

## Summer 2004

sea. I do not know why but believe there is a reason). We could not see Tokyo due to rain. We called landing field, but air traffic was too thick to land so had to circle around for awhile. There were plenty of planes in the air, and on the ground. Had to keep careful watch so we would not ram any ships and visa versa.

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Finally we were given permission to land. So circled the field in a pattern. Could see hundreds of wrecked Jap Ships on the ground and a few of ours. It was raining and the landing was the most perfect Thiesen ever made and also the most perfect I have ever seen. We didn't even realize we were on the ground. We rode all the way to the end of the runway and stopped. Two C-54s came in on our tail. As I said it was raining so didn't know where to taxi the plane because one B-29 was bogged in mud. Finally I got out and jumped on the back of a jeep, motioned Thiesen to follow and went across the grass to the hangers. Parked the plane and rest of crew and passengers gone out. There were quite a few, 100 or more planes there, but not too many soldiers. We all stood around the plane, and no jeeps were in sight and waited for transportation for the General, and it finally showed up. A Captain, 1st Lt and Jap civilian driving the car which was running on one cylinder, I believe. A GI standing near the tail of the plane said "Hell" I have a good car, want a ride so asked Major Arnold and he said yes. The fellow got his confiscated car, a 12 cylinder Cadalac 1934 model. The Jap in the other car couldn't get his going so the General went to Yokohoma in the Cadalac. The GI was in his glory. He was quite a character, with work clothes on, a big wad of tobacco in his mouth and semi-bald. The General got quite a kick out of watching him ride along leaning against the car window and spit tobacco juice. Major Arnold told me later the fellow couldn't driver worth a Da\_, ran into two telephone poles off side of road etc.- Well getting back to us. Thiesen pulled a dirty trick, telling us the enlisted men had to stay with the ship according to field regulations which wasn't true, but you will see we farred better. Thiesen, Arnold, Higgins and Hunt went into town with the Jap Driver, Lt. and Captain. Smitty and I stayed with the ship. Pretty soon the crew of a B-24, ( General Richard's ship who is Commander of Pacific Ocean Area) came over to look at our plane. I invited them in. We swapped tales. Then went over under wing of their plane and sat on cots. (Forgot to mention, we landed at 15:40 at Atsugi Airfield, a very nice field with asphalt runways) At the B-24, the crew had some Jap rifles and told us where they got them. We decided to do same, but had to eat first, this we did, we drink and ate what was left of the lunches, then went down to the end of the field in the rain and got our feet wet and they stayed wet for 3 days and nights. We passed hundreds of wrecked Japanese planes of all types. We only got to the end of the field and a guard made us go back because it was getting late, this we did. On our way back we rummage through the wrecked Jap planes. Millions of souvenir, but none interested me except a shiny battery box and woven web belt. So that is all I got the first night. (It was 1200 midnight, but I am afraid if I stop writing I will forget and I have already forgotten quite a lot.) We came back to our plane and shot the bull until 19:15 (7:15 PM) Then decided to go to bed. (Still raining so we slept on the ship. Smitty on the floor and I on bed. Next morning got up at 7:00 (Sept.1, 1945) ate K Ration of chopped eggs and hard-tack, heated left over coffee and preceeded to hunt for souvenirs. On the way past B-24, they were pushing a 1938 Dodge 4 door sedan. (Japanese) They said the 11th Airborne Infantry who had confiscated it said if they could make it run they could have it, we didn't stop, but went past to end of field, found a shack full of Jap rifles and bayonets. I got two of each and so did Smitty. We started back to our plane. Stopped by wrecked Jap planes. Still found nothing interesting so went back to the chariot. The fellows could not get the 1938 Dodge to run. So over we went, looked at distributor and it was getting plenty of fire. So pushed it about 10 feet and was holding onto spark plug, received no shock so looked in distributor again.

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We wrecked the car and found out the trouble ( Points not opening) So I adjusted them or, Smitty did, pushed the car about 3 feet and she starting running on 3 cylinders. We cleaned the spark plugs and got it to run like a watch. The car was the B-24s crew because they found it and were given permission to use it as I said by the 11<sup>th</sup> Airborne Inf. We decided to go to Yokohoma, which was "Off Limits" to us, but being young and foolish