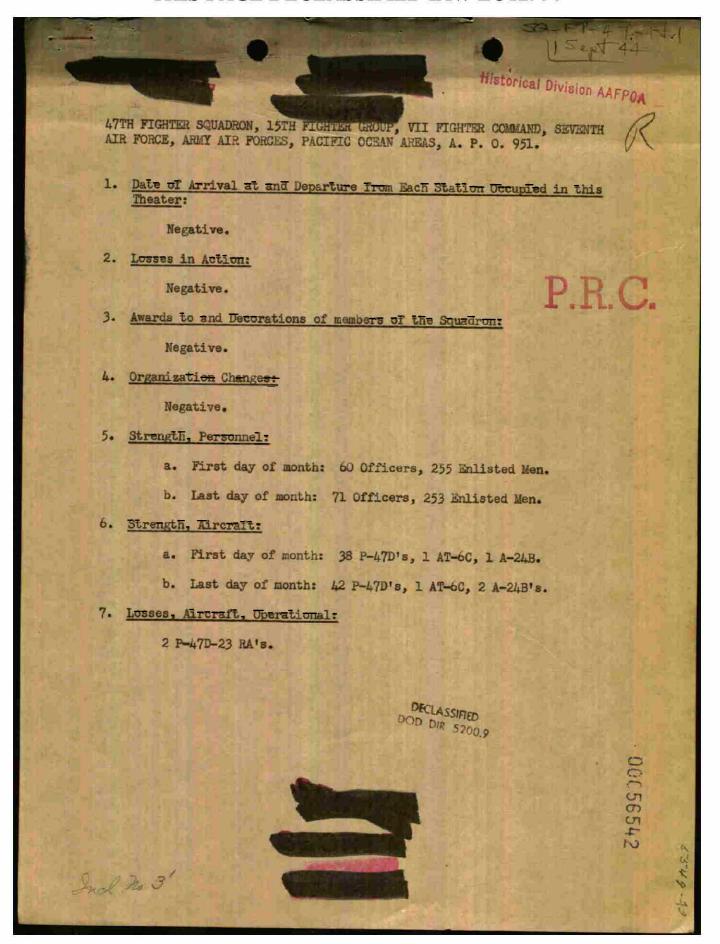
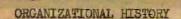


THIS PAGE DECLASSIFIED IAW E012958



THIS PAGE DECLASSIFIED IAW E012958



1 - 30 September 1944

For the greater part of the month, the Squadron was engaged in moving its organizational equipment and its members' personal equipment and loading it aboard the S.S. Joliet Victory for shipment to a forward area. Many weeks were spent in preparation for the move while the actual movement of equipment from Bellows Field to the docks began on 10 September.

Lieutenants Thomas M. Leaver and Russell A. Gair respectively were the TQM and Assistant TQM officers on the ship, and Lieutenant Albert J. Carletti was in charge of loading the vehicles on the field for transportation to the pier. During the loading period the TQM officers lived aboard ship and directed the details of enlisted men sent by the Squadron to assist in loading. The duties of the enlisted men were concerned mainly with the chocking up of vehicles in the hold of the ship and disconnecting battery cables. Generally, six men were in the hold of the ship while vehicles were being loaded and worked under the direction of a carpenter supplied by the pier. Also, the men furnished by the Squadron unloaded the equipment from the vehicles (supplied by Bellows Field Base Quartermaster) to designated space on the pier, assisted by high-lifts and drivers of the Transportation Corps.

Difficulty was encountered during the loading due to frequent alterations of the ship's loading plan. Several of the ship's holds were loaded and unloaded one or more times making it impossible to determine in advance the size of the details of enlisted men needed at any given time. As a result there were times when as many as sixty men were on hand and only ten or twelve men were needed, while at other times six or eight men were available when twenty or twenty five men could have been utilized.

Despite numerous delays and changes of plan, the loading was completed on 16 September and on that date the S. S. Joliet Victory cleared Pier 39-D and moved into Pearl Harbor late that afternoon. At that time the two TQM officers were quartered aboard the ship and it was anticipated to bring six enlisted men of the Squadron aboard on 18 September.

For the unloading of equipment from the trucks to the pier, it is believed that as many as twenty five men can be utilized while about forty men can be used at the field for loading the equipment onto the trucks. However, after all the equipment is unloaded on the pier there is really no need for more than twelve or eighteen men. Even then they are required only when loading vehicles onto the ship. At that time six men can be used to bring the vehicles from the pier parking area to the proper hold, one of these men to be used to disconnect battery cables prior to the vehicles being taken into the hold. Incidentally, the men who disconnect the battery cables should be provided by the Squadron, with two or three rolls of friction tape, a heavy duty screw driver, a pair of pliers, and a six or eight inch monkey wrench.

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

Another six men are required in the hold to place chocks under the wheels of the vehicles and otherwise to brace them against the rolling and pitching of the ship at sea. If available the third group of six men can be used to relieve one of the other groups although this is not of prime importance. If more than one organization is involved in the move, in our case there were two Air Corps Squadrons and two Signal Corps units, a portion of the required number of men can be drawn from each unit.

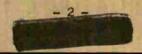
Due to the sudden and unpredictable shift of loading plans men were called from the various organizations on extremely short notice to serve as work details. Hence, adequate food often was not provided for them. On these occassions it was necessary for the TOM officers personally to purchase sandwiches for the men. In many cases this is unavoidable, but when possible the TOM's should plan their needs ahead about twelve hours and notify the organization from which the men are drawn in sufficient time so that those units can provide food for their men.

On 18 September the Squadron was notified that the move had been cancelled and that the equipment would be unloaded. Accordingly, on that date the S.S. Joliet Victory moved from Pearl Harbor to Pier 26, Honolulu, arrived there about 2030 and immediately made ready to discharge its Air Corps Cargo. All of our cargo was removed with the exception of general purpose vehicles which were transferred out of the Squadron to Army Garrison Force, APO No. 248.

The unloading of the ship was not beset with many of the problems encountered in the loading. The job was completed and the last truck load left the pier for Bellows Field before noon of 21 September. As a result of the movement of equipment, no organizational equipment was lost although there was one instance of an enlisted man's "B" bag having been lost.

As this organization has been stationed in the Hawaiian Islands since the activation of the Squadron in December 1940, the personnel were anxious to move to a more active theater. Morale and efficiency in the Squadron was extremely high when it looked like a certainty that we actually were on our way to war. The announcement that the Squadron was to unload and move back to Bellows Field took the spirit out of everyone and morale among both the officers and enlisted men became very low. However, it is believed that this is quite a normal reaction to the circumstances.

About 22 September, Colonel E. P. Mussett, Executive Officer of VII Fighter Command, came to Bellows Field to speak to the officers and men of the Squadron. He explained that the success of the carrier based aircraft over the Philippine Islands a few days prior to our cancellation orders had altered the tactical situation. An appreciable amount of Japanese air strength had been eliminated by the Navy's success, said the Colonel, thus eliminating the need for basing Army fighter strength on the yet untaken island of Yap. He assured the Squadron that Fighter Command was anxious to see this organization in combat and that efforts were being made to send us to war.



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

The general feeling in the Squadron is that we will be based here for several more months or longer so work is being done to improve living conditions as much as possible. A branch FX is being prepared to be opened early in October, special service feature pictures are shown three times a week, the officers' club is being renovated, athletic facilities are being expanded and other plans are being made to add to the comfort of Squadron personnel. Already morale has improved and it should be normal in a very short time.

lst Lieutenants Ned H. Baldwin and Kenneth H. Fort both single engine fighter pilots, were transferred from the 6th Night Fighter Squadron and reported to this organization 6 September. Also on that date Flight Officer John R. Shuler was discharged to accept a commission as a 2d Lieutenant per paragraph 5, Special Order 37, Headquarters, Pacific Ocean Area, dated 6 September. Lieutenant Shuler's rank dates from 7 September.

On 21 September 2d Lieutenant Howard F. Liddell, pilot, was reassigned to the Squadron from the 45th Fighter Squadron and eight new pilots were assigned. The new pilots assigned from Headquarters, VII Fighter Command, AAF, APO 958, per Special Order 124, Headquarters VII Fighter Command are:

2d Lieutenants William M. Barlow, Leslie B. Boudreaux, William L. Doyle, Ralph N. Heintz, Charles E. Klessig, William K. Sidebottom, Francis M. Kinsey and Donald T. Locke.

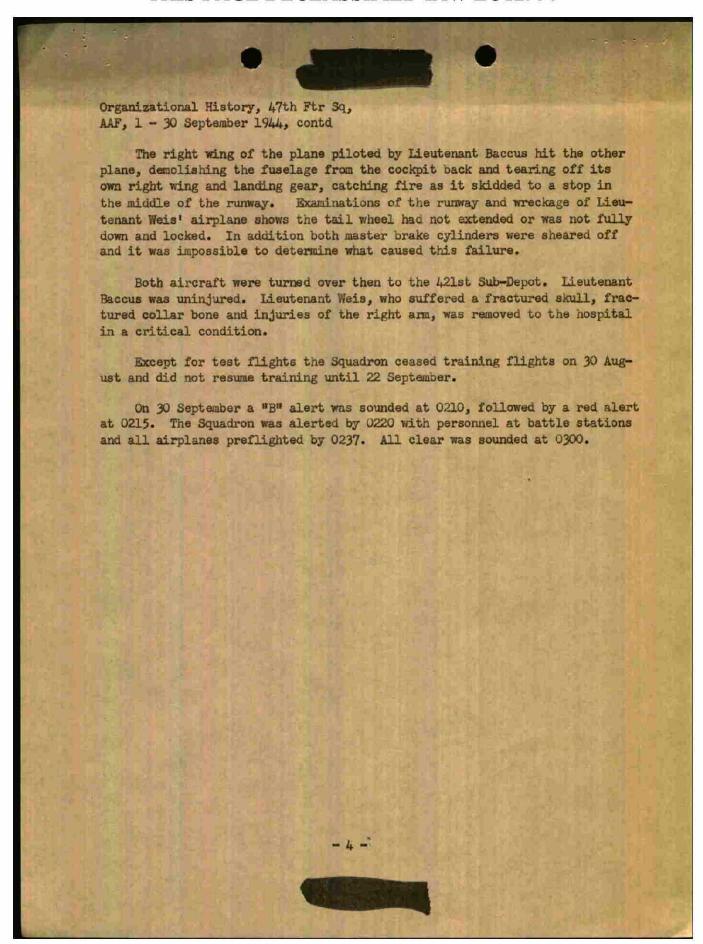
Two enlisted men, M Sgts Thomas W. Walker and Thurman H. Lackey, returned to the Squadron from furloughs to the mainland. Sergeant Walker reported back on 20 September and Sergeant Lackey rejoined the Squadron on 26 September.

1st Lieutenant Harold L. Baccus and 2d Lieutenant Owen R. Weis were involved in an aircraft accident at 1125, 26 September at Bellows Field.

Lieutenant Weis, flying number two position in a P-47D-23RA aircraft and Lieutenant Baccus, flying number three position in the same type airplane, were landing on runway six after a routine training flight led by Captain Theon E. Markham. Lieutenant Weis had made a normal pattern, landing on the right side of the runway and after rolling about five hundred yards his aircraft went out of control and suddenly veered to the left. The plane turned about 270° before it was struck by the plane piloted by Lieutenant Baccus, who landed on the left side of the runway.

The spacing between these two airplanes was satisfactory. Lieutenant Weis, seeing that he could not avoid being hit by the plane jumped from his airplane just before the collision. After the collision his plane ran wild for about ten minutes and finally crashed into the fire house located at the edge of taxi strip 30 between runway three and six.





THIS PAGE DECLASSIFIED IAW E012958



1 - 30 September 1944

The history of the Intelligence Section for the month of September is largely dominated by the planned Squadron move into combat.

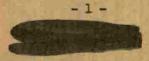
During the first seven days of September, Intelligence Training periods were held almost daily. When on 7 September the Squadron received orders to pack up, the pilots expressed their relief at changing from an "in Training status" to a combat one, indicating their confidence in their training and preparedness for their combat assignment. From 7 September to 10 September was spent in packing and on 10 September packed boxes were moved to the pier.

All Squadron files had been stripped of classified documents concerning operations in the Hawaiian Islands area. Such documents were either destroyed or returned to higher headquarters. The Squadron physically and mentally had severed itself with a wide breech from its past activity as a training squadron in the Hawaiian Islands. From 10 September to 18 September the Squadron awaited orders daily to load on the boat. During this period the only intelligence training carried on was the showing of training films.

On 18 September 1944, the Squadron was notified that their move had been cancelled. No explanation was given and disappointment and resentment were freely expressed, both by officers and enlisted men. The promise of a combat assignment had brought to many a mental reaction of what amounted to an escape from a period regarded as somewhat boring, inactive, and unending to one of anticipation of actual participation in bringing about the end of the war. To many the mental problem of reverting back to their former attitude was a difficult one. On 22 September Colonel E. P. Mussett, Executive Officer, VII Fighter Command, gave a frank talk to the officers and enlisted men of the Squadron, explaining to them what the plans for our movement had been and why they had been changed. The talk by Colonel Mussett had an excellent effect on the officers and enlisted men and aided them in their acceptance of the situation, thus restoring morale somewhat to its former level and allowing the Squadron to escape from those incidents always occurring in a Squadron of low morale.

From 22 September through the balance of the month only a limited amount of intelligence training was accomplished as the Squadron had to haul their equipment back from the docks, unpack their boxes, and completely set up again for operations.

The announcement by Colonel Mussett in his talk to the Squadron on 22 September was the first official release to the men and officers of this Squadron that Yap Island was to be the combat base of this Squadron. For security reasons and the safeguarding of information, Colonel James O. Beckwith, Commanding Officer, 15th Fighter Group, had adopted the policy that no one would be told of the Squadron's objective until they were on the boat and departed from





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

the Hawaiian Islands. From the standpoint of security the secret was very well kept for it is believed that most of the officers and enlisted men did not know or guess the objective and any that might have known kept the information to themselves.

As the pilots were expected to enter combat as soon as they landed on the field at Yap Island, it was desired to give them as much information concerning their combat area as possible within the limitations of Colonel James O. Beckwith's policy of disclosing to no one the objective until they left the Hawaiian Islands. Getting the information to the pilots was further limited by the fact that only pilots were to go on a carrier from which their airplanes were to be catapulted. The Navy did not intend to supply an intelligence officer to the Squadron for use on the carrier during the voyage, so the pilots had to supply themselves with the desired information on their objective during the time they left here on the carrier until the time they would be catapulted. To facilitate the dessimination of information on the objective, the Squadron intelligence officer prepared a sealed package containing target folders, geographical bulletins, strip maps, operation charts, air - sea rescue charts, etc. This package was to be taken aboard the carrier by the Squadron Commander or whoever he might designate as his briefing officer and opened after the carrier left the Hawaiian Islands.

With the cancellation of the move the Squadron returned to a training status. Intelligence training was resumed as before the interruption.

The Intelligence Officer, Captain Herbert C. Swigert, was relieved of the duty of Cryptographic Security Officer when that duty was transferred by Squadron Orders to Lieutenant Philip Oronsky, the Communications Officer of the Squadron.

The Orientation Program was interrupted in the Squadron by the intended move. However, with the move called off, a program has been planned with Lieutenant Russell A. Gair, Orientation Officer of the Squadron, and Lieutenant Wheelwright, Orientation Officer of the 15th Fighter Group, working in close cooperation to bring it about. A fuller account of the program will appear next month.



#### HISTORY OF THE OPERATIONS SECTION

1 - 30 September 1944

The first part of September was devoted mostly to preparations for our expected move. After the monthly reports of flying for August were submitted we began at once to pack our equipment, keeping out only the very minimum of supplies and records with which to operate until the last minute. We found it necessary to have at least one man on duty twenty-four hours a day in case of an emergency. Such an occasion arose at 0430 on the 12th when we were ordered on a "B" Alert by the Controller. At 0500 we had thirty seven air-planes and pilots on Alert. Shortly thereafter the alert was called off.

The Squadron flying consisted of large formations for the most part. The largest formation was thirty eight airplanes led by Major Thomas W. Mackey on the loth. There were numerous miscellaneous flights in the AT-6 and in A-24's which we borrowed from other squadrons. These flights for the most part were unnecessary outside of those for engineering in order to get parts they were badly in need of. It would have helped Operations to assume a better position in the event of an immediate order to move if these flights could have been held to a minimum.

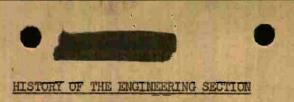
On the 22nd, a few days after it was officially announced that the Squadron was not to move, we resumed normal operations and a training schedule of formation, mutual support and acrobatics was flown. As Armament had no aerial gunnery equipment and there were no tow ships available, our training consisted mostly of dive bombing, mutual support, acrobatics and formation for the remainder of the month.

The Squadron was again placed on special alert on the 30th at 0210 by the Controller. At 0237 we were all set to go with twenty six airplanes. At 0300 we were given the all clear signal.

Eight new pilots were assigned to us on the 28th from the Mainland. Seven pilots were attached for flying and assigned to the 318th Fighter Group. At the end of the month we had a total of sixty one pilots assigned. Thirty nine of these were trained and twenty two untrained.

The Squadron was placed on the regular alert schedule on the 28th and 29th for the first time since being taken off the last of August.

The total time accumulated by our pilots for the month was 748:50. Pilots of other squadrons flew 35:30 in our airplanes.



1 - 30 September 1944

In the past month the Squadron has gone through all the trouble and inconvenience incident to a complete change of location and has wound up right where it started. The first half of the month was spent in making preparations for a move into a combat area. All Curtiss paddle blade propellers were replaced with small type standard propellers and each airplane was given a fifty-hour inspection.

On 10 September all equipment was secured and packed including many new items of special mission equipment and all planes were ready to be taken aboard a carrier. Airplane and engine time throughout the line was well under one-hundred hours and with two exceptions over seventy-five hours.

All thirty-seven Squadron airplanes are D-23's, the thirty-eighth is Colonel Beckwith's D-26. This airplane is but slightly different from the model with which we are equipped.

The move was cancelled however, and the last half of the month was spent in getting unpacked and set up again at Bellows Field.

M Sgt Thurman H. Lackey returned from a thirty day furlough to the Mainland and resumed his duties as Line Chief. The men of the section are all talking about re-assignment and furloughs on the three year plan. Many men in the section are eligible.



#### HISTORY OF THE COMMUNICATION SECTION

1 - 30 September 1944

With the overall equipment of the Communications section packed away in banded boxes ready for the move down under, the section itself for a few days had little to do.

A BD-72 switchboard and fifteen telephones were loaned to the section for the purpose of continuing communication throughout the Squadron and Group. The PA-6 speaker system was taken down and packed away.

Upon official word of the move being called off, boxes for all sections were carried back to the Squadron from the docks. Approximately two to three days later the Squadron was on training status once again.

As always, Communications was quickly re-established. The original bomb proof shelter was not to be used due to the poor ventilating system. A former C.W.S. wooden shack directly in line with the Radio Work Shop was given to the section for housing its BD-91 switchboard, its teletype, its VHF (SCR 624) Radio Ground Station and its SCR 188 HF Radio Ground Set. Also in this shack is the Section Head's office with the section clerk and Technical Orders.

The Radio Work Shop was made roomier by removal of a petition which had been set in the center of the shop. Much of the equipment was not unpacked but stored in the bomb shelter.

New crystals for our intended new location were taken out of all sets and replaced with crystals for training status.

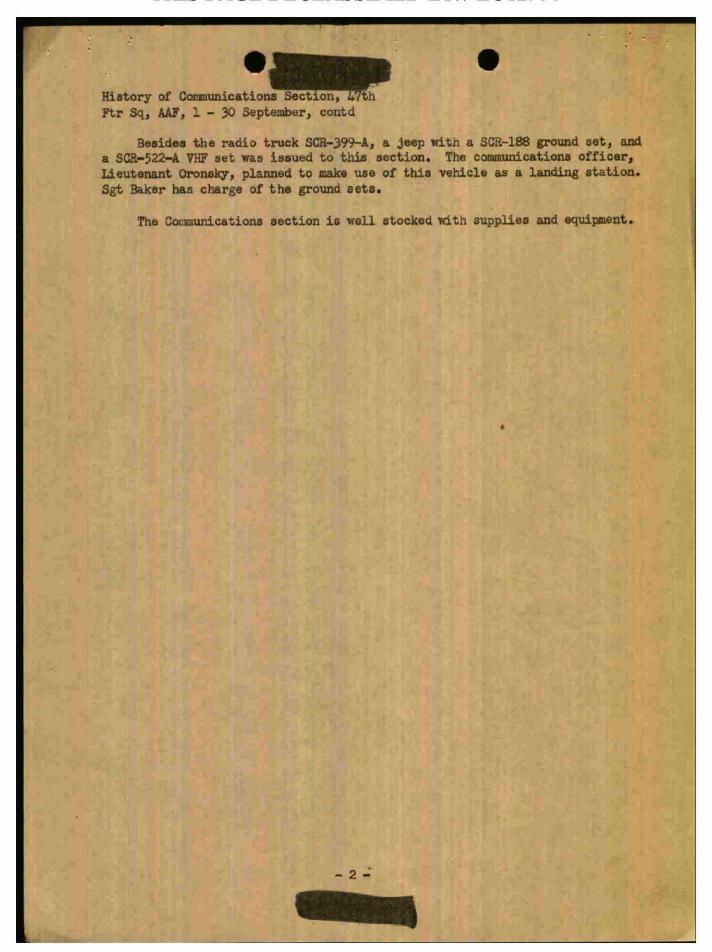
Operation of the BD-91 switchboard was slowed up due to the fact that telephone lines had to be re-strung across the taxi strip. Positions on the switchboard were put in operation one at a time with all lines connected to their original drops so that the telephone directory would not have to be changed.

Both the VHF and HF antennas were put up quite rapidly. Due to the fairly level ground the task of stringing and laying out the poles was made easier.

A change in the working of men on the bench was instituted. S Sgt Lucarelli was relieved as permanent bench man and put in one of the flights. Each week one man from the line is chosen to assist in the shop. There, with M Sgt Staysa and T Sgt Schug present each person eventually can learn more of the radio sets. Their main purpose is to re-tune faulty sets, inspect and maintain dynamotors and to keep the shop clean and orderly.

With the close of the month, the radio net between Group and the Squadrons was not in operation. Apparently the Squadrons are to be set up properly before a net goes into operation.





THIS PAGE DECLASSIFIED IAW E012958



1 - 30 September 1944

Beside the busy routine of packing for the anticipated Squadron move and then unpacking and again setting up for continued operation in the present location, the Orderly Room processed a large amount of detail work on personnel matters.

During the month, records were prepared for the eleven men who transferred out of the Squadron. Nine new men were transferred in. Eleven new officers also were assigned which necessitated a large amount of work in extracting orders, preparing their pay vouchers, etc.

Three men during September were sent to the Mainland on furlough, one on an emergency furlough and two on a regular thirty day furlough by virtue of their having served three and one half years overseas. Three men who were on furlough to the Mainland returned to the Squadron during September.

Three men during the past month finished schools at which they had been attending. S/Sgt. McCain completed a course in Radar at the Fleet Radar School. Sgt. Robbins completed a course in applied mutrition at School for Bakers and Cooks, APO 957, and Cpl. Kearby finished a course of training in the Central Pacific Provisional Motor School at APO 957.

Flight Officer John R. Shuler was promoted to the rank of 2d Lieutenant in September and he took his oath before an officer of 15th Fighter Group, Head-quarters.

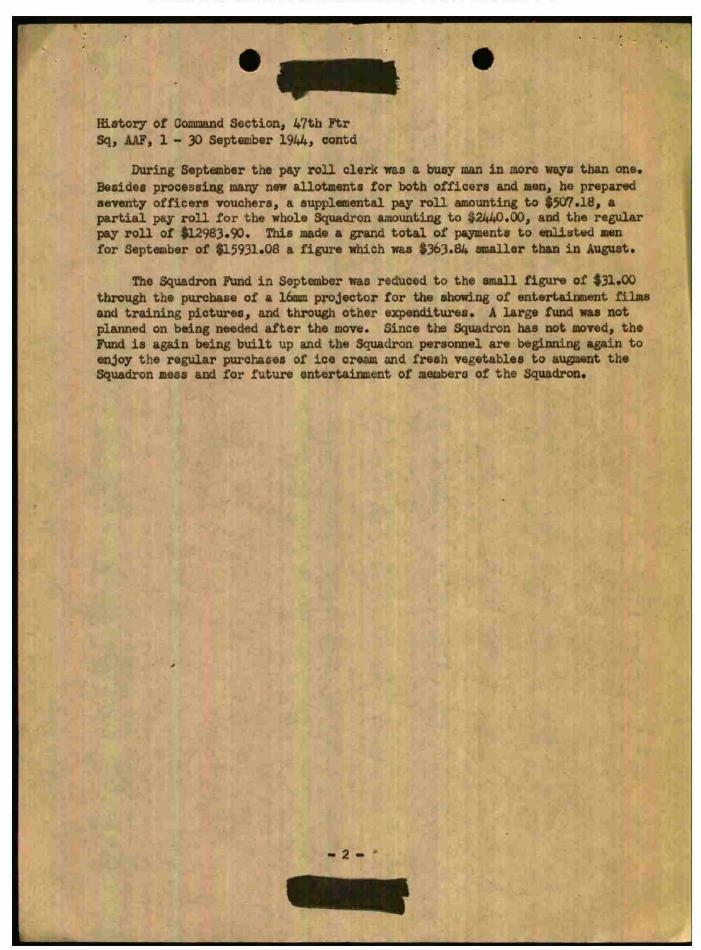
In keeping with the practice of continually seeing to it that all enlisted men are classified according to their skills, training, and duty, thirteen men were reclassified by the reclassification board at 15th Fighter Group Headquarters in September. These were all upward classifications which give a truer picture of the men's actual abilities.

War Bond sales in September dropped off to a marked extent in the form of Cash purchases from the August figure but the Class "B" allotments increased. Cash sales in September were \$487.50 compared to \$1349.50 for August while the Class "B" allotments for September amounted to \$3093.75 compared to \$2,996.25 in August. These figures include both officers and enlisted men.

Class "E" allotments were also increased during September in anticipation of the Squadron move. It is expected many of these will be cancelled or reduced during October.

Six new soldiers' deposits were accepted during September and the total amount of deposits made by enlisted men in this Squadron in September amounted to \$955.00 which marked a new high for this type of savings program by the enlisted men of this Squadron.







#### HISTORY OF THE SQUADRON MESS

1 - 30 September

Like all other sections, the main activities for the Squadron Mess personnel during September consisted of packing and then unpacking for continued operations.

During the days the Squadron had personnel working on the pier loading and unloading the ship, meals were prepared in the Mess Hall and taken to the men. This gave them the benefit of hot cooked meals. A couple of nights the Mess Hall stayed open until a late hour to feed men who were returning from the pier, who had been working on the pier until after midnight.

After the equipment was returned to the field, the field ranges and equipment not needed were re-greased and put into a store room.

Some new inovations were instigated after the Mess opened for full time operations again in the form of keeping more rigid hours for serving meals, the elimination of allowing people in the Mess Hall except on a supervised basis after the evening meal, and the drawing of covered china sugar bowls for all tables. These things have added to the enjoyment of the men and have made it easier for the Mess personnel to keep the Mess Hall in A-l condition. Other improvements are being planned and will be carried out during the month of October.



#### HISTORY OF PERSONNEL SUPPLY

1 - 30 September 1944

The month of September began with the Squadron on the alert basis.
All flying activities having ceased on the 30th of August the job of packing and preparing to move had begun.

Personnel Supply issued to all officers and enlisted men of the Squadron, supplies for use on the journey and on arrival at our unknown destination. The following are a few of the items issued: Halazone (a water purification tablet), mosquito headnet, sunburn cream, intrenching tools, including shovels, axes and picks.

The job of packing Squadron supplies was made more difficult due to the fact that some items were not yet received when packing began. Several items were added that were not previously authorized or anticipated, causing many changes in our loading plan but in spite of the delays we managed to beat the deadline by a few hours.

On 10 September the task of loading supplies on the boat began. Everything proceeded very smoothly and by September 16 the supplies were loaded on the ship. After all Squadron supplies were loaded the task of collecting and checking of Post, Camp and Station Property began.

On the following day, however, the Squadron was notified that its orders were changed, so the unloading of the ship and hauling of supplies back to the Squadron area was started. This was completed by 20 September.

During the next seven days, this section was occupied by unpacking of boxes and resuming normal operations. This was a very exciting but disappointing month for the personnel of this section.



### HISTORY OF THE TRANSPORTATION SECTION

1 - 30 September 1944

During the month of September the Transportation section had been issued vehicles to complete their TBA and TME requirements. All these vehicles were processed and made ready for movement to a forward area.

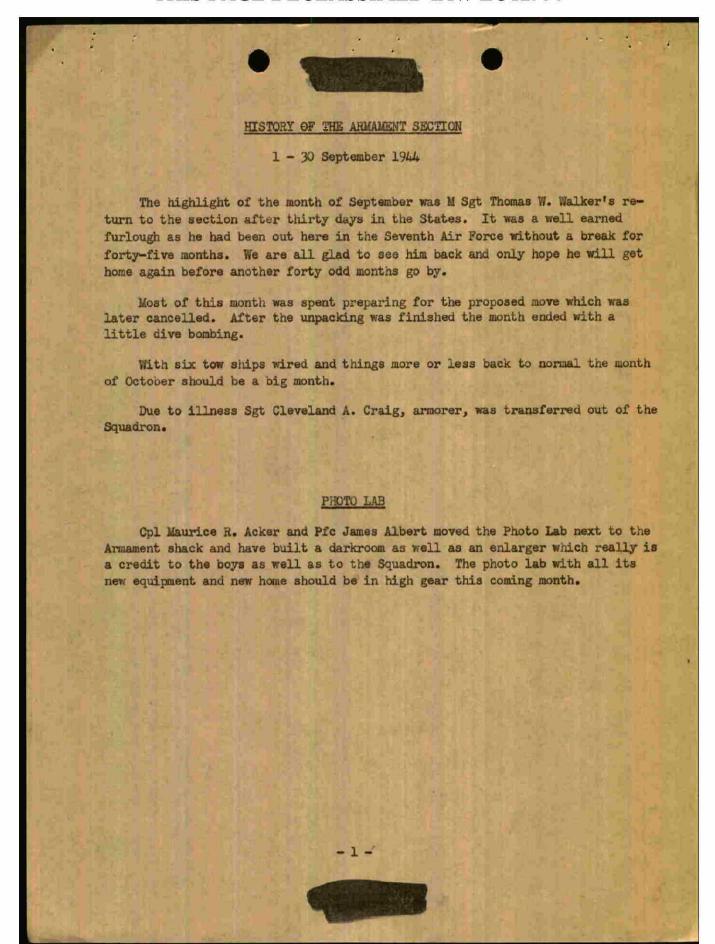
After final preparation of the vehicles, all tools, parts cabinets, and equipment were boxed and made ready for shipment.

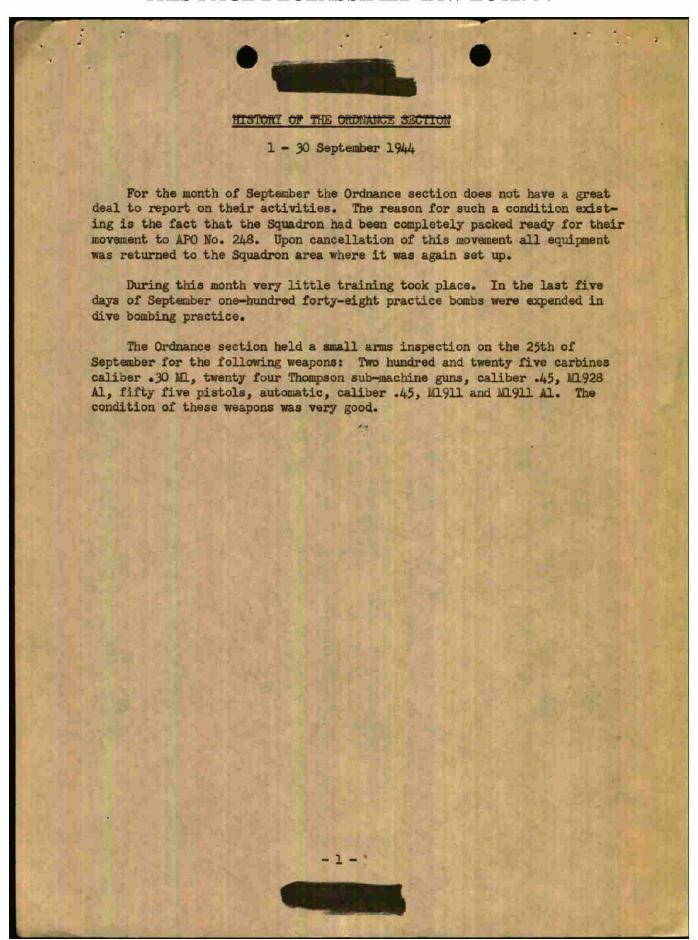
On 10 September all vehicles were taken to the pier at Honolulu in convoy and parked on the docks. For the following ten day period the transportation section had only nine vehicles for Squadron transportation.

When this move was cancelled all except special purpose vehicles were transferred to the Army Garrison Force at A.P.O. No. 248. This then required the Squadron to draw new general purpose vehicles to complete Table of Equipment replacing those which were lost through transfer.

Work was immediately started to prepare all the new vehicles for Squadron needs. Progress is now being made in performing a six-thousand mile check, painting, and the required maintenance to place all vehicles in good condition.

The following is a report of the consumption of gasoline within the Squadron during this month of September: Total number of miles traveled was 23,804, gas consumed was 2,796 gallons. All vehicles lost by this Squadron contained the following amount of gasoline: One-quarter ton vehicles carried one, five gallon can, one-half ton vehicles and above carried two, five gallon cans. All vehicles were filled to three-quarter tank capacity.







#### OTORI OF THE MINIORS SECTIO

1 - 30 September 1944

In preparation for the contemplated Squadron move, the Medical Section turned in to 15th Fighter Group Headquarters our Gas Casualty Chest, Flight Service Chest, Records Chest (MD 4), Blanket Set and eight litters. The Squadron ambulance was turned over to Army Garrison Forces, APO No. 248. Later on, all new equipment will be issued to the section.

Pfc Nathan Nall was relieved from Special Duty with the Squadron and was returned to Group Headquarters to be placed on Special Duty with the 45th Fighter Squadron's Medical Section.

When the move did not materialize, the Dispensary was reorganized, the grounds surrounding the Dispensary were cleaned, an operating table was built, a steel safe was acquired for the keeping of narcotics, and the medicine cabinets and office were rearranged.

During the month of September a total of forty men were given one-hundred and twenty treatments, eighty-five food handlers were examined, five-hundred and four enlisted men were given venereal examinations. Eighty-four days were lost in the hospital. Thirty-three immunization shots were given the Squadron personnel. There were two aircraft accidents during the month with one pilot being hospitalized as the result of injuries suffered.



#### HISTORY OF THE CHEMICAL WARFARE SECTION

1 - 30 September 1944

This past month Chemical Warfare has undergone a complete change in administrative personnel with Cpl Gordon T. Duffy and Cpl Robert J. Klein taking over the positions vacated by Sgt Colaianni and Cpl Cardamone. Cpl Cardamone transferred out of the Squadron some time before Sgt Colaianni. The fine record accomplished by the preceding non-coms is expected to be maintained by those presently in charge of the section.

Continued cooperation of the personnel of this Squadron pertaining to training is anticipated by this section, it is noteworthy to report that the wearing of the gas mask each Monday morning between 0930 and 1000 has been met with the fullest cooperation of the Squadron personnel.

It is most gratifying to come into this Squadron and find the high efficiency with which the troops have been trained by those previously in charge of this section.

September 18 found the supplies loaded on the boat in anticipation of our forthcoming move which, much to the disappointment of the Squadron, never never materialized.

The boxes were later removed from the boat and returned to their respective sections. After a short time had elapsed this section was set up and functioning as before.

Needless to say the decontamination truck has proved invaluable during the month of September as it has in the previous months. Among its daily functions is that of supplying water for the airplanes and washing of motor vehicles. A new assignment, dislodging of material (waste) in the Squadron cess-pool, a job which normally would necessitate days, was achieved in a few hours. This made it possible for the Squadron's enlisted men's latrine to resume its operation days in advance of schedule.