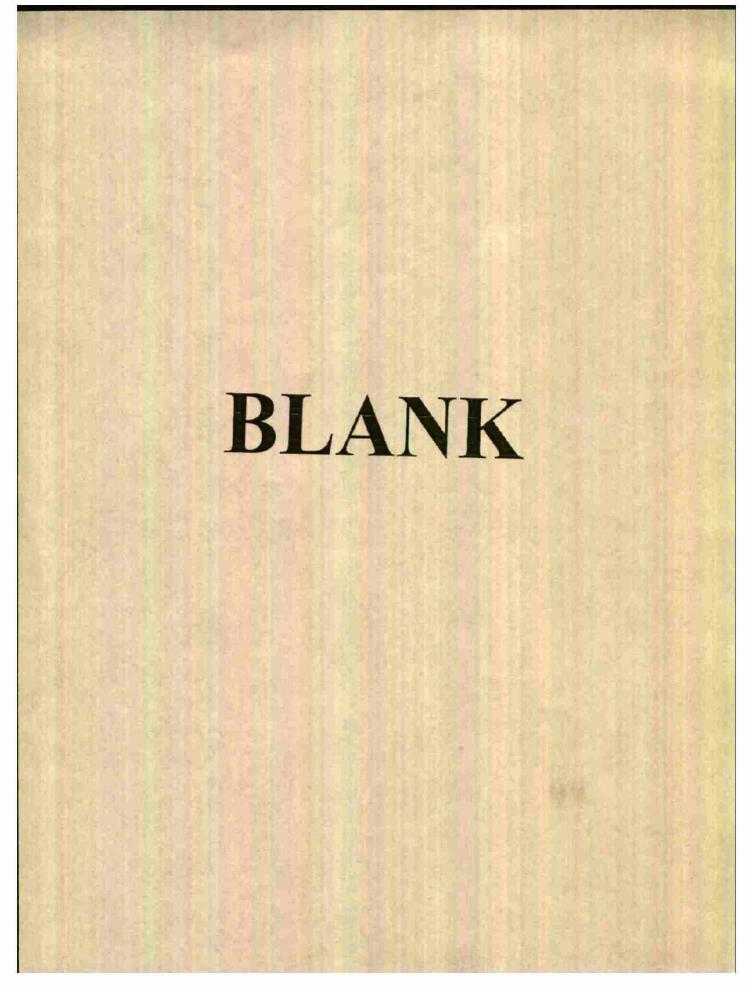
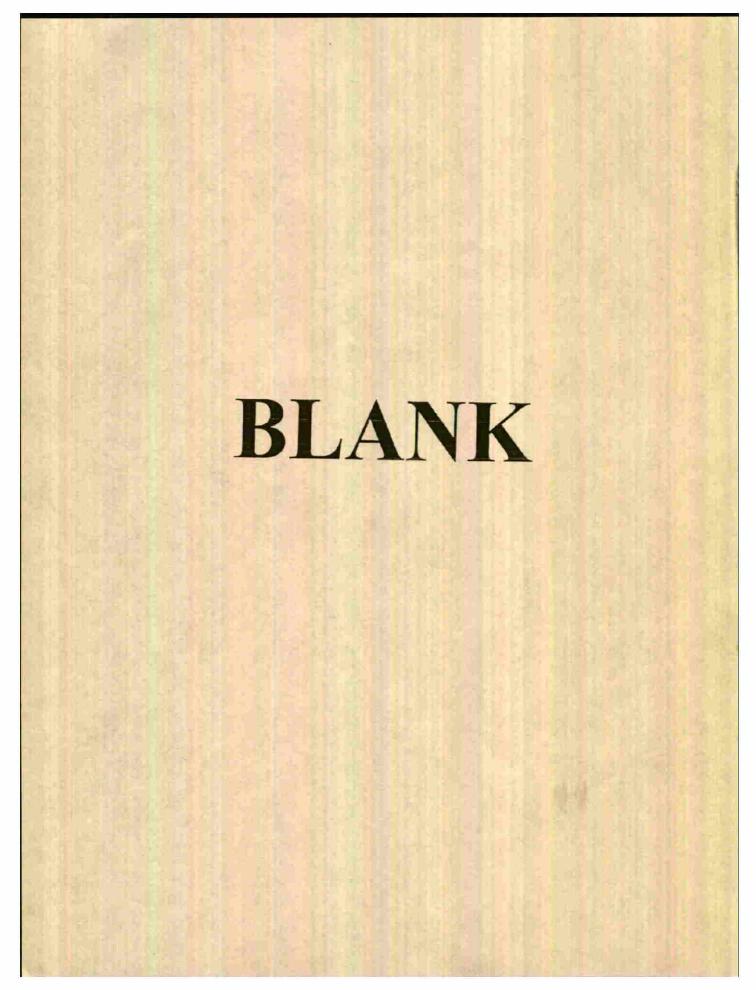


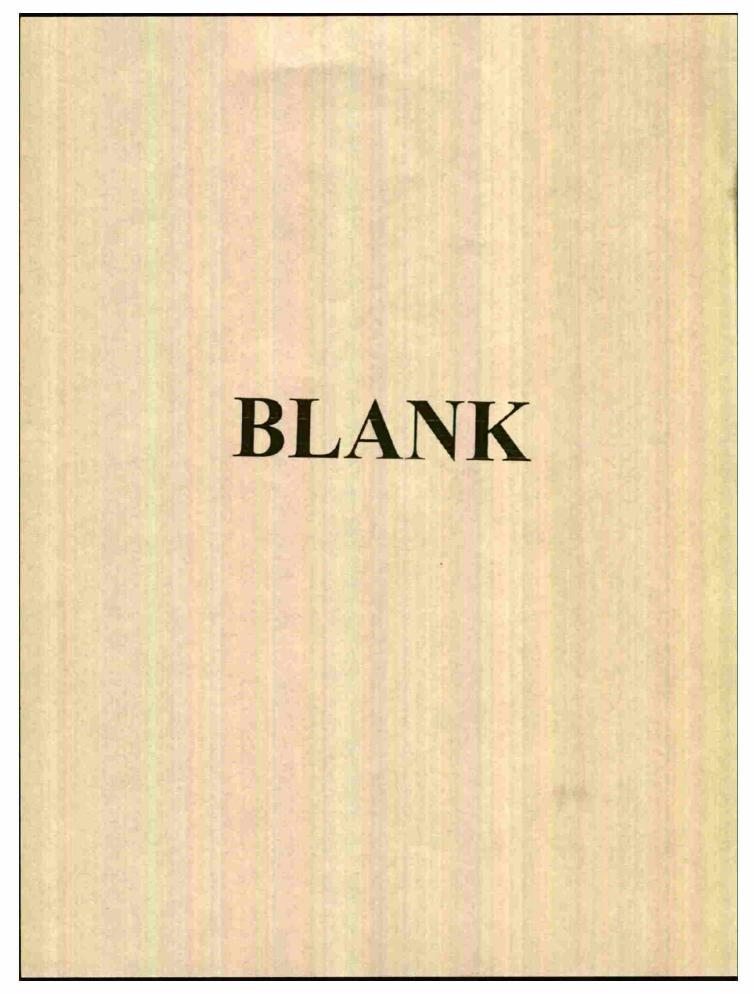
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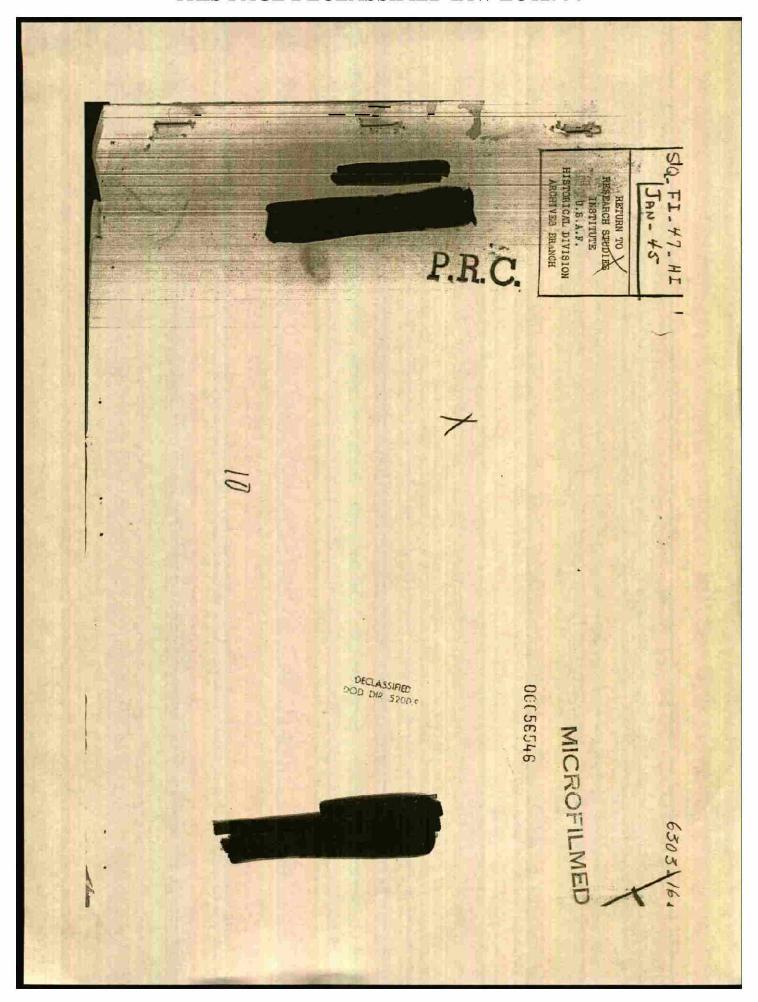
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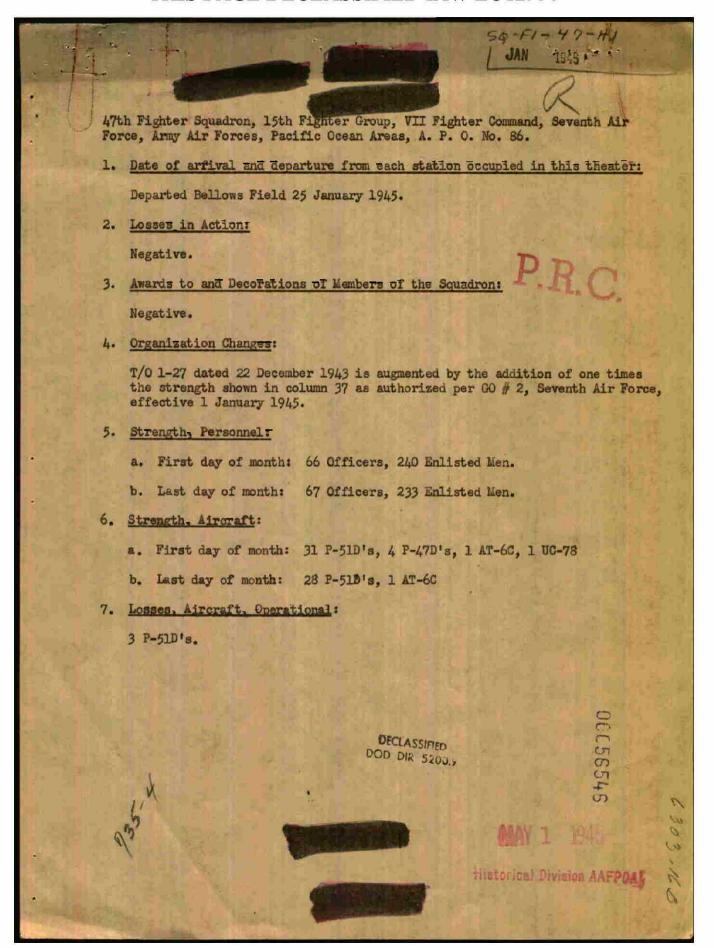
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ORGANIZATIONAL HISTORY

1 - 31 January 1945

The New Year started off with a "bang" as our pilots in true Dogpatch style flew eight successive days of aerial gunnery and practice bombing. However, the intensity of such training was short-lived with the incredible news (through channels, of course) that the Squadron was soon to "ride the waves to combat" - down under to you, bud.

During the first few days after this announcement the sections continued their daily routine in the usual style, that is, until some "doubting Thomas" (many could lay claim to that title, the Squadron having been alerted no less than three times before) saw Lieutenant Leaver, the Transport Quartermaster Officer, actually making serious preparations for said move.

However, even with all the headaches involved in such a preparation, many of the less fortunate shared at least part of the happiness of those boys bound for the States on reassignment. In the Armament section Lady Luck cast a big smile upon T Sgt. Don J. Kiewert, S Sgt. Eldon L. Nelson, S Sgt. Clinton R. Gletty and S Sgt. James B. Dillenbeck for this "assignment". Everyone wished them success and good luck in their new work whatever it might be, but at the same time was sorry to see them leave. After all, such a trip is more than deserved after spending three and one half years or more of duty in the POA. (How about that, you short-timers?).

But what about the boys who received no more than a Mona Lisa smile from Lady Luck? Let's look at the morale boosting department for the month of January. Nineteen men were promoted to the rank of Private First Class. Officers' promotions for the month consisted of 1st Lieutenant Powell being promoted to Captain and 2d Lieutenants Mitchell, Trodahl and Ryniker being promoted to the

Organizational History, 47th Ftr Sq. AAF, 1 - 31 Jan 45, contd.

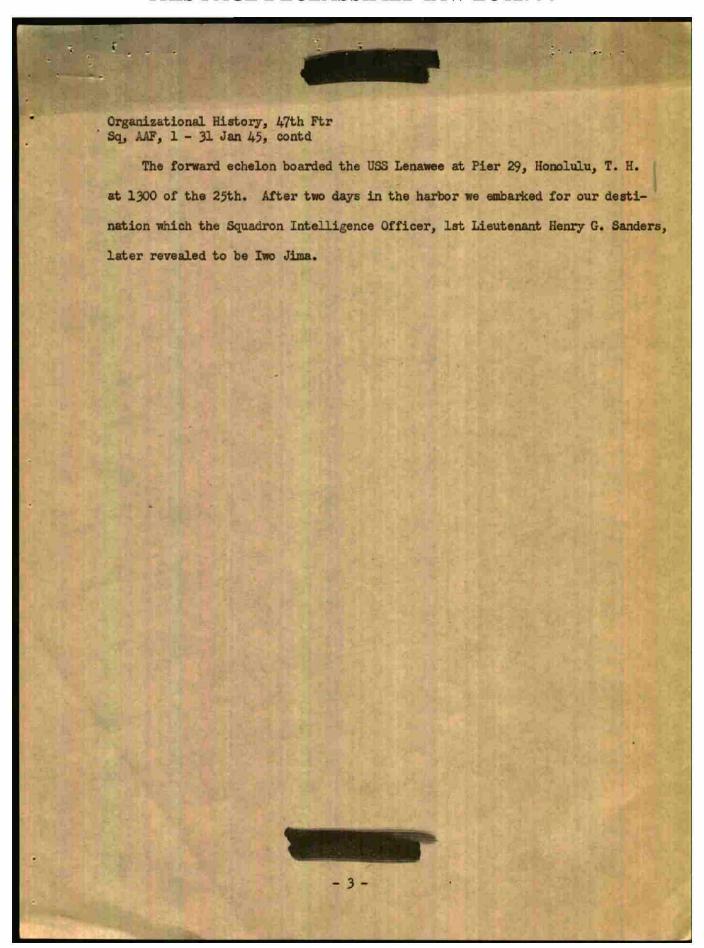
rank of 1st Lieutenant. One other change in personnel was completed shortly before departure, namely Captain Jack Lapides replaced Captain Daniel W. Oungst as Squadron Flight Surgeon.

Of course, it is common knowledge in military circles that when an outfit is preparing to move down yonder the proverbial T/O (Table of Organization) has to be rounded out. This balancing job was accomplished by the Command Section. Thus, the following personnel were assigned to the Squadron: Captain Robert R. Down, 1st Lieutenants Joseph P. Brunette and Richard H. Hintermeier, CWO Ernest E. Addington, S Sgt. Bernard J. Riley and Pfc. Horace Long. In addition we received back into the fold those members who had been back in the States on furlough and at school. Those who returned were Captains Frank J. Gromada, Ray L. Obenshain, Jr. and Lawrence T. Pepin, T Sgt. Robert E. Rogers, S Sgts. Joseph Zdeb, Roy K. Elliott, Charles L. Williams Jr. and Constantino J. Stefani and Pfc. Barnett R. Davis.

The spirit of the Squadron during these important days was dampened by the regretful accident on the 16th of January in which Captain Frank J. Gromada and 2d Lieutenants James L. Tripp and Shipley Rudolph lost their lives.

Now that we have our men back from furloughs and schools, our morale boosted, our T/O completed, and our preparations completed, all this consuming the first twenty-four days of the month, let's see what happened on the 25th.

On the 25th of January, twenty officers and two-hundred and six enlisted men left Bellows Field for an unknown destination. The balance of officers and men followed this forward echelon by carrier and aircraft at a later date.



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HISTORY OF THE COMMAND SECTION

1 - 31 January 1945

Like all the other sections in the Squadron, the work of greatest importance to the Command Section in January was the preparation and packing for the Squadron move to combat.

Everything that was done along the personnel line, more or less had a bearing on the move. Other regular routine reports, records, etc., were compiled as always and other last minute details and passenger lists were made out along with these.

During the month, nineteen men were promoted to the rank of Private

First Class, two men, Patrick J. McDermottroe and Walter N. Williams, were

promoted to Sergeant, and Pvt. Martin J. Meyers and Pfc. Barnett R. Davis

were promoted to the rank of Corporal. Pfc. Charles E. Bush, Squadron mail

orderly, was also promoted to Corporal.

New men assigned to the Squadron were S Sgt. Bernard J. Riley and Pfc. Horace Long, Captain Robert R. Down, 1st Lieutenants Hintermeier and Brunette, and Chief Warrant Officer Addington.

The Squadron placed one man, Pfc. Hewitt of the mess personnel on Detached Service to Headquarters 15th Fighter Group to help fill a shortage of cooks in their mess hall.

The Squadron was fortunate in receiving several of its personnel back from Mainland furloughs and schools prior to departure from the Hawaiian Islands. Their arrival just at a time when everything was more or less packed up made things a little difficult for getting them fitted out, paid, and otherwise taken care of but it was all accomplished before the Squadron left the field. Those who returned were T Sgt. Rogers, S Sgt Zdeb, S Sgt.



History of the Command Section, 47th Ftr Sq, AAF, 1 - 31 Jan 45, contd

Elliott, S Sgt. Stefani, S Sgt. Williams and Cpl. Davis. Officers who returned from the Mainland were Captain Obenshain, Captain Pepin and Captain Gromada.

The gain of personnel on furlough return was somewhat offset by the loss of six men on rotation shortly before the Squadron departed.

All men were given a twenty dollar partial payment before they left the Islands and everyone heard the 28th Article of War.

For the trip to combat, the Squadron had one officer and thirty enlisted men from the 568th Signal Aircraft Warning Battalion attached to it as well as a Warrant Officer Junior Grade of the 386th Service Group. There were also four enlisted men and three officers attached from Headquarters 15th Fighter Group.

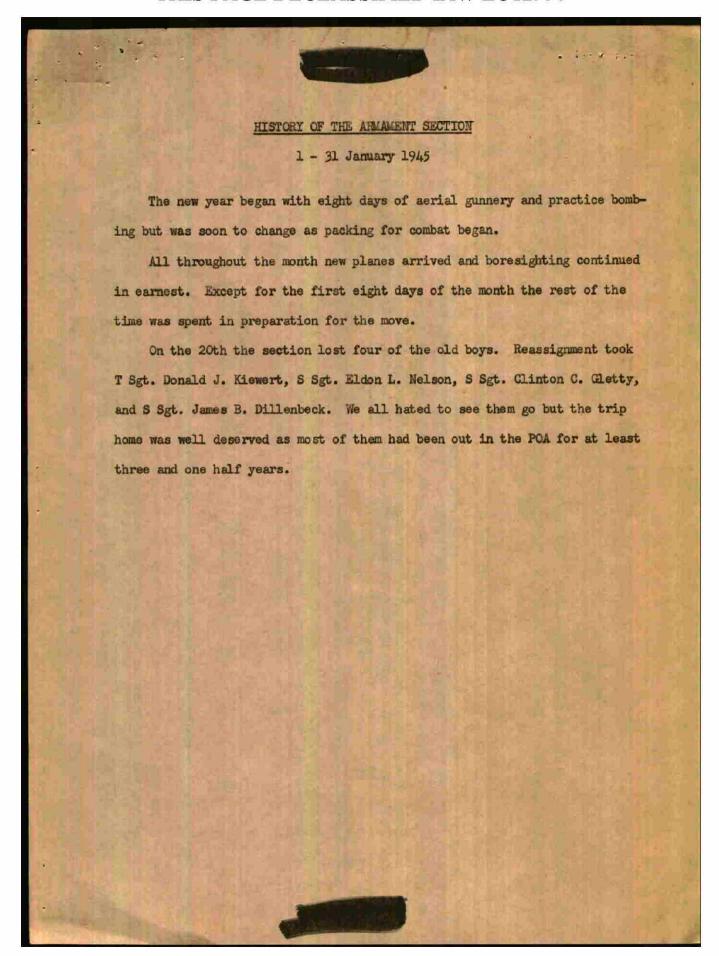
One other change in personnel was completed a few days before departure and that was the replacement of Flight Surgeons. Captain Jack Lapides replaced Captain Daniel W. Oungst.

Officer promotions for the month consisted of 1st Lieutenant Powell's promotion to Captain. 2d Lieutenants Mitchell, Trodahl, Ryniker were promoted to 1st Lieutenant.

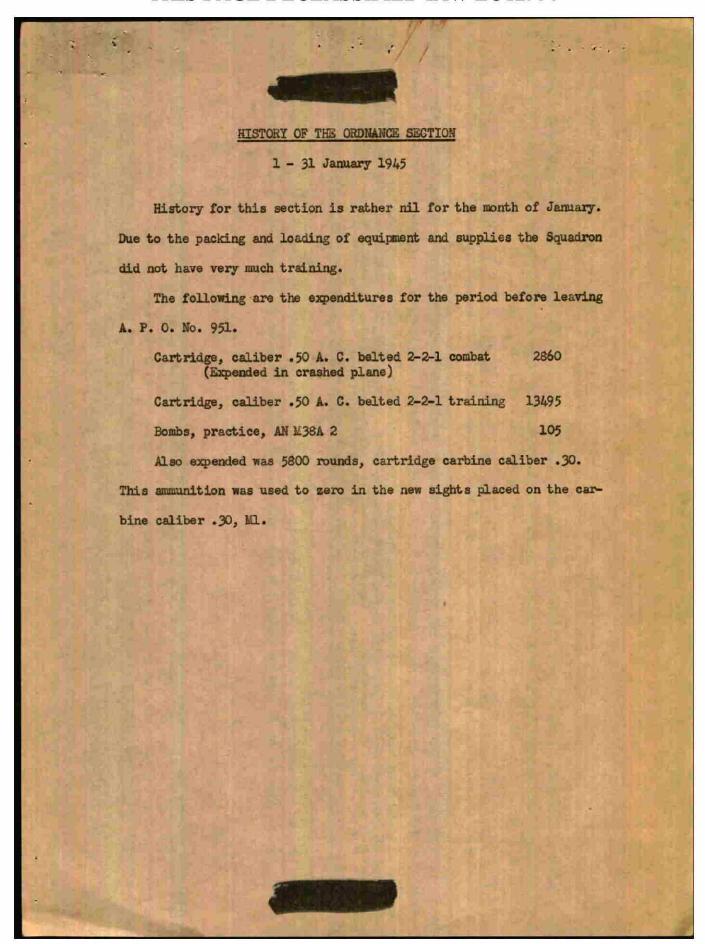
On the 25th of January, twenty officers and two hundred and six enlisted men left the field to board ship at Pearl Harbor. The balance of officers and men followed this forward echelon by carrier and aircraft at later dates.

Balance of duties for the Squadron and the command section for the rest of the month consisted of normal shipboard duties.





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HISTORY OF THE OPERATIONS SECTION

1 - 31 January 1945

January found Operations still hard at work logging flying time. Flying conducted for the month included such training missions as follows: Altitude aerial gunnery, formations, mutual support and acrobatics and dive bombing. Considerable tapping missions were run using P-47's as tappers. G.C.I. missions were run using Knob Hill Control, With new P-51's being assigned to the Squadron throughout the month, slow timing continued until the Squadron left Bellows Field, T. H. on 25 January 1945 for combat duty in the Western Pacific. Alert periods were also conducted by the Squadron with a few special missions of little importance.

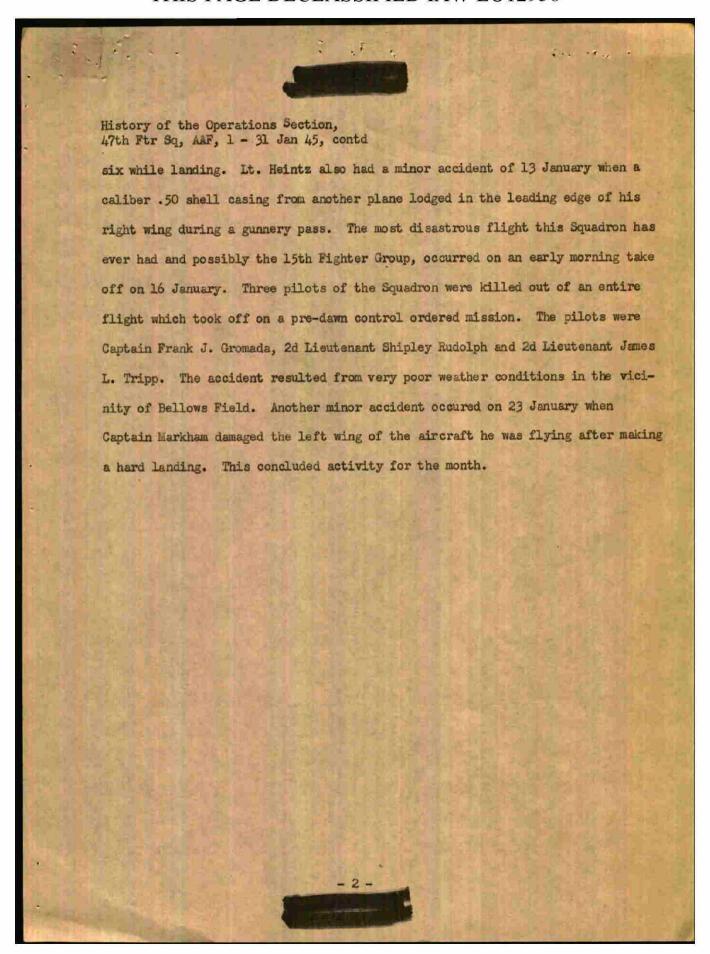
Operations, along with the other sections in the Squadron, was prepared to move and with office equipment partially packed it became a difficult job to maintain some semblance of smooth functioning within the section. The new code name of Premier was put into use throughout the Squadron during the month of January, replacing Echo.

Captain Gromada returned from the States on 9 January 1945 as well as Operations Section Chief, S Sgt. Roy K. Elliott. Two trained pilots were assigned on 9 January, Lieutenants Brunette and Hintermeier. On 16 January, Captains Obenshain and Pepin returned from the Mainland. Captain Down was assigned to the Squadron on 17 January.

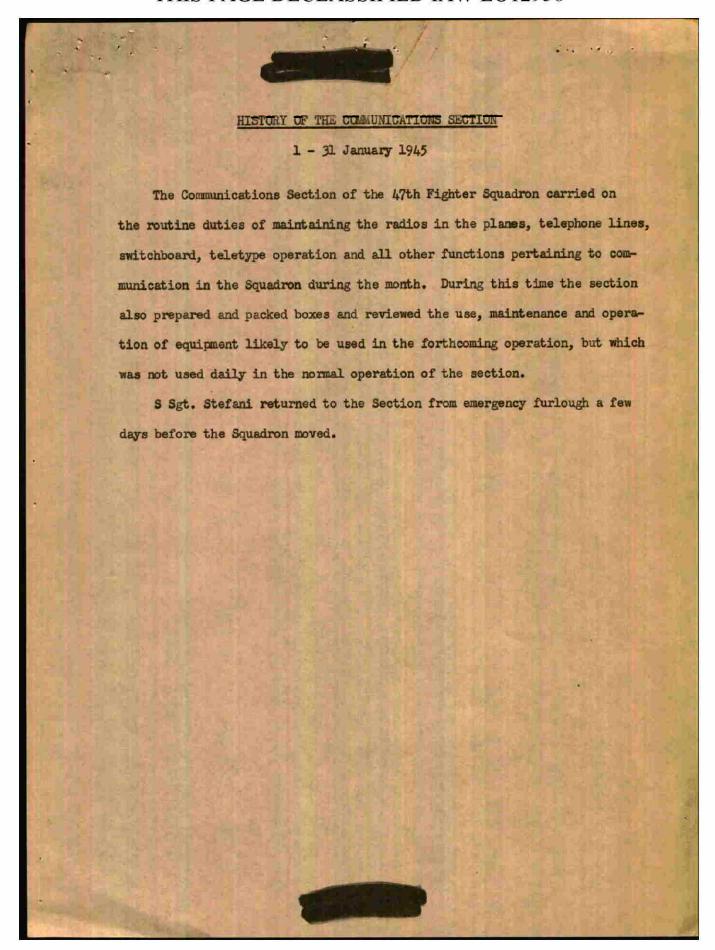
The following accidents occurred during the month: On 3 January, Lt.

Tripp accidentally fired sixteen rounds of caliber .50 ammunition during simulated strafing of an LST. On 13 January Lt. Dibelka was involved in a minor accident when a gust of wind caused his left wing to make contact with runway





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HISTORY OF THE ENGINEERING SECTION

1 - 31 January 1945

The month of January was spent packing and loading all our equipment.

There was much speculation among the men concerning the move and whether

it was just another false alarm. The airplanes were all given fifty hour

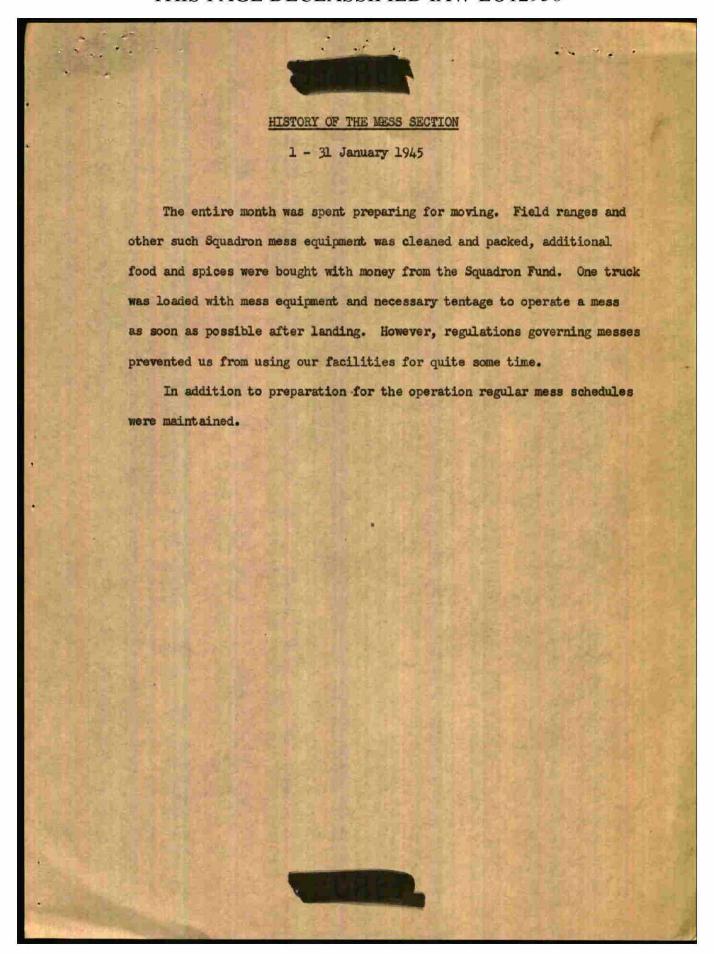
inspections and "their War Paint jobs were completed".

The planes left for Ford Island to be loaded on the carrier. We had two accidents during this move. Lt. Kenneth Fort had an engine failure on take-off and Lt. Harold L. Baccus ground looped his plane on landing at Ford Island.

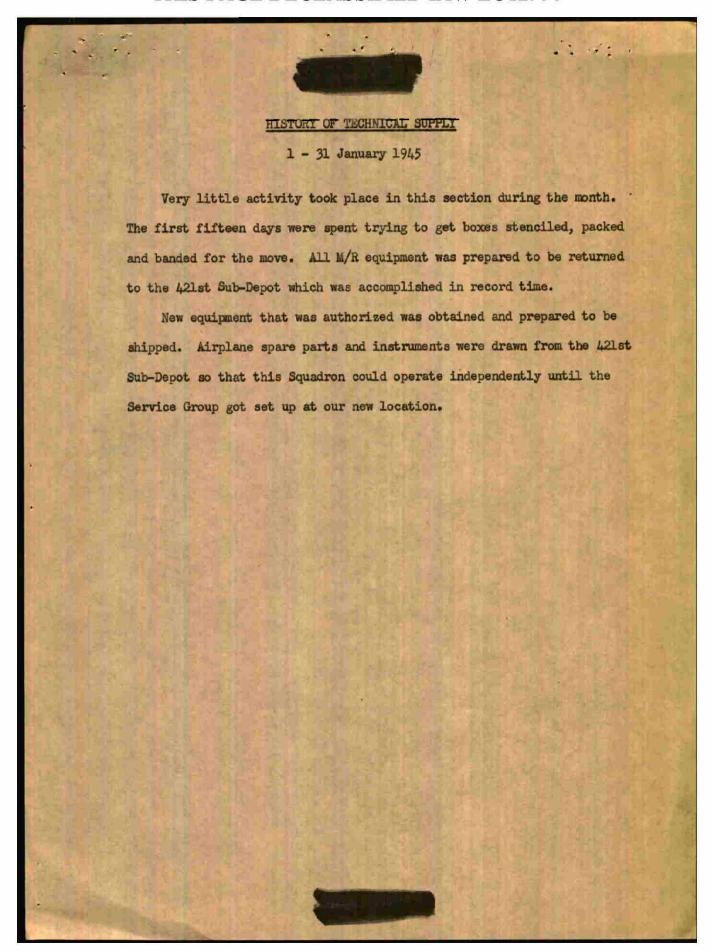
We had one man per ship during the last few days. This was not a sufficient number of personnel for the proper servicing of the planes. We had three Armament men and two Radio men. There should have been a Technical Supply man and an Ordnance man in the group.

After the usual amount of confusion and delay, the packing and loading was completed and the 47th Fighter Squadron left the land of its organization and went to war.

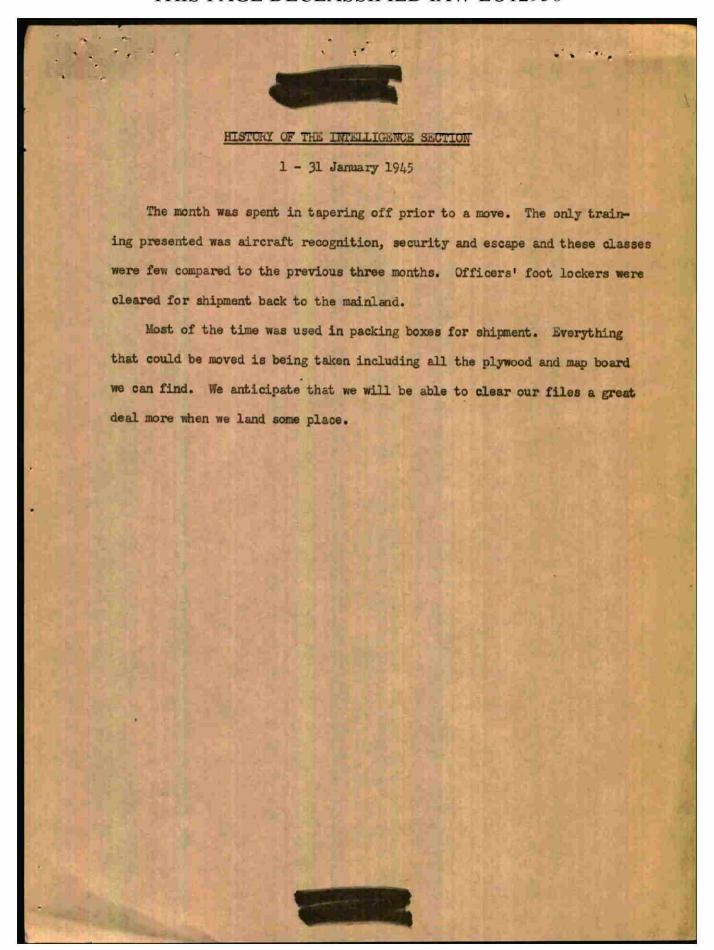




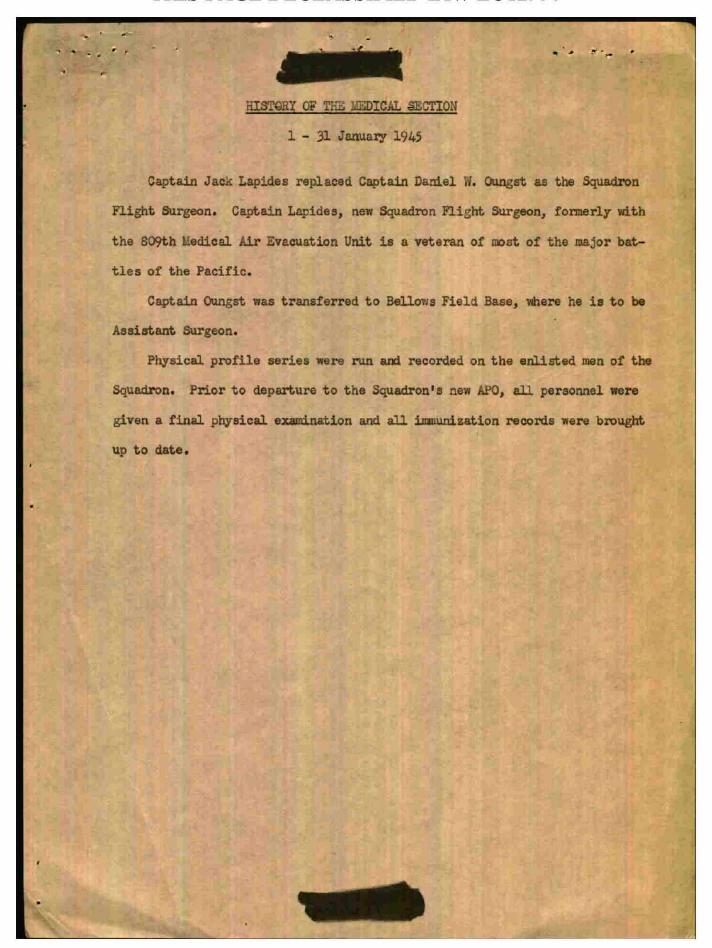
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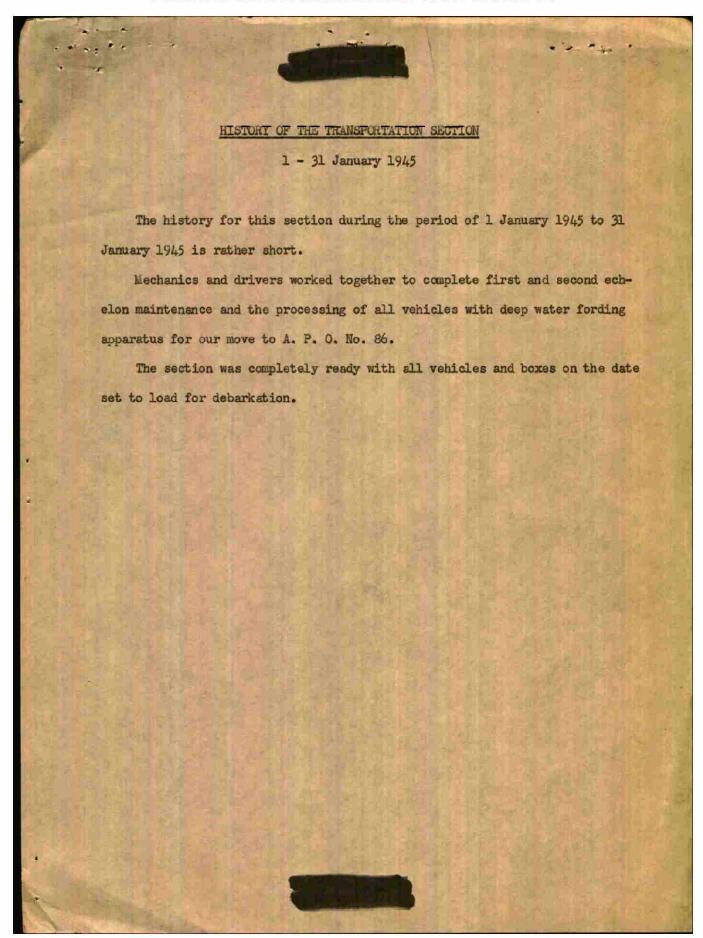
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