

BIOGRAPHY OF REAR ADMIRAL ARCHIE DONALD FRASER, USN (RET.)

Born - Oxnard, Calif. 29 May 1909

Graduated Oxnard Union High School, June 1927.

Appointed to U. S. Naval Academy, June 1927 and sworn in as Midshipman, U.S.N. 11 July 1927.

Graduated U.S.N.A. 4 June 1931 and commissioned Ensign, U.S.N.

Duty Assignments and Promotions

Reported Detached

6/15/31 7/16/31 Elimination Flight Training, NAS San Diego. Soloed 7/13/31

8/25/31 8/2/33 USS Arizona

8/15/33 9/1/34 Flight Training, NAS Pensacola, Fla. Designated Naval Aviator No. 4034 6/28/34

9/8/34 6/2/37 Torpedo & Bombing Squadron Two (VT-2)

9/11/34 Commissioned Lieut.(j.g.) dated from 6/4/34

6/29/37 5/10/39 Flight Instructor, NAS Pensacola Squadron 1, Primary seaplanes except when student at Photo School.

1/4/38 6/20/38 Student, Navy Photo School. Night flying instructor, Squadron 5, fighter planes.

6/9/39 3/6/41 Utility Squadron One (VJ-1), Fleet Air Photographic Officer.

6/22/39 Commissioned Lieut. dated from 4/1/39.

5/40 VJ-1 Transferred NAS, San Diego to NAS Ford Island, Pearl Harbor, T.H.

4/7/41 10/9/43 O-in-C, Photo Section, BuAer, Navy Dept. Became Ass't. Dir. when Section became Photo Div. in 1942.

6/15/42 Commissioned Lieut. Comdr.

10/1/42 Commissioned Comdr.

11/23/43 4/20/44 Photographic and Intelligence Officer, Staff, Commander Aircraft South Pacific based at Guadalcanal.

5/19/44 6/12/44 PB4Y-1 (B-24) Pilot training, NAS Hutchinson, Kan.

6/19/44 5/26/45 C.O. Photo Squadron Five (VD-5) based at NAAS Camp Kearny. Cdr. Ray Gehlbach had commissioned squadron and acted as Acting C.O. 6/1/44 - 6/19/44

9/27/44 Transferred VD-5 to NAS Barbers Point, T.H. for completion of training.

11/17/44 Transferred VD-5 to NAS Agana, Guam for combat flight operations and as relief for VD-4.

11/28/44 Designated ComPhotoGroup Two as additional duty. Group comprised VD-5 and Interpron 2

4/8/45 Operational control of PhotoGroup 2 transferred from ComGen StratAir POA to

CINCPAC/CINCPOA

5/26/45 Turned command of VD-5 over to Lt. C.J. Witt, USNR, Exec. Off to return squadron to U.S. Remained at Guam a ComPhotoGroup 2. Original Exec. Off., Lt. Cdr.

Gehlbach was killed in an operational aircraft accident 2/24/45. VD-1 relieved VD-5, Cdr. Juan Hutchison, USNR, Commanding.

7/1/45 Detached as ComPhotoGroup 2, relieved by Cdr. Hutchison.

8/8/45 6/21/46 Reported to Navy Dept. for duty in Op-03-5 with add'l. duty in Op-517 & BuAer.

Primary assignment - define future photo recco requirements and prepare specifications for future generation of long range photo planes.

9/21/45 9/26/45 Nassau, Bahamas to discuss possibilities with Governor General of Joint US-British hydrographic triangulation projects involving photographic techniques to tie West Indies to US triangulation network.

11/5/45 Tempor. duty to op-34, Operational Readiness to prepare Tactical Doctrine Instructions for Long Range Air Reconnaissance and Scouting.

2/4/46 4/10/46 Completed special Navy Dept. course in

Nuclear Physics conducted after working hours

6/29/46 8/ 47 Reported to ComNav Air Bases 11th ND as Operations Officer.

3/24/47 Designated Chief of Staff, Nav Air Bases

9/5/47 11/22/48 Executive Officer, USS BOXER (CV-21)

12/28/48 1/5/51 Commanding Officer, Naval Air Technical

Training Unit, NAS Pensacola (Photo Schools)

7/1/50 Commissioned Capt.

1/20/51 2/4/52 Commanding Officer, USS CORSON (AVP-37)

2/13/51 Commissioned USS CORSON from mothballs.

4/16/51 USS CORSON deployed to Okinawa as northern base for airborne Formosa Straits
Neutrality Patrol. Acted as SOPA Okinawa.

10/5/51 USS CORSON left Okinawa for Alameda.

3/5/52 3/14/54 Head, Naval Photography, OPNAV, Navy Dept.

3/4/53 3/24/53 Inspection of US, British and NATO photo recco capabilities and facilities in
England, France, Germany, Italy and French Morocco.

4/9/54 7/3/56 Commanding Officer. Fleet Airborne Electronics Training Unit, Pacific, NAS
North Island.

7/27/56 9/30/56 Established new Electronics Data Processing Division, BuAer, Navy Dept. and
served as Director.

9/30/56 Retired at own request to accept position in industry.

10/1/56 Commissioned Rear Admiral

Rear Admiral A. D. Fraser USN, (Ret.) during his active service years 1931 - 1956 was awarded:

Distinguished Flying Cross

DFC Gold Star - 2nd award, 20 combat missions

Air Medal and 3 Gold Stars, 25 combat missions

Navy Unit Commendation Citation

Campaign Medal and Ribbons:

Asiatic-Pacific, 2 Bronze Stars Iwo Jima and Okinawa American Areas

American Defense with Bronze Star

American Victory

China Service extended

Philippine Liberation

Expert Pistol

Korean War

DISTINGUISHED FLYING CROSS AWARD TO CDR. A. D. FRASER, USN

THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the DISTINGUISHED FLYING CROSS to

COMMANDER ARCHIE DONALD FRASER

UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For heroism and extraordinary achievement in aerial flight as Squadron Commander of Photographic Liberators in Photographic Squadron FIVE during operations against enemy Japanese forces in the vicinity of Iwo Jima, on December 8, 1944. Undeterred by an extremely low ceiling over the area assigned to him for photographic coverage, Commander Fraser courageously descended through the clouds to an altitude of approximately 1000 feet and, in the face of intense hostile antiaircraft fire, made two reconnaissance runs around the shore line and then flew directly over the center of the island. By his skilled airmanship and coolness under fire, he was responsible for obtaining large-scale oblique photographs of the enemy airfields and defense installations on Iwo Jima. His leadership throughout was in keeping with the highest traditions of the United States Naval Service."

For the President,

/s/ John L. Sullivan

Secretary of the Navy

A. D. FRASER - PHOTOGRAPHIC HIGHLIGHTS

1941 1943 Photo - BuAer

Participated in the greatly expanding Navy photo activities, both from a purely military viewpoint and in conjunction with the Office of Public Relations. Began the duty as Section Head but as the need for a larger Navy photo capability materialized the Section was upgraded to a Division, requiring higher rank as Director, and I became Ass't. Director. I was directly involved in the formation of the Training Film Section which was given the responsibility for production and procurement of all Navy training films . In conjunction with Lt. R. S.

Quackenbush, USN we selected the candidates for the newly formed Photo Interpretation School and got the school started, which he then initially headed. I was also active in obtaining photo capabilities for various Naval aircraft and assisting in the installation designs. During this time the first Navy Photographic Squadron, VD-1, was formed, commanded by Lt. Cdr. H. J. Dyson, USN .

The increased workload and responsibilities placed on the antiquated photo lab at NAS Anacostia placed an untenable hardship on the limited and inadequate facilities and small number of personnel. G. A. Carroll, CPhoM at Nas Anacostia prepared drawings for a proposed new lab but as we reviewed them increased requirements made each revision outdated. It was apparent that professional help was required and Eastman Kodak Co. undertook an architectural and engineering contract for \$1.00. My job was to obtain the authorization and funding from Congress which resulted in the Navy Photo Science Laboratory (later Naval Photographic Center). Also approval was obtained for Class B and C type laboratories at various air stations.

As the Navy member of the Photo Section of the American Standards Association I forced the adoption of the ASA War Emergency Film Speed Index. This is still in use as the ASA Film Speed Index. I was also instrumental in drastic revisions to the course at the Navy Photo School in order to provide sorely needed photographers to the fleet at an increased rate. For advanced instruction for especially selected personnel an arrangement was undertaken with Time-Life Inc. whereby still photographers were trained by and worked with Life photographers and motion picture photographers with those of the March of Time. These services were provided to the Navy at no cost to the government other than standard food and lodging allowances.

In order to provide for exceptionally well qualified photographic officers with Navy background a program was established by which specially selected high ranking photo petty officers were given Warrants or Commissions. This capability proved invaluable during the progress of the war. A large number of well qualified personnel were also brought in from civilian ranks and given petty officer ratings or commissions depending on qualifications. Navy photo, during World War II, would have been completely unable to operate without these 2 sources.

1944 - 1945 VD-5 and PhotoGroup 2

Squadron formed NAAS Camp Kearny, June 1944. Deployed to NAS Barbers Point, T.H., Sept 1944 for completion of training. Early Oct. I flew to Eniwetok to discuss future operational problems with Cdr. Huff Clark, CO VD-4, then to Saipan for discussions on operational control and then to Guam to select a future camp site in the jungle and make a camp layout, then back to Hawaii for final arrangements for final deployment.

In mid Nov. planes flew to Guam by increments and ground personnel went by CV. Squadron gear was shipped in 2 cargo ships with no loss of supplies and no damage to sensitized material because technicians and supply personnel accompanied the shipments with full concurrence and cooperation of the Captains. VD-4 ground personnel served VD-5 flight operations during transition of air and ground echelons. First VD-5 mission was 30 Nov. covering Iwo Jima, Chichi Jima and Haha Jima.

On Cdr. Clark's departure I became ComPhotoGroup 2, which was merely a paper title comprising VD-5 and Interpron 2. In early Dec. CinCPAC/CinCPOA issued a directive consolidating all photo intelligence in the Western Pacific in Photo Group 2. This made PhotoGroup 2 a full operating command. It became the central receiving, digesting and distributing agency for the Pacific Fleet with all recco photos from whatever source channeling thru the group. Because of the tremendous number of copy negs required the Photo Lab and Photo Repair personnel modified a K-17 camera to operate as a high speed copy camera with excellent results and a tremendous saving of time. The tremendous work load required that the Photo Lab work 2 -12 hour shifts on a 7 day week basis. Despite the heavy work load, morale and efficiency remained high.

On 8 Dec. VD-5 was ordered to cover Iwo Jima at 10,000 feet (no previous missions had been below 20,000) in order to obtain large scale photo results of shore bombardment. I took 6 planes to obtain coverage on a single pass but cloud cover was solid down to 1,000 feet over the island. I sent 4 planes back to Guam and LtCdr Gehlbach and I obtained low altitude obliques around the island but they would not have provided necessary stereo. LtCdr Gehlbach crossed the narrow neck of the island to help draw fire while I flew the length of the island. Photo results were excellent, however, one man was seriously wounded, two others had slight wounds and the plane was so severely damaged as to require strike after return to Guam. I received the Distinguished Flying Cross as did LtCdr Gehlbach. My Navigator, Ens. Larry Dunlap, received the Air Medal for his cool and excellent guidance of my path on the desired photo run.

All except 3 of the VD-5 missions were unescorted. One mission to Iwo Jima was escorted by P-38s. VD-5 planes remained on station until clouds cleared for photos but the P-38s were limited to 5 minutes on station because of fuel limitations. On one other occasion AAF B-24s were used for mutual fire support but because of operational problems all VD-5 pilots elected to fly unsupported missions depending on their own excellent gunfire. About 90% of the pre-landing photos of Iwo Jima were by VD-5. Other targets routinely covered included Truk, Puluwat, Woleai, other Marshalls and Carolines, Marcus, Chicha Jima, Haha Jima and still Jap occupied islands in the Marianas. Both PB4Y-1Ps and F6F-5Ps were used.

The third use of escorts was with P-38s on a mission to Truk. One P-38 had an engine failure enroute and turned back without notifying the flight leader. A VD-5 plane noticed the plane was missing and turned back to try to locate it and escort it back to Guam. The P-38 lost its other engine and the pilot bailed out. The VD-5 plane searched for and found the downed pilot, dropped survival equipment, notified the base and remained in the area for several hours until the pilot was picked up by a destroyer.

The landings at Iwo Jima were covered by my plane for photographic and news coverage. All aerial photos of the landings were by L. J. Bodkin, PhoM1c and J. F. Rankin, PhoM3c of my regular crew for still photos and Leif Erickson, CPhoM of CinCPAC Pub Info for motion pictures. Mr. Webbley Edwards of CBS accompanied us for the combined radio networks and gave a very graphic account of the operations after our return to Guam.

Prior to the Iwo Jima landings intelligence officers from all of the participating units were based at our camp and participated in the intelligence derived from photo intelligence and other supporting sources. With our complete photo litho plant we developed and printed 8-color overlay maps of Iwo Jima that were distributed to all participating units. These were updated as fast as new information on defense positions and capabilities was available. The Interpron 2 personnel worked around the clock during this period to ensure that up-to-date information was continually available. After return of the unit intelligence officers to their ships radio updates were provided to all concerned activities.

The success of Photo Group 2 in the Iwo Jima operation was so outstanding that I was directed by CinCPAC/CinCPOA to immediately expand our facilities in order to provide the same support for the Okinawa operation, which was less than 6 weeks away. Build up of personnel was so rapid that some critical ratings arrived at Guam in dress blues, having been picked up while on liberty by Shore Patrol from points as far away as the East Coast and put immediately on airplanes. Replacement personal gear and adequate work uniforms were provided after arrival at Guam.

The value of being a self supporting activity was dramatically demonstrated during this rapid build up. My Executive Officer was killed in an operational aircraft accident at this point and unprecedented responsibility was placed on the Department Heads. They were given requisite authority to carry out their responsibilities, which they did in an outstanding manner. Then, on 3 hours notice, I was directed to leave for the Philippines with 5 planes with support personnel to begin our photo work over Okinawa. Of my 8 Liberators 2 were airborne on another mission. It was not necessary to recall them since aircraft maintenance was always at a very high level.

With 5 planes in the P.I. we were left short to carry out routine surveillance of Jap held positions still in the Marianas and the AAF 28th Photo Recco Squadron equipped with F-5s (Photo P-38s) was assigned to Photo Group 2 for operational control. While operating in the P.I. (originally from Guiuan, Samar and later from Clark Field, Luzon) targets covered, in addition to Okinawa, were all islands of the Sakishima Gunto with particular attention to Miyako and also the Ningpo Peninsula, China. During this time I was on a commute basis between Guam and the P.I.

The same procedure was used for Okinawa as had been done with Iwo Jima in connection with basing intelligence officers at Photo Group 2 with radio updating after they had returned to their units. Success of this procedure was again demonstrated.

For photo and radio coverage of the Okinawa landings Webbley Edwards of CBS again accompanied me. We left Clark Field shortly after midnite 1 April, covered the beaches and inland areas before, during and after the landings and then went to Kerama Retto, where we dropped half of our negatives in water proof containers to an AGC in case we did not get back to Guam. With not enough fuel to get to Guam we went to Iwo Jima where I had one of my planes standing by for a pony-express type transfer and then on to Guam.

A week later I received 9 F6F-5Ps and returned the 28th P.R. Squadron to the 7th Air Force. F6Fs were deployed to Palau and Iwo and as soon as Yontan Air Field was available at Okinawa I sent 3 F6Fs there to operate in support of the 10th Army for close air support and location of ground mines in roadways. As soon as Yontan could support Liberators I went there to establish our remote operating base and left 2 of them for operations in the Ryukus. One of them was lost on the ground in a night attack by Japanese landing on the airstrip in a Kamikaze type attack. As our hold on Okinawa improved I increased the number of planes based there.

During this period Liberators were based at Iwo and covered all of the Nansei Shoto Islands up to the coast of Japan.

In early May on a mission to Marcus I was contacted on Emergency Frequency by USS JALLAO asking for assistance in searching for downed flight personnel as 2 planes (a Liberator and a Privateer) had been shot down over Marcus earlier and they had heard from a surviving plane that there was a raft in the water. After finishing my photo run I assisted in the search. My plane captain, C.T. Carey, AMMLc, had spotted an oil slick and I started search going downwind from that position. We located the raft with 5 survivors, called the JALLAO, which was about 15 miles further west, and maintained position until JALLAO arrived. As the survivors were being picked up the batteries on Marcus opened fire, straddling the submarine on the first salvo. The submarine crash dived and escaped damage.

At the end of May VD-5 was replaced by VD-1. Command of VD-5 was turned over to my Exec. Off., Lt. C. J. Witt and he returned the squadron to the U. S. The planes were destroyed at NAS Kaneohe, T.H. as no planes were permitted to be taken back to the mainland. I remained in command of the Group, turning it over to Cdr. Hutchison on 1 July 1945 and then returned to the States for reassignment.

Next duty was in OPNAV and BuAer preparing requirements for future photo recco needs and developing specifications for future generation photo reconnaissance planes. This was followed by the writing of a tactical doctrine publication on Long Range Air Reconnaissance and Scouting.

After serving as Operations Officer, and then Chief of Staff, Naval Air Bases, 11th ND followed by assignment as Executive Officer, USS BOXER (CV-21) I was ordered to command of Naval Air Technical Training Unit, NAS Pensacola, Fla.

NATTU comprised the Navy Photo Schools - Primary, Advanced, Motion Picture and Camera Repair. The schools were housed in antiquated buildings totally unsuited for the purpose and one of the first necessities was to obtain adequate facilities. A large concrete barracks at the adjacent and abandoned Army Coast Artillery Base, Fort Barrancas, was made available and designs were drawn up for conversion to a modern and well equipped set of Photo Schools. A large amount of credit for the initial design for the reconstruction is due to John Nichols, CPhoM, assigned to NATTU. The Public Works Dept. welcomed our participation in design and coordination during construction and with our very amicable working relationship we achieved a highly satisfactory

installation. A large increase in student enrollment was ordered about this time and coincided with a total and complete revision of the curricula of all the schools. Photo planes for instruction of pilots and photographers included SNJ-5s, SNB-3Ps and the F6F-5Ps were replaced by F8F-2Ps. Indicative of the high level of maintenance maintained in all departments was that of Flight Operations. In the 2 years that I had command there was only 1 aircraft accident that involved inadvertent wheel retraction on take-off which resulted in redesign of the retraction mechanism.

Duty as Commanding Officer USS CORSON (AVP-37) was followed by assignment as Head, Naval Photography, Naval Operations. This was during the Korean War and a great deal of emphasis was placed on achieving improved photo reconnaissance from aircraft carriers. Tremendous opposition had to be overcome to even keeping such capabilities on board carriers. There were strong advocates of removing recco capabilities completely and carrying only bombs, bullets and rockets. Fortunately every carrier skipper, after a short time in combat operations, learned the vital importance of having continuous and updated target information and strike results. Because of demonstrated need we were able to develop recco versions of several new jet fighter aircraft that proved to be highly beneficial. Concurrently, BuAer, was active in the development and procurement of a new generation of aerial cameras and controls to effectively utilize the performance of the newer aircraft.

Aerial mapping projects were carried on in various parts of the world using the longer range land based aircraft. This had been a continuing program and in some areas was carried on at an accelerated pace. We had no formal relationship with the CIA but with many common areas of interest and overlaps my informal relationship with some key personnel was mutually beneficial.

A problem at this time was how to determine the location of "ground zero" from an A-bomb without visual inspection or later photo recco. I proposed a method that would involve a combined use of radar and photography. In my following command, Fleet Airborne Electronics Training Unit, Pacific, I was given the assignment of assessing the value of the idea. At an A test in Nevada I was able to demonstrate the practicability of the system and my Operations Officer, Cdr. Kedigh, later repeated the results. The utilization was again demonstrated in an H bomb test in the Pacific.

As a member of an Ad Hoc committee the relationships between Navy Photography, Photo Interpretation and Navy Intelligence were brought into closer harmony to ensure that our total facilities in the military intelligence field would provide optimum service to the Navy.

I retired in late 1956 to accept the position as Manager of the Vought Co., Beverly Hills, Calif. The company designed and manufactured photographic data recording equipment for use in test aircraft and missiles. Among products that I designed and supervised manufacture of were periscope probes fitted to our high speed motion picture cameras that could be inserted into the tail pipes of jet engines of aircraft in flight to record flame pattern and a much larger periscope for use in engine test cells with provision for either visual observation or photographic recording. A periscope installation was also designed that was used in the Northrop X plane that became the F-5. This provided for extremely low profile and low drag for photo recording of possible tail flutter. Another item of my design and manufacture was a 5-degree freedom of motion mount

and very high speed film transport for a spectrograph. Three of these were built and used in our first H bomb test with excellent results. This program was done in conjunction with a former shipmate from NATTU, NAS Pensacola, John Nichols, CPhom, USN(Ret), who was in charge of the photo lab at the Navy Radiological Defense Laboratory, Hunters Point, San Francisco. Our equipment was also used in the X-15 tests and the Hound Dog missile tests.

I left the Vought Co. in early 1960 to join the Inertial Navigation Dept., Autonetics, North American Aviation, Inc. It turned out that my photo days were not over. A former shipmate from NATTU, NAS Pensacola, Ludy Benjamin, CPhoM, USN(Ret), was in charge of the still photo lab, NASA Houston and contacted me for help in the space photo program. As a result I became an unofficial consultant on photo matters throughout the Apollo program particularly on motivating the astronauts on the importance of space photography during their missions and on aspects of improving film and lens resolution. Although not strictly photography, I later worked in the early phases of laser development at Autonetics.

MAILGRAM

From: CTF 93 COMGENSTRATAIRPOA 11 December 1944

To: CTG 93.3 COMPHOTOGRP TWO)

BRIEFING MODELS CHICHI AND HAHA AND RADAR MODELS ARRIVED GOOD
CONDITION. PROMPT ACTION AND TECHNICAL EXCELLENCE APPRECIATED.

AUTHENTICATED: L. F. JOHNSON
Lt. Colonel

DESPATCH

From CTF 93 090824Z 9APR 45

Action COMMANDING OFFICER VD-5 AND PHOTO GROUP TWO

Info CINCPOA ADVANCED HEADQUARTERS

BT

WHILE UNDER OPERATIONAL CONTROL OF THIS COMMAND YOUR JOB HAS
ALWAYS BEEN ONE OF QUOTE "WELL DONE" UNQUOTE COMGEN STRATAIRPOA
EXTENDS TO YOU AND YOUR COMMAND CONTINUED SUCCESS AND GOOD LUCK

BT 0908 24Z

DESPATCH

From CINCPOA ADV HQ 290145 29APR 45

To COM PHOTO GROUP TWO

Info VD-5 / INTERPRON TWO / COMAIRPAC / FAIRWING ONE

BT

THE PROMPT AND THOROUGH ACTION REPORTED IN YOUR 282132 IS CHARACTERISTIC OF THE HIGH STANDARD OF PERFORMANCE BY PHOTOGROUP TWO WHICH CINCPOA HAS OBSERVED TO BE UNIFORM IN THE OPERATIONS OF BOTH INTERPRON TWO AND PHOTRON FIVE X WELL DONE

BT 290145

Despatch

From COMAIRPAC 280201Z 27 June 45

Action CO VD-5

Info CFAW-2 / COMFAIRWESTCOAST

BT

DURING YOUR TOUR OF DUTY IN THE FORWARD AREAS YOU HAVE ESTABLISHED A REPUTATION FOR OBTAINING RESULTS DESPITE GREAT OBSTACLES

X YOUR WORK IN THE PRESENT COMBAT AREAS CONTRIBUTED MUCH TO THE SPLENDID SUCCESS OF OUR FORCES WHO ARE FIGHTING X COMAIRPAC WISHES TO EXTEND ITS HEARTIEST CONGRATULATIONS TO ALL HANDS FOR A TOUGH JOB WELL DONE X MAY YOU ENJOY YOUR WELL EARNED LEAVE AND RETURN REFRESHED TO HELP FINISH THE JOB XXX

BT 280 201Z

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

25 March 1945

From: British Pacific Fleet Intelligence Liaison Officer
To: The Chief of Staff

Subject: Supply of Intelligence to Task Force 57

1. Before my departure from Ulithi on 23 March, Vice Admiral Rawlings, CTF 57, instructed me to express to you his appreciation of the arrangements made to supply TF 57 with last minute intelligence for Iceberg, and of the efforts of the personnel concerned that they entailed.
2. In particular, he and officers on the staff were most impressed with the high quality of the Photographic Intelligence especially prepared by Interpron Two, and the speed and efficiency with which the latest photographic coverage was incorporated in the Interpretation Reports, Mosaics, and Target Maps supplied.
3. Admiral Rawlings hoped that you would convey his thanks to the personnel concerned for their efforts and for the assistance that they have given to TF 57.

/s/ C. S. SHEPPARD

C. S. SHEPPARD

Lieut-Comdr., RN

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

From: Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas

To: Commanding Officer Fleet Air Photographic Squadron Five

Via: Commanding General, Strategic Air Force Pacific Ocean Areas

Encl.: Copy of BPF Intelligence Liaison Officer letter 25 March 1945

1. Enclosure (A) is forwarded with compliments on your efficiency and the fine cooperative spirit displayed in carrying out this task.

/s/ C. H. McMORRIS
Chief of Staff

-----1st Ind.

HEADQUARTERS, STRATEGIC AIR FORCE, PACIFIC OCEAN AREAS, A.P.O. 234, 1
April 1945

To: Commanding Officer, Fleet Aircraft Photographic Squadron FIVE.

Inclosure (A) is forwarded with pleasure. The teamwork and efficiency demonstrated in fulfilling this task are highly commendable.

/s/ WILLIS H. HALE
Major General, U. S. Army
Commanding