



**DEPARTURE FROM TINIAN
JULY 19, 1945-December 31, 1945**

By Dr. Yates C. Smith

I had finished my 35 missions before the Japanese surrendered. As such, I was rotated home during late July and early August.

HEADQUARTERS CPBC PERSONNEL CENTER APO 968

SUBJECT: Group H 984 18 RO

To: 1st Lt. Smith, William W.

- 1. As Group Leader for Group H 984 18 RO your responsibilities will be as follows:**
 - a. You are the Commander of this Group, and will remain with the Group until arrival at Reception Station # 18.**
 - b. In the event of shipment by Air and all of your Group does not proceed on the same plane you will again organize your Group upon arrival of members at the Port of Aerial Embarkation in the Continental U.S. In the event you arrive in advance of the other members of your group, you will wait until they arrive before proceeding to your Reception Station.**
 - c. In the event of shipment of your Group by water you will remain with the Group intact until arrival at the Reception Station indicated by your orders published by this Depot.**
 - d. Any administration required to move this group by rail to the Reception Station in the Continental U. S. will be your responsibilities. Instructions regarding this travel will be given you upon arrival in the U. S.**
 - e. Commercial Air transportation is not available for Personnel returned to the Continental U. S. in Rotation, Readjustment or Temporary Duty Groups, and all Personnel must travel to the proper Reception Station by Rail intact.**
 - f. You will be given the records and orders for your group, and you will be responsible for these records and orders until you deliver them to the Proper Authority at the Reception Station to which you are destined. You will not distribute any orders contained in the envelope to members of your group. The one copy you give to each man is sufficient for his own use.**
 - g. You will be given an instruction sheet and one copy of orders for each member of your Group, which you will hand out when you assemble your group, prior for departure.**



- h. If traveling by Air you will make sure that the departure date is stamped on your record envelope just prior to boarding the plane. It is directed that the above instructions be complied with and any further information you may require for the movement of your group, may be obtained from the Shipping Officer.

BY ORDER OF COLONEL MINTON

The second set of instructions for me as the total troop movement is as follows:

SUBJECT: INSTRUCTIONS TO ALL PERSONNEL EN ROUTE TO CONTINENTAL U.S.

To: All Concerned.

1. You are a member of a Group Shipment, and you are under command of your Group Leader until arrival at your reception Station.
2. Members of this group, if traveling by water, will remain together until arrival at Reception Station in the continental U. S.
3. In the event your Group travels by air to the Port of Embarkation in the Continental U.S., and all members of the Group do not travel on the same plane, you will be held at the Port of Embarkation until the balance of your Group arrives, and will then proceed as a Group to the proper reception station.
4. All Personnel traveling by water will carry in their possession at all times a copy of their movement orders published by this Depot. This order is in addition to the copies delivered to your Group Leader to meet his needs for the movement of the group. If you don't get it, ask for it. If traveling by air you will carry 5 copies, four of which will be turned over at the airport where you debark.
5. Group Leaders will secure a receipt for Service Records of members of their group, whether shipped by air or water, and are responsible for their delivery at the proper Reception Station. They are instructed not to give you any copies of orders. They must keep the orders intact until arrival at the Reception Station where they will turn them in.
6. All Enlisted Men returning to the Continental U. S. for Discharge, Officer Candidate School and Emergency Furloughs, will carry their own service records and orders in their personal possession and will not be shipped without such records and orders. If traveling by ship you will be given your records when the ship arrives at your destination. When traveling by air you will carry your own records (except when you are a member of a group), and you will have the date stamped on your record jacket just prior to boarding the plane.



7. Traveling by rail from Port of Embarkation Continental U.S. to your Reception Station is the only method of travel that is authorized your group. (O.C.S. Discharge and Emergency Furlough men will be routed by the Port of Embarkation).
8. When traveling in a Group, you will be assembled by your Group Leader for instructions, prior to leaving the Depot.

As you can see these instruction were very detailed, and you have to consider there was only a Group leader (William Smith) and 1 "troop", namely me. I thought this was ironic enough for me to type the 2 pages of instructions in their entirety.

1st Lt. William W. Smith, a pilot in the 792nd Squadron, and I had both finished our tour of duty at the same time. William W. Smith was a Co-Pilot on Clarence McPherson's crew when they went overseas, and continued as the Co-Pilot for Maj. McPherson's crew until after the Tokyo raid on May 24, 1945. When McPherson was promoted to a staff position, William W. Smith was promoted to Pilot of McPherson's crew, and completed his tour as the Pilot of McPherson's old crew. The plane they flew was 42-24895, named "City of Pittsburgh". It was also code named "Ming toy #2" later in the war.



42-24895 "City of Pittsburgh"
From the collection of Dr. Yates C. Smith



William Smith and I left Tinian July 21st 1945 (Saturday) on a Navy DC-3 at 0900, and we took a short trip to Guam and landed at 1030. We had to wait about 10 days before we could get priority to make the trip to the States. This delay was due to our low priority for a seat on the Air Transport Command planes returning to the States. The Air Transport Command was using all space available for wounded from Okinawa back to the States. We were housed in Transit Officers Quarters near the flight line.

We had to report in every morning about 9 o'clock to see if there was any space available that day. The rest of the day we would spend at the beach. It was our first opportunity to go swimming at a good beach. The beach on Tinian had too much coral for swimming. The beaches on Guam were different. The best beach was reserved for General Officers; the next beach with less of a beautiful view was reserved for Field Grade Officers. (Field Grade Officers are Col., Lt. Col., and Majors.) Further down the beach with a little coral was for Company Grade Officers. (Company Grade Officers were Capts., 1st Lts., and 2nd Lts.) On further down the beach with more coral was reserved for Enlisted Men. So it was back to that old military saying R.H.I.P. (Rank Has Its Privileges). If we weren't swimming, we were sleeping, eating, or going to the movies.

After 7 days, we departed Guam on July 27th 1945 (Friday) at 0500. This was a 4 engine DC-6 Douglas transport used for troop movement. It had the regular airline type seats - 3 abreast. Our first flight was from Guam to Johnston Island. Johnston Island was so small, they had to dig coral out of the ocean to extend the runways past the coast line to make them long enough. We were allowed off the plane long enough to eat lunch, and refuel the plane. When we sat at the mess hall, we could look out and see the whole island. It was a very small island. It must have been something for the navigator to just find the small speck in the Pacific Ocean with the navigation equipment we had at that time. After our lunch, we were back on the plane for a flight to Oahu.



Johnston Island
Wikipedia

We landed at Hickam Army Air Field at 1200, and were taken to military quarters close by. We were asked if we wanted to be immediately rotated to the States, or have a 10 day's



rest stop. Both William Smith and I requested 10 days rest leave in Honolulu. I can't remember much that we did, except I do remember making a trip to Waikiki Beach. There were only two hotels on Waikiki Beach, the Royal Hawaiian and the Mona Kea. There was no development on the rest of the beach. I was able to see the Pan Am Clipper land at Waikiki. The Pan Am Clipper was a Martin 4 engine flying boat. The flying boat took 20 to 22 hours for the trip from San Francisco to Honolulu. It did not carry too many passengers, because the seats made into berths for sleeping. It would cruise about 120 mph. It was a magnificent sight to see the plane land, and take off.



Pan Am Clipper

During the 10 day rest stop, William and I were required to inspect some of the Enlisted Men's luggage being rotated to the States. Most of those men were in the Infantry, and had seen much more difficult duty than we had. We gave them one of the fastest inspections you could imagine. We couldn't find much of anything wrong with what they had.

On August 3rd 1945 (Friday), we departed on another DC-6 for the States. One thing I did remember about this flight was a song we heard on the radio. "I'd like to get you on a slow boat to China".

I'd like to get you
On a slow boat to China
All to myself alone

Get you and keep you
In my arms ever more
Leave all your lovers
Weepin' on a far away shore

Out on the briny
With the moon big and shiny



Melting your heart of stone
Honey I'd love to get you
On a slow boat to China
All by myself alone

I do remember that we landed at 0230 on August 4th 1945 (Saturday) at Travis Army Air Field in California. One of the first things we were asked was, "What do you want to eat". I think we asked for a good steak and a glass of milk. We were quartered and were allowed to sleep. We were there long enough to make a trip into San Francisco. It was at the time of the first meeting to establish the United Nations.

On Aug. 6th 1945 (Monday), William and I were given tickets for a Pullman train ride to Los Angeles. At Los Angeles, we only had enough time to change trains, and catch another Pullman for a trip to Camp Chaffee, Ark. The trip took 4 days. Our Pullman coach was also part of a troop train. There were men who had just been drafted on the troop train. They were getting ready to go into the Service.

At Camp Chaffee, William and I were processed and given 30 days temporary duty at home for rest and recuperation. 30 days temporary duty was different from 30 days leave. On temporary duty, we were permitted to earn flight pay. On 30 days leave, we could not earn flight pay. The trip from Camp Chaffee, Ark. to Little Rock, Ark. was on a Greyhound bus. The bus was so old, that the engine was out in front of the bus, and the luggage was placed on top of the bus at the rear. We had a regular Greyhound bus from Little Rock, Ark. to Memphis, Tenn.



When we arrived at Memphis, I was met by Evelyn, Curt, Mother, Dad, and Betty Jane. I think William Smith went to our house for a very short time. We then took him to either the bus, or train station for his trip to Rockwood, Tenn. near Knoxville. William told me, he would be back in about 26 days, so we could travel to Kelly Army Air Field, where we



were to report at the end of the 30 days. During these 30 days, I spent time at my home on Walnut Grove Road, and part of the time with Evelyn's Father and Stepmother at 909 Brower, in Memphis, Tenn.

It was during this time at home, that I was asked to speak to the 8th grade at White Station grammar school. I never thought I would be asked to speak on my war time experiences where I had been a member of the 8th grade at that same school.



White Station Elementary School

The month gave me a chance to realize that I was a father of an 18 month old son. It was also an opportunity for Curt to find that he really had a Father. Looking back now, I can see things that I did that were wrong, such as my methods and thoughts on disciplining Curt. But as you know, there is no manual written on how to be a parent. I did what I thought was correct or right. My training by my Father, and my military training had been to do as you were told. There was no questioning of the authority on why things were done. If I had it to do over, it would be different, but you don't get the second chance.

I can't remember just what all I did during that first month at home. I do remember that I was at home on Walnut Grove Road when the announcement was made about the atom bomb on Hiroshima. In my own mind, I could not conceive just how it could have done the amount of damage it claimed to have done.

On August 10, 1945 (Sunday) Evelyn and I took Curt to the Germantown Presbyterian Church and had him christened. I am sure Mother, Daddy, and Betty Jane were also there. I don't think the Bloodworths attended. Germantown Presbyterian Church was in its original position, and had not been moved to its present location.

I did take up farming while I was home. I bought a horse from Mr. George Whiteside, who was Superintendent of Riverside Compress. I got all of the one horse implements from him and started working the 4 acres we had on the home place. I also acquired some pigs. Mother was in charge of the White Station school cafeteria. She and Dad brought home all of the garbage from the school lunch room which we fed to the hogs. Of course it would be quite illegal to do this now.



I met quite a few of my friends who were coming home from overseas. I would see them when they came home on a train, and would see them again when they had to leave to back to their base. They all wanted to know when I was going to go back. I told them of my extensions to my orders allowing me to stay home.

About 25 to 26 days after our leave had started, William Smith arrived from Rockwood, Tennessee. William suggested that we wire for a 30 day extension to our orders. Since we did not get an answer in time, we left by train on our trip to Texas. Before we got to Marshall, Texas, we received a telegram from Dad telling us a telegram had arrived approving the 30 day extension. So, we got off the train at Marshall, and caught another train for our return to Memphis.

When we returned to Memphis, William suggested Evelyn and I accompany him to his home at Rockwood, Tenn. for a vacation. The three of us left by train for Rockwood, with Curt staying in Memphis with Mother, Dad, and Evelyn's parents. We spent a week in Rockwood in a cabin on Watts Bar Reservoir. At the time, I did not know that someday I would be employed by the Tennessee Valley Authority, who operated the Reservoir. It was a very nice cabin located on a farm belonging to the Smith family when the Watt Bar Dam was built by TVA.

Before we left Rockwood to return to Memphis, William suggested I wire for another 30 day extension. At about 23 days, I wired the Commanding Officer, and requested another 30 day extension to our orders. We received a wire granting us another 30 day extension. I then sent a telegram to William telling him we had 30 more days before we had to report. We were originally supposed to report on Sept. 12, 1945 (Wednesday), but it was 60 days after that before we reported. William Smith's address was 125 Kingston Ave., Rockwood, Tenn. I have not been able to contact him since then.

I was at home long enough to report in to the Memphis Army Air Depot. It was located on the north side of the present Memphis airport. I was able to get in my required 4 hours of flying per month, which allowed me to draw my flight pay each month. I had been at Memphis long enough that the finance office sent me my pay check each month.

When we finally did report to Kelly Army Air Field after 90 days of being at home, the enlisted man in charge told us that if we had asked for another 30 day extension, it would have been granted. Kelly was so full of returning officers, they had no place to house them. They were having problems getting them processed for leaving the service or reassignment.

After searching my records, I cannot find how long I was at Kelly Army Air Field. It seemed like we were there living in the BOQ (Bachelor Officer Quarters) with nothing to do. Some were waiting to be processed out of the service, while others were waiting for reassignment. I did leave, and hitchhiked to Memphis to see the family. But to the best of my knowledge, it was only for a few days. If they had called for me while I was supposed to be at Kelly, I had asked some friends to cover for me, and report I was in



town and was sick. In less than a month, I was transferred to 2517th Army Air Force Base Unit at Ellington Army Air Field, Houston, Texas.

June 1, 1946 (Saturday) I was granted 15 days of leave. At the time, I was assigned to Squadron SB 12 at Ellington Army Air Field, Houston, Texas. My leave application indicated I needed to settle financial matters on my farm at home with my brother who had just returned home. I had 90 days of accrued leave, and had taken no leave since March 4, 1944 (Saturday). It is possible the leave was taken to take Evelyn and Curt back to Memphis. I am sure the news about closing Ellington Army Air Base was known. I took Evelyn and Curt to Memphis. I do not recall if they stayed with Evelyn's Father and Stepmother at 909 Brower, or with my Mother and Dad. After assignment to Ellington Army Air Field, I went to Memphis to get Evelyn and Curt. I bought a 1941 Studebaker 4 door Commander. It was a nice auto for the money. I don't remember just what I did pay for it. We packed up all our belongings, and took off for Houston.



1941 Studebaker Commander
From HowStuffWorks.com

I had checked with Ellington Base Housing. They recommended a lady who would let us live in her house, and have kitchen privileges. Her name was Dorothy Pearson. She lived on 3131 Eastwood, Houston on the southeast side of Houston, and close to Ellington Field. Dorothy and her boy friend, Pierre, worked for Brown Root Construction Co. They were not married, but he was over at the house most every night. Dorothy was crazy about kids, and thought the world of Curt. She would suggest that Evelyn and I go out for the evening so she could baby sit Curt. It was one of the best living arrangements we had during my time in the service. Pierre was a short fellow. He would call Dorothy on the phone. If she was not there, he would drive over to find out about her. They would get into telephone arguments. We would hear all of this as it was only a 2 bedroom house, and one bath. He would call her sometimes, and then as soon as she would answer, he would hang up.



One night she hung up on him and he came right over. She would not let him in so he came in her bedroom window. She did not throw him out so, I guess he spent the night with her. They were a cute couple. They were crazy about each other, but they would always argue about something. When it came to Curt, they were all for keeping him.

It was during the assignment at Ellington that the base was being closed down. I bought a lot of screw drivers for 5 cents each. All of my 3/8 inch sockets were 5 and 10 cents each. After I reported to Ellington, I found a friend of mine by the name of Valentine in charge of the Skeet and Trap range at Ellington. So, I got assigned to his section. Valentine said they had shot a deer out at the skeet and trap range. They had field dressed it in the target house. The Base Commander called Valentine, and said he wanted to fire a 45 automatic on the target range. Valentine told him the base was being shut down, and the skeet and trap range was closed. The Base Commander said he still wanted to fire on the target range. When they went in the target house to get some target, the Base Commander saw the big blood spot, and said, "Been shooting any deer?" Valentine said, "The Sergeant cut his finger". The Base Commander replied, "He bled like hell".

October 21st 1945 (Sunday) - I was declared "disqualified" for flying status. This meant that I could no longer draw flying pay by flying 4 hours each month. It was accomplished on Personnel Order #26 by the Air Training Command. At the time, I had 1340 hours of total flying time in the Army Air Forces.

January 14th 1946 (Monday) - I selected Category 3 as my service option, which indicated that I wanted to stay in the service until Dec. 31st 1946 (Tuesday).

January 28th 1946 (Monday) - At the time I was a 1st Lt. in the Army Air Corps, but I was a 2nd Lt. in the Army Air Corps Reserves. I was promoted to 1st Lt. in the Army Air Corps Reserves. The promotion placed my permanent status in the Reserves to 1st Lt.

March 3rd 1946 (Sunday) - I was transferred and assigned to the 3543rd Army Air Force Base Unit at San Antonio. It was the same place I was when I came home from overseas. I must have taken Evelyn and Curt back to Memphis before I was transferred to San Antonio. I remember making the transfer from Ellington to San Antonio in the Studebaker with 2 other officers. Gas and auto tires were still rationed at that time. We were given enough gas coupons to make the trip back to San Antonio. We were just west of Columbus, Texas on old Highway 90 when we heard one of the tires bumping. I thought it was the right front tire, and decided to change it before it blew out and ruined a tube. At least we could save the tube, as this was before tubeless tires were used. We pulled off the side of the road, unpacked all of our luggage out of the trunk, and changed the right front tire. We put the spare and all of the luggage in the trunk, and got back in the car. Just when I shifted into second gear, the right rear tire blew out. We had changed the wrong tire. So, we had to get back out, and do it all over again. This required us to go by the Columbus ration board to get a certificate so we could buy another new tire.



When we got assigned to San Antonio, we were at what is now Lackland Army Air Base. There were incoming recruits who had to be turned into soldiers. I was made Training Officer for the Squadron BN 5, 3543rd AAF Base Unit.

April 26th 1946 (Friday) - I authorized the Transportation Officer to move my possessions from Memphis to San Antonio. My total possessions came to 185 pounds. They were delivered to the Palmetto Courts at 1954 E. Houston, Texas. The Palmetto Courts were rented to military couples. There was really no transient traffic. Everyone there was on a semi-permanent basis. At the Palmetto Courts, there were two units to a building. Each unit consisted of one bedroom with a bed, dresser, breakfast room set with 2 chairs, refrigerator, a small kitchen, and a bath. It was all crowded in to a single room with the exception of the bath. There was a connecting door to the next unit.



Hagley Museum and Library

The next unit was occupied by a girl whose husband was in the Navy. He was at sea at the time. She had a boy friend who came to see her every night. From the moaning, and groaning it did not take any imagination as to what was going on. They might as well had been in the room with us. Of course Curt was just about 2 years old, and slept through the entire thing. We heard all that was going on, and it was something. It went on every night we were there. We were also there when her husband came in from overseas. We heard all of their conversation about how she had been waiting for him to get home, and had been so lonely.

At this location, we found we had a Peeping Tom. On one occasion, I ran out the front door (the only door we had), and ran between the our unit and the next one. I got there in time to see him jump the fence, and run down the alley. I guess if I had gotten there earlier, he would have worked me over with an ice pick.



There are some black and white photos of Curt taken in front of the Palmetto Courts. While living there, we sold the Studebaker. I would be driving the Studebaker, and it would just quit. There didn't seem to be anything wrong, except it would stop. It would do that right downtown in the middle of heavy traffic. It got to where it just drove me up the wall. There was another couple living in Palmetto Courts who had a 1940 Packard opera coupe. We bought it with the Studebaker as a trade in. The Packard only had 40,000 miles on it, and it was a dream to drive. It was a straight 8 cylinder, and had 2 fold down opera seats behind the front seat. The car had been setting up during the war. I did have a man put in a set of piston rings. That helped stop burning of oil, and also gave the engine a lot more pep. On a trip from Lackland to Palmetto Courts after work, I failed to see a man stop in front of me, and mashed in the grill. I was able to get it repaired by a repair shop down the street from the Courts. It looked real good for the job he did.



1940 Packard Coupe
[Street Toys Classic Cars](#)

When I decided to leave the Service, we bought a 28 foot Glider house trailer in July 1946. The license on the trailer was \$8.70. Now a house trailer does not have a bath. A mobile home has a bath. They did not make a mobile home at that time. All trailer parks had a central bath house every one used. When we bought the trailer, we moved from Palmetto Courts, on East Houston St. to Rolling Home Trailer Park on Roosevelt Road. It was a new trailer park just being established by Mr. & Mrs. Wagner. He worked for the San Antonio Public Works Dept. Our trailer was next to the Wagner's, and ours was the fourth trailers to move in the trailer court. The Wagners thought the world of Curt, and would take care of him if we decided to go somewhere and we needed a baby sitter. Evelyn and I bought a Vornado fan for the trailer. It just fit inside on the set of drawers at the front window. I was multi speed, and also could be used as an intake or exhaust. It



would move a large volume of air. As this trailer was not air conditioned, it was necessary to have a fan of this type for cooling.



WorthPoint Corporation

Curt slept on the couch in the front of the trailer. All we had to do was spread a sheet on the couch for his bed. We placed a chair next to the couch to keep him from falling off.

I can't recall Evelyn and me going out to eat while we were living in the house trailer. As many time as I have been back to San Antonio, I can't remember us ever going to eat at any of the places that have been there for a long time, such as the "Barn Door", "Karims", or "Earl Able's". About the only thing we would do was go to the Officers Club on Saturday night. The 5 or 6 officers in our training squadron would meet there for dinner and dancing.

The training of recruits, who had entered the Air Force directly from civilian life, was something. They would be picked up when they arrived by train, and brought to San Antonio Air Training Base. They would be in civilian clothes. We would assign them to a barracks with 2 corporals. A corporal lived on each floor to assist us in training them. The first thing was to get them a haircut. They had hair of all lengths, but not to the length we see it now. Some wanted to give the barber instructions on how he wanted his hair cut. When he got through with the instructions, the barber would take the clippers, and run from front to the back and take it right down to the scalp. It might seem cruel, but when you would see the condition of some of their scalps, you would see the reason for doing it. When all of the hair was gone, some of them would have a brown scalp. It just indicated they had not had a shampoo in months. You just have to get rid of all of the hair, and could see their scalp to see when they were clean.



After the haircuts, they were taken to supply for their issue of clothes. It was then back to the barracks for a good bath. If they came out, and it looked like they had not washed their scalps, we would send him back in for another shower. Usually one of the corporals watched to see that everyone bathed properly. There was training on how they had to have their clothes in their lockers, how to dress, and how to act. It was the job of the two corporals assigned to each barracks. They had to be taught how to march, military etiquette, and just about everything. Some of them were just dumb.

I took a flight of recruits to the drill field. A flight would be those living in one barracks. We had an enlisted man with us to beat a drum. It was very easy to march to a drum beat. Now these recruits wore their GI shoes, coveralls, and a helmet liner. I told them all they had to do to keep in step and march correctly, was to put their left foot down every time the drum beat. I was watching them with a pounding headache, and was in no mood for any foolishness. One of those recruits at the very back would be in step, and then out, then in step, and then out. I got right behind the flight, and started following him to find out just why he was marching, and then looking like a trick horse. You were not allowed to hit them in any way. So, if I could not hit him, I hit his helmet liner, and asked him, "Just what the hell, do you think, you are doing?" He said, "Sir, I am marching". I said, "What is all of this jumping like a trick horse?" He said, "I am trying to put my left foot down with every drum beat." What he was hearing was Boom, Boom, and then a Boom Boom Boom. When it came to that part, he was trying to put his left foot down for each of the three Booms. It would get him out of step, and then back in step. I told the silly SOB, one of those Booms was for his right foot.

At the end of training for each class of recruits, we would take them on maneuvers at Camp Bullis, north of San Antonio. It was a wonderful place to see deer. As there was no hunting in the area, there were just hundreds of deer. We had to camp out with those recruits, and live in pup tents over night. At night we had to make a 5 mile night march. Evelyn had given me two barbeque sandwiches and a couple of beers, which I had in my backpack. During the night march, we had called a break. I took off my back pack, and had it lying in the ditch. A corporal came along in an ambulance, went down in the ditch, and ran over part of my pack. It was the only time, I can remember in my military career I ate an enlisted man's butt out, but that was the one time. He mashed my BBQ sandwiches!

The Squadron Adjutant (named Jones), who would be the second in command in our training squadron, was from Nashville, Tenn. I was the Training Officer from Memphis, Tenn. We had two recruits who went AWOL. (Absent Without Leave) They were picked up in San Antonio by the MP's (Military Police). The MP's took them to the guard house, and notified us they had them locked up. When the MP's brought them to the squadron day room, I was in the Adjutant's office when they came in. The Adjutant was asking them why they went AWOL. They said, "We didn't like the men in our barracks." He asked, "What was wrong with the men in the barracks?" They replied, "They are all Southerners". Jones told them, "OK, that will be 30 days KP." (Kitchen Police) The



dumb nuts should have realized from Jones, and my accent, they should not make a statement like that. But there was something different every day. You could just not imagine all the things those recruits could get into or do. Just made you wonder about their background.

Had to take a physical exam before I was to be placed on inactive duty at the end of Dec. 1946. When I took my physical, they found I had a hernia on the right side. As I did not have it before I went in the Service, I wanted it corrected before I left. Went into the hospital in Oct. 1946, and had this corrected. While I was recuperating, I took one of the Nurses to the Officers Club for dinner, and that was all. When Evelyn found out about it, she was ready to file for a divorce. It was touch, and go for a long time. After I was released from the hospital, I was granted 30 days sick leave effective on or about November 6, 1946 (Wednesday). We went to Memphis, and visited relatives. It seemed like this was all we ever did. According to my records, I was granted a 7 day extension to my sick leave. If my original leave started on Nov. 6, 1946 (Wednesday) for 30 days that would make my leave up on Dec. 6, 1946. (Friday) With 7 days added, my sick leave extended until Dec. 13, 1946 (Friday). During the sick leave Evelyn, Curt, and I took the trailer to Memphis. We parked it in the yard on Walnut Grove Rd. I went back to San Antonio by myself. As soon as the sick leave was over, I was transferred to Randolph Army Air Field, San Antonio, Texas for processing to inactive Reserve duty.

My orders placing me on the inactive reserve status were dated December 16, 1946 (Monday). The orders read as follows: Special orders # 36. 1st. Lt. Yates C Smith AC RES MOS 2136 SvQ 1 race white Category III mo sv 57 mo sv overseas 16 is rel'd from asgmt to AFTRC SQ BN5 3543 AAF Base Unit this sta & is atchd unasgd Sq C 2532 AAF Base Unit Randolph Field Tex for sep from mil sv pursuant to RR 1 1. EDCMR 17 Dec 46. Officer will depart this sta at such time as will enable him to report to Officer in Charge of Sep Point in Bldg T-185 not later than 1500 17 Dec 46 (Tuesday). Certificate of sv and terminal lv auth. CO of Sep C will publish orders specifying amount of terminal lv date of release from Sep C, and date the Officer will revert to inactive status. Mail received for Officer after his departure from this sta will be fwd home address Route 5 Box 138 Memphis Tenn, and not to Sep C. Legal address: Memphis Tenn. Last dy Sta: 3543 AAF BU San Antonio, Texas. WP PCS TDN TPA 701 52 p431 02 03 07 08 A2170425 S99 999. Auth: VOCO AAFPS Randolph Field Texas 6 Nov 46. At the time of my placement on inactive Reserve status, it was common practice for all Officers to be given a terminal promotion.

When it came time for me to be placed on Reserve status, they found this Satisfactory rating in my personnel file. It was because of what Lt. Savage had done at Casper Army Air Base. The one Satisfactory rating had lowered my overall efficiency ranking to 39.95. To get a terminal promotion, you had to have a rating of 40.00. For that reason, I had made 1st. Lt. on February 29, 1944 (Tuesday). Never got another promotion at any time I was on Active duty. Had been a 1st. Lt. for 34 months of active duty. It was a very long



time to hold a grade with no promotion, especially when you consider the time in grade overseas.

Had to work extra hard after I was placed on Reserve status to get the promotions to Captain and Major. My last pay voucher was for the month of December 1946. My base pay was \$210, plus \$43.40 for meals and \$75.00 for housing allowance. My deductions were \$200 allotment to Evelyn and \$6.60 for my military insurance. This gave me a net pay check for the last month of military service of \$121.80. That brought to a close my active military career, 2 years, 9 months, and 14 days of duty in the United States, and 1 year, 3 months, and 20 days of duty overseas. My terminal leave carried while on active duty extended my service until March 1, 1947. My actual total duty was from March 1, 1942 (Sunday) until March 1, 1947 (Saturday) for a total of 5 years to the day. It was a time of my life I will never forget, but one I would never want to repeat. My Aviation Cadet serial number was 14102007, and my Officer serial number was 0 671127. Those were two numbers I have never forgotten. My records show, I ended my military career as a Major in the Air Force Reserve with the following decorations: one Distinguished Flying Cross, one Air Medal with 6 clusters, Distinguished Unit Citation with 2 Oak Leaf Clusters, Asiatic Pacific Campaign Medal with 4 Bronze Service Stars, for the China Defensive Medal, Air Offensive Japan Medal, India Burma Campaign Medal, and Air Combat Palembang Medal, American Theater Campaign Medal and the Victory Medal.

Flew 46 air combat sorties in B-29's as a Bombardier-Navigator with such targets as Singapore, French Indo-China (Viet Nam) Rangoon, Burma, Bangkok, Siam (Thailand), Shanghai, and Hankow, China, Mukden and Anshan, Manchuria (North Korea), Kuala Lumpur, Kobe, Nagasaki, Tokyo, Yokohama, Sure, Nagoya, Osaka, Utsunomiya , and Omura, Japan