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SG-71-47-15
JUNE 194447TH FIGHTER SQUADRON AAF
A.P.O. NO. 951

1 July 1944

P.R.C

Organizational History, 47th Fighter Squadron, VII Fighter Command, Seventh Air Force.

1 June 1944 - 30 June 1944

1. Organization

- a. Negative.
- b. Negative.

2. Strength

63 Officers

244 Enlisted Men

3. Date of Arrival and Departure From Each Station occupied in This Theater

7 June moved from Mokuleia Army Air Field, T. H.

8 June completed move to Bellows Field, T. H.

4. Losses

Raymond J. Sliwa, 2d Lieutenant, Air Corps, killed in aircraft accident.

Cly E. Foster, 2d Lieutenant, Air Corps, killed in aircraft accident.

Marino E. Spadoni, 2d Lieutenant, Air Corps, missing and believed killed in aircraft accident.

5. Awards and Decorations

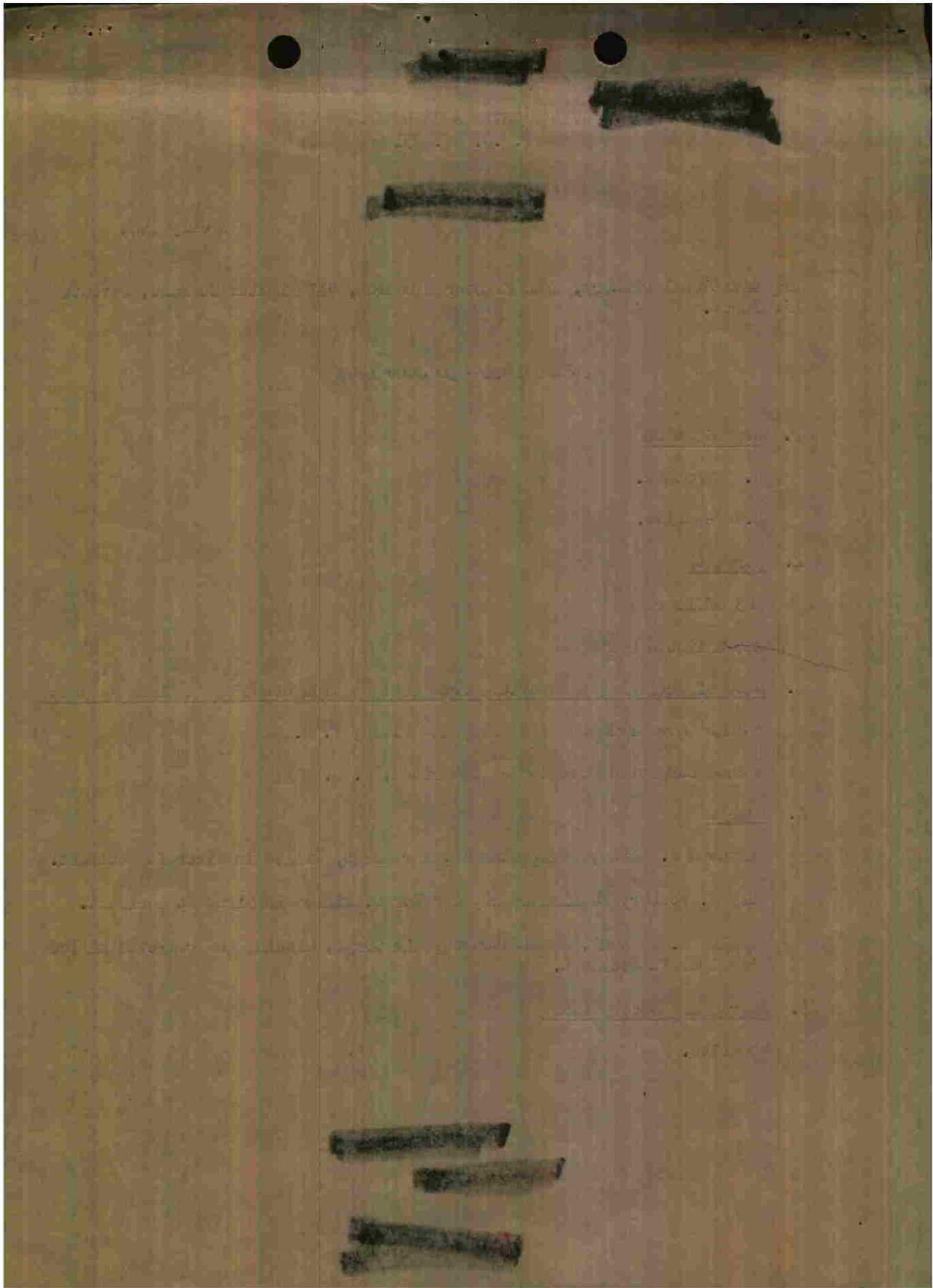
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ORGANIZATIONAL HISTORY 1 - 30 JUNE 1944

On the morning of 7 June at 0830 the first trucks arrived at Mokuleia from other organizations to assist the Squadron in its move to Bellows Field. Seventeen two and a half ton trucks from the following organizations were utilized in accomplishing the move:

Wheeler Field Air Base, eight; 333d Fighter Squadron, one; 15th Fighter Group Headquarters, one; 78th Fighter Squadron; two; 47th Fighter Squadron, three; and VII Fighter Command, two.

The Wheeler Field Air Base also provided a mobile crane which was used to load the heavier equipment on the trucks. In the afternoon a forty foot trailer with tractor unit was sent to the Squadron at Mokuleia by the Wheeler Field Air Base to haul the heaviest equipment. The aforementioned crane was put into service loading this trailer.

The ground distance between Mokuleia and Bellows Field is approximately sixty miles. Three trucks belonging to the 47th Fighter Squadron and three trucks of other organizations each made two trips between Mokuleia and Bellows Field. Rail transportation was not used in affecting the move.

Three C-47 airplanes were used on 7 June to carry personal baggage and personnel from Mokuleia to the Squadron's new base. These aircraft were loaned to the Squadron by the 15th Fighter Group, Wheeler Field Air Base and VII Fighter Command. Only one trip was made by the airplane from the Wheeler Base, while the other two each made more than four trips. The airline distance between the two fields is approximately thirty-five miles.

Twenty-two pilots of the air echelon took off from Mokuleia at 1100 in eighteen P-47's, one AT-6, and one A-24, and landed at Bellows Field at 1200. One C-47 also departed at 1100 and flew twenty crew chiefs to Bellows Field, arriving there at 1150. Before the Squadron was moved completely, the first training mission of ten aircraft was flown from Bellows Field at 0700, 8 June.

Due to a shortage of motor transportation, the move was not completed until the afternoon of 8 June. On this day the 78th Fighter Squadron also moved from Mokuleia to Bellows and some vehicles from the pool of transportation that the 47th had used were diverted to the 78th. The 47th completed its move at 1530 on 8 June with three trucks of its own, one truck from the 78th, one truck from Wheeler Field Air Base, and nine CWS trucks with trailers from the 891st Chemical Company. The CWS vehicles arrived at Mokuleia at 1100. Because of the chemical equipment installed in these vehicles their carrying capacity was limited. After the area at Mokuleia had been policed thoroughly the last group of men left that field for Bellows Field. A great deal of time was spent in policing the Squadron area at Mokuleia on that second day.

[REDACTED]

[REDACTED]

Organizational History, 1 - 30 June 1944,
47th Ftr Sq, AAF, contd

At Bellows Field the Squadron occupied the area that formerly accommodated the 73rd Fighter Squadron. The condition of this area was fair. The main discrepancies were that many buildings needed screens replaced and a thick growth of weeds and sugar cane existed in the area opposite the Orderly Room and the enlisted men's quarters. Base maintenance has replaced about one half of the faulty screens and details from the Squadron have cut down the weeds and cane.

There is not sufficient voltage in the power system to handle the electrical power requirements of the Squadron. Night work requiring a great deal of light is restricted due to this condition. The trouble is that the transformer is too small, and at the end of June this had not been corrected. A shortage of water exists at Bellows Field and the Squadron has been cautioned to conserve water to prevent the necessity of water rationing.

Three flying officers were promoted on 1 June. They were:

William O. Weaver, to Captain (Temp) AUS (AC), per paragraph 2, Special Order No. 152, Headquarters Seventh Air Force.

Dave G. Stelling and Leigh B. Hightower, Jr., to 1st Lieutenant (Temp) AUS (AC), per paragraph 3, Special Order No. 152, Headquarters Seventh Air Force.

Lieutenant Stelling, who was been on Detached Service with the 19th Fighter Squadron since 17 May, left Oahu early in June with that organization on a task force to the Marianas Islands. It is not known at this date the extent of his participation in the campaign against those Japanese islands.

Five pilots from this Squadron were placed on Special Duty, 4 June, with the 45th Fighter Squadron while the older pilots from that organization are on leave in the United States. Captain Lawrence T. Pepin, 47th Fighter Squadron, served as operations officer for the 45th. Following are the other four pilots who are flying with the 45th as flight and element leaders:

1st Lieutenants William H. Sparks, Eurich L. Bright, Leigh B. Hightower Jr., and 2d Lieutenant Jule C. Mitchell.

On 23 June Captain Pepin returned to the 47th and Captain Raymond J. Betner went on Special Duty from the 47th to the 45th as operations officer for that organization.

On 9 June Flight Officer Bruce E. Davis transferred from the Squadron to Headquarters, 15th Fighter Group. Two other pilots, 2d Lieutenants Paul E. Vinroot and William W. Whipps left the Squadron for Group on 23 June.

[REDACTED]

Organizational History, 1 - 30 June 1944,
47th Ftr Sq, AAF, contd

Staff Sergeant Isadore Goldstein was discharged from the Army for the convenience of the Government to accept appointment as Warrant Officer, Junior Grade, per paragraph 49, Special Order No. 162, Headquarters, USAFICPA, dated 10 June 1944. On 22 June WOJG Goldstein was transferred to A-1, Headquarters, VII Fighter Command. During the month four Privates First Class were promoted to Corporal.

The unusually large number of twenty additional pilots was assigned to the Squadron in June.

2d Lieutenant Leon P. Sher transferred 10 June from the 45th Fighter Squadron. On 11 June these pilots, recently arrived casualties from the mainland, reported to the Squadron:

1st Lieutenant Joseph A. McCormick, 2d Lieutenants James L. Tripp, Harry M. Van Zandt, William E. Vosburg, Joseph F. Wagner, Joseph A. Wanamaker, Ross Watt, Jr., Howard R. Weaver, Owen R. Weis, and James A. Williams.

The following casual officers (pilots) from the mainland arrived in the Squadron on 24 June:

2d Lieutenants Harry M. Tyler, William L. Dean, Doyle L. Howell, Richard M. Long, Shipley Rudolph, Roy E. June, Howard F. Liddell, Jr., and Glenn W. Ward.

Flight Officer Christopher B. Small, also a casualty from the United States, came to the Squadron on 28 June.

Four pilots returned to the Squadron 4 June from Gunnery School at Hickam. These officers were 2d Lieutenants Sliwa, Vinroot, Whipps, and D. O. White. On 25 June four other pilots were sent to Hickam Field for a two weeks course in aerial gunnery. They were Lieutenants McCormick, Vosburg, Watt and Williams.

The Squadron suffered four aircraft accidents during the month of June, which cost the lives of three pilots.

Flying a P-47D-11RE on 9 June at 1342, 2d Lieutenant Raymond J. Sliwa, 0-770119, was making a landing pattern at Bellows Field on runway 3R after a training flight, when his accident occurred. During his final turn onto the approach leg, Lieutenant Sliwa stalled, lost control of the airplane and crashed into a cane field, approximately fifteen hundred yards southwest of runway 3R. He was killed in the crash.

At 0910 on 10 June about twenty-five miles from Kahuku Point, 2d Lieutenant Cly E. Foster, 0-763545, was killed when a P-47D-11RE which he was flying crashed into the sea. Lieutenant Foster was towing a target for a gunnery

[REDACTED]

Organizational History, 1 - 30 June 1944,
47th Ftr Sq, AAF, contd

mission when the accident occurred.

After he was about thirty-five miles off Kahuku Point, Lieutenant Foster called Captain Frank Gromada, white flight leader, and stated that he was losing fuel pressure. The flight and element leaders gave Lieutenant Foster advice by radio until he reached about eight-thousand feet. At this altitude the flight leader ordered Lieutenant Foster to jump. However, Lieutenant Foster did not jump until about thirty-five hundred feet. At three-thousand feet he was about half way out and the plane started a slow turn to the left. When the plane reached one-thousand feet it was in a vertical dive on its back and the pilot was all the way out of the cockpit, but appeared to be stuck to the fuselage. Undoubtedly, Lieutenant Foster never did clear the plane and he crashed into the sea with it about twenty-five miles Kahuku Point. It is believed that the parachute opened and became fouled on the airplane.

On 20 June, at approximately 1550, 2d Lieutenant Marino E. Spadoni, O-767412, was involved in an airplane accident about three miles south of Diamond Head, T. H.

Lieutenant Spadoni was putting slow-time on a P-47D-23RA airplane when the accident occurred. The tower at Bellows Field cleared Lieutenant Spadoni for take-off, but no further radio contact was made by him. At approximately 1600, Lieutenant Henry C. Horn, O-665199, pilot in a C-47 landing at Hickam Field, saw a silver plane (single engine, fighter) hit the water and explode. Lieutenant Horn reported the crash to control, and circled the area, observing nothing but an oil slick. Surface craft picked up wreckage which proved beyond doubt that it was Lieutenant Spadoni's airplane that had crashed. The pilot is missing and believed killed in the crash.

[REDACTED]

HISTORY OF ARMAMENT AND ORDNANCE SECTIONS

1 - 30 JUNE 1944

The month of June brought forth a move which disrupted operations for only about three days. In the new area the section fell heir to a very well equipped Armament shop, as the 73rd Fighter Squadron left many useful cabinets and equipment. Its location, very close to the line, is exceptionally good.

Close to the middle of the month a considerable program of bombing and aerial gunnery was carried out. In addition, the delivery of nineteen new airplanes plus the original sixteen has kept the section extremely busy.

Night maintenance in the section was started because of the addition of planes and the shortage of Armament personnel. At the month's end the sections are short eleven men.

A new bore-sight range was set up using a one thousand foot range instead of the seven hundred and fifty foot range used heretofore. Targets for bore-sighting the rocket tubes were added to the one for the guns.

New sight modification kits came in the latter part of the month and are being installed. This modification lowers the sight body below the forward line of vision with the glass sight reflector raised and mounted on the bullet resistant glass just behind the windshield. (See photograph)

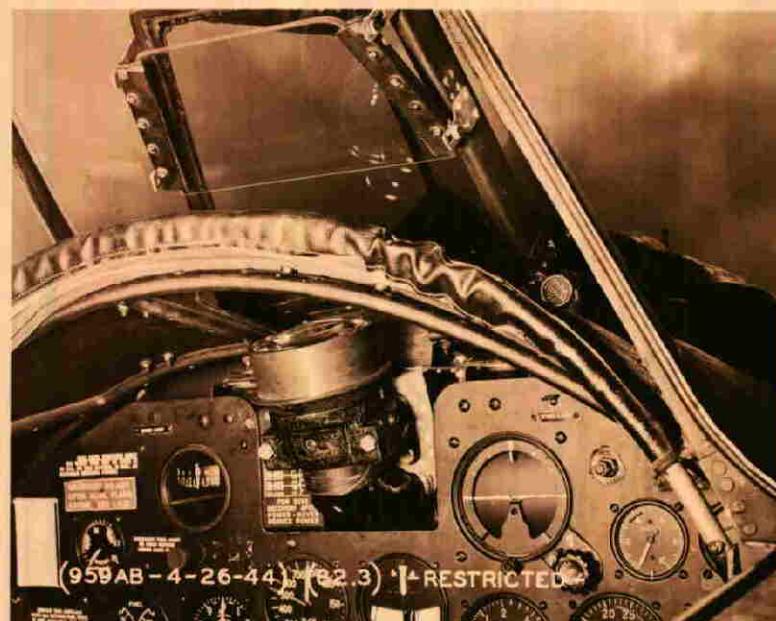
The section sent one man (Sergeant Marvin C. Udesen) on a carrier task force with the airplanes of the 19th Fighter Squadron. His duties are to maintain the guns during the sea voyage to the forward area as the 19th's Armament personnel had gone on ahead in transports. Upon his return he undoubtedly will have considerable information which will help in the preparation of this Squadron's airplanes in the event that the 47th moves to a forward area.

The Ordnance section, though three men short, made the move in good order and were present at the new field with combat ammunition ready to load in the planes when they first arrived at Bellows Field.

The section spent the month getting new parts exchanged for old as considerable caliber .50 machine gun parts have been modified recently. This all has been done in addition to the usual weekly inspection of all officers' and enlisted men's weapons as well as the daily training program which includes the handling of large quantities of bombs and ammunition.

With the arrival of the P-47D-23's a great deal of work was involved in procuring the combat load for these airplanes. Also rocket tubes were installed on the newer series aircraft.

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47th Fighter Sq
15th Fighter Gp
311th Fighter Comd
SEVENTH AIR FORCE

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History of Armament and Ordnance Sections
1 - 30 June 1944, 47th Ftr Sq, AAF, contd

Both Armament and Ordnance sections heard a lecture and saw a demonstration on the new rocket tubes given by Sergeant Rhodes of the VII Fighter Command.

HISTORY OF ENGINEERING SECTION

1 - 30 JUNE 1944

The month of June saw many changes in the Engineering section. The move from Mokuleia to Bellows Field on 7 June brought with it the usual problems with heavy boxes and transportation. Engineering equipment comprises well over half of the total Squadron property and getting it ready for shipment and re-installation at a new location is no small problem.

Eighteen P-47D-11RE airplanes with belly tanks and wing tanks installed took off from Mokuleia for Bellows Field at 1100, 7 June. One A-24 and one AT-6 also departed from Mokuleia to Bellows Field at that time. Twenty crew chiefs under Master Sergeant Jakola arrived at Bellows Field a few minutes before this flight landed and were on hand to service the aircraft. By 0700, 8 June training missions were being flown from the new base.

Throughout the month of June the Squadron has been receiving new airplanes from the Hawaiian Air Depot. P-47D-23RA's arriving two or three a day, swelled the Squadron aircraft assigned total from sixteen on 1 June to forty on 30 June.

What promised to be a serious problem with D-23's, vibration at thirty-three inches of mercury at 2150 RPM, was overcome in the Squadron by changing propellers in all vibrating aircraft. When this vibrating condition occurs in an airplane, the Curtiss paddle blade is replaced by the Curtiss electric 714 or conventional blade.

The D-11's with which the Squadron had operated were the oldest airplanes in the Group. On 29 June, orders were issued to divide the 47th's D-11's among the other squadrons of the Group. Five planes were transferred to the 78th Fighter Squadron and six to the 45th. This leaves the 47th with seven planes of this model. All these planes have a total of four hundred to five hundred hours to their credit.

The planes were distributed throughout the Group because it was felt one squadron should not be burdened with a large number of these older planes, and that the planes could be used to check out new pilots, routine training missions and tow target work.

HISTORY OF CHEMICAL WARFARE SECTION

1 - 30 June 1944

The versatility and usefulness of the Chemical section was demonstrated during the month of June 1944, when most of their spraying devices were satisfactorily employed in the extermination and control of bed bugs and other insects which were found in the Squadron's new living area and quarters at Bellows Field. These bugs have been almost completely eliminated through the efforts of Sgt. Colaianni and Cpl. Cardamone, thus contributing to the welfare and general health of the Squadron. Also during June new reports were received of the Japs using Mustard Gas on the Chinese and the Germans again hinting at the possibility of opening up gas warfare. The United Nations have pledged themselves not to inaugurate gas warfare, but if the enemy uses gas against us or our Allies the Chemical Warfare Service is completely prepared to retaliate in full. The June training program was conducted with those thoughts in view.

HISTORY OF PERSONNEL SUPPLY

1 - 30 June 1944

On 7 June 1944 the 47th Fighter Squadron moved from Mokuleia to Bellows Field. Much work had to be accomplished by this section in packing and boxing the Squadron supplies that were to be moved and turning in Post, Camp, and Station property. It is well always to get this latter type of property turned in a day or two before the loading of the Squadron begins to make certain that no post, camp, or station property is removed from the field.

Sgt. Glynn accompanied the advance echelon to Bellows Field which arrived a couple of days before the rest of the Squadron. He drew the necessary kitchen equipment, bedding, and other supplies that had to be ready when the Squadron arrived. After two previous moves it was found that some boxes in this Section were still too heavy to be handled readily by hand. The necessary action has been taken to correct this discrepancy.

On 23 June 1944 S/Sgt Eugene Harrell, Personnel Supply section chief, was relieved and assigned to Technical Supply as Technical Supply NCO. Sgt. Timothy Glynn was appointed Personnel Supply section. S/Sgt Henry Ervin, at his own request, was relieved from Technical Supply and assigned to Personnel Supply.

This Squadron, having no laundry facilities of its own, utilizes the facilities of some outside laundry. While at Mokuleia, laundry was sent to Wheeler Field Quartermaster Laundry. Upon arrival at Bellows Field our account at Wheeler was closed and a new account opened with the Quartermaster Laundry at Kaneohe.

HISTORY OF COMMAND SECTION

1 June - 30 June 1944

The month of June 1944 has found the Squadron Orderly Room a busy place. Besides the usual problems arising with the packing and unpacking of equipment on the Squadron move made on 7 June, there was a great deal of activity throughout the month.

Extracts of orders and pay vouchers were prepared for nineteen new pilots that came into the Squadron. There is always a considerable amount of work to be accomplished for new officers when they report in and this large number kept the payroll clerk exceedingly busy.

WOJG Isadore Goldstein, who had been the Staff Sergeant in charge of all personnel pay forms, received his appointment during June. This necessitated preparing all necessary papers including his Honorable Discharge as an enlisted man to accept the appointment. His duties in the Squadron have been assumed by Sergeant Roscoe E. Wilcox.

Through cooperation with the Red Cross, a library of good books was set up in the Orderly Room during the month. The traveling library comes to the Squadron every other Monday and leaves the number of books the Squadron feels it will need for the next two weeks and picks those up that were left two weeks before.

Squadron personnel have made good use of this first set of books and it is felt the traveling library will continue to find ready customers.

Under the provisions of General Orders No. 56, Hq USAFICPA, 23 February 1944, personnel who actively served in the Hawaiian Department during the Pearl Harbor attack are authorized to wear bronze stars on their American Defense and Asiatic-Pacific Campaign ribbons. This Squadron has twenty-four such enlisted personnel and the stars for them were ordered and received during June.

Several enlisted men were reassigned from one Section to another in the Squadron during the month to fill vacancies and to attempt to get the Squadron more evenly balanced. Through this process, one extra man was taken into the Orderly Room for training in clerical work, namely Private Charles E. Bush who had been in Engineering.

The Administrative Training Program for clerks for the month covered the subjects of Correspondence, Class "F" Family Dependency Allowances, and the Seventh Air Force Form #127 Personnel Status Report.

The Orderly Room passed the 15th Group Headquarters monthly Administrative inspection with flying colors.

[REDACTED]

HISTORY OF TECHNICAL SUPPLY

1 - 30 JUNE 1944

Technical Supply, always a busy place, was more than busy during the month of June with the Squadron move on 7 June and the setting up and re-organizing of the section on the new field.

Two men from the section accompanied the first trucks to leave Mokuleia and upon arriving at Bellows Field began to set up for operations. By evening of 7 June, Technical Supply was ready to operate efficiently in its particular role of duties in the Squadron.

All supplies are now drawn from the 421st Sub-Depot. There are only two classes of requisitions recognized at this sub-depot, namely routine and priority. The 420th Sub-Depot at Wheeler Field from which the section drew its supplies while at Mokuleia recognized emergency, priority, and routine requisitions. This speeded up the flow of supplies and made it easier to keep a greater number of planes in commission. It has been found that priority requisitions at Bellows Field are given twenty-four hour service but that routine requisitions are very slow. Technical Supply had a stock on hand of supplies handled on routine requisition when they moved to Bellows Field but these are being used up faster than replacements are coming in.

On past moves the section has carried spare tires, tubes, aileron, wing tips, etc., which has made for rather large boxes and a considerable amount of weight to be moved.

The plan for future moves will make it necessary for the section to move only smaller supplies so that boxes will weigh only around three hundred pounds. The Hawaiian Air Depot is packing special boxes with larger equipment which will be delivered direct to a ship that may be moving the Squadron thus eliminating the need of handling this heavy equipment by the Squadron.

When the Squadron left Mokuleia, memorandum receipt property in the hands of the Squadron which had been drawn from the 420th Sub-Depot at Wheeler was transferred to the 421st Sub-Depot at Bellows Field and retained by the Squadron for its continued use.

On 23 June, S/Sgt. Henry Ervin, at his own request, was relieved as Technical Supply NCO and transferred to Personnel Supply. His duties were taken over by S/Sgt. Eugene Harrell who had been section chief in Personnel Supply.

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HISTORY OF TRANSPORTATION SECTION

1 - 30 JUNE 1944

On 7 June 1944 the 47th Fighter Squadron moved from Mokuleia to Bellows Field. Every vehicle in the Squadron was utilized in the move. Due to the shortage of two and a half ton cargo trucks, the heavy trucks and drivers were put through some long hours. Our vehicles were supplemented with vehicles from the 15th Fighter Group, 45th Fighter Squadron, 78th Fighter Squadron, and Wheeler Field Air Base to accomplish the move in as short time as possible.

At our new station our facilities for maintenance are much improved over those at Mokuleia. We have at our disposal every facility for a smooth operating section.

We assisted in moving both the 45th Fighter Squadron and the 78th Fighter Squadron from Mokuleia to Bellows Field.

On 30 June 1944 Cpl. Perry W. Skeen was relieved from the section. Cpl. Skeen's work in the section was very satisfactory and he was relieved for the convenience of the Squadron. Pvt. John A. Pfleiderer was assigned to the section as a replacement.

HISTORY OF COMMUNICATION SECTION

1 - 30 JUNE 1944

On 5 June the Communication section was notified that a Squadron move was to take place on 7 June from Mokuleia to Bellows Field. This move had been anticipated for some time and the section, consequently, was ready for it. The move being a local one eliminated many problems that would ordinarily confront a communication section; namely, setting up Squadron communication (wire) and tactical communications (wire and radio) as quickly as possible.

The evening of 5 June, T/Sgt. Pittacora was put in charge of a unit to tear down the PA-6 system at Mokuleia and the following morning was sent to Bellows Field to set up the PA-6. This was done so that the intra-Squadron communications would be available when the Squadron reached its new home.

The PA-6 served as a very successful and suitable substitute until the telephone system was in order for the Squadron.

This section happened to be fortunate enough to get a two and a half ton truck at 0600, 7 June. This first truck was loaded with telephones, wire, telephone switchboard, and VHF ground station. This truck reached Bellows Field at approximately 0900, and T/Sgt. Pittacora, who was already at Bellows Field, had instructions to set up the telephone system immediately. Thus, by the time the Squadron reached Bellows Field the PA-6 system and telephone system was in complete order and ready for Squadron use. The VHF ground station checked in with WYZE Tower on 8 June. Lizard control could not be contacted.

It took several days for the section to settle down and get all equipment and supplies in place. When this was accomplished the usual routine radio maintenance work, and personnel training began to follow its normal course.

On 12 June S/Sgt Scheer rejoined the section after being on Detached Service at Hickam Field where he attended the signal switchboard, maintenance work, and repair school. A brief interview was held with S/Sgt Scheer and it was disclosed that his three weeks spent at this school were worth the time involved. The switchboards studied were BD-71, BD-72, BD-91, and BD-96. He was also instructed in tracing switchboard circuits, and trouble shooting on the above mentioned switchboards. S/Sgt. Scheer's information and knowledge has been, from time to time, passed on to the personnel assigned to the Squadron switchboard, as well as to other members of the section.

Each time this Squadron moved the Communication section was always confronted with the problem of obtaining suitable work benches for the radio work shop. At each new base it was always a matter of canvassing or soliciting the new area for lumber so that work benches could be constructed for use in the shop. But at all times the effort and labor that went into these work benches were, in the long run

History of Communication Section, 1 - 30
June 1944, 47th Ftr Sq, AAF, contd

for naught since these benches were not made to be carried with the Squadron. Inquiries were made in the Department to find out if there were any definite dimensions and design for a portable work bench for radio work but no such thing was found to exist. Consequently a meeting was held for Lieutenant Oronsky, M/Sgt. Staysa, S/Sgt. Schug, and S/Sgt. Corressell to design a suitable and portable set of work benches to be carried by this section at all times. A design was decided on and one believed to be highly practical and desirable as well as portable for radio work.

The benches are constructed so that the legs are easily removed, and in movement placed under the table between the aprons. Carrying boxes have been constructed for these work benches.

Appearance of the benches was increased by using a blow torch to burn the surface of the benches; afterwards two coats of orange shellac was used to give an additional smoother surface to work on. The orange shellac was also used to preserve the wood, hence making the benches more durable. In all there are eight work benches to be used for the following types of work: (Inclosure 1 shows the design and dimensions for these work benches).

Figure A. Four benches for maintenance work and for monthly inspections.

Figure B. Two benches housing the IE-19-A with all VHF controls and cables for tuning.

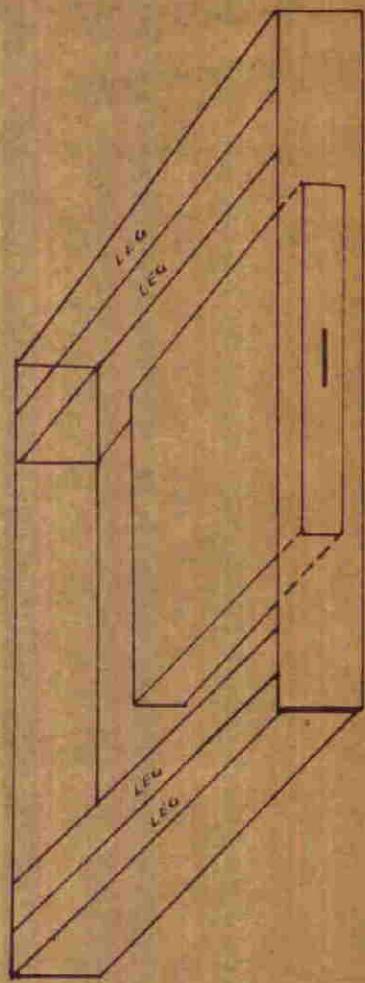
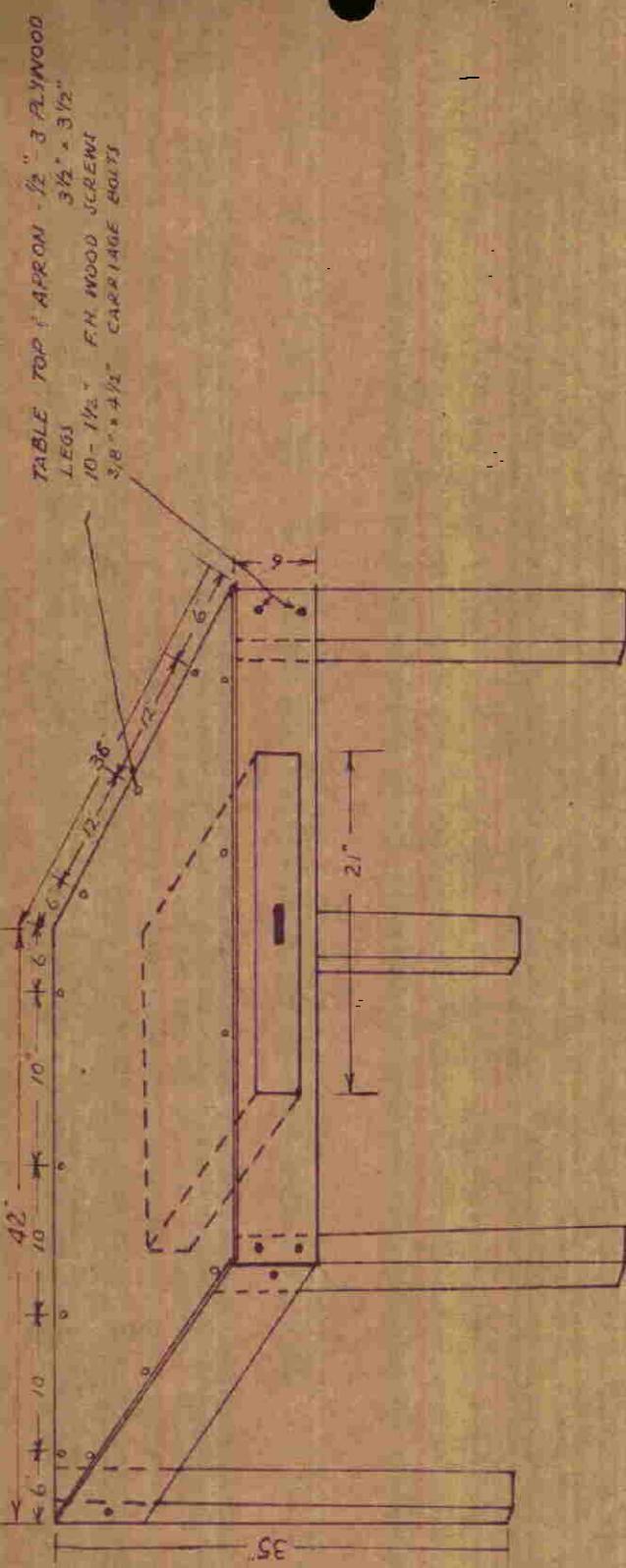
Figure C. One bench housing the 1-56-J test set for tube checking.

Figure D. One bench housing IFF controls for frequency checks.

Commendation is due S/Sgt. Corressell for the fine carpentry work shown in the construction of these work benches.

The month of June brought forth many airplanes into the Squadron, most of which were P-47D-23 type airplanes. Although there is no radical change in the communication set-up there is hope that in these type airplanes the degree of engine noise in radio experienced in the type P-47D-11 will be decreased. This hope is partially assured in that the later model plane has a General Electric type ignition harness which is designed to prevent any radiating voltage that might possibly be picked up by the SCR-522.

WORK BENCH



COMM. SECY. HARVEY JUNE 1949
IFF TEST BENCH
 OVERALL DIMENSIONS SAME AS WORK BENCH

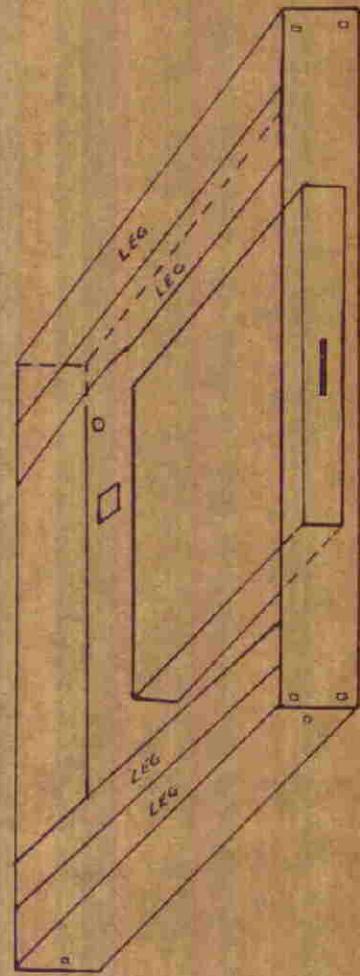
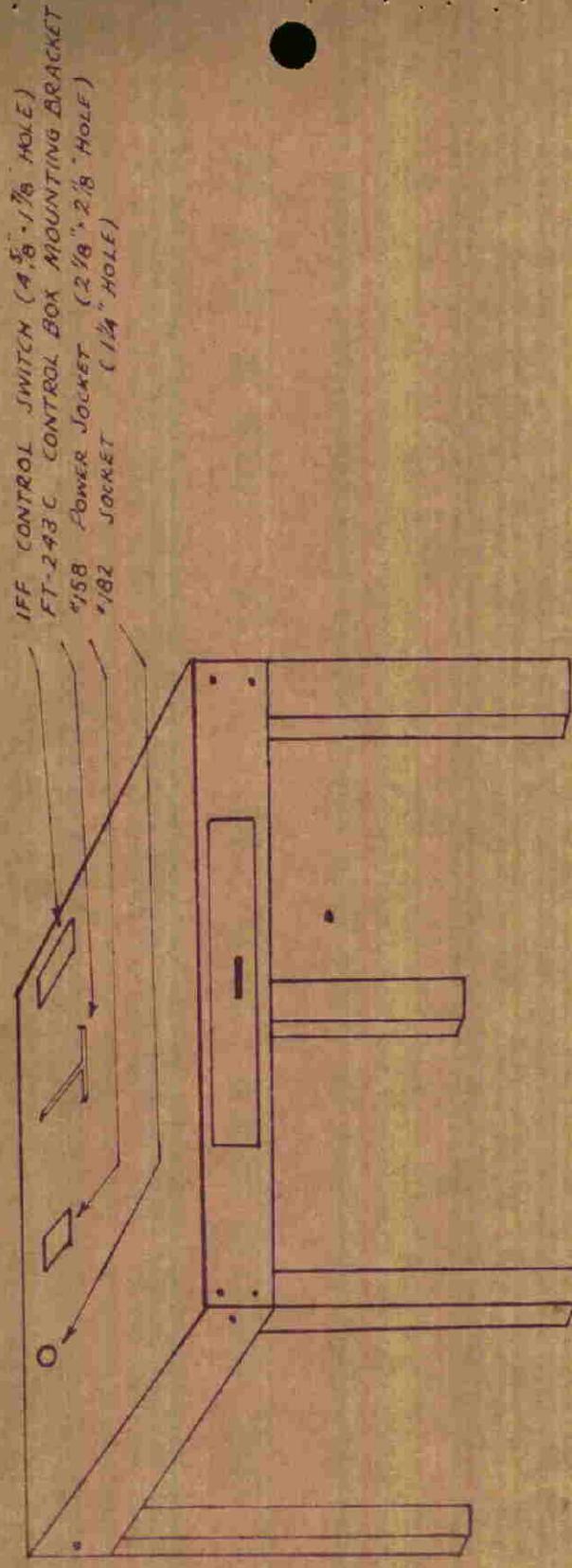
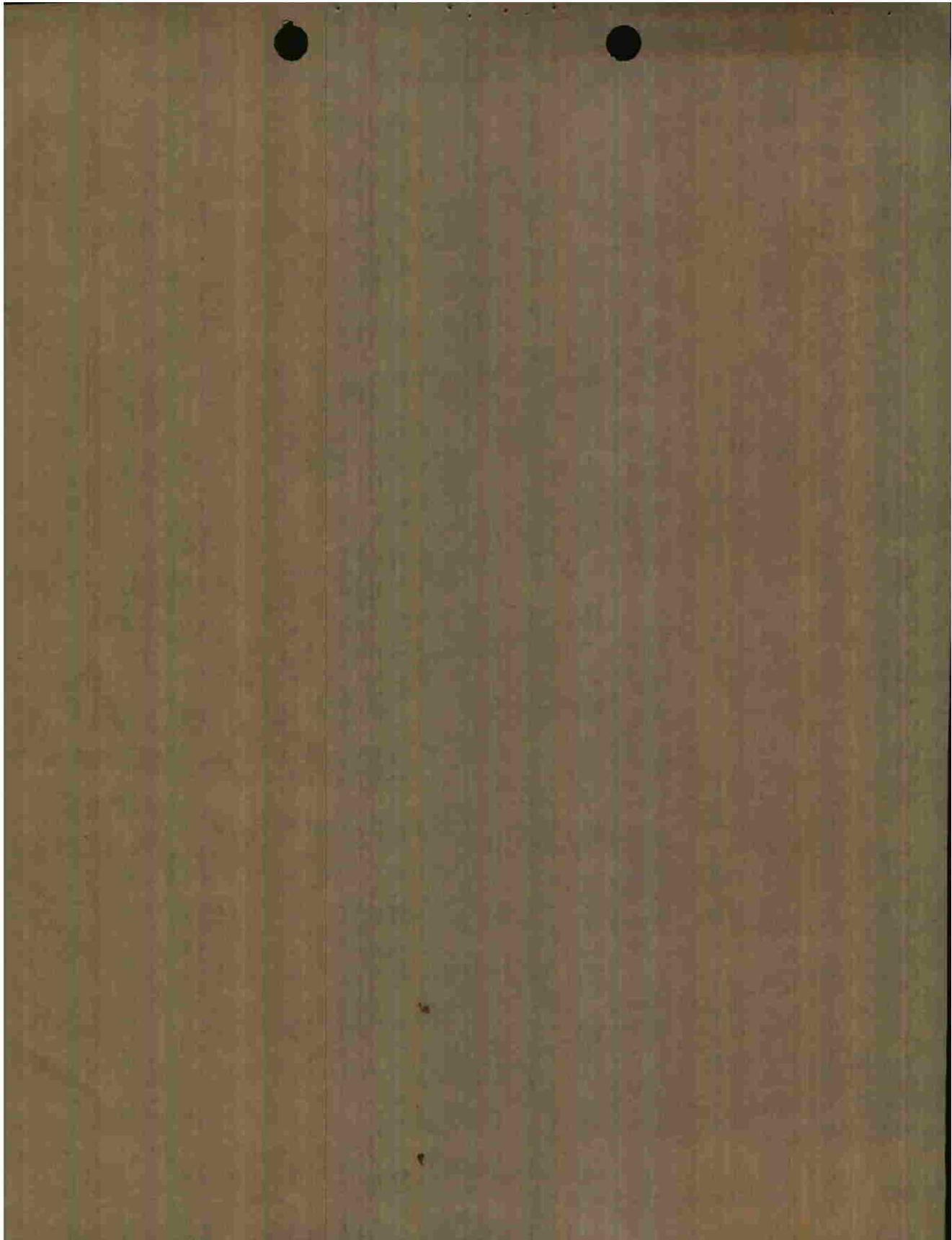


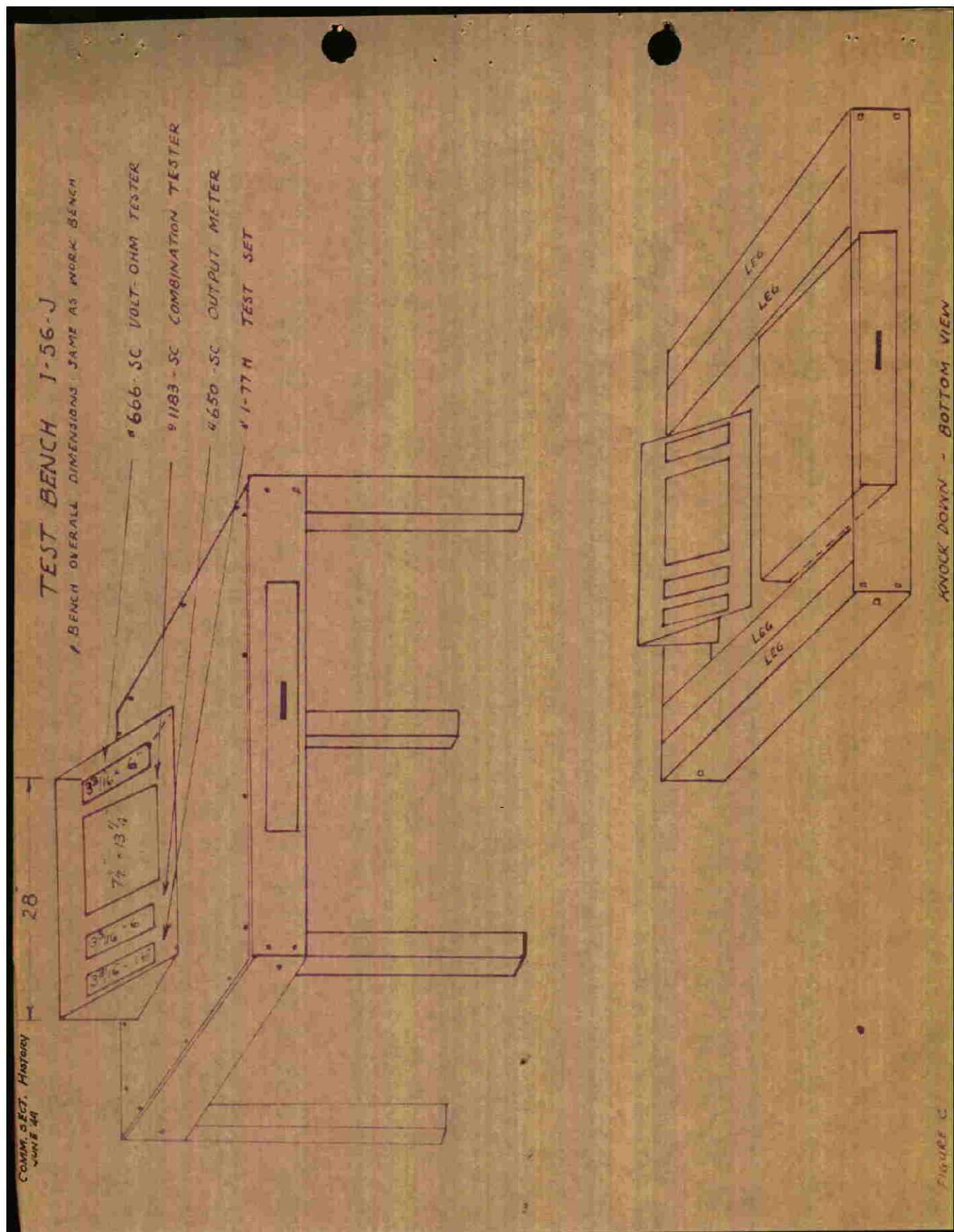
FIGURE D

KNOCK DOWN - BOTTOM VIEW

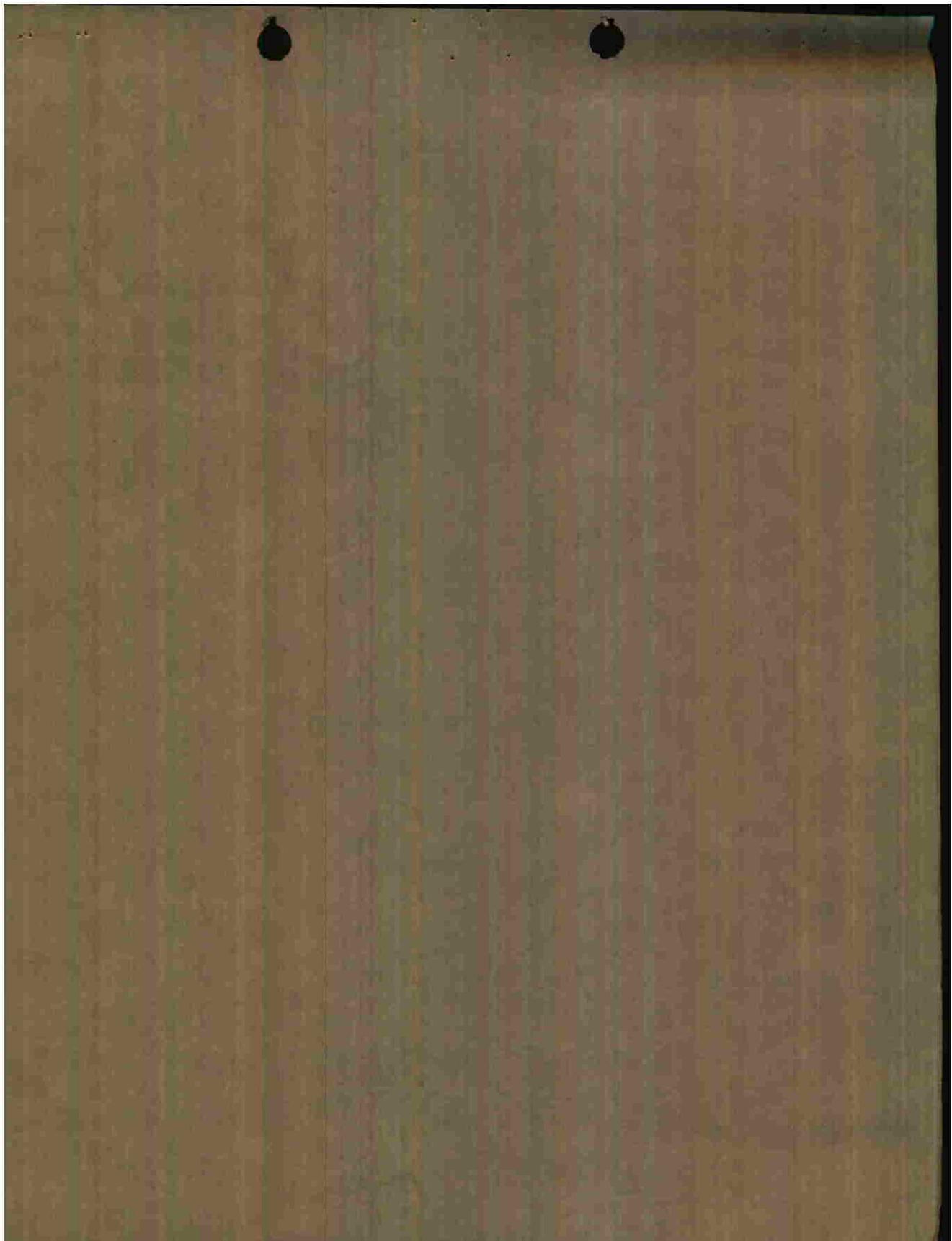
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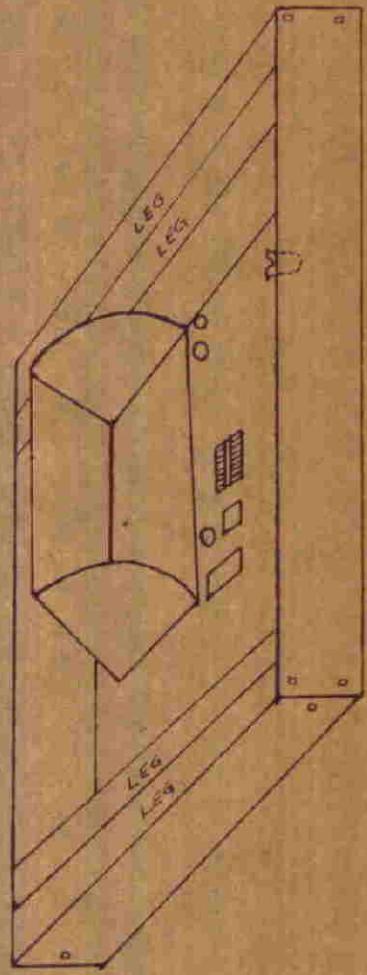
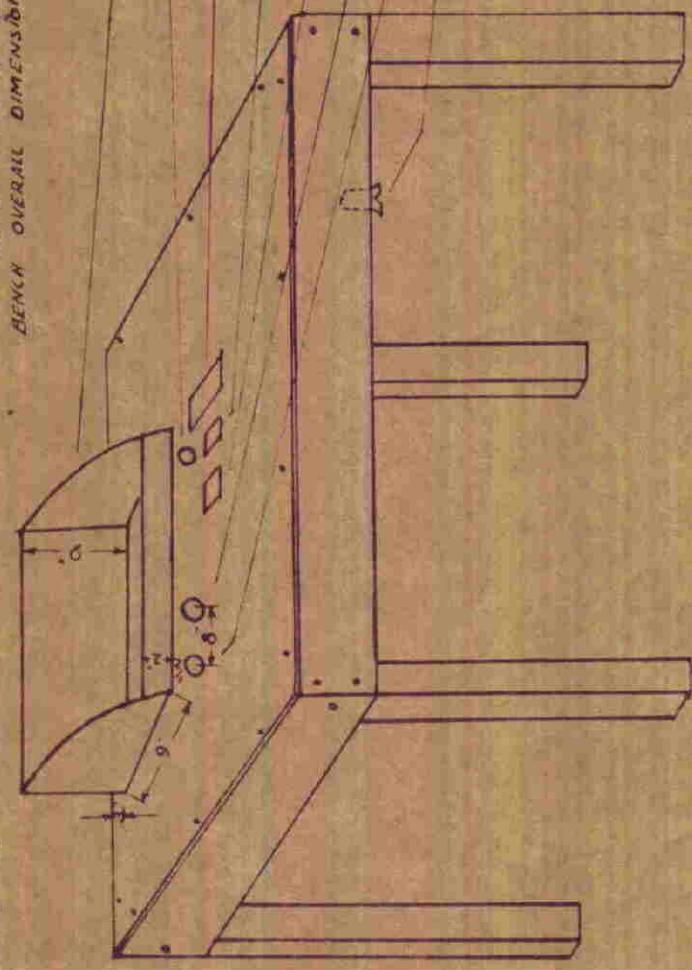


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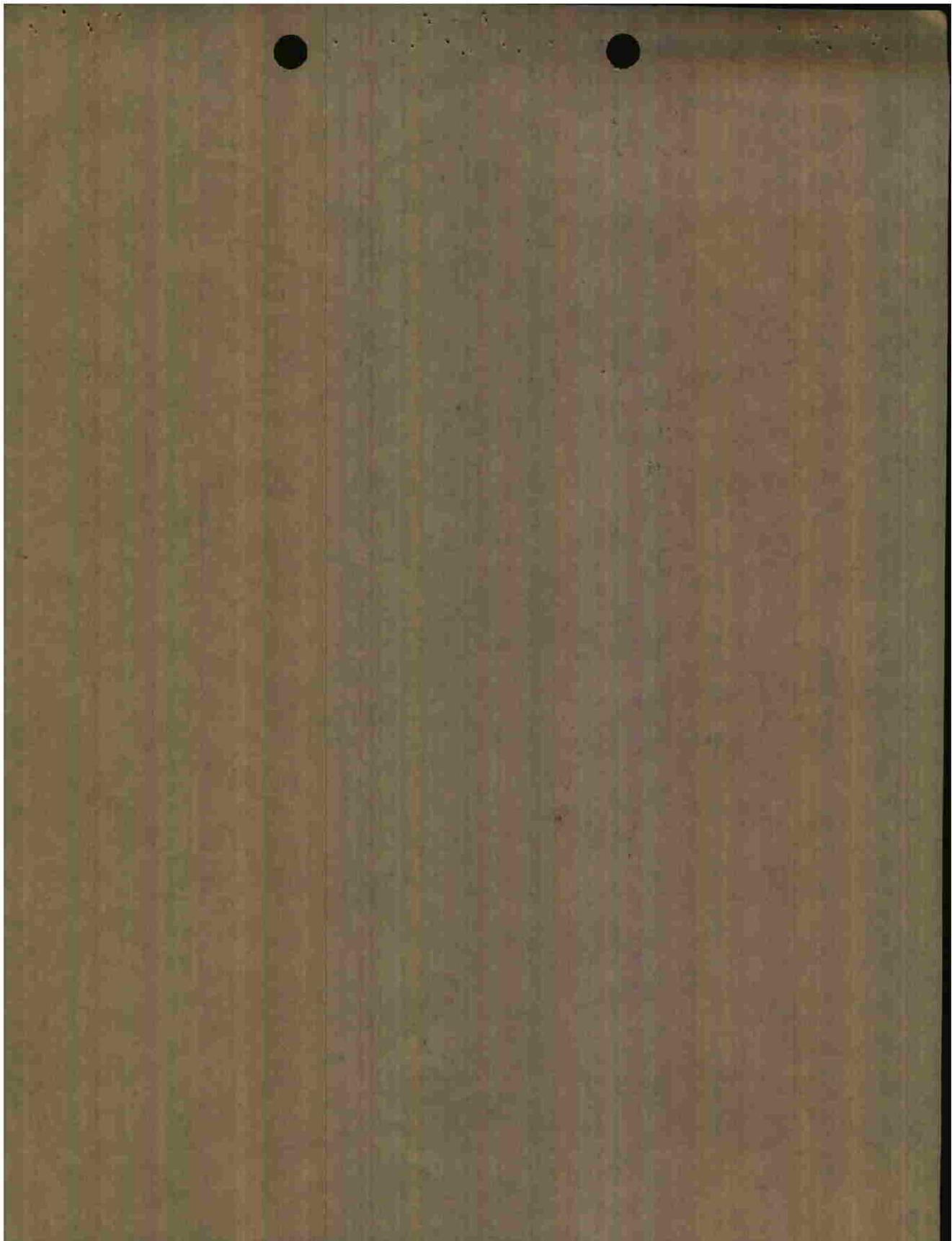
COMM-SAFE
PRO TORY JUNE 1944
FIG 19 TEST BENCH
BENCH OVERALL DIMENSIONS SAME AS WORK BENCH



KNOCK DOWN - BOTTOM UP

FIGURE 5

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HISTORY OF OPERATIONS SECTION

1 - 30 JUNE 1944

For the first few days of this month, the Squadron began flying a record number of hours. The peak day for the month showed a total of 105:45 flying hours which was flown on the third. The next highest day was on the fifth when the day's total amounted to 98:10. Thereafter due mostly to the decreasing number of airplanes and the Squadron move from Mokuleia to Bellows Field, we found our flying cut down considerably.

The move from Mokuleia on 7 June involved a total of eighteen P-47's, 1 RA-24B and an AT-6C. The take-off time from Mokuleia was at 1100 for the last plane and by 1200 the twenty aircraft had pancaked at Bellows Field.

Because of the proximity of Bellows Field to the mountains, night flying was minimized for the month of June with only two night flying missions to the Squadron's credit. On the fourth of June, the Squadron flew locally, while on the fifth of June the Squadron participated in a Searchlight mission. Total night time flown by the Squadron for the month of June was 60:55.

Instrument flying also was to a minimum of 61:10 hours instrument time.

Special missions for the month of June included two smoke missions, which were conducted on the second and sixth of the month; bomber escort mission on the twelfth; an interception mission on the fourteenth of June; and another bomber escort mission on the twenty-first.

The Squadron performed two Kahoolawe strafing missions during the month of June. These missions are now a combination of navigation, with belly tanks and strafing. It is planned to include dive bombing in conjunction with the missions already mentioned.

Aerial gunnery missions at high altitude, 15,000 feet or above, received special attention as they have in the past. Total aerial gunnery time for the month was 111:55.

This month more stress was placed on bombing, both dive and skip, using one-hundred pound practice bombs. A total of 279 bombs were dropped for the month.

The Squadron pulled a total of eight alert periods, being on the alert sixteen days. Our total tactical time for the month totaled 292:25.

On the fifteenth, we started getting our new planes and at the end of the month we had twenty-four new P-47D-23RA's, plus five P-47D-11RE's.

A series of tests were arranged for the new airplanes, each plane to have four test hops. This was found to be unsuitable before very long and it was decided to fly one test per airplane, these tests to be conducted by no one below

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History of Operations Section, 1 - 30
June 1944, 47th Ftr Sq, AAF, contd

the rank of 1st Lieutenant. This arrangement has turned out favorably.

At the end of the month, we had accumulated a total time of 1544:45. Pilots on Special Duty with the 45th Fighter Squadron accumulated a total time of 195:55.

The Army - Navy maneuvers were held on the twenty-eighth and the Squadron had twelve P-47's participating. No account of our losses or victories are available to the Operations section.

The Operations section has found it difficult to operate on a twenty-four hour basis with the number of personnel authorized by the T/O and taking into consideration the number of flying hours involved. It is recommended that the T/O authorize six enlisted men for an Operations section while conducting extensive training. It is believed that the T/O would be sufficient under combat conditions.

HISTORY OF INTELLIGENCE SECTION

1 - 30 JUNE 1944

During the month of June 1944 the functions of the Intelligence section appeared to be threefold and roughly divisible into (1) conduction of intelligence training for flying personnel, (2) development of the S-2 itself, to fit not only present requirements but also to carry out its mission in combat for an indefinite period of time, and (3) performance of miscellaneous duties that usually do not take up a major portion of the section's time.

For the month a total of twenty-five hours of intelligence training for pilots was accomplished. The procedure is to have a meeting of all available pilots in the pilot's alert shack where the information or training is then presented in various ways such as by lecture, by motion picture, by Renshaw projector, by Baloptican projector, by use of black board and chalk, or by individual effort on each one's part such as map drawing.

The twenty-five hours of training were divided as follows: geographical studies, maps, and target charts, seven hours; tactics - enemy and friendly, five hours; briefing and interrogation, observation and reporting, one hour; island and jungle existence, escape procedure, one hour; recognition of air and surface craft - enemy and friendly, ten hours; security education, one hour.

In addition to the scheduled training, excellent results were obtained by maintaining a pilots' table where the latest intelligence bulletins and information were kept conveniently at hand in the pilots' alert shack. An unusual interest was displayed during the month in the intelligence material and this interest was no doubt due to the great Allied successes during the month - the capture of Rome, the invasion of Europe, the invasion of Saipan, and the Russian offensive.

The end of the month of June 1944 was, also, the end of a three month quarterly period of intelligence training under VII Fighter Command Training Memorandum No. 4, dated 23 March 1944. Requirements of this memorandum were not only met but surpassed. For the three months period the Intelligence section was able to show the following training accomplishments: geographical studies, maps, and target charts, sixteen hours; tactics - enemy and friendly, eighteen hours; briefing and interrogation, observation and reporting, five hours and practical application on all special flight missions, photographic intelligence, one-half hour; island and jungle existence, escape procedure, two and one-half hours; recognition of air and surface craft - enemy and friendly, twenty-two and one-half hours; security of military information, two hours and continuous reminders.

On 21 June the 15th Fighter Group called for an intensive program in aircraft recognition training and issued a directive that by 1 August 1944, every pilot be able to pass one-hundred per cent a recognition quiz on the Renshaw projector of fifty different Army, Navy, and Japanese airplanes flashed on at one-hundredth of a second.

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History of Intelligence Section, 1 - 30
June 1944, 47th Ftr Sq, AAF, contd

The intelligence section operated most of the month with two officers and two enlisted men. One of the Officers, 2d Lieutenant Russell A. Gair, was absent from 3 June - 15 June 1944 attending CPA Morale Service School, an Army Orientation Course. Experience in this Squadron has proved that a third enlisted man is needed in the S-2 section to operate at best performance. Too often, when only two enlisted men are assigned to the section the section finds itself with only one on duty. Also, the routine duties which occupy most of the time of two enlisted men allows little time for them to devote to their own training and improvement, or to take advantage of training courses organized by higher echelons.

The section was able to send Cpl. Richard J. S. MacKenzie to a three day course of training, 15 June - 18 June, on how to run 16mm. motion picture projectors. He was given instructions on four different makes of projectors; Bell, and Howell, RCA, Victor, and Ampro. Upon conclusion of his training he received an operators permit certifying that he was qualified and authorized to operate 16mm. sound projectors and equipment under the jurisdiction of the Overseas Motion Picture Service. Since completing the course he has been able to handle the projection of several films in intelligence training. As the greatest number of motion pictures shown in a Squadron are shown by the S-2 section, it is a great improvement to have an operator in the section.

2d Lieutenant Leo P. Michaelides, recently arrived from the States and assigned to the 15th Fighter Group was detailed to the Intelligence section of the 47th from 21 June to 30 June for the purpose of familiarizing himself with the Central Pacific Area Intelligence procedure in a fighter squadron of the VII Fighter Command before being assigned to a fighter squadron.

2d Lieutenant Russell A. Gair, who has for the past three months performed the primary duty of Assistant Intelligence Officer had the classification of military intelligence officer added to his record. He now has two classifications, Radar Officer, Air and Military Intelligence Officer.

Other duties performed by the S-2 section included those of cryptographic security officer, intelligence control officer, custodian of classified documents, public relations officer, historical officer, orientation officer and assistant Squadron censor. In addition to the before listed duties, post exchange officer also was performed by the intelligence officer but that duty has now terminated.

Most noteworthy activity in the above listed duties occurred in those concerning public relations, orientation, and Squadron history.

Public relations activity was somewhat increased during the month with the visit of 2d Lieutenant Marshall from the Seventh Air Force Public Relations Office who spent three days searching for material for feature news stories. An interesting fact about public relations is the number of soldiers who object to filling out data release sheets for home town newspapers offering as the reason that they do not care for any publicity.

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History of Intelligence Section, 1 - 30
June 1944, 47th Ftr Sq, AAF, contd

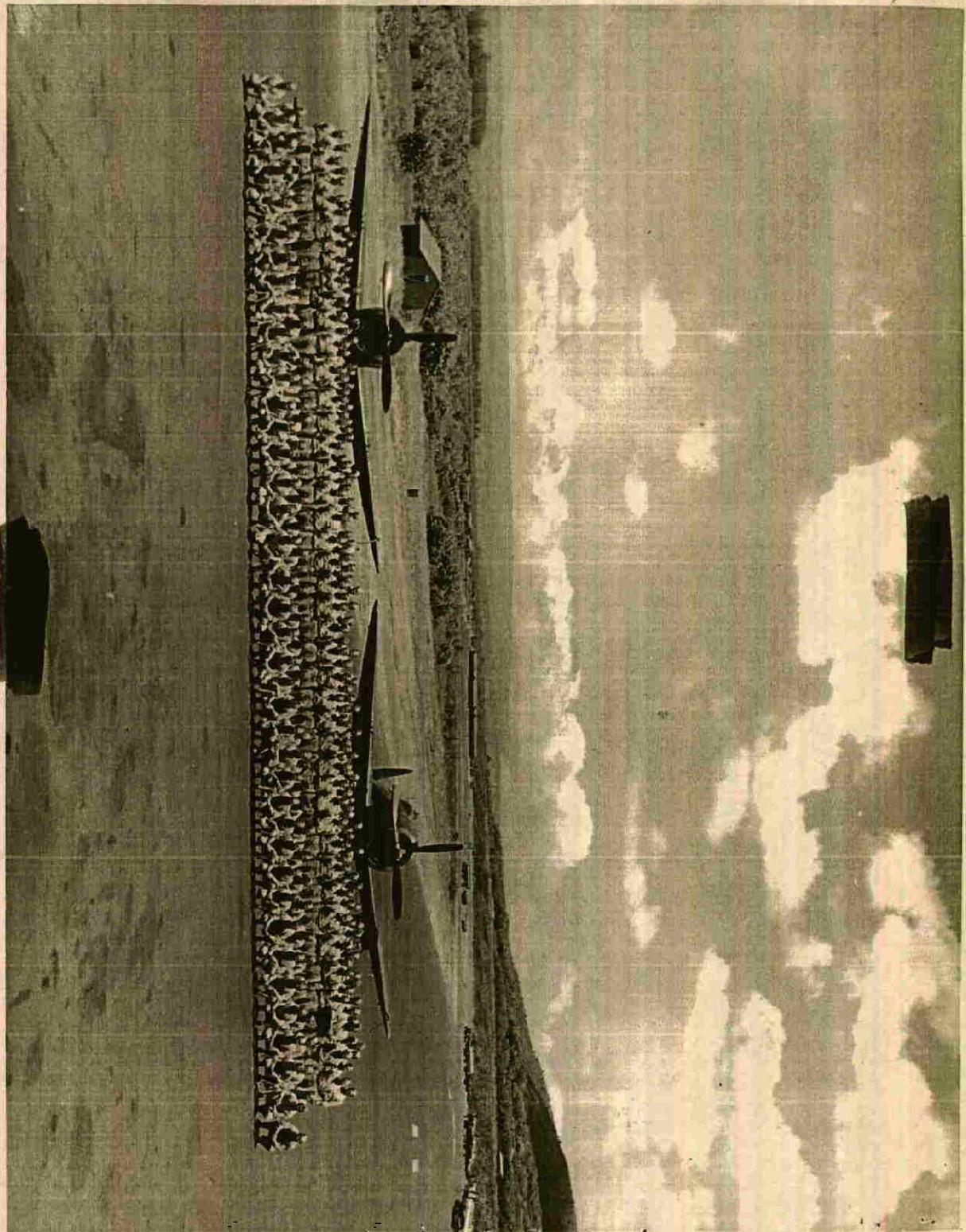
The performance of orientation duties in this Squadron is now the responsibility of 2d Lieutenant Russell A. Gair, Assistant Intelligence Officer, who completed a twelve day Army Orientation Course at the Central Pacific Area Morale Service School.

The duty of keeping the Squadron history and preparing a monthly installment continues to be burdensome. However, it is believed that some organization or procedure can be worked out with the various sections so as to render the duty routine.

In summing up activities in the Intelligence section during the month of June 1944 it might be said that the month is regarded as an intermediate month and all that was accomplished during the month is merely the basis for next months effort.

Approved:

Thomas W. Mackey
THOMAS W. MACKY,
Major, Air Corps,
Commanding.



SP-327T

47th Fighter Sq
157th Fighter Group
47th Fighter Co.
LEVENTH AIR FORCE

47 F.S. SP-327T
5-19-44

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