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SG-FI-47-11

(JULY 1944)

HISTORICAL SECTION
SEVENTH AIR FORCE

ORGANIZATIONAL HISTORY, 47TH FIGHTER SQUADRON, APO 951
15TH FIGHTER GROUP, VII FIGHTER COMMAND
SEVENTH AIR FORCE

1 July 1944 - 31 July 1944

1. Organization:

Negative

2. Strength:

60 Officers

251 Enlisted Men

3. Date of arrival and departure from each station occupied in this theater:

Negative

4. Losses:

William L. Dean, 2d Lieutenant, Air Corps, killed in aircraft accident.

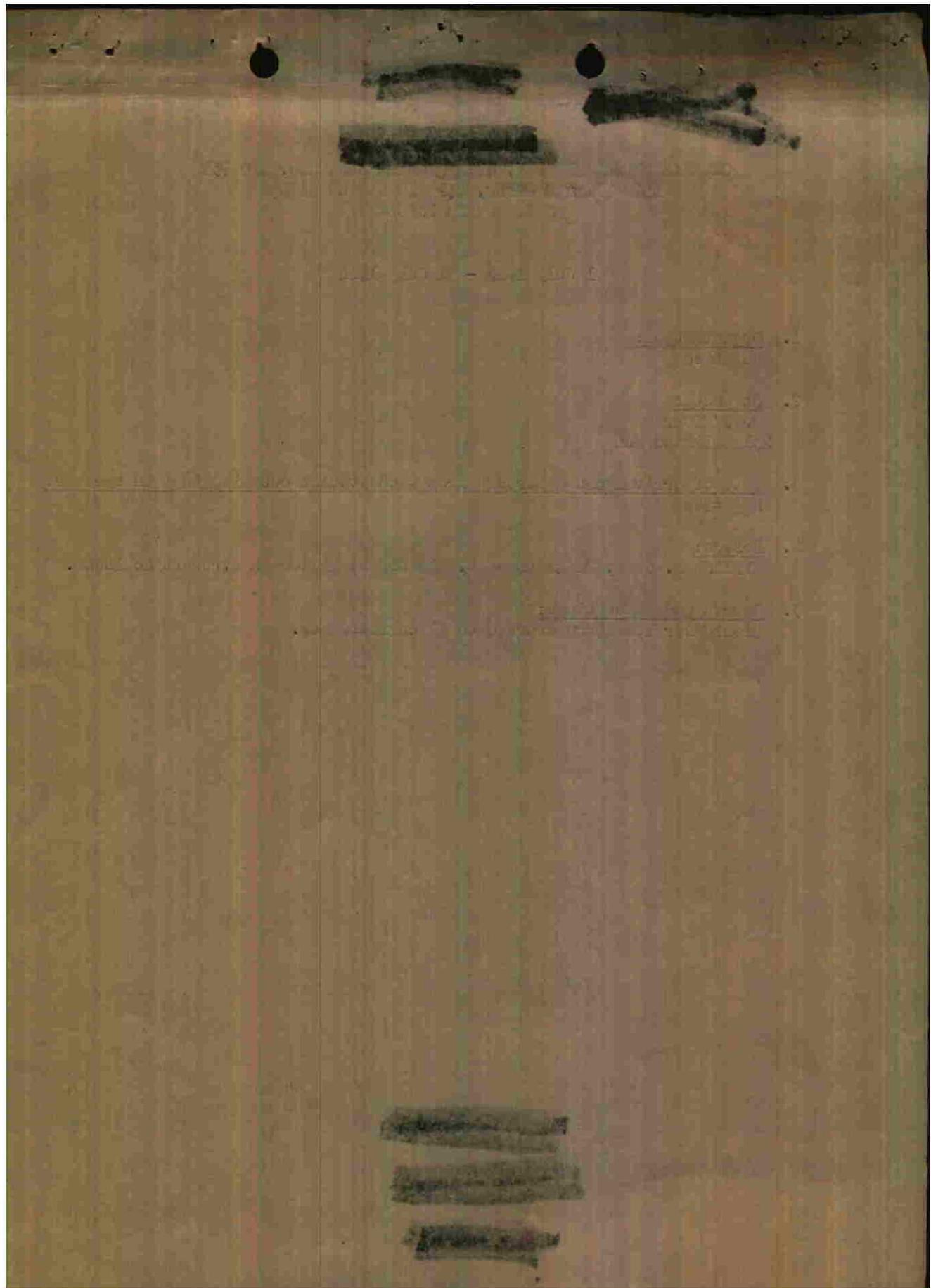
5. Awards and Decorations:

Bronze service stars awarded to 42 enlisted men.

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ORGANIZATIONAL HISTORY

1 - 31 July 1944

Extensive formation flying was accomplished by the Squadron during 25, 26, and 27 of the month in conjunction with the aerial ceremonies for President Franklin D. Roosevelt.

On the morning of the 26th, 16 aircraft of the Squadron, led by Colonel James O. Beckwith, Jr., practiced formation flying with 16 aircraft each from the 45th and 78th Fighter Squadrons in preparation for the flights for the President. Colonel Beckwith led a similar formation that afternoon and Major Warren K. Roeser led 16 other aircraft in a Lufbery circle over Honolulu.

Flying with fighter and bomber aircraft from every available Army and Navy squadron in the area, the Squadron participated in the aerial exercises for the President's arrival to Oahu on the afternoon of the 26th. Sixteen of our aircraft flew in formation with the 15th Fighter Group under Colonel Beckwith. Another 16 aircraft, led by Major Roeser, flew in a Lufbery circle over Honolulu.

During President Roosevelt's visit to Wheeler Field on 27 July, the Group Commander led 16 aircraft from this Squadron and 16 aircraft from the 78th in formation over that air base.

Of the 32 pilots participating in these flights about 10 had not previously flown in such a large formation. The exercises gave this group of pilots valuable experience in that type of flying. The older pilots also received excellent experience from the several flights.

One pilot and six enlisted men of this organization returned to the Squadron on 8 July from the task force which invaded the Marianas Islands. These men were: 1st Lieutenant Dave G. Stelling, S/Sgts. Gaillard A. Andrews, Leon E. Becket, Howard M. Duncan, Donald G. Mickle, Stanley J. Winiasz, and Marvin C. Udesen. S/Sgt. Udesen is an armorer while the other enlisted men are crew chiefs.

Lieutenant Stelling and the ground men left the 47th on 17 May for Detached Service with the 19th Fighter Squadron which participated in the Saipan campaign. The enlisted men worked on the airplanes of the 19th Fighter Squadron prior to their take-off from the carrier off shore from Saipan. Lieutenant Stelling went in the capacity of stand-by pilot but his services were not required as all of the pilots from the 19th were able to fly on the day of the take-off.

Bronze service stars were awarded to 42 enlisted men of this Squadron this month for battle participation. The men each earned two stars, one for the Asiatic-Pacific Ribbon, and one for the American Defense Ribbon, as a result of their part in the defense of the Hawaiian Islands during the Japanese attack on 7 December 1941. Of those men receiving the award all but four were assigned to the 47th at the time of the attack. Recipients of the stars not

Organizational History, 47th Ftr Sq,
1 - 31 July 1944, contd

in the 47th on that date and the organizations to which they were assigned are:

1st Sergeant Eldred G. Moore, Battery A, 63d Field Artillery; M/Sgt Ver Wayne Beach, 17th Air Base Group; T/Sgt William L. Kouts and Sgt Charles W. Vernine, both in 674th Ordnance Company (See Exhibit "A").

S/Sgt Rodney C. Eline and Sgts Leonard L. Steffy and Jerrold C. Tipler, all of Engineering were placed on Detached Service 4 July with the 333d Fighter Squadron. These men accompanied the airplanes of that Squadron aboard a carrier to a forward area and will report back to the 47th.

To fill a vacancy created by the absence of 1st Lieutenant Fred J. Stephenson, 1st Lieutenant Joe F. Stroud was transferred to the 333d Fighter Squadron on 7 July just before that organization left for an advanced area. At that time Lieutenant Stephenson was on his way back from Saipan where he had gone as a stand-by pilot for the 73d Fighter Squadron. Upon his return to Oahu, Lieutenant Stephenson was assigned to the 47th. Also on 7 July, 2d Lieutenant Alexander E. Trodahl was put on Detached Service with the 333d as a stand-by pilot.

The Squadron sent four pilots to Gunnery School, Hickam Field, on 3 July. They were: 2d Lieutenants James L. Tripp, Joseph F. Wagner, Joseph A. Wanamaker, and Owen R. Weis. They completed the course and returned to the Squadron on 17 July.

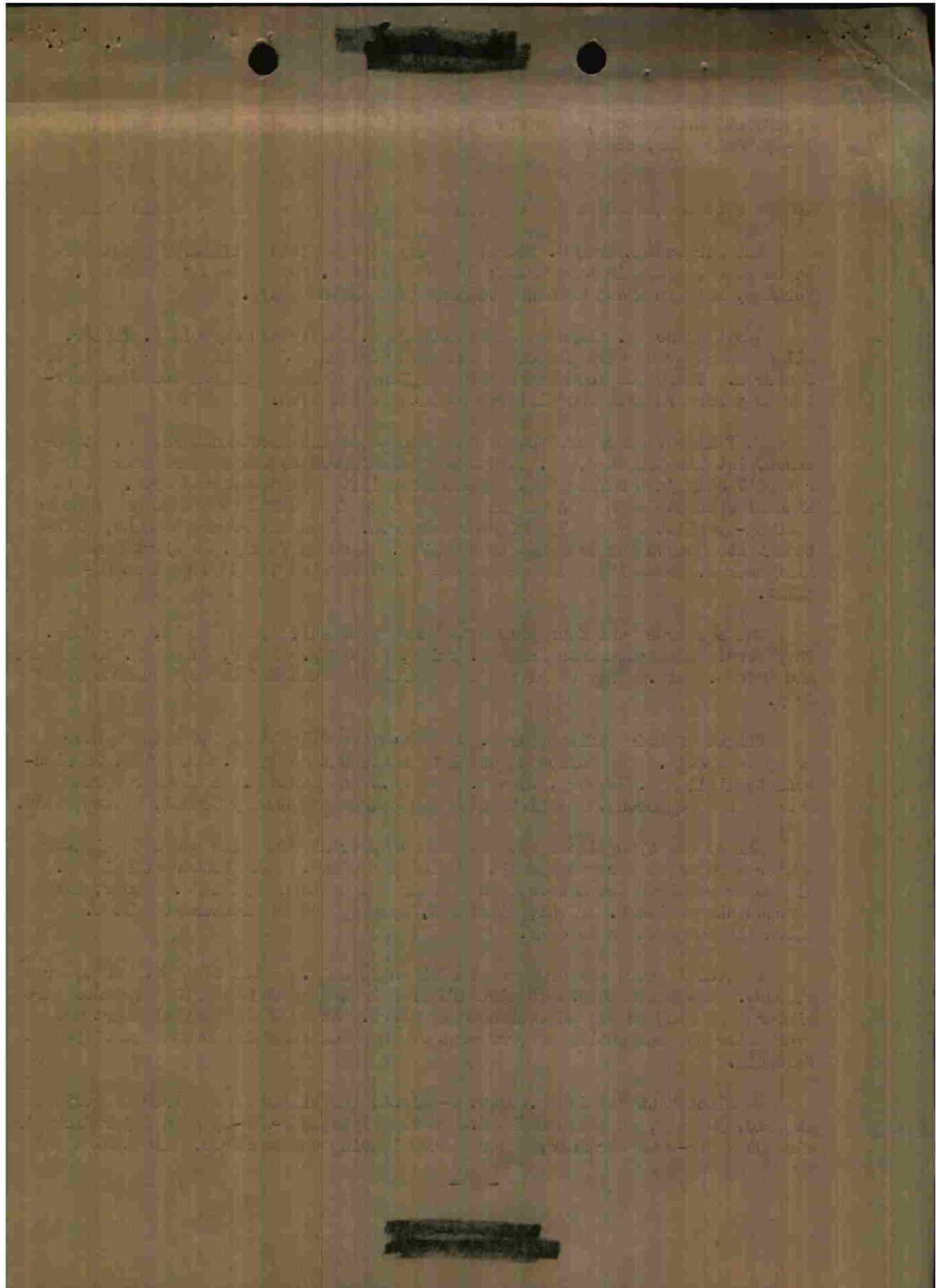
Flight Officer Christopher B. Small was transferred to the 15th Fighter Group on 8 July. The following day 1st Lieutenant Joseph A. McCormick, 2d Lieutenants William A. Vosburg, Ross W. Watt Jr., and James A. Williams reported back to the Squadron on completion of the course at Gunnery School, Hickam Field.

All of the 47th pilots who had been on Special Duty with the 45th Fighter Squadron reported back to the 47th during the month. 1st Lieutenant Leigh B. Hightower rejoined the Squadron on 11 July and Captain Raymond J. Betner, 1st Lieutenants Burick L. Bright, William H. Sparks, and 2d Lieutenant Jule C. Mitchell came back on 23 July.

A special alert was ordered at 0205 on 23 July. Total blackout was ordered at 0300. The Squadron had 25 aircraft preflighted by 0430 and 12 airplanes were airborne at 0543 on the scheduled early alert. At 0902 the special alert was over after the unidentified force west of the Hawaiian Islands was identified as friendly.

2d Lieutenant William L. Dean, 0-821462, was killed in an aircraft accident at 0510, 30 July, at Bellows Field. He was flying a P-47D-23RA on Major Mackey's wing on a pre-dawn scramble, Major Mackey leading the Squadron. Lieutenant Dean

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Organizational History, 47th Ftr Sq,
1 - 31 July 1944, contd

was making an element take-off on the left side of runway three. After he had started his take-off roll, his plane veered to the left of the runway and crashed into the crash station located approximately 2,000 feet from his take-off position. The aircraft passed through the crash station, flipped over on its back, skidded to a stop about 100 feet beyond the crash station and burst into flames. The airplane was burned beyond repair.

Of great interest and encouragement to the enlisted men were furloughs to the mainland granted to M/Sgts Thurman H. Lackey and Thomas W. Walker. These were the first non-emergency furloughs granted to men of this organization since 5 and 6 February when two other men returned to the mainland. The many men in the Squadron with more than three and one-half years service in the Hawaiian Department are encouraged by the action and have new hopes of being furloughed home. For the past several months the furlough situation in CPA has been most confusing and discouraging to the older men who feel they are deserving of a mainland furlough.

Early this month the City Engineer, Honolulu, warned the military authorities of the acute water shortage in the area of which Bellows Field is a part. The Squadron was notified that if water consumption on Bellows Field was not reduced by fifty per cent the water would be shut off completely. A meeting of the Squadron's section heads and section chiefs was called by the commanding officer to meet the situation.

It was decided to give full publicity within the Squadron of actual conditions regarding the water supply. The enlisted men's shower facilities were locked every day except between the hours of 1600-2200. Both the officers and men were told to be water conservation conscious when washing, showering, and shaving. The decontamination tank truck is filled with water from a well on Bellows Field and this water is used for washing the Mess Hall and latrines.

After more than a week since the warning on the situation, the water supply has not been cut off. Apparently, the required reduction in water consumption has been achieved.

Again during the month there have been several cases of bed bugs appearing in both officers' and enlisted men's quarters. The decontamination truck was used by Sgt. Louis J. Colaianni, Chemical Warfare non-com, in spraying the floors, cots and other potential bed bug nests in the enlisted men's quarters.

The Squadron enlisted men's softball team currently is leading the league composed of eight teams in the 15th Fighter Group. The enlisted men have scored five wins in as many starts. The Squadron officers' team is tied for second place with the 78th enlisted men each having achieved three victories to one defeat. The enlisted men have beaten the 47th Officers, Group Headquarters Officers, 78th Officers, 45th Officers and the 78th enlisted men. After having been beaten

Organizational History, 47th Ftr Sq,
1 - 31 July 1944, contd

by their enlisted men, the Squadron officers defeated the Group Headquarters enlisted men, 45th enlisted men and Group Officers.

In a non-league game, the enlisted men defeated the 46th enlisted men 1 - 0 at Wheeler Field on 28 July. Two C-47's each made five round trips between Bellows and Wheeler Field to transport 125 officers and men to the game.

Two enlisted men, Cpl Arthur L. Clifton and Private Dwight R. Davis, won the tennis doubles elimination tournament for Bellows Field this month. Each man received a \$25.00 War Bond. These men were, however, eliminated in the Seventh Air Force semi-finals at Hickam Field on 31 July.

2d Lieutenants Eugene A. Broadbent and Russell A. Gair were promoted to 1st Lieutenant (Temp) per paragraph 3, Special Order No. 182, Headquarters, Seventh Air Force, dated 1 July 1944.

There is attached a map showing the arrangement of Bellows Field, T. H. (Exhibit B). Also, attached is a map showing that part of Bellows Field, T. H. that is the 47th Fighter Squadron's Area. (Exhibit C).

EXHIBIT - "A"

HEADQUARTERS 15TH FIGHTER GROUP AAF
A. P. O. NO. 951

30 June 1944

GENERAL ORDERS)

NUMBER 3)

E X T R A C T

* * * * *

2. Under the provisions of paragraph 2 b (1) General Orders #56, HQ, USAF-ICPA, the following named officers and enlisted men 15th Fighter Group, AAF, are authorized to wear a bronze service star for participation in the Central Pacific Campaign by service in the Hawaiian Islands on 7 December 1941:

* * * * *

47TH FIGHTER SQUADRON AAF

1st Sgt Eldred G. Moore 6788256	S Sgt Leon E. Becket 17005567
M Sgt Ver Wayne Beach 6648517	S Sgt Weston T. Bendler 12012288
M Sgt Eino W. Jakola 6588830	S Sgt Forrest E. Chapman 16017532
M Sgt Thurman H. Lackey 6283693	S Sgt Richard M. Clements 16008123
M Sgt Basil E. Staysa 16012676	S Sgt James B. Dillenbeck 16013080
M Sgt Thomas W. Walker 6915501	S Sgt Howard M. Duncan 15055803
T Sgt Donald J. Kiewert 16007933	S Sgt Gerald Evens 16013105
T Sgt William L. Kouts 19052611	S Sgt Clinton R. Gletty 16003503
T Sgt Charles E. Myers 16040855	S Sgt Edward J. Janick 16017497
T Sgt Argo M. Parrello 12018306	S Sgt Billy Nausley 16040965
T Sgt James T. Pittacora 16003067	S Sgt Eldon L. Nelson 16021509
T Sgt William F. Proeber 16007567	S Sgt William J. O'Leary 11012090
T Sgt Ernest A. Reed 11020417	S Sgt Donald W. Potter 16027659
T Sgt Edward J. Rooney 11019793	S Sgt William E. Scheer 16007827
T Sgt Frank J. Sommer 16007553	S Sgt Warren G. Schmutzler 16007594
T Sgt Guy E. Stanton 16003022	S Sgt Dennis A. Seyferth 16007798
T Sgt Earl Stearns 16012902	S Sgt Stanley L. Sherfick 15045998
T Sgt Raymond W. Streber 16007570	S Sgt Ralph W. Simpson 15013962
T Sgt Frank W. Weibel 11020377	S Sgt William Thomas 12018209
T Sgt Stephen Wojcki 11008245	Sgt Charles W. Verhine 14057840
S Sgt Harry L. Bailey 13018683	Pvt Chester R. Jaruzel 16012965

* * * * *

By order of Major KEARNEY:

OFFICIAL:

JOSEPH H. RILEY,
Captain, Air Corps,
Adjutant.JOSEPH H. RILEY,
Captain, Air Corps,
Adjutant.

EXHIBIT - "B"

BELLOWS FIELD

0 4,000' 8,000' 12,000' 16,000'

DR. BY: G.P.R. MACKENZIE

N.

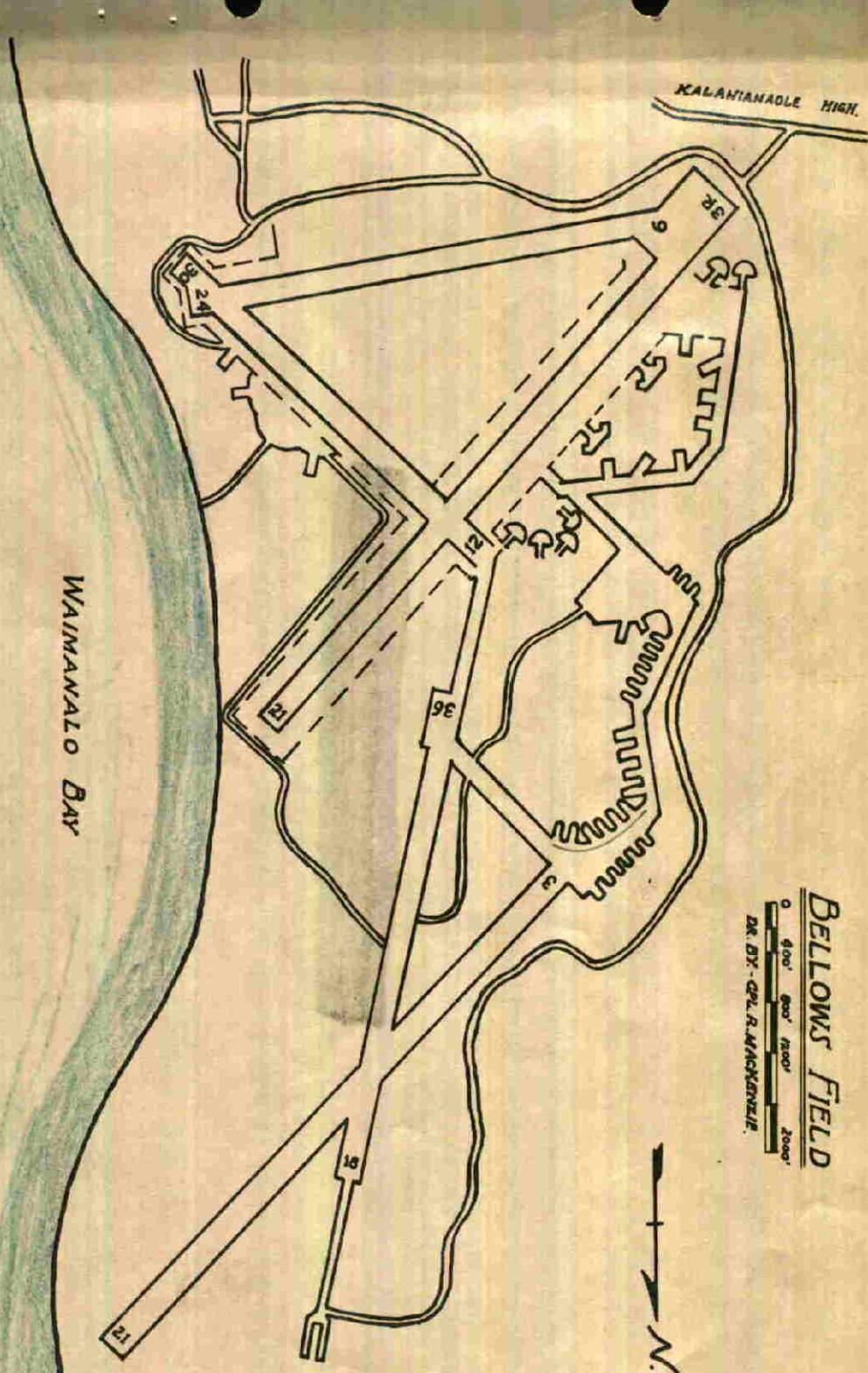


EXHIBIT - "C"

C-270.2

36

JAC. H.Q. C.O. EXEC. O. DRAINAGE DIRECTION
 OFFICERS OSO. RM
 GATES E.M. QTRS

E.M. QTRS. PER. WORK

DRAINAGE

MESS HALL

OPEN PHOTO LAB
 FREN. S.
 PILOTS
 ENG.
 T. FIELD

ORD. ADM.
 P.A. CHIEF. COMM.
 JUNIOR

47TH FIGHTER Squadron AREA
 BELLONI FIELD

DR. BY: C.P. R. MACKENZIE.

HISTORY OF PERSONNEL SECTION

1 - 31 July 1944

While work in the Personnel Section was not quite as rushing as during June, there was however, an abundance of activity.

Eight new enlisted men from the mainland came into the Squadron the fore part of the month; six of them were assigned directly to the Squadron and two were placed on an attached basis after being assigned to the 15th Fighter Group. These men were processed, interviewed, assigned to sections, and entered on a supplemental pay roll which permits their being paid with the rest of the Squadron the fore part of August.

During the month, Squadron Orders were cut relieving 1st Lieutenant Philip Oronsky of the additional duty of Personal Equipment Officer and detailing 1st Lieutenant Russell A. Gair to that position as a principal duty. Orders also were made detailing Captain Ormal E. Kiesling as Soldier Voting Officer, additional duty, the relief of Major Clarence L. Strother of the duty of War Bond Officer which was assumed by Captain Kiesling, and the assigning of Captain Keith O. Rasmussen the additional duty of Safety Officer with T/Sgt. Frank W. Weibel as the Safety NCO for his assistant.

Bronze service stars were distributed to those men authorized them on pay day as the men went through the pay line. General Orders published by Headquarters 15th Fighter Group relative to the men receiving the stars were posted on the bulletin board.

Members of this Squadron appear to be establishing substantial savings accounts for themselves after the war and to help with the present prosecution of the war according to the number of Class "B" War Bond Allotments and cash purchases of the same by both officers and enlisted men and by the enlisted men's use of Soldier's Deposits. The value of Class "B" Allotments increased over the month of June and the value reached the figure of \$2,497.00 with many men taking advantage of the new "G.I. Bond" of \$10.00 maturity value. Cash purchases for War Bonds during July amounted to \$931.25.

Some new Soldier's Deposit accounts were opened during July and the total amount of deposits made under this plan for the month was \$870.00. There has been an increased use of Soldier's Deposits by members of this Squadron during the past few months and it is expected more will come to use it as they realize the advantages to be gained from it.

The VII Fighter Command made its quarterly inspection of the Squadron Fund and the Orderly Room Administrative records and an "EXCELLENT" rating was received on the Fund and Administrative records.

History of Personnel Section, 47th Ftr
Sq, AAF, 1 - 31 July 1944, contd

The Administrative Training Program for the month covered the subjects of proper filing by the envelope system and the maintenance of an index book, and the operation and procedure of the Supply Section in its relation to the rest of the Squadron.

HISTORY OF THE ARMAMENT AND ORDNANCE SECTIONS

1 - 31 July 1944

This month has been a busy one despite the absence of our usual intensive training program.

During the early part of the month some rocket firing was done, giving the men an opportunity to learn the pros and cons of the new weapon. Rocket firing came to an early end this month because of the need elsewhere for the rocket munitions.

The Squadron airplane strength was brought up to thirty-eight P-47D-23-RA's. Modification of the gun sights on these new planes was completed this month with most of the work being done at night.

One bomb release modification was made and tested. With its satisfactory operation, Sub-Depot pushed to completion enough kits to modify the whole Group. Plans call for the equipping of two airplanes each day (twenty-four hour period) with most of the work being done at night. This installation is considerably more difficult than the sight modification as most of the work is under the instrument panel and back against the firewall behind the rudder pedals. T/Sgt Ernest A. Reed, T/Sgt Donald J. Kiewert, Sgt Donald R. Swick, and Cpl Louis Novalich make up the night modification crew.

S/Sgt Marvin C. Udesen came home to the section after a two-month absence with many a hair-raising story about the action on Saipan. He went down with the 19th Fighter Squadron to service the armament equipment while on the carrier. They were bombed once on the way down by four Tojos. All hands were happy to find the Jap's eye was bad as all bombs missed.

Three men came to the section during July. Pvt. Peter J. Kennedy came to us from 15th Fighter Group while two new boys, Cpl John D. Grigsby and Pvt Francis S. Forrest came directly from the "Old Country". Even though this helped with our manpower shortage, the section is still eleven men short.

The past month brought some small arms training with one-hundred and twenty men firing the practice and qualification course with their carbines. The pilots fired on the skeet range, finding it hard to get their eye back after not having fired for the past three months. It is hoped that in months to come skeet training will be increased as it has a definite value in lead estimation and in sharpening the eye.

Highlight of the month was M/Sgt Thomas W. Walker's furlough to the States. The night before he left the boys gave him an Aloha party with almost everyone dropping in to say goodbye. It is hoped that the well-earned rest will be an enjoyable one and that he will be back soon, as we all miss him.

History of Armament and Ordnance Sections,
47th Ftr Sq, AAF, 1 - 31 July 1944, contd

The Ordnance section found the past month a busy one too. With rocket firing and bombing during the early part of the month and carbine firing on the range, the days have been kept pretty full. Inasmuch as the Armament and Ordnance sections work so closely, it is hard to write two separate stories. The two sections share practically the same activities.

Two new men came to the Ordnance section during the month, both from the States; they are Sgt John F. Kulo and Pfc Robert J. Hughes. Even with the new men, the section is still short one man.

The photography laboratory, with Sgt Harold W. Wyman in charge and Pfc. James Albert as his assistant, has been turning out the gun camera film. These men have been doing a fine job even though they have been set up for only about six weeks. All processing is being done with a portable developer, the type which will be used in combat.

HISTORY OF THE MESS HALL

1 - 31 July 1944

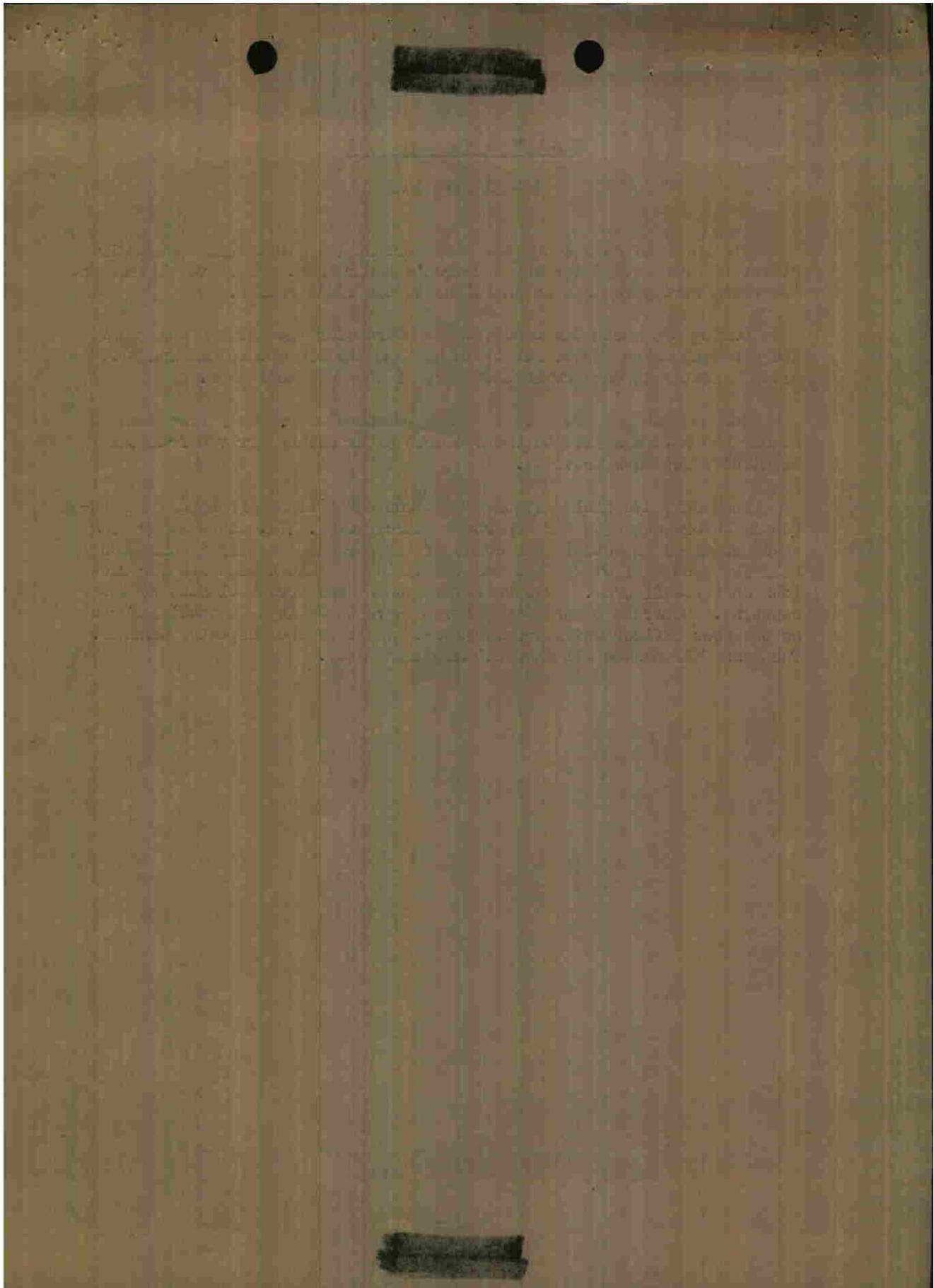
The month of July found the mess personnel again turning out their "three squares a day" for the Squadron's hungry men. Fresh vegetables and ice cream were purchased as additions to the field ration.

During the month the concrete was poured for the garbage can rack. The new rack makes for easier cleaning than the old wooden one and also gives a neater appearance in that part of the Mess Hall area.

One new man was added to the mess personnel on 16 July from among a number who were assigned to the Squadron after having arrived from the mainland a few days previous.

On 3 July the Field Ration Head Count and Estimate Procedure was begun in accordance with War Department Circular No. 171, dated 2 May 1944 which requires an actual head count of all personnel eating in the Mess Hall for each meal every day, and the basing of future requests for rations on these figures. Personnel other than mess personnel must do the counting. Separate records of all this have to be kept on special forms by the Mess Officer which are subject to audit by the Inspector General. The Mess Hall passed all inspections during July.

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HISTORY OF THE MEDICAL SECTION

1 - 31 July 1944

Shortly after the first of June, the Squadron moved from Mokuleia to Bellows Field. The Dispensary site was selected by the Flight Surgeon, Captain Daniel W. Oungst, in the approximate center of the Squadron area.

On arriving, the living quarters were found to be badly infested with bed-bugs. This condition was remedied by spraying the shacks with disinfectant. New screens were placed on each shack as a preventative for mosquitos and other insect pests.

Since there is no water piped into the area, either for drinking or other purposes, all water must be carried from the mess hall. A Lyster bag was erected near the Dispensary and is filled and iced daily by the members of the Medical Section, for the convenience of the enlisted men quartered in the vicinity. The ambulance is used for this purpose on the days that it is not pulling line duty. On alternate days a vehicle is borrowed from the Ordnance Section.

Cpl. Jack Malone enjoyed a three day pass to Hilo, on the island of Hawaii, over the Fourth of July holidays. After viewing the parade of Armed Forces stationed on the island, and civilian organizations, he visited the Volcano House and the Kilauea-Mauna Loa section of Hawaii National Park. He was greatly impressed with the natural beauty of the Big Island, and the friendliness of the natives living there.

Pfc. Kenneth Houchin was transferred to 15th Fighter Group Headquarters and promoted to rank of Corporal, as was also Cpl. Alfonso Moreno, who was promoted to Sergeant. Both men have since been placed on Detached Service with the General Hospital at Schofield Barracks to undergo intensive training as Surgical Technicians. Pfc. Fred Rasmussen was assigned to the Squadron from 15th Fighter Group Headquarters.

Pfc. Nathan Nall and Pfc. George Potter recently arrived from the mainland and after being assigned to the 15th Fighter Group, were placed on Special Duty with the Squadron as Medical Technicians. Nall, for the past two years has been a Ward-Master in the Hospital at the Santa Ana Air Base, while Potter was stationed at Buckley Field, Colorado, as a Medical Technician.

During the month of July, fifty-four patients were given a total of seventy-three treatments, the majority of which were for minor lacerations and abrasions. Six men were hospitalized at the 147th General Hospital. Ninety food-handlers were examined, and two-hundred and thirty enlisted men were inspected for venereal disease. A total of seven general physical examinations were given. There were five aircraft accidents, resulting in one fatality.

HISTORY OF CHEMICAL WARFARE SECTION

1 - 31 July 1944

Due to the water shortage at this base, the services and equipment of Chemical Warfare were employed chiefly to help the water conservation program during the month of July. Water drawn from a well was hauled in the M3-A1 decontamination truck and this water was used to wash the Mess Hall and latrines, as well as motor vehicles and airplanes. In this way thousands of gallons of water were conserved by this organization during the month of July.

The Chemical Warfare training of Squadron personnel was materially increased during July in order to prepare the men sufficiently in protecting themselves against possible Japanese gas attacks. The training stressed personal protection against all types of gases and incendiaries. The men were also familiarized with the employment and use of our own Chemical Warfare equipment and supplies as tactical offensive weapons.

HISTORY OF TECHNICAL SUPPLY

1 - 31 July 1944

Nothing other than routine supply problems were faced by the Technical Supply section during the month.

There was no change in personnel.

All needs of the Squadron were filled through the 421st Sub-Depot, APO No. 951. The 421st Sub-Depot's service has been very satisfactory.

The supply officer, Lieutenant E. A. Broadbent, was promoted to 1st Lieutenant as of 1 July 1944.

HISTORY OF PERSONNEL SUPPLY SECTION

1 - 31 July 1944

Nothing other than routine supply problems were faced during the month.

The section was inspected by the VII Fighter Command and the 15th Fighter Group.

Sgt. Timothy J. Glynn, the supply sergeant, was sent to the hospital and his duties were taken over by Cpl. Henry M. Ervin. Cpl. Kenneth E. Schock was assigned to the section from the Orderly Room, bringing the personnel supply section up to T.O. strength.

The supply officer, Lt. E. A. Broadbent, was promoted to 1st Lieutenant as of 1 July 1944.

HISTORY OF TRANSPORTATION SECTION

1 - 31 July 1944

The transportation section was faced with only routine problems during the month of July 1944.

A Squadron officers' party during the month necessitated the borrowing of extra vehicles from the 45th and 78th Fighter Squadrons. Cooperation between squadrons has always been very good along these lines.

The section was inspected by the VII Fighter Command and 15th Fighter Group during the month. There were also two Command inspections by the Squadron command. On all inspections the section was found to be very satisfactory.

S/Sgt George F. Bergin through the process of reassignment came overseas from a mainland organization to the 47th Fighter Squadron and was assigned to the transportation section. S/Sgt Bergin's experience has been largely along clerical lines and he is being utilized as a dispatcher.

Lieutenant E. A. Broadbent, the Automotive Officer, was promoted to 1st Lieutenant on 1 July 1944.

HISTORY OF COMMUNICATIONS SECTION

1 - 31 July 1944

The latter part of June a meeting was held for all communications officers in the 15th Fighter Group whereupon a unanimous decision was made to hold a daily practice CW net between the communications sections in the Group. The 15th Fighter Group was to act as NCS (Net Control Station); call signs assigned to the various squadrons were as follows:

15th Fighter Group	1FC
45th Fighter Squadron	RQ8
47th Fighter Squadron	RY6
78th Fighter Squadron	RL7

The SCR-399-A, a vehicular radio station, was chosen as the equipment to be used for this net. For approximately three weeks power unit, PE-95-A, served as the power supply for the SCR-399-A when the generator began to react improperly. On close inspection it was found that the generator bearings were loose and broken. The PE-95-A was brought to Fort Shafter for repair. At the present time commercial power is being used in lieu of the PE-95-A.

T/Sgt Stearns, chief radio operator for the communications section, was put in charge of the net. T/Sgt Stearns supplements the Group CW net by giving daily code and procedure classes for members of the section.

Organization of the section was modified to some extent during the month of July. T/Sgt Schug and S/Sgt Lucarelli were detailed as "bench-men" for the section with the duty to repair and maintain all radio equipment in the Squadron. Help and guidance that these "bench-men" need is given by M/Sgt Staysa, section chief. Another change was that IFF mechanics were assigned to regular flights to inspect and be responsible for all types of airplane radio equipment, instead of assuming responsibility for IFF equipment alone. This change was initiated so that there would be more men available for the flights to cope with the influx of airplanes into the Squadron.

No radical problems confronted the section during July. The usual problems of maintenance and repair work on the radio sets were met without any difficulty. The D/F tone switches issued to the section were installed in the airplanes, and checks with Uncle Franklin control showed that the switches were operating properly.

During the month quarterly supplies were requisitioned which brought the section up to authorized level for expendable items. The requisition submitted for T/E equipment, however, was only partially filled. T/E equipment issued to the section were four 1-77 test sets, one 1E-46-A test set, one AN/CGQ code practice set and one MG-88 Signal Corps typewriter.

An unusual large number of inspections were made by higher headquarters during the month. On 3 July, 15th Fighter Group made their regular monthly inspection and while they found some minor discrepancies, they rated the over-all condition

History of Communications Section, 47th
Ftr Sq, AAF, 1 - 31 July 1944, contd

of the section as "Satisfactory." VII Fighter Command made their quarterly inspection from 11 July to 13 July and found the over-all condition of the section in an "Excellent" condition. The latter part of July, the Air Communications Officer, Seventh Air Force sent his communications inspector to this Squadron to inspect the section. While no report has yet been received from the Air Communications Officer, the verbal comment made by the inspector was that "The section appears to be in an excellent condition."

The number of personnel in the section was increased during the month when Pvt. K.C. Grigsby, although classified as a basic, was taught how to operate the switchboard and after learning it, was detailed to duty as switchboard operator. Sgt. Ross and Cpl. Primas rejoined the section after both had recovered from long illnesses.

This section was fortunate to secure several promotions during the month. Effective 1 July William S. Meagher was promoted from Pfc to the grade of Cpl, while Chester R. Jaruzel was promoted to the grade of Pfc. Effective 17 July, George E. Schug was promoted to the grade of T/Sgt.

HISTORY OF OPERATIONS SECTION

1 - 31 July 1944

Training for the month started off with formation and familiarization flying for the new trained pilots who were assigned on 24 June 1944. Our new airplanes continued to come in and test flights were made as fast as the acceptance inspections were completed.

The Operations Section was busy with monthly reports the first few days and all reports were submitted on schedule. A few pilots flew aircraft belonging to other squadrons on the last two days of June. This caused some delay for the section's reports as we had to wait for the extracts of time to come in. We would like to get away from the same thing occurring in the future in that it delays our preparation of monthly reports of flying.

The Squadron engaged in two Kahoolawe missions during the month. On the third, we had ten airplanes bomb and strafe Kahoolawe, led by Major Roeser. Eight of the aircraft flew on to Hilo for reservicing and two of them pancaked at Maui for reservicing before returning to home base. Due to a misunderstanding, it was disclosed that a number of rounds of combat ammunition were expended. This should not happen again as a more complete plan for the mission has been arranged and a check will be made before take-off to see that everyone understands. A second Kahoolawe mission was conducted by the Squadron on the 14th. Twenty-four aircraft participated. Eighteen airplanes carried 600 pound bombs, six airplanes carried 300 pound bombs. 36 rockets and 4,800 rounds of caliber .50 ammunition were used on the second Kahoolawe mission. It was originally planned to have an observer on the second mission but later this was cancelled. Another Kahoolawe mission was performed on the 21st. Details for this mission were similar to those already mentioned.

The untrained pilots who were assigned on the 11 June 1944 began checking out on the 4th, at Mokuleia Field, Bellows Field, the home base, being considered a little too hazardous for check-out flights.

On the 11th, the Squadron performed its first rocket mission. Twelve trained pilots participated in their first rocket firing. The conclusion was drawn by this office that rocket firing is very effective and proved quite popular with the pilots who were on this mission.

Along with the regular flying training schedule for the month, various lectures were given to the pilots by visiting speakers. Weekly code classes were given as usual.

Special missions were very limited for the month. On the 12th, the Squadron had a special escort mission with four B-24s. At completion of the mission, a mission report was submitted.

The 23d found the Squadron alerted at 0200 by Fighter Control. Orders were for the Squadron to get as many ships in commission by our morning alert period as

History of Operations Section, 47th
Ftr Sq, AAF, 1 - 31 July 1944, contd

possible. Three flights led by Major Mackey were scrambled at 15,000 feet to Koko Head. Normal conditions were resumed at 0905. The last part of the month, all training was limited due to three days of formation flying for a group of high ranking officers here on the island. Colonel Beckwith led the entire 15th Fighter Group formation of nearly one-hundred aircraft. Thirty-two airplanes of the 47th Fighter Squadron participated in the mission. This brought to a close our flying for the month of July.

A section inspection was made by Group the early part of the month. Minor discrepancies were found on Form #5 and Form #14. In general, the inspection was very satisfactory.

It is the opinion of the Operations Section that too many officers are assigned to handle the section. Far better results could be obtained if fewer officers had the run of the section and that the Operations officers would work together more. This would greatly reduce the numerous misunderstandings that occur occassionally. Passing on information is still one of the big problems within the section. Some attempt has been made to remedy this situation by having section personnel write down everything of importance. This proved to be of great help in keeping everyone informed of what is going on in Operations. However, it is expected that errors will be made regardless of what measures are used to eliminate them.

HISTORY OF INTELLIGENCE SECTION

1 - 31 July 1944

On 1 July 1944, VII Fighter Command Training Memorandum No. 13, dated 23 June 1944, went into effect. Training Memorandum No. 13 is an outline of intelligence training requirements in squadrons of the VII Fighter Command for the ninety days following 1 July 1944, and supersedes Training Memorandum No. 4 which had outlined intelligence training for the previous ninety days. Every ninety days a training memorandum outlining intelligence training for the squadrons is issued.

VII Fighter Command Training Memorandum No. 13 outlines as a minimum the amount of intelligence training in subjects for the ninety days as follows:

Geographical Studies, Maps; Target Charts	12 Hours
Tactics, Enemy and Friendly	5 Hours
Briefing and Interrogation, Observation and	2 Hours
Reporting and Practical Application	
Photographic Intelligence	4 Hours
Island and Jungle Existence, Escape Procedure	4 Hours
Recognition of Air and Surface Craft, Enemy and	12 Hours
Friendly	
Security of Military Information	2 Hours
AA Intelligence	2 Hours

The outline of Training Memorandum No. 13 is very similar to the preceding one, Training Memorandum No. 4. The most outstanding change being the addition of the subject of AA Intelligence. AA Intelligence is a valuable addition for there has always been insufficient information on it and experience has proved that AA are quite frequently the most effective or only weapon of the Japanese against our air operations in the Central Pacific Area.

During July the amount of intelligence training reached the practical limit that could be coordinated with existing flying operations and other Squadron training, so as not to interfere with their functioning. A total of twenty-nine hours was accomplished. Fourteen hours were devoted to aircraft recognition alone. An exaggerated aircraft recognition training program was necessary to comply with a directive from 15th Fighter Group issued 21 June 1944, stating that "It is desired that all pilots of this command be given an intensive course in aircraft recognition and that every pilot, irrespective of rank, attain at least fifty slides at one-one hundredth of a second to include every United States and Japanese aircraft operational in the Central Pacific Area...." and that "This Headquarters will be advised of the grade obtained by each pilot, by name, on such a quiz, which will be accomplished and reported on or before 1 August 1944." 15th Fighter Group no doubt, issued the above directive after noting the several occurrences reported in intelligence bulletins where U.S. Navy planes shot down some of their own planes and also some Army planes through failure to recognize them.

History of Intelligence Section, 47th
Ftr Sq, AAF, 1 - 31 July 1944, contd

The Renshaw projector was used as the primary training aid in our recognition training program, supplemented by large drawings and silhouettes prominently posted, recognition manuals and magazines placed convenient for reading, and tactical reports on the sighting on contact with the various enemy planes. Cpl. Richard J. S. MacKenzie, who last January attended an aircraft recognition school conducted by Fleet Air Wing 2, Kaneohe Naval Air Base, proved the value of his training by the excellent work he did in helping to put our aircraft recognition training program over. Lt. Richard Condrick, pilot, who acted as aircraft recognition training officer, also gave valuable aid in the direction and supervision of our program.

Weekly test were given with almost daily practice sessions between tests, and it was pleasing to see some who could recognize only eighteen out of fifty in the early tests improve during the month so that a final report could be sent forward showing no one recognizing less than forty-eight out of fifty.

There are fifty-one pilots in our Squadron who have had the aircraft recognition training and everyone is regarded as well grounded in aircraft recognition. In the future it is intended to give two practice sessions a week at which slides of aircraft showing distant action views will be shown and a full second will be allowed in their recognition. Thus, our recognition training will combine the flash recognition necessary when planes are passing close together such as in a dog-fight and the recognition of planes in the distance where they appear very small but there is more time to recognize them on the approach.

There was other intelligence training also, worthy of note. The Squadron was greatly benefited by the lectures given by various persons sent to the Squadron by the 15th Fighter Group, VII Fighter Command and Seventh Air Force. It is hoped that the higher echelons will continue to arrange for authoritative speakers to visit the Squadron.

Three valuable lectures were presented on AA Intelligence by Captain J. S. Wilkes, Flak Intelligence Officer, Seventh Air Force, during the month.

Lt. Griffith, Regional Weather Office, Hickam Field, gave two lectures on weather. The weather lectures, incidentally, are believed to be the first given in the Squadron on the subject in over a year.

Squadron Leader MacArthur and Flight Lieutenant Piper of the RAAF gave talks on tactics in the South and Southwest Pacific.

Lieutenant Swain, Photo Interpreter, 15th Fighter Group, gave a lecture on photo intelligence that was one of the most valuable given in the Squadron. It is intended to give photo intelligence a high priority in the ensuing month's intelligence training.

History of Intelligence Section, 47th
Ftr Sq, AAF, 1 - 31 July 1944, contd

Captain Hefferan, Seventh Air Force, who was a liaison officer between air and ground forces during the invasion of Eniwetok gave a lecture on air-ground support.

Some of the pilots attended the lectures on jungle lore given at the Bishop Museum in Honolulu. They also made the trip through the Fighter Control Rooms at Fort Shafter, T. H.

Training in interrogation and the preparation of mission reports was accomplished during the month as the Squadron carried out various missions,—high altitude tracking, strafing of enemy automatic weapon positions, interception, strafing and bombing attacks on Kahoolawe Island.

On 1 July, Pvt. Elmer M. Strandberg was assigned to the intelligence section, bringing the strength of the section up to three enlisted men. The need of another enlisted man in this section was a fast typist. The intelligence section was told there were none available and that it was necessary to train your own. The section does not at present have a competent typist. However, all enlisted men in the intelligence section are taking typing instructions and are enrolled in a USAFI correspondence course in typing. Pvt. Strandberg, who was made a Pfc on 5 July 1944, has been devoting at least one hour a day to typing practice. Unless he develops sufficient proficiency before we leave Oahu, the efficiency of the intelligence section of this Squadron may be impaired.

Sgt. John M. Whitcomb attended a three day course of training on running a 16mm motion picture projector. Since, he has ably demonstrated his ability to handle one. The intelligence section now has two men capable of handling projector equipment and past headaches in obtaining someone to operate the projector should not occur again.

Lieutenant Russell A. Gair, primary duty, Assistant S-2, was by Squadron Orders changed to the primary duty of Personal Equipment Officer and additional duty as Assistant S-2. It is understood that this change was made as it was required that the T.O. duty of Personal Equipment Officer be filled as the primary duty of an officer, and that the Assistant S-2 was the only officer available for this. Following the change of duty Lieutenant Gair was sent to school in personal equipment. The reflection is made that with all the officer personnel back in the States and the closing down of Officer Candidate Schools it should be possible to fill the T.O. vacancies of Personal Equipment Officer, and Technical Supply and Assistant Engineering Officer. All three are very closely related and one officer could fill them.

The preparation of the monthly installments of the history continues to be burdensome. However, the procedure set up last month of having a section head in each section write his own section history and turn it over to the historical officer appears the best solution. It is not intended to make the writing of the sectional history burdensome to the various sections but it is desired to set up a procedure so that whether the Squadron is on Oahu or in combat, each section will turn over a monthly history. Not over two hours a month should be needed of a man

History of Intelligence Section, 47th
Ftr Sq, AAF, 1 - 31 July 1944, contd

in each section to write the monthly installment of the history and once it is accepted as a must duty by the sections, the monthly history should be forthcoming regularly from them.

The orientation program went ahead in the Squadron along the lines called for by the various directives ordering it. Four periods were held during the month - a period on each Monday evening after 1830. The periods are held at this time at the expressed desire of the enlisted men themselves. A news review, analysis, and discussion was held at each period. In addition, at the various periods there were presented also the following: Film digests and films of combat operations; general talks on the world military situation; explanation of educational opportunities offered by the United States Armed Forces Institute; and a review of parts of the 47th Fighter Squadron's history by Major Thomas W. Mackey, the Commanding Officer.

HISTORY OF ENGINEERING SECTION

1 - 31 July 1944

The past month has been a busy and eventful period in the history of the Engineering section. The flight line worked short handed all month with thirteen men on Detached Service at H.A.D. and others with various Fleet Wings, taking part in the present Pacific offensive.

The month was begun with thirty-four P-47s assigned. Satisfactory operation of a flight line under the circumstances would have been impossible had it not been for the cooperation which the Engineering section received from the Operations section. The desirability of closest cooperation between these two sections cannot be over-emphasized where there are more airplanes and pilots than ground personnel.

The system of operation, briefly, involves the use of fourteen aircraft per day, three flights of four with two spares. Operations is given these planes each afternoon to be used the next day. The decision as to which planes these are to be is left with the flight chiefs, who are asked to furnish approximately four ships and four crew chiefs each day to the flight line. The flight chief is responsible for keeping his "low time" airplanes to the front and he uses all of the men in his flight to get his ships back in commission. This is absolutely essential since there isn't an adequate crew for each plane. The above outlined system keeps all men in the flight working whether their particular ship is in or not, and it eliminates the possibility of having three men working on a little job and one man working on a big job.

The object of the past month's effort in Engineering has been to keep the flying time approaching a level of seventy-five hours and also to keep sufficient planes available for pilot training.

It has been demonstrated to the satisfaction of all concerned that a guarantee of a set number of planes for training every day results in more and better flying hours for operations. The law of averages works well in this case. Ten planes a day for three days is better than five one day, twenty the next, and five the next. As a return concession, Operations has stopped all flying at a set time every day and has, as closely as possible, used no more than the allotted number of aircraft, regardless of the number in commission.

Working as closely to the above system as possible, a flight line of ninety-one men with thirty-seven aircraft assigned can furnish if necessary a maximum of sixteen planes every day for five hours flying each, or a total of two thousand and four hundred hours a month.

A great deal of prop trouble was encountered in the section during the past month. The Curtiss paddle blade prop has been found to set up a vibration which does not occur when other props are used. This vibration becomes increasingly worse as time builds up. We grounded three of our planes for this reason alone. The vibration reached a point where it was no longer possible for the pilot to participate successfully in his mission.

History of Engineering Section, 47th
Ftr Sq, AAF, 1 - 31 July 1944

During the last week of the month we have been using the new status report form which takes, according to S/Sgt O'Leary, Engineering clerk, nearly a half-day to prepare. It is very complete, however.

The following named mechanics and crew chiefs from this Squadron returned to the organization from duty with a Naval Fleet Unit which had taken the first P-47s into Saipan:

S/Sgt Howard M. Duncan
S/Sgt Donald G. Mickle
S/Sgt Stanley J. Winiasz
Sgt Jerrold C. Tipler

S/Sgt Leon E. Becket
S/Sgt Gaillard E. Andrews
S/Sgt Rodney C. Eline
Sgt Leonard L. Steffy

Their return to the Squadron was followed immediately by a letter from their Fleet Unit Commander commanding them for their conduct and efficiency during the voyage.

47th Pursuit Squadron, 15th Fighter Group
VII Fighter Command, Seventh Air Force

HISTORY OF ARMAMENT SECTION

1 December 1940 - 1 April 1944

The Armament Section of the 47th Pursuit Squadron (P) was organized in Hangar 4, Wheeler Field, T. H., on 2 December 1940. Following are the six enlisted men who comprised the original section: Sergeants Harry B. Cornell, Michael Chesney, Cornelius W. Smith, Privates John Beanland, Thomas W. Walker, and Irving Soltan. Second Lieutenant Grant Chapman served as the first officer in charge of the section.

One B-12 and one A-12 were assigned as the Squadron's first airplanes on 19 December. Armament on the B-12 consisted of one caliber .30 flexible machine gun mounted on the nose and another gun of the same type mounted in the rear. Four caliber .30 fixed machine guns were mounted on the nose of the A-12 and one flexible gun of the same type was in the rear of the airplane. As those guns were very seldom fired the duties of the armorers were merely to clean the guns. On nearly all flights the aircraft flew without ammunition.

An addition of fourteen basic privates was made to the section on 24 December bringing the strength up to twenty men. A school was conducted on the line to acquaint these new men with the duties of an armorer. Lieutenant John C. Wretschko became armament officer shortly after the Squadron's activation and remained in that position until October 1941.

Actual machine gun maintenance was started in March 1941 when eighteen P-26 airplanes were assigned to the Squadron. These airplanes were equipped with two synchronized caliber .30 guns plus bomb racks on the wings to accommodate five fragmentation bombs or two one-hundred pound bombs. These airplanes gave the new armorers their first actual experience on synchronized guns and bombing equipment.

Later, in May 1941, fourteen P-36 airplanes were assigned to the Squadron equipped with one fixed caliber .30 and one fixed caliber .50 synchronized machine gun. There was no bombing equipment on these aircraft. During this period the men were sent to armament school at Hickam Field periodically until each man had taken the course which covered all phases of aircraft armament.

Also in May the first P-40B's equipped with two synchronized caliber .50 guns and two caliber .30 guns on each wing were received by the Squadron. These airplanes had been shipped directly from the factory to the Hawaiian Department and the guns came packed in cosmoline. After the armorers had cleaned the guns they were fired on ground gunnery ranges to check the airplanes for bore-sighting. The representative of the Allison Engine Company

[REDACTED]

History of Armament Section, 1 Dec 40 -
1 Apr 44, 47th Ftr Sq, AAF, contd

said that the 47th was the first squadron to fire all guns in the P-40B in salvo. The section was kept busy during this period bore-sighting the guns on a one-thousand inch range.

Sergeant Cornell was replaced as section chief by Sergeant Michael Chesney in May.

The Squadron moved to Bellows Field in June 1941 for one month of concentrated ground gunnery. As all airplanes fired each day during this period the armorers were kept busy and the experience enriched the abilities of the men in the section.

Upon returning to Wheeler Field in July, aerial gunnery missions occupied a prominent position in the training schedule. Two B-12's were used as tow target airplanes and the armorers were placed on flying status. Six men were assigned to armament in July making a total of twenty-five enlisted men in the section.

In September 1941 Sergeant Cornelius W. Smith relieved Sergeant Chesney as chief of the armament section. Lieutenant Louis J. Nagy replaced Lieutenant Wretschko as armament officer in October. The Squadron was based at Wheeler Field until 3 December 1941 at which time it moved to Haleiwa Emergency Landing Field presumably for two weeks of aerial gunnery.

The other fighter squadrons on the island of Oahu, based at Wheeler Field and Hickam Field, were badly shot up on 7 December 1941 when the Japanese launched their aerial attack. As only one strafing run was made on Haleiwa by a single enemy aircraft, the 47th suffered damage to but one airplane on the ground. As a consequence the Squadron bore the brunt of the aerial defense that the Hawaiian Department was able to maintain.

Credit for servicing the aircraft armament on that day can be given to no one individual as each man in the section cooperated whole-heartedly. There was no caliber .50 ammunition at Haleiwa so the only guns that could be used were the caliber .30 machine guns. Aside from arming the fighters that the Squadron could put in the air, the section also serviced two B-17's that landed at Haleiwa and removed their extra fuel tanks.

Three P-40E's were assigned to the Squadron on 30 December 1941. The armament on these airplanes included three caliber .50 machine guns on each wing (no synchronized guns) plus one fragmentation rack under each wing. Each rack had three stations. The first P-40E was bore-sighted in January 1942. Duties of the armament section at this time were to arm the guns and maintain them, and maintain the bombing equipment on the P-40's. The P-36's were used as fighters exclusively and were not equipped for bombing.

[REDACTED]

[REDACTED]

History of Armament Section, 1 Dec 40 -
1 Apr 44, 47th Ftr Sq, AAF, contd

Until November 1943 the section's main duties were maintaining the armament and related equipment of P-40 type airplanes. Lieutenant Nagy was relieved as armament officer by 1st Lieutenant Clarence Kreutter in August 1942. In May 1943 Lieutenant Thomas M. Leaver became the armament officer, a position that he fills at this date. Sergeant Thomas W. Walker became section chief in July 1943. The section was strengthened in May 1942 by the addition of six men; eight more men were assigned in December 1942; fifteen new armorers reported to the Squadron in April 1943 and five new men arrived in May 1943.

Sergeant Walker devised a block system in June 1943 that allowed one-hundred or three hundred pound bombs to be carried without readjusting the sway brace when changing from one type bomb to the other. When the smaller bomb was suspended in the sway brace blocks were added to compensate for the smaller bomb. The blocks were removed when the three-hundred pound bomb was carried. This device saved considerable time when changing from three-hundred pound to one-hundred pound bombs and vice versa.

A means of dropping a two man life raft from a B-7 belly shackle was developed by Lieutenant Leaver and Sergeant Walker in August 1943. The raft was tied to a board equipped with two carrying hooks and the board in turn was mounted in a shackle similar to a bomb or belly shackle. A sack was fitted around the raft to prevent wind resistance from opening the raft while in flight. This device replaced an unsatisfactory life raft can that had been used previously.

The P-47 made its appearance in the Squadron in November 1943. This airplane was more efficiently designed for access to the guns and ammunition than was the P-40. The gun access door is on the top of the wing in the P-47 while on the P-40 it is on the bottom surface of the wing. In the P-47 the ammunition is laid out from the guns to the wing tips in ammunition bins. Ammunition cans as used in the P-40 were much more difficult to maintain. Despite the two more guns and an additional sixteen-hundred rounds of ammunition carried by the P-47, this airplane can be completely armed in approximately fifteen minutes as against thirty minutes for the same job on a P-40.

Azimuth and elevators adjustment in the P-47 can be made by a screw driver when bore-sighting the airplane. It was necessary to loosen four bolts in the P-40 to accomplish the same adjustment. The gun camera, installed in the wing of the P-47 is far more accessible than the gun camera in the P-40 which was mounted on the gunsight in the cockpit. In regards to armament the P-47 can be considerably more easily maintained than the P-40.

The B-7 belly shackle proved inadequate for mounting the tow target cable due to the danger of fouling the cable in the tail wheel in take-off. Sergeant Ernest A. Reed devised a solenoid release mounted on the tail jack pad with a single bolt. The wiring ran through the fuselage to a toggle switch in the cockpit. The tow release hook is suspended at a pivot point under the solenoid (G-4A (24 volt) gun solenoid). The free end of the hook is held by a latch which locks

[REDACTED]

History of Armament Section, 1 Dec 40 -
1 Apr 44, 47th Ftr Sq, AAF, contd

it when the solenoid is de-energized. When the solenoid is energized the catch pivots forward allowing the release hook to swing rearward and release the tow cable.

In accompanying photographs (A) the release hook is shown locked in place, the solenoid de-energized. In photograph (B) the hook is shown free as it would appear after the solenoid had been energized, the cable released and the solenoid reverted to a de-energized position.

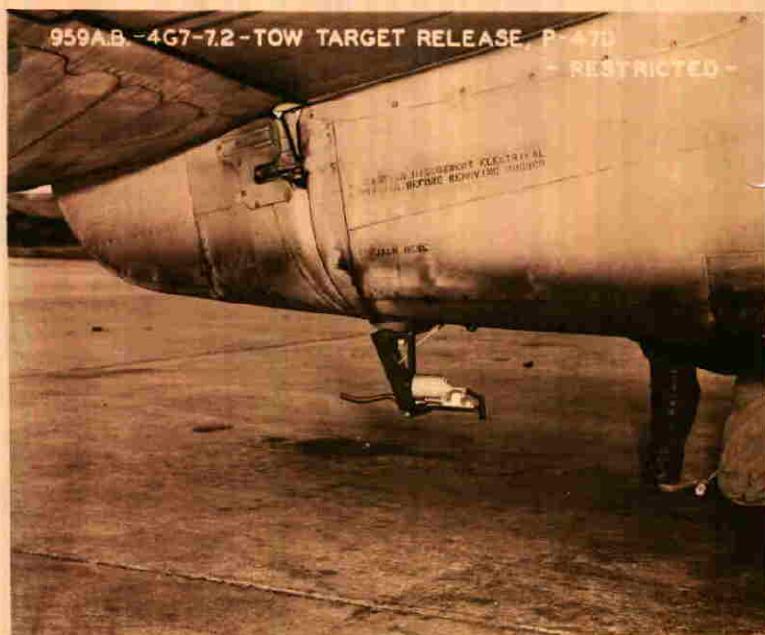
A later modification was made to place the pivot point on a plane about one inch below the point of attachment. In this modification the solenoid appears in an inverted position. Later, due to the possibility of electrical failure, the same mechanical device was installed without the solenoid and operated manually.

Approved:

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



(A)



(B)

HISTORY OF CHEMICAL WARFARE SECTION

1 December 1940 - 1 April 1944

The history of Chemical Warfare both in the Squadron and in the entire Army was one of hasty preparedness and training during the first year of the war. The threat of gas warfare was not too imminent at that time, however, a state of readiness had to exist. Since 1942 Chemical Warfare has become an integral part of each soldier's training and he is now well prepared, both offensively and defensively, for any type of gas warfare.

One of the first men assigned the task of organizing Chemical Warfare in the Squadron was 2d Lieutenant Besby F. Holmes at Wheeler Field in February 1942. He drew up a gas evacuation plan for the Squadron at that field and arranged other defensive measures in the event gas was used. He was relieved of his duties as Gas Officer in August 1942 by 1st Lieutenant John E. Little. Following Lieutenant Little, there was a succession of Gas Officers and assistant Gas Officers. They included 2d Lieutenant Charles E. Kneen who assisted Lieutenant Little; 2d Lieutenant Clarence L. Strother, who was Gas Officer from 26 August to 19 September 1942; 2d Lieutenant Roger V. B. Clark, Jr. from 19 September to 19 October; and from 19 October 1942 to 1 April 1943, 1st Lieutenant Thomas W. Mackey took charge of Chemical Warfare. Lieutenant Mackey assumed an active role in training the Squadron which was featured by weekly gas mask drills and lectures. During this time Lieutenant Mackey was assisted by 2d Lieutenant Tom H. Putnam and 2d Lieutenant Harrison E. Kee, Jr. He was relieved of his duties by 2d Lieutenant Lyle W. Overlade who was assisted by 2d Lieutenant Verne B. Snyder.

On 7 May 1943 2d Lieutenant Thomas M. Leaver was appointed Gas Officer and has remained in that capacity until the present time.

Up to 17 March 1943 the enlisted men assisting the Gas Officers in maintaining Chemical Warfare supplies and in training were either drawn from Squadron personnel or sent to the Squadron on Detached Service from the 182d Chemical Platoon. However, on 17 March 1943 two men were transferred into the Squadron and began organizing a Chemical section. These men were Cpl. George McQuillen and Pfc. George Bodiford. As the position of the enemy became more unfavorable and the possibilities of gas warfare became greater, this section assumed a very important role in training and readying men for possible gas attack.

On 29 May 1943 Cpl McQuillen was replaced by Cpl. Louis J. Colaianni who was transferred from the 757th Chemical Aviation Company. Cpl. Colaianni, now Sergeant, has been mainly responsible for the growth and maintenance of the entire Chemical Warfare set up of the Squadron since that time. He was promoted to his present rank on 1 July 1943. Also in July 1943 the VII Fighter Command inaugurated a series of Chemical Warfare examination which are given every three months. The general efficiency and knowledge of Chemical Warfare maintained in the Squadron can be judged from the fact that this organization has never finished lower than second in any of these examinations which are given to all units of the VII Fighter Command.

[REDACTED]

History of Chemical Warfare Section, 1 Dec 1940-
1 Apr 1944, 47th Ftr Sq, AAF, contd

New protective devices, measures, and detectors have been developed by the Chemical Warfare Service since the outbreak of the war. It is the duty of the Chemical Section to bring these improvements to the attention of all Squadron personnel and train the men in the use of them, so that they may be utilized for their own protection and safety.

Thirty per cent of the Squadron is thoroughly trained in the use of de-contamination equipment and supplies. In the event vesicant gases were sprayed on our location, it would be their job to decontaminate the taxi strips and prevent any appreciable loss of time or men for the continuance of normal operations.

In March of 1944 a War Department order placed the Chemical Warfare section of a Squadron directly and completely under Air Force jurisdiction with the Armament Officer acting as Gas Officer. This change did not materially effect the Chemical Warfare arrangement in this Squadron.

On 9 April 1944 Cpl. Boddiford was transferred to the Armament section and replaced by Cpl. Angelo Cardamone who was brought in from the 757th Chemical Aviation Company.

In recent months this Squadron has taken part in missions which show the P-47 to be a very powerful and effective Chemical Warfare Weapon. The P-47 has been used in training missions to lay down smoke screens in assisting infantry landings on beach-heads. They are also capable of carrying sizeable loads of incendiaries or gas filled bombs. It has been proven quite conclusively that the P-47 could be hastily converted into an offensive Chemical Warfare weapon if the military situation demanded it.

[REDACTED]

HISTORY OF ORDNANCE SECTION

1 December 1940 - 1 April 1944

Prior to 1 March 1943, the Squadron's Ordnance work was maintained by a detachment from the 674th Aviation Ordnance Company, Pursuit. This detachment varied in the number of men from time to time, before 7 December 1941 only one Ordnance man was attached to the Squadron, Pfc. Spec. 2d Edwin Hatoff. At the outbreak of war the detachment was increased to six men with the senior non-commissioned officer being T/Sgt. Di Rosa.

About July 1942 T/Sgt. Thomas L. King was put in charge at which time the detachment's strength was increased to about twelve men. Although attached to the Squadron for rations and quarters, the Ordnance received its orders from the 674th which at the time was commanded by Captain Howard C. Mandeville, assisted by 1st Lieutenant Robert Brown.

Actually the function of the Ordnance at that time was the same as it is today, but due to the set-up it did not function as smoothly as it should have. Whereas Ordnance and Armament should function as one section, at that time there was always some friction between the two sections as to the duties each were to perform. Ordnance was merely taking care of the ammunition storage, delivering the training ammunition to the Armament Section, who in turn had to break the belts into the required lengths, paint the belts and deliver the ammunition to the planes. The supply and shop section of the Ordnance merely requisitioned the monthly cleaning and preserving materials and turned it over in bulk to the Armament Section for distribution. When new gun parts were needed the Ordnance shop furnished them.

In March 1943, the 674th Ordnance Company was dissolved, and each of its detachments were assigned directly to the squadrons they were servicing. 2d Lieutenant Charles T. Blandford, a graduate of the Ordnance Officers School at Aberdeen, Maryland was assigned to head the section and T/Sgt. William L. Kouts was made the non-commissioned section head, with the T/O strength increased to fifteen enlisted men. A definite division of duties was assigned and three men were assigned to the Ordnance shop. Their duties were to take care of the cleaning and preserving supplies, fifty hour gun inspections, inspect and take care of the Squadron's small arms and any maintenance work on the caliber .50 machine guns that was necessary.

The Ammunition Section took over some of the duties that Armament formerly performed, for now the Ordnance ammunition men took care of all the ammunition, its storage, the breaking down and the painting of all training ammunition, as well as its delivery to the planes at the time of the missions. Ammunition men also handled all bombs, fuzing and delivering them.

[REDACTED]

History of Ordnance Section, 1 Dec 1940 -
1 April 1944, 47th Ftr Sq, contd

For the first time, the Armament and Ordnance sections worked together,
for each section knew its specific duties and performed them.

Approved:

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

HISTORY OF COMMAND SECTION

1 December 1940 - 1 April 1944

The growth and development of the Command section of the Squadron has been in keeping with the other sections of the organization. While the general duties and activities of the Orderly Room are not as flashy or interest drawing as other sections working on the line, it is nevertheless a vital part of the Squadron's being. It is the nerve center of the Squadron and many of its duties are both irksome and tedious and its personnel must be ever ready to put in long hours and to execute any number of last minute details which must be met with promptness and efficiency.

When the Squadron was activated on 1 December 1940, the Command section had only one officer assigned to it and that was Captain Gordon H. Austin who was also the Squadron Commander. The 1st Sergeant at that time was 1st Sergeant Stanford Randall. A Sergeant Major, a clerk, and a mail orderly made up the other personnel regularly employed in the Orderly Room. One other man was on Special Duty with the Headquarters and Headquarters Squadron, 15th Pursuit Group, (F) to handle the Service Records and W.D. A.G.O. Forms 20 for the enlisted men as these records were not kept in the Squadron until a much later date.

The Command section continued to operate with only one officer until 1 July 1941 when 2d Lieutenant Roy C. Wigley, a pilot, was detailed to act as the Squadron Adjutant. The holding of this administrative position by a flying officer was just one of the many instances in which flying personnel also handled administrative duties besides their flying. Under war time conditions or during a lot of forced flying, it became evident that one man could not give his best at flying if he was also burdened with a lot of administrative details so ground officers were transferred for such work and were assigned to Squadrons as rapidly as possible.

The Squadron Adjutant's duties are especially numerous and given over to much detail, and it is impossible for one man to give it proper attention and likewise fly fighter aircraft. It was, therefore, a decided benefit to the Squadron and to the pilots when they could be relieved of the duties of Adjutant and other administrative duties and have them taken over by ground officers.

1st Lieutenant Carl E. Ring was the first ground officer to be assigned to the Squadron and he assumed the duties of Squadron Adjutant on 29 January 1942.

During this time also, the Squadron witnessed a change in its 1st Sergeants. 1st Sergeant Randall was relieved by 1st Sergeant Werner on 27 August 1941.

Early in 1942 a change in the Command section was made when Captain Austin was relieved of command by 1st Lieutenant Joseph F. Hunker on 11 February 1942.

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History of Command Section, 1 Dec 40 -
1 Apr 44, 47th Ftr Sq, AAF, contd

He held command until 16 September 1942 when it was assumed by Jack H. Hounsom, then a Major. Other changes in the Command section that year were the relief of Lieutenant Ring of the duties of Adjutant by Warrant Officer Luther A. Hege on 15 May. He in turn was relieved on 26 August 1942 by Major Clarence L. Strother, then a 2d Lieutenant. On 7 June 1942 1st Sergeant R. J. Murphy relieved 1st Sergeant Werner of his duties.

The fall of 1942 found the Service Records and Forms 20 of the enlisted men being sent to the Squadron for proper keeping of those records. This had a decided advantage over having them kept in the Group Headquarters since it made easy access to them by the Squadron Commander, the Adjutant as personnel officer, and the various section heads who could give study to them for the best employment of the Squadron's enlisted men.

On 23 February 1943, 1st Sergeant Eldred G. Moore assumed the duties of Squadron 1st Sergeant, relieving 1st Sergeant Murphy. Sergeant Moore has continued in that capacity to the present.

On 6 March 1943 another change in the Command section was made when Major Norval K. Heath relieved Major Hounsom. During his tour of duty as Commander, Major Heath was promoted to Lieutenant Colonel.

A change in the T/O for fighter squadrons in 1943 provided for an Executive Officer; this made for one more officer for the Command section. The Executive Officer was to be a ground officer and to have command of the personnel of the ground echelon when separated from the air echelon.

This was a welcome change to the T/O since it gave the Squadron Commander an opportunity to devote still more time to his pilots and relieved the Adjutant of the burden of command of the ground personnel which had been the system before.

Since there weren't sufficient trained ground officers in the Squadron to adequately fill all positions, the first Squadron Executive officers were flying officers. Major Thomas W. Mackey, at that time a Captain, was the first Squadron officer detailed to this duty on 19 June 1943. He was relieved by Captain John B. Holt on 8 October 1943.

On 4 November 1943, the Executive Officer's duties were assumed by Major Clarence L. Strother, then a Captain, who is continuing to carry out those duties.

The Adjutant's vacancy left by Major Strother's new assignment was filled by Captain Ormal Kiesling, then a 1st Lieutenant, who had been acting as the Squadron Supply Officer.

An intensified program of proper classification and usage of man power in

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History of Command Section, 1 Dec 1940 -
1 Apr 44, 47th Ftr Sq, AAF, contd

the Army Air Force was entered into during 1943, and the Squadron Orderly Room personnel working directly with enlisted men's personnel records were busy all year in making entries and adjustments in line with Army Air Force planning.

Along this line in 1944, the Air Force put into each Squadron an enlisted man especially trained in psychology to work on personnel records and reports. Such a man came to this Squadron in February 1944.

In October 1942 the preparation of Squadron officers pay vouchers was also given over to the Squadron Orderly Room. This has meant convenience for the officers but has necessitated the time and work of one clerk. The preparation of the pay vouchers and the enlisted men's pay roll along with all the various allotments keeps one clerk busy at that work full time.

In December 1943 under the provisions of W.D. Circular 208, 13 September 1943, the policy of collecting ration money at the rate of twenty-five cents per meal from all those certifying their own pay vouchers was instigated. This has meant another extra duty that has been handled by Orderly Room personnel.

The Orderly Room as it operates today has six enlisted men as clerks besides the 1st Sergeant and all of them constantly busy themselves processing the multitude of paperwork made up of correspondence, reports, records, and the dozens of other things that go into the administration of this vast machine, the Army.

The duties and the importance of the Orderly Room have grown and expanded at a rapid pace during the past two years. It has been necessary for the clerks to grow with it and to become skilled technicians in the performance of their duties. No other section requires its men to possess as wide a knowledge of so great a number of things, of meeting so many different sorts of problems with a positive answer and detailed finesse.

The Orderly Room is a real challenge to any enlisted man -- a challenge which not everyone can meet but one that has been met and is being ably handled by this Squadron's personnel.

Approved:

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

HISTORY OF SQUADRON MESS

1 December 1940 - 1 April 1944

The Squadron Mess as we know it to-day did not always exist as such. In the beginning one general mess was operated for all the Squadrons of the Group. This could easily be done in the early period of activation since all the Squadrons were located on the same field and their living and working areas were all relatively confined.

The consolidated mess hall at the time was divided with the 47th Pursuit Squadron and the Headquarters Squadron eating on one side and the 45th and 46th Pursuit Squadrons eating on the other side.

The Mess Sergeant under this setup was S/Sgt. Brigham Young, a member of the Headquarters Squadron. Other cooks, K.P.'s, etc., came from the various squadrons.

In June 1941 the Squadron moved from Wheeler Field to Bellows Field for gunnery work and the Squadron mess operated in a tent with field ranges supplying the necessary heating requirements.

Upon the Squadron's return to Wheeler Field, its own individual mess was set up and for a period of about two weeks Cpl. Hall acted as Mess Sergeant. He was then relieved by S/Sgt Ross Olson. The Squadron's mess hall was located in the barracks occupied by the men.

When the Squadron moved to Haleiwa on 3 December 1941, tents were erected for the mess, one to serve as the kitchen and the other as the dining hall. Cooking was done on field ranges.

Immediately after the attack upon Pearl Harbor, the ranges were moved out of the tent and placed back under the trees so prevalent on Haleiwa Field. Thereafter for a period of about two weeks all cooking and eating was done out in the open under the trees.

After operating this way for approximately two weeks, the Squadron moved its mess to the Sea View Inn, a former Japanese owned restaurant and tavern taken over by the Government, which was located about a half mile from the field. The Squadron continued using the Sea View Inn until 22 February 1942 when they moved to Bellows Field. Upon the Squadron's return to Haleiwa from Bellows Field on 18 March 1944, messing facilities were set up in the new mess hall that had been erected on the field during the Squadron's absence.

During the year 1942, the following officers acted as Mess Officer: 1 March - 7 July, Lt. Carl E. Ring, 7 July - 26 August, Lt. Herbert H. Jordon, 26 August - 19 September, WOJG Luther A. Hege. On 19 September he was relieved by Major C. L. Strother, then 2d Lieutenant.

History of Squadron Mess, 47th Ftr Sq,
fr 1 Dec 40 - 1 Apr 44, contd

While at Haleiwa, personnel of the DPO at that field were also fed in the Squadron Mess.

The officers of the Squadron had always been eating in the same mess hall as the enlisted men except that their part of the mess hall was partitioned off from the rest of the building.

This setup was somewhat changed though when the Squadron moved to Barking Sands, Kauai on 28 July 1943 as that field had special officers barracks which contained their own dining rooms and kitchens.

In June of 1943, the Mess Sergeant, S/Sgt Ross Olson, returned to the mainland on the five per cent rotation plan that was then in effect, and his duties were assumed by S/Sgt Harland Padley.

While at Barking Sands the Squadron operated two messes, one for the enlisted men and the other for the officers in their barracks. The enlisted men's mess was supervised by S/Sgt Padley and the officer's mess by S/Sgt Charles Svensson and Sgt Ed Nowisak.

On 8 November 1943 the Squadron left Barking Sands and moved to Mokuleia where the mess personnel found a mess hall with better storage facilities in the form of a larger store room and better refrigeration facilities. In some ways, however, the mess hall was a little unhandy because the ration truck could not get near the refrigerator and all food and ice had to be carried through the kitchen.

All officers and enlisted men again ate in the same mess hall with the usual division between the two parts of the building.

On 4 November 1943 Major Strother was relieved as Mess Officer and the duties were assumed by Captain Kiesling, then a 1st Lieutenant. On 15 March 1944, the Mess Sergeant's duties were taken over by S/Sgt Gerald Evens as S/Sgt Padley left for the mainland.

In December 1943 the Squadron began its ration accounting under provisions of War Department Circular 208, 1943 which provided that all officers and other personnel who certify their own pay vouchers would have to pay their mess accounts on the basis of twenty five cents per meal with money being collected monthly by the Mess Officer from all persons concerned and turned over then to the officer requisitioning the rations in bulk for re-issue to the Squadron. Previous to this officers and other personnel certifying their own vouchers had had their ration accounts deducted from their pay on their pay vouchers in a set lump sum.

While at Mokuleia the Squadron continued the practice of purchasing fresh vegetables and ice cream to augment the field rations; this practice had been in operation for some time.

49th Fitter Sq., 15th Fighter Group, VII Fighter Command
Seventh Air Force.

HISTORY OF THE MESS HALL

1 - 30 June 1944

On 7 June the Squadron moved from Mokuleia to Bellows Field but part of the Mess personnel under S/Sgt. Evens moved to Bellows the day previous to feed the advance echelon and to get the Mess Hall in operation by the time the rest of the Squadron arrived. The balance of the Mess personnel under Sgt. Nowisak remained at Mokuleia until the last of the Squadron arrived.

The Mess Hall at Bellows was found to be as good as the one at Mokuleia, and in some instances better. The kitchen is somewhat larger, there is a better, larger amount of Post, Camp, and Station kitchen equipment on hand, adequate storage space, a good, large electric refrigerator, and good storage bins for bread.

A few screens on the Mess Hall windows and doors had to be repaired. This was accomplished soon after the Squadron's arrival. The Mess Hall area in general was cleaned up and rearranged to suit our operating requirements.

One thing this Mess Hall lacked was a concrete rack for garbage cans. A work order was submitted and during the month the Squadron carpenters erected the necessary forms, installed a drainpipe, and dug a dry well for the rack. The Bellows Field Base Engineers were to pour the concrete but at the month's end this had not yet been accomplished.

The Mess Hall passed all inspections by Base, Group, and Squadron inspectors with flying colors during June.