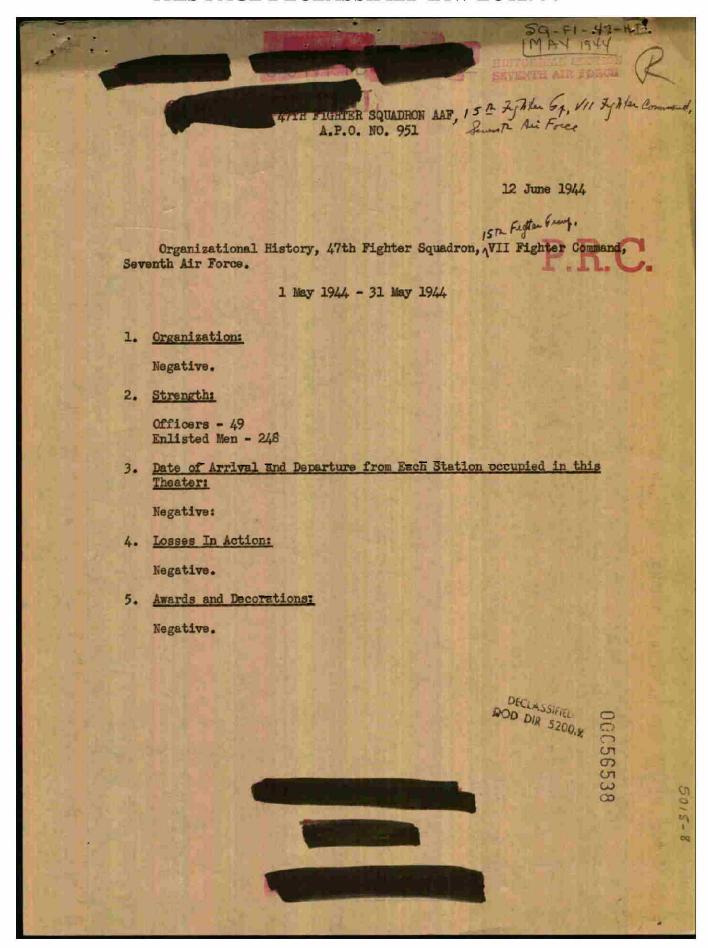
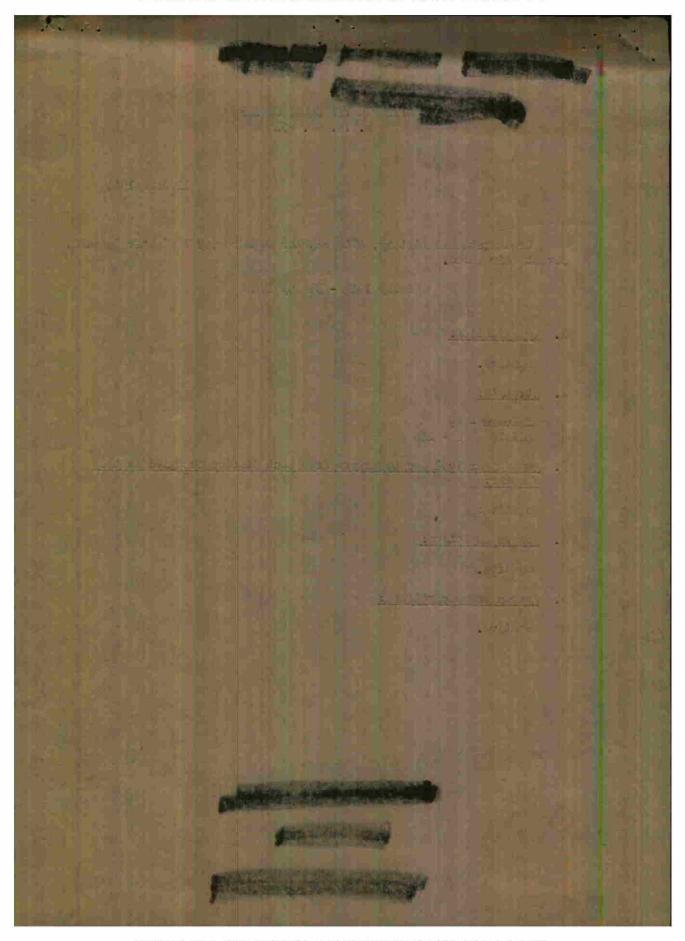


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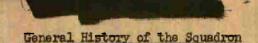


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During the month of May 1944, the 47th Fighter Squadron continued their operations at Mokuleia Field, T. H. Their principal effort was directed toward completing the training of flying personnel for combat duty with the thought in mind that in the near future the members of this organization might enter combat as a unit. At the end of the month, 31 May 1944, by the standards set forth in Training Memorandum No. 18, Headquarters VII Fighter Command, subject, "Minimum Requirements for Fighter Pilots", twenty-four pilots were listed as trained and sixteen as untrained.

Major Mackey, Squadron Commander, expressed his satisfaction to the entire Squadron on the number of flying hours attained and the progress in training accomplished during the month. With a minimum of fifteen and a maximum of eighteen P-47's in the Squadron during the month, every one of the forty pilots in the Squadron was able to obtain a minimum of forty flying hours and the Squadron a total flying time of seventeen hundred and twenty-eight hours and thirty-five minutes.

Besides maintaining planes on the alert for twenty-six days during the month, training missions in aerial gunnery, dive bombing, ground gunnery, instrument flying, transition flying, night flying, fighter searchlight, acrobatics, altitude, interception, individual combat, and other types of missions were also flown. In addition twenty-five hours of intelligence training was accomplished.

Among the special missions in May were two in which the Squadron acted as air support to a practice amphibious landing operation at Makua Beach, Oahu. On each of the missions eight planes were put into the air with each carrying eight hundred rounds of Cal..50 ammunition. Five of the planes were used for strafing, and three were equipped with 2 each M10 airplane spray tanks for laying smoke screens to cover the landings.

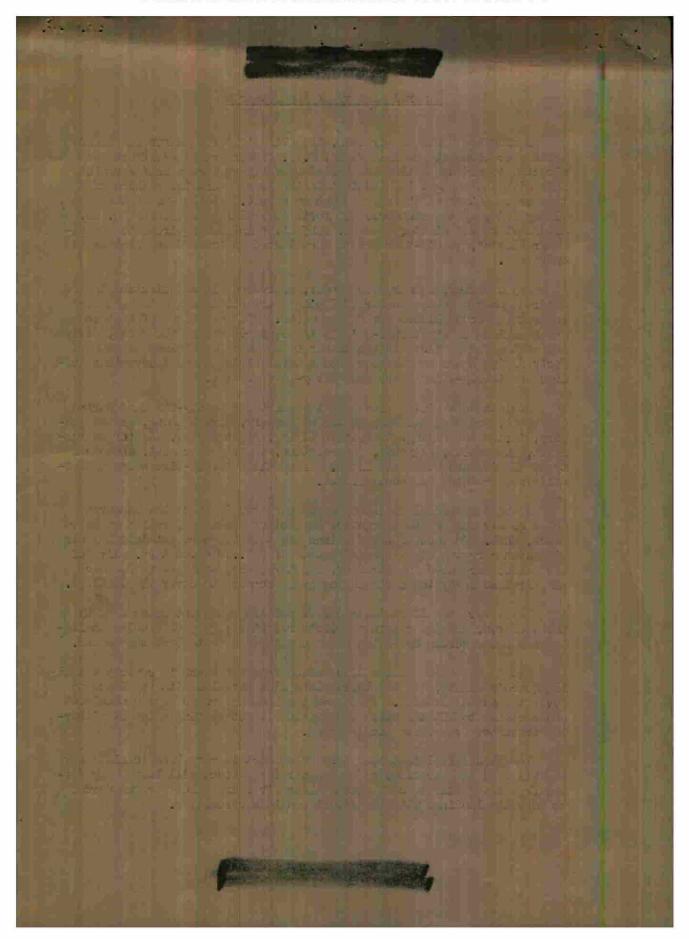
These were the first instances of the M10 equipment being used by the Squadron, and the returning pilots reported very good results in laying the smoke screen by flying about one hundred feet above the ground.

Two of the three planes flew inland from the beach to cover the landing force's flanks, and the third plane flew parallel with the beach to cover the actual landing. This gave the landing troops good concealment and a chance to hit the beach and dig in without meeting a lot of withering crossfire from enemy machine guns.

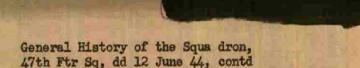
The pilots feel that this type of support is very beneficial to any and all landing operations since the strafing attack will keep enemy forces from being able to concentrate their fire, and allow our own forces to make the landings with the fewest possible casualties.



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It is felt the planes doing the strafing should go in with the planes laying the smoke in order to afford protection to those planes from gun batteries since the planes laying the smoke cannot at the same time do their own strafing.

This type of coordinated training between the air and ground forces should pay dividends in future operations in the Pacific Area.

Of particular note was the unusual number of promotions for both officers and enlisted men during the month. The two main contributing factors were, first, the transfer of experienced personnel to the newly formed 21st Fighter Group and, second, the Squadron started operating under T/O and E 1-27, dated 22 December 1943 and change 1, dated 26 February 1944.

Promotions among the officers were as follows:

First Lieutenant to Captain (Temporary) AUS (AC)

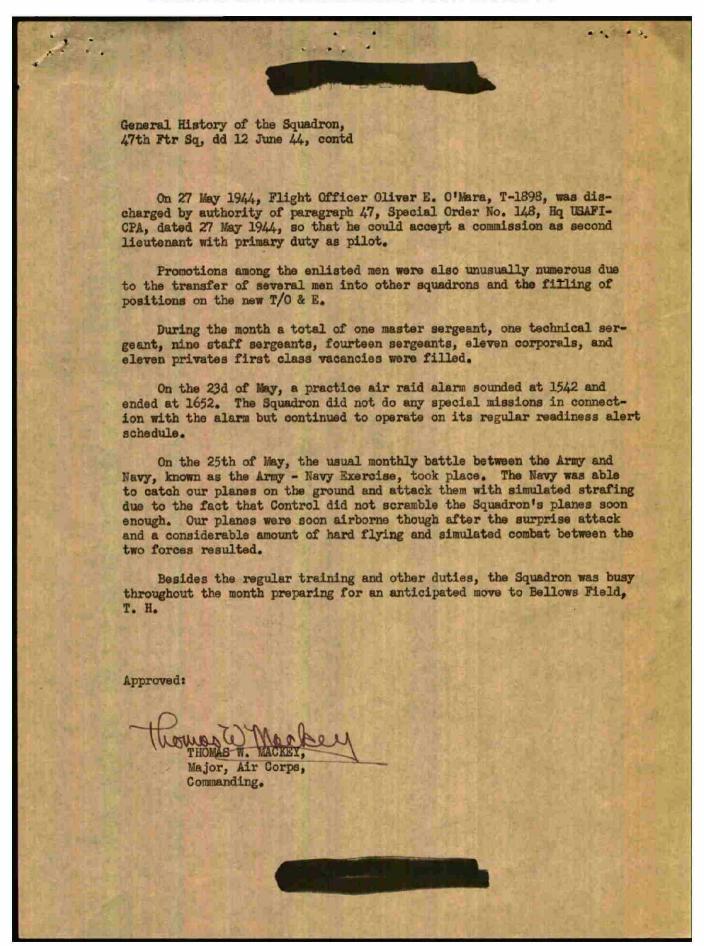
Markham, Theon E.
Obenshain, Ray L., Jr.
Gromada, Frank J.
Pepin, Lawrence T.
Betner, Raymond J.
Rasmussen, Keith O.
Kiesling, Ormal E.
Swigert, Herbert C.

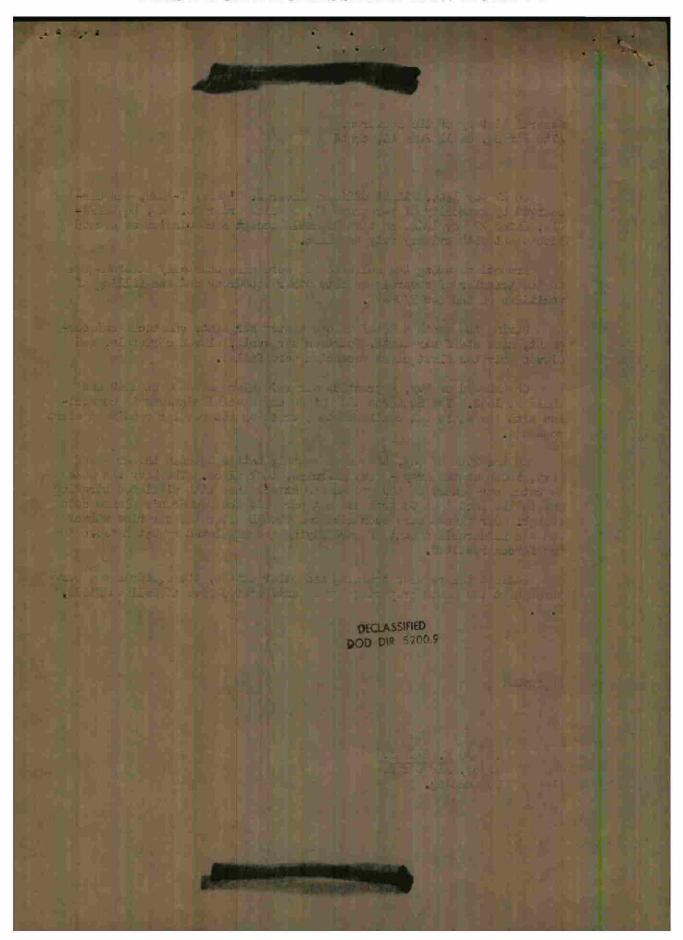
Second Lieutenant to First Lieutenant (Temporary) AUS (AC)

Bright, Eurich L.
Jennings, Charles E.
Bjorseth, Bernard P.
Ayres, Frank L.
Baccus, Harold L.
Cameron, Charles J.

The promotions of Lts. Markham, Obenshain, Gromada, Pepin, Betner, and Rasmussen were particularly welcomed as they were regarded as long overdue. Lts. Markham, Obenshain, Gromada, and Pepin were members of the flying class of 42G, and Lts. Markham and Obenshain had been in rank as first lieutenants since 3 February 1943, and Lts. Gromada and Pepin since 1 March 1943. Lt. Betner, a member of 42H had been in rank since 1 June 1943. Lt. Rasmussen, the Engineering Officer, had been in rank since 1 March 1943. All of the above officers were unusually long in their rank compared to previous length of time in rank of other officers before promotion to captain in this area, but it had been impossible to promote them sooner as no T/O vacancies existed.







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