so the report from the old pilots, and you always make observations. The pilots, the navigators, the bombardiers, and the gunners always write their observations. It was the heaviest flak they had ever seen. Anyway, we were shot down. We were shot up I should say. Our plane was still flying and what we intended to do was fly out and ditch in the sea and hope a submarine or one of the Navy seaplanes would spot us and pick us up. But we lost control and couldn't do that. The plane just flew where it wanted. It began to lose control, it was on fire, and the fire really did bother me, and the engineer came up to the flight deck. He was covered with hydraulic fluid, the hydraulic line was broken, so I ordered bailout and by that time we had flown past Kure Harbor, past the city of Hiroshima out into a very sparsely populated area, as far as Japan is concerned, and we hailed out. Everybody got out. When I ordered bailout, the engineer went to the back went and out the door in the back, and all of us in front would go out the Bombay doors. They had been closed and had been stuck, but they were equipped to be kicked out in case of emergency, and the navigator, a very stout guy, one of my really good friends in the crew, Roy Pedersen, came up and said "the Bombay doors won't open" and I ordered him to kick them out, and he did and he went out and ordered all the people up in the front deck, the bombardier, the radio operator, they all went out the Bombay door and we were getting pretty low and the plane was getting real erratic and it did sort of a loop and it straightened out and I ordered the co-pilot to leave. I just

motioned to him, and he left, and then I left right behind him. By that time, we were pretty close to the ground. I opened my chute. When you open the chute, you pop into the harness, and I popped into the harness, and of course it slowed me down and then it seems like almost immediately I hit the ground. Anyway, I had planned not to open my chute early so I wouldn't be a hanging target, but I didn't have that chance. Anyway, we were out in the country and nobody had any guns, so nobody could have shot or did shoot at any of the ones that went out early and came in, so that wasn't a problem.

[end of first 60 minutes on tape]

I threw all my ammunition away from my sidearm and hid my chute and began to study what to do. We were told that you could not escape from Japan, no way, that you did need to turn yourself in, but avoid civilians, local police, and turn yourself into the military, if possible. Well, we were out in the countryside and there didn't seem to be any military around, so I was in a secluded place and a farmer came up a little path and I accosted him and scared him to death. I still had my sidearm, but no ammunition, and I tried to tell him to take me to military. Of course, as it turned out, it was a very sparse area, and no military running around. Anyway, finally, I just pointed down the path the way he came and we left that way and went to a local police station which was a little one-room place with, maybe they had two or three policemen there. Of course, they were very excited and every time I'd reach to turn my gun in to them, they would get extremely excited [laughs]. That was an experience. Anyway, I got up, put it on the table and walked away, and they grabbed it. A farmer standing in the door with his pitchfork, guarding the door, and it was very interesting but somewhat traumatic. I didn't know what was going to happen. That was the first time my mouth ever went really dry. It did. Pretty soon they brought in my co-pilot. He had his leg hurt a little bit, but he wasn't badly hurt. They gathered us up. They took Looper and me to the next little town, which was a little bigger, and put us on display in sort of a town square, but what I gather to be a place ... I went there later to see it ... with my hands tied behind the back and the legs tied. They'd come by and hit us and pinch us, and that sort of thing (the civilians). Boy could they pinch! They pinch in a different way. Mostly, it was the women who would come by and pinch us. The women would come by with little sticks. Anyway, after that, the military arrived and took charge of us, and took us into this post, which turns out to be Hiroshima. We had no idea where it was or what it was. I guess in retrospect I'm very thankful for where we landed because the other plane that was shot down with us was not so lucky. One of the people landed, actually on the roof of a Mitsubishi plant, and they threw him off the top. Another landed in the water and some fishermen got him and were preparing to cut his head off when the military arrived. That's the sort of thing that happened, so we were lucky, I guess, when we went down in this rural community that hadn't been bombed, planes flew over frequently, although we were the enemy and they were hostile, they didn't kill us. One of my other crewmen, as I learned later, had his foot pretty badly injured. The civilians treated his foot, bandaged it, and did what they could for it. So I very thankful in this community that we were turned over in good shape to the military. We were taken to this big town, which, as I say, I found out much later, was Hiroshima. All of our crew was put in the same cell, along with some Japanese, one big cell. That's the only place they had to put us. At that time, they were crowded.

CS: At this point, was your crew reunited or ...?

TC: At this point, I saw all of my crew except two. I learned later the tail gunner had gone out earlier and he had had quite an experience but he was taken to a different place. The navigator, who had kicked out the doors, was not there. I learned later that his chute did not open and his body wasn't found until much later because it went down into a real forested area and the woodcutters found him. So all of the rest of us were there. I was there overnight, questioned the next day, and the interrogator had an interpreter. The interpreter wasn't very good but he was okay. The interrogator was the ranking officer. It turned out he was in charge of the Chugoku Military Police Headquarters, where they had us in Hiroshima. Chugoku was a district. So he said ... he had fairly simple direct questions about our route and that sort of thing, and he said "you're lying, we know you're lying, so I'm going to send you to the interrogation headquarters in Tokyo." They knew I didn't know anything and we had been briefed that there's nothing that we could tell them that we knew that would be of any military benefit to them. So we had been briefed. The usual thing is to give your name, rank and serial number, and that's all you're supposed to say, but then we had been briefed to tell them anything we knew. It may even be of value to the U.S. military to tell them how many planes we had and that sort of thing. But anyway, I was sent out in sort of a comedy of errors with two naval prisoners. The two naval people were not supposed to be sent with me to military headquarters. They were supposed to have sent one of my crew that I learned later had shot one of the Japanese that had come at him with a gun and was going to kill him, and he shot him. He was going to be tried for murder and he was supposed to have gone with me. His life would have been saved if he had. Instead of the other Navy fellow that went with me, I think it was one of my other crew that was supposed to go. Anyway, we were sent to Tokyo and I was interrogated there and pretty much my life was threatened there. That was sort of a harrowing experience.

CS: We should maybe stop a second because I'm about to run out of tape.

TC: Okay, and while you do that, I'm going to ...

[second tape begins]

CS: Okay, we are recording now. So, you were in Tokyo.

TC: Yes, I didn't ... they never named the cities, I didn't know where I was, and I found out later, at the interrogation place there, headquarters, I was in solitary confinement and I guess their other prison cells were full. They had me in a small housing unit, there were just three of us in it, but in solitary, and we could never talk with one another. We were always blindfolded when we were taken out so we never knew where we were. Of course, we couldn't read Japanese signs to tell where we were and they never told us, of course, where we were. But that's where we were. I knew that. They did threaten to behead me, and things had gotten pretty serious with questioning after the atomic bomb was dropped. They jerked me out of the cell, and really questioned me severely.

CS: You didn't know what had happened ...?

TC: No, I had no idea of course. They knew that, but they were just desperate and were told to try to find out, so that's when the real serious threats came. Then after they threatened to behead him, they took me back to my cell and I was never interrogated again. Not too long after that, I was in the cell and they had a loudspeaker that went through the camp and it was always sort of screeching Japanese commands, and this music came on, very solemn music. It actually sounded like a funeral dirge to me. I learned later it was the Japanese national anthem. They played it and the guards ... they always had a guard, always looking in. There was never a time when there wasn't a guard, just almost looking in your cell. These were young guards, stood at attention and then this solemn Japanese voice came on, very modulated, not the usual screeching command sounds. My thought then was, "oh my God, the Emperor's palace has been bombed and he's been killed and that's going to be hell" [laughs]. Well as it turned out, I'm sure what I was listening was what's called a 'rescript' that the Emperor read. It was a recording of it, but it was played and it was the first time the people had ever heard the Emperor and everybody was at attention and what he was saying is that "we're enduring the unendurable" I think that's about the words, in typical formal Japanese, saying that ... it amounted to "we are surrendering" and people, some people just didn't believe that and had to be told directly, but I think most people realized it and the guards ... the few people that we saw were the guards ... they were just very solemn, not the sort of strident, domineering. They were young, but they were still of a pretty domineering appearance. They became very ... the next day they came in ... we didn't, we hardly ... for the first time they disappeared, we didn't have any guards looking through the bars at us, the next day they came in. We had had one rice bowl a day, and they brought a little bit of fish with the rice bowl, which was a real treat. I had lost a pound a day up to that point. Then one of them spoke a little bit of English and came up and said, "How are your parents?" and you know I was shocked. He said "are they old? Are they well taken care of? Do they have health care?" that sort of thing. Then he finally said, "Maybe we will let you go home to see your parents." It was hard to believe, but then it dawned on me that maybe the war is over, maybe they've surrendered. The next day after that, they put me on -- and the two Navy guys -- put us on a flatbed truck that was fueled by charcoal. They burned charcoal and the truck ran off the fumes [laughs]. It is incredible, to have a vehicle burning charcoal as its fuel. Anyway, they took us to a marked POW (prisoner of war) camp, Omori Island. It was a little dredged-up island in the Yokohama, Tokyo bay area, and it had a little bridge. It wasn't too far out from the mainland, a little bridge, a few hundred feet long, to take you to the island. They had recently painted "POW camp" on it, but of course the Japanese had generally taken prisoners, POW's out into areas that were likely to be bombed. That was their procedure, and of course, being in this military camp, that's where I was for a while. I heard several, while I was there, I heard several alerts, sirens going off, bombing alerts, and heard, in a distance, planes, but we were never bombed where I was. Anyway, we stayed at the prison camp several days. That was quite an interesting experience. They had brought some of the B-29 crews that had been shot down from Tokyo, and the B-29 crewmembers had been very severely treated. They were starved, given almost nothing to eat, and beaten and they were in bad shape. So I got to see them and then there were a couple of Congressional Medal of Honor



people there. One was Colonel Boyington, Pappy Boyington, I don't know if you've heard of him or not, but he's quite a character, and I got to meet him. They dropped us some supplies, a cargo plane came over and dropped us a bunch of supplies. They came down in parachutes.

CS: American?

TC: Oh yes, yes, yes. Our planes were dropping us supplies, food, toothpaste, toothbrushes, razors, all the sort of things that we didn't have, coffee. The reason I remember coffee is that Pappy Boyington just drank coffee and drank coffee and several of us took turns staying up all night talking to him, and he stayed awake all night. That was his character. Well, anyway, another experience I remember is one of the B-29 crew guys was on a bunk right below me. Our barracks were just two shelves, one right off the ground, and one about four feet above ground, and you slept ... you had a pad, and you just slept next to each other on those pads. One day I jumped down about four feet from my bunk and this B-29 guy right below me called me Tarzan because I could do that. Well, there was a chaplain in the prison camp, a Catholic chaplain, and he was going to hold a service and this B-29 guy wanted to go, so he couldn't walk by himself, so he asked me to assist him, which of course I was glad to do. He put his arm on my shoulder and we went to this service and the chaplain gave a very nice service and he said "now, when you go home, you'll be prisoners of war, and you've had this experience and don't forget it, but don't let it ruin your life; become a productive citizen for society, whatever you choose to do, and put this experience behind you as far as controlling your life." And I thought it was very good and I remembered that. In the next day or two before the surrender agreement was signed on the Battleship Missouri, a fellow named Harold Stassen, Commander Stassen, who was quite a figure back then ... he had been a governor, I believe, of Pennsylvania, quite young and was sort of a political star. Anyway, Commander Stassen asked Halsey if he could come to Omori and liberate Americans; no military of the Allied forces was supposed to come on the main islands of Japan until after the agreement was signed, and Stassen asked Admiral Halsey if he could come to Omori Island, and he said "go get 'em." So he did and they came in with two landing craft, pretty big landing craft, and on the front of my book, you see how we greeted them. We greeted them with maybe ecstatic ... some of the older prisoners, so much so that some of them jumped in the water and were wading and swimming out to them, really impeding [laughs] their landing, but anyway, we all scrambled or other of us were carried onboard, and we were just scattered through various ships that were out there, because they couldn't take all of us. I was dumped off at a destroyer. I was the only one that went on this destroyer, which is a fairly small military ship, naval ship, and of course, you got a hot shower.

CS: That must have felt wonderful.

TC: Wonderful and good food and clean clothes. I was given Navy clothes because that's all they had, underwear, just regular Navy gear. Well, then I got to sleep in a bunk. That was the softest thing. I'd been sleeping on a grass pad on a hard floor, so I stayed in that bunk about twelve hours. I remember one of the Navy people came in and said "are you

sick?" [laughs] and I said "nope, it just felt so good." Anyway, then I was taken to a larger ship and then we were taken, after the signing of the surrender agreement, the formal signing, we were taken back on to Japan and flown to Okinawa to be sent back home. On Okinawa, I went back to my old outfit and they were surprised to see me. Literally, one of the officers was writing a letter to my parents saying that I was presumed 'killed in action' because it had been reported by one of the observers of our plane that the plane had been hit and it looked like the anti-aircraft explosion went right through the pilot's compartment but it hadn't, it was right to the right of our compartment, but you know, with all of the smoke and clouds, you couldn't blame him for that. Anyway ...

CS: How did you feel when you walked in on the captain writing this letter?

TC: At first they didn't recognize me because I was in this Navy suit and then they couldn't believe it. You know, they all gathered and this officer told me what he had been doing and well, they were all very surprised to see me. [laughs] About that time, my tail gunner, Bill Abel, came back and I saw him and we just greeted each other. We actually hugged and shook hands and hugged and shook hands. This repeatedly, off-and-on, we were so glad to see each other. He was the one that had bailed out early and was not taken into Hiroshima, so he and I are the only survivors. As I mentioned earlier, Pedersen's chute didn't open; he was killed. That was quite an experience going back and seeing all my old buddies and we weren't there but maybe a few hours and we had to get back to our ship and we were taken by the hospital ship Benevolence (which was a very nice ship) to the Philippines. I'm not sure just why that jaunt, except in the Philippines, by that time they had set up a good medical facility. Of course the hospital ship also had good medical facilities, but the thing I remember most about it was they had good food.

CS: And what does 'good food' mean?

TC: They had ham and ice cream and things like that. You know, really good American food.

CS: Now at this point ... when had you learned that the war was really over? I mean I know you were guessing ...

TC: When I got to the Omori prison camp, there were people there that were quite sure, and then I think the second day I was there, our warships moved into Tokyo harbor and our bombers were flying, so every sign was that it was over. Of course when Commander Stassen came in with his landing craft ... but you know, no Japanese came up and said, "okay, we're surrendering, sorry", anything like that. [laughs] Going back just a little, I was quite taken by how the Japanese, the few Japanese that I was in contact with, how their mood could change so drastically. Overnight, almost. Maybe it was because the Emperor said "we have to bear the unbearable" or just what, but of the few I knew because very very solicitous, just a change of personality entirely. They seemed to be a very peace-loving, friendly sort of group of people. That's what war can do. War can incite the savage spirit, the hatred against your enemy. Then, when the war was over, it

seemed like a lot of that hatred dispelled. Now I know that I had a very limited experience. I know that others reacted differently. In some places, the old, hard-line soldiers, took out the POWs and beheaded them after the Emperor's rescript was read, the surrender, his message saying "we surrender" essentially. So there were totally different reactions there, but I think that the vast majority of Japanese were glad to see the war was over. I guess somewhat opportunistically, they said, "Well, the war's over, we'd better be friendly with these people, that would be our best route." And it was of course. That was very impressive to me, how they changed.

CS: What did you first hear about the bomb?

TC: I heard about the bomb when we were taken onto the naval ships. I guess on the second one, the larger ship I was on, there was a reporter, a civilian, and he had a lot of questions. He interviewed me, and of course, I didn't know anything, but I learned I guess more from him but some from the Navy personnel about the bomb. Of course, I didn't know what an atomic bomb was, but they described some of the effects, and that's all I knew. I didn't know, I didn't, I had no idea that we had been in Hiroshima. I knew it had been dropped on Hiroshima, but I had no idea that that's where we were. I just didn't think that we had flown that far after being hit and that we were taken in there. So when I went back to my base in Okinawa, I had expected other crewmembers to show up. So Bill Ablet and I were there looking for our other crewmembers, you know "surely they're going to come or they've been taken somewhere else or we'll hear from them." We kept looking for them and expecting that. Well, anyway, I was taken onto this hospital ship, the Benevolence, to the Philippines, for a physical, complete physical and kept there for a few days and then shipped back to San Francisco. Again, went through extensive medical exams at Letterman General Hospital there and of course I had a chance to call my parents and call Carolyn when I got back to the States.

It was sort of an interesting experience. You know, I grew up in a small town, so everybody knew me, practically. My mother had tuned into a station that she didn't usually listen to ... of course they listened to the news, war news, continuously, and this station was saying that some prisoners had been liberated and was reading off the names and she heard my name read off, and she could hardly believe it. So she called my father. He came home and he called the station. They verified it, that I had been liberated, so they knew it when I called them. Anyway, the whole town came out and said "Tommy's safe." [laughs] Anyway, that was sort of interesting too to learn about that. It was very ... it's a small town reaction, which was good, I thought. So I called my mother and father to call Carolyn and of course that was quite personal and dramatic. [laughs] When my mother and father learned I was safe, they called Carolyn's parents. She wasn't there and they told them. She was visiting a friend in North Carolina at that time. They called where the friend was and told her and she didn't really ... she was really was just sort of dumbfounded. So she said she just went out in the street and ran. [laughs] Sort of a funny reaction, but she did.

CS: I think it's telling.

TC: Well, I was kept there awhile and then I got home, came home to York and of course, met everybody there and talked to the Lions' Club and that sort of thing. [laughs] I was given a long leave, a recuperative leave, and then I was mustered out. I went up to the base, I think, Bragg Military Base and was given a final medical and an honorable discharge, that sort of thing. Then college had already started the semester, but I went over to Clemson College in South Carolina and they enrolled me a week late. They were very accommodating. When I had been in the solitary cell in Tokyo, I had decided that if I survived, I was going to do something peaceful, and I thought the best thing was to go into agriculture. I had lived on a small farm. We had cattle and raised some small crops and chickens and everything, so I was familiar with it. I decided to go into agriculture, and I met my former agricultural teacher in York and he said, "the future is in animal science, the Carolinas are no longer going to be growing cotton and corn on a commercial bases" so I took Animal Science, which I liked, at Clemson, and I did well there and I went to graduate school at Texas A & M to get a masters degree and did okay there, so I stayed for a Ph.D. and became an animal breeder and stayed on the faculty there and had, I think, a very good career. I did a lot of traveling and consulting around the world, and did some research with crossbreeding, which was not practiced at all back then, but has become the usual practice now.

So now, one thing happened to me later in 1987. I got a letter from Mr. Kiichi Muranaka, a schoolteacher in Japan, and he sent me a small piece of my plane, a small aluminum jagged piece of my plane that he had picked up. He had been a gunner ... he very much objected to the war, but he was drafted when he was a young man, and then assigned to a gunner crew ... he had been assigned to go to a battleship in Kure Harbor, but the battleship was sunk before he got there, so I think that was the Battleship Tone. He was assigned to a gunner crew on the shore to protect the harbor, so his gunner crew probably shot at me or some planes. Anyway, later he saw the mushroom cloud over Hiroshima. He could see it from Kure Harbor, and he was concerned about his parents who lived on the other side of Hiroshima, so he got leave and went to go see his parents. On the way, he was going through this little village of Ikachi, where our plane had gone down and they had gathered up all of the parts of the plane in front of the little community center that they had there and it was going to be used for the war effort, but people would snitch pieces and make frying pans because they had no metal, and a lot of their metal had been taken in for the war effort. So they'd make frying pans and winnowing pans (they winnow the rice), dustpans and things like that. But this piece he just picked up and kept and he said he would show it to people and say "this is a sign of what happens in war and we must seek peace always" and he sent it to me. He had seen something about me and gotten my address from a radio station or a television station, and sent me this piece with a letter saying "I want you to have this because of our friendship with the United States and the good things you've done for us." It was very very touching to me because when I got home, I still ... from being released from prison, I was still expecting to hear from my crew and about a week after I was there, I saw a book that had been printed very quickly and sent out about Hiroshima and I saw some things there that indicated to me that maybe that's where we were. When I was being interrogated in Hiroshima, before I was sent to Tokyo, I had developed diarrhea, probably from the water from the little village where I was first picked up. I was, as I mentioned, my mouth was very dry, and I

asked for water and they gave it to me. I probably got diarrhea from that or whatever. Anyway, during the breaking and interrogation, they took me out to this outdoor sort of public toilet. I don't know why they took me there, but in the cells, the only toilet facilities we had was one bucket, so they took me out to this facility, a public restroom, which was a hole with two places for your feet [laughs], but that was common. Anyway, they had to take off my blindfold and I saw just a little bit from there of a river and some buildings that during the interrogation, they had taken off my blindfold, and I knew I was on the second floor and I could see some larger buildings, so I knew it was a city. So I wrote the war department, telling them that things indicated to me that we had been kept in Hiroshima and it was possible my crew was there since they had not been heard from. I got a response, "thank you, we received your letter" and that was about it. So I wrote back and said "if there's any information about my crew, and you know, I would name them and give details, and I would appreciate hearing anything." I would get a letter back, saying, "thank you, we received your letter" essentially, that's all it would say, "we have no further news." And the same thing to the parents, and of course, the parents of the missing crewmembers became very very distraught, and some of them went to their legislators asking them to help them find information. I think what happened, in part, was that the military had been so taken up with the peace and all of the tremendous effort of getting people back home and getting occupying forces in that somehow the information about these people just didn't seem to take a priority. I'm not sure. Or they just didn't know what happened. Finally, the parents, wives, got letters. They had had letters indicating 'missing in action' and finally, they got letters saying, "it is evident that your son/husband was killed in action in Hiroshima." They never, at any point said "killed by the atomic bombs that we dropped" but you know that's the military and of course they didn't know how they were killed, but that's the only information they got. The atomic bomb was dropped August 5th in Japan, August the 6th here, the way the timeline works. Anyway, they had letters ...

[It's cold in here, isn't it? Can you turn it off a minute?]

CS: Sure.

TC: Are we back on?

CS: We're back on.

TC: Okay, the families were not notified until much later and they kept asking questions and finally one or two of the families were sent information quoting my letter that I was pretty sure that they were in Hiroshima, then later they did find some dog-tags and confirmed it. But the military never made public or (admitted is not the right word) never made public or never indicated that there were Americans killed by the atomic bomb. Of course the atomic bomb was a seminal sort of event. It was a great event and at that time, in my opinion, with all of the reports of war and people killed, I mean it was war, I think at that time if they had come out and said "yes, there was collateral damage" or whatever terms they wanted to use "there were Americans killed by the atomic bomb" this information was really not made public until a fellow who made documentaries traced

this story and he ended up at the place called Jefferson Barracks in Missouri where the records were kept and they had had a terrible fire there that had burned through a tremendous amount of records, and they kept saying "all those records have been burned" and he just happened on to this lady who had been working there for sometime, who said "well, you know they keep duplicates of prisoner of war records in Washington" so at that time the so-called Sunshine Law had been passed where records must be made public. He went to Washington and dug out the records and did a documentary film along with Jack Loeghler and his name was Gary DeWalt and he made this documentary and he interviewed me and did a good deal of other work and made this public knowledge. That's the reason ... when I got this piece of plane from Kiichi Muranaka from Japan, that was really the first tangible sort of thing. It just sort of struck me, you know, my crew was gone, they were vanished, and no real information about them and then I got this piece of my plane which sort of touched me ... it touched me very much. Well, then ... I think the military made a mistake. It was a disservice to the families. It was a disservice to Americans, that this information was not made public because I think it is of interest that our atomic bomb did kill Americans. After I got this piece of plane from Muranaka in 1987; in 1995 I got another correspondence from the Japanese, Mr. Mori, Shigaki Mori. Mori worked for Yamaha Company, the piano branch. He had retired and he spent his time ... he was a very vigorous guy, became very interested in the history of Americans in Hiroshima. He lived in Hiroshima. He was there living when the atomic bomb was dropped and has medical problems related to radiation effects. He got my name from another source and he wrote me and we corresponded and I still correspond with both of these people. I correspond with Mori on probably a weekly basis now, by e-mail. He finally got e-mail. He dug up information and found things about my crew that weren't known before because he would go interview Japanese guards who survived, and there weren't many, but there were a few, and he went to the villages and he's the one who found information about my navigator whose chute didn't open in the little town and his remains had been verified by a British doctor. They found his dog tags. Everything is sure -- it just had to be him, there wasn't any question about it, and I hadn't known that. The Japanese had reported that he went down with the plane. Of course to me that was very disturbing that he went down in the plane and didn't get out, and I went out before all my crew went out, which wasn't proper, and I hadn't intended to do. He dug up things like that and he has supplied me with lots and lots of details about people killed in Hiroshima, and a lot of the records were not exactly correct. They were details, but important to me, very important to me. So I had corresponded with him, and both Muranaka and Mori had invited me to come to Japan and they would be happy to be my guide. So, finally, in 1999, my wife Carolyn -- who is the girlfriend I quoted and mentioned earlier -- my wife Carolyn and I decided to go to Japan and visit these people. There were two reasons we wanted to go, two reasons that were important. One was that Mori, at his own expense, had placed at the sight of the old Chugoku Military Police Headquarters, where my crew was killed, put on the building there with the names of my crew and several others. There were several Naval people there known at that time, with their names inscribed on this plaque. He had it dedicated with priests who came. This was the usual way things like that were dedicated, and he had a military, a marine from an American military base, not too far from Hiroshima, come and be part of the dedication of this plaque, and it had all of the names of my crew, and it had an inscription of a short

memorial statement that I had written, that he asked me to write, and he placed on ... Mori did this, then Muranaka alone with Mori's encouragement had, in the small village where we went down, close to where we went down, right where my plane crashed, a village called Ikachi, they had erected a monument. On one side of the monument to all those killed in the war. On the other side of the monument, it was dedicated to my crew and all of us were named in English on this side of the monument, and it was dedicated to us, and this was very touching to me also. So those two things were the main attractions to us to go over and thank the people for doing this and to see them, and to pay our respects. So we decided to go, and my son, who is a doctor in Salt Lake City, heard about it and said, "I want to join you." So we said, "fine" and the president of our veterans group, the 494th Bombardment Group, heard about it and said he wanted to go. So the four of us flew to Japan and were met at Osaka Airport by a television crew, which surprised us. No cameras or anything, a very hospitable group, the three of them, and they met us, took us to our hotel and the next morning, met us and took us through sort of complex series of transportation to get to the bullet train from Osaka to Hiroshima, and they were a great help, and they were very polite and very nice, but on the way down on the bullet train, they started interviewing, and I was a little bit surprised and a little taken aback, but they turned out to be a helpful crew and very considerate of us, although they didn't hesitate to ask questions and ask us to pose once in awhile. So we went down to Hiroshima and I was expecting Mori and Muranaka to be there, and they were there, and they were there with newspaper reporters, and television crews and it was like we were celebrities stepping off the plane. It was rather startling. I learned later ... well, we met ... there were two young ladies that we met there that both spoke American-type English, very good English and very nice young ladies. One of them knows Mori quite well and said "you have to realize that this is Mr. Mori's life, he could not resist having the television crew, the newspaper reporters here to meet you, it was just too important an event for him." He arranged it all, and he's a great arranger. Anyway, they took us to the hotel and very shortly to this plaque where Mori had put up, and of course, they took our pictures, all the television people there. Later we asked that the television crew not go with us. We went back to the plaque so we could really appreciate it and pay our respects. When we went we always had big bundles of flowers that Mori provided for us, which was traditional, the way they do, and Mori showed us around all of Hiroshima, interesting places, to me, where the old prison was, the plaque, the epicenter, the hypercenter where the bomb was dropped, there was a small marker there. The Hiroshima Memorial Peace Museum, which is dedicated to the people killed by the atomic bomb and the damage of the atomic bomb.

CS: And is your crew named at the museum?

TC: At the park, the peace park (the museum is part of the peace park), part of the peace park is a ... the name won't come to me right now ... a place where all of the names of the people killed by the atomic bomb or affected by the atomic bomb and died later are kept and each year they open up this tomb, well not tomb ... in my old age, my memory doesn't function very well, I'll think of it later [Cenotaph]... they open it up each year at the anniversary of the dropping of the bomb, and add names of the people who had died who had been affected by the atomic bomb. Several, they have to have permission of the

relatives to do this, several of the names of my crew are now entered in that place. There's another place in the peace park museum, where the ashes of people, the bones of people that were killed directly by the atomic bomb, were gathered up, nobody knew who they were or where they were, put in one place and buried and there's a big mound there. It's quite possible that some of my crewmembers, their bones, remains are there. I don't know. Nobody knows.

CS: Before we run out of tape which ...

TC: Oh, I'm going too long ...

CS: No, but I wanted to learn the names of your crew and where they were from at least, and anything else you care to tell me about ...

TC: Okay. I should have done that earlier. The crew that was with me when we were shot down, there were ... just one or two changes. Let me start with co-pilot Durden Looper. Durden was a farm boy from Arkansas, very humble parents, very humble people, but very nice people. Durden, being the co-pilot, was probably my closest friend. The navigator was a second lieutenant, second lieutenant Roy Pedersen was a navigator, an excellent navigator. Nobody ever questioned his ability. He was another farm boy from Iowa, from the rich corn-belt Iowa farm, typical, from a small town called Ivoca, Iowa. The next one was second lieutenant James Ryan. Jim was from New York, Binghamton, New York. He was the bombardier, and that was our officer crew. Then we had a radio operator, Hugh Atkinson from Seattle, Washington. I should mention that Durden Looper, he was married. His wife Ruth, I met them. He had a daughter. Then the next one, Hugh Atkinson, was also married, and he had a daughter. I met his wife also. Then the engineer, Ellison, Buford Ellison, was from, I would say, a ranching family in Texas, that is, his father was a cowboy. They were of very poor means. He grew up very poor. His family had lived in a place that had a dirt floor. The waste gunner was John Long. He was a steelworker from close to Pittsburgh, Pennsylvania. He was probably the oldest man in the crew. He was also married. He had no children. The tail gunner was Bill Abel, and he was also married with no children. I have met all of their wives. Let's see, I don't think I left out anybody. I think that's all of them.

CS: You and Bill are the survivors ...

TC: Bill Abel and I are the survivors. Bill had bailed out earlier. He told me the story later. They bailed out in the back part of the plane. I had sent Buford Ellison to be back to be sure that they knew we were bailing out. I wasn't sure the bailout bell was working, but it did. I didn't know that. So, they opened the gate ... oh, I did fail to mention the belly gunner had just been assigned to our crew. He wasn't part of our crew, but just for this mission, and I'll think of his name too ... they were standing there at the back, and Bill said, "okay, bail out" and this new belly gunner froze up and couldn't go, and Bill said, "we've got to get out of here, I'll show you" and he jumped out and then the rest ... he did get out, all of them did get out and that's the reason Bill got out early. He was experienced and he wanted others to go first, but jumping out of a hole in a plane



sometimes takes some guts, so Bill showed them the way, and then they got out later. So he went out early enough to go to a different place.

CS: Do you feel that ... they've been memorialized in Japan and I suppose here ... do you feel like you were dealt with fairly with the government or do you still have reservations?

TC: I feel very strongly that our government did not handle it well, that it was a disservice to -- certainly to the families -- not report to them earlier on the fate ... they wanted to know the details. I mean you say, "your son's lost, I'm sorry" to a parent, that's not all they want to hear. They want to know what happened, where and how. They were just told nothing, and one of the families was told, "please don't write us, if we know anything, we'll write you" and that's sort of a turnoff. As I say, our military was taken up with the peace effort and people were leaving en masse from the military, and I don't know what happened, but it turns out that it was very bad the way it was handled.

CS: Going back and meeting people who ... I know in your book, there's a wonderful passage where you went to a woman's house ... can you tell us about that?

TC: In Japan.

CS: Uh-huh, in Japan.

TC: Yes. This was a very moving experience. I should have a list of names. This woman was essentially our age. She had lost her brother who was a kamikaze pilot and he had been killed. Her husband was off to war and he had come back and had died. She had written of two of our crew parachuting into the cultivated land in the valley, not too far from our house, and her father, since he had lost his son, was very incensed and had a rifle (which was against the law) and was going to go shoot them. He went down to shoot them, and other farmers had gathered around, and one of my crew (and I finally learned who it was, but that's not for the record anyway) saw this man coming at them, aiming at them to shoot them, so he shot the man and killed him with his sidearm, his .45 pistol. This woman had witnessed this. She welcomed us into her house and showed us her shrine to her father, to her brother and to other family members, and how they put up each name on the shrine and how she prayed and she was just overwhelmed by all of this TV crew coming. When we first got there, she was so overwhelmed she just sunk down on the ground, sitting back on her heels. Finally, she recovered and took us into her house and showed us this and told us all about it. That's the first I had learned that one of my crew and killed. Mori knew this but he didn't tell me. He didn't want me to know. I couldn't quite believe it at first and then I got one of these young ladies who spoke good English. I said, "Did I understand it correctly?" and she confirmed that the translation had been correct. Anyway, she went in and, when we got ready to leave she said, "just a minute," and Japanese always like to give you a present if you visit them, and she said, "I have no present but I have a few yen I want to give you" and of course we couldn't take her money, but we thanked her very much. I wrote her a letter and she wrote me back and we've corresponded two times through Mori, and she said, "I do not hate you, it was my

father's fault, he should not have tried to shoot the Americans, and I do appreciate what the Americans have done." That was very moving, meeting her and for the first time learning that one of my crewmembers had shot her father. That was quite an experience.

CS: It's inspiring, how forgiving people can be.

TC: Yes, yes. When we went back, they did welcome us to this little village, and they had quite a gathering there and a big sign that said "Welcome to Ikachi Doctor Cartwright" and had a ceremony for us and one of the people there wrote a little sort of poem, and handed it to me. She wrote broken English and said "when I was a girl, eight years old, I heard this big crash and my mother rushed out to see what it was and it was your plane that burst into a big burst of flame. "We were eating grass and leaves of trees, and finally there was peace, and we became your friend, and we were forever thankful that you came in and didn't let the Russians come in. "If the Russians had come, we would not live today." That's the way she put it. That was one thing that a lot of people expressed to us that they were very appreciative of the way they were treated by America and that we didn't let the Russians come in. That was a real big point with them. Everybody we met was quite friendly. We do know that there's some Japanese that are still resentful. I think they are the definite minority. Of my bomb group, people that come to the reunion, I know that some resent the fact that we went over and were friendly with the Japanese, who had been very abusive to prisoners of war, and they just could not believe that we should be friendly with the Japanese, and resented us going very much. But they were very definitely the minority. Most of our bomb group were very interested in the trip, and what we learned and what we did. When I went back to the village of Ikachi, the thing that I wanted to say, that I tried to say, as diplomatically as I could, "well I'm glad you didn't cut our heads off when we landed." [laughs] "You were humane people." I told them we were very fortunate that we landed where we did.

CS: Well, we're probably just about out of tape. Is there anything else that you want to add?

TC: Well, as I mentioned earlier, I correspond with Mori on a regular sort of basis, once or twice a week, we exchange e-mail and once in a while I write Moranaka. What I would like to say is that we felt very welcomed back to Japan and we were very impressed with their sense of history, especially in Hiroshima. Hiroshima is probably the center of the effort to completely ban atomic weapons. Naturally, they would be, and we met some people who expressed very eloquently their objections to anybody having atomic weapons. As I say, everybody we met, our host, our taxi drivers (who were very good), were all very cordial and welcomed us and were very helpful. All of the people that Mori has interviewed to get information have been very helpful and seem to be very understanding. All of them say "war is war and that's what changes people and we must have peace."

CS: Probably a good place to end.

TC: Okay.

"From Fitchburg to Hiroshima: The Last POWs of WWII"  
New England Cable News (NECN), airdate 26 August 2005

Tinian airport was in 1945 the biggest and busiest airport in the world

*Nip Clipper* was part of a 232 other B-29s in a massive firebombing raid of Yawata, a heavily defended steel city. Bombs stuck in the bomb bay over the target. The *Nip Clipper* fell back from the formation, its wing was hit, and caught fire, steered over Sea of Japan, gave order to bail out.

Marty Zapf: "I remember your dad for another good reason -- he and I could not swim at that time. But we were one of the first two into the lifeboat, let me tell you."

Ten men survived, climbing into eight inflatable life rafts. Only pilot George Keller died. Men paddled and drifted for six days, holding hands at night to stay together. Picked up on 14 July, the last day before the war ended.

On capture, and threats of beheading:

Chris Nikitas: "I prayed for my life. I was afraid to die -- not scared -- I had been scared before -- now I was filled with fear -- fear of death."

On Neal and Brissette:

Chris Nikitas: "They are dying and they know it -- slowly, night comes on -- their pains increase -- their arms are paralyzed -- their legs curl up and are useless -- their groans increase -- they are dying, and nothing can be done. The men in the next cell, listen for each word -- each groan -- each breath -- one of the wounded men is going blind -- he cries out -- he wants to go home -- he wants to die in his native Kentucky -- he'll never see his home again -- his cellmate, a big boy from Mass. is growing steadily worse -- the first boy from Kentucky is taken out of his cell, and downstairs -- the groans grow louder -- a few hours after midnight they suddenly stop -- someone says -- 'he's dead' -- he is."

Marty Zapf: "I remember the smell most vividly I think. There was still a smell of burnt flesh. Of course there was ... there was nothing to see, nothing, just plain void."



(b)(6) @gmail.com&gt;

## Shigeaki Mori's research questions

7 meddelanden

(b)(6) @gmail.com&gt;

29 juli 2009 20.51

Till: (b)(6) @pstripes.osd.mil

Dear (b)(6)

I am a historian working for the Defense POW / Missing Accounting Office in Washington DC. I am currently working on a memo about the twelve Americans that were killed in the bombing of Hiroshima in 1945. Shigeaki Mori's book and the resulting news stories – including those in *Stars and Stripes* – have created a certain interest in these soldiers' fate, and I am putting together a memo that compiles some of the most recent research. I thought that I might drop you a quick line, as your article from 17 July is one of the most recent and have actually interviewed Mr. Mori himself.

Mr. Mori's book *Genbaku de shinda Beihai hish* probably explains these things, but I was hoping you could help clarify them for me. Were most of the Americans held on the grounds of Hiroshima Castle on 6 August? I believe they might have been held at The Chugoku Military Precinct Headquarters ("Chugokugun Kanku Shireibu, Dai 59 Gun Shireibu") at Hiroshima Castle. Mr. Mori's book has a map that highlights another nearby building, the Chugoku Military Police Headquarters ("Chugo Kempeitai Shiribu"). Do you know who died there?

Mr. Mori's map also features a text box right pointing at the location of a school. It says "There were the remains of 1 American military prisoner at the author's school, Zaimi National School (public school)." Do you know who this American prisoner might be? I think Mr. Mori may have recently found new information on the fate of Ensign John Hantschel, but does this refer to him?

I know that I sound very pushy in asking all these questions, and I cannot apologize enough for that. Yet, I really, really hope that someone can help me! I have done some very good research in the National Archives and Library of Congress, so I know what happened to them in Hiroshima .... but these soldiers' precise location remains something of a mystery. Any light that you can shed on these questions would be \*enormously\* helpful!

(b)(6)

Defense Prisoner of War / Missing Accounting Office (DPMO)  
Washington DC

(b)(6) @pstripes.osd.mil&gt;

29 juli 2009 20.55

Till: (b)(6) @gmail.com&gt;

Dear (b)(6)

I will call Mr. Mori to clarify your questions. I will do the best I can and be back with you in a few days.

Sincerely,

(b)(6)

Stars and Stripes

Okinawa News Bureau

From: (b)(6) [mailto:(b)(6)@gmail.com]  
Sent: Thursday, July 30, 2009 9:52 AM  
To: (b)(6)  
Subject: Shigeaki Mori's research questions

[Citerad text är dold]

(b)(6)@gmail.com> 29 juli 2009 21.10  
Till: (b)(6)@pstripes.osd.mil>

I will call Mr. Mori to clarify your questions. I will do the best I can and be back with you in a few days.

Thank you! You have no idea how grateful I am for this!

I just saw that one of your articles from November shows the wreckage of the B-24 *Taloa*. Amazing ... that's not even in Mr. Mori's book. Does *Stars and Stripes* have a higher-quality image of that photo on file? Or the crosses for the Americans that died in the crash?

Thanks again for all your help!

(b)(6)

(b)(6)@pstripes.osd.mil> 3 augusti 2009 02.53  
Till: (b)(6)@gmail.com>

Hello, (b)(6)

I just finished talking with Mr. Mori and the followings were what I could gather.

Exactly who or how many were held at the three locations at the time of the bombing still remains uncertain at this time. However, from his studies and

accounts of witnesses he interviewed, he believes that

- 1) Seven American POWs were held at the Chugoku Military Police Headquarters — including Lt. Raymond L. Porter, 24, Penn, Sgt. Hugh H. Atkinson, 26, of Wa, Sgt. Buford J. Ellison, 22, of Tx and Ensign Durden W. Looper, 22 of Ark.
- 2) Four POWs at the 1<sup>st</sup> Infantry Recruit Unit, which was located along the moat of Hiroshima Castle, including Sgt. Ralph J. Neal, 23 of Ky and Petty Officer 3<sup>rd</sup> Class Norman R. Brissette, 19 of Ma. (They were the only Americans who told their names to Imperial Japanese military police.) They were wounded in the blast and died later at the Ujina district of Hiroshima
- 3) One at a jail attached to the Legal Affairs Department, which was located at the innermost of Hiroshima Castle. The American's name was Cpl. John A Long Jr. 27 of Penn.

Although the principal of his school, Seibi Elementary School, found remains of an American on August 7 at the school, who the person was is unknown.

By the way, photos of the wreckage of the B-24 Taloa, as well as the photo of the crosses, should be available if you could contact our DC office at: [permission@stripes.osd.mil](mailto:permission@stripes.osd.mil)

Hope you will find this info helpful.

(b)(6)

Stars and Stripes

From: (b)(6) [mailto:(b)(6)@gmail.com]  
Sent: Thursday, July 30, 2009 10:10 AM  
To: (b)(6)  
Subject: Re: Shigeaki Mori's research questions

[Citerad text är dold]

(b)(6)@gmail.com>  
Till: (b)(6)@pstripes.osd.mil>

3 augusti 2009 21.56

| Hope you will find this info helpful.

I did! I found Mr. Mori's explanations helpful. I still may need a good 1945 Hiroshima city map, but this is an excellent start. I am very grateful to you for doing this. As with all of our cases, the families of the missing soldiers are always grateful for any scrap of information they can find. On their behalf, I appreciate your efforts!

(b)(6)  
Washington DC

(b)(6)@pstripes.osd.mil>  
Till: (b)(6)@gmail.com>

3 augusti 2009 22.30

I called Mr. Mori to ask him about the map. He said that copies of the map are available at Hiroshima Peace Museum. If you could write to him, requesting a copy, he will then take your letter to the museum to ask them to issue a copy. He is more than happy to get and send it to you.

His address is: Shigeaki Mori

(b)(6)

Best,

(b)(6)

---

**From:** (b)(6) [mailto:(b)(6)@gmail.com]  
**Sent:** Tuesday, August 04, 2009 10:57 AM  
**To:** (b)(6)  
**Subject:** Re: Shigeaki Mori's research questions

Hope you will find this info helpful.

[Citerad text är dold]

---

(b)(6)@gmail.com>  
Till: (b)(6)@pstripes.osd.mil>

3 augusti 2009 22.44

Dear (b)(6)

I will do exactly that tomorrow morning! My biggest problem has been identifying buildings, and a city map would be very helpful indeed. (Finding these buildings in photographs after the bombing is even more difficult.) Mr. Mori sounds very kind, and I appreciate both of you for doing all this for us.

(b)(6)

2009/8/3, (b)(6)@pstripes.osd.mil>:

[Citerad text är dold]



~~SECRET~~

Ho, 494th Bomb Grp  
#903  
27 July 1945, 0900Z

FO 45-92

Maps: No change.

1. See photograph 28 PR 5 M 323-1 Ex No 15 dtd 15 July 1945 of Naval Air Station and Shipping KURE.
2. This Group will with nine (9) aircraft each from the 867th, 864th, 866th & eight (8) aircraft from the 865th Bomb Sq's (H) atk the HARUNA BATTLESHIP, KURE HARBOR, JAPAN on 28th July 1945.

Take Off: 272318Z.

Assembly: 31° 22 min N, 131° 21 min E.

Route Out: YONTAN - 31° 22 min N, 131° 21 min E - 33° 10 min N, 132° 17 min E - 33° 27 min N, 132° 12 min E - I.P. - Target.

Rendezvous: 31° 22 min N, 131° 21 min E.

I.P.: 33° 57 min N, 132° 07 min E.

Time of Atk: 280331Z.

Route Back: Target - 34° 23 min N, 132° 07 min E - NAGA SHIMA - HAGA SHIMA - 33° 05 min N, 132° 10 min E - TANEGA - IE SHIMA - YONTAN.

Method of Bombing: No change.

3. a. The first six (6) aircraft of the 867th Bomb Sq (H) will atk the HARUNA.

Alt of Atk: 10,500 feet.

Axis of Atk: 30° True.

- b. The second six (6) aircraft of the 867th & 864th Bomb Sq's (H) will atk the HARUNA.

Alt of Atk: 10,000 feet.

Axis of Atk: 30° True.

- c. The third six (6) aircraft from the 864th Bomb Sq (H) will atk the HARUNA.

Alt of Atk: 9,500 feet.

Axis of Atk: 30° True.

- d. The fourth six (6) aircraft of the 865th Bomb Sq (H) will atk the HARUNA.

Alt of Atk: 10,500 feet.

~~SECRET~~

DECLASSIFIED

Authority 11/12 245005  
By NARA Date 7-29-04

Hq. 49th Bomb Gp  
AC 7903  
27 July 1945, 0830Z.

FO 45-91

1. Information was verbal from VII Bomber Command.
2. This Group will with one (1) aircraft from the 373rd Bomb Sq (H) fly a snoop mission in area of SHANGHAI, CHINA on 27 July 1945.

Take Off: 271400Z.

Route: YONTAN - SHANGHAI AREA - YONTAN.

Time in Target Area: Approximately two and one-half hours.

3. a. The 373rd Bomb Sq (H) will bomb enemy shipping in SHANGHAI AREA.

Alt of Atk: Discretion of Pilot.

Axis of Atk: Discretion of Pilot.

- x. 1. No change.

2. Briefing will be conducted by the 494th Bomb Gp (H).

Place: 494th Briefing Area.

Time: 271000Z.

3. Bomb Load: 12 X 500 lb GP's fuzed Inst Nose, 4-5 Sec delay Tail.

4. Gas Load: 2700 gal.

5. Mission No: 138

6. Secondary Target: TING HAI, CHINA.

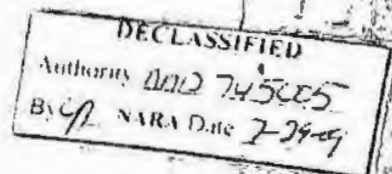
4. a. No change.

b. Transportation will be in Sq area at 271300Z

5. a.b.c.d.e.f.g. No change.

h. No Dumbo.

BY ORDER OF COLONEL KELLEY:



WILLIAM W. PERRY,  
Lt. Colonel, Air Corps,  
Operations Officer.

~~SECRET~~  
-1-

~~SECRET~~

Hq, 494th Bomb Gp (H)  
APO #903  
28 July 1945, 0900Z.

PO 45-94

DECLASSIFIED

Authority AWD 745005  
By CA NARA Date 7-29-09

Maps: No change.

1. No change.

2. This Group will with six (6) aircraft each from the 864th, 865th, 866th, and 867th Bomb Sq's (H) atk HAYUGA BATTLESHIP in KURE HARBOR, JAPAN on 29 July 1945.

Take Off: 282300Z

Assembly: TOI SAKI (31° 24' N, 132° 21' E)

Route Out: YONTAN - TOI SAKI - 33° 10' min N, 132° 17' min E - 33° 49' min N, 132° 24' min E - I.P. - Target

Rendezvous Point: TOI SAKI.

I.P.: 34° 00' min N, 132° 47' min E.

Time of Attack: 280338Z.

Route Back: Target - 33° 57' min N, 132° 24' min E - 33° 57' min N, 132° 17' min E - TOI SAKI - IE SHIMA - YONTAN.

Method of Bombing: No change.

3. a. The 864th Bomb Sq (H) lead Sq of the Gp Formation will atk the HAYUGA.

Alt of Atk: 10,500 feet.

Axis of Atk: 314° True.

b. The 865th Bomb Sq (H) second Sq of the Gp Formation will atk the HAYUGA.

Alt of Atk: 10,000 feet.

Axis of Atk: 314° True.

c. The 866th Bomb Sq (H) third Sq of the Gp Formation will atk the HAYUGA.

Alt of Atk: 9,500 feet.

Axis of Atk: 314° True.

d. The 867th Bomb Sq (H), fourth Sq of the Gp Formation will atk the HAYUGA.

Alt of Atk: 9,000 feet.

Axis of Atk: 314° True.

x. 1. No change.

~~SECRET~~

BASIC: FO 45-94 Hq 494th Bomb Gp (H), dtd 28 July 1945 (Cont'd)....

2. Briefing will be conducted by the 864th Bomb Sq (H).

Place: 494th Briefing Area.

Time: 282200Z

3. Bomb Load: 3 X 2000 lb GP's fused 11 Nose, .025 Tail per plane.

4. Gas Load: 1700 lbs.

5. Mission No.: 147.

6. Secondary Target: AIRCRAFT ENGINE WORKS at OITA, KYUSHU.

Tertiary Target: Chemical Plant at NOBEOKA

4. a. No change.

b. Transportation will be at briefing area at 282200Z.

5. a.b.c.d.e.f.g. No change.

h. Dumbo call will be Jukebox 34, Jukebox 33, and Jukebox 35.

BY ORDER OF COLONEL KELLEY:

OFFICIAL:

*Raymond A. Y...*  
RAYMOND A. YERGEN  
Captain, Air Corps  
Actg Asst Opns O-

WILLIAM W. PERRY,  
Lt. Colonel, Air Corps,  
Operations Officer.

DECLASSIFIED  
Authority 1102 745005  
By *CP* NARA Date 7-29-09

~~SECRET~~

~~SECRET~~

Hq, 494th Bomb Gp (H)  
APO #903  
28 July 1945, 0830Z

FO 45-93

Maps:- No change.

1. Verbal from VII Bomber Command.
2. This Group will with two (2) aircraft from the 373rd Bomb Sq (H) atk enemy shipping in INLAND SEA AREA, JAPAN on 29 July 1945.

Take Off: 1st Aircraft - 281200Z; 2nd aircraft - 281400Z.

Route: YONTAN - EAST KYUSHU - INLAND SEA - YONTAN.

Time in Target Area: Two (2) hours.

3. a. The 373rd Bomb Sq (H) will bomb shipping in the INLAND SEA area.

Alt of Atk: Discretion of Pilot.

Axis of Atk: Discretion of Pilot.

x. 1. No change.

2. Briefing will be conducted by the 494th Bomb Gp (H).

Place: 494th Briefing Area.

Time: 280930Z.

3. Bomb Load: 9 X 500 lb GP's fuzed .1 Nose, .025 Tail.

4. Gas Load: 2700 Gals.

5. Mission No.: 140

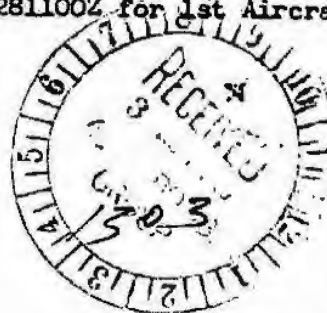
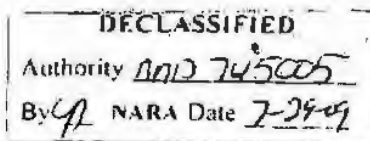
4. a. No change.

- b. Transportation will be in Sq area at 281100Z for 1st Aircraft and 281300Z for 2nd aircraft.

5. a.b.c.d.e.f.g. No change.

- h. No Dumbo.

BY ORDER OF COLONEL KELLEY:



WILLIAM W. PERRY,  
Lt. Colonel, Air Corps,  
Operations Officer.

OFFICIAL:

~~SECRET~~

BASIC: FO Hq 494th Bomb Gp (H), dtd 28 July 1945 (Cont'd)...

*Raymond A. Yeoman*

RAYMOND A. YEOMAN  
Captain, Air Corps,  
Actg Asst Opns O.

DECLASSIFIED

Authority *1112 745005*  
By *CA* NARA Date *7-24-09*

~~SECRET~~

Hq, 194th Bomb Gp (H)  
APO #903  
25 July 1945, 0900Z.

PO 65-96

Type: No change.

- No change.
- This Group will visit six (6) aircraft each from the 864th, 865th, 866th, and 867th Bomb Sq (H) and their BATTLESHIP in MIYAZAKI HARBOR, JAPAN on 29 July 1945.

Take Off: 282300Z

Assembly: TOI SAKI (31° 00' N)

Route Out: YONEM - TOI SAKI  
132° 24 min E - I.P. - TOI SAKI

Rendezvous Point: TOI SAKI

I.P.: 34° 00 min N, 132° 47'

Time of Attack: 200338Z

Target - 33° 57' N  
TOI SAKI - ISHIMIZU

Method of ...

- The 864th Bomb Sq (H)  
Alt of Atk: 10,500 feet.  
Axis of Atk: 314° True.
  - The 865th Bomb Sq (H) Second  
Alt of Atk: 20,000 feet.  
Axis of Atk: 311° True.
  - The 866th Bomb Sq (H) Third Sq  
Alt of Atk: 8,500 feet.  
Axis of Atk: 314° True.
  - The 867th Bomb Sq (H) Fourth Sq  
Alt of Atk: 9,000 feet.  
Axis of Atk: 314° True.
- No change

NO. IN GROUP	STATUS	REGISTRATION	REGISTRATION NUMBER	REGISTRATION CLASS	REGISTRATION TYPE	REGISTRATION DATE	REGISTRATION EXPIRES	REGISTRATION REMARKS	UNITS OF SERVICE		SOURCE OF REQUEST (CHECK)
									REGISTRATION NUMBER	REGISTRATION DATE	
1	190	1944	190	190	190	190	190	190	190	190	190
<p>1944 Bomb Group - Mission Reports Boxes 3167-3172</p>											

(b)(6)

REFERENCE SERVICE SLIP

DATE

NO. 6306

Dec 30, 1944

Aug 01, 1945

6002-1331

SEARCHED  
SERIALIZED  
INDEXED

DO NOT REMOVE FROM RECORDS

MAILED

~~RESTRICTED~~

Case  
230

DECLASSIFIED  
Authority 1110 785095  
BY NA NARA Date 7-2-99

HEADQUARTERS EIGHTH ARMY  
United States Army  
Office of the Quartermaster  
AFO 343

QM 293 (FAM)

24 January 1947

SUBJECT: Recovery Operations (Case History No 293)

TO: The Quartermaster General  
Washington 25, D. C.

1. Reference is made to 1st Ind to Ltr OQMG 14 Nov 46, file QMEMR 293 Aspinall, Robert J. 16009984, subject: Additional Information That May Lead to the Recovery and Identification of Remains Not Yet Accounted For.

2. Investigation Division, Legal Section, GHQ SCAP, has furnished this office information to the effect that the following listed B-29 crew members were killed at Kyushu Imperial University during the period 15 May to 15 August 1945; that the remains were cremated; and that they were turned over to United States Occupation Forces as the cremated remains of B-29 crewmen imprisoned in Chugoku M.F. Headquarters, Hiroshima Prefecture and killed by the atomic bombing on 6 August 1945:

a. B-29 No 42-65305, crashed 5 May 1945

- |                           |       |           |
|---------------------------|-------|-----------|
| 1. FREDERICKS, William R. | 2d Lt | 0-780565  |
| 2. FLAMBECK, Dale E.      | 2d Lt | 0-2074768 |
| 3. PONCZKA, Teddy J.      | S/Sgt | 6095646   |
| 4. WILLIAMS, Robert B.    | Cpl   | 32494663  |
| 5. COLEHOWER, John G.     | Cpl   | 15176244  |
| 6. OZARNECH, Leon C.      | Cpl   | 32753846  |

b. B-29 No 44-65887, crashed 7 May 1945

ASPINALL, Robert J. M/Sgt 16009984

3. The investigations conducted by Legal Section, GHQ SCAP, reveal that Captain Louis W. Nelson, O-728304, and 2d Lt or Cpl Hayward (probably 1st Lt James E. Ferrett, O-75216), and possibly one other crew member of plane No 42-71096 were to be sent to Tokyo for interrogation but first were taken to Hiroshima to be interrogated. They may have been killed by the atomic bombing on 6 August 1945 at that place.

4. On 8 December 1945, a communal urn containing the remains of the first six men listed in Par 2 above and those of a Captain Nelson, 2d Lt or Cpl Hayward and one unknown (according to Japanese information not recovered at the First Infantry Replacement Center, Hiroshima,

293 Standard Registration (Pres. # 16009984)

*John J. ...*



~~RESTRICTED~~

Ltr Hq 8th Army, USA, OGM, APO 343, dtd 24 January 1947, file GM 293 (PAM),  
Subj: Recovery Operations (Case History No 290)

(Continued)

5. If the communal urn contains only nine remains as reported by the Japanese, then the remains of one of the men listed in Par 2 above, those of Sgt Aspinall, or those of one of the men listed in Par 3 are not included in the urn recovered.

6. It is believed that the communal urn contains all recoverable remains of the ten men listed above and that the remains of Master Sergeant Aspinall are represented among those recovered as Unknowns X-127 thru X-135.

DECLASSIFIED  
Authority *AMP 785095*  
By *BA* NARA Date *7-24-09*

*E. E. Fendall*  
E. E. FENDALL  
Colonel, GAC  
Quartermaster

~~RESTRICTED~~

REFERENCE SERVICE SLIP

NAME OF REQUESTOR  
**WRS**  
(b)(6)

AGENCY OR ADDRESS  
**101031**

DATE  
**29 July 2007** NO. **62376**

INFORMATION SERVICE (Number of replies)		RECORDS FURNISHED (Number of items)		TEXTUAL STILL PICTURES (Etc.) (Number of pages)		MOTION PICTURES (Number of feet)		SOUND RECORDINGS (Number of feet)		SOURCE OF REQUEST (Check)	
WRITTEN	ORA.									NA Administrative Use	Agency of Origin
92											
STACK AREA		ROW		COMPARTMENT		REQUEST HANDLED BY		SHELF		(b)(6)	
92		390		7		1 → 2		677			

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*Case 230*

HEADQUARTERS EIGHTH ARMY  
United States Army  
Office of the Quartermaster  
AFO 343

QM 293 (FAM)

24 January 1947

SUBJECT: Recovery Operations (Case History No 290)

FILE IDENTIFICATION TOPPER

FILE NUMBER

*293 IAS Pacific*

SUBJECT

*Case 230*

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Authority *MD 785095*

By *A* NARA Date *7-24-99*

~~RESTRICTED~~

QMC FORM 1121  
1 AUG 45

90 83-19180

a. B-29 No 42-65305, crashed 5 May 1945

*14353*

- |                          |       |           |
|--------------------------|-------|-----------|
| 1. FREDRICKS, William R. | 2d Lt | 0-780565  |
| 2. FLAMBECK, Dale E.     | 2d Lt | 0-2074768 |
| 3. PONCZKA, Teddy J.     | S/Sgt | 6995646   |
| 4. WILLIAMS, Robert B.   | Cpl   | 32494663  |
| 5. COLKHOWER, John C.    | Cpl   | 19176244  |
| 6. OZARNECKI, Leon C.    | Cpl   | 32753846  |

b. B-29 No 44-69887, crashed 7 May 1945

ASPENALL, Robert J. N/Set 16009984

3. The investigations conducted by Legal Section, GEC SCAP, reveal that Captain Louis W. Nelson, O-728304, and 2d Lt or Cpl Hayward (probably 1st Lt James E. Hewitt, O-675216), and possibly one other crew member of plane No 42-64098 were to be sent to Tokyo for interrogation but first were taken to Hiroshima to be interrogated. They may have been killed by the atomic bombing on 6 August 1945 at that place.

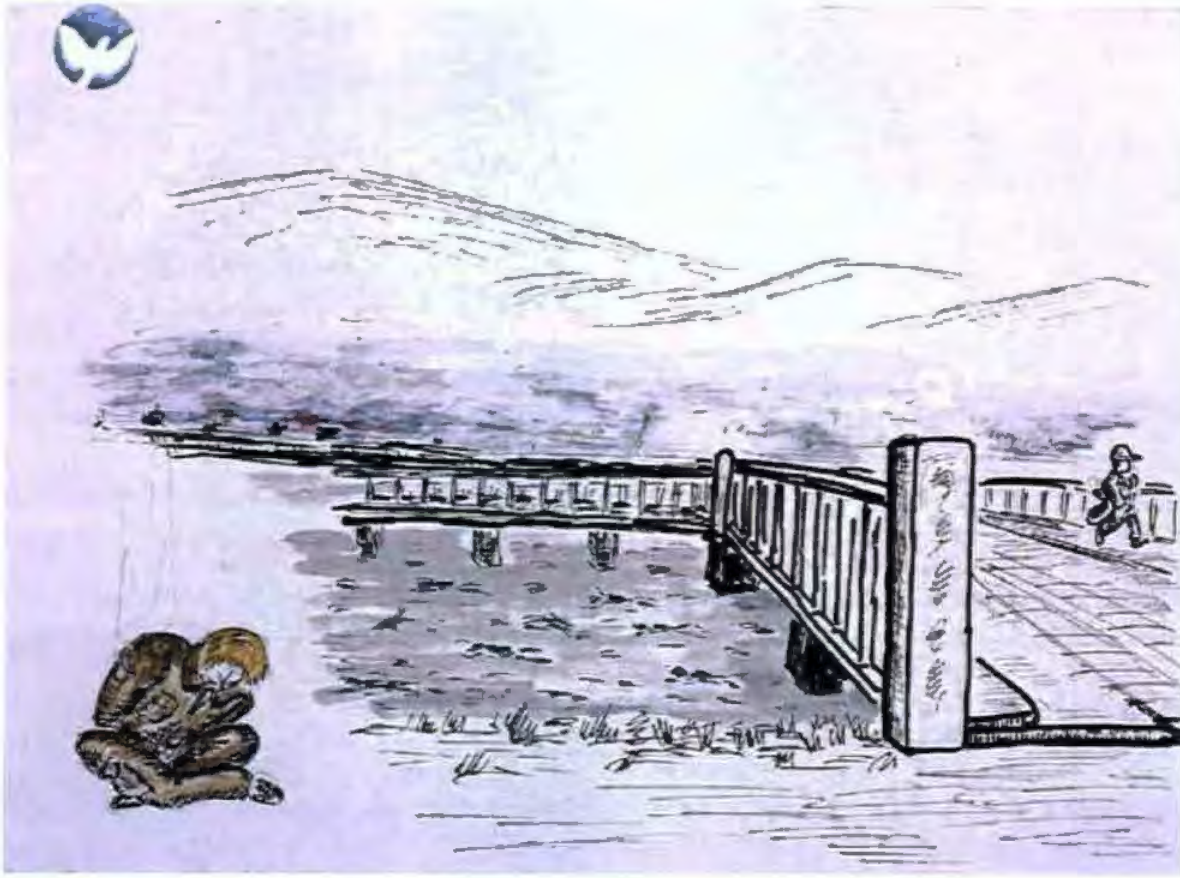
4. On 8 December 1945, a communal urn containing the remains of the first six men listed in Par 2 above and those of a Captain Nelson, 2d Lt or Cpl Hayward and one unknown (according to Japanese information) were recovered at the First Infantry Replacement Center, Hiroshima.

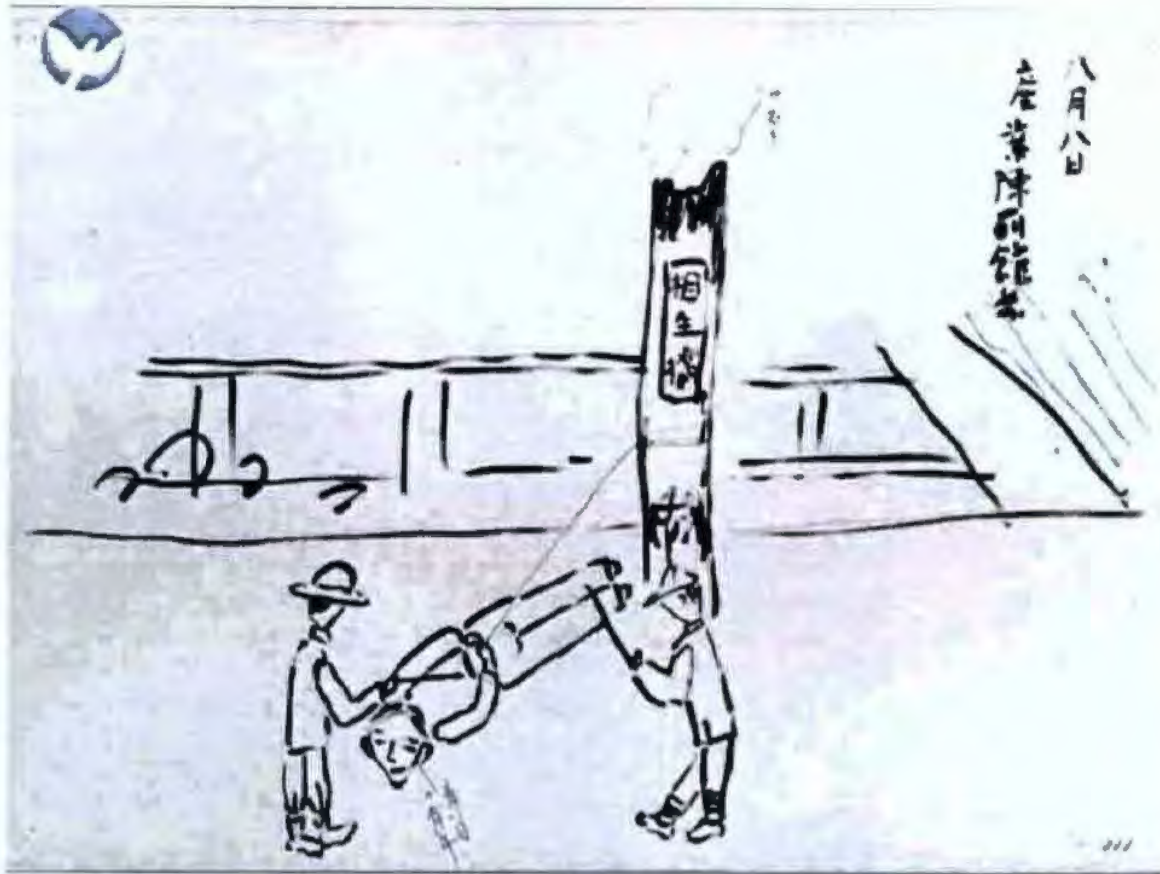
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*July 31-1947  
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*Case History Number 290*







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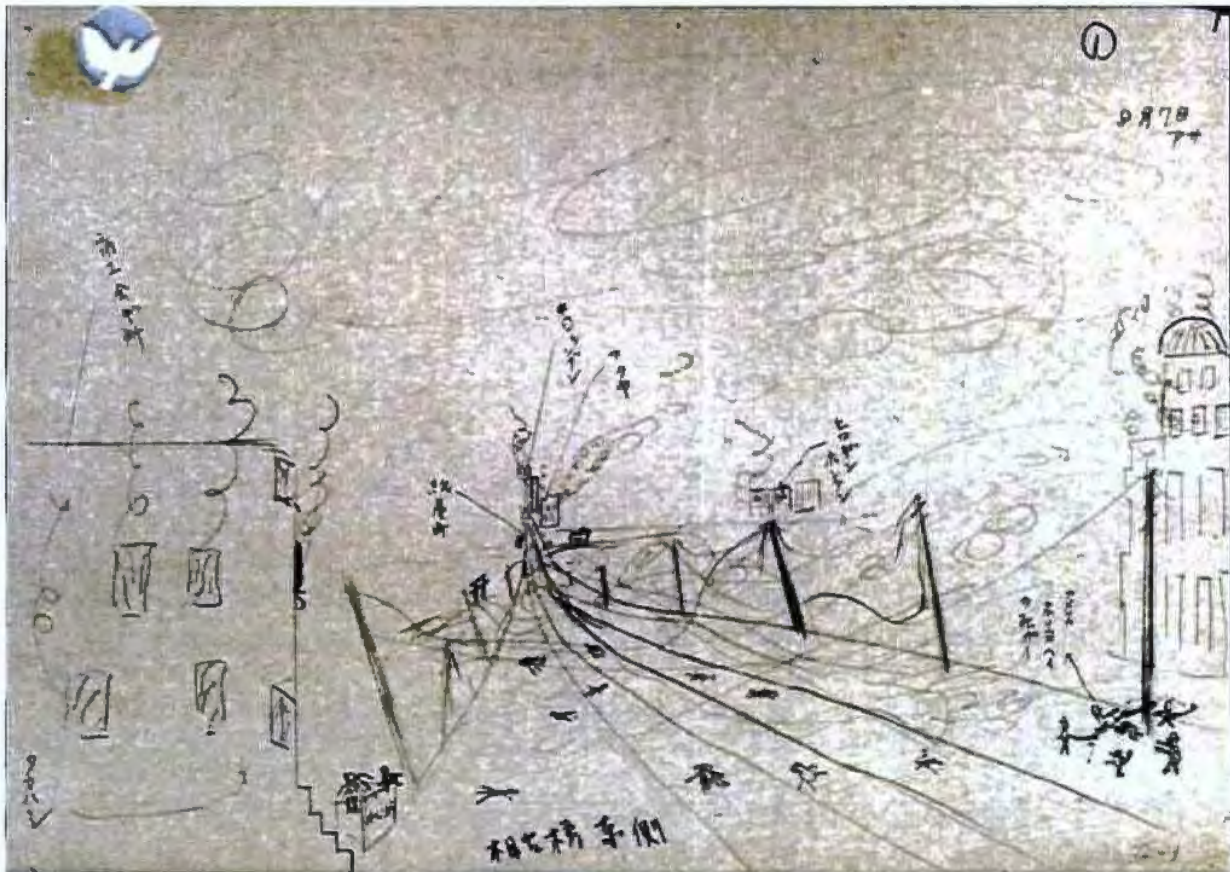




















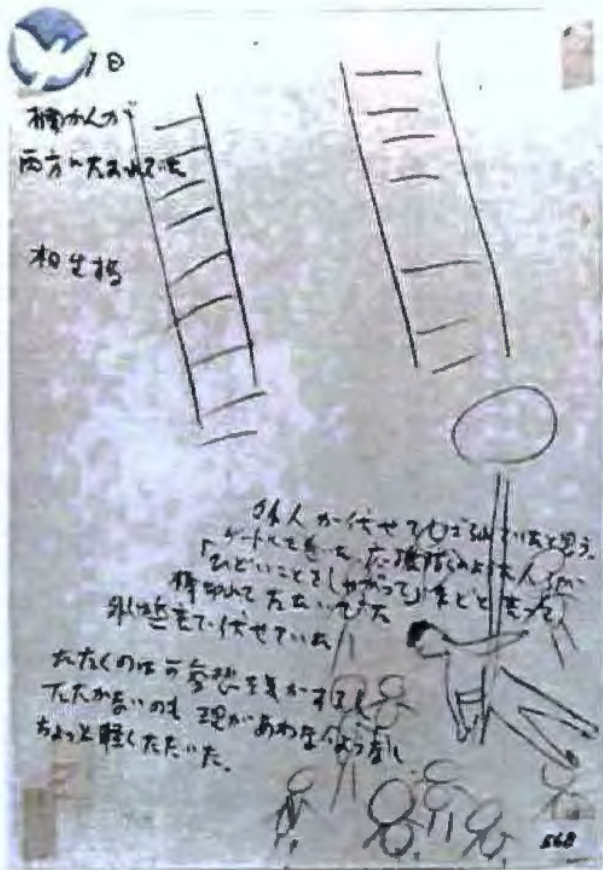
# 8月7日 相生橋面話

若いアメリカ兵が、足首に通いた針金で鉄柱にくっられて死んでいた。全裸はされていた。

両親の行方をたずね歩く男たちは、この死体は眼を閉めると、コン棒を振りあげてなぐりかかった。















### Chugoku and Shikoku Army Districts

Note: In June 1945, the Chugoku and Shikoku Army Districts were separated from the Chubu Army District and became independent. The Chugoku Army District administered Okayama-ken, Tottori-ken, Shimane-ken, Hiroshima-ken and eastern part of Yamaguchi-ken. The Shikoku Army District administered Kagawa-ken, Tokushima-ken, Ehime-ken and Kochi-ken.

- ◇ Mar. 8, 1945, B-29 (#42-24721, nicknamed *Su-Su Baby*, 73BW, 500BG) crashed offshore between Kure-shi, Hiroshima-ken and Saipan Island.  
US submarine rescued 6 crewmembers.
  
- ◇ Mar. 18, 1945, F6F (#72013, *York Town* CV-10) was shot down by a Japanese fighter in a dogfight and crashed in Sashima, Yahatahama-shi, Ehime-ken.  
Lt.(jg) Ardon R. IVES was killed and his body was found in the sea by the local people on May 25.
  
- ◇ Mar. 18, 1945, FG1D (#82647, *Intrepid* CV-11) was damaged while strafing an island near Uwajima at low altitude and ditched near Hiburi-jima Island, Ehime-ken.  
Lt.(jg) William L. LANDRETH drifted in a rubber raft and was captured by the Japanese Navy soldiers on Mar. 20. He was sent to Navy Kure Prison, and then transferred to Navy Ofuna POW Camp on April 2. He returned to the US after the war.
  
- ◇ Mar. 19, 1945, SB2C (#20788, *Essex* CV-9) crashed near Kure Harbor in Hiroshima-ken.  
Lt.(jg) Louis D. WILLS and ARM3/c Carl C. ROBERTSON were killed. The body of Lt.(jg) WILLS was found drifting in the sea on May 5, and cremated at Kanadachi crematory in Kure. The body of ARM3/c ROBERTSON was never found.
  
- ◇ Mar. 19, 1945, SB2C (#19561, *Hornet* CV-12) crashed near Kure Harbor in Hiroshima-ken.  
Lt.(jg) Douglas J. YERKA and ARM2/c Edmond PETERNELL were killed.
  
- ◇ Mar. 19, 1945, SB2C (#19658, *Hornet* CV-12) crashed near Kure Harbor in

a Japanese Navy carrier, and crashed in the sea near Kure Harbor, Hiroshima-ken. Lt. Cmdr. Andrew B. HAMM was killed. ARM George F. RUMRILL bailed out and was taken prisoner. On Aug. 1, he was sent from Navy Kure Prison to Navy Ofuna POW Camp, whence returned to the US after the war.

- ◇ Jul. 28, 1945, SB2C (#20074, *York Town* CV-10) crashed in the sea near Kure Harbor, Hiroshima-ken.  
Although 1 chute was seen to open, both Lt.(jg) Perry L. MITCHELL and ARM 1/c Louis FENTON were killed.
- ◇ Jul. 28, 1945, SB2C was hit by AA fire while attacking the Japanese Navy battleship *Haruna* anchored off Koyo, Etajima-mura, and crashed in Mt. Koyo in Uebata, Etajima-mura, Aki-gun, Hiroshima-ken.  
One crewmember was killed in the crash. Another was seen to bail out and was killed by the bomb a friendly plane dropped. His body was cremated at the crematory in Koyo-toge, Nakago, Etajima-mura. The US forces recovered the ashes in Dec. 1945.
- ◇ Jul. 28, 1945, SB2C (#82981, *Randolph* CV-15) ditched off Kure Harbor.  
The plane was hit by AA fire while attacking the Japanese Navy battleship *Ise*. Lt.(jg) Garland TRUSSELL and ARM3/c Franklin B. MILLER were rescued by a fishing boat while drifting, and were turned over to navy soldiers and detained in Navy Kure Prison. They were sent to Navy Ofuna POW Camp on Aug. 1, whence returned to the US after the war.
- ◇ Jul. 28, 1945, B-24 (#44-40716, nicknamed *Taloo*, 494BG) crashed in the mountain in Minaga, Yahata-mura, Saeki-gun (present Saeki-ku, Hiroshima-shi, Hiroshima-ken).  
The plane departed a base in Okinawa, and attacked the Japanese Navy battleship *Haruna* anchored near Kure Harbor, and was shot down by AA fire.  
6 crewmembers Capt. Donald F. MARVIN, 1/Lt. Lawrence A. FALLS, 1/Lt. Robert C. JOHNSON, M/Sgt. David A. BUSHFIELD, S/Sgt. Charles R. ALLISON and S/Sgt. Camillous KIRKPATRICK were killed in the crash.  
M/Sgt. Walter PISKOR bailed out and landed on the roof of Mitsubishi heavy industry plant at the mouth of Ota River. 1/Lt. Rudolph C. FLANAGIN bailed out and landed near the mouth of Ota River. Both of them had been seriously wounded

before bailed out, and died at the time of capture. Their bodies were buried in Kokuzenji Temple in Onaga-cho, Hiroshima-shi.

3 crewmembers 1/Lt. Joseph DUBINSKY, S/Sgt. Julius MALNER and S/Sgt. Charles O. BAUMGARTNER were taken prisoners. They were sent to Chugoku Kempei Tai HQ in Hiroshima and killed by the A-bomb on Aug. 6

- ◇ Jul. 28, 1945, B-24 (#44-40680, nicknamed *Lonesome Lady*, 494BG) crashed in Ikachi-mura, Kuka-gun (present Yanai-shi), Yamaguchi-ken. The plane departed a base in Okinawa, and attacked the Japanese Navy battleship *Haruna* anchored near Kure Harbor and was shot down by AA fire about the same time as *Talca* was. 1 crewmember 2/Lt. Roy M. PEDERSON Jr. was killed in the crash. In Sep. 1947, local people found his bleached bone in woods of Takamori-cho, Kuka-gun. 8 crewmembers bailed out and were taken prisoners.

Sgt. Hugh H. ATKINSON was captured by the civil defense guards in Minamikawachi-mura. He was sent to Chugoku Kempei Tai HQ in Hiroshima via Iwakuni police station and Iwakuni Kempei Tai. On Aug. 6, the A-bomb killed him. There were testimonies of citizens of Hiroshima that seriously wounded ATKINSON escaped to near Aioi-bashi Bridge, but exhausted and died there.

S/Sgt. Ralph J. NEAL, Sgt. Buford J. ELLISON and Cpl. John A. LONG were taken prisoners in Takamori-cho, Kuka-gun. On the following day, they were sent to Chugoku Kempei Tai HQ via Yamaguchi and Iwakuni Kempei Tai. Sgt. ELLISON and Cpl. LONG were killed by the A-bomb on Aug. 6. S/Sgt. NEAL was seriously wounded by the A-bomb and moved to Ujina Kempei Tai south of Hiroshima, where he died on Aug. 19.

2/Lt. James M. RYAN was captured by civil defense guards of Minamikawachi-mura, Kuka-gun in the evening of Jul.29. He was sent to Chugoku Kempei Tai HQ via Iwakuni Kempei Tai and was killed by the A-bomb on Aug. 6.

2/Lt. Thomas C. CARTWRIGHT (A/C) and 2/Lt. Darden W. LOOPER were captured by civil defense guards in Ikachi-mura, Kuka-gun and were sent to Chugoku Kempei Tai HQ via Hikari Kempei Tai. On Jul. 30, the former was sent to General Defense HQ in Tokyo for interrogation and returned to the US after the war. The latter was killed by the A-bomb on Aug. 6.

In Oct. 1999, Mr. CARTWRIGHT visited Hiroshima to remember his ex-colleagues and to exchange good wishes with the local people near the crash site. He published a book "A date with the Lonesome Lady -A Hiroshima POW Returns-" in 2002.

S/Sgt. William E. ABEL ran into the mountains and hid himself. However, on Aug. 4,



he became half dead with hunger. He got on a train on Sanyo-line, and was taken prisoner by the Japanese Navy sailors informed by local people at Tokuyama railway station. He was sent to Navy Kure Prison on Aug. 9, and then to Navy Ofuna POW Camp on Aug. 17, whence returned to the US.

- ◇ Jul. 28, 1945, SB2C (#21079, *Ticonderoga* CV-14) was hit by AA fire while attacking Kure Harbor in Hiroshima-ken, and crashed offshore Oshima-gun, Yamaguchi-ken. Lt.(jg) Raymond POTTER and ARM3/c Norman R. BRISSETTE drifted on the sea and were captured by Japanese Army NCOs of Akatsuki shipping unit off Oshima-gun, Yamaguchi-ken. They were sent to Chugoku Kempei Tai HQ via Ujina Kempei Tai. Lt.(jg) PORTER was killed by the A-bomb on Aug. 6. ARM3/c BRISSETTE was seriously wounded by the A-bomb and moved to Ujina Kempei Tai, where he died on Aug. 19.
  
- ◇ Jul. 28, 1945, F6F (#72-623, *Randolph* CV-15) ditched 1 km west of Hojiro Island, Kamiokamura, Kumage-gun, Yamaguchi-ken. Ens. John J. HANTSCHER advised his wingmen by radio that he was going to ditch due to faulty engine. His wingmen saw him get out of the plane and got into a rubber raft on the sea. On the following morning, fishermen rescued him drifting 2 miles off Maruo, Higashikiwa-Mura, Yoshiki-gun. He was taken to Yamaguchi Kempei Tai and sent to Chugoku Kempei Tai HQ. Information on him thereafter is not certain, but it was quite possible that the A-bomb killed him in Hiroshima on Aug. 6.
  
- ◇ Jul. 28, 1945, TBM (#69270, *Bon Homme Richard* CV-31) crashed offshore between the carrier and Hiroshima Bay. Ens. Joseph T. WILLIAMS, AOM3/c Richard C. ADOLPHSON and ARM3/c Glen W. WEATHERFORD were killed.
  
- ◇ B-24 Jul. 28, 1945, B-24 (#44-42127, nicknamed *Boots*, 43BG) crashed offshore between Hiroshima-ken and Ie-jima, Okinawa-ken. The plane was hit by AA fire while attacking Kure Harbor. All 11 crewmembers including 2/Lt. Charles H. KERNS (A/C) were killed.
  
- ◇ Jul. 28, 1945, F6F (#79339, *Wasp* CV-18) crashed in Miho Naval Airbase, Tottori-ken. Lt.(jg) Thomas H. MORTON was killed.

Okay, so now for your translations. I thought going line by line and putting it next to the Japanese you sent me would make it easier, but it might read a little choppy. Sorry in advance! The words in brackets are things that were not in the original Japanese but that I've added so that the translation makes sense in English (I probably should have mentioned that earlier, since I did it in the previous translations that I sent you also). The second one was particularly tough, since the woman who wrote it was writing in kind of old Japanese, so it's a little unfamiliar to me.

GE 29-39

\*\* 絵の中 in the picture

8月7日相生橋西詰 7 August, [at] the west end of the Aioi bridge

若いアメリカ兵が、足首に通した針金で鉄柱にくくられて死んでいた。The young American soldier was dead, tied to an iron pillar by a wire through [his] ankle.

全裸にされていた。[He] was completely naked.

肉親の行方をたずね歩く男たちは、この死体に目を留めると、コン棒を振りあげてなぐりにかかった。When men who were walking to visit relatives saw this dead body, [they] swung clubs and beat [the body].

コン棒 club/cudgel

なぐるたびに何事かを叫ぶ。Each time [they] beat [the body], [they] yelled something.

しかしいざとなるとひるんでしまって強く叩く者はあまりいない。However, when compelled, [they] flinched, and there wasn't really anyone who hit [the body] strongly.

カバン bag

緑色の眼 green eyes

金髪 blond hair

青アザ bruise(s)

白蠟のような肌 skin like a white snake

太い針金 fat wire

穴があいている a hole is open

鉄柱 iron pillar

\*\* 裏 behind/the back

藤本仁一 Fujimoto (Masakazu?)— the last two characters are a first name, so they could be read in a number of different ways

GE 14-10

\*\*\*\*\*

\*\*絵の中 inside the picture

原爆死亡県職員妻 Wife of a prefectural employee [who] died in the atomic bombing 片桐サワミ  
Katagiri Sawami

昭和二十年八月九日の日のことです。 [This] is [something that happened on] 9 August 1945.

市内をあちらこちら主人と子供をさがして歩きまはりました。 [I] was walking around the city looking for [my] husband and child/children.

各所の収容所をのぞいて見ますと顔はふくれ赤くはれて水水と呼んで気の毒でした。 When [I] looked in at each shelter, [people's] faces were swollen red, [they] called out, "water, water," and it was pitiable.

普通のやけどと全く違ふと思いました。 [I] thought [the burns] were completely different from normal burns.

只一人にて死がいだらけの中をあちらこちらかけまはりました。 But [I] made my way around through dead bodies everywhere.

餘りに悲惨の状態では淋しくも感じられず戦場とは此の有様か全く生地獄の感に打たれました。 [Without] really being able to feel sad about the tragic situation, [I] was hit by the feeling that this battlefield situation was complete living hell (the Japanese actually says "raw hell").

家屋、電柱の焼残り歩くことも六ヶ敷く主人と子供をさがしてせめて死がいないと一目見たいとかけまはりました。 [I] walked through the burnt remnants of houses and electrical poles, and covered six [houses?] (I'm not sure about this character; it may also be some kind of counter for area)) looking for [my] husband and child[ren], wanting to see that [they] weren't dead.

全く筆舌に表すことは出来ません泣いても泣いても泣きつくせません現在でも生のある人をタンカーで地方より来て運んでおられました。 [I] cannot express [the feeling] in writing, [but] even now, even though [I] cried and cried, [I] cannot cry myself out [of tears]. A living person came from the country [(the same word also means "region" or "municipality")] on a tanker and carried [me away.]

一人座しておられる人は時間が来て明日になるのです。 [(This sentence doesn't make any sense to me, but I think it basically means that the woman sat by herself on the boat and when she realized what time it was, it was the next day)]

私どうすることも出来ず見る見る帰りました。 I couldn't do anything; [I] looked and looked and returned home.

今はどうせられたかと案じます。 [I] worry about what had happened.

あいおい橋に亜米利加兵ラッカサンデ下りたのを橋につるしてうらみをはらしておられました。  
。 At the Aioi Bridge, an American soldier [who] parachuted down was suspended from the bridge and  
was having revenge taken [out] on him. [(I am not 100% sure about this translation, because it could  
also be read as some unspecified thing that landed from an American soldier's parachute was  
suspended from the bridge)]

警察に道の中で事務しておられ色々とお尋ねしました。 The police were attending to business in  
the middle of the street and asking various [things].

広島警察官は一人も居られず私は田舎より来た為さっぱり判りませんと色々話して下され今  
後は是が大切ですからと証明して下さいました。 Without a single Hiroshima police officer [there],  
[the police] said various things [like], "I have come from the country so [I] have no idea [what's going  
on]," and [explained? (there may be a typo in the Japanese)] that this was very important for the future.

生きた馬がやけていたこと印象的でした。 The living horse with the burns [made] an impression [on  
me].

かはらが皆まがってました。 All of the [Kahara (I don't know what this is)] were bent.

是はほんの一部分です This was [only] one part.

広島中全部この通りでした。 Hiroshima was like this all over.

あいおい橋 Aioi Bridge ドームのあたりです。 Near the Dome.

タンカーにて運ぶ Carry by tanker

あめりかの兵 American soldier

ドーム Dome

生きた人 Living person

あいおいばし Aioi Bridge

タンカーにて運ぶ Carry by tanker

警察 Police

カハラ Kahara ???

生きた馬 Living horse

Genbaku Shi - 16 mm print LOC

Fuller typewritten transcription notes in file

Walt Looper - Darden Looper's son

Cartwright - Ralph Neal was a replacement, <sup>on that day</sup> doesn't know much about Neal. Wasn't even needed on the crew.

Geal - BB Haruna, 15 km SE of Hiroshima, 4 hrs flying time  
planes modified, removed guns, added more bombs. Neal didn't have any guns to fire.

Entered dense pack of clouds restricting visibility as they reached Kure Harbor. In a break in the clouds, they saw the Haruna.

Abel "was quick on the trigger anyway." (TC)

Tatsuyi Mori - 15 year old witness to Talca crash; "They had just air-raided Kure at an extremely low altitude. They didn't think much of the Japanese Air Force or the anti-aircraft positions. We have to admit that Japan had lost its war potential. From Kure they were traveling from east to west, and the Japanese high altitude guns hit the tail of the B-24. I am sure it hit the rear area. I saw the parachutes come out from the tail part. I don't know exactly from where, I'm pretty sure they came from the airplane's right side. [shows sketch]. I saw three parachutes from my direction."

Kanehiro Hiroto, Corporal: "The plane dropped in a place about right here... a place called Itosukaichi, at the foot of the mountains it crashed in and about thirty... I think it was about thirty or forty minutes later two men came on parachutes. And one of them was named Charles Molnar, twenty years old. The other was Baumgartner, about thirty-five years old. Two of them were there. They jumped on parachutes."

Jail on grounds of Hiroshima Castle??

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TC: Only Americans in the cell. Whole LL crew except Pedersen and Abel, (Abel taken to a different POW camp and survived) Also 2 or 3 naval pilots there. (TC and crew were blindfolded most of the time)

Tsuma Tsuboi, witness

Tobochi Fugui, MP, returning from leave: "I saw a flashing inside the train and then immediately a big sound - Boom! And I asked a friend, 'What's the matter?' It may be a Japanese tank broken by a bomb from an airplane."

Conventional air strikes continued. On 8 Aug, a <sup>massive</sup> formation took off from Tinian for Yawata. B-29 hit over target, crew bailed out. Lts Walter Ross and Carl Holden recall they eluded capture for a week, surrendered when they ran short of food and water. <sup>16 Aug</sup> Held in a small regiment immediately behind rubble of the Hiroshima train station

Walter Ross: "The next day [17 Aug] we heard a commotion and they were bringing in two Americans. And these Americans, we found out by talking to them, had been in Hiroshima when the bomb was dropped."

Holden: "And Neal and Brissette had somehow survived by diving into a cesspool, where they spent four hours while all the fires and resulting damage ensued. After four hours, they climbed out of the cesspool and they were scooped up again by the Japanese. And from what we could figure out, they had been worked over pretty badly physically."

Walter Ross: "These two fellows were really dying a very horrible death. You could tell by just looking at them ~~that they~~ - pus was coming out of their ears - their mouths were open, and if us would walk in and out freely - and they were not all that coherent to be able to talk to us.

Holden: "I figure the combination of the radiation and the beatings and so forth had left them with ~~a~~ no healing power. Sores were still running and bruises, they felt nauseous... they just didn't frankly didn't care to live

Ross: "It was very difficult for them to talk and communicate. And they were dirty, and they were just hardly living, really. Just about making it.

Holden: "They were constantly throwing up. Food was of little value to them, as they couldn't hold it down.

Ross: "We did have a first aid kit that I had hid in my trousers. And in that kit was some morphine, but I was afraid with their head injuries to give them any morphine. My training had always been that if you give them morphine with a head injury, you're gonna kill them.

Lt Fugui called in to his supervisor's office, told the Americans no longer important, he could kill them if he wanted

Fugui: "And he said to me: The war is over, prisoners are unnecessary. You may treat freely. I asked him: Treat freely. What do you mean? He said: Oh, kill or alive, you are free. So I made a great quarrel. I said: Do you know the prisoners' treaty, the international treaty in ~~the~~ the Hague? Japanese delegates signed instead of Japanese Emperor, so the Hague prisoners' treaty is vital.

Officer finally agreed with Fugui, agreed to issue order for the safe evacuation of prisoners from Hiroshima.

Fugui: "So he said: Your theory, I think, is right. I'll try to give you an order to treat prisoners ~~under~~ under. So I said to him, your document is necessary for us, otherwise we cannot treat them warily... justly. Oh yes, he said. We'll give you tomorrow a nice order sheet.

Dusk, 17 Aug - Fugui commandeers flatbed truck + drivers, goes to area where US POWs held.

Holden: "This Japanese lieutenant came in and ~~said~~ said there was a party starting outside the revetment that could have been detrimental to our health, so he was coming back with a truck to move us.

Fugui: "And I went to ten aviators' house [location] near Hiroshima Station, and I ordered them: All gentlemen stand up! Attention! Stand up! Turn to right! Here is the truck! You may march slowly. Come in. Come in.

Ross: "We climbed aboard this truck. We were again blindfolded, and I can't remember exactly the details of how we got Bissette and Neal up into the truck, but we did put them into the truck.

Fugui: "Many audience assembled near the truck saying: Come here! Come here! The MP officer treats the prisoners in English, not Japanese! Come in! Come in! So many audience are assembled, but I know the international rules, so I worried,

Ross: "We drove a short distance when he stopped the truck, got out of the front of the truck, came around to the back, told us to take our blindfolds off, stand up, and look at how Hiroshima was. He explained to us that the Americans had dropped this horrible bomb on Hiroshima and had completely destroyed Hiroshima, and how inhumane the Americans were to drop such a horrible bomb.

Holden: "The military police lieutenant explained what an inhumane act the dropping of this bomb on the town of Hiroshima was, and that in the future of 150,000 ~~had~~ people had been killed outright, and that we should be ashamed to be party to such dastardly deeds, et cetera, et cetera.

Fugui: "And I ordered the driver to stop, and I said: Look there... those blue lights... these fires are women burning. It's babies burning. Is it wonderful to see <sup>the</sup> babies burning?"



Holden: "The comment about the lecture that we got, about how inhumane we were to drop this new weapon and so forth on the Japanese and kill all the innocent civilians, et cetera, et cetera. One of the Fellows spoke up and said 'did you ever hear of Bataan?' And that was the only comment that was made.

Ross: "As we looked around, we could see that everything had been completely destroyed, just ~~as if~~ <sup>like</sup> a steamroller had rolled over all the buildings, and all that was left was just rubble.

Holden: "We must have been near the center, because nothing was vertical. Block after block. The streets had been cleared, so you could see the outlines of where the blocks were, but in between there was nothing. The only complete piece of equipment that I saw were two barber chairs sticking up through the rubble.

Fugui: "Some of them said: 'Please allow me to say our hearts. But I said that my mission is to carry them as quick as possible safely. We haven't sufficient time to talk together. Go on.' And then we reached Ujina branch.

Taken to Ujina MI headquarters, allowed to wash up, put in cells. Neal & Brissette put in cells further down corridor.

Holden: "A doctor was brought in and checked us out physically. When it was all over, he asked us if we knew of any way we could help him save - oh, he used the figure of perhaps, a thousand people a day, that were still dying as a result from the dropping of the bomb. But we told him that we knew of an atomic bomb, but we didn't know what the effects of it were. We couldn't offer him anything, not being medically trained or anything else.

Ross: "On the 19th, at two o'clock in the morning, Ralph Neal died. Later on, I was able to make an entry into my diary book, it says here [reading]: Staff Sergeant Ralph J Neal

Brissette died later same day. B+N buried along the road running by the Ujina Military Police Station. [graves shown]

Third prisoner died on Asoi Bridge - accompanying drawings by witnesses show beatings, and one shows a crucifixion.

Narrator: "strong evidence to suggest there were more" POWs there.

Lt Akita Fujita: "After the war ended there were two general military headquarters established in Japan. Japan was divided into two major districts. And Second General Headquarters communicated with U.S. General Headquarters. The US staff officers sent us an order to exhume the bodies. So I and some men came here to pick up the bones.

Lt. Fujita visited two sites - the first where Baumgartner and Molnar had been taken. The MIP police jar that burned to the ground contained POW remains. The second site was the Second Division Complex. Within the complex, Lt. Fujita discovered the remains of more US POWs. Fujita recalls evidence of 12-15 deaths. Fujita never visited Chugoku Kempei Tai. Records show that remains there were turned over to US Army on 6 Dec 1945.

Genbaku Shi: Killed by the Atomic Bomb. 1 Reel, color, 16 mm  
FDA 8227 Ref. Print ref print

Library of Congress Motion Picture Collection

Public Media Arts, Inc. Santa Fe, NM 1985  
Director Gary W. DeWalt

Hiroshima photos - Research Institute for Nuclear Medicine and Biology  
Hiroshima University

Survivor Drawings - Hiroshima Peace Culture Foundation

Yasutake Hirayama - Director of the Peace Culture Foundation wants info on any additional POWs to add names to the Memorial Cenotaph in Peace Park

A DATE WITH THE  
*Lonesome Lady*

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A HIROSHIMA POW RETURNS

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Lt. T. C. Cartwright

PILOT, U.S. ARMY AIR FORCE

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Japan. When we had the opportunity, we scrounged pieces of lumber that were lying around docks in order to improve our tent. We usually paired up and would walk through the enlisted tent area and pick up any of our crew who wanted to join us. Our crew members had become even closer knit as we stayed together longer—almost as a “family group.” We mixed freely and enjoyed each other’s company as vigorous, curious young men.

### A Date with the *Lonesome Lady*

No diversion relieved our tension about being posted for our next mission. There were no missions now that would not result in substantial casualties. On July 27, 1945, we were scheduled for an early flight the next day. At the early morning briefing, flight crews learned that our mission was to bomb the Japanese Imperial Navy BB *Haruna*, the remaining floating battleship of the Japanese Navy. This battleship was reported to be crippled and at anchor in Kure Harbor, Honshu, along with other capital ships. This was a moderately long mission for B-24s and one of the few that had been flown by Liberators to the main islands—the first to Honshu, I believe. Ironically, Air Force Col. Colin Kelley was posthumously awarded the Congressional Medal of Honor for having sunk the *Haruna* in the depths of the Pacific much earlier.

The rationale for bombing this target, as I understood it, was that we were to destroy one of the last symbols of strength of the Japanese Navy and presumably add to the incentive for them to surrender without the necessity of U.S. ground troop invasion. This was a strong incentive, given the casualties during invasions such as those of Okinawa and Iwo Jima.

We were warned that Kure Harbor, a major naval base and repair facility, referred to by some as the “Japanese Annapolis,” was an amphitheater of anti-aircraft fire power from heavily armed ground installations plus many large ships in harbor. Although not discussed per se at the briefing, a maxim among Air Force pilots was that one should “never fly over an enemy battleship.”

We were also briefed that “name, rank, and serial number” was no longer the only information that was authorized to be revealed to enemy captors. We were briefed to the effect that we

(flight crews) did not know anything that the Japanese either did not already know or that would be of any military value to them. Therefore, we were told to fully cooperate in giving information to interrogators in order to possibly mitigate abuse. Also, if we had to bail out, we should attempt to get out to sea, where there was a possibility of being picked up by our navy, who would be patrolling in Dumbos (PBY flying boats) or submarines looking for survivors of downed planes. If we bailed out over land, we were to turn ourselves in, but if possible we were to avoid civilians and local police and seek out military personnel to accept our surrender. Escaping or finding sympathizers was totally out of the question.

On July 28, 1945, our flight crew got up at about 5:30 A.M., ate breakfast, and was briefed. We left for the flight line of Yontan Airfield to locate B-24 A/C 44-40680—the *Lonesome Lady*; we had admired her art but never flown her. The crew consisted of Looper, Pedersen, Ryan, Abel, Atkinson, Ellison, Long, and myself of our regular crew and a lower ball turret gunner, who was assigned to join us, named Ralph J. Neal.

We took off in the *Lonesome Lady* some time after 8:00 A.M., as ours was one of the last of the squadrons in line. There would have been six squadrons of six planes in a complete complement except that apparently only thirty-three planes were available to go on this mission. We formed a loose formation that arrived at the target area a little after noon. We were flying at the designated altitude of 10,000 feet above broken clouds. Our squadron tightened up its formation around the lead plane flown by Capt. Emil Turek. We were on his left wing in the *Lonesome Lady* and Joseph Dubinsky was piloting the *Taloo* in the number 4 position—just below and behind the lead plane. The *Lonesome Lady* was Turek’s regular plane, but he had been assigned a new plane not yet named. The *Taloo* was the regular plane of Capt. Donald Marvin, whose crew was not scheduled to go on this mission because they had completed their forty combat missions, qualifying them for rotation back to the States. However, Marvin had missed one earlier mission due to an injury, so he went along in the *Taloo* as an observer in order to make up his missions to forty. Even though he was not required to do so, he insisted that he participate in as many missions as the rest of his crew.

### Damn Rough Mission

Our squadron was made up of four planes, since two of the original six had aborted, as we approached the target area. Turek spotted the *Haruna* through broken clouds, and his bombardier led us over the *Haruna*. We each released our three 2,000-pound GP (general purpose) bombs, amid a flurry of smoke bursts from exploding flak. All four of our planes were hit by flak. Our plane was hit just after we released our bombs. The *Taloo*, piloted by Joseph Dubinsky, was hit at about the same time as we were but was more severely damaged and went down very quickly. Turek's lead plane was also hit and lost a lot of fuel but was able to make it back to an intermediate location, Ie Shima, for an emergency landing. The fourth plane had minor hits and made it back to Yontan home base.

Turek wrote after the mission: "Dam rough mission!! Flak was intense & accurate. Approximately 3,000 bursts. We were in it for 35 minutes. Our plane was hit by a shell which went clear thru the left wing aft of #2. Fuel cell was punctured and we lost a lot of gas." An official report summarizing the actions of the 494th Bombardment Group stated about the squadron bombing the *Haruna*: "Throwing up the most terrific curtain of flak ever encountered by the 494th crews, the Japs scored twice sending two B-24s to destruction."

Lt. Vito Nacci, a bombardier on the lead plane of our squadron piloted by Turek, stated in his report that "A very few moments after bombs away at 1240 I, A/C 680 [*Lonesome Lady*] received a direct hit from an anti-aircraft shell which entered near the pitot [air speed] tube, appeared to pass through the pilot's position and that of the navigator, and out through the raft compartment." Sergeant Reeves flying on the same A/C confirmed this observation. Their observations were essentially correct except that the shell entered somewhat farther out to the right away from the flight deck. This or other bursts also damaged the bomb bay area (if we had not already released our bombs when the bomb bay was struck, they likely would have been detonated), and there was also some damage to the rear of the bomb bay (this information came from Abel). Although Abel took a hit from a piece of caroming flak, he was not seriously injured. No one

aboard was severely injured, so far as I know, although I learned later that at least Ryan and Atkinson were limping badly.

Shortly after being hit, our plane began responding sluggishly to controls, and I radioed the squadron leader, Emil Turek, that I was hit and could not maintain my formation position. I had hoped to head out to sea before ordering bail-out. However, our plane was severely damaged in several areas. Fire broke out, and I began losing more control. The B-24 controls were partly hydraulic and we obviously had a ruptured line. Ellison left the flight deck to inspect damage and came back soaked in hydraulic fluid.

In his report Lieutenant Nacci further stated that "At 1304 I four parachutes were seen to leave the A/C (680) and open. The A/C did not appear to be burning, went into a vertical dive into undercast, and was not seen again." Our plane was burning but apparently in such a way as to not create much smoke at that time. We were losing altitude but were not yet in a "vertical dive." I do not recall thinking that as much as twenty minutes passed, as would be indicated by Lieutenant Nacci's report, but some time after being hit, Engineer Buford Ellison reported that there was serious damage and that the fire was spreading and appeared to be a serious threat. Also, by this time I had lost almost all control of the plane, and we were losing altitude faster, so I ordered bail-out. The intercom was knocked out and it was necessary to relay the bail-out command by two men, one to the rear of the ship and one to the nose—I believe Ellison and Atkinson relayed the command. The tail gunner, Bill Abel, had heard the bail-out bell and opened the rear hatch when Ellison and Atkinson appeared there along with Neal. According to Abel, after some hesitation about who should lead the way, Atkinson shouted in effect that "we have to get out fast" and told Bill to go ahead. The others obviously followed.

Our navigator, Roy Pedersen, because of his position on the flight deck, was the first to reach the bomb bay doors through which we were to jump. He came back to my position and reported that the doors were stuck closed. The doors were designed so that they could be kicked out in an emergency, so I ordered that he do so. Roy was a stout, capable, determined person and could easily handle this emergency procedure.

I was consumed with trying to cope with the fractured and unresponsive *Lonesome Lady* as we were by then losing altitude rapidly, but shortly after Pedersen left I did manage to see that everyone had apparently cleared the flight deck and entrance to the bomb bay. I motioned to Copilot Durden Looper, and he left to bail out. I do know that the flight deck and bomb bay were clear of people when I scrambled through on my hands and knees as the *Lonesome Lady* began gyrating. I dived out head first and saw the ground coming up fast, so I pulled my rip cord immediately instead of waiting, as I had planned in order to avoid being a hanging target. The shock of the chute opening and popping me tight in the harness and the shock of hitting the ground seemed only seconds apart. An eyewitness, Mr. Taniyama, from the village of Amakane, close to the crash sight of the *Lonesome Lady* reported to Mr. Mori in 1995 that this "crippled bomber flew from the west around 1300 on July 28, 1945 . . . the right inner propeller of the plane was not moving. The plane circled the sky before plunging to the ground head down."

The report of Lieutenant Nacci and my recollection seem to be consistent except for the fire and vertical dive. I do not know who were in the four chutes reported by Lieutenant Nacci. Looper and I went out later, and we were undoubtedly missed in the sighting. Two or three chutes were not accounted for in the sightings, which is not unexpected given the circumstances. I saw Looper, Ryan, Atkinson, Ellison, Long, and Neal alive in a prison. I know almost certainly that Troy Pedersen got out. He may have gotten entangled with the bomb bay doors as they ripped off, or his chute may have been fouled and failed in some way (recall the earlier observation that our chutes may have gotten soaked while loading on the troop ship *Alkaid*), but I am convinced that he did not go down with the *Lonesome Lady* as the Japanese records reflect. (The above paragraph was written before I received information from Mr. Mori about Roy's fate.)

### POW

I landed in an open spot in an isolated pine forest, gathered and hid my chute, and decided to discard the ammunition to my .45 automatic pistol so that the Japanese could not have it. Within

perhaps ten to fifteen minutes I spotted a farmer (identified later by Mr. Mori as Mr. Seiichi Tamai) walking along a path through the forest where I came down. This single man was my best bet, I decided, to get taken safely to the military. When I stepped out in front of him on the path it startled this fellow so much that he was visibly shaken. I tried to convey to him that I wanted him to take me to the military. My .45 automatic sidearm was the major cause of his alarm; he did not know that I had no ammunition. I finally pointed down the path in the direction he had come from and followed him.

He led me to a local, one-room police station in a nearby village. Looper was brought into the same station a short time later. There was much excitement in this small station by the few police and the citizenry outside, especially whenever I reached for my pistol to turn it in. They were armed only with clubs and sticks; there was one person standing in the doorway with a pitchfork as if guarding our escape. I finally did turn in my pistol by placing it on a table, walking away, and sitting down by Looper. The police then demanded that we empty our pockets of everything.

We were not allowed to talk with one another or to treat our cuts and bruises with our pocket first-aid kits—Looper had a rather nasty-looking bruise on one of his legs. We were both excessively thirsty from our ordeal and asked for (signaled for) and were given water. Soon we were blindfolded and had our hands tied behind our backs and were walked to a larger village close by. Apparently, there were quite a few villagers who joined in along the way and followed the entourage with some harassment.

When we arrived, we were sat on the ground, presumably in the town square, and kept there into the night. We were hit and pinched, but mostly by women, I think. This experience was very similar to that of a B-29 crew whose plane went down in the Sea of Japan August 8, 1945. They survived in a life raft until drifting to a Japanese fishing village where they were captured and put on display until the military arrived and saved them. The book *Courage Beyond the Blindfold* by the bombardier Walter Ross gives some details of their treatment. Also see below regarding this crew's encounter with Neal from the *Lonesome Lady* and Brissette from the *Ticonderoga* aircraft carrier. Again, our treatment while on display was very similar to that described in the book *Accused American War Criminal* by Fiske Hanley II, a B-29

engineer shot down while laying mines in the strait between Kyushu and Honshu. He vividly described the two-handed pinch that women inflicted with considerable pain.

The next morning a small military truck arrived with an officer and several armed guards who took charge of Looper and me for transport. I presumed that we were going to a military base. I thought that we had been very fortunate up to this point to have survived a massive barrage of exploding anti-aircraft shells, bailed out from an out of control plane, been captured by civilians, and held by local police (especially considering the experience of the crew of the *Taloo*).

For the journey we were again blindfolded and tied, hands behind our backs. The truck travel was slow and after a short trip we were transferred to a train; the total trip, including delays, took perhaps a little over a half day. We arrived at what I perceived to be a large city, judging from the noise and traffic. We could not see much more than a bit of daylight from under our blindfolds and could not have read Japanese signs even if we could have seen them.

I now know that the city was Hiroshima. We were taken directly to a building where we were untied and blindfolds removed, and then put in a fairly large cell on the first floor. I was elated to see that all of the remainder of our crew were there in that cell except for Bill Abel and Roy Pedersen. Also, I recognized Baumgartner from the *Taloo*. There were several other prisoners present, including two U. S. Navy men. I was not surprised that most of our crew was gathered together at one point, but I was surprised that they put us together. I hoped that Pedersen and Abel were in similar locations after surviving bail-out and capture; in fact I was somewhat optimistic about them at this point.

Prisoners were required to sit on the floor with backs against the wall; standing or moving about would bring a strong rebuke. We spent the night stretched out on the bare floor. We were watched constantly by guards in the continuously lighted cell and were not allowed to talk or signal to each other. We were allowed to periodically use the single bucket provided as the toilet called the honey bucket or "benjo." Looper and I sat together, having arrived last, against one wall looking right across at our other crew members. All of the crew appeared

bedraggled, but I detected no apparent serious physical injury. Ryan limped badly when he walked to urinate in the honey bucket. Long had a bandage around his head but appeared alert. I'm sure we all had similar thoughts: where were Pedersen and Abel, and what are the Japanese going to do with us?

At one time, in retrospect, I had thought that the prison where we were taken was Hiroshima Castle. Later, judging from reports of DeWalt, Manoff, and others, the location was later established as having been the Chugoku Military Police Headquarters, close to the grounds of the Hiroshima Castle, in the Motomachi district of Hiroshima. My crew could have been moved after I left, but the evidence indicates that they were in the Chugoku Military Police Headquarters location on August 6. This building is reported to have been about 1,320 feet from the epicenter of the explosion of the atomic bomb.

The day after arriving in Hiroshima, I was taken out and interrogated by a Japanese officer in a sparsely furnished room on the second floor, so I knew that the building had at least two floors. He was assisted by an interpreter who spoke fairly good English. I could see one tall building out the window of this office. Also, I had developed diarrhea (perhaps from the village water) and was hastily blindfolded and taken out of the building to a public toilet close by during an intermission in the interrogation. While in the small toilet building, my blindfold was removed, and I was able to get a glimpse of a bridge across a small river through the open entry and exit doorways.

The interrogating officer did not impress me as a trained interrogator. He started friendly, offered me a cigarette, and gradually escalated his demeanor toward hostility, and when he became frustrated would slap my hands, arms, or head with a kind of swagger stick, but he was not excessively abusive. One of the key questions that he asked me followed his statement that "this large city" (which he did not name) had not been bombed—he wanted to know why it had been spared. This statement and the few glimpses that I got of the city, along with the other circumstances, caused me, after reflection at a later time, to believe that the city was Hiroshima. After about two hours with an intermission (as mentioned above for a toilet break), my interrogator told me that he knew that I was not telling him the

truth (which I was) in response to questions about rather routine military operations (mostly about my own movements across the Pacific to Okinawa and about military buildup about which I was ignorant of any substantial facts) and therefore would be taken to an interrogation center.

### Interrogation Center

The next morning, when I was taken out of our cell away from my crew and blindfolded and tied for the trip, I felt a little sorry for myself. I was joined with the two American naval personnel and taken to a train station. The train trip took most of two days with many delays and a layover one night in a bare room in a place that I later learned was in the city of Osaka. When we were taken out to board the train, a hostile crowd had gathered and called for us to be killed, but we were only aware of some sort of disturbance about our presence.

We were taken to what was obviously a military base and put in separate cells in what appeared to be a brig for the base, but no other prisoners were in this fairly small building. The cell had wooden bars, no window, and a dim light hanging from the ceiling that burned through the night. There was nothing else in the cell except one threadbare blanket. We were watched constantly by a guard for our three cells through the wooden bars that looked out over a hallway and were allowed to stand only to use the "honey bucket" or be taken out for interrogation. We were never allowed to talk to our mates in the adjoining cells. Our daily ration consisted of one rice ball (*onigiri*) about the size of a small softball and water (*mizu*). No baths were provided. I learned later that the location where I had been held was the Imperial General Headquarters located in Tokyo.

There were many visitors who came by to look at the bedraggled enemy soldiers. From the looks of some who came to look at us and stared at us for what seemed like an hour, I was glad to be protected by the wooden bars. The guards were all young and seemed to show us off, but they were never menacing themselves. They had two shifts and ate their meals while standing guard.

I was interrogated by a pair of officers each day for two or three days. The questioning always started somewhat friendly

and intensified as it progressed and ended with threats of punishment for lying.

About the fourth day I was rushed out of my solitary cell and questioned intensively about a new powerful bomb. There were trick questions and threats. One compelling threat that followed immediately after this interrogation session was having a very large Japanese soldier come by my cell and stand right in front of my bars and, while looking at me, draw a sword and display it menacingly. I was then marched out blindfolded in front of some troops, pushed down on my knees, and my head pushed down with all the indications of being beheaded. After a few minutes of commands or some sort of oration shouted at the troops while I was in this position, I was jerked up and rather roughly led back to my cell. Having been blindfolded, I can only conjecture from noises, commands, sounds, etc. about the troops and other actions that might have been taking place. It is interesting to note that Lieutenant Hanley, a B-29 POW, in his book *Accused War Criminal* described a very similar experience while being held at the Kempei Tai Headquarters in Tokyo. It was a very traumatic experience, but I was not terrified—why, I do not know.

Of course, I knew nothing of real importance and the interrogators probably knew that I knew nothing. But they were desperate, with a growing resentment, and had become even more vengeful. Strangely, I was not questioned after this incident. I had always been truthful and straightforward in the interrogations, and I tried not to behave in an arrogant manner and show my feelings. I believe that this helped me. Also, I believe that they were sensing that the end was near and at least some realized that it was in their best interest to not have blood on their hands. The fact that my guards were quite young, rather than hardened old-line soldiers, already with blood on their hands, may have been part of the reason for being spared the frustrated vengeance which was common.

### Strange Music

Some days later, about midmorning, music came over the camp PA system that had previously been used only for what I presumed were verbal messages or commands. The music sounded like



funeral dirges to me. I was very apprehensive; my thought was that the emperor's palace had been bombed and he had been killed and that would certainly bring retribution. After the music stopped about midday, there was a strange silence where there had always been various levels of noise in the background. Everyone that I could see (a few guards) stood at attention and listened to a person talking in a serious modulated tone which was very subdued compared to the usual screeching commands. Later I learned that the music must have been the Japanese national anthem, the "Kimagayo." The voice must have been that of a recording of Emperor Hirohito reading his famous rescript on August 15, 1945, saying, in his obtuse way, that Japan had been defeated—the war was over. To quote a partial translation: "However, it is according to the dictate of time and fate that we have resolved to pave the way for a grand peace for all the generations to come by enduring the unendurable and suffering what is insufferable." The Japanese people had never before heard the voice of their emperor/God.

There was a somber mood among the guards for the rest of the day. The next day one of the guards, who was quite young but had been very authoritative and domineering, came to my cell and smiled. Some dried fish was brought with my daily rice ball and this guard who spoke some English greeted me solicitously, asking such questions as "Are you well? How are your parents? Are they old? Are they well cared for?" Then he said, "We will take you to a better place and soon you may be reunited with your parents." Of course, my mind was racing and afraid to believe what everything indicated.

My fate was in contrast to other reports of American POWs being killed, often by being beheaded, rather than being repatriated after hearing that Japan had surrendered. In the book *Fall of Japan* by William Craig, it is reported that at "Fukuoka one hundred miles north of the burning remains of Nagasaki" at the Western Army District Headquarters on August 11, 1945, that—with prolonged flourish and brutality—eight POWs from downed B-29s were individually tormented and beheaded. Four days later after the emperor's rescript was broadcast, the remaining fliers there were to be executed with orders from the officer in charge that "the execution will be kept secret." Craig added that one vital reason impelled the Japanese to act against the remaining B-29

crew members in detention at the headquarters: "They knew too much. They could testify. . ." All of the POWs were reported to have been taken to a secluded spot and, with onlookers such as an officer's girlfriend, were individually hacked to pieces with swords in an orgy of death. Craig also wrote that "Shortly after the Emperor broadcast the news of defeat, over fifty airmen there [Osaka] were beheaded by vengeful Japanese soldiers."

The next day I was taken on a relatively short trip via a charcoal-burning truck through the outskirts of the large city to a designated POW camp, which was on the small dredged island of Omori in Tokyo-Yokohama Bay. I learned later that this camp had been marked POW only in the last few days. There I had no blindfold and was free to walk about the camp. I met a mixed group of POWs, new arrivals like me, and old hands including Australians, British, Canadian, Italian, New Zealanders as well as Americans who had been taken as POWs from the Philippines, Singapore, other Asian cities, and navy submarine and surface ships. The new arrivals were all from B-29, B24, navy and other aircraft who had gone down over or near Japan. The notorious Col. "Pappy" Boyington of the "Black Sheep Squadron" and Comdr. Richard O'Kane from the submarine *Tung* were there. Both had been awarded the Congressional Medal of Honor, but the announcement of this honor had been withheld until after the war to avoid possible reprisal to them. Also at the camp were Robert Martindale and Fiske Hanley, whose books are quoted in this work.

There had been no source of news available to the POWs, but by this time it was clear that the Japanese were capitulating in some manner. When U.S. warships were spotted sailing into Tokyo Bay, there was no doubt.

We were given minimal but improved rations (a few vegetables with rice balls), improved quarters (a thin grass mat on a wooden shelf and a threadbare blanket), and medical care (iodine and aspirin). All of the POWs were thin, but the B-29 crews who had been recently brought in from various locations where they had been held in strategic military locations in and around Tokyo were in various stages of emaciation and shock from the maltreatment they had received. The treatment of B-29 crews was dramatically portrayed by Jim Lehrer in his recent novel *The Special*

Prisoner and by Fiske Hanley in *Accused American War Criminal*. In fact, B-29 airmen had not been considered POWs but instead were classed as Japanese federal prisoners being held for murder for bombing civilian locations; inhumane treatment of them was thus encouraged. (It should be noted that the Japanese are generally credited for being the first country to bomb civilian populations when they bombed China in the 1930s.)

The guards and other Japanese now kept out of sight as much as possible, and on August 26 (as best I can remember) we woke up to find that most of the Japanese guards had vanished in the night from the island. Later that day, American transport planes dropped supplies to us by parachute including toothpaste, toothbrushes, razors, soap, and various packages of rations, candy, coffee, and cigarettes. The candy came down in an orange-colored chute and landed in the notorious honey pit but was recovered, and I cut a piece of that chute as a souvenir. The mood was ecstatic—in fact, a bit wild. Colonel Boyington, a rather compulsive fellow, overdosed on caffeine from the coffee, and several of us took turns sitting up and talking with him the night through. Some of the old-hand Australians swam ashore with cigarettes, soap, and candy wrapped in condoms (source unknown to me). They reported on return great success in bartering their supplies to very friendly women. These old hands had been very ingenious in getting extra food from docks where they unloaded supplies even under the close surveillance of the guards and thus had the energy for such escapades. The POWs from B-29 crews were beyond thoughts of bold forays and women.

My bunk, a place on a shelf four feet above ground, was right above a B-29 crewman who had been shot down over Tokyo. He had been kept in Tokyo, where he was starved and brutalized before being brought to Omori. He called me "Tarzan" because I was strong enough to jump down from my bunk shelf. Since he could not walk without assistance, he asked me to take him to a religious service that a Catholic chaplain on Omori had organized. His sermon was, in effect, to not forget our war experiences when we got home but to not let memories of harsh treatment be an excuse for not contributing to society. Leading a full, productive life would be much more satisfying. This advice stuck in my memory. At the time I was young and vigorous and knew that I had the for-

titude to do this, but then I was thinking of myself and did not know what had happened to my crew.

### Liberated

Before the Japanese capitulated, President Truman had called a meeting to consider the Japanese response to the "Potsdam Declaration" of conditions of surrender; it was a conditional response requesting that the emperor retain his sovereignty. Present were James Forrestal, secretary of the navy; Adm. William Leahy; Henry Stimson, secretary of war; and James Byrnes, secretary of state. They all agreed that the emperor should remain in order to help calm the transition. According to Craig in his book *The Fall of Japan*, while waiting for a response from Japan this group received an urgent message from Gen. George Marshall urging that allied POWs be released immediately and be moved to a spot where they could receive immediate medical attention. His expression of concern may have been a factor in the navy sending a preemptive rescue mission to Omori which was sitting in the bay close by. (It is not clear to me why the venerable General Marshall was not included more in the considerations of dropping the atomic bombs and conditions of the peace terms with Japan.)

On August 28, Commander Harold Stassen, former governor of Minnesota, came into our view from Omori with a small flotilla of landing craft manned by marines and with cameras mounted up front. Commander Stassen and Commander Roger Simpson were in charge of plans to liberate POWs. Omori was the closest camp to their flotilla, and they requested permission to liberate the POWs there. Adm. William Halsey is reported to have replied to their request to liberate Omori as the first camp: "These are our boys, go get them." The crafts had to avoid ramming into some who had jumped in the water to swim out to meet this welcome party. Craig wrote in *The Fall of Japan* that "prisoners from Omori ran out to the shoreline to greet members of the Fourth Marine Regiment. As landing barges moved toward shore, battle hardened Marines saw emaciated Americans wading out into the surf, crying hysterically, sobbing out inarticulate greetings. As they approached closer, the men in the boats wept too."

Material Extracted From Public Domain

# ENOLA



# GAY

GORDON  
THOMAS AND  
MAX MORGAN  
WITTS



STEIN AND DAY/Publishers/New York 1977

Recently there had been a mysterious outbreak of diarrhea in the 509th. Dr. Young attributed it to "a generous quantity of soap" slipped into the cooking vats. Uanna, the group's security chief, suspected that "a mischievous Jap who had gotten into the compound was responsible." He was right; that was exactly what had happened. Security around the cookhouse was increased.

The hostility the group encountered outside the compound was an increasing concern for Tibbets. While every other flying unit on the island was putting in the maximum number of combat hours, the 509th was mainly occupied with practice missions around the Marianas. The group so far had been to Japan just three times—and on each of these occasions had used only ten bombers from its fleet of fifteen. At night, furious fliers from other groups hurled showers of rocks into the compound; it was a humiliating experience for the self-confident 509th.

Tibbets tried to dispel the frustration by holding regular pep talks. He encouraged Perry to excel himself in the kitchens. And he was pleased to see that Chaplain Downey was acting "like a cheerleader, always on hand to lend support."

Tibbets encouraged jokes about life in the compound; he reasoned that if the men could laugh at their troubles, they would not seem so bad. One of the most successful jests was a song, sung to the tune of "Rum and Coca-Cola."

Have you ever been to Tinian?  
It's Heaven for the enlisted man.  
There's whisky, girls and other such,  
But all are labeled: "Mustn't touch."

This tropic isle's a paradise,  
Of muddy roads and rainy skies.  
Outdoor latrines and fungus feet,  
And every day more goat to eat.

Enlisted men are on the beam,  
Officers say, "We're one big team."  
But do they ever share the rum and Coke?  
Ha, ha, ha, that's one big joke.

As always, Tibbets was careful to hide the increasing strain he personally felt. His working day often stretched from 7:00 A.M. until midnight. His sleep was frequently disturbed by "eyes-only" messages from "Morose," the new code name Groves used for his

Washington headquarters, or from "Misplay," Groves's new name for Los Alamos. Messages from Morose inevitably ended with a request for the latest readiness report for "Centerboard," the code name for the actual atomic strike.

At 12:50 P.M., July 28, the field telephone rang in Second Lieutenant Tatsuo Yokoyama's antiaircraft gun post on Mount Futaba. One of the controllers in Hiroshima Castle warned him of the possible approach of bombers from the south, the direction of Kure. Yokoyama already had his guns pointed that way, in case any of the American planes bombing the port were forced by the gun batteries there to flee toward Hiroshima.

Radio Hiroshima interrupted its program to announce an alert, and all over the city, people ran for shelter.

Dr. Kaoru Shima was performing an appendectomy when a nurse told him of the air-raid warning. He continued with the surgery. Outside the operating room, the staff hurried patients to the ground-floor shelter, carrying those unable to walk by themselves.

Mayor Senkichi Awaya and Kazumasa Maruyama were in the mayor's office when they heard the alert siren. Maruyama rushed to the window and stared into the sky but could see nothing. He and Awaya resumed their discussion.

Field Marshal Hata invited his officers to join him at the windows of the conference room to watch developments.

Yokoyama, peering through his binoculars, could see at least two B-24s coming toward him. They were climbing after their bomb run over Kure Naval Dockyard, now obscured by a towering pall of smoke.

With growing excitement, the gunnery officer estimated that if the oncoming aircraft maintained their present course, they would be well within range of his guns when they crossed Hiroshima.

The planes approaching Hiroshima were from the 866th Bombardment Squadron of the 494th Bombardment Group of the Seventh Bomber Command, based on Okinawa.

They were part of a force of thirty B-24s that had taken off earlier in the morning to attack the *Haruna*, one of the last Japanese battleships still afloat. Each bomber carried twenty-seven

hundred gallons of fuel, three two-thousand-pound bombs, and propaganda leaflets giving the Potsdam Proclamation surrender terms.

The bombers had arrived over Kure at exactly 12:40. But even from the designated attack altitude of ten thousand feet, the *Haruna* proved a difficult target; she was well camouflaged, and protected by shore batteries as well as her own guns.

By the time the B-24s from the 866th made their bomb run, some thirty misses had exploded at distances of between two hundred and six hundred yards from the *Haruna*. A number of other bombs had fallen on nearby dockyard buildings, and the immediate target area was shrouded in dense smoke.

Flying through heavy flak, the first bomber of the 866th, nicknamed *Taloo*, had dropped her three bombs into the smoke and broken away to the left, toward Hiroshima.

The eleven men aboard the *Taloo* were nervous. It was common knowledge that the Japanese often executed captured American fliers. Just over a month earlier, eight airmen had been publicly put to death—their bodies prodded into the ritual kneeling position and their heads chopped off by ceremonial swords.

The pilot of the *Taloo*, First Lieutenant Joseph Bubinsky, was too busy trying to gain height and chart a new course for home to dwell on such gruesome thoughts.

Bombardier Robert Johnston, also a first lieutenant, was still in the nose of the B-24, peering through the Plexiglas at the countryside below. His relief was considerable as the bomber cleared the concentration of gun batteries that made Kure one of the most heavily defended cities in Japan. Ahead, coming up fast, were the port facilities of Hiroshima and, just beyond, the welcome sight of wooded countryside.

The *Taloo* carried nine other frightened men: First Lieutenant Rudolph Flanagan, copilot; First Lieutenant Lawrence Falls, navigator; Technical Sergeant Walter Piskor, flight engineer; Technical Sergeant David Bushfield, radio operator; Staff Sergeant Charles Allison, upper turret gunner; Staff Sergeant Charles Baumgartner, ball turret gunner; Staff Sergeant Camillous Kirkpatrick, nose turret gunner; Staff Sergeant Julius Molnar, rear turret gunner; and a "passenger," Captain Donald Marvin, on board to gain combat experience.

Not far behind the *Taloo* flew the *Lonesome Lady*, with its crew of nine: Second Lieutenant Thomas Cartwright, pilot; Second Lieutenant Durden Looper, copilot; Second Lieutenant

Roy Pedersen, navigator; Second Lieutenant James Mike Ryan, bombardier; Sergeant Hugh Atkinson, radio operator; Staff Sergeant William Abel, tail gunner; Staff Sergeant Ralph Neal, ball gunner; Corporal John Long, nose gunner; and Sergeant Buford Ellison, flight engineer.

The men aboard both B-24s knew of the standing orders that forbade their bombing Hiroshima; but as far as they knew, there was no restriction on simply flying over the city.

None of the fliers knew anything at all about the ground defenses of Hiroshima. When the city had been "reserved" for possible atomic attack, all information about it had been restricted.

As they approached the southern end of Hiroshima, a concentrated stream of shells was sent up by anti-aircraft guns in batteries near the *gaisenkan*, the "hall of triumphant return," and in Eba park, guarding the Mitsubishi factory.

The bombers continued their headlong dash over Hiroshima, toward Mount Futaba.

And then, with the time nearing 1:00 P.M., with two-thirds of the city behind them and the safety of open countryside ahead, the fate of the twenty men aboard the two bombers, although never publicly reported by the American government, was about to become inextricably linked with that of Hiroshima.

As soon as the B-24s were within range, Yokoyama ordered the battery to fire.

The first salvo bracketed the *Taloo*. Pretty puffs of smoke exploded above and below it. Yokoyama shouted an immediate correction.

The next salvo seemed to hit the *Taloo* squarely on the nose. A frenzied cheer came from the gunners. Yokoyama shouted at them to keep firing.

The sky around the stricken bomber was now pockmarked with shrapnel bursts. Trailing smoke, the plane abruptly turned left, away from Mount Futaba.

Behind, the *Lonesome Lady* also seemed to have been hit.

From the conference room windows, Field Marshal Hata and his staff watched the tiny figures tumbling from the *Taloo*. Moments later, as the B-24 crossed western Hiroshima, their parachutes opened.

The bomber plunged into a hill between the two villages of

Itsukaichi and Inokuchi. A great cloud of flame and oily smoke rose into the air. The sound of the crash brought people from nearby farms and hamlets out into the open. Some, workers from a local fish market, brandished knives and hatchets.

At least three men from the *Taloo* were now floating earthward. They were pilot Joseph Bubinsky, bombardier Robert Johnston, and tail gunner Julius Molnar.

All were deeply shocked and suffering superficial wounds, but instinctively they tried to juggle their parachute cords so they would drift away from the packs of civilians they could see converging below.

The *Lonesome Lady* was trailing smoke and coming under fire from a battery sited near Hiroshima Castle. The bomber banked sharply to the right, turning back in the direction of Kure. Yokoyama's gunners would forever believe it was they who delivered the coup de grâce to the stricken plane.

The *Lonesome Lady* lost altitude, passing over the Toyo factory and heading for the dense forest southeast of Hiroshima. Eight men managed to jump from the bomber. Only navigator Roy Pedersen was still on board as the *Lonesome Lady* crashed to the ground.

The excitement at the Mount Futaba gun post knew no bounds. For Tatsuo Yokoyama, "this was my most thrilling day in all the war." He promised his gunners the biggest celebration they could imagine. Then he turned his binoculars to the west, where those who had bailed out of the *Taloo* were about to touch down.

Squads of Kempei Tai military policemen were fanning out from Hiroshima in pursuit of the fliers.

One of those squads, led by Warrant Officer Hiroshi Yanagita, stopped to check its bearings with Imperial Army Corporal Kanai Hiroto, who lived locally and had been furiously peddling his bicycle in the direction of the crash.

Hiroto told Yanagita that he spoke English and would be happy to offer his services as an interpreter. He stepped onto the running board of the Kempei Tai car, and they sped toward Inokuchi.

Hiroto had attended a high school in Pasadena, near Los Angeles. He returned to Japan in 1934 and afterward was drafted. Following three years' fighting in Manchuria, he had experienced an uneventful war.

Yanagita was one of the most senior Kempei Tai leaders in Hiroshima. He was a tough, professional soldier.

When they reached the foot of the hill into which the *Taloo* had crashed, the Kempei Tai officer and his men raced toward the parachutes they could see caught in the trees.

Hiroto stopped by the still-smoldering bomber. It had split in two sections, lying some two hundred yards apart. He was about to go into the wreckage when Yanagita returned, saying one of the Americans had been caught and was being held a little way down the hill.

It was the tail gunner, Staff Sergeant Julius Molnar from Kalamazoo, Michigan.

Even before reaching him, Hiroto saw that Molnar was in grave danger. The slightly built sergeant was surrounded by civilians who "wanted to beat him to death. I forced my way in, took hold of him, and tried to ward off their blows."

Yanagita stepped forward, brandishing a pistol. He threatened his men would shoot the next civilian who moved.

Sullenly, the crowd stood back.

Flanked by Hiroto and Yanagita, Molnar was escorted to the relative safety of a nearby farmstead. There, Molnar was surrounded by Kempei Tai policemen.

Hiroto could see that the young airman was making an effort to control his trembling. He spoke to the tail gunner for the first time, telling him in English that he had once lived in the United States. The terrified Molnar began to calm down.

Prompted by Yanagita, Hiroto questioned Molnar. He willingly gave his name, serial number 36453945, and rank. He said that he was twenty-one years old, had been trained in Texas, and that his plane had taken off from Okinawa to attack the port of Kure. He claimed he did not know the names of the other crew members of the *Taloo*.

Hiroto was then called to another part of the farmyard, where bombardier Robert Johnston was being held. The crowd of villagers menacing the officer were again warned back by the Kempei Tai.

Johnston concealed his fear better than Molnar, but Hiroto "could tell from his eyes that he was very frightened." Johnston also gave his name, serial number 0698565, and rank.

When Johnston refused to say more, the Kempei Tai leader told Hiroto his translation services were not needed further. Hiroto returned to the crash site, where he searched in the wreckage for food and radio components.

Yanagita and his men rounded up three other crew members from the *Taloo*, including its pilot, Joseph Bubinsky, and drove them to Kempei Tai headquarters at Hiroshima Castle, where specialist interrogators could question them more thoroughly.

By now the eight crewmen from the *Lonesome Lady* were also on their way to the castle.

Of the twenty original fliers in the two bombers, thirteen had survived being shot down and captured. When they arrived in Hiroshima, there would be a total of twenty-three American prisoners of war being held in the city.

For them, the most terrible experience of all was yet to come.

20

In the early hours of July 29 on Tinian, eighty-one fliers assembled to be briefed for the fourth—and, as it turned out, last—practice mission the 509th would make over Japan. Lieutenant Colonel Hazen Payette, the group intelligence officer, confirmed the targets allocated at an earlier briefing to each of the nine crews.

Lewis was to bomb a factory complex at Koriyama; Captain Frederick Bock was to drop his ten-thousand-pound blockbuster on Osaka; Eatherly was to bomb the railway sidings at Maizuru; others were to attack targets at Kobe, Shimoda, Ube, Nagoya, Wakayama, and Hitachi. Ferebee, like Tibbets, had been forbidden to fly over Japan until the atomic mission.

For this mission, Lewis would be flying Sweeney's airplane, nicknamed the *Great Artiste*, while his usual B-29 was given a special inspection and servicing by group technicians. Van Kirk was taking the place of Lewis's regular navigator. The changes made Lewis uneasy.

The briefing was routine. Antiaircraft fire would probably be "moderate to light." Van Kirk spoke to the navigators about routes to the targets, where they planned to arrive, as usual, around nine in the morning. Then, trucks took the crews to their planes.

The *Straight Flush* was the first to take off. Eatherly was bent on making a record flight to Japan and back in order to resume an unfinished poker game.

Minutes later, *Bock's Car*, commanded by Captain Frederick Bock, trundled down the runway.

Next, it was the turn of Major James Hopkins in *Strange*

*Cargo*. Lewis watched the four engines spin into life. Then *Strange Cargo* moved from its apron.

Suddenly, there was a rasping sound of metal grinding on metal. The bomb-bay doors of *Strange Cargo* were slowly forced open, their reinforced-steel hinges screeching under the pressure.

Hopkins brought the plane to a stop and, with a sickening thud, *Strange Cargo's* blockbuster dropped onto the asphalt.

Lewis stared boggle-eyed at the huge bomb a few feet away. If it exploded, it would destroy everything within several hundred yards.

Quietly, Lewis warned his crew of what had happened. Over the radio he could hear Hopkins calling the control tower for help. In moments, the sound of crash trucks, ambulances, and MP jeeps filled the air.

The control officer told Lewis and Hopkins to keep their crews on board; the slightest jar might detonate the ten-thousand-pound blockbuster.

Portable searchlights were focused on the runway. Through binoculars, firemen and armorers studied the bright-orange bomb, its fins bent and twisted from its fall.

The firemen were the first to move in. They blanketed the blockbuster with foam, which they hoped would help deaden any explosion.

A volunteer gang of armorers pushed a dolly and winch crane under the gaping belly of the plane. Working in total silence, they gently placed shackles around the bomb and cranked it up, inch by inch. Then they slid the dolly under the bomb. A small tractor was backed into position, the dolly hooked up and towed away.

A relieved voice from the control tower told both crews they could relax.

Lewis bellowed a characteristic reply. "Like hell! We got a mission to fulfill!"

Within minutes, the engines of *Great Artiste* thundered into life. Without giving *Strange Cargo* a second look, Lewis and his crew took off on their night flight to Koriyama.

21

Six days previously, General Carl Spaatz had arrived in Washington, D.C., from Europe on his way to the Pacific to assume command of the Strategic Air Forces, newly created for the

In Washington, D.C., senators called on the newly created United Nations to ensure that the "peace-loving nations share the benefits of the discovery that led to the bomb."

What most everyone agreed on was that the world would never be quite the same again.

When the Japanese Cabinet learned about the bomb, Major General Arisue was chosen to head a group of high-ranking officers and scientists to go to Hiroshima to investigate. Among the scientists was Professor Asada, the physicist who had worked on Japan's atomic bomb and who was still perfecting his death ray.

In Hiroshima, with the mayor dead, Field Marshal Hata took over administrative control of the city. He himself had been only superficially injured, although his wife was severely burned. Hata moved his headquarters to the underground bunker cut into the side of Mount Futaba.

Many of his senior officers were dead. Prince RiGu and his white stallion were gone; so, too, Colonel Katayama, whose horse had been found compressed to half its breadth in a crack in the ground. Hata's orders were relayed through Colonel Imoto, who, although badly injured, was the field marshal's highest-ranking surviving officer.

Relief workers were slow to arrive in Hiroshima. The first help came from the soldiers based at Ujina. The harbor was over two miles from the epicenter, and little damage was done to it. Marines collected the explosive-filled suicide boats, prepared for the American invasion, from the coves around Hiroshima Harbor. The small craft were emptied of their charges, lashed together, and covered with planks. Raftlike, they moved slowly up the rivers to Hiroshima's center, collecting wounded and taking them to the military hospital at Ujina. The boats' passage was hampered by the dead bodies in the rivers; the corpses floated in and out with the tide for days.

The fate of the American prisoners of war is not certain. Two were reported to have been escorted, wounded but able to walk, to Ujina. One was seen under a bridge, apparently dying, wearing only a pair of red-and-white underpants. Two were said to have been battered to death in the castle grounds by their captors.

Warrant Officer Hiroshi Yanagita, the Kempei Tai leader, was still suffering from a hangover when the bomb exploded. Less than half a mile from the epicenter, he was thrown naked from the bed in his second-floor room. The house was on fire. He went to the window and jumped--only to find the house had collapsed and his room was at street level. Dressed in a sheet, skirting the edge of the

city, Yanagita made his way to Ujina. There he collected some clothes and ten soldiers, and went to the leveled site where Hiroshima Castle once stood. He saw no American POWs. But when he reached his divisional Kempei Tai headquarters in the west of the city, one of his men told him he had tried to bring two prisoners to the headquarters but, finding it impossible, had left them by the Aioi Bridge. There, one person reported seeing them, hands tied behind their backs, being stoned to death.

American records so far available show that at least pilot Thomas Cartwright and tail gunner William Abel survived the war. Both were awarded the Purple Heart. Cartwright's commission terminated in 1953. Abel retired from the American forces in 1968. It is possible that they, and indeed other POWs, had been moved from Hiroshima before the bomb fell.

On Tinian, the day after the atomic bomb was dropped on Hiroshima, some 509th crews, including the *Enola Gay's*, with Lewis in command, took off for a follow-up attack on Japan using conventional bombs. In the meantime, Tibbets flew to Guam, where, on August 8, he held a short press conference in which he confined his comments to a straightforward recital of the facts of the mission.

President Truman had warned the Japanese leaders that if they "did not now accept our terms, they may expect a rain of ruin from the air, the like of which has never been seen on this earth."

The Japanese had not accepted the terms.

American leaders, fearing that the Hiroshima bomb might have hardened Japan's will to resist and might also be regarded as an unrepeatable phenomenon, decided to use the second bomb, which was the only other one then ready. They hoped to convince Japan's leaders that America's nuclear capability was far greater than it was.

LeMay asked Tibbets, "Don't you think you should lead the second attack?"

Tibbets replied, "No. I'm getting enough publicity. The other guys have worked long and hard and can do the job as well as I can."

Sweeney was chosen to command the second strike. He told his crew he wanted "to do it just like Paul did." Among those on board would be Jacob Beser, the only man to accompany both atomic bombs to Japan. Cheshire and Penney, the British representatives, would ride in one of the two observer planes.

There were only two potential targets: Kokura was the prim-



# COURAGE BEYOND THE BLINDFOLD

The Last P.O.W.S. of WWII

ALASKA

CHINA

JAPAN

HIROSHIMA

YAWATA

HAWAII

TINIAN

PHILIPPINES



In light of our discovery, separating was the right thing to do. I wondered if one group would be rescued, and the other stranded. What would happen to the crew who reached land first, if they reached land at all. It was getting harder for me to make rational decisions. We were in a tenuous situation, to say the least.

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## CHAPTER 10

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### *Taken Prisoners of War*

#### **The Capture**

We released the last of our energy, paddled with the wind to our backs, and pushed ourselves forward until about 1900 hours (7 p.m.) on August 14, 1945. The first of our two groups had advanced to within 200 or 300 yards of land. As Fowler and his four rafts came closer and closer toward the beach, they were spotted by Japanese fishermen. The Japanese quickly launched four motor fishing boats and were coming out to intercept them.

Meanwhile, the sail we had hoisted on the lead raft was catching the wind nicely while everyone paddled as hard as possible. I thought about out-running the fishermen, and trying to land farther down the island beach, but we were too exhausted. There was no doubt we would be captured. We had no food, no water. How much worse could things get? Our planes had given up on us, we never saw a submarine, so the likelihood of help appearing at this very moment was remote.

As our distance closed I could see that the first group had already been taken as prisoners of war. From past stories and accounts about the treatment of Americans captured by the Japanese, I feared for our lives.

With our capture imminent, we talked about our side arms. Finally, we all agreed that since we did not have the strength or numbers to fight and win, it would

be safer to be captured without our pistols. Reluctantly we slid them into the water.

Two of the fishing boats started toward shore with our first group, but they were too far away by this time for me to observe how my men were being treated. The other boats came toward us. I thought, as I watched, "After all our struggles for seven days, it all comes down to this."

It was early evening of our seventh day at sea by the time the Japanese fishermen reached us.

The decision by each crew member to throw away his side arms (pistols) turned out to be a good one. The fishermen were as hospitable as possible under these circumstances. They pulled up alongside of us and hauled each man aboard, pulled all of our gear on deck, then gave us cigarettes and as much water as we could drink (from what appeared to be saki bottles). Blessed are the merciful.

We were not tied up or blindfolded. They could not speak English, but by hand signal motioned us to be seated on the deck. We just sat there completely dazed wondering, what was in store for us and how we would be treated? What could be worse than the torture we'd already endured? All these questions remained unanswered as we headed toward shore. The fishermen did not appear hostile. My guess is they sensed we were of no threat to them. Exhausted, frightened, speechless, we just sat there. We did not learn until weeks after that we had been floating in mined waters and that neither submarine nor air patrol could rescue us.

### **Encounter with the Enemy**

We reached a small fishing village at about 2000 hours, having no idea where we were. The other group remained in their boats while the villagers swarmed all over them. As we docked we were met by a group of villagers which by this time had grown into a large body of hostile people. The fishermen kept us on their boats while the villagers clambered on board. "Americans!" they shouted, kicking the sides of the boat, beating us

with large sticks. One man who looked like a member of the military smashed his large stick down onto my wrist, which split the skin wide open. Blood trickled down my wrist and down to my fingers. A huge gash opened between my thumb and wrist. Women threw rocks at us. Children gathered spiders and shoved them down the back of our necks.

I could tell by their clothing that the villagers were workers, farmers and fishermen. They had on what looked like American pajamas. Nothing fancy. I did not see any colorful kimonos. They all wore straw hats with large brims. Some ladies wearing long dresses carried babies. All of the children wore pants with their shirts hanging out.

They came at us by the hundreds, yelling, leaping angrily above the crowd, hungry to retaliate. They spit on us, screamed, sneered with such a frenzy, their voices seemed to build on each other.

Spiders crawling down my back seemed to slide through my sweat. I had no way of knowing how many times I would be bit, or if I'd even survive their poison.

We did not have the energy to fight back, although I thought, "It is useless; the odds are against us." I sensed the futility of such an action on our part. We huddled together, our heads bowed, terribly humbled by the hatred towards us. Escape was furthestmost from our minds. I thought, "How does an American hide?" Even if successful, it would be impossible to go back out to sea.

We politely asked for someone who could speak English and requested that the military be informed of our presence. One man in uniform stepped forward. He appeared to be from the home guard. He took charge and saw to it that we were removed from the boats.

Villagers shoved sticks into our backs, whacked us over the shoulders with tree limbs. They threw rocks at our heads and tossed sand into our faces. We could hardly walk from weakness and mistreatment. Some villagers assisted us to the beach where all of our gear had been piled. They pulled our Mae West life jackets and C-1 vests off and threw them onto the pile. Even

though it was a short distance from the fisherman's boat to the beach I felt the pain in my legs from being cramped into the life rafts. I had no idea just how weak I was until then. I stumbled several times as I tried to stand. Through it all the crew helped each other. The walk to the beach was only about 100 yards but the constant harassing, the hitting, the sand throwing, all added to our misery of walking. It seemed to take forever to reach the area where our gear had been piled.

As darkness approached confusion reigned. It had been a big day for the villagers of this remote place to capture American fliers and they were making the most of it. The villagers crowded in a circle around us. They shoved and pushed each other, trying to get as close as possible. Some of them carried lighted flame torches even though total darkness had not fallen.

The children continued harassing us. I felt inhuman being beaten. Several gruff men pushed us to the ground and tied our hands behind our backs. The civilians never let up harassing us by throwing rocks, sand. The women and children hit us with long poles. The children scurried for more spiders to shove down our shirts.

Suddenly, members of the Japanese armed services (army or navy or home guard) arrived in uniform carrying rifles. The officers wore Samurai swords. After they finished placing our equipment in front of us, they forced us to kneel in a line and bow our heads.

I glanced at the knees of the men on either side of me, thinking I should remember who was beside me when I died. One of the officers ran the back of his cold, shiny silver Samurai sword across the back of each of our necks. It sent the civilians into a wild cheer. He gave a long speech to the villagers speaking Japanese. He probed at us with his long sword as he spoke. I was sure he was waiting for the right moment to decapitate us all.

When he placed the sword's blade across the back of my neck, I felt a twinge run through my stomach, and

I almost wet my pants. I waited for blood, but there was none. His sword had not penetrated my skin.

The villagers cheered him on, reminding me of the old westerns when everyone turned out to watch a hanging.

My mind immediately flashed back to scenes I had witnessed in the news clips at the movies of Japanese beheading servicemen taken on Bataan and Corrigidor. Being the bombardier, I wondered, "Would they search me out? Would I be the first?" I was located in the middle of the line.

If I was not executed first, how could I stand to see the bodies of my buddies fall forward beside me? Who amongst us would feel the most pain? I wondered how Lucille would learn about my death.

The guards reached into our pockets and removed personal items. Many of these items had sentimental value since they had been given as gifts by grandparents, wives or sweethearts when we enlisted in the service. These items were never recovered<sup>25</sup>.

And then, one of the Japanese officers brought a bucket to the line and took out a dipper of the contents. He presented it to the first crewman in line, who refused his offer. The second in line took a sip only to learn that it was water. When the first man asked for some the officer whacked him on the head with the ladle for refusing. He then gave each of us a drink then went back and gave the first man a drink. The Japanese officer proceeded to make his final talk to the civilians before moving us. At the conclusion he ordered his soldiers carrying rifles to blindfold us and get us onto our feet. The soldiers bound us together in a long line and led us away from the beach up a long dirt hill. Most of us had removed our shoes for ease in swimming or to use the laces to tie the rafts together. Now, without shoes, our walk up a rocky road became very painful. Being blindfolded made it impossible to miss walking on the

<sup>25</sup>Later on while in P.O.W. camp I made a list of the jewelry and personal effects they removed from us. See Appendix H page 172

rocks and sharp articles on the road. My feet must have curled around every rock along the way. Whenever we faltered or fell the soldiers beat us with the butt of their rifles and yanked on the rope to get us up. They beat us at will. The soldier's constant jerking on the ropes that bound us together added to the difficulty of walking.

As I fell to the ground I remembered a motion picture in which Jesus Christ was carrying His cross up the hill. Each time He fell to His knees a Roman Centurion whipped His bare back with his leather whip of many strands. For the moment, I could feel for Him. Each time He faltered, He got up. I tried to do the same. I felt the pain on my bare feet and the butt of the rifle striking my head. I stumbled, and someone jerked the rope that bound me, forcing me to get up.

After what seemed to be about three or four miles of walking, we arrived at some sort of military post. I could see the compound by peeking under my blindfold. It was here that we met more Japanese troops and an officer who spoke English. We all sat huddled together while some of the crewmen were untied and led to a room for interrogation.

I sat on the wet sandy soil for the remainder of the night. Whenever I went to sleep and fell over, the guards would give me a whack on the head with the butt of his rifle until I sat up. Knowing that I would receive a blow to the head if I fell asleep, I was caught between that fear, and the need to get some rest. I was so tired. Hearing the same actions being done to others was nerve racking. The kicking and beating continued until day break. I felt helpless and degraded, treated poorly as an unruly dog.

During the early hours the soldiers began constructing some sort of platform. Our navigator, while returning from his interrogation session, reported seeing a large knife swinging from a rope above some baskets. He also saw soldiers lining baskets with straw. In our present state of mind, I imagined our heads rolling at the edge of a blade, dropping into the basket. We all knew how the Japanese treated P.O.W.s in Bataan

and Corregidor. Fear washed over me each time a crew member was taken away for interrogation by the Japanese English-speaking interpreter.

I was lucky not to be called out for interrogation. I was scared enough without going through that routine and my crew was careful not to divulge rank. As each man returned he tried to whisper the scene that took place. We huddled together, never knowing who was next to us at any given moment. If they heard us speak, we were hit on the head by a rifle butt. I wanted to calm the men, but we would all get hit if we said anything.

Since the U.S. had air superiority we had been instructed prior to our mission to give any information asked during interrogation if we were taken prisoners. During the sessions they asked one question like "How many planes does U.S. have?" Another question they wanted to know was, "How many women did each crew carry on the plane?" Apparently they thought we had all the comforts of home.

In the morning, at the edge of dawn, I peered under my blindfolds and saw soldiers hanging panels, flags, and banners on ropes strung up across the front of the building and behind the platform. It looked like a celebration was about to take place. My imagination ran rampant and I visualized being used for target practice. In my weakened state I could imagine just about anything.

In the middle of the interpreter's questions, he was interrupted and called away. "What is going on?" we asked each other. This delay was nerve racking to me. Each little action on their part set off our wildest imagination of torture. While he was away the warm sun came up and all of the military personnel suddenly let out with some sort of chanting. It went on and on. I suppose it had something to do with their religion or paying homage to the Emperor. I fantasized it was a ritual before our execution.

The soldiers continued to chant while they formed a circle around us while carrying their rifles. We continued to think the worst. Perhaps we were about to

be used for bayonet practice. I did not know what to expect, only speculation as the chanting and circling continued. We huddled next to each other, and said our goodbyes. We were no longer panicked, only resigned. Being so exhausted, we just sat, bound together, silently.

Finally, the chanting stopped when the interpreter returned. The silence was deafening. He lined the crew up and marched us under guard to a local train station where we were to board a train. Leaving this place relaxed me a little. I had survived another day. All of that speculation was for naught, but the fear was real. While waiting for the train, the guards formed an armed circle around us to protect us from the angry crowd that had assembled at the station. As their numbers increased along with their hostility, it was all the guards could do to hold them back.

The angry crowd pushed closer and closer. The guards (soldiers) tightened their circle around us and told us to lay down on the ground. Through my blindfolds, I watched the soldiers hold their rifles at chest height to restrain the civilians.

Then word came down from their commanding officer to board the train. The crowd gave way while continuing shouts of anger at us. Blindfolded, I could feel their angry breath on my back. The breeze blew by me as they whacked the air, trying to reach me.

Before boarding the train our navigator Lt. Correll gave his gold second lieutenant bar to a Japanese soldier in exchange for some water which he shared with the crew. After a few sips we learned that it was hot weak tea. It was the first refreshing drink since receiving some from the officer at the beach.

Just as we were about to board the train there was complete silence. Then we hear someone giving what appeared to be a speech over the loudspeaker. Since it was in Japanese we could not understand or tell who

was making the speech<sup>26</sup>. After the speech, we continued boarding the train.

While inside the train I could not sense any hostilities among the passengers. Since I could not see them I had to imagine their behavior, but I could feel their presence surrounding me.

I found the ride most uncomfortable since I was not able to lean back because my hands were tied behind me. After a short ride, we arrived at the town Iwakuni while we were loaded into the back of a truck.

My ride in the back of the truck became very degrading to me. In order to get into the truck they removed the ropes around our wrists but kept us blindfolded. I had to urinate so badly I could not hold it any longer. I knew there was a guard on board so with hand and arm signals I was able to communicate with him by pointing toward my fly. After getting his attention he stopped the truck and guided me to the railing and nudged me to go over the side of the truck. I got the picture. I felt like an animal, blindfolded, not knowing who was watching.

After arriving at what appeared to be a military headquarters, we were marched up three exhausting flights of stairs and permitted to remove the blindfolds before we sat on the floor. This was our first exercise in days and we felt it in our leg muscles. As each man had his blindfold removed, I saw the fear in each of their

<sup>26</sup>On August 14, a single B-29 snowed leaflets over Tokyo apprising the startled people of the negotiations. The Emperor heard differing opinions of this hostility and convened the cabinet. But the final arguments had been delivered at Hiroshima and Nagasaki. The Emperor spoke. His people must suffer no longer. The war must end.

This decision crushed the revolt. To oppose the Divine Will was unthinkable. That night the Imperial Government transmitted acceptance of the allied terms and announced to his subjects that their Emperor would broadcast an unprecedented message. Never had an Emperor of Japan spoken directly to his people.

Senso Owari - "The war is over."

Before the revolt was over Lt. Gen. Takeshi Mori, Commander of the Konoye Division, was killed and the Prime Minister Kantaro Suzuki and Privy Council Baron Kiichiro Hiranvma homes were burned.

Source: Beyond Courage by Dorothy Cave.

faces. I saw tired, dirty men bleeding from their lips caused by exposure to the sun as each sat on the floor. I waited on the floor while some of the crewmen were taken away again for further interrogation. For some unknown reason they never picked me.

The stark, dreary looking building consisted of small rooms where some of the crew were taken for their interrogation. Those being interrogated refused to accept cigarettes during the interrogation unless all of the crew members were offered some. Non-smoker's, including me, agreed it became difficult to smoke the ones given to us. I feared they would be insulted if I did not accept the cigarette. I coughed at each puff. Putting on an act of satisfaction was difficult. As the interrogations continued, again I was not singled out.

During our stay and interrogation at Iwakuni headquarters on August 15, 1945, the guards took the balance of our watches, jewelry, etc.

A very young boy we started calling our mascot, brought pails of water and rolls made of rice flour called pan. It was our first food since yesterday when we ate our remaining rations just prior to our capture. After a short rest, we each were given two more rolls.

I had not had a bowel movement since I left Tinian eight days earlier. I guess with the rolls and walking up the flight of steps it triggered the action. The bowel movement was excruciating. The pain was beyond belief. I felt like I was passing my arm. However, following the pain the relief was worth it.

That night, blindfolded and tied, we were marched through town to a jail and all crowded into one cell about 8' x 10' with straw mats on the floor and blankets. Some slept well. After the beatings I took the night before, I was reluctant to sleep. At least here we had the luxury of running water for the first time since leaving Tinian. After seven days of being in salt water and then laying on the dirt and sand on the beach and the dirt in the compound, our bodies and clothing were filthy. Our skin was covered with open salt water sores. Blood was oozing from my lips and waist area. The running water was

appreciated and enjoyed and helped to soothe the pain of the bloody open sores. On August 16, 1945, the ninth day following our departure from Tinian, our journey continued, once again tied and blindfolded we were put onto another train. Before boarding and prior to being blindfolded we were given two buns each.

This train ride took us through a city I could see by holding my head in a particular position. I peeked out from under the lower side of the blindfold and saw a city totally destroyed. I observed at the remains of building after building completely leveled. As the bombardier I could easily see how they could place this destruction on me. I bombed many times but never got to see the results first hand. I thought, "Could my bombs have done similar destruction?" I knew it was not Yawata because we had drifted away from there and had not been transported over any large bodies of water after our capture. We had to be on Honshu, the largest island in Japan. I thought maybe this was the city we heard about that had been bombed by a new type of bomb. The charred rubble made it difficult for me to identify anything. As the train slowed I saw area after area where nothing was left standing, except for partial pieces of concrete columns, a few brick fireplaces and chimneys, some small curls of smoke rose from the ashes.

I could not see any people. My viewing scope was limited but it appeared that no vehicles were moving, only desolation. Silence. That is all I could see as our train slowly pulled into the train station which appeared to be the only partially destroyed building still standing. Apparently the tracks had been cleared sufficiently to permit the train to pass.

After detraining, soldiers with rifles marched us a short distance and threw us to the ground. The ground was bare and rough. Because there were no buildings standing to house us we just laid out on the open ground in a revetment, exposed to the elements.

The sun was very hot as we laid there thirsty and hungry, occasionally receiving a drink of water. The guards permitted us to move into a shadow cast by one of

the few partially standing structures which gave us some relief from heat of the day.

As night fell, we tried to sleep on the dirt, while being plagued by vicious mosquitoes. The movement of the guards, who always seemed to be celebrating, disturbed me. I guess I felt that way because of my plight. Being dirty, hungry and scared made it easy for my mind to wander. "When will the execution take place?"

#### Neal and Brissette

The next day, August 17th, guards brought in two American aviators and threw them to the ground in front of us. Both men lay helplessly. Their mouths hung open, expressing great pain. They found it difficult to communicate with us, but we were able to get their names and some sketchy information. They said they were Ralph Neal and Norman Brissette.

As the day went on Brissette said, "I had been a gunner on a Navy dive bomber flying off the aircraft carrier Ticonderoga." Then Neal spoke, "I was a replacement ball gunner on the B-24 named the Lonesome Lady flying from Okinawa. My machine gun had been removed to conserve weight, making me a gunner without a gun." He continued, "I was not a regular member of the crew." Their target had been the Battleship Haruna harbored at the Kure naval dockyards, a mission which took place on July 28, 1945.

I could see from under my blindfold they were slowly dying a very horrible death. It appeared that their injuries were more than from beatings. They vomited frequently. The parts of their bodies that were exposed were covered with running sores and bruises. They did not have the energy to shoo away the flies that walked freely in and out of their open mouths.

Both men spoke incoherently about their planes being shot down. One recalled after they released their bombs they turned away from their target. Their flight

plan took them, they thought, in the direction of Hiroshima<sup>27</sup> as they headed back to their home bases.

After realizing their planes were on fire the crews of both planes bailed out, not knowing if the anti-aircraft fire that hit them came from the area around the target or later on by the battery located in Hiroshima. Neal said, "My tail gunner, Abel, bailed out from the rear of the plane and the rest of the crew went out the front of the plane.

"Upon reaching the ground we were captured and rounded up with others from three planes, 13 in all, and taken to a place that looked like a castle." There they joined twelve other prisoners making a total of 23 Americans beeing held in this camp.

They explained, "During the early hours one morning a bomb hit our P.O.W. camp and totally destroyed all of the buildings. Fire was everywhere. Surviving guards ran in all directions. All of our fellow P.O.W.s were killed except us. We managed to get free of the burning buildings and jumped into a cesspool, exposing only our noses in order to breathe, as the flames burned all around us. We remained submerged until the fire burned out. As we climbed out we were immediately recaptured by soldiers. On our way to this location the guards and surviving civilians beat us severely."

They had no idea as to where their camp was located or the type of bomb that killed the other P.O.W.s. All they knew was that their camp had been completely destroyed by this bomb and that they were the only survivors. Neal said, "My pilot, Tom Cartwright had been taken from the camp a few days earlier and sent

<sup>27</sup>The Japanese troops based in Hiroshima were battle ready for any plane coming their way and set their sights on the planes leaving Kure. Anti-aircraft guns bracketed the B-24 Talca and brought it down. Then the Lonesome Lady came over and appeared to be on fire, perhaps from the guns at Kure. It was heading toward the battery of guns near Hiroshima Castle. They open fired on it. Prior to crashing into the mountain side, the crew bailed out. Source: *Enola Gay* by Thomas and Witt.



away, I think to Tokyo for interrogation." Neal told us, "I never saw Abel or Cartwright again."

As the day went on I tried to sleep with both men laying on the ground helplessly in front of me. Pus oozed from their ears. I continued to feel that their condition was caused by more than from their severe beatings, but I had no way of knowing differently. They were incapable of helping themselves. I felt badly that I did not have the strength or the wisdom to assist them.

#### Meeting Lt. Fukui/The Christian<sup>28</sup>

On the evening of August 17, 1945, a Japanese lieutenant who spoke English presented himself to us as Lt. Fukui. Looking from under my blindfold I saw a stocky built, short, neatly dressed officer carrying a Samurai sword. He said he was a Christian and felt the urge to help the American prisoners. He informed us that we were going to be moved. Fukui also told us that his Christian parents lived in Dartmouth. He explained that in Japan a person can have two sets of parents; one who gave birth and the other set, their teachers. It was for this reason he made mention of his Christian parents in the United States when he first met us. He said, "I am going to try to secure safe passage for you," and would return when he obtained it. When he used the words "safe passage" fear gripped me again. With all the activity going on in the background I just knew the day of our execution had arrived. Looking back, I can see how my mind was denying his kindness.

Before he departed he said, "Japan had signed the International Prisoner Treaty to treat prisoners warmly. With that, I am going to meet with my colonel to secure necessary papers for your safe passage."

<sup>28</sup>Following the Meiji period (1868) Christianity was once again permitted in Japan and the Catholics with their success in the 16th century continued. The European and American Protestant missionaries, who came to Japan (1869) following the opening of Japan's doors, competed with the Japanese Christians. By 1945, however only about 1% of the population had converted to Christianity. Source: "Japan" by Martin Hirolemann and Francis King. (Fukui was among this 1%.)

Following Fukui's departure the guards began having a drinking party. We could hear the sounds of rifles and our fears increased once more. Shortly thereafter, a Japanese lieutenant appeared, who we thought was Lt. Fukui returning. We questioned him as to when we would be taken away. In English he replied, "You are not going anywhere. You are staying right here." His voice, and his apparently sudden change in attitude confused us.

As we laid on the open ground waiting Fukui's return, a kind elderly woman appeared, who spoke English, translated our needs to the guards. She came with water and food and gave us, including Neal and Brissette, a drink. She lifted their heads to help them drink because they were incapable of holding a cup. Her food included rice balls and pickled horse radish, a real treat. Neal and Brissette laid there helplessly while their condition seemed to worsen. It was an unpleasant sight to watch the flies gather around them as the amount of pus increased, especially knowing they were once healthy servicemen.

Fukui finally returned under the cover of darkness, and put us onto the flat bed of his truck.

Fukui said, "I presented my case and have been given safe passage for you."

#### First to Enter Hiroshima

"One bomb, one bomb did all this."

Japanese Lt. Fukui

In our weakened condition we had a hard time assisting Neal and Brissette who were nearly dead. They found it difficult to move their bodies. It took all the energy we could muster to raise them high enough to slide them onto the truck.

After driving a short distance, Fukui stopped the truck and ordered, "Stand up." "Take off your blindfolds," and began giving his lecture. "Look how inhumane the Americans were. One bomb. One bomb," he shouted, "did all this destruction." Saying again,

"Look how inhumane<sup>29</sup> the Americans were, 150,000 died from one bomb." We were in no position to counter, but to ourselves whispered, "How about Pearl Harbor?" and "It looked like someone was playing with matches." Others, "How about Bataan and Corregidor?" Another person said in a low voice, "10,000 American and Filipino soldiers died out of 70,000 on the infamous Death March, is that not inhumane?"

During our tour of the city we learned for the first time that it was Hiroshima. He said, "You are the first Americans to see the city from ground level."

As I viewed the horrors of war, my thoughts flashed back to my preparations for our bombing run on Yawata. In my wildest imagination I could not have envisioned the events and circumstances that would catapult me into the position of being the first Americans to enter Hiroshima after its destruction by the atomic bomb.

While looking over the city I was witnessing the results of the bombing we had heard about on our radio while on our way to bomb Yawata. Unfortunately, we had gotten there before any other American troops, not our plan, but that is the way our mission ended.

The place looked like a giant steam roller had rolled over it, like a vacant lot in the U.S. when all of the buildings had been torn down and then bulldozed. I was viewing what remained of a city destroyed by an unknown bomb, to me. There was no noise, not even a dog barking, not a sound, only quiet. Silence. There were no people. No fires, except one here and there. Nothing green. Just complete desolation as far as the eye could see in the darkness of night. There was destruction everywhere.

<sup>29</sup>Military planners estimated the invasion of Japan would cost over one million American lives, to say nothing of Japanese troops and civilians, and most certainly would guarantee the death of every P.O.W. in Japan, Manchuria and Korea. In view of the indiscriminate Japanese bombings of civilians as early as 1932 in China, it is ironic that the Japanese government protested these inhumane bombings of their population. Source: *Beyond Courage*.

As I witnessed the destruction of Hiroshima, I said, "Walter, you don't know much about military strategy but if the Air Force had used the same number of planes (800) used on Air Force day (August 1) and armed each one with this type of bomb, we could have knocked out 800 cities in one fell swoop, quickening the end of the war."

Ujima

Fukui drove us to the Ujima military police (M.P.) headquarters in the south area of the city. When we reached the station, Lt. Fukui hid us by placing us in what looked like animal cages with bamboo bars within the MP station. The cells were about 10'x10' with bare floors and no furniture. Two of us were put in each cage. Prior to that, we were permitted to go outside to wash up at a pump in the court yard. By now we were again filthy dirty, and still suffering from bleeding lip sores and sores around our waist. The clean water was a welcome treat, making us feel more human. After entering our cells, we were given canned mandarin oranges with chopsticks and a shot of whiskey and permitted to settle in for the balance of the night.

Neal and Brissette continued to get worse. I could hear them moaning and groaning louder and louder, it was getting to me. I had hidden a first aid kit in the leg pocket of my flight suit, which had been overlooked during the search by the guards. I was reluctant to use this morphine on a person with a head injury, fearing I would kill him. I spent a number of agonizing moments before deciding not to use it. A doctor was brought in, who questioned us about the types of medicine to use, so he could use it on the population of Hiroshima. The doctors called the sickness Genshibaku Dansha, the atomic bomb sickness.

Since we had no knowledge of radiation or the type of bomb used, we were at a loss to help. The doctors were treating their patients for burns and wounds, not radiation, something new to them. As a result their patients were not getting any better but only dying at a rapid rate. The doctors were frustrated at not being able

to help them. Throughout the day and night fires continued as a result of burning corpses. The possible effects of this bomb and the bomb itself had been kept secret from us so we could not assist the doctors.

Our fate was still unknown to us. Meanwhile in our cells, discussions centered around whether to accept or reject Fukui's statement that he was a Christian. We questioned, "Is he trying to help us or were his efforts just attempting to get information? Does he have Christian parents in the U.S.?" Some wanted to believe this, others thought it was a plot. Those who doubted were disturbed at the others for giving in to the enemy. I happened to be one of those who did not believe him.

He continued, "I learned that the Japanese military had captured ten American aviators (he called us the Korean Channel Group because we had been captured in the waters between Japan and Korea) and were holding them in Hiroshima." He said, "I imagined I was hearing the voices of my American parents telling me to help them."

At this point in time the crew members had no way of knowing how the dropping of the atomic bomb had changed the complex of the war. For us the war continued and we contemplated a long internment in a P.O.W. camp.

Still awake at 2200, we were given a meat stew, again with chopsticks. The next day at 0800 and 1200 we were given bags of rice crackers and at 1800 a bowl of rice and a bowl of browned potatoes. At 2000 we were given a shot of whiskey.

Early the next morning, August 19th, following two nights at Ujima, Fukui turned us over to another officer. After his actions of putting us onto the truck at the Ujima Military Police headquarters I never saw him again<sup>30</sup>. His actions were a mystery to us, "Why did he seek out us?"

<sup>30</sup>Until my visit with him in Japan in 1983, 38 years later, long after the war was over.

As we prepared to leave the Ujima MP Station, we learned that Neal had died at 0200 on August 19, 1945. Brissette's condition had weakened and had to be left behind. Later on word came to us that he died at 1400 on August 19, 1945. I made this entry into my diary noting both events<sup>31</sup>.

#### Tode Headquarters

By 0630 we left by truck, blindfolded and tied as usual. On route, they untied us long enough to enjoy a few rice crackers and sips of water. The ride was very tiring, stressful and bumpy. At 1500, we arrived at Tode headquarters, formally a boy's military school, now a government headquarters for interrogation. Our blindfolds and ropes were removed. Following washing by a pump, we were given rice balls, fish and cucumbers. Then P.O.W. cards were made out for each person, by a clerk; we were then taken to the attic hayloft of a barn for the night where we slept on straw mats with blankets. We were guarded by two young Japanese soldiers from Los Angeles, who had been educated in San Francisco before being lured back to Japan just before the war started with an offer of receiving a college education. They had photos of New York, Washington and other cities that pictured these cities as totally destroyed. "Why do you continue?" they asked. "You have lost the war." I knew better, and did not buy their line. My opinion was shared by the entire crew.

From Tode, a truck took us to an organized P.O.W. camp named Hiroshima Camp #1, about 35 miles southeast of Hiroshima. The P.O.W. camp was located on the island of Mukaishima, opposite the town of Onomichi. After getting out of the truck and prior to boarding a ferry to the island the officer in charge lined us up and stated that a peace offering was in the

<sup>31</sup>Following the war the debate went on with the question, "Did Americans die in Hiroshima?" I knew from my eyewitness account that Americans had died. Neal and Brissette were among the 23 Americans to die as a result of the atomic bombing of Hiroshima. This information became invaluable in verifying these deaths in the making of the documentary film "Killed By the Atomic Bomb" and used to inform Neal and Brissette's parents.

making, trying to give us the impression that the U.S. was giving up, and that we would be going home soon. Men are not supposed to cry but not a clear eye could be seen, we all broke down, tears streamed over our cheeks because prior to this news we had been anticipating if we lived we would have a long stay in P.O.W. camp. We had not had any prior knowledge that the dropping of the atomic bomb had shortened the war and played an important part in saving our lives. We were overjoyed and happy with the expectation of going home. It became a joyous occasion as we embarked onto the small ferry. Riding with us were Japanese passengers who were not hostile but looked on in curiosity during the short trip to the island. From the landing area we were marched down a street to the gates of the prison.

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## CHAPTER 11

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### *Life in a P.O.W. Camp*

#### **Meeting Fellow P.O.W.s**

As I entered the gates of the P.O.W. camp on August 20 I heard the cheers of greetings from the prisoners welcoming us. Prior to our arrival, 106 Americans and 75 British prisoners were housed in the prison camp. The British soldiers had been captured at Singapore and the British merchant marines at sea and the waters off Java. The Americans had been captured during the fall of Corridor and Bataan. They had survived the infamous Death March plus the boat trip to Japan on what became known as the Hell Ships. I met one American soldier who had been captured on Wake Island on December 7, 1941. He was not very coherent by this time. Some had survived the sinking of their Hell Ship by American planes. The ships had not been properly marked to identify them as containing P.O.W.s, making it impossible for U.S. fighters to know they were sinking ships holding American servicemen instead of enemy vessels.

Another P.O.W., Major Ralph Townsend Artman from Suffolk, Virginia, a medical officer, and the only U.S. officer in the camp, used his medical skills to keep the men alive by maintaining strict discipline and sanitation practices.

As we surveyed the camp we noticed there were only a few guards remaining. When we asked "Why?" we learned the Emperor had surrendered. This must have been the broadcast we heard on August 15, 1945. We

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## CHAPTER 13

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### *Reunion With Fukui*

#### **His Story/August 7, 1983**

The day following my visit to Peace Park with Fukui's address in hand, my wife and I took (in order) the subway, a train from Kyoto to Ikachi, Yanai City, Yamaguchi, Pref, then by taxi to Lt. Fukui's home. We found it to be of unpretentious design by U.S. standards and located near a new highway just outside the city limits. I did not know what to expect since our last meeting had been 38 years ago.

Years after the end of WWII, Lt. Nobuichi Fukui made contact with me by forwarding various objects crafted in wood in an attempt to create a market in the U.S. for Japanese goods through me. He introduced himself as the Japanese officer who contacted us while we were P.O.W.s in Hiroshima. Prior to this, we had no idea as to who he was or how to contact him. All that I knew was that it appeared he had saved our lives. Future correspondence with him confirmed this. He also sent the names and address of his Christian parents. Agnes Bartlett, the daughter of Samuel Bartlett writes;

Dear Mr. Ross,                      January 26, 1984

Zip code or not zip code your welcome letter arrived this morning, with a long awaited version of Tank's story of his contribution to the followers of Peace. The Box number was a bit off, but a small town post office is very helpful.

My association with Tank (Fukui) began in 1924 when the Exclusion Bill was passed in the U.S.A. It was a very hot July night in Kyoto. My mother had retired and my father was out of town. The cook and other help had gone to the movies, and I was 13, the "door-welcomer." I heard the tramp of many feet. Our consulate had warned us to stay off the streets lest there be hot heads (as in China) who might create an international incident. There was a knock on the front door; I opened it, as the daughter of the house to welcome the "guests." There was no returned bow. Led by a grim, square shouldered Doshisha-uniformed university student, a group of about 20 similar people marched into our living room. Their leader "Tank" Fukui grimly asked for my father.

I replied he was out of town. He then said, "Your mother will serve instead. We will talk to her." I ran upstairs, told my mother what was waiting downstairs. She ordered me to hide the Samurai swords (gifts to my parents from newly baptized Christians of a previous mission "field") and a horse pistol my four brothers had used for target practice. I did so, and she came down to welcome the "visitors" who were still grimly standing. Tank spoke on behalf of the students:

"Today your country has slapped our country in the face. There may be hot heads who would seek reprisal by annoying you. We are here to inform you that if one hair of your head is harmed it will be over our dead bodies. GOOD

NIGHT." And away they marched, led by "Tank."

As a "Missionary" brat it was fun to have the Japanese student "Big Brothers" coming in and out of the house for English practice and group singing. As the youngest of a family with four brothers separated from them by the Pacific Ocean, it was fun to be able to pass the cakes and tea after the Bible classes in the parlor. Tank was with a group that were able to take a rapid tour of the U.S.A. back then. My parents did the "Missionarying." I was just "Kid Sister" to the "Wild Rovers", and nice Big Brothers they were. It's hard to realize that it was 60 years ago!

My grandparents went out in 1872. My mother was the first "white baby" born in Osaka. I was born in Kyoto, and my four brothers were all born in Japan. My father was a "student volunteer" going from Dartmouth college to Japan to teach in 1887. Fifty years later, he died in Norwich, after he and my mother retired from the mission fields.

Thank you again for including me in your circle of Tanks' admirers.

Signed

Agnes V. Bartlett

Daughter of Samuel Bartlett

I continued to be in touch with him and the Bartletts, who confirmed that they were indeed his Christian parents.

My purpose in wanting to meet him was two fold; one, I wanted to hear his story and to meet him again, and two., I wanted to assist DeWalt in the making of the documentary and to introduce him to Lt. Fukui. Fukui

would become the key figure in bringing together this story.

It became very important that my meeting with him be cordial so that he would accept my invitation to participate in the filming the following day<sup>41</sup>.

Fukui met us warmly at his door and invited us into his living area, a room of simple furnishings. He said, "Here, take these western style chairs, they will be more comfortable." He sat on the floor Japanese style, dressed very casually in trousers and without a dress shirt over his underwear. A tag still attached to his trousers told us they were newly purchased.

His wife Mariko, also a Christian, had met with an accident in 1982 and had been hospitalized since.

Fukui said, "After the war I became president of a local co-op where I introduced the concept of raising kiwis, after realizing that since New Zealand had the opposite seasons from Japan there would be a market for their fruit. MacArthur had divided the large tracks of land into small parcels, including my father's."

During his retirement years, he raised Bonsai trees, as many as 1,000. He continued to raise kiwi fruit and serve as President of the co-op.

Although I did not really know how to act, Fukui put us at ease. It became a pleasant and cordial meeting with stories about how I had informed General MacArthur's staff that they should look him up and treat him as one whom they could trust.

He laughed about the fact that they were expecting an American Christian since I told them he had Christian parents in the U.S. It became a big joke to him. Our conversation lasted over four hours reminiscing our meeting of 17 Aug 1945 and his eyewitness accounts of those days. He especially wanted to talk and tell about how 23 American P.O.W.s had died in Hiroshima as a result of their camp being destroyed as it became

<sup>41</sup>The documentary film "Genbaku Shi/Killed by the Atomic Bomb" was copyrighted in 1985 for public television by Public Media of Santa Fe, New Mexico.

engulfed in flames created by the blast of the atomic bomb.

During our visit he invited us to remain overnight, he wanted to visit more. It became obvious he welcomed our visit and showed disappointment when we advised him that we were not prepared to stay overnight and could not change our plane schedule.

As we visited, he clapped his hands together and with that a woman entered the room on her knees and bowing from the waist. She wore a traditional kimono. He asked her to serve us some refreshments. After taking our order she backed out, still on her knees. Shortly thereafter she returned on her knees, with ice cream and cold tea.

I could not help thinking as we sat there together, "Here we were having a warm friendly conversation sharing war stories after having been enemies 38 years ago." I felt good about the meeting and that his story would be captured on film and become part of the documentary film and take its place in history.

During our visit he told us that as a Christian he had the urge to visit our crew. Although he had orders to arrange for our execution he wanted to secure safe passage for us.

He revealed the following story to us, which I had no knowledge.

#### **Fukui's Story**

"I was on my way home to Hiroshima on August 6, 1945, when I saw a flashing inside of the train station and heard a very loud explosion. It became so loud I thought a plane had crashed into a tank. It made a loud Boom! I had no idea as to the magnitude of the explosion until the train entered the city. I said to a friend, "What is the matter?" "It maybe a Japanese tank broken by a bomb from an airplane," he replied. Fukui continued, "Small fires broke out all over the city. I had an excellent understanding of the English language, and I had heard the broadcasts from the U.S. warning Japan about the bomb and its radiation. But I could not get the ear of the authorities."

He explained further; "According to international prisoner treaty signed by Japanese delegates that it was the responsibility of the Japanese to show P.O.W.s sign boards, letters on the roof of P.O.W. camps identifying their location, so U.S. aviators could avoid dropping bombs on P.O.W.s"

Fukui's stated, "P.O.W. camps were not being identified." His statements are confirmed by the authors Gordon Thomas and Max Morgan Witts in their book Enola Gay when they explain that one of the reasons Hiroshima was selected for the first dropping of the atomic bomb, was that there was no evidence of the presence of a P.O.W. camp within the city. He went on, "For the lack of paint, no signs were on the P.O.W. camps in Hiroshima, and that 23 American P.O.W.s were killed by the atomic bomb." He kept stressing 23 Americans died.

"I will continue to my death to have the names of the 23 American P.O.W.s killed by the atomic bomb, be included in the Peace Park memorial in Hiroshima." he said.

As Fukui talked about the signs on the P.O.W. camp, my mind flashed back to our arrival at our P.O.W. camp were we permitted to paint on our roof Circle X 23 Crew Here on our roof.

He continued, "When I heard about the 10 aviators being held in a field near the Hiroshima train station waiting to be executed, I felt I needed to help them. My colonel said to me 'Do with them as you wish.'"

"Kill! Kill them! They are of no use to us now!"

Fukui said, "I successfully argued my case for safe passage for the American P.O.W.s." As he spoke I thought, "This was a bold position, in those days, for a Japanese lieutenant to take against a colonel in the Japanese army." Fukui continued, "My colonel understood my advice. Reversing his original decision to execute you," he told me, "I could get a military staff order regarding U.S. prisoners to prepare food and careful transportation with these powerful documents." "Luck has been with us again."

Fukui talked about his recent magazine article entitled "Secret Story of Hiroshima Atomic Bomb 38 Years Ago." (Dated 30 June 1983)<sup>42</sup>.  
**Fukui's Article**

"Twenty-three U.S. prisoners were dead by atomic bomb.

Several hundred thousand<sup>43</sup> lives were lost in a moment by atom bomb explosion 1945 and this case was repeated as for a rumor but their number and actual condition were not made clear."

Three persons, Mr. Norbuichi Fukui, Hiroshi Yanagida and Kosuke Shishido had Hiroshima experiences and after thirty years they met together there, and talked together about inviting N.H.K. editor Mr. Matsuo to listen to their reports.

As a result of the meeting, real creditable new history was made and it was perfectly different than U.S. history.

According to their conversation, it can be considered that some obscure points were made clear as for new historical data. Mr. K. Shishido presented these precious circumstances to famous magazine, *Shukan Yomuri* (weekly).

Consideration until today changes. The highest tragical atomic bomb explosion was exercised on 6 Aug. 1945 in Hiroshima (and later Nagasaki city). Today we recognize that thirty-eight years passed from that day while history is gradually altered year by year and tragically memory is going to forget.

One day at the beginning of February, I received a telephone call from N.H.K. Hiroshima branch (Mr. Matsuo editor) unexpectedly saying "Do you know as a real fact 23 U.S. prisoners U.S. aviation in Hiroshima that were killed by the atomic bomb explosion?" Mr.

<sup>42</sup>As translated from Japanese to English from weekly No. 33 (1983) from *Shukan Yomiuri*.

<sup>43</sup>Result of Hiroshima bomb was at least 130,000 and for Nagasaki a minimum of 35,000. Actually the death number would be 60,000, possibly 70,000. Source: *Day One* (Peter Wyden).

Hiroshi Yanagida who was a sergeant of Military Police station headquarters in Hiroshima made this case quite clear. Saying, "Therefore, N.H.K. desires to make a memorial schedule as to the atomic bomb explosion Aug 6th a Memorial day." He concluded to Mr. K. Shishido that N.H.K. hopes that he will cooperate with us joyfully. Memorial days will be established as for Hiroshima destroyed by atomic bomb explosion and its firing.

Indeed, I touched as to treatment of enemy prisoners but I thought carelessly that U.S. prisoners were four at least. Therefore, I was astonished that 23 prisoners were in Hiroshima instead of four. It is a remarkable case, including Hiroshima citizens about two hundred thousand were killed by the atom bomb explosion and the ensuing fires. It is natural that various rumors were spreading widely. About 200,000 citizens were killed by one bomb explosion and 23 U.S. sacrificers who also lost their lives but he is responsible to save by fair treatment. Mr. N. Fukui, first lieutenant calling soldier, M.P. headquarters, exceptionally escaped from the atomic bomb explosion (Brissette and Neal) and he had to treat U.S. prisoners (Keller Crew) as for an English interpreter called from Hitachi, Ltd. (a graduate of Doshisha University, Kyoto).

Under such condition and consideration we agreed to meet in Hiroshima. There we presented historical data together before N.H.K. editor Mr. Matsuo.

Mr. Matsuo<sup>44</sup> arranged history and made schedule to visit with camera man to U.S.A. such families of 23 U.S. prisoners who died by atomic bomb explosion and firing. As for exceptional case two among 23 prisoners Mr. Brissette (Norman Brissette) and Mr. Ralph Neal escaped from firing temporarily and carried to Military Police station Ujima branch office.

Yamagida witness is as follows:

<sup>44</sup>Mr. Matsuo made a documentary film for Japanese television. His crew filmed Marty Zapf and me. Zapf's interview was included, but my interview was cut, because of my remarks about their attack on Pearl Harbor.



He is only one M.P. headquarters sergeant alive and was requested to present any piece of evidence of U.S. prisoners. He presented 23 U.S. prisoners individual dog tags which he found from ruins of fire of atomic bomb and requested they be presented after the war. Most of M.P. headquarters personnel were dead within one week.

U.S. officers accepted these metals<sup>45</sup> but U.S. government never replied about them. Nobody knows where these important metals are kept but God knows it! Mr. Yanagida is still alive and he can certificate this case any time but U.S. government give no answer because U.S. history will be corrected these wrong history of 23 prisoners.

Regarding N. Fukui's testimony, he was called by Lt. Col. Japanese Chugoku Military army staff and Fukui advised staff colonel to treat U.S. prisoners warmly based on International Prisoner Treaty (P.O.W.) signed by Japanese diplomatic negotiation under worst national conditions. The staff colonel understood Fukui's advice and Fukui could get military staff orders regarding U.S. prisoners to prepare food and careful transportation by these powerful document.

However, U.S. two prisoners Mr. Brissette and Mr. Neal could not be carried with ten U.S. Korean channel group prisoners (Keller Crew) by Japanese military doctor. After two days later, they were called by our Lord. The confession of these two patients to 10 U.S. Korean channel group whom Fukui carried to Ujima M.P. branch is still existed and the confession will be able to change U.S. wrong history if these ten Korean channel group appeal the fact as U.S. witness. U.S. families of 23 U.S. prisoners precious sacrificers will be favored with honorable fame by U.S. government. So long as I live I intend to encourage U.S. prisoners and I should like to cooperate with them to correct the U.S. wrong history.

<sup>45</sup>Dogtags were worn around the neck of each soldier identifying him and blood type.

These 23 precious sacrificers should brightly be favored as for priceless value toward eternal peace as same as 200,000 Hiroshima sacrificers. I herein stop to describe the more details because they are already published carefully through U.S. Kansas City Times including above two sacrificers Mr. Brissette and Mr. Neal on 20th Nov. 1975.

Various rumor and imagination once spread widely but I trust that truth will never be vanished and revives.

Japanese Premier Nakazone is coming to Hiroshima on 6th (August 1983) to attend the ceremony and will promise to accept their desire of 200,000 sacrificers and swear not to repeat war. Twenty-three U.S. prisoners names will be included finally. I believe heartily that our Lord will never put out the true fact."

Signed  
Nobuichi Fukui

His second article dated July 29, 1983, follows<sup>46</sup>;

"Regarding the atomic bomb in Hiroshima we should carefully study its historical fact bearing on trust which is really recognized by Our Lord.

U.S. Government once published about people in allies countries and the U.S. President declared the atomic bomb should result in freedom from world wars. Nobody can deny this statement.

General MacArthur could establish a new Japan without rejecting Japanese Emperor's system and Tokyo courts both could lead Japanese to international peace and now Japan can show highest peaceful purposes.

Japan should contribute toward real peace by abolishing the nuclear bomb. U.S.A. and Soviet Union can't exist together if one can defeat the enemy because atom bomb gas does not allow people and animals to live in either country.

Our Lord created the earth and educates people to maintain eternal peace but if special governments

<sup>46</sup>As translated from Japanese to English (per se).

*betray God's will, a deserted earth will surely be realized.*

*Today I attached a description that should be carefully read. The atom bomb explosion truly killed twenty-three U.S. Army men in Hiroshima.*

*U.S. Government should correct its wrong history as quickly as possible. Also, the U.S. government should favor them with the highest fame managing unknown death which means missing soldier<sup>47</sup>."*

Signed  
Nobuichi Fukui

Upon the completion of our friendly conversation, he escorted us outside to show off his collection of bonsai trees, which numbered over a 1,000. I could hardly believe my eyes as we saw them. They were beautiful. I had never realized how many varieties there could be.

He insisted that he accompany us by taxi to the train station so he could stop on the way to show off his ranch, where he raised kiwi berries. He explained, "farms in Japan are called ranches." Having never seen kiwis grow before I was interested in the unique way they grew.

They were growing on a trellis of pipes about two inches in diameter that were curved from ground to ground in a half circle of about 15 feet. The pipes were fastened together to create a row of maybe one hundred feet. The plants were planted at the base of the pipes and the plant (or vine) grew up the pipe and over to the base on the other side, his plants were loaded with fruit. A person could walk under the arch formed by the pipes making it possible for a person to pick the fruit as it hung down from the branches.

<sup>47</sup>He also included the names and addresses of the Keller crew, Brissette and Neal.

As Lucille and I boarded the train Fukui handed to us copies of two magazine essays he wrote<sup>48</sup>. Having said our goodbyes, the train slowly pulled out of the Yanai station, then I suddenly realized that this might be the last time I would get to see this courageous man. It saddens me that we could not have spent more time with him.

During my ride back to Kyoto, I recalled the events leading up to this day. It, therefore, seemed important to me that I revisit the P.O.W. camp in which I had been interned.

<sup>48</sup>Separate reports to: 1)Dr. V Bartlett, P.O. Box 381, Norivichi, VT 05058.  
2)Martin Sherwin, Historical Dept. of Princeton University (author of "Day One").

Prologue

*H*ISTORY  
*of the*

9th Bombardment Group (VH)

1st, 5th, And 99th Squadrons

*as a*

B-29 Superfortress Unit In World War II

In Training at McCook AAF, Nebraska  
*and*

In Combat as a Unit of the

313th Bombardment Wing

On Tinian Island In The Marianas  
under the

XXI Bomber Command

*of the*

20th Air Force

United States Army Air Forces

# 9th Bombardment Group (VH) History

Lawrence S. Smith  
Historian, 9th Bomb Group Association

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## Cross References:

1. World War II
2. Strategic Air Warfare in World War II
3. Strategic Air Offensive Against Japan
4. The B-29 Superfortress
5. The Aerial Mining Campaign Against Japan
6. The Use of the Atomic Bombs

Cover painting by Aviation Artist, Jack R. Crescenzi  
Painting commissioned by William L. Wienert, 5th Sqdn.



Figure iii. 9th Bomb Group Emblem

## 9th BOMBARDMENT GROUP

This emblem was approved in 1924. The motto *SEMPER PARATUS* is *Always Ready*.

### The emblem's official significance

The *shield* contains the old colors of the Air Service (vert and sable), parted by a wavy line representing the Rio Grande and with a gold band containing four black crosses representing the four World War I offensives in 1918 in which the 1st and 99th Squadrons of the group were involved.

The *crest*, consisting of a rattlesnake entwined about a prickly pear cactus, recalls the group's 1st Squadron's combat service in Mexico in 1916-17.



*Figure 0iv-a. 1st Bomb Squadron*

### 1st Bombardment Squadron

This emblem was approved in 1931. Its official significance: The cavewoman represents the beginning which is symbolical of this being the first squadron of the Air Service. The cavewoman's posture represents observation (which the squadron was originally so designated) and is symbolical of man's eternal look forward with hope and desire to future accomplishments. The five rays of the sun represent the five campaigns during World War I and the crosses the confirmed air-to-air combat victories in that war.



*Figure 0iv-b. 5th Bomb Squadron*

### 5th Bombardment Squadron

This emblem was approved in 1924. No written statement of its significance was recorded. When it was approved it was for the 5th as an observation squadron; hence, it seems reasonable to assume that the owl, moon, and telescope all symbolize that mission. and that the five stars represent the unit's numerical designation.



*Figure 0iv-c. 99th Bomb Squadron*

### 99th Bombardment Squadron

This emblem was approved in 1924. No written statement of its significance was recorded. It seems to assume that the charging buffalo represents the spirit of the squadron.

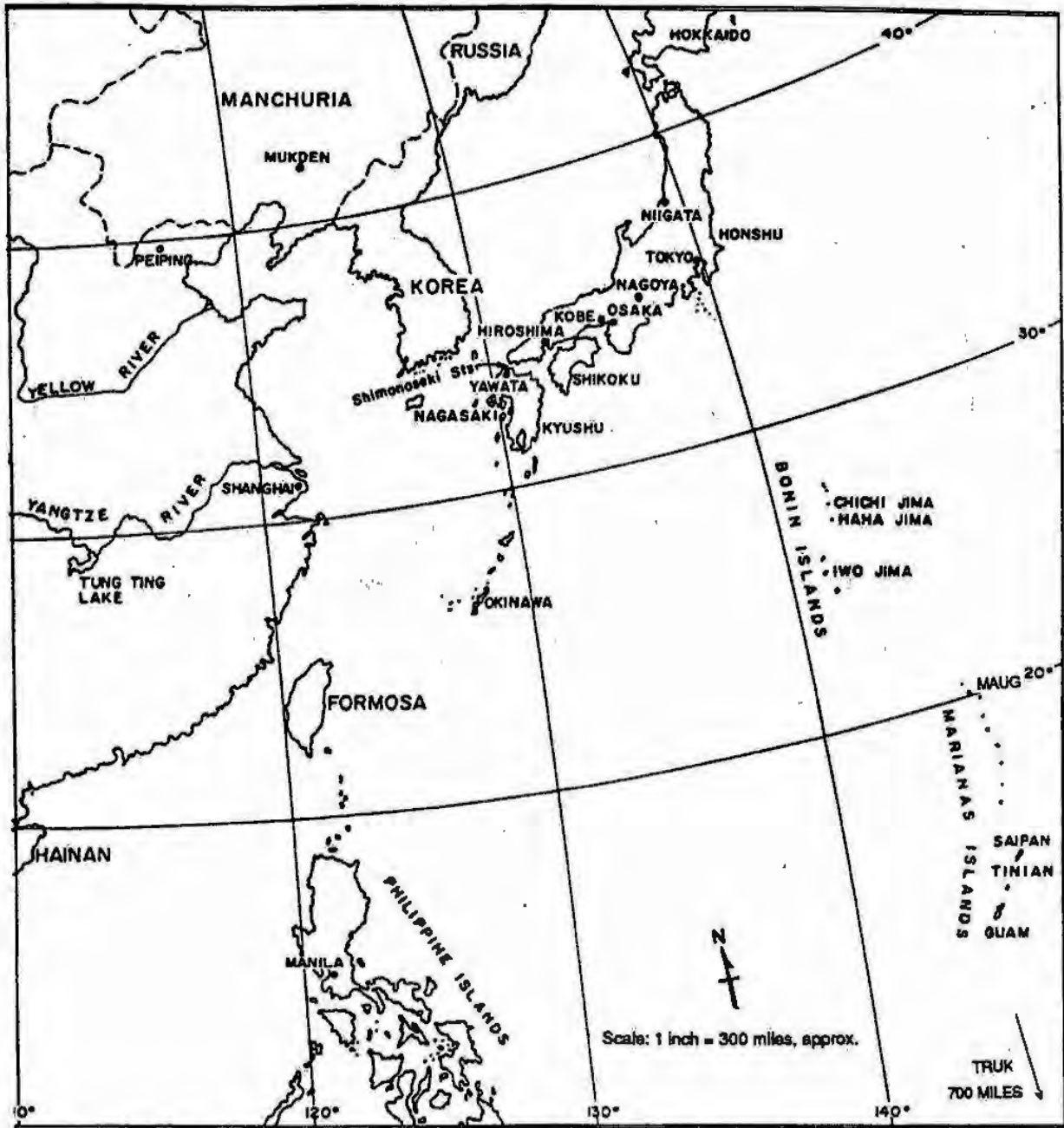
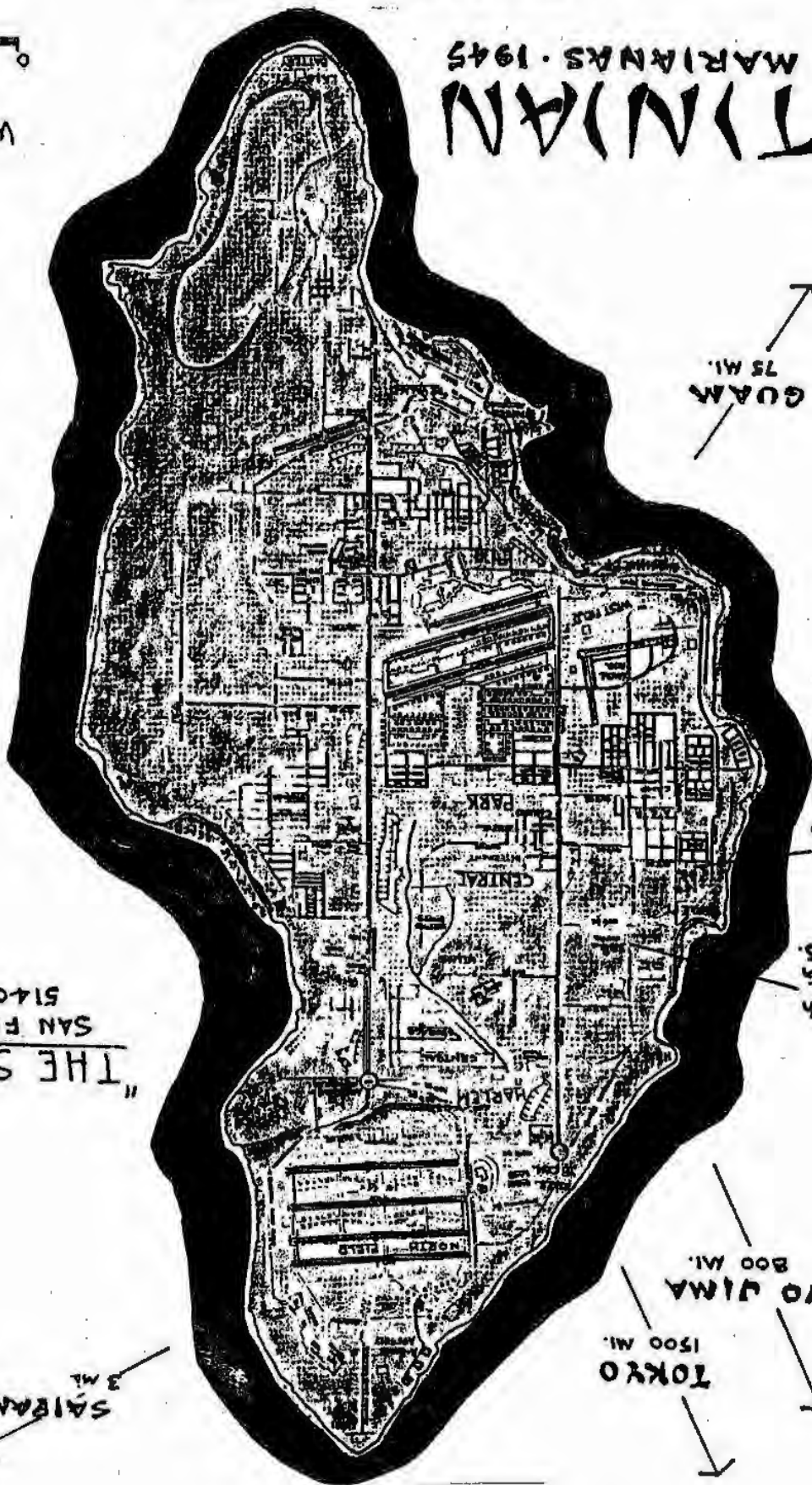
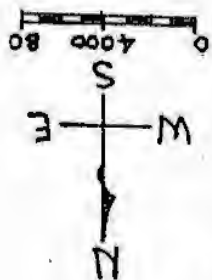


Figure 00v. Map of the Western Pacific region

Western Pacific Area

Figure 0VI. Tinian Marianas - 1945

# TINIAN MARIANAS · 1945



GUAM  
75 MI.

313th  
WING  
HQS.  
9th  
BOMB  
GROUP

TOKYO  
1500 MI.  
IWO JIMA  
800 MI.

"THE STATES"  
SAN FRANCISCO  
5140 MI.

SAIPAN  
3 MI.



### PLENTY OF CIGARETTES BUT NO MATCHES

*Carl Holden, Pilot, 5th Squadron*

After hearing all the commotion out in the compound of our POW camp I rushed out to see what the heck was happening. We all knew immediately that the unmistakable sound was that of a B-29. It swooped low over the area directly above all of the internees who had gathered in the middle of the compound. For me that was a great day and a feeling of deep pride, because on the tail of the plane I could see the familiar Circle X that distinguished the B-29s of the 9th Bomb Group. I could plainly read the name of the plane as it darted by. It was the **READY TEDDY**.

There were no guards at our camp at that time only one Sgt. who acted as an interpreter. After the first pass of **READY TEDDY** the local citizens rushed out to see what was happening. As soon as the bomb bay doors opened to drop supplies to us, the civilians departed so fast they left their sandals in the street.

Years after the above incident, I met John Hallet, a former Navy man, during a Rotary meeting at Portsmouth, N.H. who said he had helped package the supplies that were dropped to us. I told him how grateful we all were for the food, shaving stuff, medicine, etc. and especially the cigarettes -- "But" I asked "who the hell was the SOB responsible for leaving out the matches?"

### BRITISH POW'S APPRECIATION

*Carl Holden, Pilot, 5th Squadron*

(Carl Holden and crew, flying the **NIP CLIPPER** on a mission to Yawata, Japan were forced to bailout after being hit by flak. They landed in the Sea of Japan and were picked up by the Japanese and taken to a POW camp near Hiroshima.)

Our crew arrived at Hiroshima POW camp #1 on the island of Mukaishima, a short ferry ride from the town of Onomichi, on August 20, 1945. We spent the first few days getting settled and telling the other POW's what was taking place in the war. In turn, they told us about having to work on the ships at the nearby docks, how they smuggled food into the camp to supplement their diet, and other bits of advice that old hands could offer newcomers.

The evening before we were to be officially liberated, the British prisoners gave us a plaque made of cardboard on which they had drawn a picture of a B-29 flying over a POW camp and dropping a key to a prisoner standing on the ground, while the Japanese guards ran for the

caves to avoid being bombed. They also gave us a piece of paper signed by the 75 British POW's in the camp. At the top of the page was the following poem that expresses how they felt about our efforts as representatives of the U.S. Air Force. The poem was written by Peter Thoran.

We've watched you pass above us, so near and yet so far.

Close as 20,000 feet, yet distant as a star.

So wonder not we watched your flight with envy in our eyes,

For us the confines of four walls, for you the boundless skies.

And here were we with nought but hope and daily growing thinner,

While five miles off were ten free men who'd see no rice for dinner.

You were our single concrete sign of how the war progressed.

So obviously masters, the hope rose within our breast.

T'was evident the Nippon claims were naught but empty boasts,

And how the bitter pill disturbed the livers of our hosts.

Thus, as the sirens frequency through each day increased,

So was the venom of the guards proportionately released.

T'was then we prayed that you'd avenge and with a salvo rock,

The furthestmost foundation of that cursed and hated dock.

But now we've heard about THAT bomb, we breathe a grateful sigh,

And think we're mighty lucky that you just passed us by.

And now the war is over, we know our freedoms due,

To those three-million-and-a-half whose battlefield was blue.

They have fought by sea and land, in battleships and tanks,

But yours is the greatest glory. To you our warmest thanks.

This group of roughly 180 POW's from Singapore and Bataan marched from their prison to the docks in formation behind an American flag they had made themselves. Their objective was to leave in a first class mili-

tary manner, in spite of a great deal of non-military treatment.

I sure was proud of them all.

### JOHNSTON ISLAND NAVY HOSPITALITY

*Glenn E. Emmett, Radio Operator, 5th Squadron*

We didn't know what to expect when we landed on Tinian May 10, 1945. As a replacement crew, we were at the mercy of the Brass and the existing circumstances of whatever group we were assigned to.

We moved into a quonset hut with a crew that had recently ditched. Some of them were scratched and cut up. We were informed that a tail gunner from another crew had recently died at his post after bleeding to death from head and neck wounds. His buddies were unable to extract him from the shattered tail gunner position before he died. It suddenly dawned on us that "war is hell," and it didn't take long for us replacements to conclude that we were probably not going to make it. They split our crew up. I went to the 9th BG as a radio operator and the rest of my crew stayed with the 505th Group. The 9th was the group with the big circle X. On later missions I always kept a lookout for planes from the 505th, thinking I might see the plane in which my ex-buddies were flying.

I was assigned to a very good crew which had already completed fifteen missions over Japan. One consolation was that I would be flying with an experienced crew. The crew's radio operator had been sent back to the states as an instructor, and I had some reservations about taking his place. Naturally, they surely thought he was the best radio man in the Marianas, or he would not have been selected to train new operators before they were shipped over. But, my worries were unfounded as they accepted me and I was treated as if I was one of them.

One of the most memorable events to occur while I was flying with this crew happened on the night of May 25th while we were returning from a mine laying mission to Shimonoseki Straits. We had been briefed before takeoff that if we had trouble making it back to Tinian we could land at Okinawa, where our forces had secured the Yontan air field. Because of low fuel, we had been having trouble making it all the way back to Tinian on almost every mission and had to land at Iwo Jima on five of the first six missions I had flown with this crew. On this particular mission, it was not only low fuel that gave us a problem, weather conditions also played a major role. We learned before we got to Iwo that the island was totally socked in.

Our AC decided to turn our Superfort, the "READY TEDDY", on a heading for Okinawa. When we reached Yontan air field early the next morning, we were shocked at what we saw on the field where we were supposed to land. Years later, our Pilot, John Swihart, recalled the incident vividly for Steve Birdsall, author of "Saga of the Superfortress". This is how John described our predicament:

"Arriving early in the morning at Yontan, we found many burning C-46's, C-54's, B-24's and what appeared to be the remains of a Japanese bomber lying in the middle of the runway. We circled out over the fleet, which was bombarding Naja, and every salvo from the big 16 inch guns of the battleships sounded like a direct hit on our plane.

During this mass confusion, someone finally called us and directed us to land on Codeine, a mud fighter strip for Marine Corsairs. We made it into the strip by the skin of our teeth, after dodging a road grader that scooted out onto the runway just as we were about to touch down. We blew a tire and burned most of the rubber off another in braking for the stop.

We learned that the fires on Yontan had been caused by the Marines on flak towers when they depressed their cannon to shoot at Japanese commandos who had tried to land on the strip aboard five "Sallys".

I flew my last mission with this crew on August 1st because they were completing their 35th mission. We got near Japan but couldn't climb enough to get into the bombing formation because one of our engines wouldn't deliver full power, so we dumped our bombs on a little town on the coast and went back home. The crew left in a few days for the States and, with the exception of John Swihart, I haven't heard from a single member of this crew for whom I had developed a lot of respect and comradeship.

It was pretty lonesome for me after the crew left. I went to the movies every night and can still hear the haunting melody they played as we left the movie area, Glen Miller's "Sentimental Journey," and you can believe that didn't help my morale.

I went on a big "Show-of-Force" mission the day the Japs capitulated. We flew up the coast of Japan, rendezvoused, and made a big circle in order to come down over Tokyo Bay and the battleship "Missouri," where the surrender ceremony was taking place. The formation made another circle and buzzed over the burned out city and out again over the battleship, which was surrounded by hundreds of ships of every size. On one of the low altitude sweeps I noticed some of the big Japanese anti-aircraft guns which were tilted up at a 45 degree angle and remember thinking, "What if some of those fanatic

Jap gunners haven't given up yet. At this altitude they could blow a bunch of us out of the sky like sitting ducks." Of course, this didn't happen and we made the trip back to Tinian without incident.

Back on the ground, a fellow radio operator yelled some news to me that almost put me into orbit. "You are listed on a crew that is going back to the States tomorrow!" Naturally, I told him he was crazy, and who was he trying to kid. But I did go up to the Orderly Room just to check it out. There on the bulletin board were the orders for a crew to fly back to Mather Field in California to pick up some recreation equipment and bring it back to the island, and sure enough my name was on the list. What a high ranking crew it was. I think all the group headquarters types pulled rank to get on that flight. As a staff sergeant I was glad that no radio operators had made captain or better, or I would have been bumped for sure.

The first leg, to Kwajalein, of our homeward trip was perfect and without problems. But on the second leg, to John Rodgers Field at Honolulu, things began to happen. First, the pilots had to feather one propeller and a second engine was losing oil so badly that they decided to make a short emergency stop at Johnston Island for some quick repairs.

From the air Johnston Island looked like an oversized aircraft carrier. It was a major navy base about halfway between Kwajalein and Hawaii, but B-29s on their way to and from the Marianas used the landing strip only in an emergency.

After landing we learned that we needed a new engine as well as other parts. There were no B-29 engines on the island, so they had to fly one in from the States. As things turned out, we were the guests of the Navy for three whole weeks while the necessary repairs were made to our plane. We really enjoyed the stay. The food was great and, compared to Tinian, the living quarters were superior. It was on Johnston Island that all of us stranded B-29'ers vowed that if we were ever involved in another war we would "go Navy". At John Rodgers Field we picked up a large number of passengers. The tail section was full, some were in the tunnel, and some squashed in between me and the navigator. They were fighter pilots and other types who would fly aboard anything in order to get home.

When we arrived at Mather Field we were told that orders had come through cancelling our flight back to Tinian. The war was over! All I could think of at the time was, "Thank God for the emergency landing that we were forced to make at Johnston Island." I realized that my combat days were over and I was home at last in the good old USA. I wanted to drop down on my knees and kiss

the ground, and I think I would have if no one had been watching. I believe that was the first time that I realized I had actually made it through the war. When the realization soaked through that the war was over for me, it was a tremendous relief.

## ORDEAL AT HIROSHIMA

*Carl Holden, Pilot, 5th Squadron*

Our crew arrived on Tinian in April of 1945. We flew our first mission on May 18th during which we laid mines in the Shimonoseki Straits. There is an ironic connection between our dropping mines in the Straits on our first mission and the ordeal this action subjected us to on our last mission. But I will get to that later.

Our plane was named the "SAD TOMATO" and she served us well until we lost power on takeoff run on 14th mission, then on the next mission we lost power on an engine over the northwest coast of Japan. At this point it was decided that she was due for some maintenance work.

This is how we came to borrow the "NIP CLIPPER" for our final mission, a daylight raid on Yawata on the 8th of August.

After we made our bomb run over the target, we found that 4 of the bombs had failed to release. We depressurized the cabin so the bombardier could go into the bomb bay and try to kick them loose. Just after he went into the bomb bay we were hit in the right wing by an anti-aircraft burst that set the gas tank on fire. Since we were on a northerly course, we turned left and headed out over the Sea of Japan toward Okinawa. We could not get the fire out although we triggered the CO2 extinguishers and even tried to blow it out by diving at 400 mph. We could not ditch because we couldn't get the bomb bay doors closed, so we decided to bail out. Two of the planes in our element followed us to provide cover -- one above us and the other beneath.

We bailed out about 3,000 feet. When I dropped through the nose wheel hatch I hit my head on something and knocked myself out. When I regained consciousness I was floating down with my parachute open. Airplane commander Keller was the last one out and he landed in the flaming gasoline that was floating on the water where our plane had crashed.

The rest of us grouped together near the middle of the bail out string. At that time we had only four one-man life rafts for the ten of us, but Captain Tulloch's plane dropped four more to us along with a Gibson Girl radio which smashed to pieces on impact with the water. While we were taking stock of our supplies, the two B-29s that

were flying cover for us strafed the fishing boats on a nearby island to discourage them from coming out after us, then flew toward Okinawa to notify air-sea rescue that we were down in the water.

(During the trip home we were told that a sub contacted by Tulloch and Nelson could not come into our area because of mines!)

Our supplies consisted of eight one-man life rafts, 3 Mae Wests, 4 canteens, and five cans of water that we found in the life rafts. It was around noon when we finally got all of our rafts tied together and we all settled down, hoping that our rescuers would get there soon.

That night a Japanese fishing boat passed about 25 feet from us, but we kept quiet and it passed on by. The next morning we could see our planes searching for us about twenty miles to the south. We dumped sea marker dye into the water and flashed our signal mirrors and almost lost a raft when a Very pistol misfired but we failed to attract their attention. During our days afloat, we avoided enemy aircraft by draping the covers over our rafts with the blue side up and we patched air leaks with pieces of well chewed chewing gum and bandaids.

After we had drifted northward for about four days, we saw an island way off in the distance and decided to paddle to it since we were beginning to get low on water. We fought the current for two days and when we finally got pretty close to the island, several Japanese fishing boats came along and took us aboard and headed for the mainland. It was late afternoon when we arrived at their fishing village. Some of us were stripped of our possessions and lined up on the beach in front of our life rafts, which they placed in a pile on the sand. It was almost dark when everyone in the village came down to look at us. Their head man showed them our gear and jabbered a lot as he stomped up and down and pointed at us. I don't have any idea what he told them, but they all started to beat on us with bamboo poles and dropped spiders down our necks.

Later on the military arrived and beat on us some more as they forced us to sit in the sand in a kneeling position. Then we were blindfolded and marched from the beach and about three miles down a dirt road. All we had on our feet were our socks because we had discarded our shoes soon after we parachuted into the sea. We finally arrived at a military compound early the next morning. We heard straw being rustled about and, by peeking from under our blindfolds, we could see them lining some baskets with straw and a wooden scaffold decorated with flags. Some of us thought that they were going to cut off our heads and place them in the baskets.

An interpreter questioned us about where we were

based, how many planes we had, and other such things. But we didn't tell him anything. One of the strangest questions he asked was how many women we carried on board our B-29s. The Japs apparently thought our big planes were equipped with all the comforts of home.

In the middle of his questioning, the interpreter was interrupted and called away. While he was gone, the sun came up and all of the military personnel suddenly let go with some sort of weird chant and we thought it was all over for us. We think they might have called the interpreter away to tell him that the Emperor was going to announce the surrender of Japan later that day, because when he came back they immediately lined us up and marched us to the local railroad station where we were put on board a train.

After a short trip, we arrived at another town and were taken to a second floor auditorium in some sort of official building. Some of us were interrogated individually in small rooms off the auditorium. As they questioned each of us they offered us cigarettes but, because we did not know if the rest of our crew would also get them, we refused the offer. We were allowed to remove our blindfolds and we sat on the floor while a young mascot boy brought us pails of water and rolls. That night we were marched through the town to a jail where we were all put into one cell. The next morning they blindfolded us and took us by truck to Hiroshima where we were put in a wooded revetment under guard. It was my twenty-first birthday. That night we slept on the ground and were plagued by vicious mosquitoes all night long.

The next day two other Americans were put in with us. Both were in terrible shape. One was Ralph Neal, a gunner on a B-24 from Okinawa that was shot down the previous month over Kure. The other, Ronald Brissette, had been a gunner on a Navy dive bomber from the carrier *Ticonderoga* and had been shot down about the same time. Both of these men had been in Hiroshima when the first atomic bomb was dropped on August 6th. They had jumped into a cesspool to avoid the resulting fire storm and had been recaptured when they had climbed out ten hours later.

On August 18th, a Japanese lieutenant named Fukui came by and told us we were going to be moved. We later learned that he had been instructed by his superiors to kill us but, being a Christian, he argued with them and reminded them of the Geneva Convention. Finally they agreed to let him take care of us in his own way. He came for us in a truck that afternoon and took us to his military police jail on the outskirts of town. On the way there he showed us some of the devastation created by the atomic bomb. When we got to the jail we were per-

mitted to wash up for the first time and a doctor was brought in to check us over. He asked if any of us knew anything that could be done to help the thousands of people who were dying from the after-effects of the atomic blast, but we had no answers for him. We were then split up and placed in very clean cells and each of us was given a shot of whiskey and a bowl of tangerines as we settled down for the night.

Early the next morning we were loaded on a truck. They told us that Neal had died during the night and Brissette was too sick to be moved -- he died later that day. They took us to Tode where we were fed cucumbers and rice and spent the night in a hayloft in the barn of an orphanage. Our guard was a Japanese from San Francisco who had been lured back to Japan just before the war started by an offer of a college education. The next day they moved us by truck to the town of Onomichi on the inland sea, and by ferry boat to the island of Mukaishima where we were placed in a POW camp which had at one time been a textile mill.

When we got to the camp we noticed that there were no guards. When we asked about this, we were told that the war had been over for several days. They had not told us because they were afraid we might have tried something foolish and they might have been forced to shoot us.

At the camp there were 106 American and 75 British prisoners. The British had been captured at Singapore and the Americans were from Bataan and Corregidor, many of them had survived the infamous Bataan Death March. Major Ralph Artman, a medical officer, was the only U.S. officer in the camp and the highest ranking officer. All of the prisoners were starved for news, so we broke into groups and filled them in as to what had happened since their capture. Some of the prisoners stole some wine from a Japanese Navy supply warehouse next to the prison compound, and passed it around.

### **"GOIN' JESSIE"—TOP PERFORMING B-29**

*Charles G. Chauncey, Pilot, 5th Squadron*

We picked up our brand new Wichita-built B-29 at the Herington, Kansas modification center and, after overseas processing, headed west to join up with our 5th Bomb Squadron of the 9th Bomb Group which was to be stationed at North field on Tinian in the Mariannas Islands where the 20th Air Force's B-29 Superfortress assault on the Japanese homeland was already underway.

We didn't know it at the time, but our assigned air-

craft was destined to become the top performing B-29 in the entire Air Force in flying her combat missions against Japan. After we joined our squadron on Tinian, we decided we had better name our ship--so we gave her the name of "GOIN' JESSIE." I was pilot on the Lieutenant John Fleming crew, and we made 32 of our 35 missions in "JESSIE" without a single abort.

We were the last plane of our 9th Bomb Group to land on Tinian because of an engine change at Hickam Field, HI. Shortly after we taxied into our permanent parking ramp, the representatives of the Food Service arrived at our plane. They had come to get the rather large case of C-rations stored along with our gear in our rear bomb bay. We told them that it had been unloaded at Hickam Field, and they bought the story. It sure was good to have American cheese, crackers, and chocolate bars for a quick snack with beer or pop. It didn't last long, maybe a couple of months.

After settling into our new home--a ten-man tent--our AC, Lieutenant John Fleming, and I strapped on our .45 pistols and went down to the flight line to formally meet our crew chief, Sergeant Klabo, and his men. At that time we didn't know anything about them or their capabilities, so we took the direct approach. We told them that if they were good enough to work on our plane, they had better be ready on a moment's notice to go for a ride anytime we came to the flight line. And they were always ready to go. We wanted Klabo's name on the plane and asked what name, or nick name, he wanted to use. He wouldn't give us one, so we called him "Curly." He did not have a single hair on his head.

While living in tents, we soon learned before leaving on a mission to put our shoes, footlockers, and everything else on top of our cots. It seemed like every day we would have a downpour of rain which would wash the loose things clear out of the tent and fill the bottom of our footlockers with water. During one of these quick downpours, the water would flow through our tent two to four inches deep. No normal trench around the perimeter of the tent could contain a gully-washer such as that. Our Quonset huts were great after they finally got them completed.

The scariest night I spent was while we were still housed in tents. Headquarters had received word that the remaining Japs on the island were going to make a banzai attack on our airfield. Our campsite was bordered with sugar cane fields and our tent, on the outside row, was probably 200 yards from one of these fields. Extra guards were posted and machinegun nests were established all around our camp. We all had to sleep with our .45 caliber Colt sidearms under our pillows. Some of the guards--

now that none of us knew anything that would have been of any help to the enemy. Later in the war, the Japanese were told what cities were going to be bombed. That information was not available to us except at a briefing prior to a mission. Finally, at the end of hostilities, censorship stopped much to our relief.

There was complete honesty in our camp. Nothing was ever stolen and the thought of someone pilfering was the farthest from our minds. After all, we were all trusting our lives to one another. Although we were from all parts of the country, nearly the same age, educational backgrounds, survivors of the thirty's depression, there was a common bond. We had completed training at military bases, and shared similar viewpoints on most issues.

We were fortunate in our quarters to not have lost anyone during our tour. There was one anxious time when Tutton's crew on the Feb 25 mission to Tokyo did not land with the others. At debriefing, they still had not landed. After breakfast, still no Tutton as we sacked out. Finally, after flying over 17 hours, they landed. They had unknowingly bypassed Tinian about an hour before locating themselves and returning.

Physical recreation was almost nonexistent. The only activity that I recall was when someone nearby obtained some horseshoes and a couple stakes. For a time, this was crowded with a few players and many spectators. The 9th BG had a baseball team and our crew pilot Harold Olsen (Oley) played 3rd base. For the rest of us less skilled 2200, there was no realistic chance to participate, except as spectators. There was no jogging, basketball, touch football, softball, ping pong or volleyball. The ground crews had very little free time, as they seemingly were always working on their B-29, but the flight crews were often "killing time" waiting for the next mission. A major reason was the single minded goal of fighting and winning the war as quickly as possible. Who would think it was right for the ground crews to often work day and night while the flight crews were back at camp "playing". Toward the end of the war a B-29 crew was sent back to the states to pick up "Special Services" (recreation) equipment. However, with two engines out they made an emergency landing at Johnston Island. Finally arriving in the states, the war ended and they received orders not to return. I have since read in the 9th BG "Coral Times" that after cessation of hostilities, all kinds of organized sports were available including scheduled mandatory physical training.

While now it is hard to imagine the spartan conditions that we endured, at the time it was accepted as normal and adequate. I never heard anyone complain about our living conditions--except for that Australian spam.

## WE POW WERE FIRST TO SEE HIROSHIMA DAMAGE

*Walter R. Ross, Bombardier, 5th Squadron*

News of the world's first atomic bomb-drop by a Tinian-based B-29 known as the ENOLA GAY that devastated the city of Hiroshima was fresh in our minds on August 8, 1945, as we made our way toward our target of the day, the steel manufacturing city of Yawata, located in Kyushu, Japan's southernmost home island. Little did we know that events and circumstances that were about to happen to us would catapult ten of us into the position of being the first Americans to see the catastrophic destruction the bomb inflicted on that city.

After dropping our bombs on Yawata, our formation turned on a heading that would begin our homeward trek toward Tinian. But then disaster struck. Fighters almost disabled our plane, but we were able to make it out to sea before we had to abandon the aircraft. The Japanese found us before our rescue people did and we became POWs. On August 16th we were taken to one of the few buildings still standing in Hiroshima where we were locked up.

Following are some excerpts from a letter dated August 12, 1945, to my wife Lucille from Lt. Col. Malvern H.W. Brown, commander of the 5th Bomb Squadron:

"Although you have been notified by the War Department that your husband 1st Lt. Walter R. Ross is missing in action, I feel that you should have more details.

*Walter's airplane left Tinian on a daylight bombing mission over the Japanese empire on the morning of August 8, 1945, immediately after bombs were dropped on the target, his ship started lagging behind the formation with its number three engine on fire, possibly caused by enemy action. As soon as his ship dropped back, enemy fighters started pressing attacks on his plane. At a distance of approximately 150 miles out to sea the eleven-man crew bailed out..."*

I entered the bomb bay during our struggle to maintain altitude and tried desperately to crank the bomb bay doors shut which had been damaged during the fighter attacks. Crawling back toward the forward compartment I found the front end empty except the pilot, 2nd Lt. George Keller, who was still at the controls. He yelled to me, "Jump! Jump! We're bailing out!". Now I have never been able to jump off a high diving board, much less from a disabled plane, so you can understand what a shock I experienced. As I looked out the right window, I could see our plane was on fire. I could see nothing but flames, and my decision came quickly--there was no alternative,

if I wanted to live a little longer. I decided my best chance was with a jump. I wrapped my hand around the ripcord handle of my parachute, rolled over, and went out the front wheel hatch.

The next thing I knew I was gliding smoothly down into the ocean. Following training instructions, I released my chute just before I hit the water. Then I looked up and saw Keller coming down, but his chute did not open completely before he hit the water. At about this time our plane the "NIP CLIPPER" crashed into the water, causing a big explosion. The plane fell almost in the same spot as Keller did, and we never saw him again.

Ten survivors of our crew landed in the Sea of Japan. We were able to assemble in our life rafts, and hoped and prayed that we would somehow be rescued before being picked up by the Japanese. But this was not to be. Some of the planes that had been escorting us dropped supplies to us, but most everything broke up on impact with the water. I was not aware that we owed our survival partially to actions of the crews of these planes until 42 years later. This is how I found out.

At the first reunion of the 9th BG in Tucson in September of 1987, a fellow stood up at one of the meetings and yelled, "Where is Walter Ross? The last time I saw Ross he was in a life raft about 50 feet below me just off the Shimonoseki Straits about 9 miles north of the lighthouse at Oki-No-shima". It was Gordon Nelson, AC of one of the planes that dropped supplies to us. Nelson told me how he and Captain Scotty Tulloch, who were both in my formation when we were disabled, had escorted us down. And while one plane flew low, the other stayed high to give us protective cover.

At that meeting in Tucson I also met Warren Warchus, John Craft, John Sindall, and George Reinert, all members of the Prehoda crew that also came to try to protect us. They told how Prehoda buzzed the beach with machine guns ablaze, shooting up any boats in sight in an effort to discourage them from coming out after us. Tailgunner Charles Falkenhan told me about watching all the action while we floated in our rafts, we not knowing that this was all taking place in our behalf.

Years after the war, I learned through other members of my crew that a Japanese lieutenant by the name of Nobuichi Fukui played a major role in saving our lives. I was fascinated with his story, and in August of 1983 my wife and I visited him for about four hours in his home in Yanai City, Japan. During our discussion about the events that took place after we were picked up by the Japanese soldiers and imprisoned in Hiroshima, Fukui told us a fascinating story.

I was on my way to Hiroshima on a train that day

(August 6, 1945, the day the atomic bomb was dropped) when I heard an explosion. The explosion was extremely loud, and I thought that maybe an airplane had crashed nearby. I had no idea as to the magnitude of the explosion until the train entered the outskirts of Hiroshima. Then it was plain that something extra special had taken place. Fukui could speak and understand English, and he listened to radio broadcasts by Americans, possibly coming from Okinawa, that warned the Japanese about the dangers of the atomic bomb. He told some of the people in authority about the danger of radiation as reported in the American radio broadcasts, but they did nothing to heed this warning.

Twenty-three American prisoners were killed by the atomic bomb, Fukui said, and he worked up until his death in February of 1987, at the age of 85, to have the names of the twenty-three Americans included in the Hiroshima memorial. According to Fukui, the ten survivors of our crew were scheduled to be executed. We were taken from our jail cells and carried to the train station to be moved to another place to be killed. He said that our guard was told by the colonel that the B-29 crew was of no use to the Japanese anymore and that we should take them out and shoot them. Fukui told the colonel, and then advised the colonel's staff, "to treat U.S. prisoners warmly, based on International Prisoner Treaty as signed by the Japanese delegates. "This is an important policy," he said, "toward Japanese diplomatic negotiations under worsening national conditions".

Evidently the authorities understood, and we were spared the executions. An English-speaking Japanese officer came up to where we were huddled in an open space near the railroad station. He said he had come to help us and that he was getting orders from Tokyo and would return soon to let us know the outcome.

Prior to our new benefactor's visit, our guards brought two other Americans to join our little group. They were Norman Brissette, an airman who had flown from the aircraft carrier TICONDEROGA, and a Ralph Neal who was shot down as member of a B-24, called LONESOME LADY, based in Okinawa. The two flyers had survived the bomb blast by jumping into a cesspool. Both were in very bad shape after being beaten on recapture.

Neal told me that he thought that all the members of his crew were in prison in Hiroshima and had been killed. I later learned that his pilot, Tom Carthwright, had been transferred to Tokyo and Abel, the tailgunner, was taken to a different location. Both Carthwright and Abel survived the war. A newspaper article which mentioned my encounter with Ralph Neal disclosed the whereabouts

of the deceased crewman. It was only then that their families learned they had died at Hiroshima.

Lieutenant Fukui, who had left us soon after the English-speaking officer told us of our good fortune of better days ahead, came back after dark with a truck and told us—including Brissette and Neal—to get in because we were going on a little trip. We were blindfolded upon entering the truck, but after we had gone a short distance, the truck stopped and Fukui told us to remove our blindfolds. "Look at how inhumane the Americans are", he said. We gazed out on the miles of destruction and emptiness where there had been homes and businesses before August 6th.

The area was completely desolate, nothing was left standing or growing. It was like looking at a huge vacant lot, as if a huge steamroller had rolled across the city. We saw no people where we had stopped and there was no noise. Just complete silence. Fukui kept shouting to us, "One bomb, one bomb did all this! The devastation that you see before you." He kept repeating, "Look how inhumane the Americans were," I said in a low voice so he could not hear me, "Looks like someone was playing with matches." Lt. Holden, our pilot said, "But remember Pearl Harbor." And someone else said, "Remember Bataan and the infamous Bataan Death March."

At the time we did not know much about the atomic bomb, and neither had we heard about the second A-bomb attack on Nagasaki on August 8. We didn't want to make Fukui mad at us because we sincerely believed he was our savior. After he tried to impress on us the harshness of the A-bomb attack, he drove us to Ujima Military Police Headquarters and there he hid us for two days. Here we were permitted to wash our faces and hands for the first time in ten days. We were still suffering from salt water sores and sunburn. At this time we did not know that hostilities of World War II had supposedly ceased as of August 15th.

We were put into cells that looked like animal cages, two to a cell. They also gave us some food. Neal died at 2:00 a.m. August 19th and Brissette passed away at 2:00 p.m. the same day. Evidently they had received full doses of radiation in their cells in Hiroshima.

It was difficult for me to accept Fukui's actions at this time. We sincerely believed that he, as a Christian, wanted to help us. The crew was mixed on the feelings we had about him. Later we learned he really did save our lives. After Fukui turned us over to another officer, we were taken to Hiroshima camp #2 which was located on the island of Mukaishima, opposite the town of Onomuchi. We never saw Fukui again, but I believe he

truly was our savior. I found out when I visited Japan in 1983 that almost all of the American POW airmen in Hiroshima were executed. We were lucky.

Colonel John Olsen, West Point Class of 1938, was taken prisoner by the Japanese during the fall of Bataan, and he was eventually sent to camps located in Japan. When the war ended and he was liberated, because he had learned the Japanese language during his long confinement, he was asked if he would help locate the many POW camps scattered throughout the Japanese homeland. He was responsible for guiding the searchers to our camp. In 1986, after years of searching, Colonel Olsen finally located me — and would you believe — he lives within five miles of my house in Kansas! We now play golf on a regular basis.

I asked him what he remembered the most about the liberation of the camp I was in. He said, "You came from Onomichi camp on a ferryboat displaying the biggest American flag I have ever seen and blowing some kind of instrument." I asked, "Did any other camps that you saw being liberated have an American flag with them?" He said "No." "That was us," I replied.

We made our flag from the parachutes used by our own 9th Bomb Group when they flew over our camp to drop food and supplies to us. The chutes were colored: some red, some white, and some blue.

*Author's Note:* Lt. Fukui died in February, 1987 at the age of 85. He is survived by four members of the crew of the B-29 Superfortress named the NIP CLIPPER that went down off the coast of Japan on August 8, 1945 and became prisoners of war. Those four crewmen still living of the ten who survived the war are: Carl Holden of Boston, MA., Marty Zapf of Yardley, PA., Stan Levine of Laderhill, FL., and Walter Ross of Lenexa, KS. We dedicate this article to Lt. Nobuichi Fukui.

## LIVE AMMO

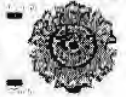
*Donald Raue, Headquarters Unit*

When the ship Cape Henlopen dropped anchor in the harbor of Tinian with the forward group of the 9th BG in the early part of January 1945, the soldiers went over the side of the ship and climbed down cargo nets to waiting "Ducks." The Ducks motored through the water and drove up on the land and delivered the men to their new home which once was a sugar cane field. The cane had been cut and hauled away to make a clearing for the troops. They pitched their pup tents and settled down with K rations for chow. The men were told that the is-





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山口県玖珂郡伊陞に墜落したロンサムレディー号の破片を、墜落地点から約800メートル離れた国道に面した公会堂前に、GHQの指示に基づいて村民が集めたもの[工藤洋三氏提供]



1945年7月28日、B-24爆撃機タロア号が墜落した広島市佐伯区の現場[藤田明孝氏撮影]



1945年7月28日、呉港外の江田島小用沖に雲霧中、米空母艦隊機の攻撃を受ける駆逐艦「利根」。機銃と高角砲で応戦したもの、夕方には大破着底した。この日、日本軍によってロンサムレディー1号とタロア号のB-24爆撃機2機、駆逐艦20機の米軍機が撃ち落とされた。



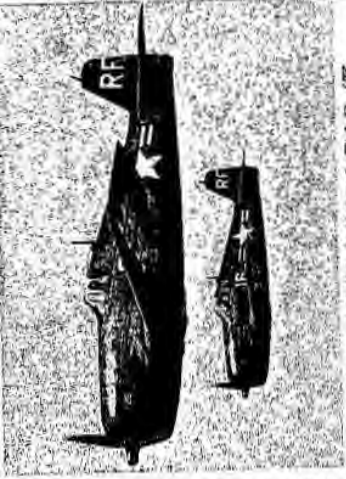
1945年7月24日の呉空襲で米空母機の爆撃にさらされる重巡「利根」。対空射撃中で、周囲の海面には多数の至近弾による波紋が広がっている。7月28日にも攻撃を受けて大破着底した。



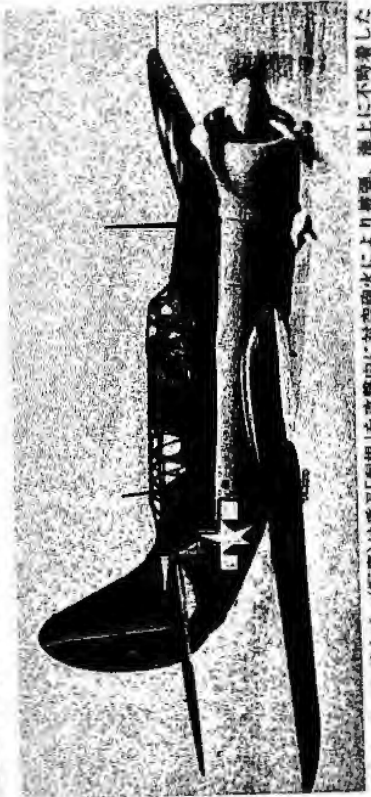
真空機で砲撃「雑名」が撃墜したロンサムレディ号と同型のコンソリデーテッドB-24



TBMアベンジャラー(写真)は「雑名」の対空砲火を浴び、7月28日午後3時頃、海上に墜落



空母ランドルフを突進したグラマンF6F(写真)は燃料タンクを打ち抜かれて海上に不時着



SB2Cヘルダイバー(写真)は重轟「利根」を攻撃中に対空砲火により撃墜、海上に不時着した



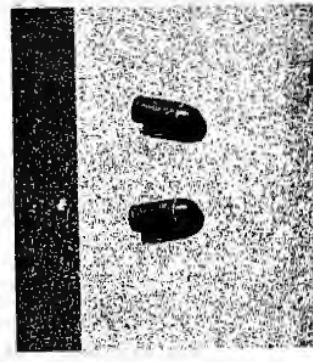
ロンサムレディ号の胴体には、大海原で助けを求めた全員の孤独な負傷者の絵が描かれていた【アイビッド・日・ロジャース氏提供】



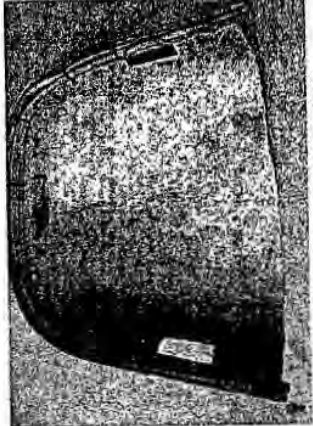
ロンサムレディ号の機銃弾と破片を加工して作った子リトリ【藤中広康氏所有】



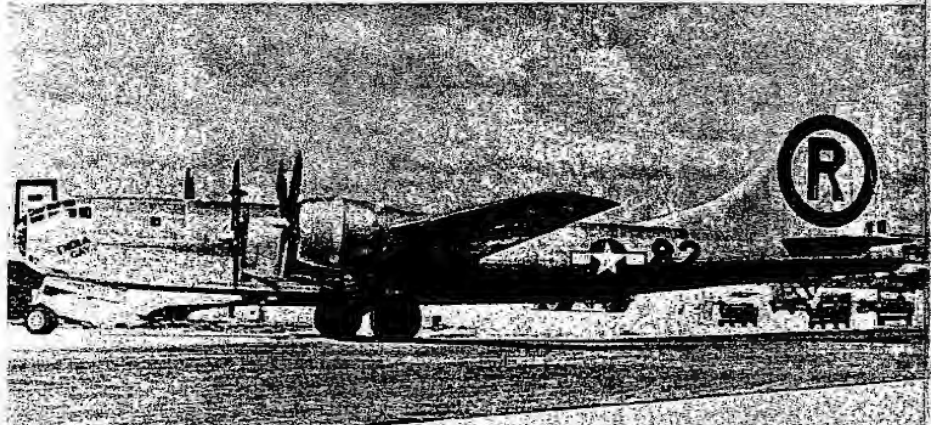
村中隆一氏が1985年にカートライト元機長に送ったロンサムレディ号の破片



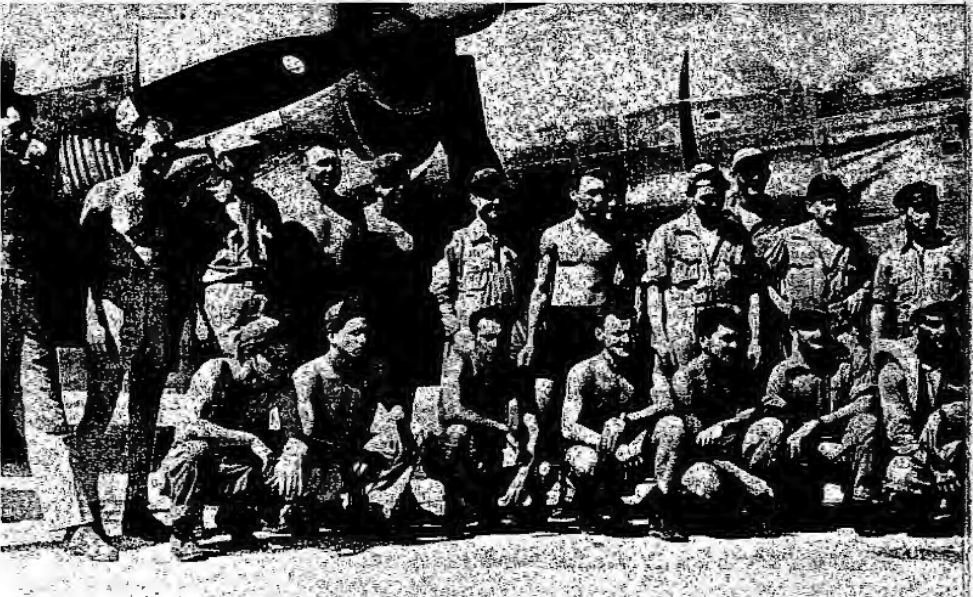
ロンサムレディ号乗組員の乗銃の弾。機銃弾と共に警察が押収【藤中氏所有】



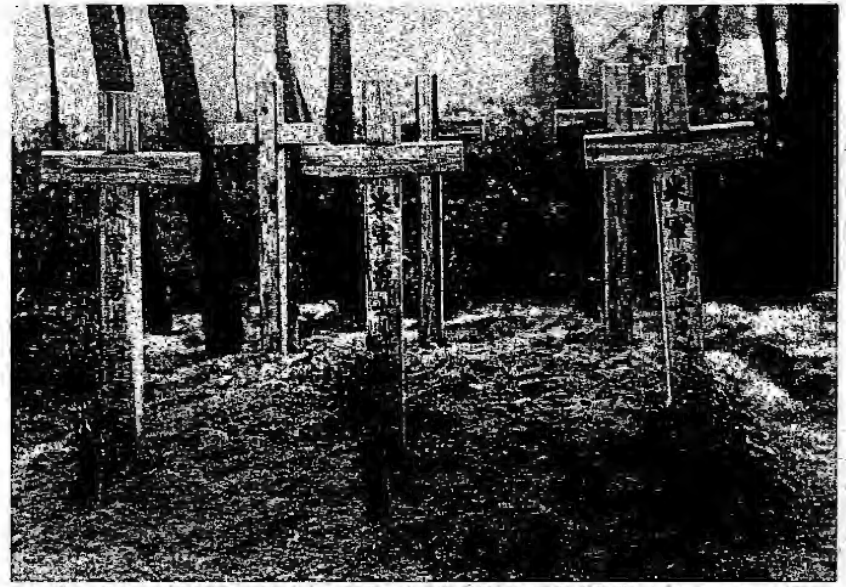
ロンサムレディ号の破片を加工して作った英【竹永由美子氏所有】



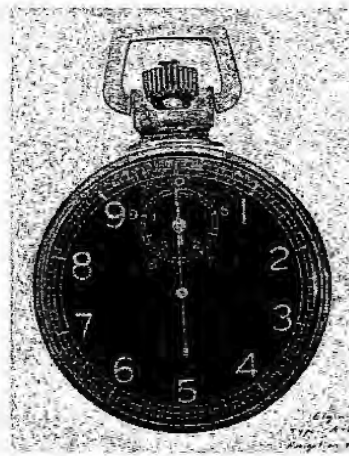
広島に原爆を落としたエノラ・ゲイ。本機は暗号名「ディンブルズ82号」と呼ばれ、特別に改修された15機のB-29のうちの1機。1945年8月6日午前1時45分にテニアン北飛行場を出撃し、8時11分に広島上空に到達、同15分に原爆を投下した。爆発直後テニアン基地に攻撃成功を打電し、午後1時58分、無事基地に着陸した



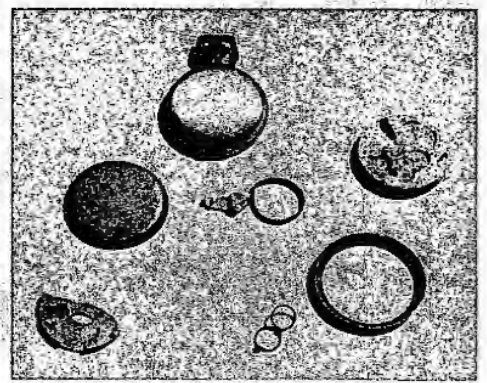
テニアン基地に帰還したエノラ・ゲイの搭乗員と地上整備員。2列目中央の飛行服を着用しているのが機長のポール・チベッツ陸軍大佐。エノラ・ゲイとはチベッツ大佐の母親の名前であり、機体の守り神として機首の横に記されていた。エノラ・ゲイの12人の搭乗員全員がアメリカ政府より表彰された



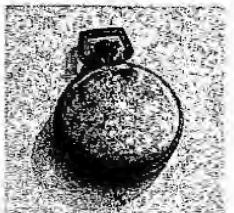
1945年7月28日に飛行機が墜落されて以降、広島市佐伯区の墜落現場に建てられたB-24爆撃機タロア号の搭乗員マービン、カークパトリック、アリソン、バッシュフィールド、ジョンストン、フォールスの墓標。土葬されており、戦後、米軍が遺骨を持ち帰った [藤田明孝氏撮影]



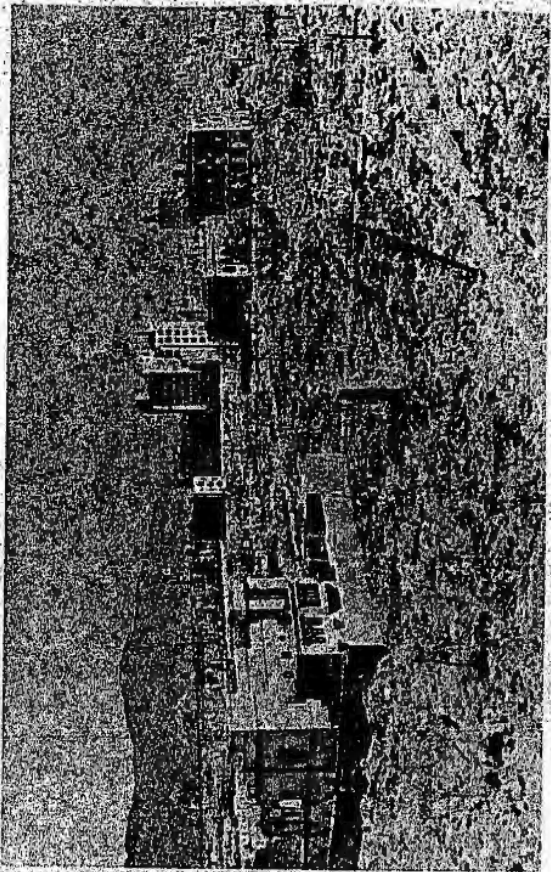
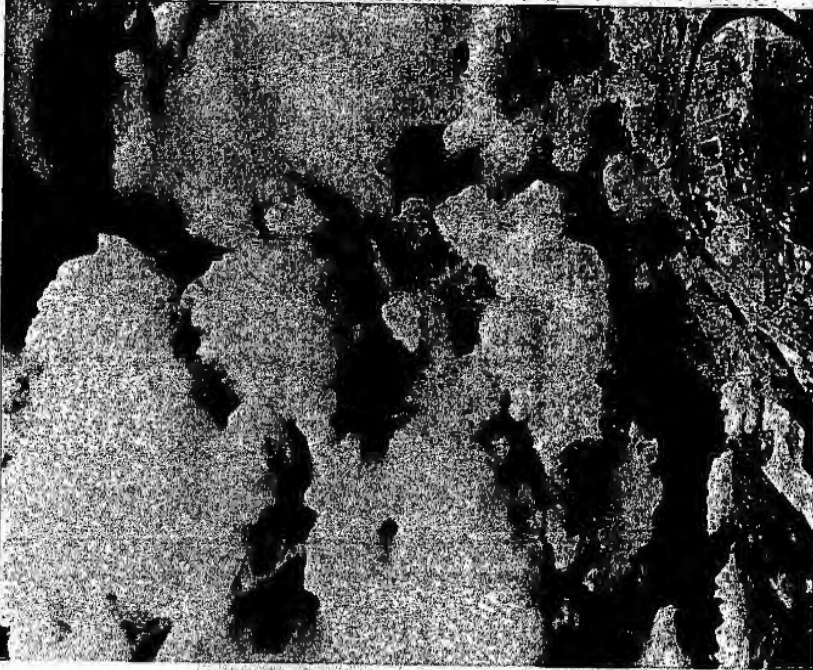
タロア号墜落地点で見つかった航法士が持っていた時計の原形



タロア号の墜落現場で、当時中学生だった窪田正義氏が拾った時計。のちにこの時計は航法士の持つ特殊な時計であることが判明し、持ち主だった航法士フォールス中尉の遺族のもとに返還された



広島上空に出現したキノコ雲。エノラ・ゲイは8月6日午前8時15分に9,600メートルの高度から原爆を投下した。原爆は投下から43秒後に広島上空約6,000メートルの高度で激しい閃光とともに爆発し、1秒後に直径約280メートルの火の玉が出現、キノコ雲は高さ約1万メートルの成層圏の下層にまで達した。



コンクリートの建物以外、何も残っていない原爆投下後の広島の様相。1990年5月15日の厚生省(当時)の発表によると、広島の被爆死者数は20万1990人、長崎は9万3966人で合計29万5956人が原爆の犠牲となった。

写真提供：厚生 関係者遺家族、雑誌丸丸編集部、米国立公文書館

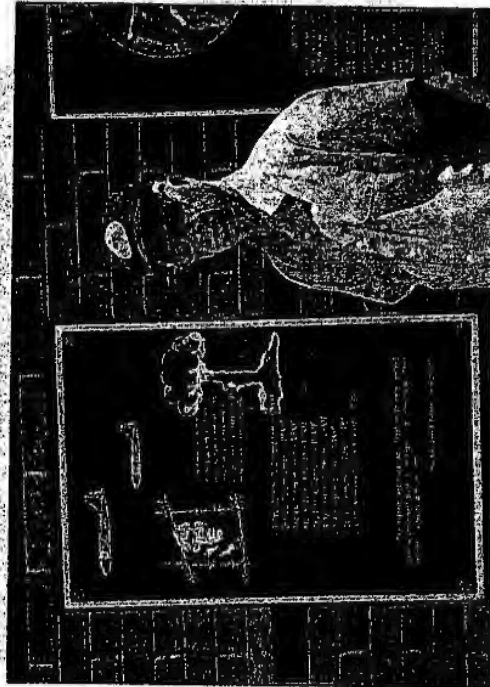
追悼式(米国内)での大統領演説草稿  
(一九八五年六月二十七日)

一九四五年八月六日、原爆の日、日本の広島で捕虜として命を落とした米国空軍、米国海軍の飛行士たちの名譽と冥福を祈つて……

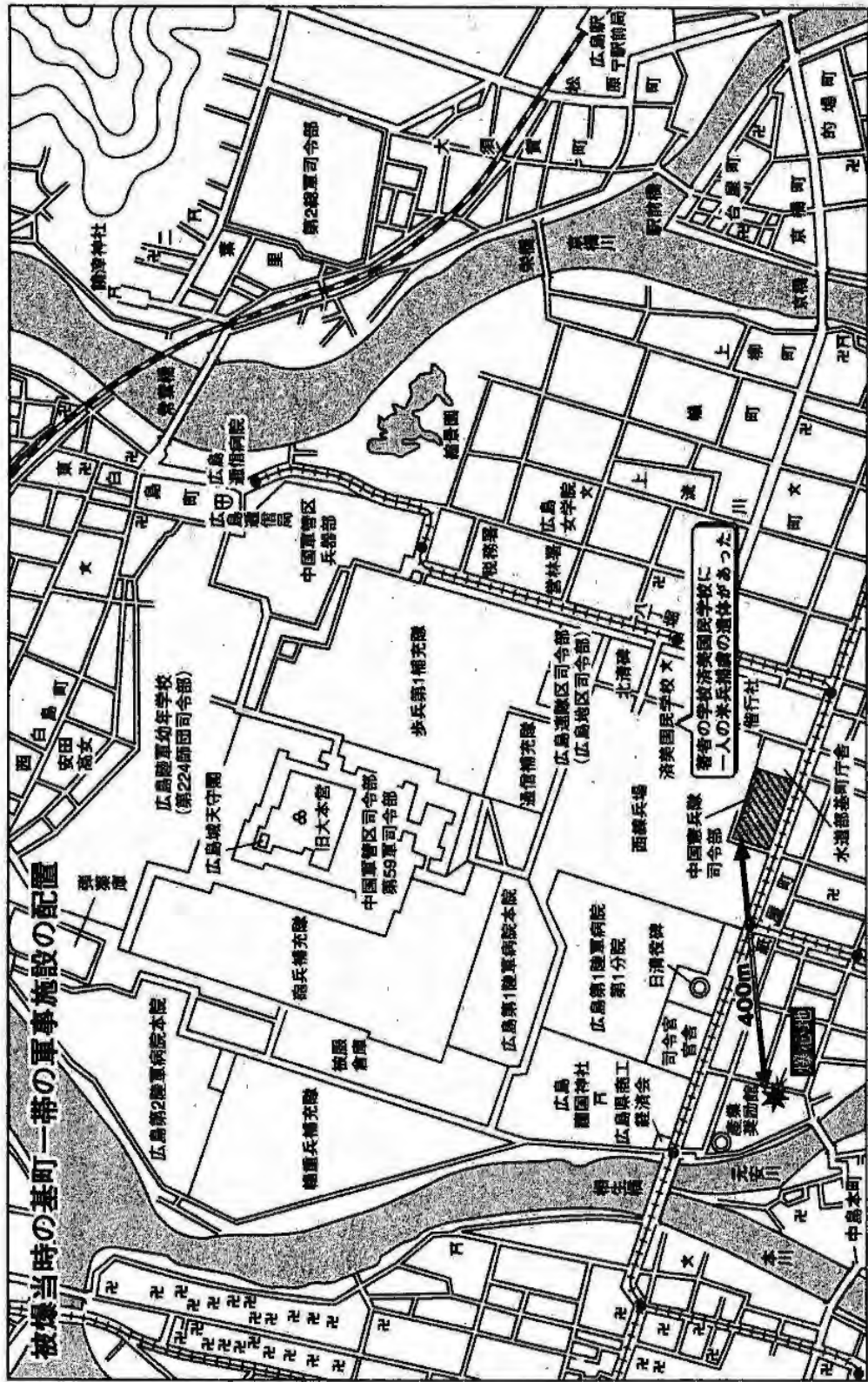
チャールズ・バウムガートナー、ダーメン・ルーバ、ジエトムズ・ライアン、ヒュー・ヘンリー・アトキンソン、ジョン・ロング、バツフォード・エリソン、ラルフ・ニール、レイモンド・ポーター、ノーマン・ロランド・プリセット。

彼らの勇氣、苦しみ、軍務に対する忠誠はすべての米国人の心に深く印象づける地位を獲得した。彼らの英雄的行動は後から来るものの道しるべに永久になるのである。

大統領 ロナルド・レーガン  
ボイル・S・サト博士訳  
(ミシガン州立大学客員教授)



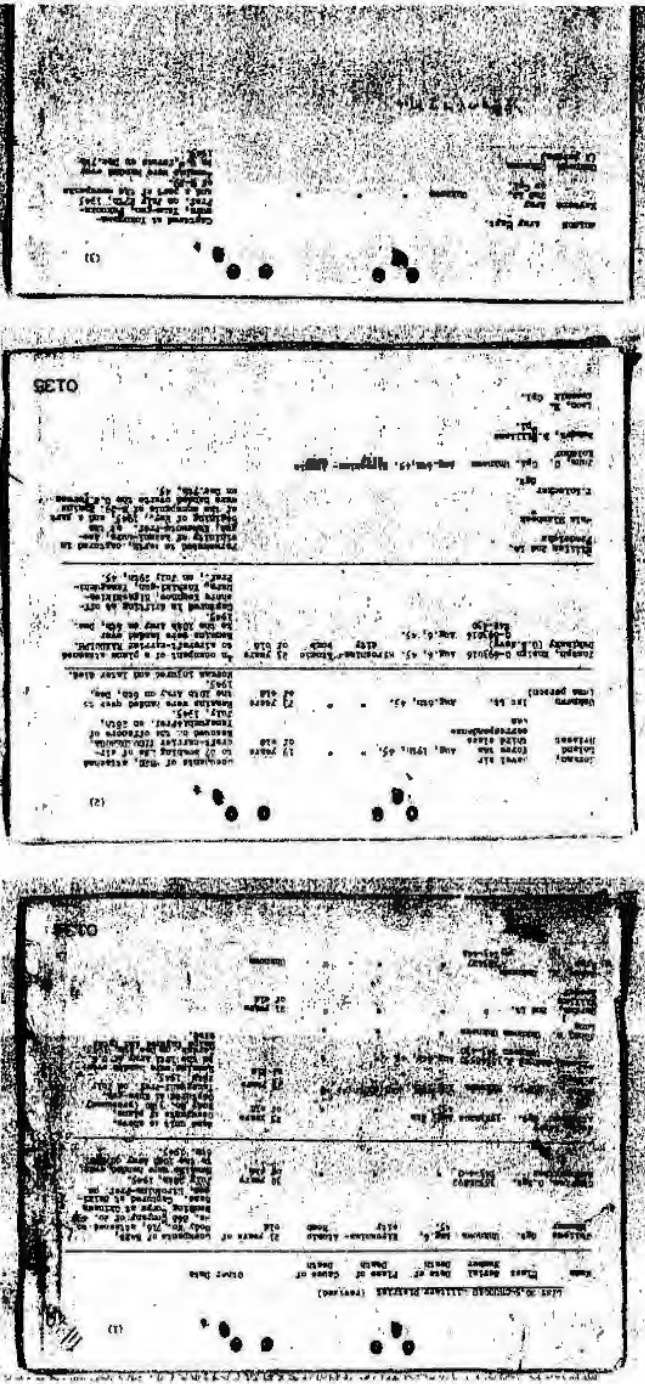
ジョージア州アンダーソンビルにある銘板にある被爆者に9人の名前がある。右はライアン少尉の兄フランシス・ライアン氏 [本人提供]



被爆時の基町一帯の軍事施設の配置

第七章——被爆死した米兵は何人いたのか？

- シヨセヨセキ・フセビシキ・タシキ
- 氏名不詳
- ノシロ・シロ・フシロ・シロ・タシロ・シロ・タシロ
- シシエ・ナム・シシエ・ナム



中国軍管区司令部の参謀吉川正治少佐がGHQに提出した20人の被爆死捕虜名簿。昭和50年秋、広島大学の宇吹曉氏が(当時)が外務省外交史料館で入手したものである。このうち9人が九州で処刑された捕虜(偽装工作)の名簿であることが判明



(1)

LIST OF AMERICAN MILITARY PERSONNEL (revised)

Name	Class	Serial Number	Date of Death	Place of Death	Cause of Death	Other Data
Jullius [unclear]	Sgt.	Unknown	Aug. 6, 45	Hiroshima-Atomic city	Atomic Bomb	21 years of age Occupants of B-29, Body No. 716, attached to the 848 Squadron of the 49th Bombing Corps at Okinawa Base. Captured at Sakikawa, Hiroshima-Pref. on July 28th, 1945.
Captain D. Sgt. [unclear]		1552592				30 years of age Remains were handed over to the 10th Army on Dec. 6th, 1945.
[unclear]	Sgt.	3723204	Aug. 6, 45	Hiroshima-Atomic city	Atomic Bomb	25 years of age Same unit as above. Occupants of plane, Body No. 130 (Lansdowne) captured at Yamaguchi-Pref. on July 29th, 1945.
[unclear]	Sgt.	Unknown	Aug. 6, 45	Hiroshima-Atomic city	Atomic Bomb	27 years of age Remains were handed over to the 10th Army on Dec. 6th, 1945.
[unclear]	Sgt.	Unknown	Aug. 6, 45	Hiroshima-Atomic city	Atomic Bomb	27 years of age Remains were handed over to the 10th Army on Dec. 6th, 1945.
[unclear]	2nd Lt.	Unknown				21 years of age
[unclear]	Sgt.	Unknown				Unknown

0134

(2)

Leland Bliss	Sgt.	Unknown	Aug. 19th, 45			19 years of age Occupants of B-29, attached to 57 Bombing Group of aircraft-carrier USS Hornet. Rescued by the officers of Yamaguchi-Pref. on 28th, July, 1945.
Unknown (one person)	1st Lt.	Unknown	Aug. 6th, 45			23 years of age Remains were handed over to the 10th Army on 6th, Dec. 1945. Woman injured and later died.
Joseph, Swain Schinsky (U.S. Army)	C-693016 C-693016		Aug. 6, 45	Hiroshima-Atomic city	Atomic bomb	23 years of age An occupant of a plane attached to aircraft-carrier USS Hornet. Remains were handed over to the 10th Army on 6th, Dec. 1945.
William 2nd Lt. Friedrich Male Black						Parachuted to earth, captured in vicinity of Itoya-gun, Yamaguchi-Pref., at the beginning of war, 1945, and a part of the occupants of B-29. Remains were handed over to the U.S. forces on Dec. 7th, 45.
F. Lockner	Sgt.	Unknown				
John, C. Kolebor	Cpl.	Unknown	Aug. 6th, 45	Hiroshima-Atomic city	Atomic bomb	
Robert, B. Williams	Spl.	Unknown				
Leon, E. Kumalak	Cpl.	Unknown				

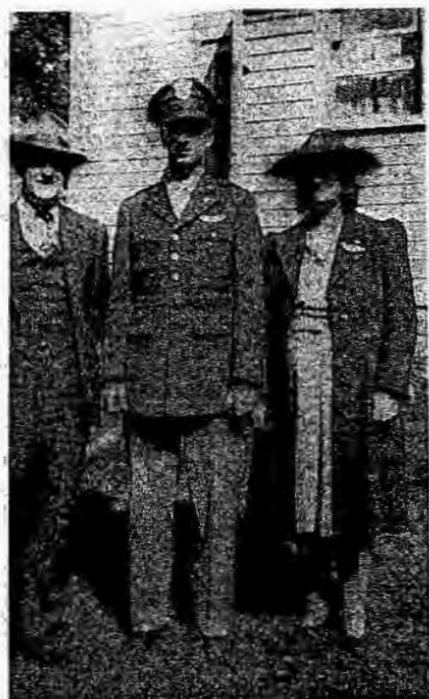
0135

(3)

MOLINE	Army Capt.					Captured at Yokoyama-gun, Yamaguchi-Pref. on July 17th, 1945 and a part of the occupants of B-29. Remains were handed over to U.S. forces on Dec. 7th, 1945.
Wayard	2nd Lt. on Capt.	Unknown				
Unknown (X person)	Unknown					

◎ジエームズ・M・ライアン  
 ◎ノーマン・ローランド・プリセット  
 ・氏名不詳  
 ・ジョセフ・ダビンスキー

ち



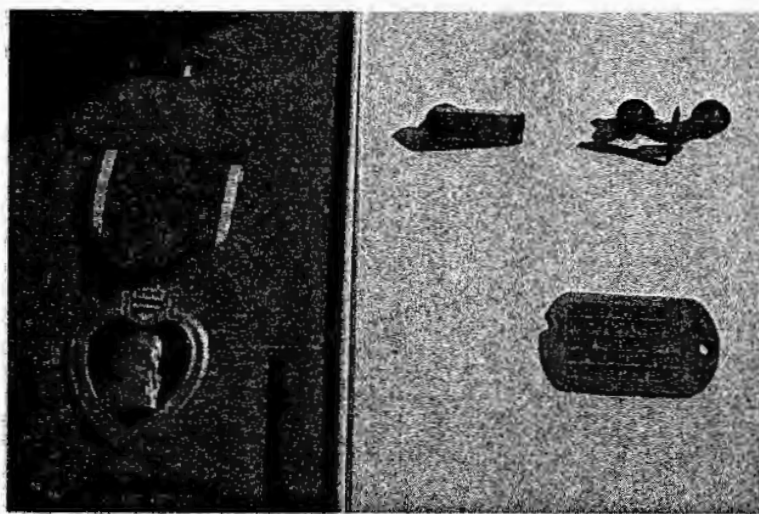
詹姆斯・ライアンを軍人にした軍国の母であることを知ると、戦後ラジオンシス・ライアン氏提供]。左  
ロンサムレディー号の6人のマッカーサーからのお悔やみ状

八月十二日  
めて衝撃的な  
信元はエドワ

この文面を  
下での銃後の  
明確になって

したものを送り返してもらった。  
この返送されてきた申請書とともに、いくつかの資料をフランシス  
だった。それは、ロンサムレディー号が未帰還になって以来のアメリカ  
電報や手紙によるやり取りのコピーである。

☆マッカーサーのお悔やみ状

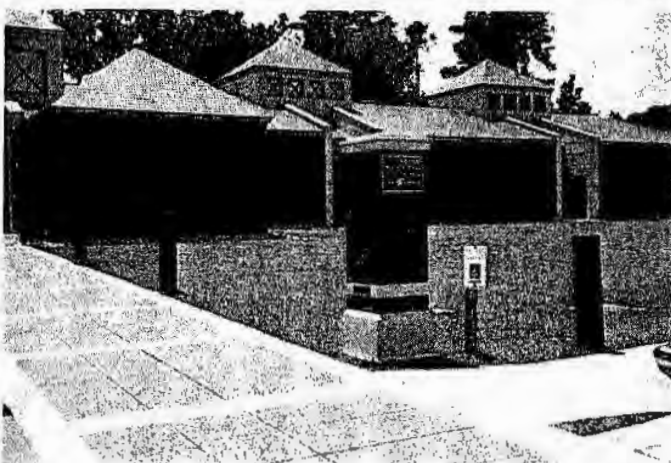
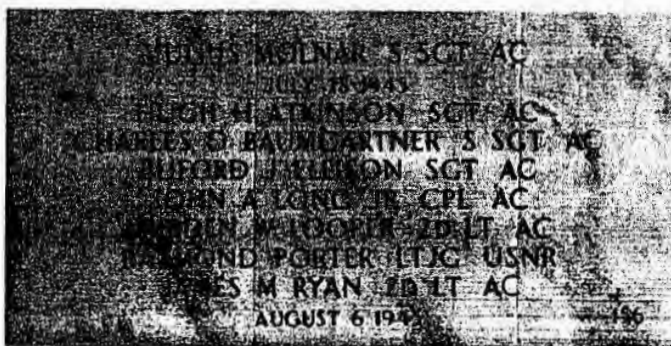


ライアン少尉の認識票(右下)とパープルハート名誉戦  
傷章(左)。2点とも原爆資料館にフランシス・ライア  
ン氏が寄贈。右上の2点は飛行士の記章だと思われる

元海兵隊に所属し、弟とはサイ  
ライアン家の子どもは男三人で  
志願した。そして、生き残った  
だけだった。

ライアンには恋人がいた。結  
ところが、彼の戦死の報を聞いて  
てしまった。しかし、ライアン  
忘れられないようで、ご主人が  
ランシス氏とは度々逢瀬を重ね  
私がフランシスの代理として  
たのだが、けっきょく第三者が  
いう決まりがあるため、フラン

☆被爆死した米兵の墓標



上はミズーリ州セントルイスの国有墓地にある被爆死した米兵の墓石。下はジョージア州アンダーソンビルのアメリカ南北戦争記念碑及び戦争捕虜博物館。館内に被爆死した米兵の銘板がある [いずれもフランシス・ライアン氏提供]

・ローランド・プリセット 三等兵曹 米国海軍」の二人が加えられている。モルナー軍曹の日付が「7月28日」になっているのは、乗機のB-24タロア号が墜落した日であり、この日に彼は死んだと思われるのであろう。

一九八五年六月二十七日、合衆国大統領ロナルド・レーガンは銘板の前で短い演説を行

ジェームズ・M・ライアン  
少尉 米国陸軍航空隊 1  
945年8月6日

一方、ジョージア州の銘板には九名の名前がある。七名は重なっているが、セントルイスにある「ジュリアス・モルナー」がこちらにはなく、その代わりに「ラルフ・J・ニール 軍曹 米国陸軍航空隊」と「ノーマン

〔広島で被爆死した連合軍捕虜〕

職務	氏名	階級	年齢	出身地	遺影登録	
陸軍 B24爆撃機 ロンサムレディー号 乗員9人中6人被爆死						
1	副操縦士 グアテン・ルーバー	DURDEN W LOOPER	少尉	22	アーカンソー州	○
2	機撃手 ジェームス・ライアン	JAMES MRYAN	少尉	20	ニューヨーク州	○
3	通信士 ヒュー・アトキンソン	HUGH HATKINSON	軍曹	26	ワシントン州	○
4	射撃手 ジョン・ロング	JOHN ALONG JR	伍長	27	ペンシルバニア州	○
5	エンジニア バッフオード・エリソン	BUFORD JELLISON	軍曹	不明	テキサス州	未登録
6	射撃手 ラルフ・ニール	RALPH JNEAL	軍曹	23	ケンタッキー州	未登録
陸軍 B24爆撃機 タロア号 乗員11人中3人被爆死						
7	操縦士 ジョセフ・ダビンスキー	JOSEPH E.DUBINSKY	少尉	27	ペンシルバニア州	○
8	射撃手 ジュリアス・モルナー	JULIUS MOLNAR	軍曹	20	ミシガン州	○
9	射撃手 チャールズ・バウムガートナー	CHARLES OBAUMGARTNER	軍曹	30	オハイオ州	○
海軍 SB2C ヘルダイバー小型爆撃機 乗員2人全員被爆死						
10	操縦士 レイモンド・ポーター	RAYMOND LPORTER	中尉	24	ペンシルバニア州	○
11	射撃手 ノーマン・ブリセット	NORMAN RBRISSETTE	三等兵曹	19	マサチューセッツ州	○
海軍 グラマンF6F戦闘機 乗員1人被爆死						
12	操縦士 ジョン・ハンシェル	JOHN J.HANTSCHEL	少尉	不明	ウィスコンシン州	未登録

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〔長崎で被爆死した連合軍捕虜〕

	氏名 (オランダ語読み。但しジョーは英名読み)	死亡日	国籍	遺影登録	
1	ホルト・ハウゼン・ヤコブ・デン	HOLT HAUSEN JACOB DEN	8月9日	オランダ	未登録
2	フルーン・アーリー	GROEN ARIE	8月9日	〃	未登録
3	メイヘンス・マウリッツ・ヨハン・ルイス	MEGENS MOURITS JOHAN LOUIS	8月9日	〃	○
4	アールデルス・クリスティアーン・ヘレナス・ハルメン	AALDERS CHRISTIAAN HELENUS HARMEN	8月14日	〃	○
5	ベール・ヨハネス・ヘンドリック・フレデリック	BEER JOHANNES HENDRIKUS FREDERIKUS	8月18日	〃	○
6	ヨセフ・マクシミリアン・ベルナーデス	JOSEPH MAXIMILIAAN BERNARDUS	8月22日	〃	未登録
7	クウマンス・ウィルム・ホイトリーフ	COUMANS WILLEM GODLIEB	8月29日	〃	未登録
8	E・L・ファン・メンクセル	ELVAN MENXEL	9月29日	〃	未登録
9	ジョー・ロナルド・フランシス	SHAW RONARLD FRANCIS	8月9日	英国	○

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〔広島〕氏名は広島市役所原爆被害対策部調査課が受付・登録し、原爆死没者名簿（通称・過去帳）に記入され、8月6日の式典で原爆死没者慰霊碑（公式名・広島平和都市記念碑）に取められる。遺影は国立広島原爆死没者追悼平和祈念館に登録され、一般公開される。

〔長崎〕氏名は長崎市役所原爆被害対策部調査課が受付・登録し、原爆死没者名簿に登録され、8月9日の式典で奉安される。なお名簿は国立長崎原爆死没者追悼平和祈念館に保管され、名簿を写したマイクロフィルムは原子爆弾落下中心地碑に取められる。遺影は長崎原爆死没者追悼平和祈念館に登録され、一般公開される。

『海軍病院船はなぜ沈められたか』三神国隆 美  
容書房出版

『長崎俘虜収容所』ヒュー・クラーク著 園田健  
一訳 長崎文献社

『日本憲兵正史』全国憲友会編 全国憲友会連合  
会本部発行

『GHQ法務局文書目録』（国立国会図書館憲  
政資料室蔵 GHQ-SCAP資料）6' 49' 71'  
85' 196' 420' 448' 539' 604' 712' 713' 1254'  
1255' 1256' 1257' 1258' 1259' 1260' 1269'  
1270' 1327' 1401' 1402' 1403' 1404' 1405'  
1406' 1407' 1408' 1409' 1410' 1411' 1501'  
1504' 2204' 2205号

『A Date with The Lonesome Lady A  
HIROSHIMA POW RETURNS』Thomas  
C.Cartright EAKIN PRESS

『RAIN OF RUIN A PHOTOGRAGHIC  
HISTORY OF HIROSHIMA&NAGASAKI』  
Donald M.Goldstein \ Katherine V.Dillon \  
J.Michael Wenger BRASSEY'S

『ENOLA GAY MISSION TO  
HIROSHIMA』Gordon thomas and Max  
Morgan-witts White Owl Press Limited

『HAP'S WAR The Incredible Survival Story  
of a P.O.W Slated for Execution』Chester  
Marshall with Ray ^Hap^Halloran GLOBAL  
PRESS

『THEY WERE CALLED SILVERPLATE』  
A HISTORY OF SILVERPLATE B-29  
DELIVERIES AND OPERATIONS FROM 1943  
TO 1960 RICHARD H.CAMPBELL Becam  
Press Tucson Arizona

『509TH COMPOSITE GROUP HISTORY』  
THE 509TH COMPOSITE GROUP Mid Coast  
Marketing

『RETURN OF ENORA GAY』PAUL  
W.TIBBETS Mid Coast Marketing

『Unlikely Casualty A Naval Aviator's Path  
to Hiroshima』Hill Goodspeed Foundatin Fall  
1995

『A JOURNEY TO NAGASAKI A Peace Reader』Nagasaki Atomic Bomb Testimonial Society HIROSHIMA Peace Park Guide HIROSHIMA Interpreters for Peace (HIP) FAT MAN IN NAGASAKI Dr. J. Stellingwerff Private Publication

『月刊文藝春秋』(二〇〇二年九月号所収)「原爆で死んだ米兵を追って」森重昭

『月刊文藝春秋』(二〇〇二年十月号所収)「父の見た光景」三人の卓子、安江まき子

『文芸ひろしま第14号 今生の別れ』森重昭 広島市文化財団編集・発行

『文芸ひろしま第17号 ぼくの学校は地獄だった』森重昭 広島市文化財団編集・発行

『文芸ひろしま第19号 敵との遭遇 戦艦日向と米急降下爆撃機ヘルダイバー』森重昭 広島市文化財団編集・発行

『季刊いびグラフ 第85号 ふるさと歴史物語 三次の捕虜収容所』青文社編集・発行

MAGAZINE & NEWSPAPER  
『THE NEWYORK TIMES MAGAZINE』  
(AMERICAN VICTIMS OF HIROSHIMA  
The untold story of the captured fliers  
imprisoned in Hiroshima at the time the atom  
bomb was dropped.) 12.2 1948

『The Boston Globe』NOVEMBER 3.1975

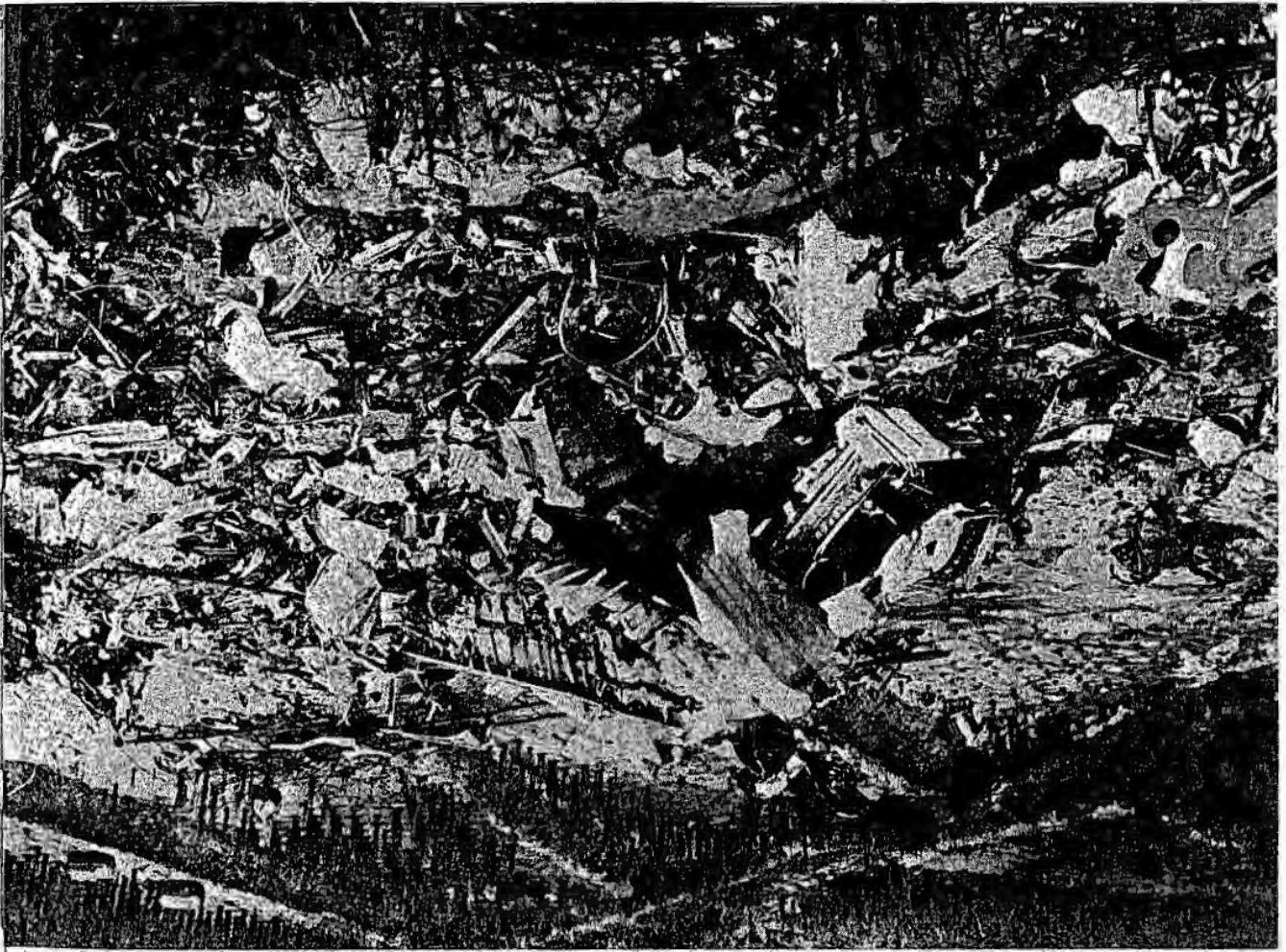
『The Kansas City Times』NOVEMBER  
20.1975

らせねばならないというのだ。

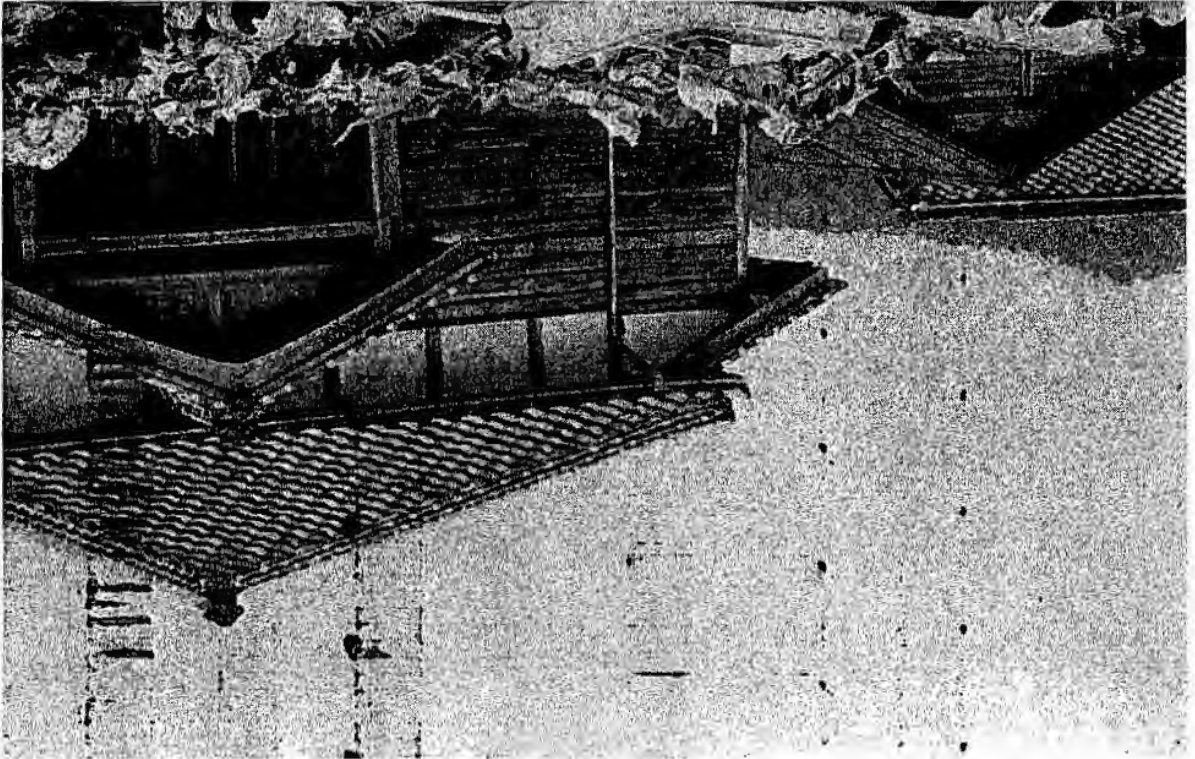
別紙第...		死亡診断書	
氏名	住所	氏名	住所
尼尔	米國ケンブリッジマサチューセッツ州ケンブリッジ	プリセット	米國ケンブリッジマサチューセッツ州ケンブリッジ
死亡日時	昭和二十年八月十九日	死亡日時	昭和二十年八月十九日
死之場所	船舶練習所	死之場所	船舶練習所
職業	少尉	職業	少尉
病名	頭部及顔面爆傷	病名	頭部及顔面爆傷
発症日時	昭和二十年八月十九日	発症日時	昭和二十年八月十九日
死亡場所	船舶練習所	死亡場所	船舶練習所
備考	...	備考	...

昭和20年8月19日に死亡したニール(左)とプリセットの死亡診断書。船舶司令部の山岸一一軍医が書いたもの[福林徹氏提供] [いずれもGHQ資料]

「死亡  
「遺  
名」た  
こ  
た連△  
さ  
リセッ  
館にロ  
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した  
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日  
名と

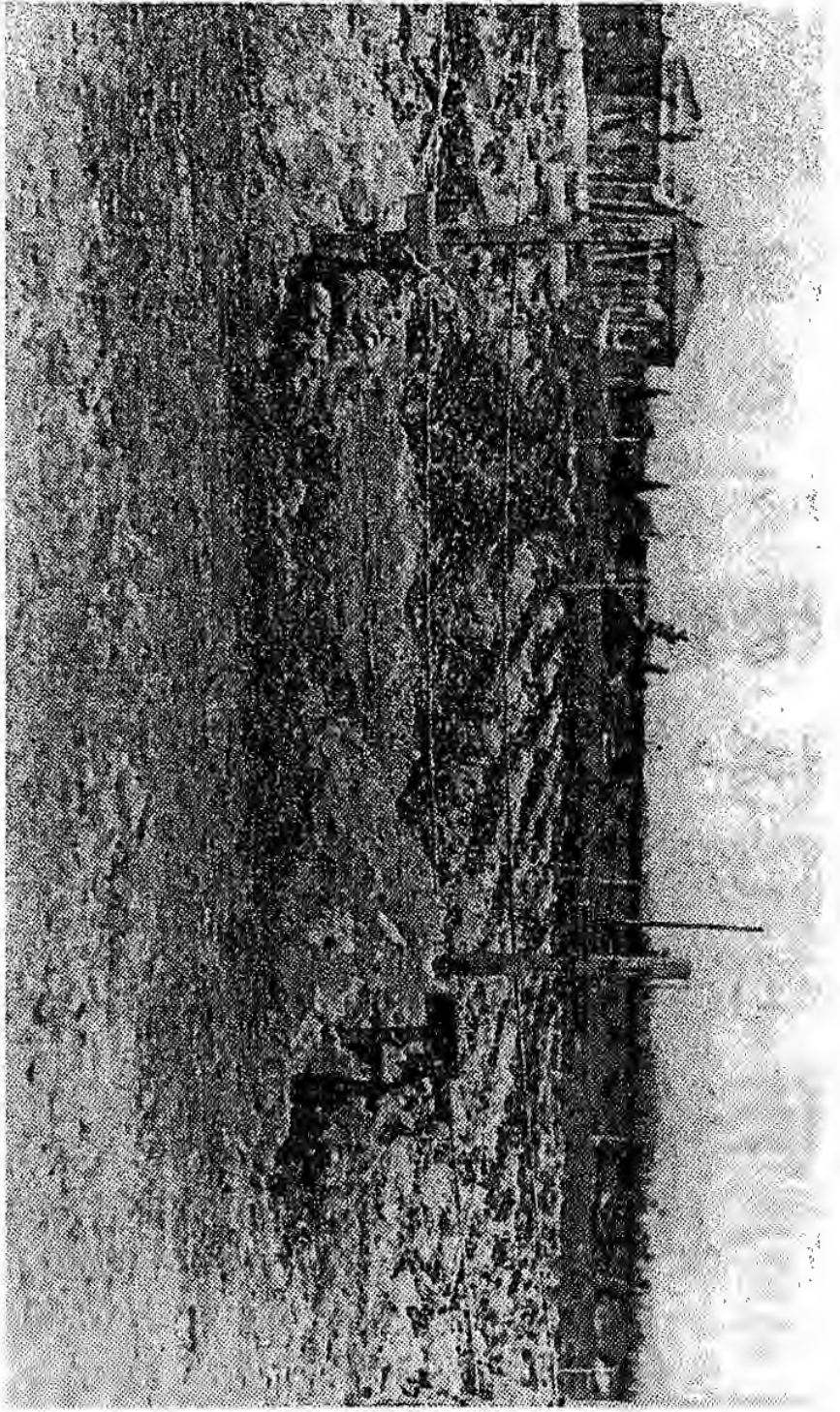


山口県玖珂郡伊陸に墜落したロソサムレナイ号の破片を、墜落地点から約800メートル離れた国道に面した公会堂前に、GHQの指示に基づいて村民が集めたもの【工藤洋三氏提供】





セットと同じ航空母艦タイコンデロガに垂  
1中尉の乗った機の後ろを飛行していたの



Material Extracted From Public Domain

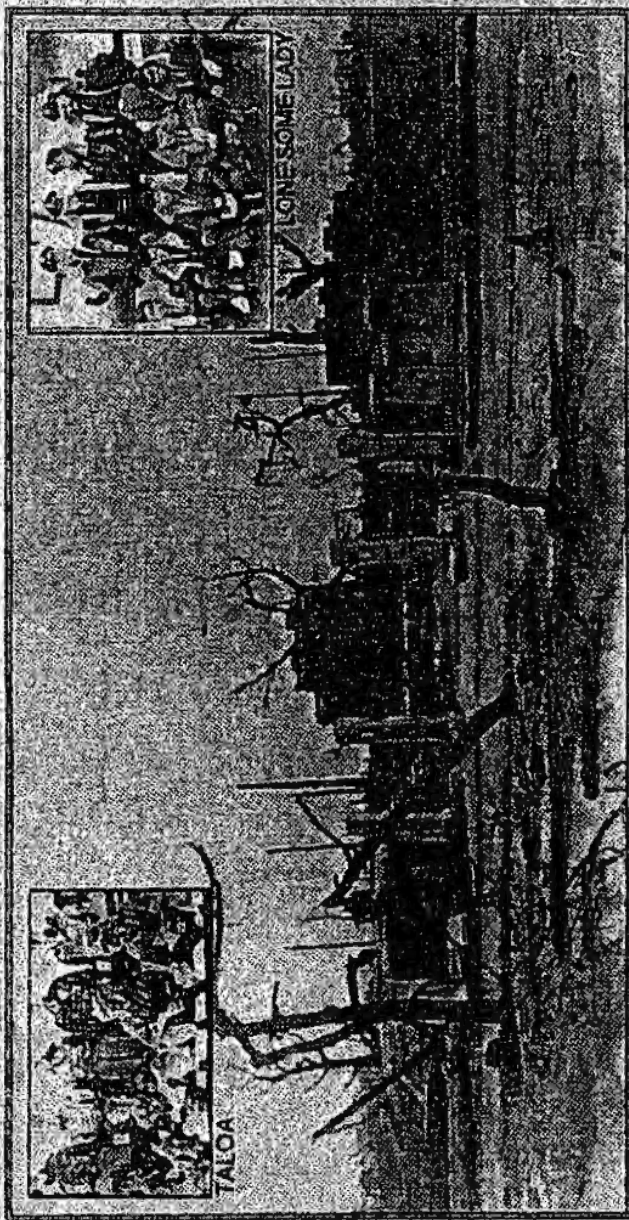
広島市南区宇品にあったラルフ・J・ニール(右)とノーマン・ローランド・グリセットの墓。墓標には「米軍兵士之墓」とある。8月19日に死亡した二人の米兵は、宇品憲兵分隊長の高橋太郎大尉の命令で茶毘に付された

グレン  
い煙を  
ポ  
私の  
てい  
佐)を  
実  
の遺  
トとい  
まっ  
それ  
であ

☆中国憲兵隊司令部で何があったか

指示が掲げてあったことを白状した広島、小倉、長崎、新潟の爆撃  
 また、別の捕虜はここが広島で母艦から発進して撃墜された米兵

Site of Former Chugoku Military Police Headquarters.



Photographed by Toshio Kawamoto

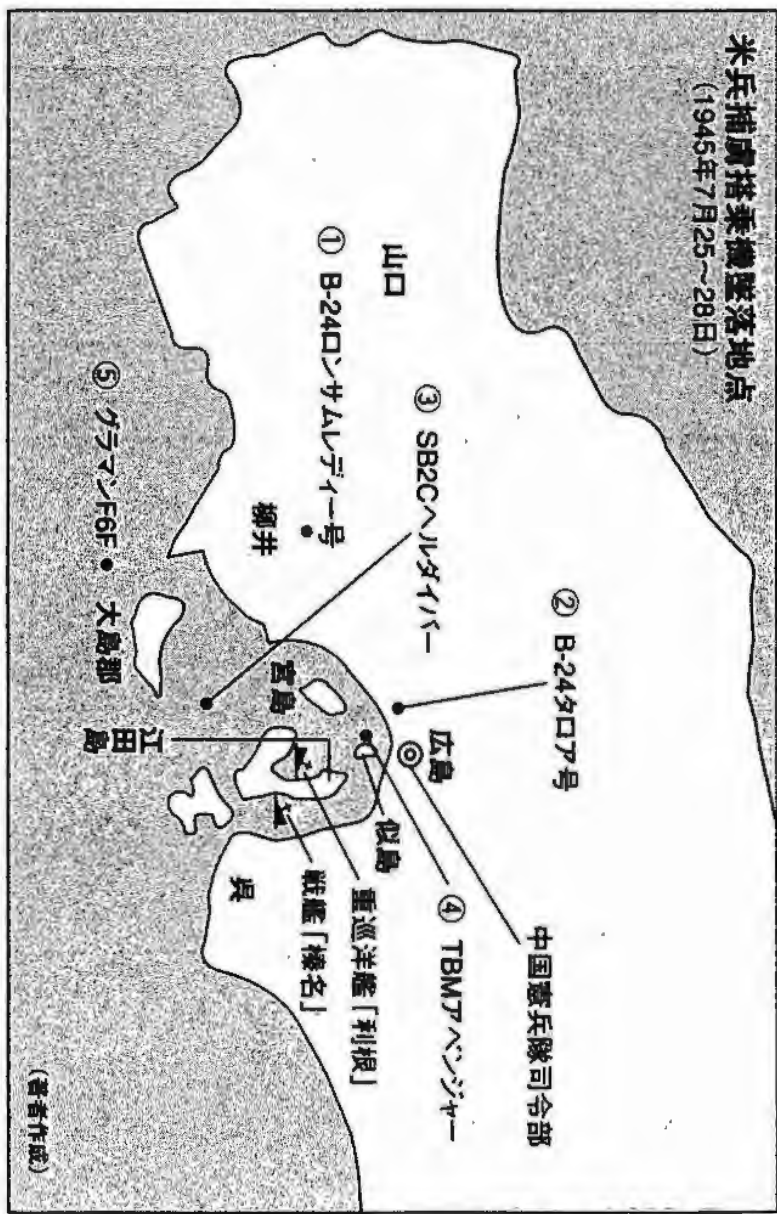
The atomic bomb dropped on Hiroshima August 6, 1945 devastated the city and its people with a force beyond any known before. U.S. Air Force and U.S. Navy airmen interned as POWs at the Chugoku Military Police Headquarters which was located at this site, near the epicenter, were among the victims of this holocaust. This plaque is placed in the memory of these brave and honorable men. May this humble memorial be a perpetual reminder of the savagery of war.

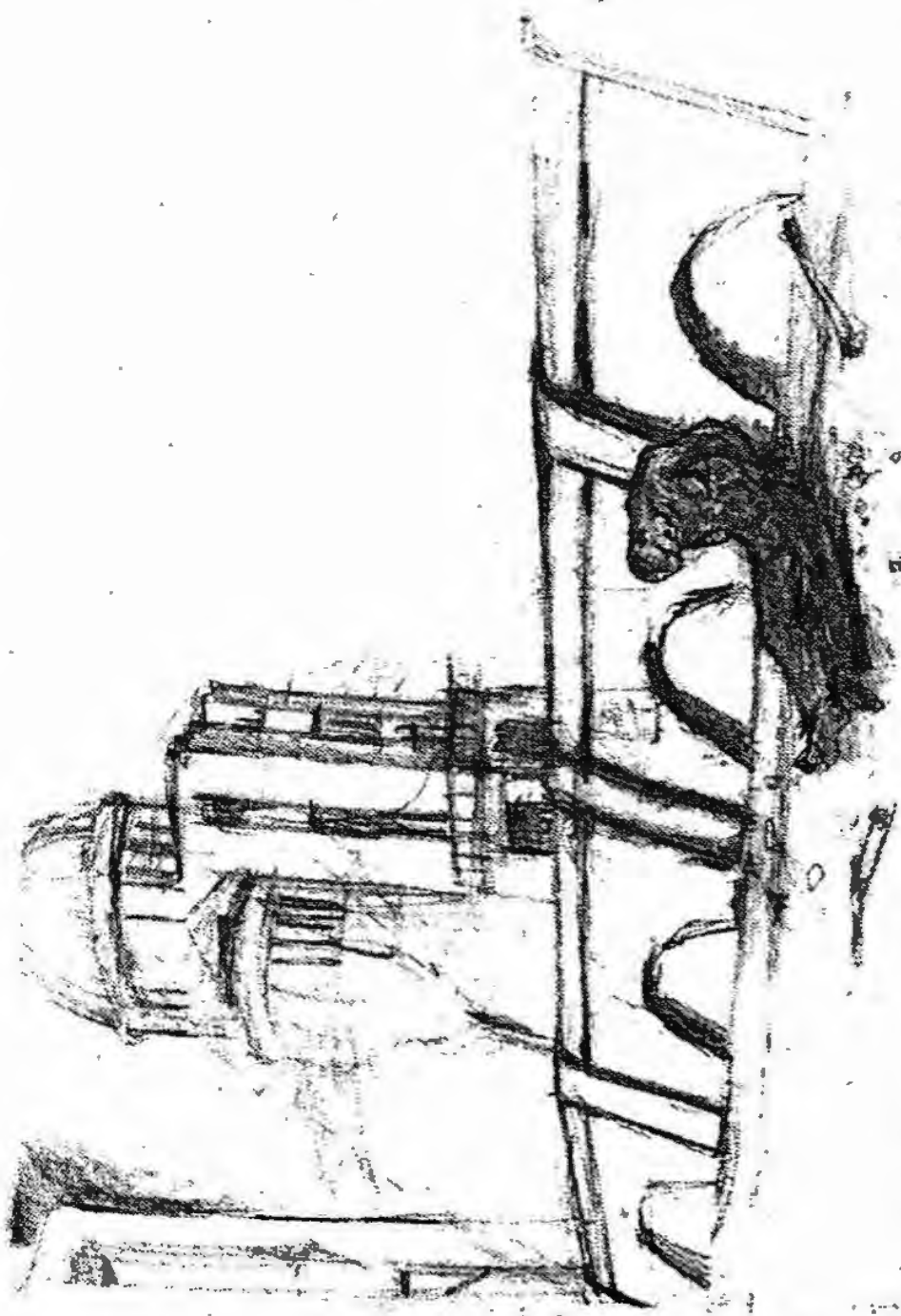
1998.7.29

中国憲兵隊司令部跡に設置された被爆死した米兵捕

p. 18

p. 134





1945年8月6日11時半頃、原爆投下の目標になった相生橋東詰に近い橋の上に一人の米兵が上半身裸で縛られていたという目撃者の証言を絵にしたもの[加藤讓氏作画]

その手首が置し

後日、大塚氏はこの捕虜に向けて石

死因

第 一 號

死亡診斷書
住 所 米國ノミナト州星ノ一ノノノ一六三
氏 名 石川 丁 一 心
宣 年 宣 三 十 三 年
男 女 別 男
職 業 少 尉
病 名 頭 部 及 顔 面 爆 傷
發 病 時 昭 和 三 十 年 八 月 六 日
死 亡 時 昭 和 三 十 年 八 月 十 九 日 一 時 三 十 分
死 亡 場 所 船 離 練 習 部 附 屬 病 院
死 證 明 被 來 假 也
昭 和 三 十 年 八 月 十 九 日
船 船 司 令 部 附 屬 練 習 部 少 尉

石川

14822

Classification Authority  
**RESTRICTED**  
E. A. BRADONAS, Lt. Col., USA  
by VA. L. THOMAS, 1st Lt. US  
Date: MAR 1 1946

RELEASED BY NATIONAL ARCHIVES AND  
RECORDS ADMINISTRATION (NARA)  
(PUBLIC DOMAIN MATERIAL)

RESTRICTED

FORM NO. 1

Bomb Sq 5th Bomb Group  
UNIT

~~CONFIDENTIAL~~  
Classification changed  
MISSING AIR CREW REPORT  
By W. L. THOMAS, Lt. Col., AC  
Original - Supplemental  
(Cross out word not applicable)

- ORGANIZATION: Location, By Name Tinian Command or Air Force XX; Group 9th Bomb Group; Squadron 5th Bomb Squadron  
Detachment
- SPECIFY: Place of Departure Tinian, MI; Course 28°  
Target or Intended Destination Yawata; Type of Mission Incendiary
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED; 4/10 9/10 Cloud Cover
- GIVE: (a) Day 8 Month Aug Year 45 Time and Location 3423 N 13009 of last known whereabouts of missing aircraft.  
(b) Specify whether aircraft was last sighted ( ); Last contacted by radio ( ); Forced down ( ); Seen to crash (X); or Information not available ( ).
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy Aircraft ( ); Enemy Anti-Aircraft (X); Other circumstances as follows: \_\_\_\_\_
- AIRCRAFT: Type, Model and Series B-29; AAF Serial Number 42-603512
- NICKNAME OF AIRCRAFT, if any NIP CLIPPER
- ENGINES: Type, Model and Series R-3350; AAF Serial Number (a) D-212375; (b) DW-203163; (c) DW-212578; (d) W-42-0362 BROWNING Cal 50
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number) M-2  
(a) 1765369; (b) 1081045; (c) 1762390; (d) 1276476  
(e) 1762379; (f) 1297254; (g) 1761116; (h) 1757513  
(i) 1762183; (j) 1763506; (k) unknown; (l) \_\_\_\_\_  
(m) \_\_\_\_\_; (n) \_\_\_\_\_; (o) \_\_\_\_\_; (p) \_\_\_\_\_
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X  
\_\_\_\_\_ of Non-Battle Casualty
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers 0  
Total 11 (Starting with Pilot, furnish the following particulars; If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form)

Crew Position	Name in Full (last name first)	Rank	Serial Number	Current Status
1.	POW (A) Keller, George F.	1st Lt.	0820765	MIA
2.	(A) Holden, Carlston M.	2d Lt.	0836796	MIA
3.	(B) Dorrell, Eugene V. Jr.	2d Lt.	02078937	MIA
4.	(C) Ross, Walter R.	2d Lt.	01323761	MIA
5.	(F) Levine, Stanley H.	2d Lt.	02065976	MIA
6.	(N) Fowler, Shelby L.	T Sgt.	20469703	MIA
7.	(O) Conley, Robert M.	Sgt.	36946965	MIA
8.	(G) Zaaf, Martin W.	Sgt.	42104732	MIA
9.	(R) Blake, Gerald J.	Sgt.	12238769	MIA
10.	(K) Harman, Travers	Sgt.	33190601	MIA
11.	(K) Nikitas, Christus M.	Sgt.	31389684	MIA

- IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LOST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR S.M.E.

Check only One Column

Name in Full (Last Name First)	Rank	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1. Walter S. Tulloch	Capt.	0726513				X
2. Edward K. Hillen	1st Lt.	0823442				X
3. Gordon K. Nelson	1st Lt.	0730049				X

~~CONFIDENTIAL~~

Inclosure #4, to XXI Bomber Command Reg. 35-10

**CONFIDENTIAL**

- 13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used \_\_\_\_\_; (b) Persons were seen walking away from scene of crash \_\_\_\_\_; or (c) Any other reason (Specify) Personnel reported in life rafts amount unknown
- 14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.  
Map enclosed
- 15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.  
Attached
- 16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT \_\_\_\_\_  
ASR facilities alerted

DATE OF REPORT 13 August 1945

Jack P. Goode  
(Signature of Preparing Officer)  
JACK P. GOODE, Major Air Corps

17. REMARKS OR EYEWITNESS STATEMENTS:

Attached

Note: On Supplemental reports it is not necessary to repeat answers to questions previously answered, except questions I and II. Additional statements may be attached hereto.

XXI Bomber Command Casualty Form # 3.

**CONFIDENTIAL**

CG # 3b.

(a) Parachutes were used \_\_\_\_\_  
(b) Persons were seen walking away from scene of crash \_\_\_\_\_  
or (c) Any other reason (Specify) \_\_\_\_\_

ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT

**CONFIDENTIAL**

101

OH

NAME OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT



WITNESS ACCOUNT OF CRASH

Aircraft 23V reported engine on fire. He said he was going to ditch. We saw flames extending from leading edge of wing to 20 feet beyond tail. A/C decided to bail out near a small island (Okino-shima) to give a good point reference. Ten chutes were definitely seen to leave the plane, and possibly eleven. Aircraft crashed within 100 yds of last chute and exploded. When we left scene, all liferafts with survivors were tied together and green sea marker was seen on the water. 33V circled low over survivors and dropped extra 1 man liferafts and equipment, while we circled between 3 & 5 thousand for top cover. We made radar runs to determine exact position of survivors while alerting air-sea rescue facilities. We contacted 691 and reported position. Also we reported to Iwo ASR and to home base.

We decided to leave for Okinawa and leave 33V to circle. On return we contacted two stations known as 46 and 37. Station 37 apparently was near scene. We were unable to contact Okinawa air sea rescue facilities until after landing at Yontan Field.

After landing both Capt Tulloch and I volunteered to fly back up to the scene and circle, or to ride in air sea rescue plane to direct it to exact position.

*Gordon K. Nelson*  
GORDON K. NELSON  
1st Lt, Air Corps  
Airplane Commander/

At Keller was flying our right wing and having a little trouble staying in formation. After bombs away one of his doors wouldn't close. Our gunners then reported two fighters making an attack on him and right after that his engine was on fire and he was falling back. We throttled back to stay with him and then he broke away left and down--we went after him with it. Nelson also coming. At first we were all going to try to make Okinawa, but the fire on at Keller's ship was not going out and it was apparent that they would have to abandon. My first feller was going to try to ditch her, but then in a matter of seconds decided to bail the crew out. I believe it was the only thing he could do as the ship was about ready to explode. The men jumped out quickly--the first chute I saw was an orange color and evidently some part of the rescue equipment. After first chute I counted ten white chutes, the last coming out just before the ship struck the water or blew up just over it. It is hard to say just what happened at this time. The men were scattered out on the water for about one to one-half miles, some in rafts and others in Mae Wests. Our best count of the men in the water gave us ten. We passed back and forth over them and threw a one man dingy to every man in just the Mae West. We threw out about eight or nine rafts, our Gibson Girl and our sustenance kit. I can't say for sure they picked up those things but our gunners reported the gear landing close to them and that they were moving towards it. After about an hour the men had all congregated together and the rafts were tied up to each other. At that point we were unable to make another definite count of men or number of rafts but believed there were ten men in at least eight rafts.

The men had released some dio-marker, which helped us to orbit them. They also had a signal mirror out and were practicing with it on us. They were about ten miles north of a small island which had a lighthouse on it and a few shacks with small boats on the south shore and a power tug off shore. We orbited their position until 1500 which was the limit of our gas supply and then took off for Okinawa. We shot at the power tug some before we left to discourage them from coming out after the men.

We were unable to make liaison contact with any base as our antenna was down and the trailing wire didn't do any good. There was chatter on C Channel VLF, we could get no answer to our calls. On the way to Okinawa I spotted a surfaced sub and he challenged us. I tried to give him the last position of Keller's crew but my transmission was continually cut out or garbled, due I believe, to some playmates who were battling the breeze constantly as they made runs over a ditched boat and tried to sink it. The sub told me that they weren't allowed into those waters where Keller was down, though they did have some information about the crew. We proceeded to Okinawa. No air sea rescue plane ever answered our calls on VLF.

*Edward K. Mullen*  
EDWARD K. Mullen  
1st Lt, Air Corps.  
Co-Pilot.

After 15 minutes our formation in formation. We were  
target at Iwami ship 23 was hit either by fighters or flak and 23 engine  
failed, with ship 23 and the left wing ship 24 dropped back to cover us.  
The three of us made a left turn out formation to head for Okinawa. At the  
time the fire was uncontrollable and Lt Keller, pilot of 23V told us we  
tended to ditch, but Lt Nelson, pilot of 26V and myself, pilot 33V advised  
to steer away from the Japanese coast and parachute out at the earliest  
moment, as 23V was about to explode due to the fire. Lt Keller then advised  
us that he intended to parachute to a small island beneath us, but we advised  
against this as there was a possibility that it was inhabited by the enemy.  
Keller steered away from the island and the crew parachuted into water  
about 5 miles from the island. As we had followed ship 23 down we counted six  
parachutes open, the first one an orange chute. 23V then crashed into the  
water and exploded. 26V remained at medium altitude to provide top cover  
and handle communications, and we descended to about 200 ft and dropped eight  
our one man dinghys, a gibsion girl, the emergency sustenance kit and other  
emergency gear such as flares etc. Lt Keller's crew got into the dinghys and  
lashed them together, spreading red marker dye, and sent up an occasional  
flare. Lt Keller's crew seemed to be in good condition as the seas was quite  
calm, but we could not be certain whether there were ten or eleven men in the  
dinghys. As Lt Nelson, pilot of 26V, was unable to get 691V, who he had con-  
tacted, to come to the rescue, he left for Okinawa to organize a rescue while  
we orbited the spot until 1500, at which time we had barely enough fuel to  
reach Okinawa; while orbiting we had our emergency IFF on, but were unable to  
contact anyone on any radio. When we left we proceeded to the nearby island  
which had a Jap lighthouse on it and shot a small steam launch moored off  
shore to prevent the enemy using it to capture Lt Keller and his crew. Upon  
reaching Okinawa we helped organize a rescue party consisting of a P-51 and a  
P-47 with a Flying Dutchman, with fighter escort, which took off early next  
morning.

*Walter S. Tulloch*

WALTER S. TULLOCH  
Captain, Air Corps  
Airplane Commander

2nd Lt. George F. Keller

Mrs. Cordelia C. Keller (Wife)  
2306 Broadway Avenue  
Port Hayes, Dallas

2nd Lt. Outleton H. Holden

Mr. William Holden (Father)  
11 Overlook Park  
Walden, Massachusetts

2nd Lt. Eugene V. Correll, Jr.

Mrs. Margaret A. Correll, Jr. (Wife)  
Taylorville, North Carolina

2nd Lt. Walter R. Boes

Mrs. Leslie R. Boes (Wife)  
Apartment #4 Hartman Court  
4119 East Central  
Alhambra, New Mexico

2nd Lt. Stanley E. Lovins

Mrs. Sally E. Lovins (Wife)  
2047 West Kings Highway  
San Anselmo 1, Texas

1/2 Sgt. Shelby L. Fowler

Mrs. Dorothy O. Fowler (Wife)  
Box 61  
Blountville, Louisiana

Sgt. Robert E. Conley

Mrs. Margaret C. Conley (Wife)  
7967 Ontario Street  
Chicago, Illinois

Sgt. Martin L. Kopf

Mrs. Vally Kopf (Wife)  
Route Number One  
Skillman, New Jersey

Sgt. Gerald J. Rabe

Mr. Elwood E. Rabe (Father)  
240 19th Street  
Buffalo, New York

Sgt. Clarence Barman

Mrs. Myrtle E. Barman (Wife)  
5911 Sheridan Place N.W.  
Washington 16, D. C.

Sgt. Charles H. Whitus

Mr. Michael S. Whitus (Father)  
10 Reed Street  
Pittsburg, Massachusetts

2nd Lt. George F. Keller

Mrs. Cordelia C. Keller (Wife)  
2306 Broadway Avenue  
Port Hayes, Dallas

2nd Lt. Outleton H. Holden

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Mrs. Sally E. Lovins (Wife)  
2047 West Kings Highway  
San Anselmo 1, Texas

1/2 Sgt. Shelby L. Fowler

Mrs. Dorothy O. Fowler (Wife)  
Box 61  
Blountville, Louisiana

NOTIFICATION BRANCH  
PERSONAL AFFAIRS DIVISION  
AC/AS, PERSONNEL

Record of Inquiry

25

Date

Y. F. K. (1) A

Name of Casualty

Rank

ASN

12076

May Skiff R+L

Party calling

Office

Telephone

575

Unit:

Information desired:

*Interruption of com  
member re Keller*

Information Given:

Answered by

Case No.

4-1926 AF, Rev. 15 A.

of Justice

RELEASED BY NATIONAL ARCHIVES AND  
RECORDS ADMINISTRATION (NARA)  
(PUBLIC DOMAIN MATERIAL)

1990

to **RESTRICTED**  
by E. A. B. (NAS. 1.1.101. A.  
by F. M. MOENB, Capt., AC  
Date OCT 16 1945

"RELEASED BY NATIONAL ARCHIVES AND  
RECORDS ADMINISTRATION (NARA)  
(PUBLIC DOMAIN MATERIAL)"

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S/30 29.2

CONFIDENTIAL  
 14952  
 191

**CONFIDENTIAL**  
 (REPORTING HEADQUARTERS)  
**866TH BOMBARDMENT SQUADRON (H)**  
**494TH BOMBARDMENT GROUP (H) AAF**  
**MISSING AIR CREW REPORT**

**IMPORTANT:** This report will be compiled in triplicate by each Army Air Force organization within 48 hours of the time an air crew member is officially reported missing.

**ORGANIZATION:** Location, by Name APO 903; Command or Air Force VII BC  
 Group 494th B Gp; Squadron 866th B Sq; Detachment  
**SPECIFY:** Place of Departure APO 903; Course 360  
 Target or Intended Destination BB Harma; Type of Mission Combat mission  
**WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:**

**NAME:** (a) Ray Lower Com  
 (b) 29 month July year 45; Line 035100 and Location Kure Harbor  
 of last known whereabouts of missing aircraft.

(b) Specify whether aircraft was last sighted ; Last contacted by radio ; Forced down ; Seen to Crash ; or Information not available

**AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF:** (Check only one) Enemy Aircraft ; Enemy Anti-Aircraft ; Other Circumstances as follows: \_\_\_\_\_

**AIRCRAFT:** Type, Model and Series B24J-175-CO; AAF Serial Number 44-40716  
**NICKNAME OF AIRCRAFT, if any:** Tales

**ENGINES:** Type, Model and Series R1830-65; AAF SERIAL 44-40716  
 Number (a) 42-01213; (b) 42-452962; (c) 42-88461; (d) 42-42501

**INSTALLED WEAPONS** (Furnish below Make, Type and Serial Number);  
 (a) 77094; (b) 13663; (c) 1202678; (d) 1202454  
 (e) 1202393; (f) 1201924; (g) 1201741; (h) \_\_\_\_\_  
 (i) (Above weapons); (j) \_\_\_\_\_; (k) \_\_\_\_\_; (l) \_\_\_\_\_  
 (m) para Browning; (n) 50 cal M2; (o) \_\_\_\_\_; (p) \_\_\_\_\_

**THE PERSONS LISTED BELOW WERE REPORTED AS:** (a) 1 Battle Casualty; or (b) 1 Nonbattle Casualty

**NUMBER OF PERSONS ABOARD AIRCRAFT:** Crew 10; Passengers 1; Total 11  
 (Starting with Pilot, furnish the following particulars: If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full (Last, Name, First)	Rank	Serial Number	Current Status
1. Pilot	Dahinger, Joseph	1st Lt	0893016	Missing in act
2. Co-Pilot	Flanagan, Rudolph C	1st Lt	0821250	Missing in act
3. Navigator	Paul, Lawrence A, Jr	1st Lt	0708804	Missing in act
4. Bombardier	Johnson, Robert C.	1st Lt	0898665	Missing in act
5. Engineer	Plaker, Walter	T/Sgt	1106804	Missing in act
6. Radio Operator	Bushfield, David A	T/Sgt	32142771	Missing in act
7. Upper Turret	Alford, Charles R.	S/Sgt	36478544	Missing in act
8. Ball Turret	Hammer, Charles O	S/Sgt	35526992	Missing in act
9. Nose Turret	Kirk, John, Conditions	S/Sgt	34625125	Missing in act
10. Tail Gunner	Malby, Julius	S/Sgt	38453945	Missing in act
11. Act. Command Pilot	Marvin, Donald E. Capt.	Capt.	0690169	Missing in act

(Over)

**CONFIDENTIAL**



IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check only one Column

Name in Full (Last Name First)	Rank	Serial Number	Contacted		Saw	
			By	Last	Forced	Crash
1. <u>Nacci, Vito A.</u>	<u>1st Lt</u>	<u>0698034</u>			<u>X</u>	
2. <u>Reeves, Ray E.</u>	<u>S/Sgt</u>	<u>18120053</u>			<u>X</u>	

3. IF PERSONNEL ARE BELIEVED TO HAVE BEEN INVOLVED, ANSWER YES TO ONE OR MORE OF THE FOLLOWING STATEMENTS: (a) Persons were seen walking away from area of crash or (b) any other reason (Specify)

ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT

Date of Report 30 July 1945

Lloyd S. Swasey  
LOYD S. SWASEY, Capt. HQ. AdJ.  
(Signature of Preparing Officer)

REMARKS OR EYEWITNESS STATEMENTS:

Eyewitness statements attached.

Sketch showing approximate location where aircraft was last seen attached.

Incls:

Incl 1 - Eyewitness statement.

Incl 2 - Sketch.

HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

MISSING AIR CREW REPORT

**IMPORTANT:** This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an air crew member is officially reported missing.

ORGANIZATION: Location by Name \_\_\_\_\_; Command or Air Force \_\_\_\_\_  
 Group \_\_\_\_\_; Squadron \_\_\_\_\_; Detachment \_\_\_\_\_  
 SPECIFY: Place of Departure \_\_\_\_\_; Course \_\_\_\_\_  
 Target or Intended Destination \_\_\_\_\_; Type of Mission \_\_\_\_\_  
 WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: \_\_\_\_\_

GIVE: (a) Day of Month, Year, Time, and Location \_\_\_\_\_  
 of last known whereabouts of missing aircraft.

(b) Specify whether aircraft was last sighted (x); Last contacted by radio ( ); Forced down ( ); Began to crash ( ); or Information not available ( )  
 AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy aircraft ( ); Enemy anti-aircraft (x); Other circumstances as follows: \_\_\_\_\_

AIRCRAFT: Type, Model and Series \_\_\_\_\_; AAF Serial Number \_\_\_\_\_  
 ALIASES OF AIRCRAFT, if any, are: \_\_\_\_\_

ENGINE: Type, Model and Series \_\_\_\_\_; AAF Serial Number \_\_\_\_\_  
 (a) \_\_\_\_\_; (b) \_\_\_\_\_; (c) \_\_\_\_\_; (d) \_\_\_\_\_

INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):  
 (a) \_\_\_\_\_; (b) \_\_\_\_\_; (c) \_\_\_\_\_; (d) \_\_\_\_\_  
 (e) \_\_\_\_\_; (f) \_\_\_\_\_; (g) \_\_\_\_\_; (h) \_\_\_\_\_  
 (i) \_\_\_\_\_; (j) \_\_\_\_\_; (k) \_\_\_\_\_; (l) \_\_\_\_\_  
 (m) \_\_\_\_\_; (n) \_\_\_\_\_; (o) \_\_\_\_\_; (p) \_\_\_\_\_

THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty   
 or (b) Non Battle Casualty \_\_\_\_\_

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew \_\_\_\_\_; Passengers \_\_\_\_\_; Total \_\_\_\_\_  
 (Starting with Pilot, furnish the following particulars: If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full (Last Name First)	Grade	Serial Number	Current Status
Pilot	Jubinsky, Michael	1st Lt	065016	MIA ✓
Copilot	Flanagan, Joseph	1st Lt	0021750	MIA ✓
Navigator	Falls, Lawrence	1st Lt	0208801	MIA ✓
Engineer	Vernston, Robert	1st Lt	0405465	MIA ✓
Radio Operator	Hughfield, David	1st Lt	3214771	MIA ✓
Observer	Allison, Charles	1st Lt	24128511	MIA ✓
Observer	Humbertson, Charles	1st Lt	3528622	MIA ✓
Observer	Yirkpatrick, Carl	1st Lt	31625125	MIA ✓
Observer	Holner, Julius	1st Lt	24153045	MIA ✓
Observer	Marvin, Donald	1st Lt	065016	MIA ✓

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE COLUMNS TO INDICATE BASIS FOR SALES:

Name in Full (Last Name First)	Grade	Serial Number	Check only one column			
			Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
Woods, Wilbur	1st Lt	065016		X		
Moore, Rex E.	S/Sgt	065016		X		

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash \_\_\_\_\_; or (c) Any other reason (Specify) \_\_\_\_\_

ATTACH AERIAL PHOTOGRAPH, MAP, CHART OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

GIVE NAME, GRADE AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY.

DESCRIPTION AND EXTENT

Date of Report 10 July 1954

(Signature of Preparing Officer)

17. REMARKS OR EYEWITNESS STATEMENTS:

Witness statements attached.

Sketch showing approximate location where aircraft was first seen attached.

Incls:

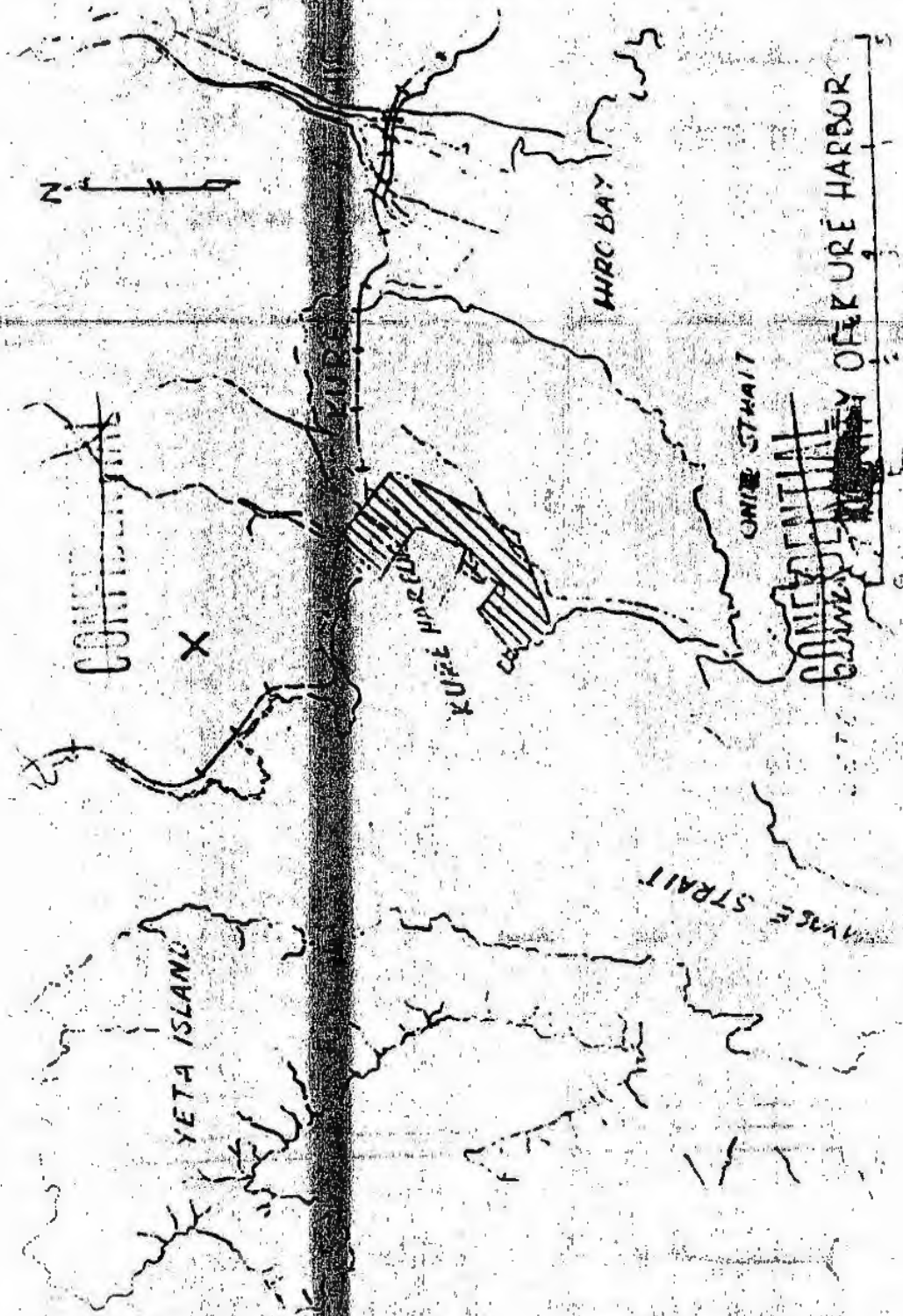
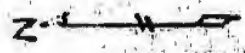
Incl 1 - Witness Statement.

Incl 2 - Sketch

CLASSIFIED TRUE COPY

S. D. PEARCE  
Major, Air Corps

~~CONFIDENTIAL~~



~~CONFIDENTIAL~~

UNIE STRAIT

~~CONFIDENTIAL~~

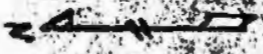
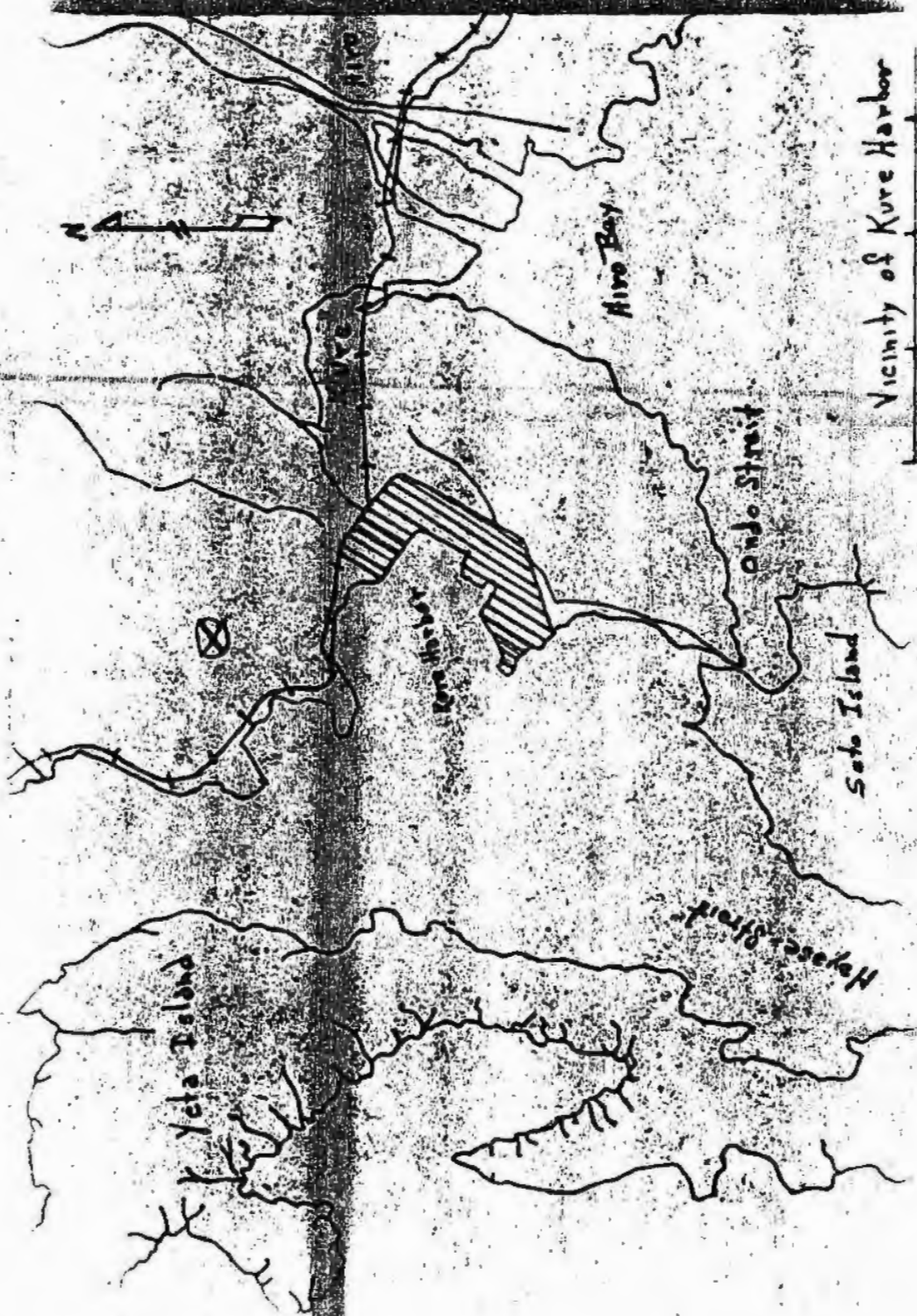
UNISE STRAIT

UNISE STRAIT

YETA ISLAND

KURE HARBOR

HRC BAY



Vicinity of Kure Harbor

Yeta Island

Kure Island

Hiro Bay

Kure Harbor

Sato Island

Ono Strait

Nagase Strait

HEADQUARTERS  
PACIFIC AIR COMMAND  
U. S. ARMY  
APO 925

23 January 1946

AG 201-FALLS, Lawrence A. Jr. (Off). GA

SUBJECT: Casualty Information.

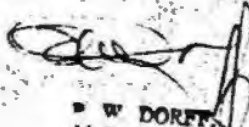
TO : Commanding General, Army Air Forces, AFPPA-8,  
Washington, 22 D. C.

1. In compliance with radio No. War 91370, your headquarters dated 17 January 1946, transmitted herewith are true copies of inclosure to Missing Air Crew Report, 866 Bomb Squadron, 494th Bomb Group (H), in which 1st Lt. Lawrence A. Falls Jr. O78862, and crew were reported missing in action 28 Jul 1945.

2. For your information there is also inclosed a copy of radio No. GX 26 Headquarters AFESPAC, dated 19 January 1946, which contains information as to the possible fate of this crew. Additional information as to results of investigation by the 8th Army will be forwarded upon receipt by this headquarters.

FOR THE COMMANDING GENERAL:

2 Incls:  
Incl #1-Copy statement 1st Lt. Nacci  
Incl #2-Radio GX 26631, Hq. AFESPAC,  
dtd 19 Jan 46

  
W. DOREFF  
Major, A.G.D.  
Adj. Gen.

STATEMENT OF  
1ST LT VITO A. NACCI

First Lieutenant VITO A. NACCI, O698034, states that on 28 July 1945 he flew as Bombardier in A/C #980, on mission #139, the target being the Japanese BB Heranz at its anchorage near Kure, Honshu. The A/C flew as lead for the 866th Bomb Sq. (W). A/C #716 flown by First Lieutenant JOSEPH DUBINSKY and crew #49, with Captain DONALD F. LARVIN as relief pilot, flew in the #4 position. Bombs were away at 1248L; with a very few moments thereafter A/C #716 received 3 or 4 direct hits from anti-aircraft fire and passed under A/C #980 in a slight turn to the left, went into a steep dive, and was next seen by Lt NACCI burning on the ground at 34° 16' N-132° 33' E. Two parachutes were seen to leave the damaged A/C.

S/Sgt. Rex E. Reeves, ASN 18120053, has read the foregoing statement by Lt NACCI and confirms the same of his own knowledge.

S/VITO A. NACCI /T  
1st Lt., Air Corps

S/ REX E REEVES /T  
S/Sgt., 18120053

(A TRUE COPY)

*Jack B. Morris*  
*Capt. a.c.*  
*Personal Affairs Officer.*

Location changed  
**RESTRICTED**  
A. BRADUMAS, Lt. Col., AG  
W. MUENCH, Capt., AG  
DEC 15 1945

HEADQUARTERS  
FAR EAST AIR FORCE  
APO 925

113  
①

AG 319.1 - GA

24 NOV 1945

SUBJECT: Transmittal of Missing Air Crew Report.

TO : Commanding General, AAF, Washington 25, D. C.  
ATT: APPA-8.

Transmitted duplicate copy of Missing Aircrew Report on 1st Lt.  
Lawrence A. Falls Jr., O-708804 and crew, missing, 27 July 1945.

FOR THE COMMANDING GENERAL:

*G. W. McClughan*

G. W. McCLUGHAN  
Major, AAG  
Asst. Air Adj. Gen.

1 Incl:  
Incl 1 - Missing Air Crew report w/attachments.

~~CONFIDENTIAL~~



WILLIAMSON  
WILLIAMSON  
WILLIAMSON

40001 0000P  
RECEIPT NO 1 J-175 NUMBER 44-10716 CONTAINS THE FOLLOWING PERSONS:  
WILLIAMSON 0693017 UNNO, ROBERT C WILLIAMSON 05512501 LT, L  
DR 07080041 LT, ROBERT C WILLIAMSON 05512501 1ST LT, WALTER  
AD TACH SGT, C B WILLIAMSON 13470004 STAFF SGT, C C WILLIAMSON

WILLIAMSON SGT, JULIUS WILLIAMSON 06453945 STAFF SGT, DONALD F  
NOT BELIEVED TO BE SAME PERSON THAT CRASHED NEAR KANGI HILLS  
MIL. 106 LINE REPORTS THAT 7 BODIES WERE RECOVERED FROM SCENE  
AND BURIED IN THE US CEMETERY ON 23. FILE BY THE 3004 QUARTERS  
IDENTIFICATION COMPANY. IDENTIFICATION OF THE BODIES COULD BE  
EVIDENCE ON FILE WOULD INDICATE A LIST THAT COULD BE  
IS REQUESTED THAT 2 WERE EARLY LIVES BY THE CHIEF SERGEANT  
REQUEST THAT INV. WIGHTON BE INITIATED TO DETERMINE THE  
IDENTITY OF THE BURIED BODIES AND THE IDENTITY OF ANY BODIES  
ALL THESE MEN ARE NOW LISTED AS MISSING.

00050 2  
00000 11  
00120/0 1. CUS. PAC  
00010

GENERAL DISTRIBUTION:

SEND COPIES TO:

- 3004 SCU (1)
- 173 (1)

STATEMENT OF  
1ST LT VITO A. NACCI

First Lieutenant VITO A. NACCI, 0698034, states that on 23 July 1945 he flew as Bombardier in A/C #980, on mission #139, the target being the Japanese BB Haruna at its anchorage near Kure, Honshu. The A/C flew as lead for the 866th Bomb Sq. (H). A/C #718 flown by First Lieutenant JOSEPH DUBINSKY and crew #49, with Captain DONALD F. MARVIN as relief pilot, flew in the #2 position. Bombs were away at 1248I; with a very few moments thereafter A/C #718 received 3 or 4 direct hits from anti-aircraft fire and passed under A/C #980 in a slight turn to the left, went into a steep dive, and was next seen by Lt NACCI burning on the ground at 34°18'N-132°33'E. Two parachutes were seen to leave the damaged A/C. S/Sgt Rex E. Reeves, ASN 18120053, has read the foregoing statement by Lt NACCI and confirms the same of his own knowledge.



*Vito A. Nacci*  
VITO A. NACCI,  
1st Lt., Air Corps,  
*Rex E. Reeves*  
REX E. REEVES,  
S/Sgt., 18120053.

~~CONFIDENTIAL~~

14 9-11  
Koslov, Walter 11-66

Baumgardner, Cha. O. 33

Trubinsky, J. S. 0-693  
Korn

Fussell, Norman L.

	Mr. Charles Marvin (father) 2023 East 90th Street Cleveland, Ohio
Capt. Donald F. Marvin	Mrs. Laura Walsh (mother) Box 131 Geauga Lake, Ohio
1st Lt. Joseph Dubinsky	Mrs. Anna Stupar (mother) 500 Henderson Avenue Washington, Pennsylvania
1st Lt. Rudolph C. Flanagan	Mrs. Virda L. Flanagan (mother) 434 Porter Street San Antonio, Texas
1st Lt. Lawrence A. Falls, Jr.	Mrs. Fannie Lou Falls (mother) Post Office Box 3113 Columbia Heights Station Irving St., N.W. Washington, D.C.
1st Lt. Robert C. Johnston	Mrs. Katherine Johnston (mother) 2643 Brookridge Drive Mission, Kansas
T/Sgt. Walter Piskor	Mrs. Sophie Piskor (mother) 58 Chapman Street Willimantic, Connecticut
T/Sgt. David A. Bushfield	Mrs. Agnes Bushfield (mother) 142 Harding Road Rochester, New York
S/Sgt. Charles R. Allison	Mrs. Marilyn Allison (wife) Chestnut, Illinois
S/Sgt. Charles O. Baumgartner	Mrs. Alice Baumgartner (mother) 406 W. Indiana Avenue Sebring, Ohio
S/Sgt. Camillus F. Kirkpatrick	Mrs. Annelle H. Kirkpatrick (wife) 154 West 2nd Street Clarksdale, Mississippi
S/Sgt. Julius Molnar <i>adml</i>	Mrs. Rose Molnar (mother) 934 Third Street Kalamazoo, Michigan

RELEASSED BY NATIONAL ARCHIVES AND  
RECORDS ADMINISTRATION (NARA)  
(PUBLIC DOMAIN MATERIAL)

4758

~~RESTRICTED~~  
to  
By E. A. BRADSHAW, Lt. Col., US  
By W. L. THOMAS, Lt. Col., US  
Date MAR 1 1968

~~RESTRICTED~~

RELEASED BY NATIONAL ARCHIVES AND  
RECORDS ADMINISTRATION (NARA)  
(PUBLIC DOMAIN MATERIAL)

*to W. L. Thomas*

*Part of  
6/20  
54-233  
29-7-19*

~~RESTRICTED~~  
to  
By E. A. BRADSHAW, Lt. Col., US  
By W. L. THOMAS, Lt. Col., US  
Date MAR 1 1968

~~RESTRICTED~~

DECLASSIFIED  
E.O. 12958, Sec. 3-402  
NND 785072  
BY W. Lewis EARS, Date

CONFIDENTIAL

(REPORTING HEADQUARTERS)

866TH BOMBARDMENT SQUADRON (H)  
494TH BOMBARDMENT GROUP (H) AAF  
MISSING AIR CREW REPORT

Classification changed  
to RESTRICTED  
By E. A. BRADUNAS, Lt.  
By W. L. THOMAS, 1st Lt.  
Date

IMPORTANT: This report will be compiled in triplicate by each Army Air Force organization within 48 hours of the time an air crew member is officially reported missing.

ORGANIZATION: Location, by Name APQ 903; Command or Air Force VII BC  
Group 494th B Gp; Squadron 866th B Sq; Detachment

SPECIFY: Place of Departure APQ 903; Course 180  
Target or Intended Destination BB Burma; Type of Mission Combat mission

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
10/10 Undercast strato-cum

TIME: (a) Day 28 Month July Year 45; Time 0804G and Location 132° 09' E 134°  
of last known whereabouts of missing aircraft.

(b) Specify whether aircraft was last sighted (); Last contacted by radio (); Forced down (); Seen to Crash (); or Information not available ()

AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy Aircraft (); Enemy Anti-Aircraft (); Other Circumstances as follows:

AIRCRAFT: Type, Model and Series B24J-175-10 AAF Serial Number 44-40680

NICKNAME OF AIRCRAFT, if any Lonesome Lady

ENGINES: Type, Model and Series R1830-65 AAF SERIAL  
Number (a) 42-43475; (b) 42-37012; (c) 452808; (d) 453021

INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):  
(a) 1201459; (b) 1202176; (c) 1536280; (d) 1253382  
(e) 1196729; (f) 1197503; (g) 1253373; (h) 1253288  
(i) Above weapons; (j) \_\_\_\_\_; (k) \_\_\_\_\_; (l) \_\_\_\_\_  
(m) are Browning; (n) 50 cal M2; (o) \_\_\_\_\_; (p) \_\_\_\_\_

THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty   
or (b) Nonbattle Casualty \_\_\_\_\_

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9; Passengers 0; Total 9  
(Starting with Pilot, furnish the following particulars; If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full (Last Name First)	Rank	Serial Number	Current Status
Pilot	Cartwright, Thomas C	2d Lt	0631661	Missing in act
Co-Pilot	Looper, Durden W	2d Lt	02067143	Missing in act
Navigator	Federsen, Roy W Jr	2d Lt	02071822	Missing in act
Bombardier	Ryan, James M	2d Lt	0785427	Missing in act
Radio Operator	Atkinson, Hugh H	Sgt	39214204	Missing in act
Tail Gunner	Abel, William E	S/Sgt	36440823	Missing in act
Engineer	Ellison, Buford J	Sgt	38368550	Missing in act
Nose Turret Gunner	Long, John A Jr	Cpl	33707730	Missing in act
Ball Turret Gunner	Neal, Ralph J	S/Sgt	15042164	Missing in act

(Over)

CONFIDENTIAL

866TH BOMBARDMENT SQUADRON (H)  
494TH BOMBARDMENT GROUP (H) AAF  
MISSING AIR CREW REPORT

IMPORTANT: This report will be compiled in triplicate by each Army Air Force organization within 48 hours of the time an air crew member is officially reported missing.

ORGANIZATION: Location, by Name \_\_\_\_\_; Command or Air Force \_\_\_\_\_  
Group \_\_\_\_\_; Squadron \_\_\_\_\_; Detachment \_\_\_\_\_

**CONFIDENTIAL**

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check only one Column

Name in Full (Last Name First)	Rank	Serial Number	Contacted		
			by Radio	Saw Crash	Saw Forced Landing
1. Necci, Vito A	1st Lt	0698034	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Reams, Rex E	S/Sgt	1812053	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.					

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used  (b) Persons were seen walking away from scene of crash  or (c) Any other reason (Specify) \_\_\_\_\_

ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT.

Date of Report 30 July 1941

*Lloyd S. Sweeney*  
**LLOYD S. SWEENEY, Capt. USAF**  
(Signature of Preparing Officer)

**REMARKS OR EYEWITNESS STATEMENTS:**

Eyewitness statements attached.

Map showing approximate location where aircraft was last seen attached.

Incls:

Incl 1 - Eyewitness statement.

Incl 2 - Sketch.

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:  
Check only one Column

Name in Full (Last Name First)	Rank	Serial Number	Contacted		
			by Radio	Saw Crash	Saw Forced Landing
Necci, Vito A	1st Lt	0698034	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reams, Rex E	S/Sgt	1812053	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used  (b) Persons were seen walking away from scene of crash  or (c) Any other reason (Specify) \_\_\_\_\_



856TH BOMBARDMENT SQUADRON (H)  
49TH BOMBARDMENT GROUP (H) AAF  
APO 903

60.33

30 July 1945.

SUBJECT: Missing Air Crew Reports.

TO: Commanding General, Far East Air Forces, APO #925.

Transmitted herewith Missing Air Crew Reports on the following airplanes that crashed, 28 July 1945:

3-24J-175-CO Pilot - 2d Lt Thomas C Cartwright 06515611 Ap 44-40680  
3-24J-175-CO Pilot - 1st Lt Joseph Dubinsky 0695016 Ap 44-40716

FOR THE COMMANDING OFFICER:

*Lloyd S. Swesey*  
LLOYD S. SWESEY,  
Captain, Air Corps,  
Adjutant.



2 Incls:  
Missing Air Crew Reports.

AG 319-1 1st Ind  
HEADQUARTERS, FAR EAST AIR FORCES, APO 925,

15 AUG 1945

TO: Commanding General, AAF, Washington, 25, D. C.  
(ATT: AFPPA-8)

*BS*

2 Incls: n/e

20997

856TH BOMBARDMENT SQUADRON (H)  
49TH BOMBARDMENT GROUP (H) AAF  
APO 903

20 407

CC

AG 11911

1st Ind

15 AUG 1945

HEADQUARTERS, FAR EAST AIR FORCES, APO 925,

TO: Commanding General, AAF, Washington, 25, D. C.  
(ATT: AFPPA-S)

*124*

2 Incls: n/s

~~CONFIDENTIAL~~

STATEMENT OF  
1st LT VITO A NACCI

First Lieutenant VITO A NACCI, ASN O-698034, states that on 28 July 1945 he flew as Bombardier in A/C #680, on mission #139, the target being the Japanese BB Haruna at its anchorage near Kure, Honshu. The A/C flew as lead for the 866 Bomb Sq. (H). A/C #680 flown by 2nd Lieutenant THOMAS C. CARTWRIGHT and crew 42B flew in the #2 position. A very few moments after bombs away at 1248I, A/C 680 received a direct hit from an anti-aircraft shell which entered near the pitot tube, appeared to pass through the pilot's position and that of the navigator, and out through the upper raft compartment. At 1304I four parachutes were seen to leave the A/C and open. The A/C did not appear to be burning, went into a vertical dive into undercast, and was not seen again. The position of damaged A/C when last seen was 34°03'N-132°09'E.

S/Sgt Rex E. Reeves, ASN 18120053 has read the foregoing statement by Lt NACCI and confirms the same of his own knowledge.

*Vito A. Nacci*  
VITO A NACCI,  
1st Lt, Air Corps.

*Rex E. Reeves*  
S/Sgt REX E REEVES.

~~CONFIDENTIAL~~

STATEMENT OF

VITO A NACCI

STATEMENT OF  
1st LT VITO A. MACCI

1st Lieutenant VITO A. MACCI, ASN 0-698034, states that on 28 July 1945 he flew as bombardier in A/C #900, on mission #139, the target being the Japanese AB Parana at its anchorage near Kuro, Honshu. The A/C flew as part of the 866 Bomb Sq. (H). A/C #520 flown by 2nd Lieutenant THOMAS J. EASTWRIGHT and crew 428 flew in the #2 position. A very few moments after bombs away at 1248I, A/C #900 received a direct hit from an anti-aircraft shell which entered near the pilot tube, appeared to pass through the pilot's position and that of the navigator, and out through the upper deck compartment. At 1304I four parachutes were seen to leave the A/C and fall. The A/C did not appear to be burning, went into a vertical dive and disappeared, and was not seen again. The position of damaged A/C when last seen was 34°03'N-132°09'E.

1st Lt Rex E. Reeves, ASN 15120053 has read the foregoing statement by 1st Lt VITO A. MACCI and confirms the same of his own knowledge.

/s/ Vito A. MacCI  
/t/ VITO A. MACCI  
1st Lt, Air Corps

/s/ Rex E. Reeves  
/t/ S/Sgt REX E. REEVES

UNCLASSIFIED TRUE COPY

WOL  
D. FERRIS  
Major, Air Corps

2nd Lt. Thomas C. Cartwright

Mr. George C. Cartwright (father)  
Box Liberty  
York, South Carolina

2nd Lt. Burton V. Leeper

Mrs. Ruth E. Leeper (wife)  
Rural Route #1  
Burlington, Arkansas

2nd Lt. Roy H. Pedersen Jr.

Mr. Roy H. Pedersen Sr. (father)  
Route Number Two  
Avoca, Iowa

2nd Lt. James H. Ryan

Mrs. Marion H. Ryan (mother)  
10 Columbia Avenue  
Binghamton, New York

1/Sgt. William E. Abel

Mrs. Cecel E. Abel (wife)  
19 West Alameda Avenue  
Denver 2, Colorado

1/Sgt. Ralph J. Neal

Mrs. Margaret H. Neal (wife)  
Burlington, Maryland

Sgt. Edward J. Ellison

Mrs. Veda Ellison (mother)  
Route Four  
Abilene, Texas

Sgt. Hugh H. Atkinson

Mrs. Eva H. Atkinson (wife)  
511 15th Avenue Southwest  
Seattle, Washington

Cpl. John A. Long Jr.

Mrs. Lucille H. Long (wife)  
R. 2. 6 Denver Street  
New Castle, Pennsylvania

2nd Lt. Thomas C. Cartwright

Mr. George C. Cartwright (father)  
Box Liberty  
York, South Carolina

2nd Lt. Burton V. Leeper

Mrs. Ruth E. Leeper (wife)  
Rural Route #1  
Burlington, Arkansas

**CASUALTY QUESTIONNAIRE**

1. Your name Thomas Campbell Cartwright Rank 1st Lt. Serial No. 7111
2. Organization 494 Cq Commander Rank      Sqn CO      Rank       
(full name) (full name)
3. What year 1945 month July day 28 did you go down?
4. What was the mission, Bombing, target, Hanna ( JN ), target  
time, 12:45, altitude, 10,000 route/scheduled, Okinawa  
to Kure Harbor, route flown      scheduled
5. Where were you when you left formation? Approx. 5 min SW of target
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge" No crew list found  
Every member of the crew bailed out successfully except for one possibility.  
1st Lt. Roy W. Federsen was seen by me safely leave the ship but no one  
I know of saw his chute open or have seen him on the ground since.
9. Where did your aircraft strike the ground? Southern Honshu
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) No members
11. Where were they in aircraft?
12. What was their condition?
13. When, where, and in what condition did you last see any members not already described above?
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.

(Any additional information may be written on the back)

Over

Name Thomas Campbell Cartwright Serial No. 7111  
 Organization 494 Cq Commander Rank      Sqn CO      Rank       
 (full name) (full name)  
 Year 1945 month July day 28 did you go down?  
 What was the mission, Bombing, target, Hanna ( JN ), target  
 time, 12:45, altitude, 10,000 route/scheduled, Okinawa  
to Kure Harbor, route flown      scheduled

Dear Col. Smith,

I have sent to Washington several reports much more detailed and complete than this form allows to the casualty branch.

Each time that I have made a report concerning my crew I have requested that any available information be sent to me. This was not done even when their status was changed. If you could supply me with any information concerning Lt. Roy M. Pedersen I would greatly appreciate it.

Yours truly

*Thomas C. Anthony*

Dear Col. Smith,

I have sent to Washington several reports much more detailed and complete than this form allows to the casualty branch.

Each time that I have made a report concerning my crew I have requested that any available information be sent to me. This was not done even when their status was changed. If you could supply me with any information concerning Lt. Roy M. Pedersen I would greatly appreciate it.

Yours truly

*Thomas C. Anthony*

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RECORDS ADMINISTRATION (NARA)  
(PUBLIC DOMAIN MATERIAL)



Electronic Transcription of MACR 14990 Page 2

(REPORTING HEADQUARTERS)  
866TH BOMBARDMENT SQUADRON (H)  
494TH BOMBARDMENT GROUP (H) AAF

MISSING AIR CREW REPORT

14990

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an air crew member is officially reported missing.

1. ORGANIZATION: Location, by name AP0 #903; Command or Air Force VII BC.  
Group 494<sup>th</sup> BG; Squadron 866<sup>th</sup> BS; Detachment \_\_\_\_\_
2. SPECIFY: Place of Departure AP0 #903; Course 360  
Target of Intended Destination BB Haruna Type of Mission Combat Mission
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Hazy Lower Com.
4. GIVE: (a) Day 28 Month 7 Year 1945; Time 0351G; and Location Kure Harbor  
of last known whereabouts of missing aircraft.  
(b) Specify whether aircraft was last sighted (XX); Last contacted by radio ( );  
Forced down ( ); Seen to Crash ( ); or Information not available ( )
5. AIRCRAFT WAS LOST OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy Aircraft ( ); Enemy Anti-Aircraft ( ); Other circumstances as follows:  
\_\_\_\_\_
6. AIRCRAFT: Type, Model and Serial B-24 J 175-CO; AAF Serial Number 44-40716
7. NICKNAME OF AIRCRAFT, if any TALOA
8. ENGINES: Type, Model and Series (4) R-1830-65; AAF SERIAL 44-40716  
Number (a) 42-91213; (b) BP 452962; (c) 42-88461; (d) 42-42601
9. INSTALLED WEAPONS: (Furnish below Make, Type and Serial Number);  
(a) 77094; (b) 143663; (c) 1202678; (d) 1202454  
(e) 1202383; (f) 1201994; (g) 1201741; (h) \_\_\_\_\_  
(i) (Above weapons; (j) \_\_\_\_\_; (k) \_\_\_\_\_; (l) \_\_\_\_\_  
(m) are Browning; (n) 50 cal MG; (o) \_\_\_\_\_; (p) \_\_\_\_\_
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty XX  
or (b) Nonbattle Casualty \_\_\_\_\_
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 1; Total 11  
(Starting with Pilot, furnish the following particulars: If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full (Last Name First)	Rank	Serial Number	Current Status
1. Pilot	Dubinski, Joseph	1st Lt	O-693016	MIA
2. Co-Pilot	Flanagan, Rudolph C.	1st Lt	O-821250	MIA
3. Navigator	Falls, Lawrence A.	1st Lt	O-708804	MIA
4. Bombardier	Johnson, Robert C.	1st Lt	O-698565	MIA
5. Engineer	Piskor, Walter	T/Sgt	11066604	MIA
6. Radio Operator	Bushfield, David A.	T/Sgt	32142771	MIA
7. U/Turret G.	Allison, Charles R.	S/Sgt	36478544	MIA
8. B/Turret G.	Baumgartner, Charles O.	S/Sgt	35526892	MIA

Electronic Transcription of MACR 14990 Page 3

9. N/Turret G.	Kirkpatrick, Camillous F.	S/Sgt	34625126	MIA
10. Tail G.	Molnar, Julius	S/Sgt	36453945	MIA
11. Command Pilot	Marvin, Donald F.	Capt	O-690169	MIA

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME

Check only one Column

(Last Name First)	Rank	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1. Nacci, Vito A.	1st Lt	O-698034		XX		
2. Reeves, Rex E.	S/Sgt	18120053		XX		
3.						

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash \_\_\_\_\_; (c) Any other reason (Specify) \_\_\_\_\_

14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

16. GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT \_\_\_\_\_

17. REMARKS OR EYEWITNESS STATEMENTS:

Eyewitness statements attached

Sketch showing approximate location where aircraft was last seen attached.

Date of Report 30 July 45

//s//  
(Signature of Preparing Officer)  
LLOYD S. SWESEY  
Captain, Air Corps  
Adj

Electronic Transcription of MACR 14990, page 4

866th Bombardment Squadron (H)  
494th Bombardment Group (H)  
APO #264  
c/o Postmaster, San Francisco, Cal.

STATEMENT OF  
1ST LT VITO A. NACCI

First Lieutenant VITO A. NACCI O698034, states that on 28 July 1945 he flew as Bombardier in A/C #980, on mission #139 the target being the Japanese BB Haruna at its anchorage near Kure, Honshu. The A/C flew as lead for the 866th Bomb Sq. (H). A/C #716 flown by First Lieutenant JOSEPH DUBINSKI and crew #49, with Captain DONALD F. MARVIN as relief pilot, flew in the #4 position. Bombs were away at 12481; with a very few moments thereafter A/C #716 received 3 or 4 direct hits from anti-aircraft fire and passed under A/C #980 in a slight turn to the left, went into a steep dive, and was next seen by Lt NACCI burning on the ground at 34-16N 132-33E. Two parachutes were seen to leave the damaged A/C.

S/Sgt Rex E. Reeves, ASN 18120053, has read the foregoing statement by Lt NACCI and confirms the same of his own knowledge.

//s//

VITO A. NACCI,  
1st Lt., Air Corps,

//s//

REX E. REEVES  
S/Sgt., 18120053

Electronic Transcription of MACR 14990, page 5

OPERATIONAL PRIORITY

19 JAN 46

TO: .....

FM: CG A..NSPAC

NR: GX 26631 GSNRP

AIRCRAFT B24 J-175 NUMBER 44-40716 CONTAINING FOLLOWING PERSONNEL  
JOSEPH DUBINSKI O693017 UNKO, RUDOLPH FLANAGAN O8212501 LT, LAWRENCE  
A FALLS JR. O7088040 LT, ROBERT C. JOHNSON O698565 1ST LT, WALTER PISKOR  
11066604 TECH SGT, C. R. ALLISON 36578544 STAFF SGT, C. O. BAUMGARTNER  
35526892 STAFF SGT, JULIUS MOLNAR 56453945 STAFF SGT, DONALD F. MARVIN  
O690169 CAPT BELIEVED TO BE SAME PLANE THAT CRASHED NEAR HANJI NORTH  
OF KURE HONSHU. 186TH INF REPORTS THAT 7 BODIES WERE REMOVED FROM  
SCENE OF CRASHED AND BURIED IN THE .. CEMETARY ON ET, J. BY THE  
3064 QUARTERMASTER GRAVES REGISTRATION COMPANY. IDENTIFICATION OF  
THE BODIES COULD NOT BE DETERMINED. EVIDENCE ON .... HERE INDICATES  
4 MEN PARACHUTED FROM AIRCRAFT. IT IS REPORTED THAT 2 WERE TAKEN  
ALIVE BY THE SHIKU SHIRUBU MILITARY POLICE. REQUEST THAT INVESTIGATION  
BE INITIATED TO DETERMINE THE DEFINITE IDENTITY OF THE BURIED BODIES  
AND THE IDENTIFICATION OF ANY POSSIBLE SURVIVORS. ALL THESE MEN ARE  
NOT LISTED AS MISSING.

TOC: 190250 Z

TOR: 191215 H

TOR: 191420/H R&C

CON: 61/19

Electronic Transcription of MACR 14758, Page 2

(REPORTING HEADQUARTERS)  
866<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
494<sup>TH</sup> BOMBARDMENT GROUP (H) AAF

MISSING AIR CREW REPORT

14758

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an air crew member is officially reported missing.

1. ORGANIZATION: Location, by name AP0 903 ; Command or Air Force VII BC  
Group 494<sup>th</sup> BG ; Squadron 866<sup>th</sup> BS ; Detachment \_\_\_\_\_
2. SPECIFY: Place of Departure AP0 903 ; Course 180  
Target of Intended Destination BB Haruna Type of Mission Combat Mission
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
10/10 Undercast strato-cum
4. GIVE: (a) Day 28 Month 07 Year 1945; Time 0404G ; and Location 34-03N 132-09E  
of last known whereabouts of missing aircraft.  
(b) Specify whether aircraft was last sighted (XX); Last contacted by radio ( ) ;  
Forced down ( ) ; Seen to Crash ( ) ; or Information not available ( )
5. AIRCRAFT WAS LOST OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy Aircraft ( ) ; Enemy Anti-Aircraft (XX); Other circumstances as follows:  
\_\_\_\_\_  
\_\_\_\_\_
6. AIRCRAFT: Type, Model and Serial B-24 J-175-10 ; AAF Serial Number 44-40680
7. NICKNAME OF AIRCRAFT, if any LONESOME LADY
8. ENGINES: Type, Model and Series R-1830-65A ; AAF SERIAL  
Number (a) 42-43475 ; (b) 42-37012 ; (c) BP 452808 ; (d) BP-453021
9. INSTALLED WEAPONS: (Furnish below Make, Type and Serial Number);  
(a) 121439 ; (b) 1202176 ; (c) 1536280 ; (d) 1253382  
(e) 1196729 ; (f) 1197503 ; (g) 1253375 ; (h) 1253288  
(i) (Above weapons ; (j) \_\_\_\_\_ ; (k) \_\_\_\_\_ ; (l) \_\_\_\_\_  
(m) are Browning ; (n) 50 cal M2 ; (o) \_\_\_\_\_ ; (p) \_\_\_\_\_
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty XX  
or (b) Nonbattle Casualty \_\_\_\_\_
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9 ; Passengers 0 ; Total 9  
(Starting with Pilot, furnish the following particulars: If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full (Last Name First)	Rank	Serial Number	Current Status
1. Pilot	Cartwright, Thomas C.	2nd Lt	O-831661	MIA
2. Co-Pilot	Looper, Durden W.	2nd Lt	O-2067143	"
3. Navigator	Pederson, Roy M. Jr.	2nd Lt	O-2071882	"
4. Bombardier	Ryan, James M.	2nd Lt	O-785427	"
5. Engineer	Ellison, Buford J.	Sgt	3836855	"
6. Radio Operator	Atkinson, Hugh H.	Sgt	39214204	"
7. Tail Gunner	Abel, William E.	S/Sgt	36440823	"
8. N/Turret G.	Long, John A. Jr.	Sgt	33707730	"
9. B/Turret G.	Neal, Ralph J.	S/Sgt	15042164	"
10.				

11. \_\_\_\_\_

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME

Check only one Column

(Last Name First)	Rank	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1. Nacci, Vito A.	1st Lt	O-698034		XX		
2. Reeves, Rex E.	S/Sgt	18120053		XX		
3.						

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash \_\_\_\_\_; (c) Any other reason (Specify) \_\_\_\_\_

14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

16. GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT \_\_\_\_\_

17. REMARKS OR EYEWITNESS STATEMENTS:  
**Eyewitness statements attached.**

Date of Report 30 July 1945

//s//  
(Signature of Preparing Officer)  
LLOYD S. SWESEY  
Capt., Air Corps, Adj

Electronic Transcription of MACR 14758, page 4

866th Bombardment Squadron (H)  
494th Bombardment Group (H)  
APO #903

STATEMENT OF  
1st LT VITO NACCI

First Lieutenant VITO A. NACCI, ASN O-698034, states that on 28 July 1945 he flew as Bombardier in A/C #980, on mission #139, the target being Japanese BB Haruna at its anchorage near Kre, Honsu. The A/C flew as lead for the 866th Bomb Sq. (H). A/C #680 flown by 2nd Lieutenant THOMAS C. CARTWRIGHT and crew 42B flew in the #2 position. A very few moments after bombs away at 1248I, A/C 680 received a direct hit from an anti-aircraft shell which entered near the pitot tube, appeared to pass through the pilot's position and that of the navigator, and out through the upper raft compartment. At 1304I four parachutes were seen to leave the A/C open. The A/C did not appear to be burning, went into a vertical dive into undercast, and was not seen again. The position of damaged A/C when last seen was 34-03N 132-09E.

S/Sgt rex E. Reeves, ASN 18120053 has read the foregoing statement by Lt NACCI and confirms the same of his own knowledge.

//s//

VITO A. NACCI,  
1st Lt, Air Corps

//s//

S/SGT REX E. REEVES

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Authority NND968133  
By W/NARA Date 7/20/09

File # Serial 0256, Sept. 6, 1945  
USS "Randolph"  
Box 1364, Record Group 38  
3/10/45/4/6

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~~CONFIDENTIAL~~

ACTION REPORT

ORIGINAL

USS RANDOLPH

CV 15

SERIAL 0256

6 SEPTEMBER 1945

ACTION REPORT - VICTORY OPERATIONS - CENTRAL  
HONSHU AREA - 16 AUGUST 1945 TO 1200 (-9)  
2 SEPTEMBER 1945

COVERS AIR SUPPORT FOR EARLY STAGES  
OF OCCUPATION FROM END OF HOSTILITIES  
TIL SIGNING OF SURRENDER - IN TASK  
GROUP 38.3

138702

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Authority NND968133  
By W/NARA Date 7/20/09

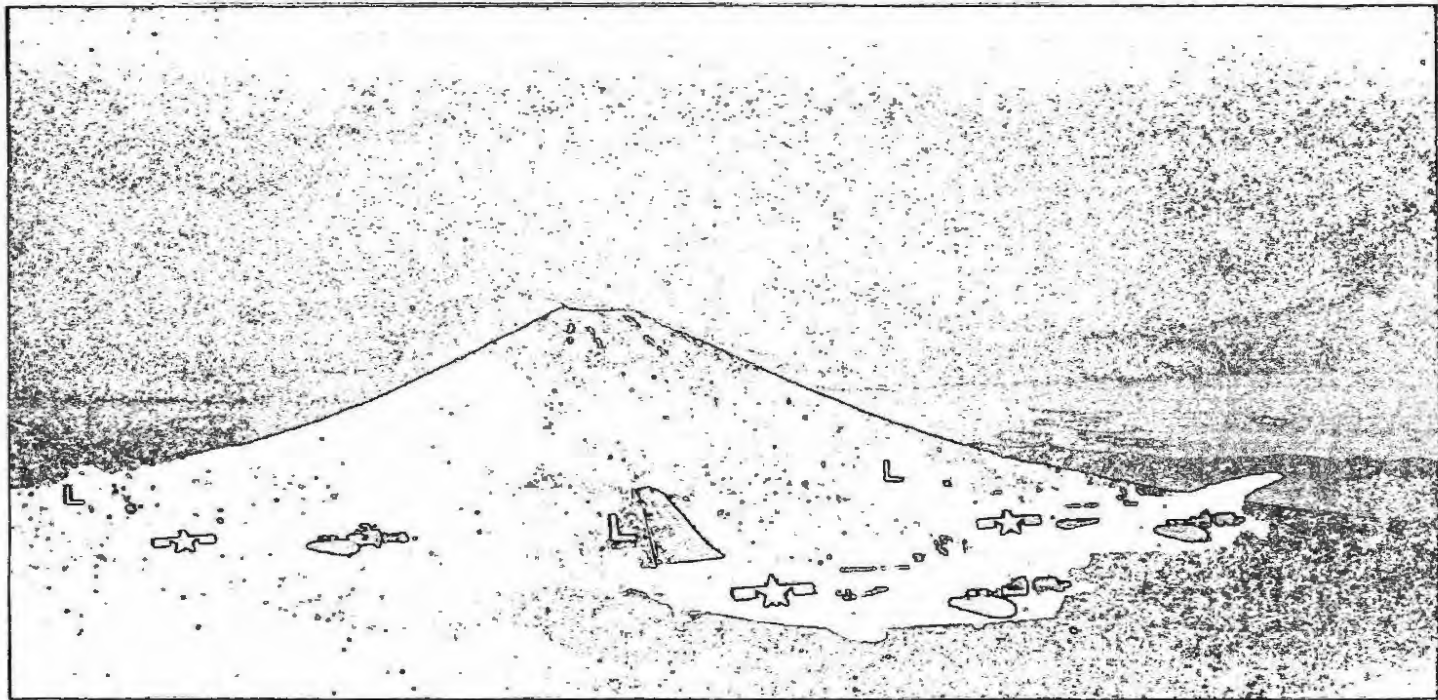
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# U.S.S. RANDOLPH CV-15



## ACTION REPORT

*85A*

1 July through 15 August 1945

Victory Operations against Japanese Home Islands

~~Confidential~~

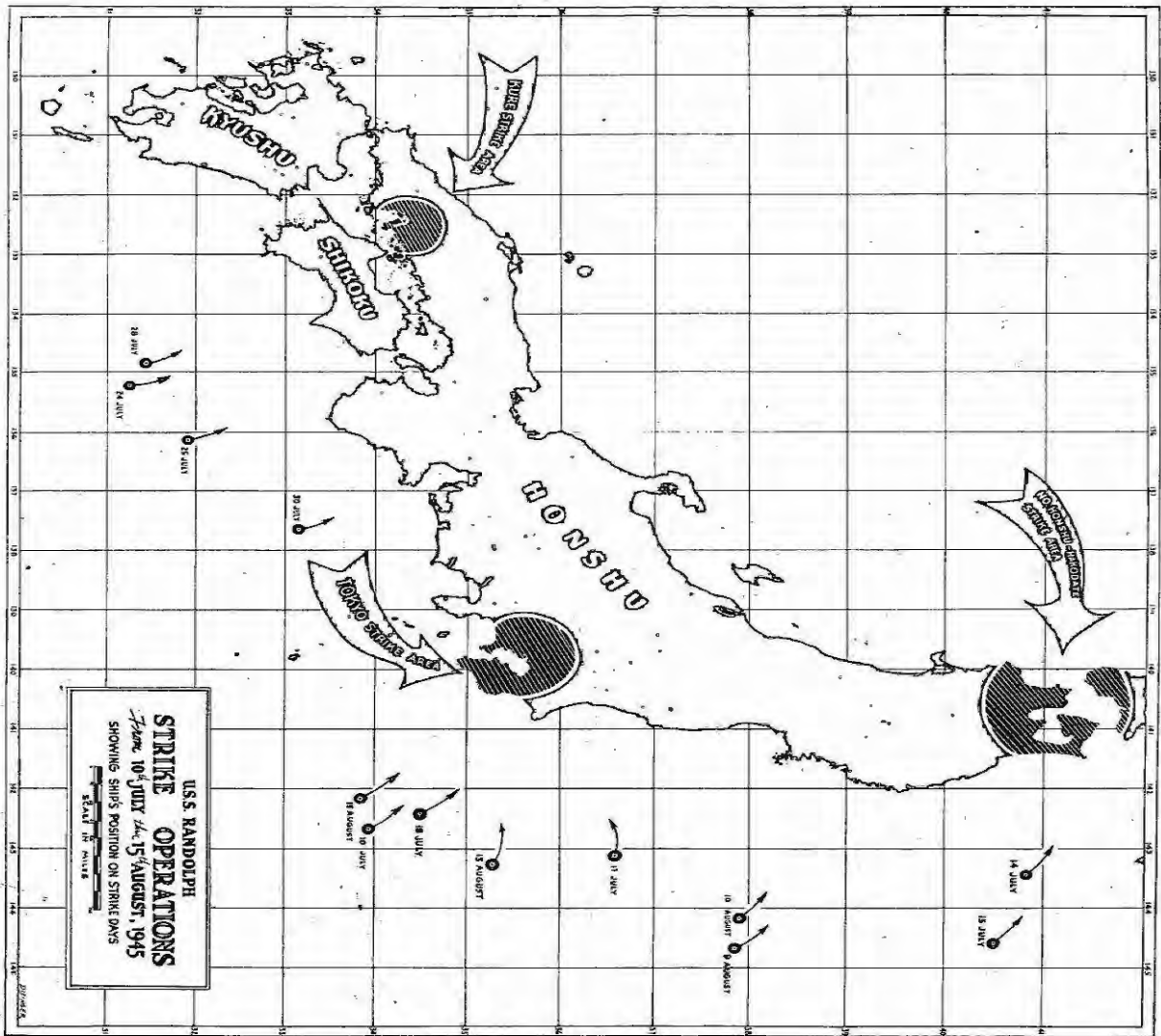
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By WTNARA Date 7/20/09



**U.S.S. RANDOLPH**  
**STRIKE OPERATIONS**  
 From 10 JULY to 15 AUGUST, 1945  
 SHOWING SHIP'S POSITION ON STRIKE DAYS

33  
 2  
 (3)  
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## OWN LOSSES AND RESCUE OPERATIONS

(a) Aircraft, Pilots, and Aircrewmembers Lost.

DATE	TIME OF LAUNCH	TYPE AIRCRAFT	Circumstances, Place, and Cause of Plane Loss	No. Pilots Lost	No. Air Crewm. Lost	No. Pilots Saved	No. Air Crewm. Saved
7/25	0728	F6F-5N	Hard landing pulled out tail hook. Went over side.			1	
7/25	1211	F6F-5	Believed hit by enemy AA at trgt. Ditched in Inland Sea.			1	
7/25	1211	F6F-5	Believed hit by enemy AA at trgt. Ditched in Inland Sea.	1			
7/25	1211	F6F-5	Pilot orbited another downed pilot until gas exhausted; ditched near rescue sub.			1	
7/28	0745	SB2C-4E	Crashed in water near target, KURAHASHI SHIMA.	1	1		
7/28	0745	SB2C-4E	Seen in uncontrolled spin near KURAHASHI SHIMA. Did not join up.	1	1		
7/28	1355	F6F-5N	Ditched near TOMCAT No. 12.			1	
7/30	0429	F6F-5	Barrier crash on return from strike. Jettisoned.				
7/30	1006	F6F-5P	Barrier crash on return from strike. Jettisoned.				
7/31	-	F6F-5	Fuselage buckled due to hard landing. Jettisoned.				
8/4	1129	SB2C-4E	Went in water on take-off.			1	1
8/6	1139	TBM-3	Plane disintegrated while diving on ship during group tactics.	1	2		
8/9	1112	SB2C-4E	Crashed in water after being hit by enemy AA at OMINATO.	1	1		
8/9	1112	SB2C-4E	Ditched within Task Group due to loss of tail hook.			1	1
8/9	1341	F6F-5	Failed to return from strike. Circumstances unknown.	1			
8/10	0940	F6F-5	Hit by enemy AA. Ditched successfully 10 mi. S. of HACHINOE.			1	
8/10	1110	SB2C-4E	Hit by enemy AA at NOMORI. Ditched near BILAO (SS-285).			1	1
8/13	0714	F6F-5	Hit by enemy AA over TATEYAMA. Crashed in water near shore.	1			

ANNEX (C)

Page 2.

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Authority NND 9168133  
By W/NARA Date 7/20/09~~CONFIDENTIAL~~OWN LOSSES AND RESCUE OPERATIONS.(b) Rescue methods and facilities employed.

- (9) 15 July 1945, F6F-5, launched at 1109.  
Lieut. (j.g.) G. W. MC KENZIE.  
Forced to ditch near East Coast of HONSHU when hit by enemy AA over target. Rescued by KINGFISHER of this Task Group.
- (10) 24 July 1945, F6F-5, launched at 0445.  
Ensign G. E. HUMPHRIES.  
Due to loss or non-functioning of tail hook forced to ditch ahead of Task Group about 1030. Rescued by BORIE (DD-704).
- (11) 24 July 1945, SB2C-4E, launched at 0736.  
Lieut. (j.g.) D. L. HERRON, Crewman O. D. KEROUACK, ARM2C.  
Hit by enemy AA in attack on XCV HYUGA. Ditched near mouth of BUNGO SUIDO at about 1045. Pilot and crewman rescued by lifeguard submarine WHALE about 1400.
- (12) 25 July 1945, F6F-5N, launched 0728.  
Lieutenant G. W. PACE.  
Tail hook pulled out on landing and plane went over side. Rescue was effected promptly by BULLARD (DD-660).
- (13) 25 July 1945, F6F-5, launched at 1211.  
Ensign C. B. YODER.  
Hit by enemy AA over target and ditched in INLAND SEA about 1530. Rescued by DUMBO from OKINAWA about 1630.
- (14) 25 July 1945, F6F-5, launched at 1211.  
Ensign J. J. HANTSCHERL.  
Hit by enemy AA over target and ditched in INLAND SEA about 1530. Orbitted by RANDOLPH planes which drove off boats approaching from shore nearby but were forced to leave before aid arrived. When the DUMBO which rescued Ensign YODER arrived (see previous paragraph), there was no evidence of survivor.
- (15) 25 July 1945, F6F-5, launched at 1211.  
Lieutenant K. W. D. LEE.  
Remained in target area to orbit downed pilot J. J. HANTSCHERL (see previous paragraph) after all other planes had left for base. In deciding to remain, Lieutenant LEE knew that he would not be able to return to the ship due to lack of sufficient fuel. He was reported rescued by lifeguard submarine WHALE at about 1930. LEE has not been returned to the ship at the time of this report.
- (16) 28 July 1945, F6F-5N, launched at 1355.  
Lieutenant D. K. OLSEN.  
Ditched near TOMKAT for operational causes and rescued by FRANK KNOX (DD-742).
- (17) 4 August 1945, SB2C-4E, launched at 1129.  
Ensign C. COLLURA, Crewman C. J. SERICH, ARM2C.  
Crashed in water immediately upon take-off, reason unknown. Crewman

(51)

35

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By W/NARA Date 7/20/09~~CONFIDENTIAL~~ (b) DAMAGE TO LAND TARGETS

- (1) 10 July 1945 - YOKOSUKA AIRFIELD - Although primary mission was to destroy planes, several bombs were dropped in the building area, damaging four hangars. See photo No. 1.
- (2) 10 July 1945 - NARUTO AIRFIELD - Six bomb hits were reported on buildings but the extent of damage was undetermined.
- (3) 14 July 1945 - HAKODATE HARBOR, HOKKAIDO - Twenty bombs dropped on eastern train ferry slip destroying buildings and possibly damaging loading slips. See photo No. 2. Eastern warehouses and dockyards were bombed by two strikes with damage undetermined.
- (4) 15 July 1945 - HACHINOE AIRFIELD - Six bomb hits reported on hangars with undetermined damage. Another strike fired one hangar by strafing and a third mission reported setting fire to two more hangars.
- (5) 15 July 1945 - HACHINOE TOWN - Several strikes hit this area destroying the railroad station and a sizeable factory east of the town. A direct bomb hit on gas tanks exploded them and sent flames 900 feet in the air. A radar station and a lighthouse were rocketed and strafed with undetermined damage. See photos 9, 10, and 11.
- (6) 18 July 1945 - OHARA TOWN, TOKYO Area - Bombs were dropped on railroad yards and one direct hit was made on an unidentified building, probably a railroad shop.
- (7) 18 July 1945 - HACHIMAN MISHKI, TOKYO Area - Radar station rocketed, strafed, and left with heavy black smoke rising.
- (8) 24 July 1945 - BOFU, 2 miles east of airfield - Power plant hit with four rockets, heavily strafed, and left burning.
- (9) 24 July 1945 - YAWATAHAMA TOWN, SHIKOKU - Large factory hit with four bombs and left burning.
- (10) 25 July 1945 - NAGAHAMA KO, SHIKOKU - 400-foot highway bridge rocketed, strafed, and center section set afire.
- (11) 25 July 1945 - KASATO SHIMA, Off SO. HONSHU - Warehouses and docks bombed and strafed. Left smoking.
- (12) 25 July 1945 - JIZOGA BANA, NO. KYUSHU - Copper smelting plant hit with bomb and heavily strafed leaving buildings smoking. (Also hit in subsequent strikes of 28 July 1945.)
- (13) 25 July 1945 - HOTO SHIMA, near NO. KYUSHU - Radio/radar station strafed and left smoking.
- (14) 28 July 1945 - UBE TOWN, SO. HONSHU - Unidentified factories hit with bombs and rockets leaving them smoking and burning. See photo No. 24.

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 By W/NARA Date 7/20/09

CV-15/P6-1

U. S. S. RANDOLPH (CV-15)  
 % FLEET POST OFFICE  
 SAN FRANCISCO, CALIF.

75/jak

16 August 1945

~~RESTRICTED~~

Subject: Report of Casualties, forwarding of.

BLACKBURN, Harold David	Ens.(AI)USNR	378849	7-3-45	At sea.
Disposition: Missing, not enemy action.				
HANTSCHER, John Joseph	Ens.(AI)USNR	378349	7-25-45	Enemy territory.
Disposition: Missing in action.				
HAYNES, Glen Gordon	Ens.(AI)USNR	383202	7-14-45	At sea.
Disposition: Missing in action.				
HOLMES, William Norris	Lt.(AI)USNR	104904	7-10-45	At sea.
Disposition: Missing in action.				
LANGE, William Henry	Ens.(AI)USNR	378380	7-10-45	Enemy territory.
Disposition: Missing in action.				
LANGLEY, Warren Franklin	Lt.(Jg)(AI)USNR	306367	7-14-45	Enemy territory.
Disposition: Missing in action.				
McPHERSON, James Hauhuth	Lt. USN	100312	8-14-45	Enemy territory.
Disposition: Missing in action.				
PORUPSKY, Ernest George	Ens.(AI)USNR	363510	8-9-45	At sea.
Disposition: Missing in action.				
ROGERS, William Russell	Ens.(AI)USNR	368717	8-9-45	At sea.
Disposition: Missing in action.				
SAWERS, Charles (none)	Lt. Comdr. USN	85263	7-24-45	Enemy territory.
Disposition: Missing in action.				
TRUSSELL, Garland (none)	Lt.(Jg)(AI)USNR	299456	7-28-45	Enemy territory.
Disposition: Missing in action.				
WILLIAMS, Clair Taylor	Lt.(Jg)(AI)USNR	157508	7-28-45	Enemy territory.
Disposition: Missing in action.				
DARLING, Clay Belbert	ARM3c (CA) USNR	875-86-22	7-28-45	At sea.
Disposition: Missing in action.				
HANLEY, Neil Joseph	ARM2c (CA) USNR	202-81-01	7-10-45	At sea.
Disposition: Missing in action.				

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By NAARA Date 7/20/09

File "Serial 0136, Aug 19, 1945  
Ticonderoga, USS"  
Box 1476, Record Group 38  
National Archives 370/45/14/1

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ACTION REPORT

DECLASSIFIED - DOD DIR. 5200.9  
of 27 Sep 58  
BY 9.11.04 DATE 7-20-04

CONFIDENTIAL

USS TICONDEROGA

CV 14

SERIAL 0136

19 AUGUST 1945

ACTION REPORT FOR PERIOD 1 JULY THROUGH 15  
AUGUST 1945 - COVERING STRIKES AGAINST CENTRAL  
SHIKOKU AND THE KURE AREA OF HONSHU - THE  
TOKYO AREA AND NORTHERN HONSHU

IN TASK GROUP 38.3

137714

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*Handwritten initials/signature*

REG NO 24-51  
S. S. NO 9 0841  
REG. SHEET NO 61

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# U.S.S. Ticonderoga, CV-14

## ACTION REPORT

*1 July through 15 August, 1945*

Strikes Against  
JAPAN

*Handwritten initials/signature*

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1



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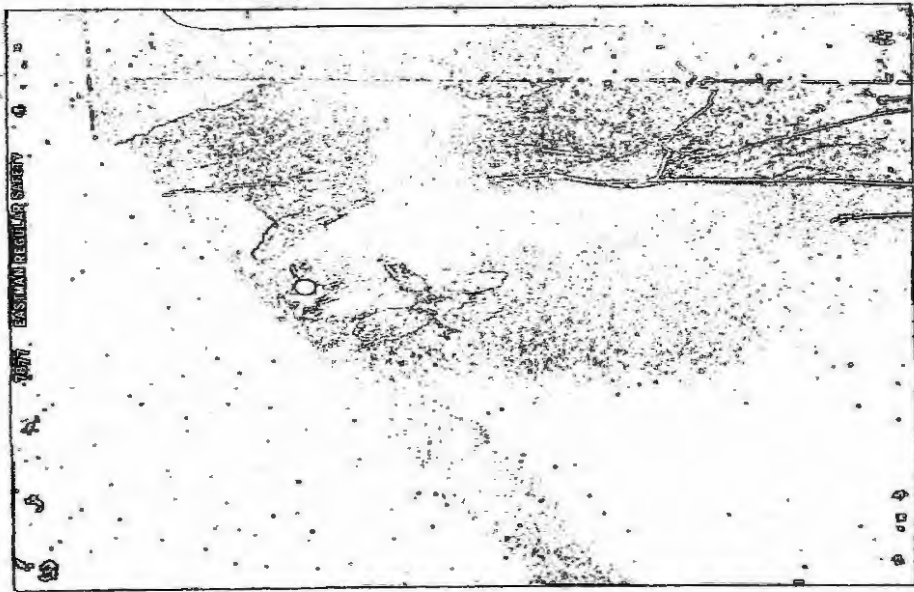
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TONE (CA) - 28 July 45

(F)

TICO 164-12 1400(-9)

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TONE (CA) - under attack - 28 July 45



(G)

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Top - TICO 161-3 0900(-9)  
Bottom - TICO 168-4 0900(-9)

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PART IV

3.

Table of bombs and rockets dropped at targets

Strike No.	Date	T.O.	Target Attacked		Sorties at Target			Ordnance Expenditures		Fuzing				
			General	Specific	VF	VB	VT	No.	On Target	Nose	Tail			
BAKER 5	7/25/45	1145	Ground Installations & Shipping Kure	Early Warning Radar Station	14			7	260# frags.	AN-M103 Inst.	AN-M100 N.D.			
							29	HVAR	M149 Inst.					
				3 SDs and Small Craft	13			4	260# frags.	AN-M103 Inst.	AN-M100 N.D.			
							23	HVAR	M149 Inst.					
ABLE 1	7/28/45	0445	Kure Area	Matsuyama Airfield, Shikoku	14			10	260# frags.	T50E1 M149 Inst.	100 N.D.			
							24	HVAR						
				Train SW of Matsuyama West A/F	11			18	HVAR	M149 Inst.				
				2 SDs SW of Matsuyama West	6			1	260# frags.	T50E1 M149 Inst.	100 N.D.			
							7	HVAR						
BAKER 2	7/28/45	0545	Kure Area	Dispersal Area	16			13	260# frags.	T50E1 M149 Inst.	100 N.D.			
							1	HVAR						
				Iwakuni A/F										
				SD or Lugger	8			12	HVAR	M149 Inst.				
				FTD er FTC	2			2	HVAR	M149 Inst.				
				SAS or SAI	12			20	HVAR	M149 Inst.				
				2 DDs	16			3	260# frags.	T50E1 M149 Inst.	100 N.D.			
							23	HVAR						
CHARLIE 3	7/28/45	0745	Shipping Kure Area	Tone Heavy Cruiser	6			4	1000# G.P.	AN-M103 .1	AN-M102 .025			
									4	260# frags.	AN-M103 Inst.	AN-M100 N.D.		
									11		10	1000# S.A.P.	None	AN-M102 0.1
											9	260# frags.	AN-M103 Inst.	AN-M100 N.D.

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PART IV

Table of bombs and rockets dropped at targets

Strike No.	Date	T.O.	Target		Sorties at Target			Ordnance Expenditures		Fuzing	
			General	Specific	VF	VB	VT	No.	On Target	Nose	Tail
CHARLIE 3 (contd)	7/28/45	0745	Ship- ping Kure Area	Tone Heavy Cruiser			11	44	500# G.P.	AN-M243 .025	AN-M101 0.24
				Ship and Shore AA Batteries	4			4	260# frags.	AN-M103 Inst.	AN-M100 N.D.
ABLE 4	7/28/45	1015	Kure Area	Matsuyama West A/F	16			16 3	260# frags. HVAR	T50E1 M149 Inst.	100 N.D.
				Iwakuni Airfield	14			4	HVAR	M149 Inst.	
				DD #1 Matsu Class	9			28	HVAR	M149 Inst.	
				DD #2 Matsu Class	6			10	HVAR	M149 Inst.	
				SCS	3			3	HVAR	M149 Inst.	
				SCL	5			5	HVAR	M149 Inst.	
BAKER 5	7/28/45	1200	A/F and Shipping Kure Area	SD off Kochi Airfield, Shikoku	8			3 12	260# frags. HVAR	T50E1 M149 Inst.	100 N.D.
				3 SCS	8			2 7	260# frags. HVAR	T50E1 M149 Inst.	100 N.D.
				Iwakuni Airfield	8			5	260# frags.	T50E1	100 N.D.
				DD Matsu Class	8			1 21	260# frags. HVAR	T50E1 M149 Inst.	100 N.D.
CHARLIE 6	7/28/45	1400	Kure Area Misc. Ship- ping.	SAI	6			12	260# frags.	AN-M103 Inst.	AN-M100 N.D.
				DD	3			3	1000# G.P.	AN-M101 .01	AN-M102 0.025

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PART IV

3.

Table of bombs and rockets dropped at target

Strike No.	Date	T.C.	Target		Sorties at Target			Ordnance Expenditures		Fuzing				
			General	Specific	VF	VB	VT	No.	On Target	Nose	Tail			
CHARLIE 6 (contd)	7/28/45	1400	Kure Area Misc. Ship- ping.	Oil Storage Tank	1			2	260# frags.	AN-M103 Inst.	AN-M100 N.D.			
				SBL		9		9	1000# S.A.P.	AN-M102 None	AN-M102 .01			
								7	260# frags.	AN-M103 Inst.	AN-M100 N.D.			
				FTB			4	16	500# G.P.	AN-M1243 0.025	AN-M101 0.24			
ABLE 1	7/30/45	0430	Tokyo Area	Sagami Airfield	11			7	500# G.P.	T50E4	AN-M101 N.D.			
								3	500# G.P.	M149 Inst.	AN-M101 N.D.			
								40	HVAR	M149 Inst.	N.D.			
DOG 2	7/30/45	0530	Tokyo Area	Factories, Train and Lugger	16			12	500# G.P.	T50E4	AN-M101 N.D.			
								4	500# G.P.	M-103 Inst.	AN-M101 N.D.			
										10	14	500# G.P.	T50E4	101 N.D.
										6	7	500# G.P.	T50E4	101 N.D.
CHARLIE 3	7/30/45	0730	Tokyo Area	Tokorozawa Airfield	10		13	10	500# G.P.	T50E4	101 N.D.			
								78	260# frags.	T50E1	100 N.D.			
ABLE 4	7/30/45	1000	Tokyo Area	Takahagi Airfield	16			12	500# G.P.	T50E4	101 N.D.			
								4	500# G.P.	M103 Inst.	101 N.D.			
										26	HVAR	M149 Inst.		
										16		24	HVAR	M149 Inst.
DOG 5	7/30/45	1145	Tokyo Area	Aluminum Plant	10			8	500# G.P.	T50E4	101 N.D.			
								2	500# G.P.	AN-M103 Inst.	AN-M101 N.D.			

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PART IV

Own losses and rescue operations

4.

Date	T.O.L.	Type Aircraft	Circumstances, Place & Cause of Plane Loss	Pilots Lost	Crewmen Lost	Pilots Saved	Crewmen Saved	Method of Rescue
7/28/45	0928	SB2C-4E	Ditched near picket DD due to engine failure.	0	0	1	1	DD
7/28/45	0930 Appr.	TBM-3E	Spun in while climbing through overcast on way to target, 99 miles from base.	1	2	0	0	
7/28/45	0930 Appr.	SE2C-4E	Plane ditched in Inland Sea due to flak damage- pilot and crewman last seen in rubber life raft.	1	1	0	0	
7/28/45	0730 Appr.	F6F-5	Shot down over Heavy cruiser Tone - plane seen to go straight into water.	1	0	0	0	
7/28/45	1630	F6F-5	Plane made water landing near picket DD due to flak damage. Pilot went under with plane.	1	0	0	0	
7/30/45	0750	F6F-5	Plane crashed barrier when hook pulled out. Airplane jettisoned later. No injuries to pilot.	0	0	0	0	
8/9/45	0519	SE2C-4E	Plane spun in on take-off.	0	0	1	1	DD
8/10/45	0724	F6F-5	Pilot bailed out from smoking plane over Amori Bay, N. Honshu. Chute opened, but pilot was not seen after hitting water.	1	0	0	0	
8/10/45	0807	F6F-5	Plane hit by flak over Ominato Bay. Pilot ditched open sea 10 mi. E. of Misawa and seen to have gone down after getting out of plane.	1	0	0	0	

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## U.S.S. TICONDEROGA (CV-14)

## PART V

WALKER, Cyrus Harding, Ensign, A-1, USNR; VF-87.

While on a combat mission in an F6F-5 on 28 July 1945, this pilot was seen to go into a steep dive over target from which he did not recover. The plane was seen to crash and burn. There are no known facts regarding his disappearance to justify a conclusion of death; therefore, he is considered MISSING IN ACTION.

SCHAEFFER, Thomas George, Ensign, A-1, USNR; VBF-87.

While on a combat mission in an F6F-5 on 28 July 1945, this pilot was seen to dive his plane on a shipping target. The plane, probably struck by anti-aircraft fire, swerved and plunged into the sea, presumably at high velocity. The facts above do not justify a conclusion of death; therefore, he is considered MISSING IN ACTION.

PORTER, Raymond (n), Lt. (jg), A-1, USNR; VB-87.

While returning from the target in an SB2C-3 on 28 July 1945, which was apparently damaged by flak, this pilot was forced to ditch in the sea. He was observed to have left the plane and board his rubber life-raft by other members of his flight. He appeared active and in good condition. "Dumbo" rescue aircraft failed to effect a rescue. There are no known facts regarding his disappearance to justify a conclusion of death; therefore, he is considered as MISSING IN ACTION.

COWAN, Granville William, Lt., A-1, USNR; VBF-87.

While engaged in aerial action against an organized enemy on 10 August 1945, the F6F-5 plane flown by this pilot was seen to be hit by flak, causing the engine to smoke. The pilot flew the plane about ten miles off shore where he successfully ditched in the open sea. One pilot, flying low overhead, saw Lt. Cowan swim away from the plane, struggle as though trying to extricate himself, and then sink beneath the water. There are no known facts regarding his disappearance to justify a conclusion of death; therefore, he is considered MISSING IN ACTION.

PETERSON, William Louis, Lt., USN; VBF-87.

This pilot flying an F6F-5 on 10 August 1945, in aerial action against an organized enemy, was seen to bail out of his plane, probably damaged by AA fire. He parachuted into the water close to enemy installations. After returning to the area following an attack, other members of his flight failed to find any trace of him in the water. A search plane group, several hours later, combed the area without finding any trace of Lt. Peterson. There are no known facts to justify a conclusion of death; therefore, he is considered MISSING IN ACTION.

GROUT, Kenneth Wayne, ARM2c(T), USNR; VB-87.

While on a combat mission against an organized enemy on 24 July 1945, this aircrewman's plane was observed to have crashed in enemy territory. There are no known facts regarding his disappearance to justify a conclusion of death; therefore, he is considered MISSING IN ACTION.

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## U.S.S. WICONDEROGA (CV-14)

## PART V

BRISSETTE, Normand Roland, ARM3c, USNR; VB-87.

While returning from a combat mission in an SB2C-3 plane on 28 July 1945, his plane was forced to ditch due to flak damage. He was seen to have evacuated the plane and board the rubber raft by other members of his flight. He appeared active and in good condition. "Dumbo" rescue planes failed to effect a rescue. There are no known facts regarding his disappearance to justify a conclusion of death; therefore, he is considered to be MISSING IN ACTION.

## (c) MISSING - NOT AS A RESULT OF ENEMY ACTION - 3

STEVENS, Paul Roger, Ensign, A-1, USNR; VT-87.

While enroute to the target on 28 July 1945 in a TBM-3C, this pilot's plane was seen to go into a spin while climbing through the overcast. Other pilots of his flight saw his starboard wing break off and the plane dive straight into the water. There are no known facts regarding his disappearance to justify a conclusion of death; therefore, he is considered MISSING - NOT AS A RESULT OF ENEMY ACTION.

EGUMNOFF, Eugene (n), ARM3c, USNR; VT-87.

While enroute to the target in a TBM-3C on 28 July 1945, this aircrewman's plane was seen to go into a spin while climbing through the overcast. Other members of the flight saw the starboard wing break off, and the plane dove straight into the water. The facts regarding his disappearance do not justify a conclusion of death; therefore, he is considered MISSING - NOT AS A RESULT OF ENEMY ACTION.

PIERPAOLI, Robert J., ARM2c, USNR; VT-87.

While enroute to the target in a TBM-3C on 28 July 1945, this aircrewman's plane was seen to go into a spin while climbing through the overcast. Other members of this flight saw the starboard wing break off, and the plane dove straight into the water. The facts regarding his disappearance do not justify a conclusion of death; therefore, he is considered MISSING - NOT AS A RESULT OF ENEMY ACTION.

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OPNAV-16-V-#537  
 Form ACA-1  
 Sheet 1 of 5

**AIRCRAFT ACTION REPORT**

(Reclassify when filled out)

**I. GENERAL**

(a) Unit Reporting 070 - 07 (b) Based on RECOMMENDATION (c) Report No. 54  
 (d) Take off: Date 20 July 1945 Time (LZT) 0715 Z (Zone); Lat 31-27 N Long 124-30 E  
 (e) Mission SEARCH FOR BOMBERS, BOMB AREA (f) Time of Return 1200 Z (Zone)

**II. OWN AIRCRAFT OFFICIALLY COVERED BY THIS REPORT.**

TYPE (a)	SQUADRON (b)	NUMBER			BOMBS AND TORPEDOES CARRIED (PER PLANE) (f)	FUZE, SETTING (g)
		TAKING OFF (c)	ENGAGING ENEMY A/C (d)	ATTACKING TARGET (e)		
<u>P-51</u>	<u>07</u>	<u>22</u>	<u>-</u>	<u>20</u>	<u>See V below</u>	<u>See V below</u>
<u>P-51</u>	<u>07</u>	<u>23</u>	<u>-</u>	<u>21</u>	<u>See V below</u>	<u>See V below</u>
<u>P-51</u>	<u>07</u>	<u>25</u>	<u>-</u>	<u>21</u>	<u>See V below</u>	<u>See V below</u>

**III. OTHER U. S. OR ALLIED AIRCRAFT EMPLOYED IN THIS OPERATION.**

TYPE	SQUADRON	NUMBER	BASE	TYPE	SQUADRON	NUMBER	BASE
<u>P-51</u>	<u>7</u>	<u>26</u>	<u>(S) Embassy (S) Station</u>				
<u>P-51</u>	<u>7</u>	<u>28</u>	<u>(S) Embassy (S) Station</u>				

**IV. ENEMY AIRCRAFT OBSERVED OR ENGAGED (By Own Aircraft Listed in II Only).**

(a) TYPE	(b) NO OBSERVED	(c) NO ENGAGING OWN A/C	(d) TIME ENCOUNTERED	(e) LOCATION OF ENCOUNTER	(f) BOMBS, TORPEDOES CARRIED, GUNS OBSERVED	(g) CAMOUFLAGE AND MARKING
<u>None</u>			(ZONE)			
			(ZONE)			
			(ZONE)			

(h) Apparent Enemy Mission(s) \_\_\_\_\_  
 Did Any Part of \_\_\_\_\_  
 (i) Encounter(s) Occur in Clouds? \_\_\_\_\_ If so, Describe Clouds \_\_\_\_\_  
 (YES OR NO) (BASE IN FEET, TYPE AND TENTHS OF COVER)  
 Time of Day and Brilliance \_\_\_\_\_  
 (j) of Sun or Moon \_\_\_\_\_ (NIGHT, BRIGHT MOON; DAY, OVERCAST; ETC.) (k) Visibility \_\_\_\_\_ (MILES)

**V. ENEMY AIRCRAFT DESTROYED OR DAMAGED IN AIR (By Own Aircraft Listed in II Only).**

(a) ENEMY A/C	(b) TYPE A/C	(c) SQUADRON	(d) PILOT OR GUNNER	(e) GUNS USED	(f) WHERE HIT, ANGLE	(g) DAMAGE CLAIMED
<u>P-51</u>	<u>07</u>	<u>22</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>P-51</u>	<u>07</u>	<u>23</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>P-51</u>	<u>07</u>	<u>25</u>	<u>1 X 2000' CAP</u>	<u>101 Inst</u>	<u>100, 0.2</u>	<u>100, 0.2</u>
<u>P-51</u>	<u>07</u>	<u>25</u>	<u>1 X 2000' C.P.</u>	<u>201, 0.2</u>	<u>102, 0.2</u>	<u>102, 0.2</u>
<u>P-51</u>	<u>07</u>	<u>25</u>	<u>1 X 2000' CAP</u>	<u>None</u>	<u>102, 0.2</u>	<u>102, 0.2</u>
<u>P-51</u>	<u>07</u>	<u>25</u>	<u>1 X 2000' CAP</u>	<u>103, Inst</u>	<u>100, 0.2</u>	<u>100, 0.2</u>
<u>P-51</u>	<u>07</u>	<u>25</u>	<u>2 X 2000' CAP</u>	<u>None</u>	<u>102, 0.2</u>	<u>102, 0.2</u>
<u>P-51</u>	<u>07</u>	<u>25</u>	<u>4 X 2000' C.P.</u>	<u>140, 0.2</u>	<u>101, 0.2</u>	<u>101, 0.2</u>

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 By W/NARA Date 7/20/09

Form ACA-1  
 Sheet 2 of 5

## AIRCRAFT ACTION REPORT

(Reclassify when filled out)

### VI. LOSS OR DAMAGE, COMBAT OR OPERATIONAL, OF OWN AIRCRAFT (of those listed in II only).

(a) TYPE OWN A/C	(b) SQUADRON	(c) CAUSE: TYPE ENEMY A/C, TYPE GUN, OR OPERATIONAL CAUSE	(d) WHERE HIT, ANGLE	(e) EXTENT OF LOSS OR DAMAGE, REMARKS
1	VF 57	Plank, enemy or auto.	Wallo in dive, crashed	Destroyed
2	VF 57	Plank, enemy ditched	Unknown	Destroyed
3	VF 57	Engine failure - ditched	Unknown	Destroyed
4	VF 57	Operational - spin in circuits to target probably vertigo		Destroyed
5				
6				
7	VF 57	Plank, heavy	Vertical stabilizer	Minor
8			frag hole leading	
9			edge stab wing	
10	VF 57	Plank, heavy	stab side struts	Minor
11			near turret	
12				
13				
14				

### VII. PERSONNEL CASUALTIES (in aircraft listed in II only; identify with planes listed in VI by Nos. at left).

(a) NO.	(b) SQUADRON	(c) NAME, RANK OR RATING	(d) CAUSE	(e) CONDITION OR STATUS
1	VF 57	Mr. James G. [Name]	Plank - crashed	Missing in action
2	VF 57	Mr. [Name]	Plank - ditched	Missing
3	VF 57	Mr. [Name]	Plank - ditched	Missing
4	VF 57	Mr. [Name]	Operational crash	Missing not enemy action
		Mr. [Name]	Operational crash	Missing not enemy action
		Mr. [Name]	Operational crash	Missing not enemy action

(a) TYPE A/C	(b) MILES OUT	(c) MILES RETURN	(d) AV. HOURS IN AIR	(e) AV. FUEL LOADED	(f) AV. FUEL CONSUMED	(g) TOTAL AMMUNITION EXPENDED, PLANES RETURNING				
						NO. OF PLANES	30	50	20MM	MM.

### IX. COMPARATIVE PERFORMANCE, OWN AND ENEMY AIRCRAFT (use check list at left).

- SPEED, CLIMB, at various altitudes
- URNS
- DIVES
- CEILINGS
- RANGE
- PROTECTION
- ARMAMENT

*Not applicable*

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OPNAV-16-223  
 Form ACA-1  
 Sheet 3 of 5

**AIRCRAFT ACTION REPORT**

(OMIT THIS SHEET IF NO ATTACK WAS MADE)

RESTRICTED  
 (When filled out)  
 REPORT No. 34

**XI. ATTACK ON ENEMY SHIPS OR GROUND OBJECTIVES (By Own Aircraft Listed in II Only).**

- (a) Target(s) and Location(s) GA 5000, 1000, 1010, 1020 (b) Time Over Target (s) 1000-1010 (Zone)
- (c) Clouds Over Target Light Cumulus 2/10, 10,000 (TYPE AND TENTHS OF COVER)
- (d) Visibility of Target Clear (CLEAR, HAZY, PARTIALLY OBSCURED BY CLOUDS, ETC.) (e) Visibility 10-15 mi.
- (f) Bombing Tactics: Type VF - VB dives; VF level glide Bomb Sight Used Mk. 5 (TYPE)  
 Bombs Dropped per Run All (NUMBER) Spacing VF 500 FEET Altitude of Bomb Release 3-4000
- (g) Number of Enemy Aircraft Hit on Ground Destroyed \_\_\_\_\_ Probably Destroyed \_\_\_\_\_ Damaged \_\_\_\_\_

(h) AIMING POINT	(i) DIMENSIONS OR TONNAGE	(j) NO A/C ATTACKING (k) SQUADRON	(l) BOMBS AND AMMUNITION EXPENDED, EACH AIMING POINT	(m) NO HITS On Aiming Point	(n) DAMAGE (None, slight, serious, destroyed or sunk)
1		6			
GA 5000	605' x 65'	VFP 87	4 - 1000# G.P.	?	Undetermined
	14,500 T	11	4 - 250# Frag		
GA 1000	(standard)	VB 87	10 - 1000# SAP		
	"	11	9 - 250# Frag	4-1000#	Serious
GA 1010	"	VB 87	4 x 500# G.P.	10	Serious
	"	11			
5		4			
Ship and shore AA batteries		VFP 87	4 x 250# Frag	?	Undetermined
7					
8					

(o) RESULTS: (For all hits claimed on ship targets and for land targets of special interest, draw diagram, top or side view or both, as appropriate, showing type and location of hits. For all targets give location and effect of hits, and identify by numbers above. Use additional sheets if necessary.)

- (1) VFP: Six balloons made good unpowered dives from 30° off the bow to directly fore and aft. Pilots unable to observe results.  
 VB: Four 1000# hits observed; photos show many near misses.  
 VF: All VF made runs from port bow (see photos attached). Attacks were by divisions with four planes dropping practically simultaneously. Five bombs were seen to explode on the ship and at least 5 more went into the smoke and spray and were unaccounted for in count of water splashes. Four near misses on short side should have contributed underwater damage due to use of Mk. 243 fuses.

(2) See VFP Narrative.

(p) Were Photographs Taken? Yes Photo Section References: F100, 160, 161, 162 & 165.

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## AIRCRAFT ACTION REPORT

A(a)

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 CVG-87  
 Report No. 34

VBF NARRATIVE

Three divisions of VBF Hellcats escorted the bombers and torpedo planes to the target, one division carrying 1000# GP bombs and the others two 260# Frags. One division of VBF was assigned reduction of AA by dropping the 260# Frags prior to the dive bomber attack, another preceded the torpedo bombers and the third released 1000# bombs before resuming escort duty.

The VBF, after a high speed approach from the north at 16,000' pushed over in 50 degree dives at 11000' after breaking through a layer of haze. Instead of releasing on the Tone, which was not firing until the fighters were well in their dives, the first division strafed and bombed a ship (possibly a destroyer) and shore AA across the bay to the north. One pilot was unable to release his bomb and a fourth was hit by AA, (presumably medium) in his dive and crashed into the bay. The Tone was putting up a good volume of heavy AA at this point.

Two of the pilots in the second VBF division had been detached on the way to the target to accompany a TBM preparing to ditch at sea. The remaining two bombed the Tone in good 50 degree dives and observed a pattern of hits on and close aboard the Tone by the dive bombers. They reported a fire burned for a short time at least on the warship's deck. The Tone was no longer firing, but AA was being thrown up at random in the area by heavy guns on shore and on smaller vessels in the bay.

The first division of Hellcats made dives with 1000# bombs after the last torpedo plane attack. Good dives from 30 degrees off the bow to fore and aft were made, but the pilots had pulled out and away before they could observe results.

Heavy and medium AA was intense and generally inaccurate in the immediate target area, with some attempt, apparently, to put up a barrage at the push over point. The flight was tracked along by heavy AA on its approach but the bursts were off in both range and altitude.

VB NARRATIVE:

Bombing Squadron EIGHTY SEVEN's third strike in the Inland Sea proved highly successful in that four direct hits and several damaging near misses were delivered to the heavy cruiser, Tone, anchored off the northern coast of Eta Shima, opposite Kuro, in Hiroshima Wan. On the other hand, personnel and material losses were again costly, as two planes were lost, and one pilot and one aircrewman are missing after having received AA hits which put them down in the sea near the target.

Twelve SB2C's took off at 0750 and proceeded with the VBF and VT groups to the western Shikoku area, at which point Lieutenant (jg) Pucci's engine began to fail, forcing him to head back to the Tomcat, which he was able to reach before he finally had to ditch. Both Pucci and his aircrewman, ARM3c Rigenbach were picked up by a destroyer.

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## AI RAFT ACTION REPORT

4(b)

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 CVG-87  
 Report No. 34

Scattered AA positions began to pick up the formation as it approached on a northerly course over Honshu, in the area west of Eta Shima. The bombers began a high speed approach from the northwest, and pushed over at 11,500 feet over the bay north of the Tone, diving in a SSE direction each releasing one 1000# SAP and one 260# Frag bomb at 3500', with as small an interval between planes as could be obtained. The first few drops were misses and near misses, but before the attack was completed Lieutenant Dunkum and Lieutenant (jg)'s Cameron, Wheeler and Hudson had placed direct 1000# bomb hits on the Tone, three of which were amidships and one of which was on the starboard quarter. The bombs of one plane failed to release. The hits and near misses were considered seriously damaging, and subsequent reports are that the ship is now beached and out of the picture as far as future threat is concerned.

Retirement was to the southwest over Eta Shima. Lieutenant Porter came up for rendezvous with his engine smoking badly, presumably as a result of AA fire, and he soon dropped off and was seen to make a water landing in the previously designated air-sea rescue ditching area in the Iyo Nada area of the Inland Sea. Although he ditched at 1100 and both he and his aircrewman ARM3c Brissette were observed in a life raft six hours later by another strike group, this squadron has never yet received a final outcome of the attempts to rescue them. Numerous position reports were given by various strike groups and acknowledged by air sea rescue units. Four days have passed since the incident occurred. Return to the carrier was made without incident.

The following pilots and aircrewmen took off on this operation:

Lieutenant Commander Franz N. KANAGA	Andrew J.D. BLACK, ACRM
Lieutenant Raymond PORTER	Normand R. BRISSETTE, ARM3c
Lieutenant (jg) Harold P. BREHM	William J. THOMPSON, ARM2c
Lieutenant (jg) Ralph F. PUCCI	Duane R. RIGGENBACH, ARM3c
Lieutenant Gordon A. DURNA	Frank A. JOHNSON, ARM2c
Ensign Richard P. BREWITT	E.W. McLAUGHLIN, ARM3c
Lieutenant (jg) Curtis L. CAMERON	Richard L. DEHNING, ARM3c
Lieutenant (jg) Everett L. WHEELER	Willard S. CLARK, ARM3c
Lieutenant Hugh H. DUNKUM	Wilbert C. PARRISH, ACRM
Lieutenant (jg) Russell S. YORKS	Robert J. COLLINS, ARM2c
Lieutenant Lorne J. BESSE	Alvin J. RAYGO, ARM2c
Lieutenant (jg) Harold G. HUDSON	Roy R. DICKENS, ARM2c

VT NARRATIVE:

After being weathered out on the 25th, VT 87 went to Kure for the third time in four days on 28 July to help batter a Jap heavy cruiser and put it on the beach. Eleven TBM's of the first deckload strike hit the heavy cruiser Tone, anchored in Eta Shima bay, 8 miles northwest of Kure Harbor, with 10 X 500 pounders out of a total of 44 dropped. In combination with 10 dive bombers and 6 fighters they left old "four turrets forward and a ski slide aft" smoking and heavily damaged. (This

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## AIRCRAFT ACTION REPORT

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was the same group that did a similar job on the Hyuga on 24 July). It is entirely possible that as in the case of the Hyuga which gradually sank, that the Tone may have been slowly settling to the bottom in very shallow water. Afternoon photographs show her low in the water forward and final assessment by CTF 38 classified the Tone as beached.

On this flight the new Mk 243, water discriminating nose fuze with .24 delay tail fuze, was used on all bombs carried by torpedo planes. It this fuze did its anticipated job of giving short near misses underwater explosions near the hull, considerable unobserved damage must have been done. At least 5 or 6 bomb splashes were photographed very near the hull on the port bow and beam from which direction the attack was made.

Out of 15 planes taking off 14 returned safely to base. On this strike VT 87 lost its first pilot and first aircrewman in the 13 months since the squadron was commissioned. About 100 miles on the way to the target while climbing through heavy clouds, Ensign Paul Ramsey STEPHENS spun into the water from about 5000 feet. Another pilot, Lieutenant Richard L. GALE also went into a spin but managed to recover. He and his crewmen observed Stephens wing come off and the plane crash and explode. No parachutes were observed. Ensign Harley C. RUSK was detached from the flight to orbit the spot for survivors but none were observed. Lieutenant Gale returned to base. Ensign William E. Gross was separated from the formation but joined up with the Yorktown VT squadron and participated in its attack. This accounts for 11 out of 15 torpedo planes making the attack on the Tone.

After crossing Shikoku and coming out over the Inland Sea, Lieutenant Commander Miles led his flight northwest, skirting the heavy gun circles, and proceeding inland on the west side of Hiroshima Bay. A right turn was made over Itsuka Shima bringing the flight to its pushover spot over Eta Shima, 11,000 feet altitude and five miles north of the target. Heavy AA picked up the flight as soon as it turned east over Itsuka and appeared to be continuously pointed though somewhat below and behind. Radar jamming and window were employed.

As the torpedo planes went into their glide they were taken under heavy fire by the AG Settsu and a DD in Eta Shima Bay, as well as by the Tone and by ground batteries on Eta and Nishinoma Shima. Several pilots reported the Tone blazing away from all gun positions. This fire diminished considerably as the first VB and VF bombs hit on and near the ship.

Tone was anchored several hundred yards off shore between two projecting points and breakwaters, with her bow pointing in an easterly direction.

VT-87 made it run from the northeast, diagonally on the port bow of the ship. All eleven planes made their drops within less than 60 second, attacking in divisions. Visibility was excellent and the attack was considered equally as good as the one made by VT 87 on the Hyuga four days previously. Drops were made at 4000 feet, speed 300 knots average.

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## AIRCRAFT ACTION REPORT

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 7G-87  
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Moderate A/W fire was experienced on retirement southwest over Nisshimonomi Shima but none of our planes were hit. Return to base down through Bungo Strait was without incident.

The following pilots registered the 10 claimed hits on the Tone:

Lieut. T.F. CAMPBELL	Ensign J.W. BECK
Lieut(jg) E.V. BRADBURY	Ensign J.L. BARUZZINI
Lieut(jg) J.E. WALLEY	Ensign R.M. TIMMERMAN
Ensign G.S. WILLIAMS	

The following pilots registered near misses on the Tone:

Lieut.Comdr. MILES	Lieut. J. LITTLEFIELD
Lieut. H.R. HENRIKSON	Lieut. N.J. MAYER

It is felt on final appraisal of the Kure strikes, that VT 87's long and intensive training program paid off magnificently. The two attacks on the Hyuga and the one on Tone went off with split second timing. Bombing was excellent considering the heavy AA fire.

Flak analysis studies on approach courses were used to great advantage RCM equipment and window were employed. These plus the standard doctrine maneuvers for evasion of heavy AA (planned changes of course and altitude) and high speed jinking, retirements - all were undoubtedly instrumental in getting VT 87 through a lot of intense AA opposition without a single loss or serious damage to a plane.

The pilots on these attacks knew that they were supposed to do and did it quietly and efficiently. It was a tribute to their professional ability, knowledge and courage, contributing to date in the destruction of two major units of the Jap fleet.

PREPARED BY:APPROVED:

G.F. MARKHAM, Lieut., USNR  
 A.C.I.O. - VBF 87

W.A. HAAS, Lieut.Comdr., USNR  
 Commanding, VBF 87

E.L. MCKEE, Lieut., USNR  
 A.C.I.O. - VB 87

F.N. KANAGA, Lieut.Comdr., USNR  
 Commanding, VB 87

H.C. BARTLETT, Lieut., USNR  
 A.C.I.O. - VT 87

B.A. MILES, Lieut.Comdr., USNR  
 Commanding, VT 87

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File Serial 204, Aug 18, 1945  
USS Randolph  
B-2 History Record Group 38  
370/45/11/5  
Naval Records

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ACTION REPORT

ORIGINAL

USS RANDOLPH

CV 15

SERIAL 0204

18 AUGUST 1945

ACTION REPORT - VICTORY OPERATIONS AGAINST THE  
JAPANESE HOME ISLANDS - 1 JULY 1945 THROUGH  
15 AUGUST 1945

COVERS PRE-INVASION STRIKES ON  
HONSHU AND HOKKAIDO - IN TASK  
GROUP 38.3

137387

OFFICE OF NAVAL RECORDS AND LIBRARY



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U. S. S. RANDOLPH (CV-15)

27. During the day one Hellcat pilot ditched ahead of the Task Group when he found that his tail hook would not release. He was promptly rescued by BOLLE (DD-704). One bomber made a water landing near the target, both pilot and crewman being rescued by a lifeguard submarine. Another Hellcat pilot was thought to have been hit by AA when he crashed at the target during the last strike of the day. He was not believed to have survived.

28. Following return of the last planes the Task Group retired slightly to the East before taking position for continuing the attack on the next day.

25 July 1945 (Sunrise: 0505; Sunset: 1856).

29. Although weather at the launching point was fair, primary target areas were generally closed in. Eleven VBF launched as the first Able strike at 0432 from position 31-55N, 136-08E attacked MATSUYAMA WEST airfield and burned the center section of a 400-foot bridge nearby. The first Baker strike, 12 VF, could not reach its target fields but scored considerable damage on shipping in the INLAND SEA. A Charlie strike which took off at 0728 did not reach the coast due to weather. Another Able and another Baker strike hit targets of opportunity consisting mainly of merchant shipping but including a smelting plant, warehouses, and a radio/radar station.

30. Again no airborne enemy planes were observed in the target area. At 0827 RANDOLPH planes on CAP duty over Task Force TOMCAT No. 2 splashed a MYRT about 55 miles from the Task Group. Other bogeys were reported but none closed the Task Group.

31. Four Hellcat pilots were reported in the water during the day. The first went over the side upon landing at 1233 and was rescued by BULLARD (DD660). Two VF pilots from last Baker strike were forced to ditch in the INLAND SEA near enemy land. Both made successful landings and broke out rafts. One was rescued by a DUMBO PEM; the other was not at the reported position by the time the DUMBO was able to make a search. Outstanding heroism was displayed by VF Lieutenant W. K. D. LEE, who elected to remain orbiting one of these pilots when the strike returned to base, knowing in so doing that he would not have enough fuel to make the return trip and would himself have to land in the water and take his chances on being rescued. Full facts are not known at the date of this report, but he was reported rescued by a lifeguard submarine at about 1930.

26 July 1945 (Sunrise: 0507; Sunset: 1842).

32. Fueled and replenished in approximate area 27-45N, 136-30E, with sea moderate and fair weather. Routine patrols were flown. Capt. Felix BAKER, USN, Commanding Officer, U.S.S. RANDOLPH, was relieved by Capt. Jackson R. TATE, USN.

27 July 1945 (Sunrise: 0506; Sunset: 1848).

33. Rearming was continued in the morning at approximately 27-50N, 138-00E. No flights were scheduled. In the evening the Task Group proceeded towards the launching point for the following day.

26 ENCLOSURE (A)

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## U. S. S. RANDOLPH (CV-15)

28 July 1945 (Sunrise: 0514; Sunset: 1858).

34. At 0445 from position 31-27N, 134-50E the first Able strike, 14 VF and 3 VBF(P), took off to attack airfields in Northern KYUSHU and Southern HONSHU. For the first time during this operation airborne enemy fighters were encountered. Of fifteen FRANKS and Four GEORGES airborne near OZUKI airfield, eleven FRANKS and two GEORGES were shot down. One more Able strike and two Baker strikes, consisting of VF and/or VBF, attacked grounded planes and installations at TSUIKI, BOPU, OZUKI, and USA airfields. Twelve planes were evaluated as destroyed from photographs and two more from pilot observations. Merchant shipping and industrial type buildings suffered heavy damage from these strikes. Two Charlie strikes, VBF and/or VF, VB, and VT, were assigned three surfaced submarines in a cove at KURAHASHI JIMA as a primary target. The first group reported many direct hits with post-strike photos showing the largest submarine sunk and the others not seriously damaged. The second group was directed to another area by the strike leader and hit targets of opportunity, principally shipping, near UBE. Much damage was reported.

35. Two bombers on the first Charlie strike crashed in the water near the target, believed to have been hit by AA. There were no indications of survivors. One VF pilot ditched near the TOMCAT and was rescued.

36. At 0415 a bogey closed to within 10 miles of the radar picket and made strafing runs on W. L. LIND, retiring to the west without successful interception. At 1730 another bogey closed to within 8 miles of the Task Group where it was splashed by ESSEX CAP planes. It was identified as a torpedo-carrying JILL.

37. The Task Group retired to the southeast after return of all strikes.

29 July 1945 (Sunrise: 0505; Sunset: 1844).

38. The Task Group proceeded to the launching point for the following day. Eight VF and four VBF were launched at 1456 assigned to cover a surface bombardment group moving in towards the Japanese Coast.

30 July 1945 (Sunrise: 0505; Sunset: 1846).

39. Strike Able one, 15 VBF, was launched at 0429 from 33-09N, 137-39E with fair weather and moderate sea at the launching point. However, all of the target area was found to be completely closed in. Finding a hole in the overcast at ASHIKAGA Town, bombs and rockets were directed at two factories where large fires were started. The railroad station in the town was also set afire and a train damaged west of the town. During this flight one plane, a NEEL, was attacked in the air and last seen with one engine afire at 500 feet. This was the only enemy plane seen airborne during the day. The next strike, Dog Two, was composed of 16 VF and 15 VB. Again all fields were closed in and the attack was diverted to factories and bridges near TAKASAKI with good results. A hydro-electric plant northwest of MAEBASHI received one direct bomb hit and a radar station at the crater of FUJI SAN was heavily strafed and damaged. The third strike, Easy Three, with 9 VBF and 15 VT, hit buildings at TOYOOKA

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(27) ENCLOSURE (A)

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ACTION SUMMARY

DATE	7/2	7/3	7/10	7/14	7/15	7/18	7/24	7/25	7/28	7/30	8/4	8/6	8/9	8/10	8/13	8/15	Total
Enemy planes destroyed in air							2	1	13				1		2		19
Enemy planes probably destroyed in air										1							1
Enemy planes destroyed on ground			18	9	4	2	1		14	3			19	1			71
Enemy planes damaged on ground			22	4	5				9	5			3	7			55
Total enemy planes destroyed			18	9	4	2	3	1	27	3			20	1	2		90
Total enemy planes damaged			22	4	5				9	5			3	7			55
Tons bombs dropped on target			61.78	40.25	41.25	23.45	50.92	7.67	5.13	4.96			72.5	49.75	36.92	2.08	480.66
Rockets expended on target			135	240	260	101	217	217	281	316			64	276	183	96	2406
Own pilots downed in enemy territory			1	1			1	1	2				2		1		9
Own crewm. downed in enemy territory				1					2				1				4
Own pilots landing in water	1	1	1	5	1		2	2	1		1	1	1	2			19
Own crewmen landing in water	1		2	5			1				1	2	1	1			14
Own pilots rescued	1			3	1		2	2	1		1		1	2			14
Own crewmen rescued	1			4			1				1		1	1			9
Own pilots missing - cumulative		1	3	6	6	6	7	8	10	10	10	11	13	13	14	14	14
Own crewm. missing - cumulative			2	4	4	4	4	4	6	6	6	8	9	9	9	9	9

ENCLOSURE (A)

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U. S. S. RANDOLPH (CV-15)

## D. Special Comment.

## 1. Combat Information Center.

- (a) Raids - During the period covered by this report the few enemy aircraft which approached the ship in the operating areas are tabulated chronologically as follows:

10 July - 1302 - Group Raid 13 - Bogey at 065°, 30 miles, closed to 10 miles, circled to the south, and opened on course 280° to 18 miles, where it was shot down by CAP from Task Group 38.4 operating to the north. 1305 - Group Raid 14 - Bogey reported at 255°, 35 miles from the formation by TOMCAT No. 2, operating 40 miles to the west. The bogey closed to 15 miles and then opened on course 280° at 20,000 feet, fading 30 miles from the Task Group. No interception was completed due to lack of sufficient radar information.

24 July - 0929 - One JILL was shot down 10 miles northwest of the Task Group by RANDOLPH planes acting as CAP over WATCHDOG. This bogey was tracked in from the northwest by WATCHDOG, operating 40 miles to the west. No ship in the Task Group had any radar information on the contact. 0950 - ESSEX CAP over the Task Group at 20,000 feet, sighted and splashed a BETTY just east of the formation. There had been no radar track on this plane at any time. 1745 - Bogey at 280°, 65 miles, at 30,000 feet, was shot down at 290°, 18 miles from the Task Group by RANDOLPH planes acting as CAP for WATCHDOG. The bogey was identified as a DINAH and was also sighted by ESSEX CAP on vector from station over the Task Group.

25 July - 0827 - One MYRT was shot down by RANDOLPH planes acting as CAP over TOMCAT No. 2 at approximately 285°, 55 miles from the Task Group.

28 July - 0415 - Bogey at 320°, 20 miles, closed to within 10 miles and made three strafing runs on WALLACE L. LIND (DE-703) in Picket Station No. 11 before retiring to the west. No interception was attempted until after the attack was made on the destroyer due to faulty evaluation of the contact caused by confusion as to the exact position of BON HOMME RICHARD night fighters. The SM radar on the RANDOLPH had the contact as bogey at all times and an excellent track was maintained on him until he faded at 50 miles. 1730 - One JILL, carrying a torpedo, was shot down by ESSEX CAP at 225°, 8 miles from the formation. The contact was first picked up at 240°, 19 miles.

30 July - 1535 - Group Raid 11 - Bogey at 115°, 45 miles, on course 340° at 27,000 feet, was identified as a NICK by CAP from Task Group 38.1. The enemy plane escaped. 1537 - Group Raid 12 - Bogey at 110°, 48 miles, on course 350°, faded at 085°, 72 miles. Two divisions of CAP were sent out to the area to investigate with negative results.

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U. S. S. RANDOLPH (CV-15)

TABLE OF SORTIES AND PLANE AVAILABILITY.

DATE	AVAILABILITY				AT TARGET					ASP			Ship	OTHER		
	VF	VF(N)	VB	VT	VF	VF(N)	VB	VT	CAP	VF	VB	VT		VF	VB	VT
1 July	66	4	15	14									16			
2	66	4	15	14									16	33	21	23
3	64	4	12	15									24	45	20	23
4	61	4	9	13									8			3
5	64	4	10	15									14	41	19	22
6	61	4	9	14									36	33	5	17
7	53	4	10	14									28	40	9	12
8	59	4	12	14						6		6	9	1		
9	68	3	12	13									17		6	
10	69	4	15	15	103		29	29					48	4		
11	61	4	12	11												
12	67	4	13	13						7		7	8			
13	69	4	15	15									8			
14	64	3	9	12	61		21	28					48	2	2	
15	64	3	11	9	83		21	17					47	4		
16	59	3	8	8								6	8			
17	67	4	12	14									32	13	2	
18	67	4	12	13	47		11	12					16		2	
19	57	5	9	12									12			
20	65	4	11	14								6	4			
21	62	4	11	14												
22	65	4	13	15												
23	68	5	14	14									12	15	14	13
24	68	4	15	15	90		26	24					32			
25	55	3	10	12	50								32			
26	55	3	13	13									12			6
27	62	3	12	14												
28	65	4	14	15	88		24	28					32	4		
29	62	4	10	14									12			
30	65	4	13	15	84		23	15					32			
31	55	3	8	13									8			
1 Aug.	60	4	11	14								7	12			2
2	69	4	12	14												
3	66	4	13	15										12	6	
4	67	4	14	15										16	12	14
5	69	4	14	15										16	6	
6	69	4	14	15										15	13	13
7	68	4	14	14								4	12		2	
8	69	4	15	14												
9	69	4	15	14	93		24	28					36	2		
10	61	4	12	15	77		22	27					45			
11	59	4	11	13												
12	65	4	11	15												
13	68	4	14	15	90		12	14					36	2		
14	64	4	12	14												
15	69	4	14	14	20								48			

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~~CONFIDENTIAL~~ TABLE OF ROCKETS, BOLBS, AND TORPEDOES, ETC., DROPPED AT TARGET BY STRIKES AND SWEEPS (INCLUDING STRAFING SORTIES).

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VP	VB	VT	No.	Type	Nose	Tail
C-3	7/24	0736	KYUSHU; HONSHU, Inland Sea	XCV HYUGA and Midget Sub.	11	15	14	4 260# Frag 55 500# GP 22 1000# GP	Inst W/D W/D	ND .24 .24	
A-4	"	1020	as above	Buildings, USA A/F; Hangars & A/C, TSUIKI; 2 SD's, 1 FTB in Inland Sea; Lighthouse, buildings, SUDANO MITSUKI	20			59 5" HVAR 14 260# Frag	Inst	ND	
B-5	"	1211	as above	3 SDS, SAS, SCS, DD, SCL, Inland Sea; large factory, YAWATAHAMA	11			40 5" HVAR 10 260# Frag 2 260# Frag 40 500# GP 11 1000# SAP 6 1000# GP	Inst Inst Inst Inst Inst	ND ND ND .025 .1 .025	
C-6	"	1431	as above	XCV HYUGA	12	11	10	44 5" HVAR 10 260# Frag	VT	ND	
A-1	7/25	0432	as above	Revetments at MATSUYAMA A/F; 400' bridge at NAGAHAMA	11			44 5" HVAR 10 260# Frag	VT	ND	
B-2	"	0530	as above	1 FTU, 2 DD, DE, CVL, Tug, and Dredge, all in Inland Sea	12			48 5" HVAR 11 260# Frag	VT	ND	
A-4	"	1002	as above	Warehouses & Docks KASATO SHIMA; SAI at KASATO SHIMA; SAI, IWAI JIMA; Colliery, JIZOGA BANA; Radio/Radar Sta., HOTO SHIMA	12			46 5" HVAR 12 260# Frag	VT	ND	
B-5	"	1133	as above	Damaged FTU near NAGA SHIMA	15			44 5" HVAR 11 260# Frag	VT	ND	
A-1	7/28	0445	as above	Airborne A/C, hangars, at OZUKI; grounded A/C, BOFU	17			51 5" HVAR 4 260# Frag	Inst	ND	
B-2	"	0544	as above	A/C in revetments, TSUIKI	15			78 5" HVAR 13 260# Frag	Inst	ND	

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Hq, 494th Bomb Gp (H)  
APO #903  
27 July 1945, 0900Z

FO 45-92

Maps: No change.

1. See photograph 28 PR 5-M 323-1 Ex No 15 dtd 15 July 1945 of Naval Air Station and Shipping KURE.
2. This Group will with nine (9) aircraft each from the 867th, 864th, 866th & eight (8) aircraft from the 865th Bomb Sq's (H) atk the HARUNA BATTLESHIP, KURE HARBOR, JAPAN on 28th July 1945.

Take Off: 272318Z.

Assembly: 31° 22 min N, 131° 21 min E.

Route Out: YONTAN - 31° 22 min N, 131° 21 min E - 33° 10 min N, 132° 17 min E - 33° 27 min N, 132° 12 min E - I.P. - Target.

Rendezvous: 31° 22 min N, 131° 21 min E.

I.P.: 33° 57 min N, 132° 07 min E.

Time of atk: 280331Z.

Route Back: Target - 34° 23 min N, 132° 07 min E - NAGA. SHIMA - HAGA. SHIMA - 33° 05 min N, 132° 10 min E - TANEGA. - IE SHIMA - YONTAN.

Method of Bombings: No change.

3. a. The first six (6) aircraft of the 867th Bomb Sq (H) will atk the HARUNA.  
Alt of Atk: 10,500 feet.  
Axis of Atk: 30° True.
- b. The second six (6) aircraft of the 867th & 864th Bomb Sq's (H) will atk the HARUNA.  
Alt of Atk: 10,000 feet.  
Axis of Atk: 30° True.
- c. The third six (6) aircraft from the 864th Bomb Sq (H) will atk the HARUNA.  
Alt of Atk: 9,500 feet.  
Axis of Atk: 30° True.
- d. The fourth six (6) aircraft of the 865th Bomb Sq (H) will atk the HARUNA.  
Alt of Atk: 10,500 feet.

~~SECRET~~

File Mission Kpt 137 - Haruna Battleship  
Kure Harbor, Japan - July 28, 1945  
Box 3167, Records Group 18  
National Archives 190/59/27/6

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By JK NARA Date 7-22-09~~SECRET~~

BASIC: FO 45-92 Hq 494th Bomb Gp (H), dtd 27 July 1945 (Cont'd).....

Axis of Atk: 30° True.

- e. The fifth six (6) aircraft of the 866th Bomb Sq (H) will atk the HARUNA.

Alt of Atk: 10,000 feet.

Axis of Atk: 30° True.

- f. The sixth six (6) aircraft of the 866th and 865th Bomb Sq's (H) will atk the HARUNA.

Alt of Atk: 9,500 feet.

Axis of Atk: 30° True.

- x. 1. The 867th Bomb Sq (H) will report results of this mission to this Hq immediately upon their return.

2. Briefing will be conducted by the 867th Bomb Sq (H).

Place: 494th Briefing Area.

Time: 272030Z

3. Bomb Load: 3 X 2000 lb GP's fuzed .1 Nose, .025 Tail.

4. Gas Load: 2700 gal.

5. Mission No: 139

4. a. No change.

- b. Transportation will be in Sq areas at 272000Z.

5. a.b.c.d.e.f.g. No change.

- h. Dumbo will be Playmate 17, Jukebox 34, and Playmate 16.

BY ORDER OF COLONEL KELLEY:

OFFICIAL:

*Raymond A. Yeoman*

RAYMOND A. YEOMAN,  
Captain, Air Corps,  
Actg Asst Opns O.

WILLIAM W. PERRY,  
Lt. Colonel, Air Corps,  
Operations Officer.

DISTRIBUTION: "B"

~~SECRET~~



~~SECRET~~

Hq, 4th Bomb Gp (H)  
 APO #903  
 27 July 1945, 0900Z

FO 45-92

Maps: No change.

1. See photograph 28 PR 5 M 323-1 Ex No 15 dtd 15 July 1945 of Naval Air Station and Shipping KURE.
2. This Group will with nine (9) aircraft each from the 867th, 864th, 866th & eight (8) aircraft from the 865th Bomb Sq's (H) atk the HARUNA BATTLESHIP, KURE HARBOR, JAPAN on 28th July 1945.

Take Off: 272318Z.

Assembly: 31° 22 min N, 131° 21 min E.

Route Out: YONTAN - 31° 22 min N, 131° 21 min E - 33° 10 min N, 132° 17 min E - 33° 27 min N, 132° 12 min E - I.P. - Target.

Rendezvous: 31° 22 min N, 131° 21 min E.

I.P.: 33° 57 min N, 132° 07 min E.

Time of Atk: 280331Z.

Route Back: Target - 34° 23 min N, 132° 07 min E - NAGA SHIMA - HAGA SHIMA - 33° 05 min N, 132° 10 min E - TANEKA - IE SHIMA - YONTAN.

Method of Bombing: No change.

3. a. The first six (6) aircraft of the 867th Bomb Sq (H) will atk the HARUNA.  
 Alt of Atk: 10,500 feet.  
 Axis of Atk: 30° True.
- b. The second six (6) aircraft of the 867th & 864th Bomb Sq's (H) will atk the HARUNA.  
 Alt of Atk: 10,000 feet.  
 Axis of Atk: 30° True.
- c. The third six (6) aircraft from the 864th Bomb Sq (H) will atk the HARUNA.  
 Alt of Atk: 9,500 feet.  
 Axis of Atk: 30° True.
- d. The fourth six (6) aircraft of the 865th Bomb Sq (H) will atk the HARUNA.  
 Alt of Atk: 10,500 feet.

~~SECRET~~  
 -1-

DECLASSIFIED

Authority *NND 745005*  
By *JK* NARA Date *7-23-09*~~SECRET~~

BASIS: FO 45-92 Hq 494th Bomb Gp (H), dtd 27 July 1945 (Cont'd)....

Axis of Atk: 30° True.

- e. The fifth six (6) aircraft of the 866th Bomb Sq (H) will atk the HARUNA.

Alt of Atk: 10,000 feet.

Axis of Atk: 30° True.

- f. The sixth six (6) aircraft of the 866th and 865th Bomb Sq's (H) will atk the HARUNA.

Alt of Atk: 9,500 feet.

Axis of Atk: 30° True.

- x. 1. The 867th Bomb Sq (H) will report results of this mission to this Hq immediately upon their return.

2. Briefing will be conducted by the 867th Bomb Sq (H).

Place: 494th Briefing Area.

Time: 272030Z

3. Bomb Load: 3 X 2000 lb GP's fuzed .1 Nose, .025 Tail.

4. Gas Load: 2700 gal.

5. Mission No: 139

4. a. No change.

- b. Transportation will be in Sq areas at 272000Z.

5. a.b.c.d.e.f.g. No change.

- h. Dumbo will be Playmate 17, Jukebox 34, and Playmate 16.

BY ORDER OF COLONEL KELLEY:

OFFICIAL:

*Raymond A. Yeoman*  
RAYMOND A. YEOMAN,  
Captain, Air Corps,  
Actg Asst Opns O.

WILLIAM W. PERRY,  
Lt. Colonel, Air Corps,  
Operations Officer.

DISTRIBUTION: "B"

~~SECRET~~

-2-

DECLASSIFIED

Authority NND 745005  
By JK NARA Date 7-22-09~~SECRET~~Hq, 494th Bomb Gp (H)  
APO #903  
27 July 1945, 0900Z

FO 45-92

Maps: No change.

1. See photograph 28 PR 5 M 323-1 Ex No 15 dtd 15 July 1945 of Naval Air Station and Shipping KURE.
2. This Group will with nine (9) aircraft each from the 867th, 864th, 866th & eight (8) aircraft from the 865th Bomb Sq's (H) atk the HARUNA BATTLESHIP, KURE HARBOR, JAPAN on 28th July 1945.

Take Off: 272318Z.

Assembly: 31° 22 min N, 131° 21 min E.

Route Out: YONTAN - 31° 22 min N, 131° 21 min E - 33° 10 min N, 132° 17 min E - 33° 27 min N, 132° 12 min E - I.P. - Target.

Rendezvous: 31° 22 min N, 131° 21 min E.

I.P.: 33° 57 min N, 132° 07 min E.

Time of Atk: 280331Z.

Route Back: Target - 34° 23 min N, 132° 07 min E - NAGA SHIMA - HAGA SHIMA - 33° 05 min N, 132° 10 min E - TANEGA - IE SHIMA - YONTAN.

Method of Bombing: No change.

3. a. The first six (6) aircraft of the 867th Bomb Sq (H) will atk the HARUNA.  
Alt of Atk: 10,500 feet.  
Axis of Atk: 30° True.
- b. The second six (6) aircraft of the 867th & 864th Bomb Sq's (H) will atk the HARUNA.  
Alt of Atk: 10,000 feet.  
Axis of Atk: 30° True.
- c. The third six (6) aircraft from the 864th Bomb Sq (H) will atk the HARUNA.  
Alt of Atk: 9,500 feet.  
Axis of Atk: 30° True.
- d. The fourth six (6) aircraft of the 865th Bomb Sq (H) will atk the HARUNA.  
Alt of Atk: 10,500 feet.

~~SECRET~~  
-1-

~~SECRET~~

BASIC: FO 45-92 Hq 494th Bomb Gp (H), dtd 27 July 1945 (Cont'd)....

Axis of Atk: 30° True.

- e. The fifth six (6) aircraft of the 866th Bomb Sq (H) will attack the HARUNA.

Alt of Atk: 10,000 feet.

Axis of Atk: 30° True.

- f. The sixth six (6) aircraft of the 866th and 865th Bomb Sq's (H) will attack the HARUNA.

Alt of Atk: 9,500 feet.

Axis of Atk: 30° True.

- x. 1. The 867th Bomb Sq (H) will report results of this mission to this Hq immediately upon their return.

2. Briefing will be conducted by the 867th Bomb Sq (H).

Place: 494th Briefing Area.

Time: 272030Z

3. Bomb Load: 3 X 2000 lb GP's fuzed .1 Nose, .025 Tail.

4. Gas Load: 2700 gal.

5. Mission No: 139

4. a. No change.

- b. Transportation will be in Sq areas at 272000Z.

5. a.b.c.d.e.f.g. No change.

- h. Dumbo will be Playmate 17, Jukebox 34, and Playmate 16.

BY ORDER OF COLONEL KELLEY:

WILLIAM W. PERRY,  
 Lt. Colonel, Air Corps,  
 Operations Officer.

OFFICIAL:

*Raymond A. Yeoman*  
 RAYMOND A. YEOMAN,  
 Captain, Air Corps,  
 Actg Asst Opns O.

DISTRIBUTION: "B"

~~SECRET~~

28 July '45

Mission #139

CONSOLIDATED IN-FLIGHT REPORT

*Visual*

	864th	865th	866th (VISUAL) TONEGA SHIMO	867th
1. Target hit (Primary-Secondary)	<i>Haruna</i>			
2. Time of atk	<i>1245</i>		<i>03159</i>	
3. Estimate of damage or percentage of accuracy	<i>Less than 50%</i>		<i>100%</i>	
4. Interception Yes or No.			<i>None</i>	
5. AA fire (nil or description)			<i>nil</i>	
6. Damage to aircraft (Report fighter grid position if necessary)	<i>2 a/c shot down others holed</i>		<i>Nil</i>	
7. Important enemy sightings (NIL if none) Only battleships, cruisers, carriers, destroyers, and large convoys.				
8. Visibility in miles, UNR if unrestricted, in yards if less than one mile	<i>10</i>		<i>Unlimited</i>	
9. Cloud cover over target in tenths			<i>5/10</i>	
10. Number of A/C covered by this report	<i>Group</i>		<i>1</i>	
			<i>0515Z</i>	
			<i>ETA</i>	

45-92  
 53  
 MR

Z

45-92

865TH BOMBARDMENT SQUADRON (H)  
 494TH BOMBARDMENT GROUP (H)  
 APO #903

BCHFE-3-86R

29 July 45

SUBJECT: Combat Crew Strike Sortie.

TO : Operations Officer, 494th Bombardment Group (H),  
 APO #903.

TARGET : Battleship Haruna.

DATE : 28 July 1945.

P	Captain	Theodore J. Tanner ✓	Plane No 44-50946
CP	1st Lt	Harold J. Leach ✓	Target Hit: Assigned
N	Captain	William A. Fox ✓ <i>Staff</i>	Time: 8:10
B	1st Lt	Diedrich H. VonSpreckelsen ✓	Crew: 27
E	T/Sgt	Donald L. Leddy ✓	
RO	T/Sgt	Ray W. Wilson ✓	
G	S/Sgt	William A. Pepperman ✓	<i>CRK</i>
G	S/Sgt	Harry F. Bragg ✓	
G	S/Sgt	Robert E. Mellard ✓	
G	S/Sgt	Roy C. Moore ✓	
V	2d Lt	Richard H. Bernstein (538) ✓	

P	1st Lt	Jack D. Rhodes ✓	Plane No 44-40756
CP	2d Lt	Harper K. Morris ✓	Target Hit: Assigned
N	2d Lt	George Brett ✓	Time: 8:10
B	2d Lt	Casper E. Watkins ✓	Crew: 8:10 X
E	Sgt	Andrew Rebrick ✓	180
RO	Sgt	Herman R. Mathis ✓	
G	Sgt	Oran L. Alleman ✓	<i>PDB</i>
G	Sgt	Raymond H. Parks ✓	
G	Sgt	Donald Shields ✓	
G	Sgt	George J. Blackwell ✓	

P	2d Lt	Elmer L. Gladson ✓	Plane No 44-40761
CP	2d Lt	Raymond L. Sturm ✓	Target Hit: Assigned
N	2d Lt	Charles M. Schafer ✓	Time: 7:55
B	2d Lt	Floyd T. Updegraf ✓	Crew: 22A
E	Sgt	Harry T. Fisler ✓	
RO	Sgt	Norman H. Ragsdale ✓	
G	Sgt	Ray C. Neuendorf ✓	<i>CRK</i>
G	Sgt	Gerald E. Dentz ✓	
G	Sgt	Joseph L. Busbey ✓	
G	Sgt	Eugene D. Hoaglan ✓	

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Authority NND 745005  
By JK NARA Date 7-22-09

P 1st Lt John E. Roach ✓  
 CP 2d Lt Harry V. Mease ✓  
 N 1st Lt Richard H. Durick ✓  
 B 1st Lt Johnnie B. Bridwell ✓  
 E T/Sgt Dallas W. Perdue ✓  
 RO T/Sgt Norman E. Kelnhofer ✓  
 G S/Sgt Richard W. Graham ✓  
 G S/Sgt Leslie E. Morrill ✓  
 G S/Sgt Thomas E. Vogelberg ✓  
 G S/Sgt William E. Bruce ✓

P 1st Lt Charles D. Ohle ✓  
 CP 2d Lt Alden V. Winn ✓  
 N 2d Lt Robert W. Hoffman ✓  
 B 2d Lt James H. Trevor ✓  
 E Sgt Andrew W. Rose ✓  
 RO S/Sgt Harry J. Cowden ✓ *P.D.B.*  
 G Sgt Herman L. Crow ✓  
 G Sgt Buford W. Maloy ✓  
 G Sgt James C. Watson ✓  
 G Sgt Joe E. Tracy ✓  
 V Sgt Henry Timm ✓ - *staff 28A*

P Captain George L. Pfeiffer ✓  
 CP 1st Lt Hohn A. Wiegel ✓  
 N 1st Lt Howard Davenport ✓  
 B 1st Lt Charley F. Wilcox ✓  
 E Sgt Ellis F. Porch ✓  
 RO T/Sgt Richard P. Cottrell ✓  
 G S/Sgt Lester D. Smith ✓  
 G S/Sgt John L. Caraway ✓  
 G S/Sgt James L. Kelley ✓  
 G S/Sgt Aaron J. Mones ✓  
 O 1st Lt Edmund J. Brennan ✓ - *staff*

P 1st Lt Stephan B. Pardue ✓  
 CP 2d Lt William H. Thomas ✓  
 N 2d Lt Thomas C. Sloan ✓  
 B 2d Lt Oliver W. Hanes ✓  
 E Sgt Howard C. Johnson ✓  
 RO Sgt Robert T. Kelley ✓  
 G Sgt Jack D. Watson ✓  
 G Sgt Benjamin F. Miller ✓  
 G Sgt Wilbur F. Sites ✓  
 G Sgt Robert J. Stetson ✓

Plane No 44-40645  
 Target Hit: Assigned  
 Time: 8:10  
 Crew: 24

*ERTB*

Plane No 44-40705  
 Target Hit: Assigned  
 Time: 7:15  
 Crew: 25A

Plane No 44-40748  
 Target Hit: Assigned  
 Time: 8:15  
 Crew: 26

*ERTB*

Plane No 44-40732  
 Target Hit: Assigned  
 Time: 7:10  
 Crew: 30A

*ERTB*

*Earl M. Richards*  
 EARL M. RICHARDS  
 Captain, Air Corps  
 Operations Officer

*Handwritten:* 15-92  
 3

366TH BOMBARDMENT SQUADRON (H)  
 COMBAT CREW STRIKE SORTIE REPORT

TARGET: Battleship Haruna, Japan

DATE: 28 July 1945

- P - 1st Lt Taylor, Donald E. ✓
- CP - 1st Lt Higgins, Archibald T. Jr. ✓
- N - 1st Lt Peterson, Allen O. ✓
- B - 1st Lt Nicometh, Allen W. ✓
- E - T/Sgt Gibson, Elmer J. ✓
- R - T/Sgt Unsworth, Melvin J. ✓
- G - S/Sgt Van-Sandt, Bill L. ✓
- G - S/Sgt Gault, Eugene S. ✓
- G - S/Sgt Stagner, Eugene ✓
- G - S/Sgt Gibson, Melvin W. ✓
- ~~E - MP. Cochran, John R. (War Correspondent) ✓~~

*Handwritten:* PDB

Plane Number - 44-40747  
 Target Hit - ✓  
 Hours Flown - 2:52  
 Crew Number - 43  
 TARGET - TANEGA SHIMA

- ~~P - 1st Lt Marvin, Donald F.~~
- ~~CP - 1st Lt Green, Lowell B.~~
- ~~N - 1st Lt Mitchell, John L.~~
- ~~B - 1st Lt Sarver, John W.~~
- ~~E - T/Sgt Duplechin, Luro J.~~
- ~~R - T/Sgt Bunch, Kenneth R.~~
- ~~G - S/Sgt Millepaw, John A.~~
- ~~G - S/Sgt Murrage, Donald F.~~
- ~~G - S/Sgt Gorman, Paul E.~~
- ~~G - S/Sgt Collins, Frank W.H.~~

~~Plane Number -  
 Target Hit -  
 Hours Flown -  
 Crew Number - 46~~

- ~~P - 1st Lt Smith, Robert E.~~
- ~~CP - 1st Lt Hines, Samuel W.~~
- ~~N - 1st Lt Volivka, Anthony J.~~
- ~~B - 1st Lt Shearer, John W. Jr.~~
- ~~E - T/Sgt Wright, Charles G.~~
- ~~R - T/Sgt Kyalow, Aloysius R.~~
- ~~G - S/Sgt Manix, Phil~~
- ~~G - S/Sgt Davis, Bruce~~
- ~~G - S/Sgt Warren, Robert E.~~
- ~~G - S/Sgt King, Randolph J.~~

~~Plane Number -  
 Target Hit -  
 Hours Flown -  
 Crew Number - 48~~

- P - 1st Lt Dabinsky, Joseph
- CP - 1st Lt Flahgan, Rudolph C.
- N - 1st Lt Foyle, Lawrence A. Jr.
- B - 1st Lt Johnston, Robert G.
- E - T/Sgt Piskor, Walter
- R - T/Sgt Bushfield, David A.
- G - S/Sgt Allison, Charles R.
- G - S/Sgt Baumgartner, Charles C.
- G - S/Sgt Kirkpatrick, Camillus F.
- G - S/Sgt Molnar, Julius

Plane Number - 44-40716  
 Target Hit - Haruna  
 Hours Flown -  
 Crew Number - 49

PLANE SHOT DOWN OVER TARGET

*Handwritten:* Report later

CA - Captain Marvin, Donald F. (Crew #46)



866TH BOMBARDMENT SQUADRON (H)  
 COMBAT CREW STRIKE SORTIE REPORT

TARGET: ~~Battleship "Oregon", Japan~~

DATE: 28 July 45

~~P - 1st Lt Gillett, Howard L.  
 CP - 2nd Lt Evans, James H. Jr.  
 N - 1st Lt Diamond, Norman  
 B - 1st Lt Sanford, William E.  
 E - T/Sgt Skoudis, Edward F.  
 R - T/Sgt James, Chester A.  
 G - S/Sgt Shurtz, Kenneth M.  
 G - S/Sgt Lujan, Marcio  
 G - S/Sgt Kradweher, Wilton M.  
 G - S/Sgt Ronde, Gilbert E.~~

~~Plane Number -  
 Target Hit -  
 Hours Flown -  
 Crew Number - 37~~

P - 1st Lt Eurek, Emil M. ✓  
 CP - 1st Lt Johnson, Francis M. ✓  
 N - 1st Lt Slen, Rolf O. ✓  
 B - 1st Lt Nacor, Vito A. ✓  
 E - T/Sgt Colvin, Lee W. ✓  
 R - T/Sgt Bennett, Richard H. ✓  
 G - S/Sgt Holloway, Gerald A. ✓  
 G - S/Sgt Higginbotham, Gilbert W. ✓  
 G - S/Sgt Emery, Alfred V. ✓  
 G - S/Sgt Reeves, Rex E. ✓

Plane Number - 44-50580  
 Target Hit - Baruna  
 Hours Flown - 8:00  
 Crew Number - 39

PDB

~~PLANE LANDED AT THE AIRFIELD - ALL  
 CREW ESCAPED WITH FEEL 1 IS TURNED IN.~~

~~V - 1st Lt [Name], [Rank] (over 420) ✓~~  
 P - 1st Lt Van Guren, Junius G. ✓  
 CP - 1st Lt Strang, Richard F. ✓  
 N - 1st Lt Chalkshank, William A. Jr. ✓  
 B - 1st Lt Rothermel, Paul L. ✓  
 E - T/Sgt Clemmer, John E. ✓  
 R - T/Sgt Dickens, Walter E. ✓  
 G - S/Sgt Hallow, Glenwood J. ✓  
 G - S/Sgt Medaris, Kenneth F. ✓  
 G - S/Sgt Williams, Roy B. ✓  
 G - S/Sgt Attebery, Donald E. ✓  
 V - 2d Lt [Name], [Rank] (over 420) ✓

Plane Number - 44-50974  
 Target Hit - Baruna  
 Hours Flown - 7:25  
 Crew Number - 40

PDB

~~P - 1st Lt Wheeler, Jack W.  
 CP - 1st Lt Frederick, James M.  
 N - 1st Lt Barker, Raymond J.  
 B - 1st Lt Obrowski, Chester J.  
 E - T/Sgt Bryan, Willard C.  
 R - T/Sgt Williams, James D.  
 G - S/Sgt Sutton, William H.  
 G - S/Sgt Hudson, William A.  
 G - S/Sgt Stewart, John E.  
 G - S/Sgt White, Harold E.~~

~~Plane Number -  
 Target Hit -  
 Hours Flown -  
 Crew Number - 42~~

866TH BOMBARDMENT SQUADRON (H)  
 COMBAT CREW STRIKE SORTIE REPORT

TARGET: **Battleship "Haruna", Japan**

DATE: **28 July 1945**

- ~~P - 2nd Lt Durbin, John D.~~
- ~~CP - 2nd Lt Culbertson, James F.~~
- ~~N - Flt O Abremson, Arthur H.~~
- ~~B - 2nd Lt Harrison, Aik B.~~
- ~~E - Sgt Johnson, Russell N.~~
- ~~R - Sgt Kelso, Dudley K.~~
- ~~G - Sgt Williams, David H.~~
- ~~G - Sgt Gray, J. D.~~
- ~~G - Cpl Barry, James S.~~
- ~~G - Cpl Miller, Walter C.~~

~~Plane Number -  
 Target Hit -  
 Hours Flown -  
 Crew Number - 35B~~

- P - 2nd Lt O'Brien, William B. ✓
  - CP - 2nd Lt Balcom, Charles A. ✓
  - ~~N - 1st Lt Beakley, Raymond A.~~
  - B - Flt O Miller, Alfred W. ✓
  - E - Sgt Vitone, Orlando J. ✓
  - R - Sgt Balliu, Richard L. ✓
  - ~~G - Cpl Carter, Edward J.~~
  - G - Sgt Ware, Robert P. ✓
  - G - Cpl Ackman, Jacob D. ✓
  - G - Cpl Streibel, Robert J. ✓
  - N - 2d Lt Sapper, Robert W. (Crew #409) ✓**
- P.D.B.*

Plane Number - **44-40672**  
 Target Hit - **Haruna**  
 Hours Flown - **7:55**  
 Crew Number - 36B

- P - 2nd Lt Wahl, Charlton H. ✓
  - CP - Flt O Zaroff, William J. ✓
  - N - 2nd Lt Welch, Maurice J. ✓
  - B - Flt O Comerford, James F. ✓
  - E - Sgt Taber, Jessie E. ✓
  - R - Sgt Kaplan, Edgar S. ✓
  - G - Sgt Herdin, George C. ✓
  - G - Sgt Dynoske, Raymond D. ✓
  - G - Cpl Johnston, Harold E. ✓
  - G - Cpl Aquaro, John ✓
- P.D.B.*

Plane Number - **44-40666**  
 Target Hit - **Haruna**  
 Hours Flown - **7:05**  
 Crew Number - 37B

- ~~P - 2nd Lt Thornton, Loren E.~~
- ~~CP - 2nd Lt Helveston, Robert G.~~
- ~~N - Flt O Jones, William D.~~
- ~~B - 2nd Lt Waller, Doyle D.~~
- ~~E - Cpl Benham, John D.~~
- ~~R - Cpl McFarlane, George E.~~
- ~~G - Cpl Olha, Robert J.~~
- ~~G - Cpl Sloan, George R.~~
- ~~G - Cpl Leipzig, Jack J.~~
- ~~G - Cpl Raulis, Michael A.~~

~~Plane Number -  
 Target Hit -  
 Hours Flown -  
 Crew Number - 38B~~

DECLASSIFIED  
 Authority NND 745005  
 By JK NARA Date 7-22-09

86 I BOMBARDMENT SQUADRON (H)  
 COMBAT CREW STRIKE SORTIE REPORT

TARGET:

DATE:

P - 2nd Lt	Maloney, Samuel D.	Plane Number	-
CP - Flt O	Stairiker, Edward J.	Target Hit	-
N - 2nd Lt	Thurston, Truman H.	Hours Flown	-
B - Flt O	Rogers, Roy	Crew Number	- 39B
E - Sgt	Braun, Paul E.		
R - Sgt	Johnson, Ardell F.		
G - Sgt	Lodge, William G.		
G - Sgt	Kirkpatrick, John R. Jr.		
G - Cpl	Barraco, Leonard		
G - Sgt	Pergiel, Roman C.		

P - 2nd Lt	McDonald, Crawford	Plane Number	-
CP - 2nd Lt	Rowles, William L.	Target Hit	-
N - 2nd Lt	Suppes, Robert W.	Hours Flown	-
B - Flt O	Kinney, Thomas A.	Crew Number	- 40B
E - Sgt	Flocharczyk, Walter J.		
R - Sgt	Carmichael, Norman J.		
G - Pvt	Miller, Bernard J. Jr.		
G - Sgt	Foley, Richard C.		
G - Cpl	Grines, Elliot A.		
G - Pvt	Coker, George L.		

P - 2nd Lt	Milner, Eugene E.	Plane Number	-
CP - 2nd Lt	Plecko, Daniel L.	Target Hit	-
N - 2nd Lt	Ciccantelli, Anthony J.	Hours Flown	-
B - Flt O	Nolte, Lester D.	Crew Number	- 41B
E - Cpl	Cripps, Ernest Jr.		
R - Cpl	Rogers, Norman A.		
G - Cpl	Crum, Estill		
G - Cpl	Norder, Victor K.		
G - Cpl	Phillips, Arthur J.		

P - 2nd Lt	Cartwright, Thomas C.	Plane Number	- 44-40680
CP - 2nd Lt	Looper, Durden W.	Target Hit	- Havana
N - 2nd Lt	Podersen, Roy M. Jr.	Hours Flown	-
B - 2nd Lt	Ryan, James M.	Crew Number	- 42B
E -			

R - Sgt	Atkinson, Hugh H.
G - S/Sgt	Abel, William E.
G - Sgt	Ellison, Buford J.
G - Cpl	Long, John W. Jr.

PLANE LOST OVER TARGET

*Report later.*

<del>G - S/Sgt</del>	<del>Neal, B. L. 15042160 (366th Squadron)</del>		
P - 2nd Lt	Williams, Gareth R.	Plane Number	-
CP - 2nd Lt	Farley, Robert J.	Target Hit	-
N - 2nd Lt	Roe, Norman E.	Hours Flown	-
B - 1st Lt	Moran, George N.	Crew Number	- 43B
E - Cpl	Gutshall, Donald L.		
R - S/Sgt	Hutchinson, Robert E.		
G - Cpl	Nelson, Robert E.		
G - Cpl	Newman, Kenneth L.		
G - Sgt	Chirgotis, Virgil A.		

DECLASSIFIED  
 Authority NND 745005  
 By JK NARA Date 7-22-09

41045-92

867th BOMBARDMENT SQUADRON (H)  
 494th BOMBARDMENT GROUP (H)  
 APO #903


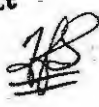
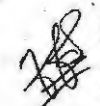
BCHFG-7-nfm

2 August, 1945

SUBJECT: Sortie Report.

TO : Operations Officer, 494th Bomb Gp (H) APO #903.

1. The following personnel participated in mission No 139 to Kure Harbor, Kyushu. 28 July, 1945.

Duty	Name	Rank	Crew No, A/C No & Time	
P	Burke, George A. ✓	1st Lt.	Crew No 61A	
Cp	Simmons, David W. ✓	1st Lt.	A/C No 959	
CA	Nickodem, Lowell S. ✓	Maj (866)	Time 8:30	
N	Hinekley, Maurice R. ✓	1st Lt.		
B	Stearns, John E. ✓	1st Lt.		
NV	Cohen, Lionel ✓	F/O (57B)		
E	Sanborne, Leonard V. ✓	S/Sgt		
RO	Knarr, Robert J. ✓	T/Sgt		
G	Kania, Walter F. ✓	S/Sgt		
G	Kearney, James T. ✓	S/Sgt		
G	Kamba, James J. ✓	S/Sgt		
G	Messa, Norman C. ✓	S/Sgt		
P	Manion, Frank J. ✓	2nd Lt.		Crew No 60B
CP	Wayne, Mark C. ✓	2nd Lt.	A/C No 120	
N	Trekell, John A. ✓	2nd Lt.	Time 8:10	
B	Sestak, Myron F. ✓	F/O		
E	Robey, Lee T. ✓	Sgt		
RO	Walters, Earnest J. ✓	Sgt		
G	Warren, James S. ✓	Sgt		
G	Childers, Joe W. ✓	Cpl		
G	Levin, Theo G. ✓	Cpl		
EG	Doyle, Donald C. ✓	Sgt		
V	Yonkoveg, Michael M. ✓	Sgt (629)		
P	Evans, Thomas M. ✓	2nd Lt.		Crew No 66A
CP	Fink, A.L. ✓	2nd Lt.		A/C No 994
N	Kuehn, R.L. ✓	F/O	Time 8:30	
B	Hosking, R.R. ✓	2nd Lt.		
E	Clark, J.R. ✓	Sgt		
RO	Lipschitz, C. ✓	Sgt		
AE	Hemming, S.C. ✓	Sgt		
G	Sellers, John F. ✓	Sgt		
G	McClure, A.J. ✓	Sgt		
G	Pero, F.M. ✓	Sgt		

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2nd Page

<u>Duty</u>	<u>Name</u>	<u>Rank</u>	<u>Crew No. A/C No &amp; Time</u>
P	Malaney, J. R. ✓	2nd Lt	Crew No 57B A/C No 689 Time 8:10
CP	Gargile, E. N. ✓	2nd Lt	
N	Sayers, E. T. ✓	2nd Lt	
B	Ware, J. D. ✓	2nd Lt	
E	Madden, W. E. ✓	Cpl	
RO	Coleman, R. E. ✓	Cpl	
AG	Getchel, O. K. ✓	Cpl	
G	Tadlock, K. V. ✓	Cpl	
G	Haaga, C. H. ✓	Cpl	
P	Elliott, Frank (NMI) ✓	2nd Lt	Crew No 52B A/C No 754 Time 8:00
CP	Elliott, Charles L. ✓	2nd Lt	
N	Ridgeway, John W. ✓	2nd Lt	
B	Henning, James C. ✓	2nd Lt	
E	Moore, Wm W. ✓	Sgt	
RO	Steiner, Albin H. ✓	Sgt	
G	Kolkiewicz, Edward ✓	Sgt	
G	Taggart, Robert J. ✓	Sgt	
G	Kenney, Harold T. ✓	Sgt	
G	Pansic, Conrad J. ✓	Sgt	
P	Bissailon, Edmond J. ✓	1st Lt	Crew No 52A A/C No 048 Time 8:00
CP	Datta, Robert E. ✓	2nd Lt	
N	Erwin, Robert G. ✓	2nd Lt	
B	Bloome, Joseph ✓	2nd Lt	
EV	Arnsberger, James F. ✓	2nd Lt (603)	
E	Cadotte, Clarence A. ✓	Sgt	
RO	Labarge, Kenneth E. ✓	S/Sgt	
G	Drylie, David B. ✓	Sgt	
G	Quinn, John L. ✓	Sgt	
G	Brown, Leonard ✓	Sgt	
P	Hall, Paul L. ✓	2nd Lt	Crew No 55B A/C No 791 Time 8:05
CP	Lunk, Walter, A. ✓	2nd Lt	
N	Warford, Carol L. ✓	2nd Lt (53)	
B	Finkleman, Leon ✓	2nd Lt	
E	Krol, Martin T. ✓	Sgt	
RO	Hunt, Jess D. ✓	Sgt	
G	Myers, Leonard E. ✓	Sgt	
G	Graves, William ✓	S/ Sgt	
G	Read, John A. ✓	Sgt	
IG	Stum, Vernon L. ✓	Pvt (61)	

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By JK NARA Date 7-27-09

3rd Page

<u>ECOV</u>	<u>Name</u>	<u>Rank</u>	<u>Crew No., A/C No &amp; Time</u>
P	Lowensohn, Ralph S. ✓	2nd Lt	Crew No 59B
CP	Williams, Wm L. ✓	2nd Lt	A/C No 790
N	Van Horn, Clyde E. ✓	2nd Lt	Time 8:20
B	Watson, Clarence C. ✓	2nd Lt	
E	McGovern, Leo ✓	Cpl	
RO	Cornell, Don ✓	Cpl	
G	Keese, Richard H. ✓	Cpl	
G	Ballard, Thomas F. ✓	Cpl	
G	Kendle, Donald ✓	Cpl	
P	Wright, Leonard ✓	2nd Lt	Crew No 58B
CP	Stimmel, James R. ✓	2nd Lt	A/C No 994
N	Steck, George F. ✓	2nd Lt	Time 8:00
B	O'Kane, Wm F. ✓	2nd Lt	
E	Drinnon, Paul E. ✓	Cpl	
RO	Hurst, Devon M. ✓	Cpl	
G	Keim, Harrison R. ✓	Cpl	
G	Schneider, Ralph V. ✓	Cpl	
G	Bennington, Alfred ✓	Cpl	
G	Stotler, John J. ✓	Cpl	

FOR THE COMMANDING OFFICER:

WIL LIAM C. MOORE,  
Captain Air Corps,  
Operations Officer.

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Authority NND 745005

By lcj NARA Date 08/08/09

File "9th Bomb Gp (VH) Mission Report:  
Mission 319, 8 August 1945"  
Box 83, Record Group 18, National Archives  
190/57/33/2

S-2 9TH BOMBARDMENT GROUP  
APO 247, % POSTMASTER  
SAN FRANCISCO, CALIF.

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*Class Changed to*

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*by AUTH CG 20th AF*

OCT 27 1948

*DATE:* \_\_\_\_\_

*JPP*

CONSOLIDATED MISSION REPORT

MISSION NO. 319

FIELD ORDER NO. 118

DATE 8 August 1945

COPY NO. 1 of 3 copies

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 Authority **NND 745005**  
 By **K3** NARA Date **08/03/09**

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~~SECRET~~

DAF/roc

Pilot's Flimsy

8 August 1945

Plane No.	Vic Call	Airplane Commander	Taxi T/O	Form. Pos.	Start Eng	Taxi	Take Off	Cam.	Staff
<u>1st Air Sq</u>									
9934	49	Littlewood	1	1	0249	0256	0303	D	Lt Col Wright (CA)
9764	43	Lingle	2	2	0249	0256	0304:15	D * X	
9754	42	Hendrickson	5	3	0251	0258	0305:30	C	
1840	57	Johnson	3	4	0249	0256	0305:30	D *	Maj Smith (CA)
4876	52	Donica	6	5	0251	0258	0306:45	C X	
4820	46	Bundgard	7	6	0254	0301	0308	D *	
4010	44	Austin	4	7	0249	0256	0306:45	D X	Maj Smith (CA)
3915	40	Loy	8	8	0254	0301	0308	C X	
0072	55	Vander Shans	9	9	0254	0301	0309:15	C	
3892	45	Schlosberg	10	10	0254	0301	0309:15	D	Lt Czewski (RCM)
6343	56	Feil	11	11	0254	0301	0310:30	C	
<u>2nd Air Sq</u>									
9920	3	Rogan	1	1	0251	0258	0303	B	Lt Czewski (RCM)
9112	5	Bertagnoli	2	2	0251	0258	0304:15	B * X	
4791	4	Prehoda	5	3	0256	0303	0310:30	C	
5286	9	Mc Mahan	3	4	0251	0258	0305:30	B *	Capt Gould (O)
0070	16	Donnell	6	5	0256	0303	0310:30	D X	
4007	10	Eichler	7	6	0259	0306	0310:30	B *	
4043	12	Payne	4	7	0251	0259	0306:45	B X	Capt Davis (CP)
3886	6	Lassman	8	8	0259	0306	0311:45	C X	
3956	8	Peterson	9	9	0259	0306	0311:45	D	
<u>3rd Air Sq</u>									
9874	21	Scheaffer	1	1	0250	0257	0303	C X	Capt Davis (CP)
7641	31	Nash	2	2	0250	0257	0304:15	C * X	
9849	27	Gabor	5	3	0258	0305	0313	C	
4822	33	Tulloch	3	4	0252	0259	0308	B *	Capt Davis (CP)
3512	23	Keller	6	5	0258	0305	0313	D X	
3544	26	Nelson	7	6	0301	0308	0313	B *	
3561	29	Reynolds	4	7	0252	0259	0309:15	B	Capt Davis (CP)
4859	32	Carpi	8	8	0301	0308	0314:15	C X	
4067	35	Müller	9	9	0301	0308	0314:15	D	
9760	20	Barneyback	10	10	0301	0308	0314:15	B	

Camera Legend - Scope X. Vertical \*

Air to air homing on communications flimsy.

Time Schedule:	Route Alt.	Bombing Alt.
23:45 Briefing	5000 - 5800	1st Air Sq - 19,000
00:30 Mess	8000 - 8800	2nd Air Sq - 19,800
01:45 Trucks		3rd Air Sq - 20,600
02:00 Planes		
03:03 Take off		

Radio Lamp Signals:	Airspeeds:
1st Air Sq - Red "W"	Route - 195
2nd Air Sq - Green "W"	Assembly - 190
3rd Air Sq - White "W"	Bombing - 195

Assembly:  
 1st Air Sqdn. Assembles at 16,000' in left hand pattern. Dept. Assembly 1028  
 2nd Air Sqdn. Assembles at 17,000' in right hand pattern. Dept. Assembly 1029  
 3rd Air Sqdn. Assembles at 18,000' in left hand pattern. Dept. Assembly 1030

Best Take-Off:  
 1st Sq. Ships Start & Taxi 2min earlier  
 2nd Sq. Ships Start & Taxi 2 min later  
 3rd Sq. Ships Start & Taxi at above times.

No Take off After 0408. Any Take Off After 0358 CAS 200 to Assembly.

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By K3 NARA Date 08/08/09

1st Air Sq

Littlewood \*

Hendrickson

Linne

Austin

Johnson

Vander Shans

Loy

Bundzard

Donica

Feil

Schlosberg

2nd Air Sq

Rogan \*

Prehoda

Bertagnoli \*

Payne

Mc Mahan

Peterson

Lassman

Eichler

Donnell

3rd Air Sq

Scheaffer \*

Gabor

Nash \*

Reynolds

Tulloch

Miller

Carpi

Nelson

Keller

Barneyback

\* - Lead Crew Strips

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8/8/45

Group 9<sup>th</sup>

Mission Bomb Loading and Fuzing Report

Form A

Date of Loading	Wing Plane No.	AMT.	Bomb Load Type	Nose Fuze		Tail Fuze		Delivery to Hardstand	Time		Safety Pin	
				Type	Delay	Type	Delay		Commenced	Completed	In	Out
8/7/45	57	24	M17A1 INC 66	M 145	33	None		8/7/45	1600	1715		✓

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Authority NND 745005  
By KJ NARA Date 08/03/09

REMARKS - Use additional sheet if necessary

Fahnstock clip - Yes \_\_\_\_\_ No   
Arming Wire attachment - Normal \_\_\_\_\_ Armed Salvo  RESTRICTED

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 Authority NND 745005  
 By 15 NARA Date 08/08/09

	M17A1	PT	Jet.	Ret.	T/O	Time	Alt.	Iwo Jima
40	3915	24 R	24					
42	9754	24	24			080126 Z	19,000	
43	9764	24	24 UK			080126 Z	19,000	
44	4010	24	24 V			080126 Z	19,000	
45	3892	24	24 RC			080126 Z	19,000	
46	4820	24	24					
49	9934	23	23 RC			080126 Z	19,000	
52	4876	24 R	24					
55	0072	24	24			080126 Z	19,000	
56	6343	24	24 UK			080125 Z	19,000	
57	1840	24	24			080126 Z	19,200	
3	9920	24	24			080125 Z	19,800	
4	4791	24 R	<del>24</del> RC			<del>080125 Z</del>	19,800	
5	0112	24	24 RC			080124 Z	19,800	
6	3886	24	24			080125 Z	19,800	
8	3956	24	24			080125 Z	19,800	
9	5286	24	21			080125 Z	19,600	080630 Z - 081210 Z
10	4007	24	24			080125 Z	19,800	080613 Z 081211 Z
12	4043	24 V	24					
16	0070	24	24			080128 Z	19,500	
20	9760	24	24 V			080128 Z	20,600	
21	9874	24			24	#3 very cut out		
23	3512	24						OK
26	3544	24	24					OK
27	9849	24 V	24					
29	3561	24	24			080127 Z	20,600	
31	7641	24	24 UK			080127 Z	20,600	
32	4859	24	24			080128 Z	20,400	
33	4822	24	24					POA
35	4067	24	24			080127 Z	20,600	

30 sek  
 30 sek  
 TAKE OFF  
 LAND  
 CARR-719  
 PT-476  
 PROS-~~130~~  
 UK-96  
 27  
 476  
 120  
 96  
 692  
 29  
 719  
 10 sek  
 1 OK  
 1 OK  
 1 miss  
 30  
 13  
 17  
 8 sek  
 20 ki

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Group 9d

Mission Bomb Loading and Fuzing Report

8/8/45 Form A

Date of Loading	Wing Plane No.	Amt.	Bomb Load Type	Nose Fuze		Tail Fuze		Delivery to Hardstand	Time		Safety Pin	
				Type	Delay	Type	Delay		Commenced	Completed	In	Out
8/7/45	31	24	M17A1 INC C	M	35	none		8/7/45	1650	1720		✓
"	32	24	"					"	1500	1600		✓
"	33	24	"					"	"	"		✓
"	35	24	"					"	1430	2045		✓
"	40	24	"		33			"	1300	1430		✓
"	42	24	"					"	1330	1510		✓
"	43	24	"					"	1800	1915		✓
"	44	24	"					"	1600	2000		✓
"	45	24	"					"	1430	1600		✓
"	46	24	"					"	1600	1730		✓
<del>"</del>	<del>47</del>	<del>24</del>	<del>"</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del>"</del>	<del>1915</del>	<del>2100</del>	<del></del>	<del>✓</del>
"	49	23	"					"	1530	1715		✓
"	52	24	"					"	1300	1430		✓
"	55	24	"					"				✓
"	56	24	"					"	1530	1730		✓

REMARKS - Use additional sheet if necessary

Wahstock clip - Yes  No  Arming Wire attachment - Normal  Armed Salvo

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Group 9<sup>th</sup>

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Mission Bomb Loading and Fuzing Report

*Initial*  
8/8/45 Form A

Date of Loading	Wing Plane No.	Amt.	Bomb Load Type	Nose Fuze		Tail Fuze		Delivery to Hardstand	Time		Safety Pin	
				Type	Delay	Type	Delay		Commenced	Completed	In	Out
8/7/45	3	24	M 17A1 MILITARY LI	M	360	None		8/7/45	1800	1900		✓
"	4	24	"	"	"	"	"	"	1830	1930		✓
"	5	24	"	"	"	"	"	"	1810	1910		✓
"	6	24	"	"	"	"	"	"	1700	1815		✓
"	8	24	"	"	"	"	"	"	1700	1815		✓
"	9	24	"	"	"	"	"	"	1700	1745		✓
"	10	24	"	"	"	"	"	"	"	"		✓
"	12	24	"	"	"	"	"	"	1800	1845		✓
"	16	24	"	"	"	"	"	"	1730	1830		✓
"	20	24	"	"	35	"	"	"	1530	1645		✓
"	21	24	"	"	"	"	"	"	"	"		✓
"	23	24	"	"	"	"	"	"	1600	1730		✓
"	26	24	"	"	"	"	"	"	"	1650		✓
"	27	24	"	"	"	"	"	"	1830	2030		✓
"	29	24	"	"	"	"	"	"	1500	1630		✓

REMARKS - Use additional sheet if necessary

Wahstock clip - Yes  No  Arming Wire attachment - Normal  Armed Salvo  ~~DISCLOSED~~

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Authority NND 745005  
By KJ NARA Date 08/08/09

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Authority NND 745005By ks NARA Date 08/03/09~~CONFIDENTIAL~~

HEADQUARTERS NINTH BOMBARDMENT GROUP (VM)  
Office of the Intelligence Officer  
APO 336 & Postmaster  
San Francisco, California

9 Aug. 1945

SUBJECT: Mission Summary No. 319 Target Yawata, Flown 8 Aug. 1945.

TO : Commanding General, 313th Bomb Wing, APO 336, & Postmaster,  
San Francisco, California.

1. Group Designation: 9th Bombardment Group.

2. Time of Take-off: 071706Z - 071725Z

3. No. A/C Airborne: 30

4. Bombs Airborne:

A. No. &amp; Type 719 x 500 M 17A1 Incendiary Cluster

B. Fusing: Nose M45 33, 34 or 35 second delay. Tail None.

5. Disposition of bombs airborne:

	M17 A1	No. of A/C
a. Target Yawata	* 592	29
b. Jettisoned:	27	1
c. Returned:	0	0
d. Unaccounted for:	0	0

\* Includes 120 x 500 M17A1 dropped by 5 A/C known to have gone over PT in formation, ~~XX~~ and reported by two Jins to have bombed PT.

Includes 96 x 500 M17A1 by 4 A/C known to have gone over PT but not interrogated here or at other bases. One of these A/C is known to have ditched.

6. No. A/C failing to attack any targets and reasons:

A. Mechanical 1  
No. 9874 #3 engine cut out.

7. Averaged bombing altitude at PT: 20,000 Feet.

8. Time bombs away at PT: 080125Z - 080128Z.

9. Method of bombing: Radar

10. Time of return: 080806Z - 080846Z.

11. Claims against enemy aircraft: None.

12. Casualties: one wounded by enemy action 11 missing.

13. No. A/C lost: A/C No. 3512 ditched due to action by enemy A/C.

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- 1 -

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## BATTLE DAMAGE

## YAWATA MISSION

8 August 1945

- ✓ 42-93886 - Flak. Hole in top sighting blister. Hole in right hand side of fuselage near bomb bay. Hole in #2 engine cowling.  
Minor damage - 1½ days - 1½ days.
- ✓ 42-93956 - Flak. Hole in left side of fuselage-station 950, just above lower aft turret. Hole in right wing outer section.  
Minor damage - 1 day - 1 day
- ✓ 44-87641 - Flak. 1 hole in left side fuselage- above rear bomb-bay. 1 hole in left horizontal stabilizer, leading edge.  
Minor damage - ½ day - ½ day.
- ✓ 42-24859 - 20 MM. 1 hole in leading edge of dorsal fin where shell penetrated exploding inside and causing many small holes. Damage done by enemy fighters.  
Major Damage - to Service Center - 6 days - 6 days.
- ✓ 44-69960 - Flak. Hole in left front bomb-bay door.  
Minor damage - ½ day - ½ day.

V4 42-24791

V9 42-65286

V12 42-94043

V26 42-63544

V27 44-69849

V33 42-24822

V40 42-93915

V46 42-24820

V52 42-24876

ALL STILL AT IWO OR OKINAWA

(9 + 27)

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Authority NND 745005By KS NARA Date 08/08/09

HEADQUARTERS NINTH BOMBARDMENT GROUP  
 OFFICE OF THE GROUP NAVIGATOR  
 APO 336, c/o Postmaster  
 San Francisco, California

JDN/jhb

MISSION NO. # 319  
 F.O. NO. # 118  
 DATE OF MISSION: 8 August  
 1945.

NAVIGATOR'S NARRATIVE REPORT

There were no difficulties encountered in the navigation on this mission. However, in the general plan of the mission, this office feels that too much time was allowed for assembly. So much formation flying was necessary that any extra time spent in assembling naturally increased the number of planes landing at Iwo Jima.

## Loran:

Number of Loran LOP's: 404Number of Loran Fixes: 196Antennae Used: Fixed 13 ; Trailing 5

Average maximum range on antennae used: 600-700 miles on fixed,  
 700-900 on trailing with two (2) navigators reporting good reception over the Empire.

No interferences reported.

No signals reported from other chains.

One (1) aircraft had Loran inoperative, traces would not appear.

This report was based on nineteen (19) aircraft.

JACK B. NOLE,  
 Major, Air Corps,  
 Group Navigator.



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Authority NND 745005By KJ NARA Date 08/03/09HEADQUARTERS NINTH BOMBARDMENT GROUP  
OFFICE OF THE GROUP NAVIGATOR

JDN/jhb

APO 336, c/o Postmaster  
San Francisco, California

MISSION NO. # 319

F.O. NO. # 118

DATE OF MISSION: 8 August 1945.

NAVIGATOR'S MISSION REPORT

<u>POSITION</u>	<u>1st Air Squadron</u> <u>TIME</u>	<u>ALTITUDE</u>
Take Off		
Iwo Jima	072032 - 072047	8,500'
Climb	072310 - 072330	8,500'
Arrive "A"	072339 - 072355	16,000'
Depart "A"	080028	16,000'
"B"	080105	19,000'
I.P.	080115	19,000'
P.T.	080126	19,000'
"C"	080140	19,000'
"D"	080143	19,000'
"E"	080211	19,000'
Iwo Jima	080515 - 080525	17,000'
Land		

Three (3) aircraft landed at Iwo Jima on return.

<u>POSITION</u>	<u>2nd Air Squadron</u> <u>TIME</u>	<u>ALTITUDE</u>
Take Off		
Iwo Jima	072029 - 072042	8,500'
Climb	072310 - 072326	8,500'
Arrive "A"	072340 - 072355	17,000'
Depart "A"	080029	17,000'
"B"	080105	19,800'
I.P.	080115	19,800'
P.T.	080125	19,800'
"C"	080132	19,800'
"D"	080143	19,800'
"E"	080210	19,800'
Iwo Jima	080515 - 080540	17,000'
Land		

Four (4) aircraft landed at Iwo Jima on return.

3rd Air Squadron

(On next page)

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Authority NND 745005

By KJ NARA Date 08/03/09~~CONFIDENTIAL~~

HEADQUARTERS NINTH BOMBARDMENT GROUP (M)  
Office of the Intelligence Officer  
APO 336, 3 Postmaster  
San Francisco, California

8 August 1945

SUBJECT: Return Report, Mission #319, Target - Yawata, flown  
8 August 1945.

TO: Commanding General, 313th Bombardment Wing, APO 336,  
3 Postmaster, San Francisco, California.

1. Group Designation: 9th Bombardment Group.
2. No. A/C landed home base: 17
3. No. A/C landed away from base: 10 at Iwo jima; 1 Okinawa.
4. Known a/c losses: 1 ditched
5. A/C missing or unaccounted for: #4822 believed to have landed at Okinawa.
6. Time down first a/c bombing PT: 080806Z.
7. Time down last a/c included in this report: 080846Z.
8. No. a/c not bombing: 1
9. No. a/c unknown as to disposition of bombs: 18
10. Targets attacked:
 

Targets Attacked	No. A/G	Cloud	Alt.	Method of bombing	Observed Results
Yawata	11	4/10	20,000'	Radar	Unobserved
11. Enemy air opposition at PT: Weak
12. Enemy A/A: Meagre, inaccurate at PT; moderate and inaccurate at Omuta.
13. Observations and Intelligence Items: 2 vessels at 32 12N 130 23E; 10 vessels at 32 27N 130 13E; 4 vessels at 32 44N 129 52E; 10 small vessels at 32 31N 130 02E; 11 vessels at 33 37N 130 23E; 8 vessels at 34 03N 130 53E; 6 vessels at 34 00N 131 33E; 1 vessel at 33 58N 131 28E; 2 vessels at 33 12N 131 10E (in harbor on north side of island); 1 vessel at 34 25N 130 37E; 1 vessel at 33 10N 132 00E; 2 vessels at 32 38N 130 13E; 1 vessel at 32 38N 130 08E
14. Remarks: None

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Authority NND 745005By lcj NARA Date 08/03/09NAVIGATOR'S MISSION REPORT (Cont'd)3rd Air Squadron

<u>POSITION</u>	<u>TIME</u>	<u>ALTITUDE</u>
Take Off		
Iwo Jima	072027 - 072052	8,500'
Climb	072306 - 072335	8,500'
Arrive "A"	070935 - 080003	18,000'
Depart "A"	080030	18,600'
"B"	080108	20,600'
I.P.	080116	20,600'
P.T.	080127	20,600'
"C"	080133	20,600'
"D"	080140	20,600'
"E"	080209	20,600'
Iwo Jima	080513 - 080528	17,000'
Land		

One (1) aircraft ditched at  $34^{\circ}23'N$   $130^{\circ}09'E$ . Two (2) aircraft were buddies to this aircraft and landed at Okinawa. One (1) aircraft landed at Iwo Jima. One (1) aircraft air aborted on take off.

JACK B. NOLE,  
Major, Air Corps,  
Group Navigator.

DECLASSIFIED  
 Authority NND 745005  
 By KJ NARA Date 08/08/89

9TH BOMBARDMENT GROUP NAVIGATOR'S FLIMSEY JDM/jho Date: 8 August 1945.

From to	T.C.	Drift	CAS	Av. press. Alt.	Av. Temp.	K TAS	Wind D/V	K G. S.	Dist. N.M.	Accumul. Dist.	Time	Accumul. Time	
Take Off		-East-									:11		
TP - 18	335	-1	195	8500	/16	199	170/10	208	185	185	:53	1:04	
18 - Iwo	335	/4	195	8500	/16	199	45/15	194	452	637	2:20	3:24	
Iwo - Climb	302	/3	195	8500	/17	199	70/15	208	537	1174	2:35	5:59	
Climb-Level	302	/3	190	13,000	/7	207	165/13	216	76	1250	:21	6:20	
Level - A	302	/4	190	17,000	-2	216	180/15	223	30	1280	:06	6:26	
Assemble							Assigned Sq. Altitude						
A - B	339	-4	195	19,000	-6	235	220/20	244	138	1418	:59	7:25	Depart A at 1028
B to IP	12	-2	195	19,000	-6	235	220/20	252	36	1454	:34	7:59	Climb to comb Alt.
IP to PT	30	-1	195	19,000	-6	235	220/20	255	48	1502	:11 1/2	8:19	Depart p at 1132
PT to C	342	-4	195	19,000	-6	235	220/20	245	18	1520	:04 1/2	8:23 1/2	
C to D	90	/4	195	19,000	-6	235	220/20	217	31	1551	:07 1/2	8:31	
D to E	145	/5	190	19,000	-6	228	220/20	222	106	1657	:29	9:00	
E to 30	135	/3	183	19,000	-5	219	190/15	210	227	1884	1:05	10:05	
30 to Iwo	135	-4	183	17,000	0	213	70/17	205	440	2324	2:09	12:14	
Iwo to 18	157	-4	183	17,000	0	213	65/15	213	441	2765	2:04	14:28	
18 to Anna	157	0	183	16,000	/13	191	160/10	181	110	2875	:36	15:04	
Anna to base	157	/3	180	2,000	/30	167	230/8	165	81	2956	:29	15:33	
Land											:05	15:38	

NOTE: The navigator will make an entry in the log each time "off" is turned "on" or "off" and when operational check is made one hour out of two on return. 5 entries total.

base Iwo Jima  
 Climb - 29°30'N 132°50'W  
 Iwo Jima - 30°26'N 131°09'W (Assembly Area)  
 "B" - 32°35'N 130°11'W (Departure Pt)  
 "C" - 33°10'N 130°20'W  
 "D" - 32°10'N 130°42'E  
 "E" - 34°10'N 131°20'E  
 "F" - 32°43'N 132°33'E  
 Iwo Jima base.

DECLASSIFIED  
 Authority NND 745005  
 By 123 NARA Date 08/03/09

Field Order # 118 Missio 4319

Target: YAWATA

1. No. A/C Scheduled: 30
2. No. A/C Taking-off: 30
3. Non-Effectives:  
 A. Ground Aborts: 0  
 B. Air Aborts: 1 No. 21V  
 No. 3 Engine out 501
4. Formation: See Reverse.
5. Effectives:  
 A Primary: 29  
 Method of Bombing: Radar  
 Results: Preliminary photo interpretation indicates probability of group missing MPI
6. Air Opposition: Approx. seven enemy A/C encountered. 1 Attack made resulting in the loss of 23V672.
7. Claims: None.
8. Anti-Aircraft: In Target Area enemy AA was meager to moderate and accurate.
9. Landings: The following A/C landed at Iwo. 40V672, 46V672, 52V675, 4V672, 9V672, 10V672, 12V672, 27V672.  
 The following A/C landed at Okinawa: 26V672, 33V672.
10. A/C lost or missing: 23V672 ditched approximately 40 miles Northwest of target area.
11. Casualties: One wounded, 11 missing.

12. Battle Damaged: Exclusive of ships not yet returned to base, one A/C received major damage (32V672), and 4 ships received minor damage.

13. Unusual events or comments: Paragraph 5 includes nine ships known to have gone over target in formation, five of which have been reported by Iwo Jima as having bombed PT.

.03 000,01 3081030

V01 742 722  
 V02 702

.04 000,05 3081030

V01 722 722  
 V02 722

DECLASSIFIED

Authority **NND 745005**By **k3** NARA Date **08/03/09**

HEADQUARTERS WING BOMBARDMENT GROUP  
OFFICE OF WING GROUP BOMBARDIER  
APO 336, c/o postmaster  
San Francisco, California

JMB/jhb

9 August 1945.

**SUBJECT:** Bombardier's narrative of mission # 319.

**TO :** Commanding General, 213th Bombardment Wing, APO 336, c/o postmaster, San Francisco, California. **ATTN:** Wing bombardier.

1. See Bombing Data sheet.

2. Failure to Bomb Primary Target: Of thirty (30) aircraft airborne, twenty nine (29) bombed the primary visual target. One (1) aircraft aborted due to mechanical difficulty and jettisoned all bombs. The target was attacked by three (3) air squadrons consisting of one (1) eleven (11) ship formation, and two (2) nine (9) ship formations. Three (3) planes landed at Iwo Jima, two (2) landed at Okinawa and one (1) ditched. The bombing data from these ships is not available.

3. Deviation from Plan and Difficulties Encountered: All three (3) air squadrons made radar approaches on the primary visual target. The first air squadron hit considerably short of the aiming point. Due to a thick ground haze and intense smoke, the bombardier had difficulty in finding his offset aiming point, however, near the end of the bomb run he did identify the offset point and attempted to do perspective bombing. In doing so he rolled the telescope indices forward and caused a premature release. The second air squadron made a radar approach on the primary visual target but due to scope interference from the front bombay doors, they had difficulty in keeping on course. The bombardier attempted to take over visually but it was too late and the bombs hit over and to the left of the aiming point. The third air squadron also made a radar approach on the primary visual target. The bombardier was unable to pick the aiming point visually and bombs were dropped by radar. The following malfunctions were encountered; Ship #9874 had three (3) bombs hang and had to salvo them after leaving the target area. Ship left at Iwo Jima, cause of malfunction is unknown.

4. Analysis of Errors: The bombardier leading the first air squadron should have been more careful in his perspective bombing procedure. That late in the run, he would have been wise to have made it strictly a radar release.

5. Criticism of Planning: I don't believe there was any necessity for having both a primary visual and a primary radar aiming point that close together.

6. Comments or Suggestions: None.

7. See attached formation diagram.

8. Bombing results were poor. Carried: 719 M-17's, Primary: 692 M-17's, jettisoned 27 M-17's.

9. Bomb plot is at Wing A-2.

10. Mission was flown as briefed.

JAMES K. MCKAY JR.,  
Captain, Air Corps,  
Group Bombardier.

DECLASSIFIED  
Authority NND 745005  
By KJ NARA Date 08/03/09

7.

FORMATION DIAGRAM

Camera Legend:

Scope II  
Vertical \*

1st Air Squadron

9934

9754

9764  
X \*

3843  
X

4010  
X

6072

3925  
X

4020  
X

4576  
X

6343

3892

2nd Air Squadron

7641  
X \*

9760

9849

3562

4522  
X

4067

4059  
X

3514  
X

3512  
X

3rd Air Squadron

0112  
X \*

9920

4791

4043  
X

5036  
X

3956

3005  
X

4007  
X

0070  
X

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 Authority NND 745005  
 By KJ NARA Date 08/03/09

NOTE: Wind (knots) and Temp (deg. Centigrade) are for pressure-altitude with setting of 29.92 inches  
 S E C R E T  
 Return form to Group Staff Weather Officer at Interrogation

TARGET YAWATA

FINAL FORECAST FOR 2 Aug. 1945.

SECRET UNTIL 071800 Z.

ZONE	20°N	25°N	30N	TARGET WEATHER	BASE ON RETURN
30000	4/10	6/10	2/10	2/10	2/10
25000	4/10	6/10	2/10	2/10	2/10
20000					
15000	4/10	4/10	4/10		3/10
10000	4/10	4/10	4/10		3/10
5000	4/10	4/10	4/10	4/10	3/10
SURFACE	4/10	4/10	4/10	4/10	3/10
WEATHER HAZARDS		Mod Turbc	Light Turbc	HAZY	Light
VSBY	20	15(2-3)	18(2-3)	6	20(1-2)
ALT	29.76	29.87	29.86	30.00	29.74
ZONE	BASE TO 10N	To Two	To 30N	To 34N	Target
000					
000					
25 000	40 10 -19	50 15 -18	60 15 -18	70 15 -19	230 25 -26
20 000	40 10 -9	50 15 7	60 15 -7	70 15 -7	220 20 -8
15 000	40 10 1	50 15 3	60 15 3	70 15 3	200 15 -2
10 000	40 10 17	50 15 12	60 15 13	70 15 13	190 15 -12
5 000	40 10 21	50 15 20	60 15 21	70 15 21	190 15 20
0 000	40 10 26	50 15 27	60 15 27	70 15 27	180 14 25
SURFACE	230 8 30	70 10 30	50 10 29	120 10 29	170 12 29

Return same as "Out" unless otherwise indicated

SECRET



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Authority NND 745005By KS NARA Date 08/03/09~~CONFIDENTIAL~~

14. Battle damaged:  
 A. Major: 1 damaged to dorsal fin.  
 B. Minor: 4 due to Antiaircraft

PART B NARRATIVE:

1. Air Opposition: Generally weak. Approximately six (6) enemy A/C were sighted and made one attack. One of our aircraft was shot down as a result of this action.
2. Enemy Ground Defenses: In the target area heavy AA was milder to moderate and accurate. Heavy fire was experienced intermittently along the bomb run from IP to Target. This fire was for the most part inaccurate.
3. Fire Escort: Friendly fighters were observed throughout route over Empire. No reliable estimate of number.
4. Remarks: None.

FOR THE COMMANDING OFFICER:

LEONARD R. BROWN  
 Captain, Air Corps  
 Group S-2 Officer.

~~CONFIDENTIAL~~

9th Bomb  
GROUP

Yawata  
PRIMARY TARGET

1. BOMBING DATA - 313th BOMBARDMENT WING

8 Aug 1945

118

319

DATE OF MISSION B.C. P.O. NUMBER

MISSION NO.

BOMB TYPES AND FUSE SETTINGS: M-17 (5000 ft. burst) 1st Air Sq. - 33 sec. delay 3rd Air Sq. - 35 sec. delay  
2nd Air Sq. - 34 " "

A/C NO.	BOMB LOAD		TARGET BOMBED	TIME OF RELEASE	TYPE OF SIGHTING & CONTROL	PRESSURE ALTITUDE	BOMBING ALTITUDE	WIND DIR.	VEL MPH	HEADING TRUE	AXIS P	IAS MPH	TRUE AS-USED	GS mph	TAN D/A	DRIFT	DS	TRAIL	INT. FT.	LENGTH RUN. MINS.
	GP	M17 LB																		
9934		23	Primary	01:26:30	RD-Radar-C-1	19000	20320	157	0	31	32	195	268	276	.66	1 L	133.1	149	35	10 1/2 Min
9764		24			DL-Manual															
9754																				
1840																				
4876																				
4820																				
4010																				
3915																				
0072																				
3892																				
6343																				
0112		24	Primary	01:24	RD-Vis-C-1	19800	21100	220	21	41	41	195	271	292	.69	0	127.7	160	35	10 min.
9920					DL-Manual															
4791																				
5286																				
0070																				
4007																				
4043																				
3886																				
3956																				
7641		24	Primary	01:27:30	RD-Radar-C-1	20600	22000	248	23	35	33	195	269	288	.67	2 R	126	150	35	12 1/2 min
9849					DL-Manual															
4822																				
3512																				
3544																				
3561																				
4859																				
4067																				
9760																				

5286 aborted, jettisoned 24 bombs. Carried - 719 M-17's primary - 692 M-17's jettisoned - 27 M-17's  
 9874 jettisoned 3 bombs, cause unknown. \* indicates ship still at Iwo. It is known that these ships went over target in form. & bombed pt.  
 \*\* " " " " " " Okinawa " " " " " " " " " " " " " " " " "

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 By KJ NARA Date 08/03/09

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 By KJ NARA Date 08/03/09

~~SECRET~~ (After data are entered)

TARGET YAMATA ALTITUDE 10000 20000  
 BASE AT TAKE-OFF: 071500 Z.  
 AMT & TYPE CLOUD \_\_\_\_\_ BASE LOW CLOUD \_\_\_\_\_ SPEC PHEN \_\_\_\_\_  
 SFC WIND: Dir \_\_\_\_\_ ° Speed \_\_\_\_\_ Knots VSBY \_\_\_\_\_  
 EFFECT OF WX \_\_\_\_\_

ROUTE OUTGOING: (Over)

TARGET: 080150 Z.  
 LOW CLD Cu AMT 4 / 10 BASE 3000 FT TOP 6-7000 FT  
 MDL CLD None AMT \_\_\_\_\_ / 10 BASE \_\_\_\_\_ FT TOP \_\_\_\_\_ FT  
 HI CLD None AMT \_\_\_\_\_ / 10 BASE \_\_\_\_\_ FT TOP \_\_\_\_\_ FT  
 AMT CLD OBSCURING TGT 0-10/10 SPEC. PHENOMENA Slight haze much smoke blowing NNE  
 VSBY 5-10 mi in haze and smoke TEMP \_\_\_\_\_ ° CENT.  
 WIND: Direction right at tgt. Over 50 mi in area SPEED 200 Knots  
 EFFECT OF WEATHER & CLOUDS ON BOMBING METHODS Radar and visual

ROUTE RETURNING:

ALTITUDE 0817000  
 Same to 20N. 20N to base: 5/10 As at 10000 began at 10-20N and

COMPARISON:  
 became 10/10 at 19000 with rain at 17.5N. 5/10 Cu becoming 8-9/10 with 4/10 build  
 ups into middle bed at 17N with Mod turbe - hvy W's

BASE ON RETURN: 080830 Z.

CLOUD: Amt and Type \_\_\_\_\_ BASE LOW CLOUD \_\_\_\_\_ FT  
 WIND: Dir \_\_\_\_\_ ° Speed \_\_\_\_\_ Knots VSBY \_\_\_\_\_  
 SPECIAL PHENOMNA & EFFECT OF WEATHER \_\_\_\_\_

Very excellent forecast especially winds (Surface winds at 17N 300

REMARKS:  
at estimated 25K) Surface winds at Kyochu 150 at 12N Cloud cover over Honchu  
5-7/10 mostly in valleys Shikoku 2-3/10

~~SECRET~~ (after data are entered)

TH GROUP CONSOLIDATION

1945.

ROUTE OUTGOING:	8000		ALTITUDE	
ZONE	2000 to 23N		23N to 25N	
LOW CLD: Amt & Type	4-5/10 Cu		6/10 Cu	
LOW CLOUD BASE	15-2000		2000	
LOW CLOUD TOP	1/10 to 10-12000 5-7000		3/10 to 15-20000 3/10 to 6-8000	
MDL CLD: Amt & type	2-3/10 Ag		6/10 Ag	
MIDDLE CLOUD BASE	12000		thin patchy layers from 10000	
MIDDLE CLOUD TOP	thin		18000	
HI CLD: Amt & Type	3-5/10 to 0/10 Ci		4/10 Ci	
HIGH CLOUD BASE	26000		25000	
HIGH CLOUD TOP	thin		thin	
VISIBILITY	Unsp		Unsp 2-4 in shreds	
WIND: Direction	base-18N 240		18N - 23N 150	
WIND: Speed	12		16	
TURBULENCE	slight to None		lgt to Mod	
ICING	None		None	
SPECIAL PHENOMENA	occul buildups		Mod RH <sup>10</sup>	
EFFECT OF WEATHER	None		Some inst flying	
REMARKS:	None		Shows two deg further N than forecast	

This zone includes all of  
Kyushu Kyushu coverage 2-3/10  
Cu 2-3000 tops 6-7000 band  
6-8/10 Sc on S shores.

SECRET (after data are entered)

- 1 -

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Authority NND 745005By KS NARA Date 08/03/09GROUP 9th Bomb WING FLIGHT ENGINEERING PLANNING MISSION # 319DATE 9 August 1945.MISSION DATE 8 August 1945

Entries will be based on the following:

1. Weight Data: All airborne aircraft of the main bombing force.
2. Flight Data & Fuel Consumption to Target: All aircraft that reach the target area.
3. Fuel Remaining: All aircraft completing the mission without malfunctions serious enough to appreciably affect fuel consumption.

1. Weight Data:

- |                                |                     |
|--------------------------------|---------------------|
| a. No. of A/C considered       | <u>Thirty (30)</u>  |
| b. Bomb Load:                  |                     |
| (1) Maximum for individual A/C | <u>11,160 lbs.</u>  |
| (2) Minimum for individual A/C | <u>11,160 lbs.</u>  |
| (3) Average for all A/C        | <u>11,160 lbs.</u>  |
| Average fuel loaded            | <u>7230 gallons</u> |

2. Flight Data & Fuel Consumption to Target:

- |                                   |                      |
|-----------------------------------|----------------------|
| a. No. of A/C considered          | <u>Eighteen (18)</u> |
| b. Average time spent in assembly | <u>:53</u>           |
| c. Average total time to target   | <u>8:21</u>          |
| d. Fuel consumed to target:       |                      |
| (1) Maximum for individual A/C    | <u>4608 gallons</u>  |
| (2) Minimum for individual A/C    | <u>3954 gallons</u>  |
| (3) Average for all A/C           | <u>4190 gallons</u>  |
| e. Average bombing altitude       | <u>19,000 feet</u>   |

3. Fuel Remaining:

- |                               |                      |
|-------------------------------|----------------------|
| a. No. of A/C considered      | <u>Eighteen (18)</u> |
| b. Maximum for individual A/C | <u>880 gallons</u>   |
| c. Minimum for individual A/C | <u>271 gallons</u>   |
| d. Average for all A/C        | <u>646 gallons</u>   |

4. Miscellaneous:

- |  |                     |
|--|---------------------|
| a. Average gross weight (Airborne A/C) | <u>135,841 lbs.</u> |
| b. Average total fuel consumed         | <u>6584 gallons</u> |
| c. Average total time                  | <u>15:17</u>        |
| d. Type of Bombs                       | <u>M-17</u>         |

~~RESTRICTED~~

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Authority **NND 745005**By **KJ** NARA Date **08/03/09**

HEADQUARTERS NINTH BOMBARDMENT GROUP  
Office of the Group Flight Engineer  
APO 936, c/o Postmaster  
San Francisco, California

JIN/res

9 August 1945

SUBJECT: Flight Engineer's Narrative Report for Mission #319 (Yawata).

TO: Commanding General, 313th Bombardment Wing, APO 936, c/o  
Postmaster, San Francisco, California. ATTN: Flight Engineer.

1. Flying time was shorter than predicted which gave a lower overall fuel consumption. An average load of 24 M-17's were carried with a bomb bay tank.

2. 21V had a loss of oil pressure and returned 6 minutes after take-off, the only air abort. 8 ships landed at Iwo with many malfunctions, details not available for this report.

JOHN I. NESTEL,  
Capt., Air Corps,  
Group Flight Engineer.

NINTH BOMBARDMENT GROUP FLIGHT ENGINEERS CRUISE CONTROL REPORT

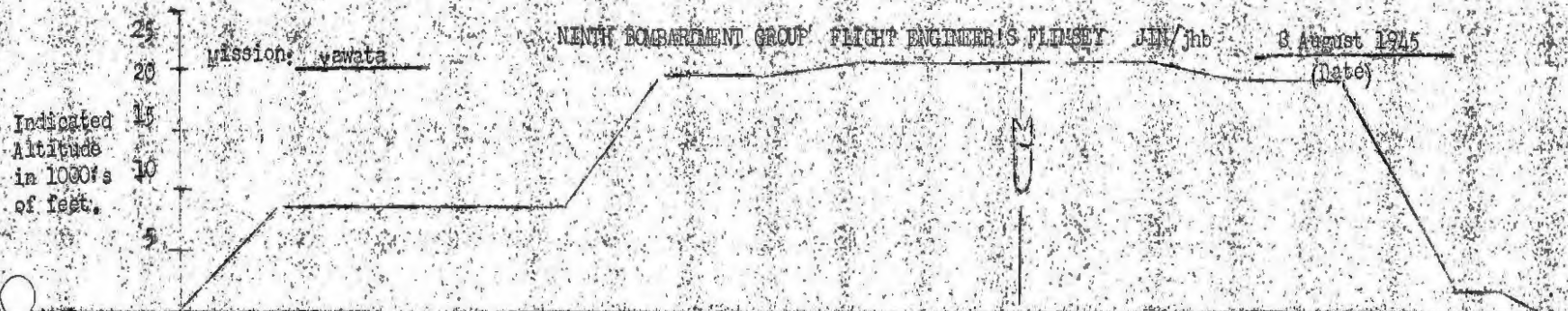
JIM/jbb

DATE: \_\_\_\_\_ MISSION: \_\_\_\_\_ TARGET: \_\_\_\_\_ FIELD ORDER: \_\_\_\_\_

A/C NO.	T.O. Gr. Wt.	Bomb Load	Total Fuel Used	Total Time	Time to Target	Fuel to Target	MALFUNCTIONS AND REMARKS
1	11,700	2,200	400	15:17	0:10	400	
2	11,700	2,200	400	15:18	0:10	400	
3	11,700	2,200	400	15:22	0:11	400	
4	11,700	2,200	400	15:21	0:12	400	
5	11,700	2,200	400	15:24	0:10	400	
6	11,700	2,200	400	15:25	0:10	400	
7	11,700	2,200	400	15:28	0:10	400	
8	11,700	2,200	400	15:29	0:10	400	
9	11,700	2,200	400	15:30	0:10	400	
10	11,700	2,200	400	15:31	0:10	400	
11	11,700	2,200	400	15:31	0:10	400	
12	11,700	2,200	400	15:32	0:10	400	
13	11,700	2,200	400	15:32	0:10	400	
14	11,700	2,200	400	15:33	0:10	400	
15	11,700	2,200	400	15:34	0:10	400	
16	11,700	2,200	400	15:34	0:10	400	
17	11,700	2,200	400	15:35	0:10	400	
18	11,700	2,200	400	15:35	0:10	400	
19	11,700	2,200	400	15:36	0:10	400	
20	11,700	2,200	400	15:37	0:10	400	
21	11,700	2,200	400	15:37	0:10	400	
22	11,700	2,200	400	15:38	0:10	400	
23	11,700	2,200	400	15:38	0:10	400	
24	11,700	2,200	400	15:39	0:10	400	
25	11,700	2,200	400	15:39	0:10	400	
26	11,700	2,200	400	15:40	0:10	400	
27	11,700	2,200	400	15:40	0:10	400	2 engine trouble - 1 engine shut down.
28	11,700	2,200	400	15:40	0:10	400	
29	11,700	2,200	400	15:41	0:10	400	
30	11,700	2,200	400	15:41	0:10	400	
31	11,700	2,200	400	15:42	0:10	400	
32	11,700	2,200	400	15:42	0:10	400	
33	11,700	2,200	400	15:43	0:10	400	
34	11,700	2,200	400	15:43	0:10	400	
35	11,700	2,200	400	15:44	0:10	400	
36	11,700	2,200	400	15:44	0:10	400	
37	11,700	2,200	400	15:45	0:10	400	
38	11,700	2,200	400	15:45	0:10	400	
39	11,700	2,200	400	15:46	0:10	400	
40	11,700	2,200	400	15:46	0:10	400	
41	11,700	2,200	400	15:47	0:10	400	
42	11,700	2,200	400	15:47	0:10	400	
43	11,700	2,200	400	15:48	0:10	400	
44	11,700	2,200	400	15:48	0:10	400	
45	11,700	2,200	400	15:49	0:10	400	
46	11,700	2,200	400	15:49	0:10	400	
47	11,700	2,200	400	15:50	0:10	400	
48	11,700	2,200	400	15:50	0:10	400	
49	11,700	2,200	400	15:51	0:10	400	
50	11,700	2,200	400	15:51	0:10	400	

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Authority NND 745005  
By 103 NARA Date 08/08/09

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 Authority NND 745005  
 BY KJ NARA Date 08/03/09



Condition	WU & TO	CLIMB 1	CRUISE 1	CRUISE 2	CRUISE 3	CLIMB 2	CRUISE 4 / ASSY.	CLIMB 3	CRUISE 5	BOMB RUN	CRUISE 6	CRUISE 7	CRUISE 8	DESCENT 1	Approach to base	Final
GAS	--	195	195	195	195	190	Cr. 4 195 190	190	195	195	195 190	183	183	183	100	--
TIME	0002	:25	1:40	2:15	4:37	:21	Cr. 4 06 1:05	:07	:36	:11	:41	2:25	3:03	:36	:29	:05
ACC. TIME	0002	:27	2:07	4:22	5:59	6:20	7:25	7:32	8:08	8:19	9:00	11:25	14:28	15:04	15:33	15:38
ALTITUDE	S.L.	9,000	8,500	8,500	8,500	8,500 to 17,000	17,000	17,000 to 19,000	19,000	19,000	19,000	To 17,000	17,000	To 2,000	2000	To base
POWER	2000 - 49	2400 - 47 2400 - 43	2150 - 34	2100 - 33	2050 - 32.5	2400 - 43 2400 - 42	2125 - 31.5 2175 - 33	2350 - 40 2400 - 42	2150 - 32.5 2200 - 34	2300 - 30.2 2350 - 40	1950 - 29 2000 - 29	1850 - 29	1700 - 29	1500 - 29-32	1800 - 33	2400 - --
FUEL	100	402	775	945	647	326	533	107	358	153	246	827	945	166	156	50
TOTAL FUEL	100	502	1277	2222	2869	3195	3728	3825	4183	4336	4584	5411	6356	6522	6678	6728
START AV. CR. WT.	136,500	135,900	133,400	128,838	123,158	119,278	117,318	114,108	113,466	111,316	99,218	97,728	92,768	88,990	86,003	85,068
EST. CAT	--	35°	30°	30°	30°	35°	25°	30°	25°	30°	25°	20°	25°	30°	30°	35°
FUEL FLOW	--	965	465	420	400	933	493	920	597	835	363	342	310	276	329	

Loading data: 7230 gal. gas for all A/C - 6,000 rds. ammo + 500 gal. oil/eng - 20 x 17's at 165% oil wd - 4 x 17's at 165% oil wd  
 Base tank in rear B.B.

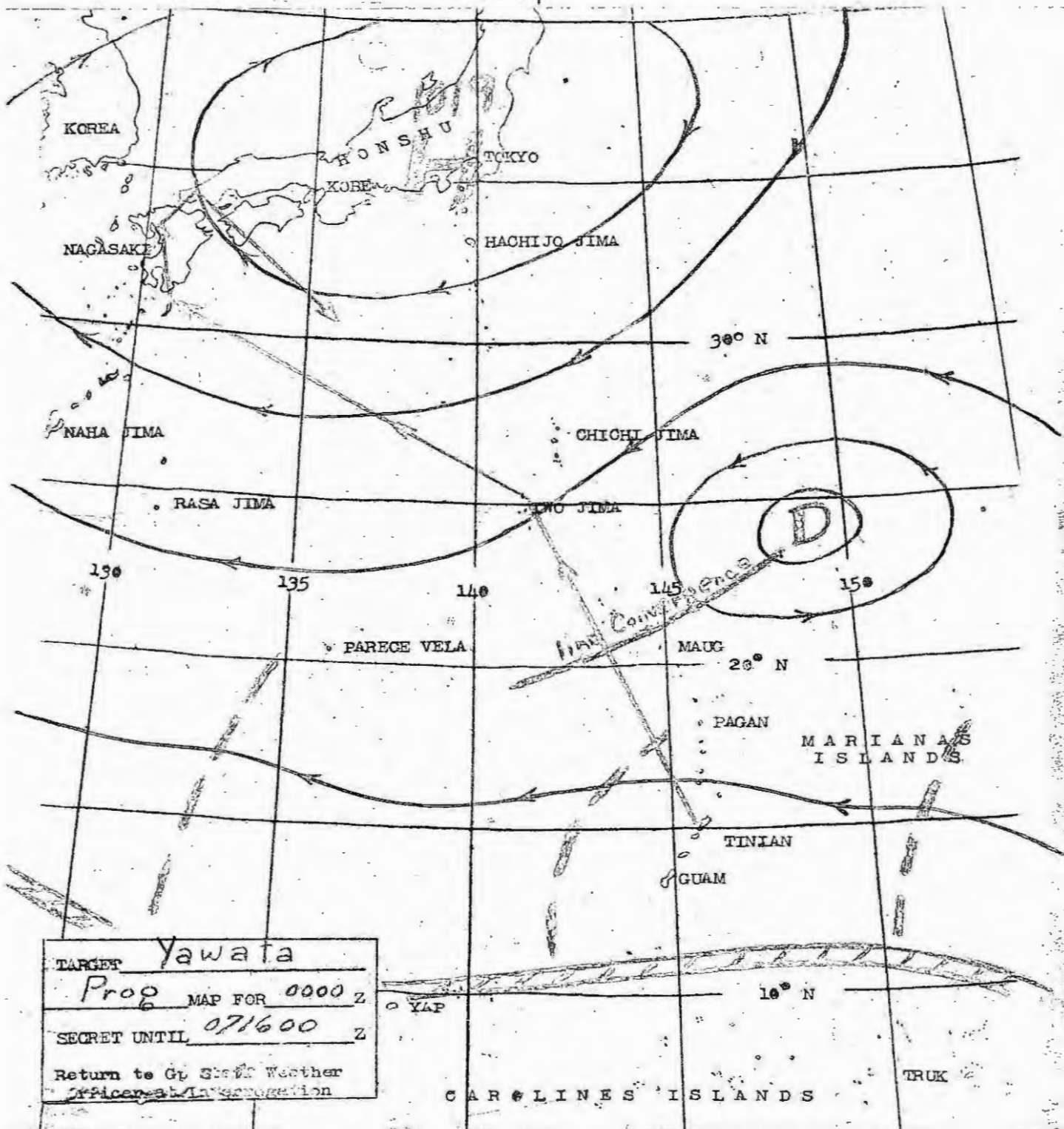
All malfunctions reports, and flight logs of ground aborts, air aborts and two landings are to be turned into Ops promptly after landing.



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By **KJ** NARA Date **08/03/09**



TARGET	Yawata
Prog	MAP FOR 0000 Z
SECRET UNTIL	071600 Z
Return to Gp Staff Weather Officer at 1st Lt. [unclear]	

CAROLINES ISLANDS

TRUK

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Authority NND 745005By KA NARA Date 08/03/09

HEADQUARTERS NINTH BOMBARDMENT GROUP  
 APO 247, c/o Postmaster  
 San Francisco, California

9 August 1945  
 Date

SUBJECT: Mission Report.

TO: Commanding General, 313th Bombardment Wing, APO 247, c/o Postmaster,  
 San Francisco, California. ATTENTION: Gunnery Officer.

The following information is submitted in accordance with XXI Bomber  
 Command letter, subject: "Mission Reporting", dated 7 April 1945 and revised as  
 of 20 April 1945.

1. B. C. Mission number and target 319 - Yawata

2. Number of A/C firing 20 (test)

3. Number of rounds loaded for each turret

U.F.	<u>2000</u>	L.A.	<u>1000</u>
U.A.	<u>1000</u>	L.F.	<u>1000</u>
T	<u>1000</u>		

4. Gun loading (hot or cold) Hot

5. Number of rounds fired in combat None

6. Number of rounds fired in test 1169

7. Average number of rounds fired per turret

U.F.	<u>20</u>	L.A.	<u>10</u>
U.A.	<u>10</u>	L.F.	<u>10</u>
T	<u>10</u>		

8. Number of malfunctions of guns One

9. Cause of malfunctions of guns as listed

Plane #754 - Right gun - L. Aft. Feed jam Cleared in flight.

10. Fighter opposition: Nil to weak.

11. Fighter tactics: Only one coordinated attack was made on 23V, lagging behind formation.

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- 10. General comments on mission as it relates to gunnery and equipment; (percent of operations of CFC equipment and caliber 50 machine guns, comments and suggestions of gunners, and any other significant comments relating to gunnery).

Report does not include 6 aircraft which are on Iwo.

TO  
TO  
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3 711 004 7072

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 By KS NARA Date 08/03/09

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**COMMUNICATIONS  
 CONSOLIDATED MISSION REPORT**

1. Mission No.: 319 ; Field Order No.: 118 ; Date Flown: August 1945

2. Group: 9th Bomb ; Total A/C Participating 29 .  
 a. Squadron 1st Bomb ; Total A/C Participating 9 .  
 b. Squadron 5th Bomb ; Total A/C Participating 9 .  
 c. Squadron 99th Bomb ; Total A/C Participating 11 .  
 d. Squadron \_\_\_\_\_ ; Total A/C Participating \_\_\_\_\_ .

3. Strike Reports:

A/C Call	DTG	Time Sent	Time Rptd For	Frequency	Text
<u>31V672</u>	<u>030027</u>	<u>0200</u>	<u>0201</u>	<u>10125 Ec</u>	<u>2R0E3B9Y</u>
<u>49V672</u>	<u>030126</u>	<u>0215</u>	<u>0219</u>	<u>10125 Ra</u>	<u>2R3E4G11X</u>
<u>5V672</u>	<u>030124</u>	<u>0202</u>	<u>0204</u>	<u>10125</u>	<u>2R4E4C9X</u>

4. Contact Reports:

A/C Call	DTG	Time Sent	Time Rptd For	Freq.	Text
<u>None</u>					

5. Total Number of Fox Transmissions Received:

a. Weather 561  
 b. Time Signals 186  
 c. Others:

Frequency	Time	No. A/C Receiving	Subject of Message
<u>All Strike Freq.</u>	<u>1905-1935-2005</u>	<u>26</u>	<u>Abortion Report</u>

6. Flight Control:

No. A/C Contacted 27 ; No. A/C No Contact 2 ; Reason For Not Contacting  
Landed Iwo Jima  
Flew 53th Wing A/C from Iwo.

7. A/C Using Range in Conjunction with Flight Control:

No. Using: 19 . No. Not Using: 10 .

8. Navigational Aids:

a. Air-Air Homing: Number of A/C successfully homing 12 ;  
 Average distance 100 mi ; Maximum distance 300 mi.

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COMMUNICATIONS CONSOLIDATED MISSION REPORT, Cont'd.

b. Radio Transmitter Buoys: Number of A/C successfully homing Not used; Average distance \_\_\_\_\_; Maximum distance \_\_\_\_\_

c. HF/DF Contacts:

Station Giving Bearing	Bearing	Frequency	Time Necessary To Get Bearing	Time of Request	Class of Bearing

(1) If HF/DF contact attempted but not completed, give reason: \_\_\_\_\_

d. VHF/DF Contacts:

Station Giving Bearing	Bearing	Frequency	Time Necessary To Get Bearing	Time of Request	Class of Bearing

(1) If VHF/DF contact attempted but not completed, give reason: \_\_\_\_\_

f. Ground Station Signal Strength: Give average strength of Ground Station Signal at approximate distance indicated (time to nearest 1/2 hour); R- and S- evaluations per FM 24-13 will be used:

Naut. Miles From Base	Low Freq.	Middle Freq.	High Freq.	Time
300	R5 S5	R2 S2	R5 S5	0430
900	R5 S5	R5 S4	R5 S5	0730
1200	R2 S2	R2 S2	R3 S5	0900
1500				

g. Enemy Transmissions and Jamming:

a. Describe individually each enemy transmission on strike frequency and VHF Channels:

A/C Number	Time	Frequency	Description of Transmission
None			

b. Jamming:

Time	Frequency	Intensity	Type	Remarks
1800 Z to 0230 Z	10125	R2 S3	Key	Unknown station kept sending following signal strength checks over and over. TDX V JET QRE. Could read thru ground station but was very annoying to operators.

1. Equipment Malfunctions:

Nomenclature	Malfunction
AM/ART-13	Could not be tuned.
Interphone	Engineer-1. Gunner mike button inoperative.
Interphone	Excessive static.
Antenna	Trailing wire lost (2)

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COMMUNICATIONS CONSOLIDATED MISSION REPORT, Cont'd.

12. Distress Messages:

a. Number of urgent bearings requested: \_\_\_\_\_  
 (1) Reason for request: \_\_\_\_\_

b. Give a narrative report of distress messages transmitted:

A/C Number	Time	Frequency	Contents of Message
26V672	0310	10125	23V ditched 34 23N 130 09E in parts 0200Z (RAR)
26V672	0435	10125	Circled 23V for two hours gave Lifeguard 691 position proceeding to Okinawa. (RAR)

NOTE: 23V672 was also circling 26V672 and was in communication with lifeguard submarine.

13. Net Discipline and Security:

a. Status of net discipline was Very good.

b. Status of net security was Excellent.

c. Radio discrepancies:

A/C Number	Time	Frequency	Description of Discrepancy
<u>None reported</u>			

14. Meritorious Service: None

15. Comments and Suggestions: 10125 Kc: Signal strength was R5 S5 from target to base. On way to target frequency would fade in and out from 600 miles to 1000 miles. During this period operators would use all three strike frequencies to keep in contact with the ground station.

NOTE: All times noted will be in Zebra Time unless otherwise noted.

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Authority NND 745005  
By KJ NARA Date 03/03/09

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(When Completed)

HEADQUARTERS 313TH BOMBARDMENT WING  
APO 247, c/o Postmaster  
San Francisco, California

Group: \_\_\_\_\_  
Mission: \_\_\_\_\_  
Field Order No: 515  
Date: 12/15/55

RADAR MISSION REPORT

1. Radar Bombing.

- a. Number aircraft using Azimuth Stabilization on bomb run: 10
- b. Number aircraft on takeoff with operative AN/APQ-13: 10 ~~1000~~
- c. Number aircraft over all targets with operative AN/APQ-13: 10
- d. Number aircraft with AN/APQ-13 operative on return to base: 10
- e. Average maximum range of AN/APQ-13: 65 miles Altitude 10,000
- f. Average maximum beacon range of AN/APQ-13: 100 mi Altitude 8,000
- g. Fully describe interference and/or jamming encountered: \_\_\_\_\_  
\_\_\_\_\_
- h. Average maximum range of Radar Landfall: 65 miles
- i. Number of AN/APQ-13 failures in Lead Planes: 1
- j. Comments on recurring troubles: Large amount of bomb area interference  
with carrier and NBC.
- k. Malfunctions: \_\_\_\_\_  
(1) AN/APQ-13: 1 indicator went out

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 Authority NND 745005  
 By ks NARA Date 08/03/09

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RADAR MISSION REPORT (Cont'd)

2. Radar Navigation APN-4; APN-9
  - a. Total number of fixes. \_\_\_\_\_
  - b. Average maximum range
    - (1) Ground wave \_\_\_\_\_
    - (2) Sky wave \_\_\_\_\_
  - c. Describe interference \_\_\_\_\_
  - d. (1) Number of A/C using fixed antenna \_\_\_\_\_  
 (2) Number of A/C using trailing antenna \_\_\_\_\_
  - e. Remarks on signals from other chains \_\_\_\_\_
  - f. Malfunctions \_\_\_\_\_
  - g. Comments \_\_\_\_\_
3. IFF \* SCR 695
  - a. Times and location turned on \_\_\_\_\_
  - b. Times and locations turned off \_\_\_\_\_
  - c. Number of times checked \_\_\_\_\_
  - d. Malfunctions \_\_\_\_\_
  - e. Comments \_\_\_\_\_
4. Absolute altimeter, SCR 718
  - a. Number of sets operative throughout mission \_\_\_\_\_
  - b. Malfunctions \_\_\_\_\_
  - c. Comments \_\_\_\_\_

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 (When Completed)

Incl 2 to Hq 313th  
 Bombr Wg Reg 55-18, dtd 1/23/45



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 Authority **NND 745005**  
 By **KJ** NARA Date **08/03/09**

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 (When Completed)

HEADQUARTERS 313th BOMBARDMENT WING  
 APO 247, c/o Postmaster  
 San Francisco, California

Group: \_\_\_\_\_  
 Mission: \_\_\_\_\_  
 Field Order No: \_\_\_\_\_  
 Date: 210

RADAR MISSION REPORT FOR PLANNING      ~~SECRET~~      ~~1945~~

1. Total Number aircraft over Primary, Secondary and Last Resort Targets: \_\_\_\_\_
2. Number of Radar releases: 2
3. Number of planes dropping on each Lead Radar Release: \_\_\_\_\_
4. Average true course at time of bomb release: \_\_\_\_\_ Degrees.
5. Average deviation from average true course at time of bomb release: \_\_\_\_\_ Degrees.
6. Total number of radar winds ~~24/45~~ \_\_\_\_\_
7. Average radar wind obtained for bombing \_\_\_\_\_ Degrees \_\_\_\_\_ Knots.
8. Average deviation \_\_\_\_\_ Degrees 100 Knots 16
9. Average deviation from winds obtained by Lead Crews \_\_\_\_\_ Degrees, \_\_\_\_\_ Knots.
10. Comments on radar identification of landfall \_\_\_\_\_  
 of IP \_\_\_\_\_ ~~Good~~
11. Comments of Briefing Material: \_\_\_\_\_ ~~Good~~
12. Comment on radar identification of Aiming Point: \_\_\_\_\_ ~~Good~~

Incl 1 to Hq 313th Bomb Wg  
 Reg 15-18, dtd 4/23/45

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 (When Completed)

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Authority NND 745005

By ks NARA Date 08/03/09~~CONFIDENTIAL~~

AF Mission No. 319  
 Date 8 August 1945  
 Group 9th  
 Wing 313th

P-T - YAWATA - 29

Anti-aircraft

a. 3 Air Squadrons of the 9th Group dropped incendiaries on Yawata. The 1st Air Squadron of 11 A/C bombed at 080126Z from 19,000 feet. The 2nd Air Squadron of 9 A/C bombed at 080125Z from 19,500 feet. The 3rd Air Squadron of 9 A/C bombed at 080128Z from 20,000 feet. The average axis of attack was 30°. The weather was 4/10's clouds, the wind 200° at 20 knots. The lead bombardiers of all 3 squadrons dropped by radar, all others dropping on the leaders.

## b. Locations &amp; intensity of flak enroute to target:

<u>LOCATION</u>	<u>AMOUNT</u>	<u>ACCURACY</u>
Kanoya A/F	2 bursts	Inaccurate
Kagoshima	meager	Inaccurate
Omuta	20 bursts	Inaccurate
Yamagawa	meager	Inaccurate
<del>800</del> SAGA	meager	Inaccurate
Kurume	meager	Inaccurate
Fukuoka	meager	Inaccurate

c. The 1st Air Squadron observed considerable heavy AA, but did not consider any was directed at the squadron as it was very inaccurate. The 2nd Air Squadron reported up to 60 bursts within the formation over a 2 minute period so for this squadron AA was moderate and accurate. The 3rd Air Squadron reported from 40 to 100 bursts within and near the formation over a 2 to 3 minute period, so AA fire was considered moderate to intense and accurate. All puffs were black.

## d. On the route out heavy AA was encountered at:

<u>LOCATION</u>	<u>AMOUNT</u>	<u>ACCURACY</u>
FUTAOL-SHIMA	meager	Inaccurate
Naval Vessel near OURA	13 bursts	Inaccurate
H&SI	3 guns	Inaccurate
YAMAGUCHI	12 bursts	Inaccurate
BOFU	meager	Inaccurate
TOKUYAMA	30-40 bursts	Directed at another formation

e. No A/C were lost to flak. The 2nd A.S. had 3 A/C suffer minor damage. The 3rd A.S. had 1 A/C with major damage and 4 a/c with minor damages.

f. Nil S/L. Daylight raid.

g. One crew reported seeing phosphorous flak in target area.

h. No comment

HARRY L. ROBINSON JR  
 Captain, Air Corps  
 Flak Officer

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Mission No. 319 Date of Mission 8 Aug. 1945 Wing 319th Group 9th

No. A/C & Type	Location of E/A	Altitude	Time	Remarks
6 S/B	Target Area	20,000	080125 to 080130	

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Authority NND 745005By KJ NARA Date 08/08/09~~CONFIDENTIAL~~

AF Mission #319  
Date 8 Aug 1943  
Group 9th  
Wing 313th

PT - YAWATA

NARRATIVE

25V which was #5 in formation was straggling from 500 to 1000 yards due to lack of power in one engine. 2 Tonys attacked with the result that #3 engine caught fire. The A/C headed for the open water in a northwesterly direction. Reports we have indicate that the crew bailed out at approximately 5423N 13009E.

26V, #6 in formation, was attacked from 3 o'clock high. It came in to 600 yards and then broke away diving straight down into the clouds. The right blister gunner believed he saw fire coming out of the left side of engine of the fighter as he dove into the clouds.

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Mission No.	319	Date of Mission	8 Aug. 1945	Wing	313th	Group	9th
-------------	-----	-----------------	-------------	------	-------	-------	-----

Serial No. of E-29	Number of Formation*	Type E/A Attack	S/E or T/E (T)	Location of Attack	Time of Attack	Clock Direction	Level of Attack	Altitude of B-29	Yards Brokeoff	Claim	Gun Sight	Results of Hits	Colors & Arrangings
2512		<del>Eng</del>	S/E	Tgt.	080128	4	low	20,600	x	<del>Eng</del>		E/A smoking	
2544		Ballast Engine	S/E	Tgt.	080129	3	High	20,600	600			Believe A/C had fire in engine.	

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Auth: CG/STN BOB WS

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By KJ NARA Date 08/08/09

\*This column to be filled out by Wings. Number each formation chronologically according to Time of Bombs Away.

\*\* a. To and including Landfall.  
 b. After Landfall to and including Initial Point.  
 c. After Initial Point to and including Bombs Away  
 d. After Bombs Away to and including Lands' end  
 e. After Lands' end

Code for Gun Position Yards E/A Brokeoff. Gave to near  
 1. Nose  
 2. Left Blister  
 3. Right Blister  
 4. BCG  
 5. TG

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 By ks NARA Date 08/03/09

17  
9

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~~SECRET~~  
 Auth: CG 313th Bom Wg  
 Init: \_\_\_\_\_  
 Date: 7 August 1945  
 313th Bombardment Wing  
 APO 336  
 1400K 7 August 1945

FO 118

Maps: S-501 AAF Special Plotting Chart 1:3,000,000  
 AAF Aeronauticals 1:500,000 (388D, 388A, 491B)  
 JAPAN Aviation Chart 1:218,000

1. A. In possession of Gp
- B. 59th, and 73rd Wgs will Atk YAWATA Urban Industrial Area with Normal Effort on "D" Day.

<u>Airborne Gp</u>	<u>Wing</u>	<u>Time</u>	<u>MFI</u>	<u>Route Alt</u>	<u>Bomb Alt</u>
First	58th	D Hour	111035	3000-3800 & 7000-7800	Ft 19000 Ft
First	73rd	D Hour plus 4	111035	6000-6800 & 9000-9800	Ft 21000 Ft
First	313th	D Hour plus 8	111035	5000-5800 & 8000-8800	Ft 19000 Ft
Second	58th	D Hour plus 12	111035	3000-3800 & 7000-7800	Ft 19000 Ft
Second	73rd	D Hour plus 16	073035	6000-6800 & 9000-9800	Ft 21000 Ft
Second	313th	D Hour plus 20	073035	5000-5800 & 8000-8800	Ft 19000 Ft
Third	58th	D Hour plus 24	073035	3000-3800 & 7000-7800	Ft 19000 Ft
Third	73rd	D Hour plus 28	073035	6000-6800 & 9000-9800	Ft 21000 Ft
Third	313th	D Hour plus 32	039037	5000-5800 & 8000-8800	Ft 19000 Ft
Fourth	58th	D Hour plus 36	039037	3000-3800 & 7000-7800	Ft 19000 Ft
Fourth	73rd	D Hour plus 40	039037	6000-6800 & 9000-9800	Ft 21000 Ft

Assembly Area: Zone 1 as set forth in XXI Bom Com Tactical Doctrine  
 Reassembly Area: 58th Wg: 3139N-12930E (Assembly West of the island of SHIMO-KISHIKE to clear route of other Wgs)

73rd Wg: 3000N-12955E  
 313th Wg: 3023N-13058E

Method of Atk: Air Gps within each of the Air Wgs will pass over Dep Pt at 4 Min intervals.

If radar bombing is necessary all units will strike MFI 073035.

- C. Fighter Escort: Three (3) Gps of Okinawa-Based P-47's have been requested to escort formation. One Gp of P-47's will rendezvous with each Air Wg at Dep Pt, escort them through the Tgt Area.
- D. Air Sea Rescue: Annex 1.

2. 313th Wg with three (3) Gps Normal Effort will Atk YAWATA Industrial Urban Area on "D" Day.

A. Primary Visual and Radar Tgt: YAWATA Urban Industrial Area. If radar bombing is necessary all units will strike MFI 073035.

- B. MPI's: 505th Gp - 111035  
 6th Gp - 073035  
 9th Gp - 039037 (Ref XXI Bom Com Litho Mosaic YAWATA Area)

C. Route: Base  
 IWO JIMA  
 3023N-13058E (Assembly Area)  
 3235N-13011E (Dep Pt)  
 3310N-13020E (IP)  
 Tgt  
 3410N-13042E  
 3410N-13120E  
 3243N-13233E  
 IWO JIMA  
 Base

D. Axis of Atk: 29 Deg True

E. Route Alt: 5000-5800 and 8000-8800 Ft. A/C will not use Alt 4000-5000 Ft. This is reserved for aborting A/C returning to Base.

F. Alt of Atk: Lead Sqdn of each Gp 19000 Ft with succeeding Sqdns stacked up 800 Ft.

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 Authority **NND 745005**  
 By **KJ** NARA Date **08/08/09**

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313th Bombardment Wing  
 APO 336

Annex 1 to FO 118

Air Sea Rescue1. Dumbos.

<u>Calls</u>	<u>Position</u>	<u>Time</u>
1V135 Airdale 1 (Over 3A) (73rd)	3230N-13240E	From 1110K
2V135 Airdale 2 (Over 3A) (58th)	3230N-13240E	From 1110K
1V462 Playmate 1 (Over 3A) (Oki)	3230N-13240E	From 1110K
71V180 Playmate 71 (Over 3B) (Iwo)	3130N-13400E	From 1140K
72V180 Playmate 72 (Over 3C) (Iwo)	3035N-13500E	From 1205K
73V180 Playmate 73 (Over 3D) (Iwo)	2940N-13600E	From 1230K
61V180 Playmate 61 (Over 2A) (Iwo)	2800N-13745E	From 1315K
62V180 Playmate 62 (Iwo)	2615N-13945E	From 1405K
20X550 Playmate 20	2000N-14330E	1520K-End
18X550 Playmate 18 (Over 2C)	1800N-14430E	1620K-End
16X550 Playmate 16	1600N-14520E	1635K-End

2. Surface Vessels.

A. Birddog 61	2800N-13745E	On Return
B. Deleted		
C. Solid Jack	1800N-14430E	Entire

3. Lifeguard Submarines.

A. 539V6	3230N-13240E	Entire
B. 692V6	3130N-13400E	Entire
C. 690V6	3035N-13500E	Entire
D. 531V6	2940N-13600E	Entire
E. 688V6	3200N-13200E	On Route Out
F. 681V6	3100N-13200E	On Route Out
G. 521V6	3130N-12955E	On Route Out
H. 691V6	3230N-12800E	On Route Out

4. Communications:

- A. Procedure: SOP.
- B. Use as reference points: OKINO SHIMA (FOOT LOOSE), HE SAKI (CANDLELIGHT), YOHASU SAKI "N.TII" (HALLELUJAH), TSURIKAKE SAKI (BULLET PROOF).
- C. Do not carry this Annex in any A/C.
- D. Texas League Lifeguards 3E,F,G,H may be used for distress enroute to Tgt.
- E. Playmate 1 (1C) is Dumbo to be used for possible rescue in Inland Sea arranging escort if needed.
- F. No Dumbo in vicinity of Tgt.

BY COMMAND OF BRIGADIER GENERAL DAVIES:

WILSON  
 D C/S OPS

OFFICIAL:

*J. S. Shenefiel*  
 SHENEFIEL  
 Wg Air Sea Rescue Officer

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 Authority NND 745005  
 By KS NARA Date 08/08/09

~~SECRET~~

G. Method of Atk: Column of Sqdn 1 Min interval. Gps of this Wg will pass over Dep Ft at 12 Min intervals and will be designated as the 3rd Air Gp in the 1st Air Wg; the 2nd Air Gp in the 2nd Air Wg; and 1st Air Gp in the 3rd Air Wg.

3. Instructions to Units:

A. 505th Gp

- (1) Force Required: 3 Sqdns Normal Effort which will form the 3rd Air Gp in the 1st Air Wg.
- (2) Take Off: 1st, 2nd and 3rd Sqdns on Runways "A", "B" and "C" at Zero Hour.
- (3) Assembly Area: 3030N-13045E.
- (4) Assembly: 1st Sqdn will assemble on the North side of Assembly Area at 15000 Ft in a left hand pattern. 2nd Sqdn will assemble on the East side of Assembly Area at 17000 Ft in a right hand pattern. 3rd Sqdn will assemble on the West side of Assembly Area at 19000 Ft in a left hand pattern.
- (5) Time Control: 1st Sqdn will Dep Assembly Area so as to pass over Dep Ft at "D" Hour plus 8 Min. Succeeding Sqdns will follow at 1 Min intervals.

B. 6th Gp

- (1) Force Required: 3 Sqdns Normal Effort which will form the 2nd Air Gp in the 2nd Air Wg.
- (2) Take Off: 1st, 2nd and 3rd Sqdns on Runways "B", "C" and "D" at Zero Hour plus 17 Min
- (3) Assembly Area: 3012N-13058E
- (4) Assembly: 1st Sqdn will assemble on the North side of Assembly Area at 15000 Ft in a left hand pattern. 2nd Sqdn will assemble on the East side of Assembly Area at 17000 Ft in a right hand pattern. 3rd Sqdn will assemble on the West side of Assembly Area at 19000 Ft in a left hand pattern.
- (5) Time Control: 1st Sqdn will Dep Assembly Area so as to pass over Dep Ft at "D" Hour plus 20 Min. Succeeding Sqdns will follow at 1 Min intervals.

C. 9th Gp

- (1) Force Required: 3 Sqdns Normal Effort which will form the 1st Air Gp in the 3rd Air Wg.
- (2) Take Off: 1st, 2nd and 3rd Sqdns on Runways "B", "C" and "D" at Zero Hour plus 34 Min.
- (3) Assembly Area: 3026N-13109E
- (4) Assembly: 1st Sqdn will assemble on the North Side of Assembly Area at 15000 Ft in a left hand pattern. 2nd Sqdn will assemble on the East side of Assembly Area at 17000 Ft in a right hand pattern. 3rd Sqdn will assemble on the West side of Assembly Area at 19000 Ft in a left hand pattern.
- (5) Time Control: 1st Sqdn will Dep Assembly Area so as to pass over Dep Ft at "D" Hour plus 32 Min. Succeeding Sqdns will follow at 1 Min intervals.

- X. (1) "D" Day: 8 August 1945. D Hour: 1030K. Zero Hour: 0229K.  
 (2) Bomb Load: 505th & 9th: M-17 IB's  
 6th: E-46  
 (3) Fusing: All clusters fused to open 5000 Ft above Tgt.  
 (4) Intervalometer Setting: 35 Ft  
 (5) Ammo Load: 500 rnds per gun  
 (6) Fuel Load: 7250 Gals Max  
 (7) CAS: Assembly, 190 MPH. Bombing, 195 MPH.  
 (8) In each Sqdn the number 10 and 11 A/C in formation will be stacked high.  
 (9) Arming wires will be attached so that all IB's dropped will be armed.  
 (10) In event weather prohibits assembly at assigned Assembly Areas all A/C will proceed to Dep Ft at bombing Alt and using Dep Ft as secondary Assembly Area formation will be formed as rapidly as possible and proceed to Tgt.

~~SECRET~~



DECLASSIFIED  
 Authority NND 745005  
 By KS NARA Date 08/08/09

~~SECRET~~

- (11) In event radar bombing by individual A/C is necessary, A/C will climb to bomb at 21000 Ft.
- (12) Radar Bombing: Method - Direct Synchronous  
 Maps & Scope Photo Lithos - P-70, R-20, R-22, R-21,  
 RB-13, RB-5, RM-49.
- (13) All available vertical cameras will be installed with equal distribution among the Sqdns.
- (14) No take off will be made after Zero Hour plus 65 Min. Any A/C taking off after Zero Hour plus 55 Min will use a CAS of 200 MPH to Assembly Area.
- (15) Take Off Interval: 75 Sec

4. No change

5. Communications: SOF

BY COMMAND OF BRIGADIER GENERAL DAVIES:

WILSON  
 D C/S OENS

OFFICIAL:

FOAGE  
 A-3

Annex 1 - Air Sea Rescue

DISTRIBUTION:

- 1 copy, Commanding General, 313th Wg
- 1 copy, D C/S Operations
- 1 copy, A-3
- 1 copy, Controller
- 1 copy, Wg Photo Interpreter
- 1 copy, D C/S S&M
- 2 copies, A-2
- 1 copy, Communications
- 1 copy, Stat ..
- 1 copy, Air Inspr
- 1 copy, Arm Chem Ord
- 2 copies, each participating Gp, 313th Wg
- 3 copies, 20 AF A-3
- 1 copy, 20 AF Analysis Section.

~~SECRET~~

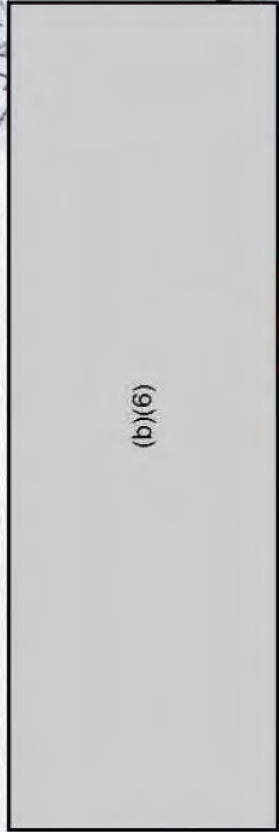
Shigeaki Moyi



(b)(6)

VIA AIR MAIL

~~AIR MAIL~~



(b)(6)



42000783809 0036

~~AIR MAIL~~



Aug 12. 2009

1.

Dear

(b)(6)

I am happy to know that you read my book.

Thank you so much.

I answer your question.

1. On page 137 of my book, I have a map that

highlights the Chugoku Military Police Headquarters

400 meters west of the epicenter.

The epicenter is not the Aioi Bridge. It is Shima

Surgery.

I believe this is where seven Americans

had been found. (Porter <sup>1</sup>, Atkinson <sup>2</sup>, Ellison <sup>3</sup>,

(not Allison, He was <sup>B-24</sup> to Looa crew. He was killed in the

crash.) Looper <sup>4</sup>, Ryan <sup>5</sup>, Dubinsky <sup>6</sup> and Hantsche <sup>7</sup>).

Two blocks to the north, ~~there is the chugoku~~

there is the Honei Daiichi

Military Precinct Headquarters (chugoku gun  
hoju Tai.

~~kanku shiryeibu, Daisu Gun Shiryeibu~~) on the

grounds of Hiroshima Castle.

KOKUYO

This is where four Americans were located, including Neal and Brissette. This is the same building as the 1<sup>st</sup> Infantry Recruitment Unit.

Corporal John Long was found inside the Legal Affairs Department inside Hiroshima Castle itself.

That is information correct.

One American died at the Seibi elementary school. I think he was one of seven soldiers.

Seibi Elementary school and the Chugoku

Military Police Headquarters were next door.

I think an American soldier ran away from jail

to my school ground.

Another American died on the Aioi Bridge.

I think they were Alkinson and Mosnar.

Two Americans died at Ujina. Neal and Brissette.

on 19 Aug 1945.

You can get a map from Hiroshima Peace

Memorial Museum. a map is mostly free.

Only a small number of maps are charge for

acquisition.

Hiroshima Peace Memorial Museum

1-2 Nakajima-cho Naka-ku Hiroshima City

730-0811 Japan

E-mail: [hpcf@pct.city.hiroshima.jp](mailto:hpcf@pct.city.hiroshima.jp)

TEL 082-241-4004 FAX 082-542-7941

Sincerely Shigeaki Mori

P.S

1. The chugoku Military Police Headquarters

(400 meters from Epicenter) ①  
Porter, Atkinson, Ellison, Looper, Ryan,  
Hantsches, Dubinsky ②

2. The 1<sup>st</sup> Infantry Recruitment Unit (near moat)

(about 800 meters from Epicenter) ③

Neal, Bressette, Mosnar, Baumgartner

They were taken to the Ujina Military Police  
Station.

3. Legal Affairs Department inside Hiroshima  
Castle. (near moat)

(about 800 meters from Epicenter)

④ Long



Shigeaki Mori



(b)(6)

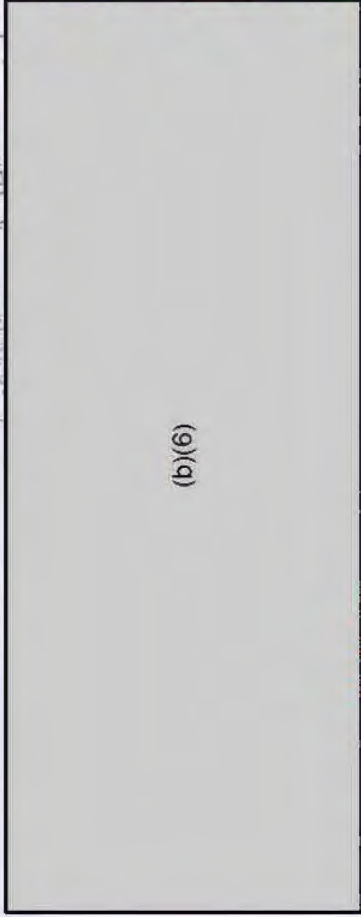
~~AIR MAIL~~

VIA AIR MAIL

3000753309

~~AIR MAIL~~

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(b)(6)

Nippon 80



12 JUL 19 12:13  
12 JUL 19 12:13  
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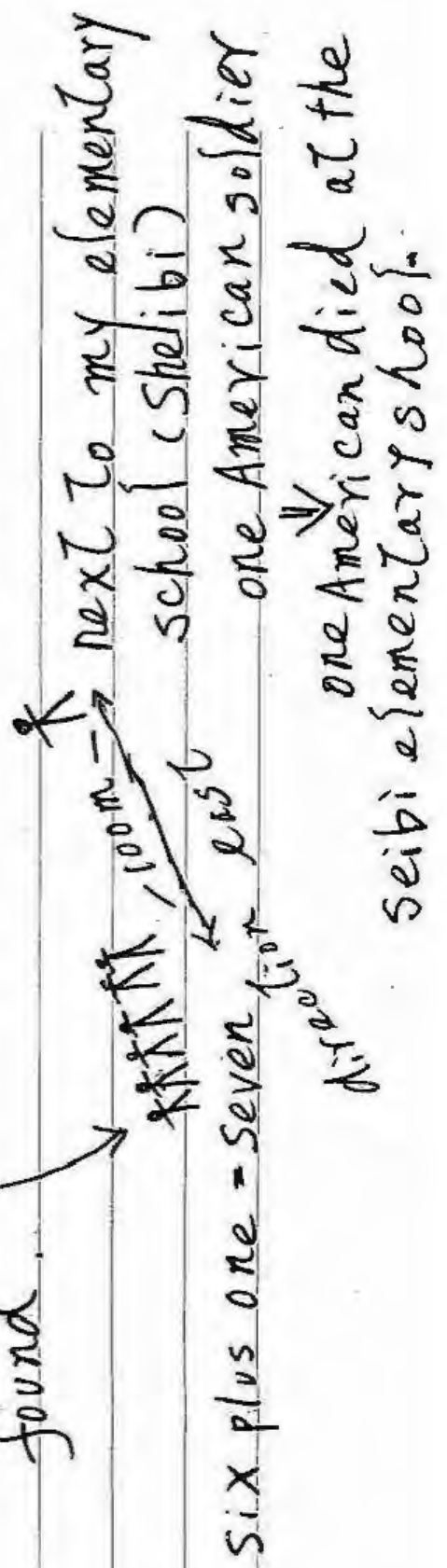
December 12, 2010  
Shigeaki Mori

Dear [REDACTED] (b)(6)

I received your letter two years ago. I must apologize for being late. My answer is as follows.

1. Place (Site of Former Chugoku Military Police Headquarters)

This is where six Americans had been found.



2 Neal and Brissette were Ujina,  
four kilometers from epicenter)

3 Corporal John Long was found inside  
The Legal Affairs Depart<sup>ment</sup> inside Hiroshi  
ma Castle itself. That is correct infor  
mation.

Motomachi six persons

Aioi Bridge Two " (Atkinson)

Ujina Two " (Neal and Brissette)

Seibi one person

Hiroshima Castle one person (Long)

P.S I must express my deep regret for the delay. Total twelve persons

## WWII\_INDIVIDUAL\_LOSS

4/26/2016

LAST_NAME	FIRST_NAME	ARM_OF_SERVICE	RANK	SERVICE_NR	GEONAME	INCIDENT_COUNTRY	DOD
ATKINSON	HUGH	ARMY AIR FORCES	SGT	39214204	HIROSHIMA	JAPAN	06-Aug-45
BAUMGARTNER	CHARLES	ARMY AIR FORCES	SSG	35526892	HIROSHIMA	JAPAN	06-Aug-45
BRISSETTE	NORMAND	NAVY	ARM3	7620034	HIROSHIMA	JAPAN	06-Aug-45
ELLISON	BUFORD	ARMY AIR FORCES	SGT	38368550	HIROSHIMA	JAPAN	06-Aug-45
LONG	JOHN	ARMY AIR FORCES	CPL	33707730	HIROSHIMA	JAPAN	06-Aug-45
LOOPER	DURDEN	ARMY AIR FORCES	2NDLT	O 2067143	HIROSHIMA	JAPAN	06-Aug-45
MOLNAR	JULIUS	ARMY AIR FORCES	SSG	36453945	HIROSHIMA	JAPAN	06-Aug-45
NEAL	RALPH	ARMY AIR FORCES	SSG	15042164	HIROSHIMA	JAPAN	06-Aug-45
PEDERSEN	ROY	ARMY AIR FORCES	2NDLT	O 2071822	HIROSHIMA	JAPAN	06-Aug-45
RYAN	JAMES	ARMY AIR FORCES	2NDLT	O 785427	HIROSHIMA	JAPAN	06-Aug-45