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P.R.C.

X

11

DECLASSIFIED
DDN DIR 5200.9

065547

MICROFILM

6424-48A

S-0829-10

80 - FI - 47 - 41
Fe 3 - 45

R

47th Fighter Squadron, 15th Fighter Group, VII Fighter Command, Army Air Forces Pacific Ocean Area.

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

Negative.

2. Losses in Action:

Negative.

3. Awards to and decorations of members of this organization:

Negative.

4. Organizational changes:

Negative.

P.R.C.

5. Strength Personnel:

a. First day of month: 67 Officers, 233 Enlisted Men.

b. Last day of month: 67 Officers, 233 Enlisted Men.

6. Strength of Aircraft:

a. First day of month: 28 P-51 D's, 1 AT-6C

b. Last day of month: 28 P-51 D's, 1 AT-6C

7. Losses Operational:

1 P-51 D.

DECLASSIFIED
DOD DIR 5200.9

4456547

735-8

74641-484

47th Fighter Squadron, 15th Fighter Group, VII Fighter Command, Army Air Forces, Pacific Ocean Area.

1. a. Boarded USS Lenawee, APA 195, 1300, 25 January 1945 at Pier 29, Honolulu, T. H. Number of personnel: 206 Enlisted Men, 30 Officers. ✓
b. Landing echelon (sub-assault) boarded AKA 61, USS Muliphen at Pier 29 25 January 1945, Pier 29, Honolulu, T. H. Number of personnel: 15 Enlisted Men, 1 Officer.
c. Departed 27 January 1945.
d. Arrived Eniwetok 5 February 1945. Departed Eniwetok 7 February 1945. Arrived Saipan 11 February 1945. Departed Saipan 16 February 1945.
e. January 31, crossed International date line.
f. Arrived at destination 19 February. Debarked 27 February.
g. Personnel landed 27 February from USS Lenawee. Personnel and cargo aboard cargo ship USS Muliphen brought ashore 4 March. ✓
2. a. Pilots and aircraft loaded on USS Sitkoh Bay from Ford Island, 1 February.
b. Departed: 2 February.
c. Stopped at Guam 13 February 1945. Left Guam and arrived Saipan 14 February.
d. Planes unloaded at Guam 13 February and were flown to Saipan the following day, where they were stationed at East Field.
e. Planes took off for Iwo Jima on 6 March 1945, from East Field, Saipan.
f. None.



O F F I C E R S . U . S . S . L E N A W E E

First Row:

Capt. Kiesling, Lts. Fitzgerald, Hubel, Oronsky, Frick, Elliott,
Tyler, Sanders, Sidebottom, Capt. Lapides.

Second Row:

Lt. Dibelka, Klessig, Capt. Blandford, Lts. Scanlan, Van Zandt, Kinsey,
Capt. Riley, Major Strothers, Lts. Carletti, and Jones.

Third Row:

Lts. Kriss, Weaver, Major Johnson, Lt. Liddell, W.O. Addington,
Lt. Bisky.

ORGANIZATIONAL HISTORY

1 - 28 February 1945

The month of February found the Squadron actually en route to combat. Yes, our month long movement plans had finally materialized.

After two or three days at sea on the USS Lenawee most of us discovered that the only way to obtain relief from the constant rocking and rolling was to map a course to either of three places, the "head", the "sack", or the "rail".

On the fourth day of our sailing, Lt. Sanders, Squadron Intelligence Officer, was quick to take advantage of the fact that all personnel both officers and enlisted men had survived the initial familiarization of the ways of the sea and he proceeded to disseminate, in genuine S-2 style, the "poop" about our destination, Iwo Jima.

The remainder of our voyage was interrupted only by two lay-overs of a few days each, one at Eniwetok and the other at Saipan. The former was significant only in that it was the first time we had seen anything which even resembled land since leaving Pier 29 at Pearl Harbor eight days previous. The stop at Saipan served to remind us that we were gazing upon an island, the invasion of which eight months before, represented the first real breach in Japan's outer perimeter of defense. Some of us were fortunate enough to set foot on this historic spot while others were satisfied to remain aboard ship.

On the afternoon of February 16 our convoy started on the last leg of its journey. The skipper of our ship in a few choice words, reminded us that, "This is it. This is the pay-off".

About 0500 on the morning of the 19th, while battleships and destroyers were still lobbing shells into the target with clock-like regularity, we were inching our way along about eight miles off shore, as we approached the battle

[REDACTED]

Organizational History, 47th Ftr Sq
AAF, 1 - 28 Feb 45, contd

scarred, eight square miles of volcano ash. But despite this terrific barrage, when dawn broke, all could plainly see the difficult task ahead, that "H" hour was to be a costly one and the beginning of a bitter campaign.

It was not our fate, however, to experience just how bitter this struggle would be until we ourselves started for the shore on the 27th. At 1320 on this date the Squadron loaded on an LSM and at 1355 hit Red Beach 1. From here in - into the temporary bivouac area and for several days thereafter, it was a case of "survival of the fittest", or "Oh, for the life of a gopher!". Needless to say, the high morale and excellent health of the Squadron contributed greatly to its "survival" for the rest of the month.

HISTORY OF THE OPERATIONS SECTION

1 - 28 February 1945

Little comment can be made for Operations Section as the Squadron was on the move for the entire month. No opportunity was presented for the section to set up during the month.

February found the Squadron broken into two sections. The pilots flew their aircraft to Ford Island on the first from Bellows Field, T. H. There pilots and crew chiefs with the aircraft boarded the aircraft carrier for Guam. Squadron ground personnel were aboard a personnel assault ship headed for Iwo Jima via Eniwetok and Saipan.

On the 13th our aircraft and pilots arrived at Guam and our aircraft were flown to Saipan. Here Captains Powell and Betner returned from the States and joined the Squadron on the 16th. Several routine check flights were made here.

There was one accident during the month. 1st Lieutenant Kenneth H. Fort crashed at Bellows Field while taking off for Ford Island.

HISTORY OF THE COMMUNICATIONS SECTION

1 - 28 February 1945

The month of February 1945 was spent on shipboard except for the last few days. In the Squadron move to Iwo Jima, the section's personnel were divided between the personnel assault and cargo assault ships. Also, two men, S Sgt Thomas R. McCain and Sgt William A. Ross, were detailed to the important job of maintaining the radios in the Squadron aircraft aboard the carrier.

Squadron personnel started disembarking on the 27th of February at Iwo Jima after a month long journey. Here they dug in and awaited the coming of the Squadron aircraft.

HISTORY OF PERSONNEL SUPPLY

1 - 28 February 1945

The Squadron was aboard the U.S.S. Lenawee when the month began and remained aboard until 27 February 1945.

Sgt. Timothy J. Glynn was in charge of all laundry service aboard ship for the entire ship. Personnel Supply did not function in any other way.

The Squadron went ashore on 27 January 1945 and bivouaced on the beach. Personnel Supply did not function for the remainder of the month.

HISTORY OF THE MESS SECTION

1 - 28 February 1945

The Squadron messed aboard the USS Lenawee APA 195 from 25 January 1945 to 27 February 1945. The Squadron carried the necessary rations for three days when they went ashore. No mess was established as "K" rations were the only ones available.

HISTORY OF THE COMMAND SECTION

1 - 28 February 1945

As the major part of the month was spent aboard ship on the way to combat, Squadron activities as a whole were limited. The headquarters section continued to keep up the Morning Report, the sick book, and the duty roster for work calls aboard ship as they arose. Some men were detailed to work in the ship's laundry and some in the galley. The Squadron took all guard duty over on the ship about the 17th of February, relieving the Marines on board who had been doing it.

The Squadron headquarters section along with the rest of the Squadron advance echelon arrived at the target area on "D" Day, 19 February, but did not disembark until 1300, 27 February.

The activity of first importance upon hitting shore was to dig in so naturally no Orderly Room work as such was done during the balance of February.

The morale and health of the men as they came ashore at Iwo Jima on 27 February 1945 were excellent.

HISTORY OF THE ENGINEERING SECTION

1 - 28 February 1945

The month of February was one of very little activity for Engineering personnel aboard the troop assault ship. However, for those twenty - six crew chiefs charged with the maintenance of Squadron airplanes aboard the aircraft carrier, it was one filled with hard work and anxiety.

Guam was to be used as the unloading point for the aircraft and the carrier arrived on the 13th of February. The unloading went off with very little trouble. There were some minor damages caused during the transfer of the planes from ship to shore such as bent wing tips, rudders, elevators, and ailerons. All planes were checked and serviced at Guam for the trip to Saipan and made the flight without mishap. Saipan was a very pretty island and strongly reminded those men with the planes of Oahu.

The aircraft were based at East Field and work commenced immediately to get the planes in the best possible condition. Everyone was excited and enthusiastic. At long last the 47th was about to be given an opportunity to test its four years of training against an enemy. Wing tanks were hung and connected, engines and airplanes were given a complete shakedown inspection, the boresight of the guns was checked and radio frequency changed. In order to keep the planes in shape and maintain a constant check on their performance the ships were flown for an hour every third day.

On the 26th of February we were given thirteen more airplanes from the Guam Depot bringing our Squadron aircraft strength to thirty eight. Work was started on these new planes but we were handicapped by the shortage of men, having only twenty-six to maintain thirty-eight planes.

As the month moved to a close all personnel anxiously awaited orders to have the planes take off for their destination -- Iwo Jima.