

UNIT HISTORY

89TH BOMBARDMENT SQUADRON (L)

3D BOMBARDMENT GROUP (L) AAF

SEPTEMBER 1945

89TH BOMBARDMENT SQUADRON (L)
3D Bombardment Group (L) AAF

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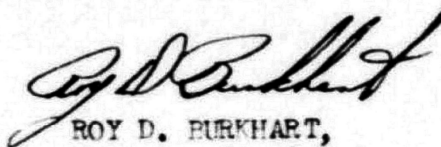
APO 328,
15 November 1945
SECRET:
Auth. CG VPC
Init. _____
Date _____

SUBJECT: Transmittal of Unit History

TO : Commanding General, Army Air Forces,
Washington, D.C., 25.

1. In accordance with AR 345-105 and AAF Regulation No. 20-8, submit herewith the history of this organization for the period of September 1945, which has been inspected and verified by the undersigned.

2. The material submitted was prepared by 1st Lt. Egbert B. Close, O-800837, with the assistance of Corporal J.S. Engler, 39707955. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinions of 1st Lt. Close.



ROY D. BURKHART,
Captain, Air Corps,
Commanding.

HISTORY OF THE 89TH BOMBARDMENT SQUADRON (L)

PERIOD

(1-30 September 1945)

89TH BOMBARDMENT SQUADRON (L)

3RD BOMBARDMENT GROUP (L)

V BOMBER COMMAND

FIFTH AIR FORCE

UNITED STATES ARMY

DESIGNATION SHEET

AIR FORCE: Fifth Air Force
COMMAND: V Bomber Command
WING: Inapplicable
GROUP: 3d Bombardment Group
SQUADRON: 89th Bombardment (L)

PERIOD: September 1945

The security classification has been checked.

T A B L E O F C O N T E N T S

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SECTION I

CHRONOLOGICAL NARRATIVE

OPERATIONS

CHRONOLOGICAL NARRATIVE
OPERATIONS
SEPTEMBER 1945

The fight was over. And the 89th Bombardment Squadron (L) spent most of the month moving the air echelon from Okinawa to Japan, getting settled at Atsugi Airdrome. Operational strikes became courier flights of which a total of 57 were flown, and bomb-bays carried supplies, equipment and footlockers in place of the usual para-frags and incendiaries. The guns remained loaded but unfired. Training missions numbered 27 and local flights 38. Commencing on 28 September, four patrol missions were put in the air before the month's end from Atsugi as base with 32:40 patrol hours logged. A temporary change from Atsugi Airdrome to Chofu from 9 September to 19 September involved 9 A-20s and 2 A-26s. Planes and personnel flew the month with accident in all of these flights.

In anticipation of the long over-water trip to Japan, external wingtanks were installed late in August. On 1 September, ten of the Squadron's A-20s flew a test hop from Machinato Strip, Okinawa and check the new installations. The wingtanks were found satisfactory in most cases, and changes were made where necessary. All planes landed without mishap.

On 3 September a formation training mission of nine A-20s was flown from Machinato, logging two hours and all planes landed safely.

At last the order came through for the movement of the air echelon. Nine A-20s and one A-26 took off 8 September from Machinato, Okinawa, carrying pilots, gunners, engineers and several other enlisted men and the flight to Japan was made. Landing at Atsugi in the afternoon, the echelon remained there one night. Each plane carried loaded guns, but no bombs. The crews, that first night on conquered ground, slept by their aircraft, ready for any eventual-ity.

The following day, 9 September, a temporary move was made from Atsugi to Chofu, 20 miles distant. Nine A-20s and two A-26s completed the flight without difficulty, remaining at Chofu until 19 September when they returned to Atsugi -- designated as the home of the 3rd Bombardment Group (L) during its occupational stay. While at Chofu, a minimum of courier flights were performed due to lack of servicing facilities.

Meanwhile, back on Okinawa, the single A-20 and one A-26 left behind were flown by the rear echelon pilots on training and administrative hops. These planes were moved in the second week of the month from Machinato to Bolo Strip, a base much closer to the Squadron area.

On 20 September, pilots from the 89th were ferried down to Okinawa from Atsugi. After staying overnight, they took part in the transfer of five A-26s recently acquired by the Squadron, from Okinawa back to Atsugi. It became apparent at this date that A-26s were to replace altogether the faithful but weary A-20s.

A second ferry trip completed 23 September, moved almost all the remaining newly assigned A-26s from Okinawa to Japan, as the planes flew the long over-water route without incident. One of the principal hazards connected with these flights was the rapidly changing weather encountered over the Japanese homeland.

Thus far, operations for most of the month of September had been restricted to courier missions and the above mentioned transfers of aircraft from the Okinawa base to Atsugi. It was 28 September however, that the first recco flight by two A-26s in conjunction with planes from the other squadrons of the Group was flown. This mission started the Squadron on its real duties as one of the first occupational air units to be established in Honshu, Japan. The recco was to cover lines of communication and all activities on airfields and in factories in the area between Nagabama and Shimminato in central Honshu. Each plane carried ammunition for its guns but was without bombs. Highways and railroads appeared to be in excellent condition. Six 7-car passenger trains and three 6-car freight trains leaving Tsuruga factories operating at

Tsuruga and Kanazawa were observed. Marshalling yards were reported in operation at Fukui. Five auto-gyros in good condition were seen at Kanazana Field. There seemed to be a large amount of fishing activity off the coast. (1)

Two A-26s carried out a recco flight with loaded guns on 30 September, observing lines of communication and airfields between Takefu and Kanazawa. Under conditions of low visibility (2-3 miles in haze) the pilots saw a freight train of about twenty cars, four with lumber, heading south out of Takefu. Fuku airfield, a grass strip of 3500 feet held five serviceable T/E aircraft and six un-serviceable T/E aircraft. Five hangars appeared well stocked with supplies. The field seemed suitable for liaison planes, and heavier aircraft in emergency landings only. Also observed was Kanazawa Airfield, two runways, concrete, 200 feet by 3500-4000 feet. On it were about 30 "Val" type S/E aircraft, 24 T/E aircraft and three or four trainers. A huge dispersal area was evident. The field can accommodate two Groups of either fighters, medium or light bombardment aircraft. Both planes returned safely to base having expended nil ammunition. This was the final mission of the month. (2)

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(1) and (2) From FFO 259, 5th Air Force.

ADMINISTRATIVE ACTIVITIES

CHRONOLOGICAL NARRATIVE
ADMINISTRATIVE ACTIVITIES
SEPTEMBER 1945

In this month, the 89th Bombardment Squadron (L) -- as was the rest of the Group -- was on the move again, the final, culminating move to Japan itself. On 31 August the advance echelon with the 89th represented by Major King, Squadron commanding officer, made the flight in A-26s to Japan, landing on the principal airdrome in the Tokyo area: Atsugi AirBase. On 6 September, the advance echelon moved to Chofu Strip, Japan, where it was shortly joined on 9 September by nine A-20s and two A-26s, flown up from Okinawa by the pilots of the air echelon. The stay at Chofu was short however, and on 19 September the 89th returned to Atsugi with the Group. The water echelon remained at Sobe, Okinawa during the entire month.

Following is a list of the Squadron Departments and officers in charge:

Commanding Officer	Major Walter S. King until 29 September when relieved by Captain Roy D. Burkhart
Executive Officer	Captain John E. MacArthur who relieved Captain Frederick M. Mead 1 September
Adjutant and Supply Officer	1st Lt. Dan F. Miller who relieved Captain John E. MacArthur 1 September
Operations Officer	Captain Peter G. Palmos until 15 September when relieved by 1st Lt. Weston F. Maughan.

Engineering and Tech Supply Officer	Captain Lawrence B. Farnum until 20 September when re- lieved by Captain William H. Bauer.
Communications, Personal Equip- ment and Special Service Officer	Captain William H. Bauer.
Flight Surgeon	Captain Edward Martin until relieved by S.O. #66, 3d Bomb Group dated 20 September.
Armament Officer	1st Lt. James H. Bouvet
Intelligence Officer	1st Lt. Hans G. Walz
Asst. Intelligence Officer	1st Lt. Weston F. Maughan
Post Exchange Officer	1st Lt. Donald G. Heet until relieved 20 September by 1st Lt. John McGraw.
Postal Officer	1st Lt. Donald G. Heet until relieved 20 September by 1st Lt. John McGraw.
Ordnance Officer	1st Lt. Frank R. Brown until 15 September when relieved by 1st Lt. John McGraw.
Transportation Officer	Captain Roy D. Burkhart until 20 September by 1st Lt. John McGraw.
Mess Officer	1st Lt. Weston M. Maughan

Following is a list of Officers and Enlisted Men assigned to the
89th Bombardment Squadron (L) effective 5 September per S.O. #63, 3d
Bomb Gp. (L):

1st Lt. John McGraw	Sgt. Rene C. Belaen
2nd Lt. William J. Boudreaux	Sgt. Roy E. Lee
F/O Charles R. Carter	Sgt. William A. Williams
Sgt. Elton A. Bruner	
Sgt. Arthur J. LeMise	

Corporal Frank G. Sagar was promoted to Staff Sergeant, effective 9 September per S.O. #64, 3rd Bomb. Group (L).

Following is a list of names of 10 Officers and 53 enlisted men who were relieved from 89th Squadron duty and assigned to the 312th Bombardment Group, APO 337, but held on DS with the 3rd Bombardment Group (L) to await transportation home per S.O. #66, dated 20 September, 3rd Bombardment Group (L):

1. Wilson, Marion P. (CC) 1st Lt.
2. Di Cicco, Florindo D (CC) 1st Lt.
3. Hughmanick, Douglas B. Capt.
4. Martin, Edward A. Capt.
5. Farnum, Lawrence B. Capt.
6. Mead, Frederick M. Capt.
7. Heet, Donald G. 1st Lt.
8. Copeland, Mason A. Capt.
9. Boudreaux, William J. (CC) 2nd Lt.
10. Vorel, Homer Capt.

11. Leavell, Farrell J. 1st Sgt.
12. Poole, Damon C. Sgt.
13. Schneider, Calvin C. Sgt.
14. Watkins, Joe W. (CC) S/Sgt.
15. Dangel, William R. M/Sgt.
16. Hughes, Max E. Cpl.
17. Jensen, George W.
18. Brien, Clarence V. Jr., Sgt.
19. De Buono, Frank T. T/Sgt.
20. Ptolomey, James M. (CC) S/Sgt.
21. Haymen, Hollis B. T/Sgt.
22. Landers, Henry F. M/Sgt.
23. Watson, Robert M/Sgt.
24. Lynch, Michael F. S/Sgt.
25. Vestal, Lester L. S/Sgt.
26. Fischer, Lester V. Sgt.
27. Schaeffer, Fred R. (CC) S/Sgt.
28. Drew, Jesse E. T/Sgt.
29. Snowbarger, John P. S/Sgt.
30. Durlam, Loran W. Cpl.
31. Egan, Henry F. S/Sgt.
32. Mullen, Carlos H. Cpl.
33. Tocho, John R. Jr., Sgt.

34. McCann, Charles J. Jr., Cpl.
35. Davis, Henry R. Sgt.
36. Gossett, Raymond N. Cpl.
37. Hagenbuch, Samuel C. Jr., S/Sgt.
38. Aurdal, Ole P. Cpl.
39. McElligott, Charles M. Pfc.
40. Looney, Richard J. T/Sgt.
41. Hild, Melvin O. Sgt.
42. Allison, Albert Cpl.
43. Banta, Gerald N. Cpl.
44. O'Malley, James P. S/Sgt.
45. Page, Wayne H. S/Sgt.
46. Blond, Seymour H. Sgt.
47. Russo, Domenick F. S/Sgt.
48. Smillie, Walter W. S/Sgt.
49. Russell, William P. Cpl.
50. Griffin, Herbert W. Jr., S/Sgt.
51. Roy, Victor H. Cpl.
52. Dangel, Edgar A. M/Sgt.
53. Sciolla, Frank J. S/Sgt.
54. Ludgate, John W. Sgt.
55. Shandor, Joseph (CC) S/Sgt.
56. Vicente, James S/Sgt.
57. Jenkins, David Pfc.
58. Hughes, Isaac O. Jr., S/Sgt.
59. Hokit, William F. Cpl.
60. Faber, Jacob Sgt.
61. Yeager, Pete Cpl.
62. Potts, Wallace E. Sgt.
63. Pehlke, Ervin A. T/Sgt.

The personnel strength of the 89th Bombardment Squadron (L) during the months of September was as follows:

<u>Officers</u>	<u>Strength</u>
At beginning of period	35
At end of period	31
<u>Enlisted Men</u>	
At beginning of period	184
At end of period	127

2nd Lt. Wendell J. Owens was fatally injured in the collision of a Japanese electric train with a U.S. Army truck in which he was

riding. The accident occurred the night of 17 September and Lt. Owens died the following morning. (3)

Cpl. George P. Hummel, Sgt. Robert F. Young, Cpl. Fred H. Johnson and Cpl. Charles E. Stoy were killed in the crash of a C-46 transport plane on September 17 when it struck a mountain near Mt. Fuji in Japan, while flying under instrument conditions. The C-46 conveying these men was enroute from Yon Tan Strip, Okinawa to Atsugi and also carried supplies for the advance and air echelons. (4)

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(3) and (4) See Local Interest Section

LOCAL INTEREST

&

PERSONALITIES

LOCAL INTEREST

Change was the theme this month, and as a result many of the records of squadron sports activities and anecdotes were either not kept or were lost in the first typhoon we experienced on Okinawa. The changes took place when many of the older hands were redeployed on the point system, many more went to Japan with the air echelon, while those who remained behind on Okinawa tried to fill new jobs, struggled against the weather and hoped to go home. And with these changes in personnel there came another -- the faithful, smooth-handling, war-weary old A-20s were going home too. The middle of the month we began to get more and more A-26s and it would be only a matter of time before the Group became a 100% A-26 outfit.

Until the air echelon left on 8 September, soft ball teams of the 89th held their own against almost all comers, playing on various fields in the Sobe area of Okinawa. There was plenty of competition to be had among Marine, Sea-Bee and Q.M. outfits and for every game the 89th lost, it won four. But as the men went home and up to Japan it became more difficult to field a time and although we didn't make too bad a showing, the old-timers simply weren't there to put in the punch when it was needed. As a result, the average of wins slumped. Even so, it was still baseball and plenty of fun.

The over-age movie projector continued to grind out the shows on the average of four nights a week, and it was a rare night that the picture was concluded with less than half a dozen breakdowns or what was worse, a sound track that was so poor that it was barely

heard. But still we went each time a show was scheduled. Although many men took off for the 98th Group "Purple Shaft" Theatre, up on the hill off the end of Yon Tan Strip where a more robust projector turned out some excellent performances.

We had several false alarms concerning the water movement of the rear echelon up to Japan, and gradually we adopted a "wait and see" attitude. Shortly after the air echelon had left, we were assigned three LST's for the move, and expected to begin loading operations within 24 hours. But suddenly the ships were given to someone with a higher priority and still we remained at Okinawa.

The uncertainty of our stay on the island more than any single feature led to the lack of improvement in the area living conditions. Except for a couple of shacks and the native, straw-thatched buildings taken over by Group Headquarters when Okinawa was first reached, both officers and men lived in tents. Each day except Sunday a detail of "Gooks", Okinawan women, were trucked into the area and these did the laundry for the Squadron, policed the area and did not visibly perform other duties of value. The mess-tent did as well as it could, but since cans and dehydration supplied most of the rations, it was only by bartering that we had fresh meat and vegetables for the stoves. Fresh eggs did reach us one morning, only a few knew how, and it was indeed a feast. And towards the end of the month we had ice cream once or twice.

Many of the men on the move from Mindoro to Okinawa had experienced the big blow known as a typhoon. But there it was a matter of

battening down the hatches, staying below as much as possible, trying to remain un-seasick and sweating out the plates of the LST they rode on. On land the worries are somewhat different, but none-the-less there on 15 September the first warning came, and with it the disappearance of the Navy from the harbor in front of our area. The next morning didn't look much different than any other grey-ceilinged morning, there was some rain falling, and a brisk wind. However, as the day grew older, the wind and rain picked up and by midafternoon there was a good blow on. Nearly everyone was busy adding extra tent pegs and ropes to the tents and securing their living quarters as well as they could. But there is a limit to what can be done to tie down a squad tent. That night the storm hit in full strength, and the report of the wind velocity read 95 miles per hour at Yon Tan airstrip. Although the air was full of flying tin and other odd items, fortunately no one was hurt. Many of the tents, including the cook-tent and mess-tents for both officers and enlisted men were leveled. Enough personnel tents held however, so that when one went down there was still some shelter available. Even so, the next day there was a lot of muddy, wet clothing. And the mess did not get back to its normal functioning for several days.

Occasionally, the beer issue came through, though not often enough for many of the men. About twice during the month cigarettes, soap, shaving equipment, and a limited assortment of candy appeared on the PX shelves.

Later, when the echelon returned to Atsuri, there was even more work to do. Handling of the "Cooks" became a daily assignment as barracks were renovated and DDT'd and a hundred odd jobs accomplished. Work on the line keeping the ships in order for courier and recco flights was an ever-present task for the engineers and gunners. But, in between, in the week and a half before the month's end there was time to play three games of softball: Officers vs Enlisted Men, and the Officers were soundly trounced in each game.

At this time, in Japan, almost everyone was making a determined effort to acquire souvenirs. Sabers were near the top of the list along with the kimona -- of which many finely made and expensive styles were sent home. Jap flying boots, helmets and jackets were scrounged, and the caves beneath the area yielded cabinets, blankets, and other countless items. And what the warehouses and caves did not have, the souvenir shops in Fujisawa and Yokohama supplied to the trinket-loving G.I.'s.

Last, but not least, came a pleasant surprise. Or perhaps, for some, two surprises. Jap beer, besides coming in quart bottles and being fairly plentiful, was as good or better than some American beer. To boot, it was stronger -- some 12%. And the Geisha houses catered to more than one lonely soldier.

The 89th Squadron had begun the occupation.

* * * *

Right behind the Squadron area, on the harbor side, was a softball diamond. By some devious manipulations a colored Q.M. outfit claimed it and soon the backstop sprouted with signs of ownership. The "Aces" however, did put on some good twilight games, and it was a frequent occurrence, when our own games did not interfere, for us to wander over there after evening chow and take in the show they put on. Irresistably enthusiastic when they were winning, or making a sharp play, the black men put a kick into the ball game which delighted the audience more than somewhat. Their pitcher, "Wash", was as good under pressure as anyone, and the crowd would taunt him with little effect. These games became almost a part of the daily routine -- a pleasant tonic -- just as back home the corner lot league relaxes the mind and refreshes the spirit after a day in an office and a delicious homecooked meal.

Meanwhile, the air echelon, a thousand miles north in Chofu and then Atsugi, lived and worked in their own separate spheres. The ten days at Chofu were busy ones, and there was little time for play or relaxation. It was the Squadron's first contact with the Jap variety of "Cook" -- common name for a slant-eyed, ragedy-looking laborer. Mostly, there were clean-up details to occupy the day, as the Chofu barracks were in bad condition. A couple of the pilots did find time to experiment with some Jap training biplanes, yellow jobs similar to our PT's, but from accounts obtained never managed to get them into the air, or for that matter, wound up.



2nd Lt. WENDELL J. OWENS

P E R S O N A L I T I E S

2nd. Lt. Wendell J. Owens

This is written as a posthumous gesture to a great guy and a mourned friend. For on the morning of 18 September 1945, Wendell Owens suffered a fatal injury in the collision of a 2-1/2 ton truck he was driving in the Chofu area, Honshu, Japan, and a Japanese electric train. Given an emergency operation later that day, Lt. Owens finally succumbed during the evening hours.

Owens needn't have been overseas. He could have been safely home with his wife and family -- he died without knowing that his second son had been born a short week or two before his accident -- his mother and father also survive. Deferred due to a physical defect, he had gambled practically all the money he had saved in civilian life on an operation which proved successful and enabled him to join the Army Air Corps in early 1943. Without the operation he would have remained a civilian throughout the war.

Graduating from Mather Field, California on August 4, 1944 as a rated pilot and a Second Lieutenant, he finished R.T.U. in A-20s and left for the Southwest Pacific Area on 17 February 1945. He flew training missions in New Guinea and joined the 3rd Attack Group in April of '45, with whom he participated in the Philippines campaign. An attack of yellow jaundice prevented his moving to Okinawa with the Group but he recovered in time to fly up to Japan

in the first air echelon. It was shortly after arriving in Japan that his death occurred. His promotion to First Lieutenant came through in the week following his passing.

It is always difficult to assess a man's character on paper. When men die, the people who knew them forget their faults and exaggerate their good points. Yet Owens was indeed an unusual personality. Perhaps because he was older than the average run of pilots brought out his dependableness, conscientiousness and responsibility. He had the priceless talent of making friends without effort and as a result was one of the best liked men in the organization. Besides his trait of sincerity, he was predominantly an earnest worker. Perhaps one of the best incidents to illustrate his earnestness is this occurrence that happened in Mindoro as told by Owen's best friend, Lt. J.C. Rhoades: "We are living in a rice paddy and the squadron area was in a hell of a mess to say the least. Mud was everywhere and nobody seemed to care about doing anything about it. Well, about this time, Owens pulled in. He didn't say much but got a couple of trucks and some men and filled in the area with gravel. In a couple of weeks the place changed from a pig-pen to an area, which, while not quite Stateside, was 100% improved".

Such a man was Wendell J. Owens. His fellow pilots miss him deeply, and can only say "We're sorry, old man!"

* * * *

P E R S O N A L I T I E S

Corporal George P. Hummel
Corporal Charles E. Stoy
Corporal Fred H. Johnson
Sergeant Robert F. Young

There were four of them. They'd been with the 89th for some time, and it was almost time for them to be redeployed back to the States. But first, they wanted to see Japan, a place they'd been pointing towards those long, weary months before the Japs surrendered. Now, today, the 17th September, they were moving up: Charlie Stoy, tall and lean, a Corporal working in the Motor Pool; Sgt. Robert F. Young, well known, well liked, not old enough to vote yet with only 20 years behind him; George Hummel, Corporal and an A-26 Engineer; and Corporal Fred H. Johnson, a Memphis, Tennessee boy.

They hadn't thought two months ago that they'd be going to Japan this way in a slow C-46 that carried no guns and couldn't run away from a Jap training plane. Yet, here they were at Yon Tan Strip, Okinawa, just above the 3rd Attack Group area, climbing aboard the round-bellied ship which they'd helped load up with jeeps and supplies and equipment for the air echelon already getting settled in conquered Honshu. They couldn't help feeling somewhat elated that they were going on up.

All the boys wanted to get the hell off of Okie, partly because of the typhoons, which were hard on comfortable living, but mainly because Japan was still a mystery land and the boys had been sending back some interesting tales of souvenirs and things to do up there.

So they got cussed at in the usual joking way by the buddies they were leaving behind, and handed it back in turn and maybe had a drink or two on the trip the night before. So it was.

Well, off they went in the C-46. And that was the last of it. They reached Japan all right, but by the time they got there, the quick-forming Jap weather had piled up and though nobody knows what happened for sure between Okie and the mountain they hit, it looks like the weather was what caused it. That's the way the four of them went, and their passing left a pretty big empty spot in more than one man's heart. You get to know a guy, living and working with him, fighting and drinking with him.....

There's not much more to say, except the little information we've been able to glean from unofficial sources, now that the records have gone back.

There's not much more to say, except that George Hummel was a New Yorker. He came from a family composed of a brother, sister, mother and father who live there now. Married less than a year, apparently while he was still an engineer back at Turner Field, Albany, Georgia, he talked a lot about when he would see his wife again, back at 119-16 Newport Avenue, Rockaway Park, N.Y.

Charlie Stoy was a friendly guy. Most men who like to fish and hunt as much as Stoy did are that way. He used to talk about his home in Cinncy, Ohio, and how he had worked on the ferris wheel at Coney Island just down the river on the Island Queen, an old river steamer that plys between the big town and the fun-resort;

and that was where, in fact, he had met the girl he hoped to marry when he got back. He liked to play ball and was pretty good at it. And with a brother who had spent some time in a German prison camp, and a brother back home, he and his family had managed to cover the world quite thoroughly.

Texas was Robert Young's home spot. He was a lady's man, they say, young as his name and handsome enough to be able to back up whatever line he felt like handing the girls he dated. He had a girl back home too, but he couldn't make up his mind about her. Sometimes he thought he'd get married as soon as he got home and not waste any time about it; and then, the next day, he'd think not.

Fred Johnson came from a service family. With a brother in the ETO who had received a Purple Heart and for a shrapnel wound, and a brother in the Navy at New Guinea, he had a right to be proud of his name. While he was at Lincoln, Nebraska he had met his wife and she was a lucky girl. The boys remember the time they all got three-day passes to go to Manila, when the outfit was stationed in the P.I., but Johnson turned it down. "I'd just get drunk and do something I hadn't ought to", he said. "I'll stay here in camp". It took a lot to say that after a long time in the field. Johnson was that kind of a man.

It's not much to say. But there are a lot of people who think of them now, and will always remember.

* * * *

A P P E N D I X

89TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) AAF

AFG 328,
15 November 1945.

SUBJECT: Operations Report.

TO : Historical Officer, 89th Bombardment Squadron (L),
AFG 328.

The following information is hereby submitted for the Squadron History for the month of September, 1945:

a. Strength, airplanes:

- (1) At beginning of period: 7 A-20-G's, 7 A-20-H's, 5 A-26-B's.
Total: 14 A-20's and 5 A-26's.
- (2) Net increase during period: 10 A-26's.
- (3) No. Lost through Combat: None
- (4) No. lost on ground due to enemy action: None
- (5) No. lost not through combat: None
- (6) No. lost through transfer: 7 A-20's
- (7) No. received through transfer: 10 A-26's
- (8) At end of period: 1 A-20-G, 6 A-20-H's, 14 A-26-B's, 1 A-26-C.
Total: 7 A-20's and 15 A-26's

b. The Squadron flew 11 Patrol sorties during the month of September 1945.

c. The Squadron flew 32:40 Patrol hours during the month of September 1945.

d. The Squadron flew a total of 289:50 hours during the month of September 1945.

e. Training:

(1) Due to the somewhat abrupt end of the war, the Training program of the 89th Bomb Squadron (L) was temporarily halted, although some Formation flights were flown, thus increasing the proficiency of the Squadrons Formation flying.

f. Transition:

(1) The Squadron checked out all A-20 pilots on the A-26 type airplane. The pilots handled the new plane with the same skill and ability as they did the A-20 Havoc.

g. Operations:

(1) This month saw the birth of a new type of Mission for the men of the 39th. With combat missions a thing of the past, the patrol type of mission was instituted with the sole purpose of keeping a watchful eye on the Nip and seeing that he lives up to the terms of the Surrender with regards to complete demobilization of his Army and Navy.

For the SQUADRON COMMANDER:

Weston F. Maughan
WESTON F. MAUGHAN,
1st Lt. Air Corps,
Operations Officer.

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9. Fifth Air Force Forms 110.
10. Far East Air Force Special Orders.
11. Far East Air Force General Orders.
12. AAF Forms 34.