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"Man-years after, you would spy him now and then. You would see him and start: My God, it's McNamara. The body was still lean and fit but the face had now aged almost terrifyingly, as if meant to be a window on what lay heaped within. He was a ghost, a ghost of all that had passed and rolled on beneath his country in barely a generation." **Paul Hendrickson**, author of The Living And The Dead, 1996

What I had I got, what I spent I saved, and what I kept I lost." **Sailor's Creed**, sang by Revolutionary War privateers

"I don't mine being called tough, since I find in this racket it's the tough guys who lead the survivors." **General Curtis LeMay**. 1943

This month Tom Buettner will present a tour of Pearl Harbor which includes the USS Arizona Memorial, the Pacific Aviation Museum, and the National Memorial Cemetery of the Pacific, commemorating the 2,390 service men and women who died in that attack. A Day that will live in Infamy

MEETINGS *take place the second Monday of every month at the* ***Downtown Holiday Inn,*** *310 Pearl NW, Grand Rapids, MI 49504 (616) 235-7611. Socializing begins at 6:00 (1800 hrs), dinner at 7:00 (1900 hrs), business meeting 7:15 (1915 hrs), and program at 8:00 (2000 hrs).* Ample free parking available

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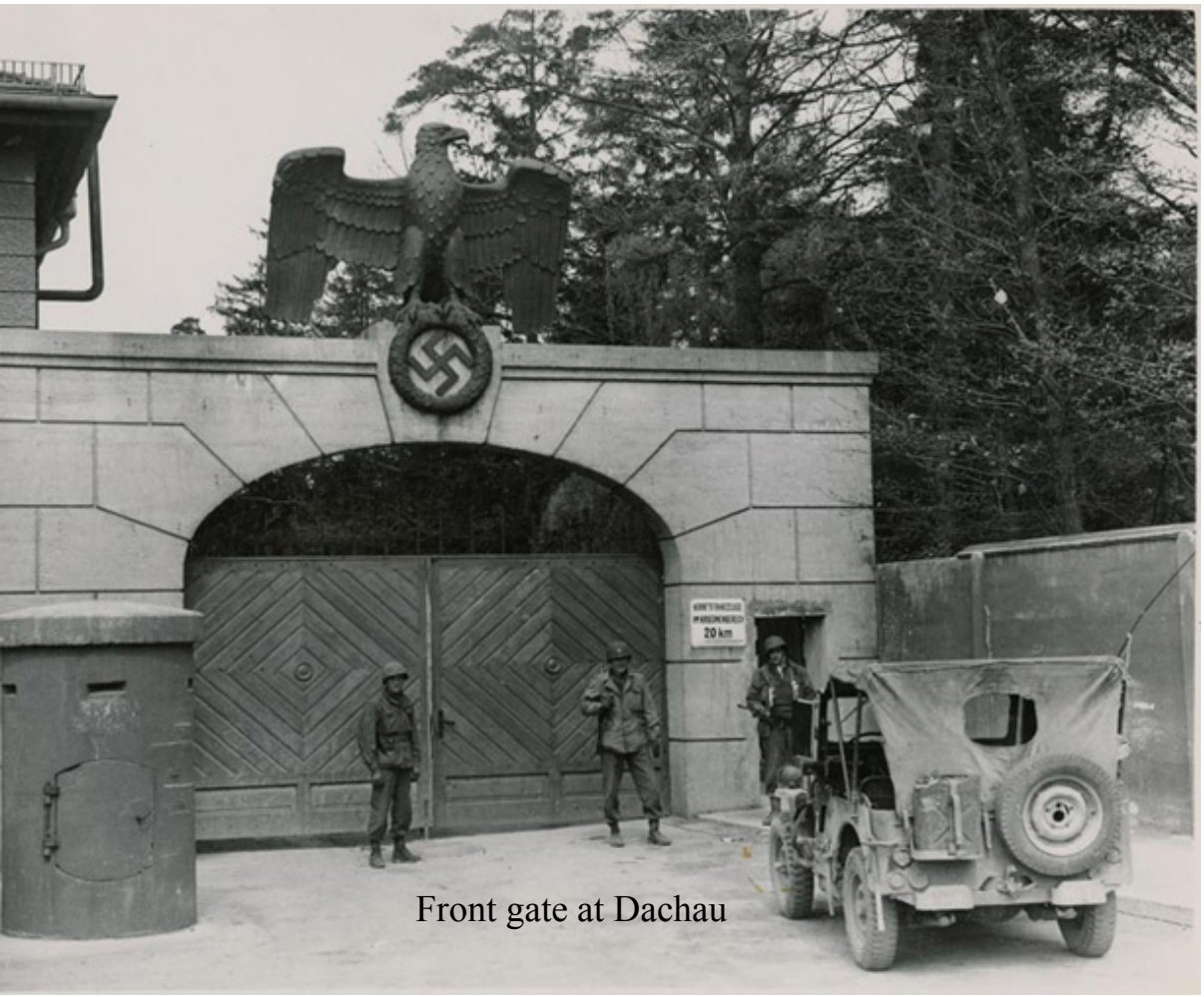
Dues are $45, you can bring your money to Decembers meeting. We are still meeting at the Downtown Holiday Inn in the same room . Doors open at 11:30. At the present time the bar is closed until 4 PM. New officers nominated and approved. The mast head on the left is accurate. Lunch will be served around noon.

Dachau Trials

Unlike the International military trials in Nuremberg that prosecuted the major Nazi war criminals under the jurisdiction of the four Allied Occupying Powers, the Dachau tribunals were held exclusively by the United States military between August 1945 and December 1947. These trials were also held by the Polish and Russian governments of defendants found within their own country. The proceedings were similar to the post-1946 Nuremberg trials that were also conducted solely by the United States. All the hearings were held within Dachau because it was, at the time, the best known of the Nazi concentration camps and it would act as a backdrop for the trials by underlining the moral corruption of the Nazi regime. The former concentration camp also had buildings adequate to house the many personnel required for and involved in the legal proceedings of a war-crimes trial, and the Dachau prison camp had numerous jail cells to hold the Wehrmacht and Waffen-SS officers and soldiers accused of war crimes. The trials were held by the American Military Tribunal, without a jury, but instead by a panel of seven men, one of whom was versed in international military law. The prosecution was different from most trials, in that the burden of proof was on the defense.



Front gate at Dachau

The Dachau trials handled the prosecution of almost every war criminal captured in the U.S. military zones in Allied-occupied Germany and in Allied-occupied Austria, and the prosecutions of military personnel and civilian persons who committed war crimes against the American military and American citizens. The military tribunals were authorized by the Judge Advocate General of the U.S. Third Army. The charges to be carried out by the United States Military were against Germans such as camp guards, some SS units and medical personnel, who had taken part in war crimes against allied nationals. The Dachau trials consisted of 465 trials of individuals from not only the Dachau concentration camp, but also Flossenbürg concentration camp, Mauthausen-Gusen concentration camp complex, Nordhausen concentration camp, Buchenwald concentration camp, and the Mühldorf concentration camp complex. There were four main categories of charges: main camp

offense, subsidiary camp offenses, atrocities against downed fliers, and then a catchall category mainly consisting of details about the Malmedy Massacre.

The first trial was that of Franz Strasser in August 1945. The mass trials started in November 1945 and were adjourned the following month. By December 13, 1947 when the trials adjourned once more, roughly 1200 defendants had been tried with roughly a 73% conviction rate. During the almost three years in total, the American military tribunals tried 1,672 German alleged war criminals in 489 separate proceedings. In total 1,416 former members of the Nazi regime were convicted. All convicted prisoners were sent to War Criminals Prison #1 at Landsberg am Lech to serve their sentences or to be hanged.

In the Dachau camp trials: 40 officials were tried; 36 of the defendants were sentenced to death on December 13, 1945. Of these, 28 were hanged in May 1946, including the former commandant Martin Gottfried Weiss and the camp doctor Claus Schilling. The Mauthausen camp trials: 61 officials of this camp were tried by a U.S. military court at Dachau in March/April, 1946; 58 defendants were sentenced to death on May 11, 1946. Those executed included the commandant of the *SS-Totenkopf*.

The Flossenbürg camp trial: 52 officials and guards of this camp were tried between June 1946 and January 1947. Of the defendants, 15 were sentenced to death and 25 to terms of imprisonment. However, one of those who received a prison sentence in the main Flossenbürg trial, Erich Muhsfeldt, was later extradited to Poland. He was sentenced to death in the Auschwitz trial, and executed in 1948.

The Buchenwald camp trial: between April and August, 1947, 31 defendants were found guilty. Of these 22 were sentenced to death; 9 to imprisonment. The Dora-Nordhausen trial: On August 7, 1947 it convicted 15 former SS guards and Kapos (one was executed). The trial also addressed the question of liability of *Mittelwerk V-2* rocket scientists. Wernher von Braun, rocket scientist, was spared indictment and secreted to America under the cover of Operation Paperclip.

One of the most notable cases starting in November 1945 was the first case of the Dachau concentration camp trials where the trial of the commandant of the Dachau concentration camp, Martin Gottfried Weiss, and others under his command. In all 40 men were tried, 36 were sentenced to death, 28 of the deaths were carried out, and one, Peter Betz, was sentenced to life with hard labor, which was commuted from the death penalty.

Otto Skorzeny: Ex *SS-Obersturmbannführer* and commander of SS-Panzer Brigade 150 during the Battle of the Bulge. He was indicted by U.S. authorities in August 1947 for allegedly violating the Hague Convention of 1907 stemming from his leadership of Operation *Greif,* a false flag operation in which German troops infiltrated Allied lines in the Ardennes forest while wearing British and US Army uniforms and using captured Allied vehicles. He was acquitted of all charges in September 1947 when a British officer said his own troops dressed in German uniforms to fool the enemy. Skorzeny and 16 SS troopers had rescued Mussolini in a high-risk glider mission and freed him from Italian partisans who were planning to execute him. Skorzeny died of lung cancer in July 1975 in Madrid. He was 67 years old. At no point in his life did Skorzeny ever denounce Nazism. He was given a Roman Catholic funeral Mass in Madrid on August 7, 1975 (Franco still ruled Spain). His body was cremated afterwards, and his ashes were later taken to Vienna to be interred in the Skorzeny family plot. His funerals in Madrid and Vienna were attended by former SS colleagues who gave the Hitler salute, and also sang some of Hitler's favorite songs.

Joachim Peiper: Ex *SS-Standartenführer* and commander of the 1st *SS-Panzerregiment / "Kampfgruppe Peiper*" during the Battle of the Bulge. He was sentenced to death on July 16, 1946 for his role in the Malmedy massacre. The sentence was subsequently commuted to life imprisonment and later to time served, following an investigation conducted by the U.S. Senate Armed Services Committee which concluded that improper pre-trial procedures by U.S. authorities had unfairly

affected the trial process. On release from Landsberg Prison, Joachim Peiper acted discreetly and did not associate with known Nazis in public, especially with ex-Waffen-SS soldiers and the Mutual Aid Association of Former Waffen-SS Members (HIAG). Privately, Peiper remained a true-Nazi believer and a member of the secret community of Waffen-SS in the Federal Republic of Germany.

In 1972, Joachim and Sigurd Peiper moved to Traves, Haute-Saône, in eastern France, where he owned a house. Peiper worked as a self-employed English-to-German translator for the German publisher *Stuttgarter MotorBuch Verla*g, translating books of military history. Despite his biography and working pseudonymously, they lived under his true, German name, "Joachim Peiper", and soon attracted the notice of anti-fascists (Antifa). The confirmation of Peiper's Nazi identity and presence in France attracted journalists to whom Peiper readily gave interviews, wherein he claimed that he was a victim of Communist harassment due to his role in the war. On Bastille Day July 14, 1976, French anti-Nazis attacked and torched Peiper's house in Traves. When the fire was extinguished, firefighters found the charred remains of a man holding a pistol and a .22 caliber rifle, as if defending himself. The arson investigators determined that person had died from smoke inhalation. The anti-Nazi political group, **The Avengers,** claimed responsibility for the arson that killed Peiper; nonetheless, because of the destruction caused by the arson, the French police authorities remained unconvinced that Joachim Peiper was the person found.

Defendants at Dachau

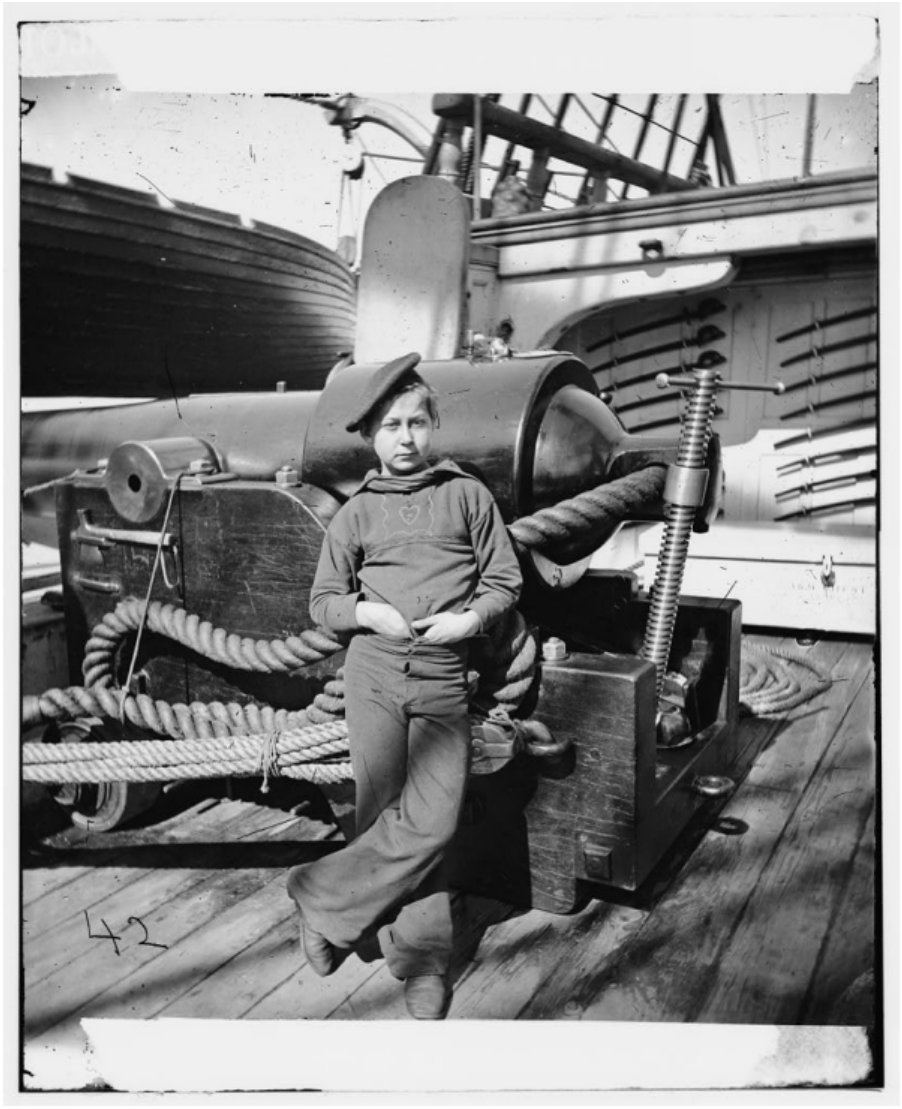
The Auschwitz trial began on November 24, 1947, in Kraków, when Polish authorities (the Supreme National Tribunal) tried forty former staff of the Auschwitz concentration camps. The trials ended on December 22, 1947. The best-known defendants were Arthur Liebehenschel, former commandant; Maria Mandel, head of the Auschwitz women's camps; and SS-doctor Johann Kremer. Thirty-seven other SS officers—thirty-three men and four women—who had served as guards or doctors in the camps were also tried. Twenty-one were found guilty and all were executed on January 24, 1948. The remainder were sentenced to various terms of imprisonment, eight of which were for life.

A Brief List of Old, Obscure and Obsolete U.S. Navy Jobs

U.S. Navy enlisted personnel—unlike those in the other services—wear their jobs on their sleeves. A Marine machine-gunner wears similar collar rank as the rest of his fire team; unless you ask him, or see his military occupation in his file, one could never know his job specifics just by looking at his uniform. The Navy's complicated enlisted system is based on a sailor's occupation, or rating. Those range from the enduring—quartermaster, yeoman, boatswain's mate or hospital corpsman—to the more obscure—religious programs specialist, interior communications electrician or legalman. Each job has its own unique title—such as Boatswain's Mate 2nd Class Jones—and an insignia denoting the rating and rank included on his or her uniform. What makes the system so confusing is the constant creation of new jobs, the merging of jobs or eliminating them entirely as the service requires. For example, in the last several years the Navy has created ratings for unmanned vehicle operators and cyber-warfare technicians while losing or merging jobs such as patternmaker and boiler technician.

The following is a collection of former Navy ratings (and one defunct officer rank) made mostly obsolete by advances in technology and occasionally by more modern stances on race, gender, and—at least in one case—child-labor norms.

Powder Monkey:The primary duty of a ship's powder monkeys was to carry gunpowder from the storage magazine to the crews manning cannons. Regulations in the 19th century did not allow boys younger than 13 to join the Navy (though that was rarely enforced) and children as young as 6 were documented as having served as powder monkeys during the Civil War. The name most likely comes from the boys' ability to quickly scamper over and under obstacles on the cramped decks of a ship—like monkeys swinging through trees. They were usually given the rating of Boy, which actually referred to a sailor's lack of experience at sea rather than his age (many newly recruited adults of slight stature also served as powder monkeys). The Boy rate was disestablished in 1893 and the Navy became more strict about keeping underage sailors from joining crews. By World War I, shipboard elevators were commonly used to deliver shells to guns.



Chemical warfaremen: were responsible for damage control in the event of a chemical, biological or radiological attack—not charging into

battle with toxic chemicals. They were trained to repair equipment, initiate decontamination procedures, and administer first aid to gas casualties. The first version of this rating was established in 1942 because of fears that the Japanese and Germans held large stockpiles of weaponized chemical agents. The rating was further refined after the war and existed until 1954, when the duties were consolidated and assigned to the rating of damage controlman.

Loblolly Boy: In the late 18th century, U.S. Navy ship crews usually included loblolly boys, young men who had the grim task of assisting surgeons by collecting amputated limbs, hauling the buckets of tar used to cauterize stumps, and spreading sand to absorb blood. In a practice adopted from Britain's Royal Navy, they were also responsible for feeding sick and wounded sailors a thick meat and vegetable porridge known as "loblolly," which is how they earned their name. (Loblolly was also called by the utterly unappetizing name of "spoon meat.") Loblolly boys remained until 1861, when the rating went through several name changes before evolving into hospital corpsman.

Schoolmaster: Sailors in the 1800s rarely had a formal education, so many ships carried a schoolmaster who was responsible for instructing the crew in reading, writing and arithmetic. The schoolmaster also taught navigation and the other advanced skills needed to make the men better sailors. A schoolmaster might even try to culturally enrich the crew by exposing it to music and art. However, many captains came to view schoolmasters as ineffective and a waste of ship resources. It was frequently reported that many schoolmasters were lazy and ubiquitously drunk. The Navy decided that chaplains had the educational background needed to help enlighten a ship's crew and the schoolmaster rate was eliminated in 1900.

Pigeon Trainer:The Navy began to use "pigeoneers" at the dawn of the 20th century, tasking them with the feeding and caring of the flocks of birds used to deliver messages. In addition to their natural homing abilities, pigeons were valued because they could quickly carry messages over long distances at high altitude. The development of radio soon brought more efficient forms of communication, but the Navy continued to include pigeon trainers in the ranks until 1961 to ensure there was an emergency line of communication in periods of radio silence or in the event of some type of technical failure.

Airship Rigger: In the 1920s the Navy began to view airships as platforms that could be used for long-range reconnaissance and antisubmarine warfare. Initial enthusiasm was so high that some analysts believed that airships were the true future of the Navy and that the aircraft carriers being concurrently developed were nothing but an expensive fad. The airship crews included riggers who were responsible for maintaining the infrastructure of the dirigible and repaired any tears in the gas cells or skin. Used to escort convoys in the Atlantic during World War II, the airships proved to be an effective deterrent to submarine attacks but were superseded by advances in heavier-than-air planes as well as radar and sonar.

The airship rigger rating was disestablished in 1948 and the entire airship program was abandoned in 1961. However, airships were resurrected in 2011 when the Navy again began to experiment with them as surveillance platforms.

Jack of the Dust: In another holdover from the Royal Navy, the sailor who assisted the cook by breaking out provisions was known as Dusty, or Jack of the Dust, because he was often covered in flour from working in a bread room. The rating was established in the U.S. Navy in 1876 and referred to the storeroom keeper. Jack of the dust ceased being an official rating in 1893, but the name lives on in the modern Navy as an informal title given to the culinary specialist in charge of canned goods or the sailors assigned to food-service duty.

International Business Machine (IBM) Operator: With a need to better calculate gun trajectories, ensure accurate accounting, and handle mass logistics, the Navy turned to IBM tabulating equipment during WWII. The move gave birth to the rating of International Business Machine operator. The rating only existed for about a year before it was it changed to the generic but even more unwieldy name of "punched-card accounting machine operator", but IBM continued to develop new products for the Navy. In 1944, IBM introduced the nation's first large-scale electromechanical calculator (the automated sequence controlled calculator or the "Harvard Mark I") that was used by the U.S. Navy Bureau of Ships. The operator rating went through several transformations until becoming the current information systems technician.

Aviation Carpenter's Mate: Early U.S. Navy planes were fairly delicate machines built of wood and canvas. With shipboard aviation operations still in their infancy, the planes were often placed in less than optimum flying and storage conditions, which resulted in damage to the wooden frames, struts and props. Recognizing that they needed sailors skilled with a lathe to repair the damaged planes, the Navy established the aviation carpenter's mate rating in 1921. Advances in aviation and the development of all-metal planes in the mid-1930s began to diminish the call for aviation carpenters. The rating was disestablished in 1941 and the duties were absorbed by the aviation metalsmith—the forerunner of the current aviation structural mechanic.

Coal Heaver:As the age of sail gave way to the age of steam, ships began to require coal. Tons upon tons of coal. Coal heavers came into service in 1842 and hauled coal from a ship's bunker to the boiler furnaces. A coal heaver could make up to 50 trips a day with a full bucket weighing about 140 pounds. Since it was hot, dirty and dangerous work, the members of the "black gang" received substantially higher pay than other sailors. In 1893, the rating was changed to the less strenuous sounding (but probably equally backbreaking and dirty) coal passer. The duties were incorporated into the rating of Fireman Third Class in 1917.

Ship Cooper: The ship cooper made and repaired barrels, casks, and buckets, which were essential at sea. Well-constructed wooden containers were used not only to transport and protect food, water, and gunpowder, they held the crew's morale-boosting rum rations (at least until the Navy banned alcohol on ships-1862). Coopers remained until 1884 when more durable material such as steel began to replace wood, but their legacy survives in the term "scuttlebutt." Coopers would take a wooden butt (a type of cask) and scuttle it by punching a hole to provide the crew with drinking water. The crew would swap gossip while gathered at the cask on breaks (just like modern water-cooler conversations)—which is why many old salts still refer to news and rumors as "scuttlebutt."

Steward (Filipino): With the defeat of Spanish forces 1898, the U.S. took possession of the Philippines and soon began to recruit Filipinos to serve in the Navy. For the next 70 years, Filipinos were permitted to join the Navy without U.S. citizenship but were largely restricted to the steward rating and assigned to work in galleys and wardrooms. At the peak of the program, there were more Philippine nationals in the U.S. Navy than the Philippine navy. It was not until 1971 that the policy was changed to allow Filipinos to enlist in the Navy and enter any rating for which they were considered qualified through education or experience. When the U.S.-Philippine Military Bases Agreement expired in 1992, the program allowing Philippine nationals to serve in the U.S. Navy was also terminated.

The Bomber Mafia

Malcolm Gladwell, author and historian (wrote a book which is the title of this article) traces the birth of a group of obsessed, nascent pilots who gave birth and nurtured the fledgling role of bombers in warfare. The Battle of the Somme was the seminal event that planted the seed. The world saw thirty-seven million people killed or wounded in WWI. There were over a million casualties in the Battle of the Somme, a single battle that had no discernible point or impact on the course of the war. For those who lived through it, WWI was a deeply traumatic experience.

Gladwell writes "so what could be done? A small group of people came to believe that the only realistic solution was for armies to change the way they fought wars. To learn to fight—if this doesn't sound like too much of an oxymoron—better wars. And the people who made the argument for better wars were pilots. Airmen. People obsessed with one of the newest and most exciting technological achievements of that era—the airplane. *Something like this can make all that deadly, wasteful, pointless conflict on the ground obsolete. What if we just fought wars from the air?*" After WWI there were only a few military pilots in the United States and they all knew each other. It was like a club. A band of zealots who with their flying machines could reinvent war.

The path to aircraft supremacy was a difficult slog. Then the possible advantages of air power were never fully understood or appreciated. In 1929 airplanes were just another component used to assist and serve the army's ground forces. General John "Black Jack" Pershing wrote that airpower "can of its own account neither win a war at the present time nor, so far as we can tell, at any time in the future. The first site of the Air Corps Tactical school was in Langley, Virginia, where horse stables were out by the airplane hangers. Pilots were expected to learn how to ride as if this was still the 19th century. The dream of changing modern warfare could not be nurtured by people who didn't understand planes and wanted the few hundred pilots to rub down horses every morning. The demand for military dollars was always a struggle between the Army and the Navy. One Congressman was quoted as saying, "Why do we have all this controversy over airplanes? Why don't we just buy one of them and let the services share it?"

The pilots wanted to be independent and the first step was to move their training school as far away as humanely possible from the cultural and physical influence of the Army. An old, abandoned cotton slave farm in Alabama became Maxwell Field. Their motto was: *Proficimus more irretenti: "*We make progress unhindered by custom." The faculty was young, in their twenties and thirties, full of the ambition of youth. They got drunk on the weekends, flew warplanes for fun, and raced each other in their cars. The leaders of this Tactical School were labeled "the Bomber Mafia." There were only a dozen officers whose only opposition to their philosophy were the ten thousand officers in the rest of the Army and the rest of the Navy.

Most people saw military aircraft as fighters, small and nimble that would engage the enemy in the air; not the renegades at Maxwell Field. They became obsessed with the technological advances taking place in the 1930s. Aluminum and steel replaced plywood and canvas, more powerful and lighter engines were developed, and retractable landing gear. Large commercial airliners were now ferrying passengers across America. Planes this large could carry bombs that could do significant damage to the enemy's positions on the ground. These new planes could fly so far and so fast for so long that nothing should stop them. They would have armor plating with guns in the back and front to defend themselves. This was the first tenet of the Bomber Mafia, the bomber will always get through.

The second tenet was if the bomber was unstoppable, stealth was unnecessary, so they would attack in daytime. In daylight you could see your target, it meant your could use a bombsight—line up your target enter the necessary variables, let the device do the its work—and *ka-boom*. The fourth and final tenet: Conventional wisdom said that when a bomber approached its target, it had to come down

to the ground in order to aim properly. But if you had a bombsight, you could drop from way up high —outside the range of antiaircraft guns. They believed they could drop a bomb into a pickle barrel from thirty thousand feet. High altitude. Daylight. Precision bombing. That was what the Bomber Mafia cooked up in its central Alabama hideaway. But if you didn't buy into this doctrine, and some of them didn't, you weren't expelled but suspected and opposed. One staff member was Claire Chennault, who dared to challenged their orthodoxy. They ran him out of town. Even though this concept was theoretical, it was something they hoped would exist; however, at this point in the 1930s it was still a dream.

To demonstrate how effective the Bomber Mafia had come to change how future wars were to be fought, two events come to mind. The first is part legend and part fact and the second is all fact. The second, the Norden Bombsight was made possible because of this first event. In 1936 on St. Patrick's Day there was a devastating flood in Pittsburgh. The convergence of the Allegheny and Monongahela Rivers to form the Ohio had caused the river to rise and severely damage many of the plants along the shorelines. One such firm was called Hamilton Standard. They were the principal manufacturer of a spring used in making the variable-pitch propellers. No one could make those propellers without this spring, therefore no planes could be built. Down in Alabama, Donald Wilson realized something. The classical definition of war was to bring military force upon the enemy until their leadership surrendered. But Wilson thought—is that really necessary? If you take out a vital spring factory in Pittsburgh you cripple the air force. If you could find another dozen or so crucial targets just like that—"choke points" was the term he used—bombing could cripple the whole country. Wilson then devised one of the most famous of the Bomber Mafia's thought experiments; because at this point all they could do were thought experiments.

In this exercise the target was the industrialize Northeast part of the United States. In a two-day presentation in April 1939 at the Tactical School at Maxwell Field they tried to figure it out. If the enemy was in Toronto, Canada, 340 miles from New York City, well within range of planes the Mafia were dreaming about, what kind of damage could a fleet of bombers do on a single run? They focused on three items: bridges, aqueducts, and power stations. With no potable water for New York there would be a massive disruption of vital services. The presentation was given by Muir S. Fairchild and he concluded that with just seventeen bombs, dropped in the right spots they could not only destroy all the electrical power of New York City but also prevent the re-distribution of outside power. No longer would you have to reduce a city to rubble but bring it to its knees with a single strike. Hundreds of thousands of troops massed along the Canadian border, complete with artillery and tanks and every other weapon imaginable would be obsolete. The bombers would just fly right over them, leapfrogging the conventional defenses and cripple the enemy hundreds of miles beyond the front lines.

In September of that year Hitler invaded Poland, Great Britain and France declared war on Germany and by the summer of 1941 it was obvious that the United States would soon be at war as well. A strong air fleet was needed but would it be. The Army high command turned in desperation to the only group of experts who might have an answer: the instructors at the Tactical School in Alabama. These men went to Washington and produced an astonishing document that would serve as a template for everything the United States did in the air war. The document was titled "Air War Plans Division One" (AWPD-1). It laid out, in exacting detail, how many planes America would need—fighters, bombers, transport planes. Also how many pilots. How many tons of explosives. And the targets in Germany for all these bombs, chosen according to the choke-point theory: fifty electrical power plants, forty-seven transportation networks, twenty-seven synthetic oil refineries, eighteen aircraft assembly plants, six aluminum plants and six sources of magnesium. And this astonishing set of projections was produced in just nine days, start to finish—the kind of superhuman effort that is

only possible if you had spent the previous ten years in the seclusion of central Alabama, waiting for your chance.

The widespread effect of the Bomber Mafia's belief in their new concept of warfare led to the the three most expensive developmental projects of WWll: the building of the B-29, the creation of the Norden bombsight and the making to the Atomic Bomb. Of those three projects the only one to exist beyond 1952 was the Bomb. The piston-powered B-29 would not survive in the jet-age. Too slow and it was an easy target for the North Korean MIGs. After many losses it was removed from the theater. But in the Pacific it was the only plane with the capacity to fly from the Marianas to mainland Japan.. The Norden Bombsight failed to live up to its promises. Its overinflated claims led to a staggering loss of planes and aircrews. It was heralded that 50% of bombs dropped would land within 75 feet of the intended target. In actuality, over Germany, less than 10% landed within 500 feet. Repeated bombing of the same targets failed to achieve the goal of critically hampering German war time production. The Norden in the B-29 was even less effective, only 12% of the bombs dropped landed within 1000 feet of their target. In all fairness the air war over Japan was much different than flying over Germany. The unknown effect of high altitude winds (the jet stream) played havoc with the analog computer in their bombsight. Only when they changed the type of bomb load and lowered the flying altitude was success achieved. Still the overinflated claims of the Norden's effectiveness was always a part of the military and even carried into the Vietnam era. Their boasting went unfulfilled and yet it was never refuted.

In March 1945, Curtis LeMay firebombed Tokyo. The devastation was horrendous. Washington believed that LeMay would only bomb six Japanese cities. But the success achieved in this improvised destruction allowed LeMay to end up firebombing sixty-seven cities. By July he had attacked minor cities that had no strategically important industry at all—just people, living in tinderboxes. After Nagasaki was destroyed on August 9th, LeMay continued to firebomb the Japanese until August the 15th when Hirohito broadcasted his county's surrender.

Historian Conrad Crane gave a presentation to a Japanese audience in Tokyo about the incendiary bombing of Tokyo. At the end of his presentation a senior Japanese historian stood up and said "In the end, we must thank you, Americans, for the firebombing and the atomic bombs. We would have surrendered eventually anyway, but the impact of the massive firebombing campaign and the atomic bombs was that we surrendered in August." The Japanese believed if they didn't surrender then the Soviets would invade, then the Americans, and Japan gets carved up, just as Germany and the Korean peninsula were. By surrendering in August millions of Japanese were saved from starvation because the occupation forces had time to come in and feed Japan before the winter of 1945.

Curtis LeMay's approach brought everyone—Americans and Japanese—back to peace and prosperity as soon as possible. In 1964, the Japanese government awarded LeMay the highest award their country could give a foreigner, the First-Class Order of Merit of the Grand Cordon of the Rising Sun, in appreciation for his help in rebuilding the Japanese Air Force and forcing them to surrender.