CONFIDENTIAL NARRATIVE (Continued) On 18 March 1945 the squadron's first combat strike, led by the skipper, Lieutenant Commander C. J. Dobson, was launched. The mission was an attack on Kanoya Airdrome in southern Kyushu, Japan. Principal targets were aircraft in the air and on the ground. Attacks of this nature lasted throughout the day and were very exciting in that the majority of pilots in the squadron had never been in combat before. Revetted aircraft, hangars, and supply buildings had all received the attention of the squadron. No casualties were suffered by VF-86. To make the day more complete, Lieutenant James S. Lansing drew first blood when he destroyed a Judy attempting an attack upon the U.S.S. WASP. On 19 March 1945 the squadron again participated in attacks on the Japanese homeland, but during this day the WASP received a bomb hit dropped by an enemy aircraft. Temporary repairs were made, and the U.S.S. WASP continued to operate in her usual position. On this day Lieutenant (jg) R. E. Wolfard shot down the squadron's second enemy aircraft while on combat air patrol. During the following two days, three additional enemy aircraft (Frances type) were shot down by squadron pilots while on combat air patrol. Lieutenant R. W. Peterson, Lieutenant (jg) H. Hawke, Jr. and Ensign E. J. Metcalfe each accounted for one. The U.S.S. WASP then returned to Ulithi. On 25 March 1945, Ensign R. S. Webber was listed as missing after a photo reconnaissance mission over the Jap-held island of Yap. Undesirable weather conditions prevail in this area, and extensive searches by all rescue forces proved to no avail. On 26 March 1945 the squadron was aboard the U.S.S. WASP, which was enroute to Pearl Harbor, T. H., for necessary repairs. During the day, Ensign R. Gould, while making an approach for a carrier landing, crashed and was listed as missing at sea. Upon arrival in Pearl Harbor, T. H., on 3 April 1945, the squadron was standing by to depart for N.A.S., Puunene, Maui; however, we received word that the U.S.S. WASP had been ordered to the Navy Yard, Bremerton, Washington, for repairs, and that we were to go with her. On 5 April 1945, in accordance with orders from Commander Air Force, Pacific Fleet, we departed from Pearl Harbor, T. H., aboard the U.S.S. WASP. We arrived at Bremerton, Washington, on 11 April 1945 and were transferred by ferry boat to Seattle, Washington. Here we were met by Navy transportation and taken to N.A.S., Sand Point, (Seattle) Washington, in accordance with orders from Commander Fleet Air, West Coast. After two days at N.A.S., Sand Point, the squadron again received orders from Commander, Fleet Air, West Coast(3), to proceed to N.A.S., Alameda, California, and to report there on 28 April 1945. Upon arrival at N.A.S., Alameda, on 28 April 1945, we were ordered to N.A.S., Arcata, California. Here we spent five weeks in training operations, and at the same time we enjoyed the hospitality of the people of Arcata and