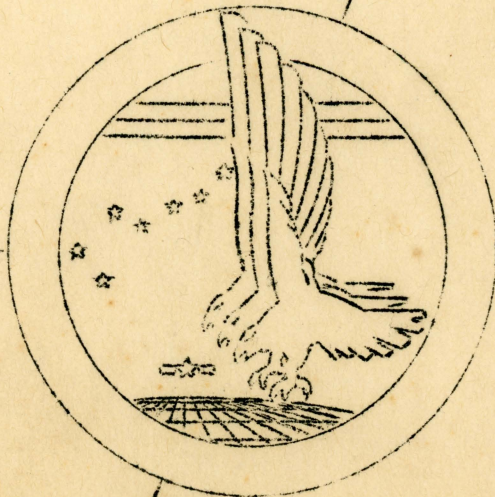


1945 F-8 Mustang
318th F-8 Mustang Group
1945 F-8 Mustang Group

Highlights

FROM THE HISTORY OF THE

318TH FIGHTER GROUP



Flanagan

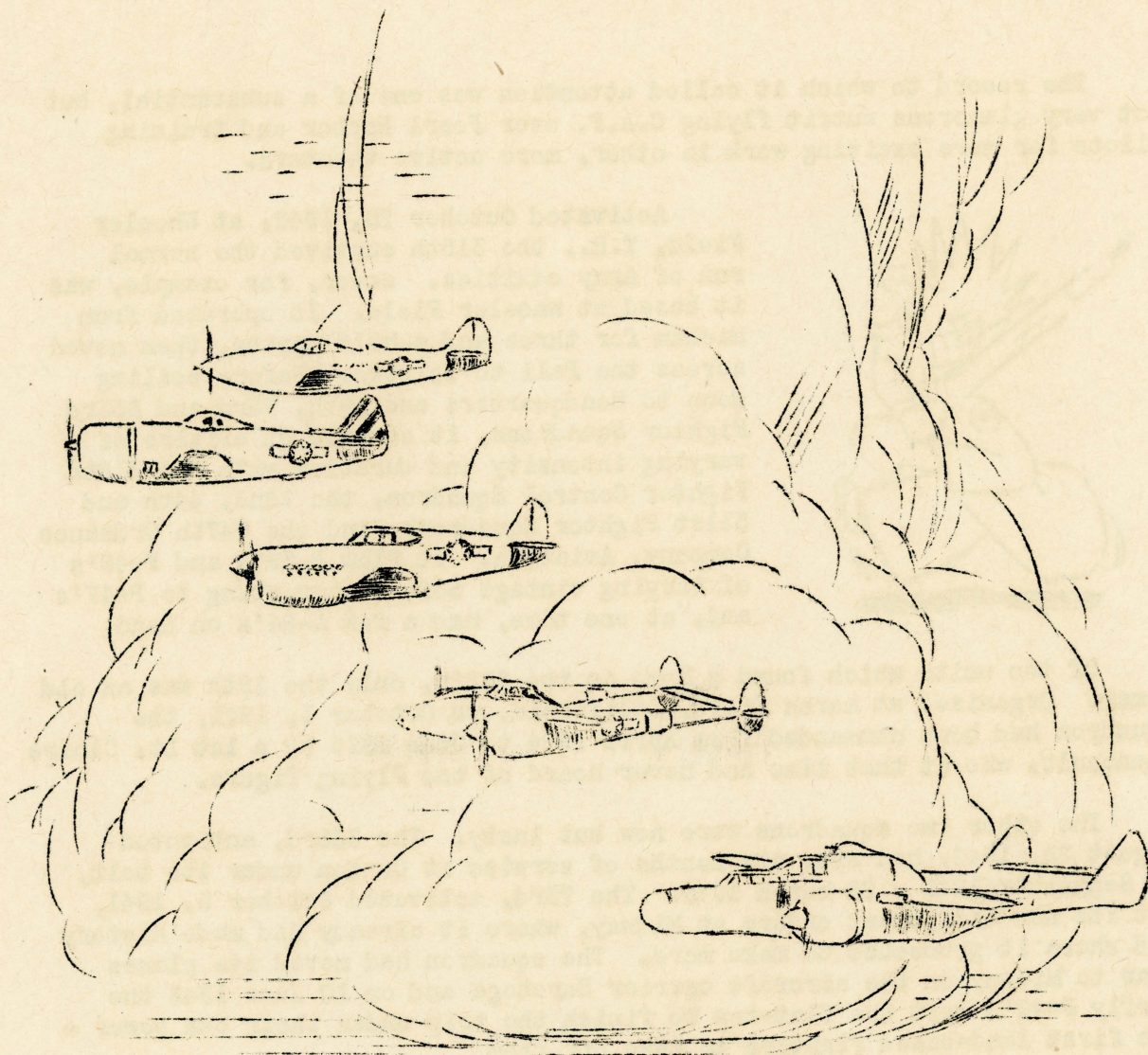
Newspapers from coast to coast have acclaimed our Group as the "famous 318th." Is there any substance to this or is it merely the figment of some publicity writer's imagination? Not by a long shot. We actually have done those deeds ascribed to us and, to make your job of convincing the homefolks a little easier, these highlights from our official history are published.

But even more than to help you tell a better story, I hope that these highlights will give you pleasant memories in future years. Each and every one of you has contributed toward making the 318th the famous 318th. Let this, therefore, serve as written proof of your success.

Harry E. McAfee
HARRY E. MCAFEE,
Lt. Col., Air Corps,
Commanding.

COMMANDING OFFICERS OF THE 318TH FIGHTER GROUP

Lt. Col. LORRY N. TINDAL	20 Oct. 1942	to	2 March 1943
Lt. Col. CHARLES B. STEWART	3 March 1943	to	20 Aug. 1943
Lt. Col. LEWIS M. SANDERS	21 Aug. 1943	to	30 July 1945
Lt. Col. HARRY E. McAFEE	31 July 1945	to	

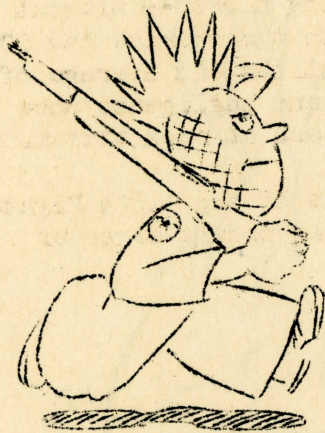


The 318th Fighter Group was 17 months old when it discovered the hair on its chest.

That was March 18, 1944, the day the Commanding Officer sat down at his desk on Bellows Field's Nob Hill and dashed off an open bid for what was to follow -- 15 months of rough and tumble combat that saw the 318th set and shatter precedent after precedent, hike its bag of airborne enemy planes to 164, pioneer some of the longest and most dangerous missions ever undertaken by fighter planes, and trounce the Jap on the ground and in the air until its Zebra-tailed Thunderbolts flew unopposed over surrendering Tokyo.

It was quite a letter, if only because it came to mark the line between the 318th Fighter Group and the Famous 318th Fighter Group. Colonel Sanders called it "A Glance at the Record."

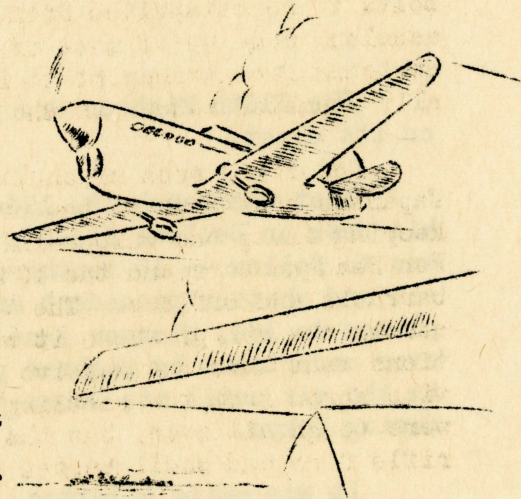
The record to which it called attention was one of a substantial, but not very glamorous outfit flying C.A.P. over Pearl Harbor and training pilots for more exciting work in other, more active theaters.



Activated October 20, 1942, at Wheeler Field, T.H., the 318th survived the normal run of Army oddities. Never, for example, was it based at Wheeler Field. It operated from Hickam for three and a half months, then moved across the Pali to Bellows. Before boiling down to Headquarters and 19th, 73rd and 333rd Fighter Squadrons, it carried on affairs of varying intensity and duration with the 318th Fighter Control Squadron, the 72nd, 44th and 531st Fighter Squadrons, and the 647th Ordnance Company, Aviation. It flew P-39's and P-40's of varying vintage before converting to P-47's and, at one time, had a few A-24's on hand.

Of the units which found a home in the 318th, only the 19th was an old timer. Organized at March Field, California, on October 1, 1921, the squadron had been commanded from April 1924 to June 1925 by a 1st Lt. Claire Chennault, who at that time had never heard of the Flying Tigers.

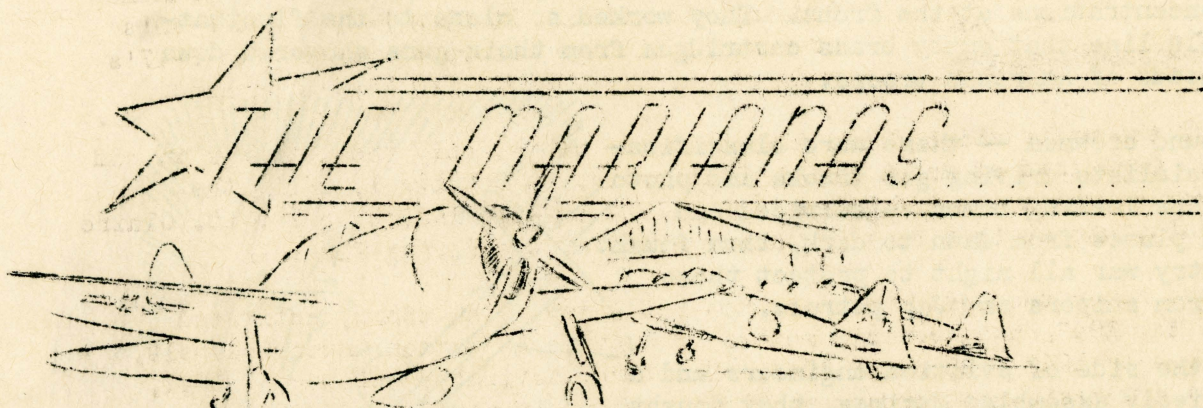
The other two squadrons were new but lusty. The 333rd, activated August 23, 1942, had over six months of service at Canton under its belt, 11 September 1942 - 28 March 1943. The 73rd, activated October 5, 1941, got its new assignment orders at Midway, where it already had made history and where it proceeded to make more. The squadron had moved its planes near to Midway on the aircraft carrier Saratoga and on 10 June 1942 the Barfly P-40's left the flat-top to finish the trip under their own power - the first land-based fighters to take off from the deck of an aircraft carrier. Ordered back to Oahu to join the 318th, the squadron did without the aircraft carrier, made the trip in a non-stop flight of 1,307 statute miles, at that time the longest over-water, non-stop flight ever completed by land-based fighters.



In the months that followed its activation, the 318th carried out its primary job of patrolling the Oahu area and gave final pre-battle training to at least three times its normal complement of pilot personnel. That the training was sound was proved by subsequent performance of the 318th-trained 44th Fighter Squadron, which left Oahu to distinguish itself over Bougainville with the 13th Fighter Command -- a performance which brought a warm commendation up from the Southwest Pacific -- and the job done by the 72nd, which shot down five Japs during flights from Makin while still a member of the 318th.

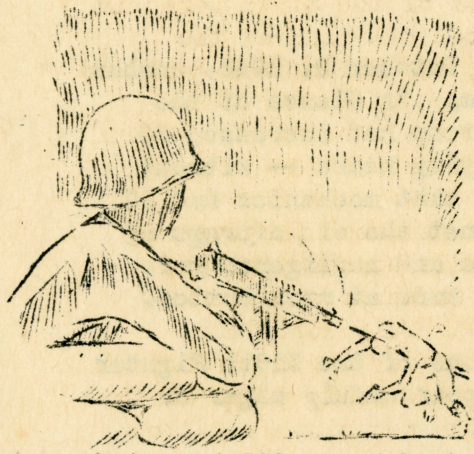
With arrival of the 318th's first P-47D's on October 9, 1943, combat training of the group as a unit began to take form. "A Glance at the Record," pointed out that pilot strength of the group had increased 60 percent in a few months, that average squadron flying hours -- without addition of any planes -- had climbed 66 percent, that mechanics had 90 percent of the planes in commission daily as against the old average of 60 to 75 percent, that accidents from inexperience and negligence were things of the past and that accidents of any sort were at rock bottom.

"All of us know," it added, "that the squadrons of the 318th Fighter Group are now ready for active combat. Not to appear unduly eager or inquisitive....What the Hell are we waiting for?"



The 318th soon found out. Movement orders came May 17, 1944, from Headquarters, U. S. Army Forces, Central Pacific Area. The assault echelon left Bellows Field on May 27, reached Saipan on D-Day, and went ashore June 20, D-Day plus 5. P-47's flew in two days later, the first Thunderbolts to be catapulted from the decks of carriers at sea. The first echelon, made up of most of the group's ground personnel, arrived June 26, switched from transport to LST during the blackout of an air raid, finally stumbled ashore in the rainy early morning of June 27.

Under the arch of shells rustling from American artillery toward Japanese positions on the overlooking ridges, the group set up house-keeping along the sniper-infested edges of peck-marked Aslito Airfield. For Headquarters and the 19th there were shell-torn former Japanese barracks and offices. The 73rd pitched its pup tents on the bald flat across the strip, where it was joined later by the 333rd. Group Operations went into the massive concrete Japanese blockhouse across the service apron from the rattling skeleton of a bombed out hangar. Things were tough all over, but the most common remark after long nights of rifle fire and shell bursts was, "The 73rd caught hell again last night."



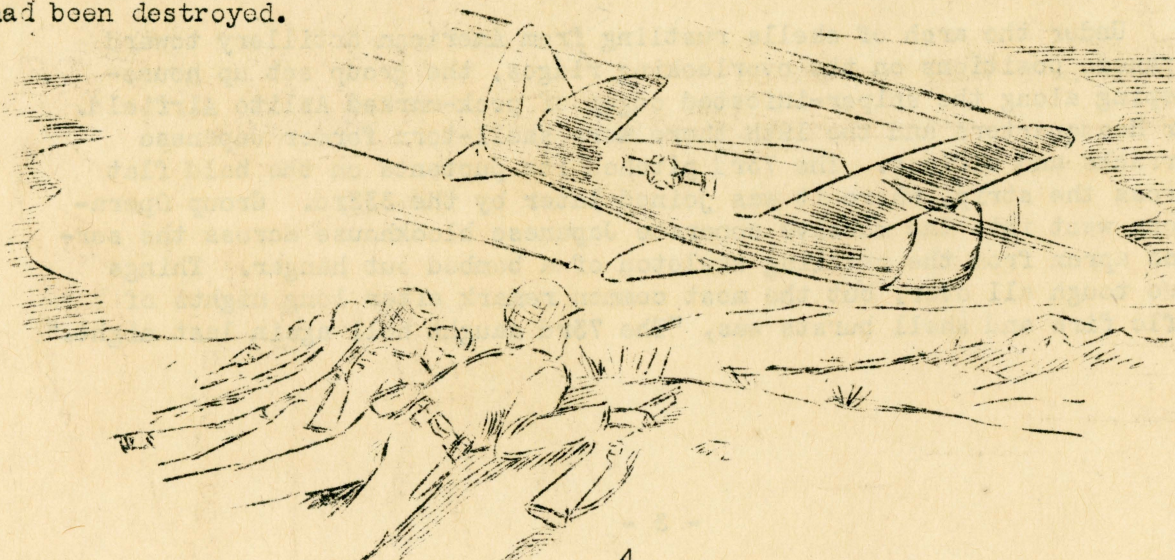
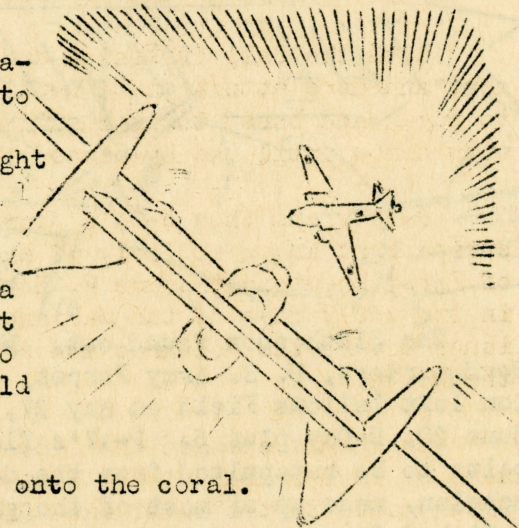
The 318th Fighter Group fought for its life on Saipan -- but not in the way it had expected. P-61 Black Widows, seeing Pacific combat for the first time with the group's 6th Night Fighter Detachment, scored three of their 12 Saipan victories in the first few tense days of the Marianas campaign, but the men who flew by day didn't meet a single Jap in the air for four months.

Instead of for high altitude aerial combat, the Thunderbolts were desperately needed for ground support and neutralization. So they fought on the deck with machine guns, rockets and 500-pound bombs. Worn by sleepless nights and continuous flying, pilots bored in at tree-top height to blast pillboxes, caves and troop concentrations at the front. They worked so close to the fluctuating battle line that empty brass cartridges from their guns showered down on the heads of American troops.

Ground crewmen -- there were classification specialists driving gas trucks and photo technicians loading bombs -- serviced and repaired planes from dawn to dark, then fought an infantry war all night to protect those planes from snipers and Jap patrols.

At the side of aviation engineers and a few hurriedly assembled Marines, they fought through one desperate night against Japs who actually had seized one-third of the airfield to bayonet belly tanks and tires of parked Thunderbolts and flip grenades into the inflammable aviation gasoline that gushed out onto the coral.

The ground crews knew little or nothing about infantry warfare, but they won. When the sun came up and the Japs fell back, only one plane had been destroyed.



The Japs gave ground on Saipan. Thunderbolts of the 318th bored in to clear the way for the final lunge, then orbitted overhead as the American flag went up on Marpi Point. - On July 9, the island was declared secure.

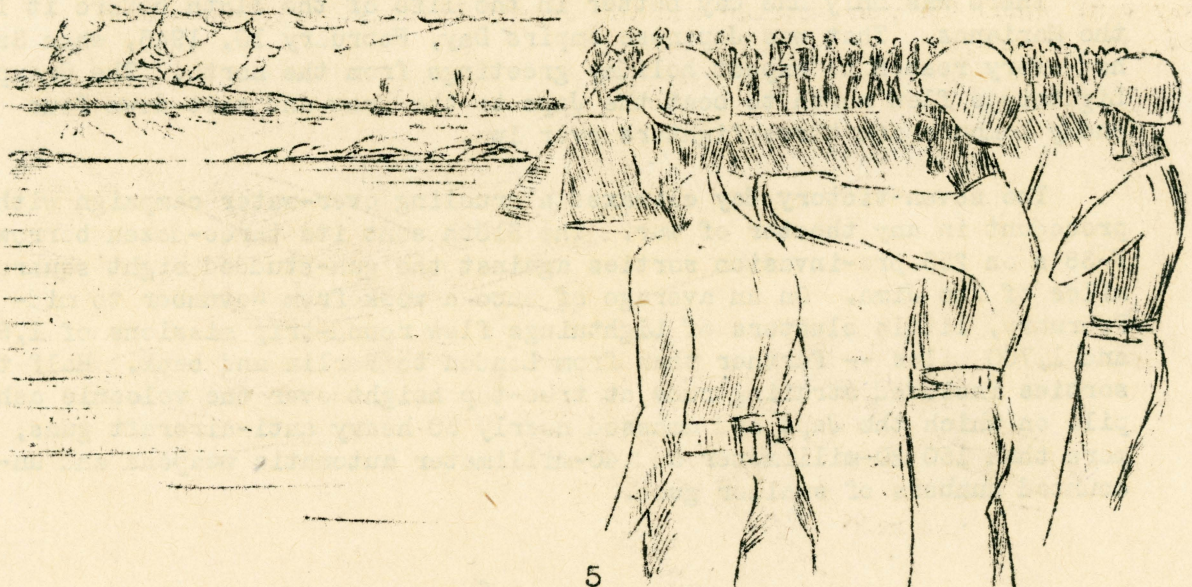
A Navy specialist reported in with word of a new bomb project recently completed at Eglin Field. From the materials at hand, ground crewmen built the necessary loading facilities. Ordnance made some improvements in the detonator. On the afternoon of July 23rd, men crowded on top of the old block house or perched on red earth bunkers to watch the group's P-47's bomb Tinian with wing and belly tanks which, for the first time in the war, were filled with the new mixture called Napalm.

From the same vantage points they saw Marines pour ashore for the July 24-31 battle of Tinian, their assault boats guided to the landing beach by low-flying Thunderbolts of the 318th.

With the fall of Tinian and the invasion of Guam, the 318th turned more and more attention to neutralization. It raced down to Rota and up to Pagan and bored through anti-aircraft barrages to plaster runways with bombs until the by-passed enemy air bases no longer were a threat.

B-25's and then B-24's jammed Isely Field and the newly constructed strip first known as Isely #2 and then designated Kobler Field in memory of First Lieutenant Wayne F. Kobler, a 19th Fighter Squadron pilot killed in the early days of the Marianas campaign. War fanned out from the Marianas toward the Volcanos and Bonins to the north and the Carolines to the south.

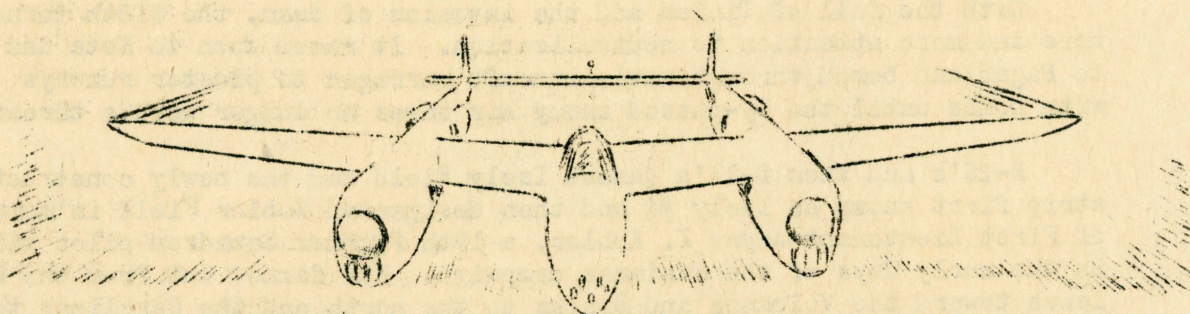
Engineers changed the face of Aslito Airfield and orders changed its name to Isely. During the last week in July (officially on July 24) the 318th moved to the muddy cane fields beside the newly completed East Field runway on Kagman Point.



On October 21, 16 battered, patched Thunderbolts flew to Minami Rock, a nerve-wracking, 1,400-mile, over-water round trip which would have tested the performance of even new P-47D's. The plan was to spring a mouse-trap on Jap fighters following Liberators back from a raid on Iwo Jima. The bag was a single Nick, the lone, twin-engine Jap fighter which had hung with the bombers as far as the rendezvous point. It was a long trip for a single victory, but the idea caught on.

The 318th borrowed 36 long-range Lightnings from a fighter group back on Oahu, flew a 7½-hour bomber escort mission to Truk on November 22nd and knocked off four Zekes which had been heckling American shipping.

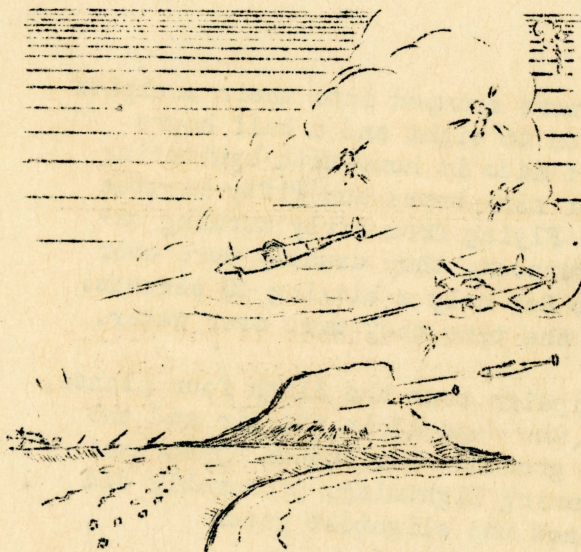
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Saipan-based B-29's --- Joltin' Josie, the first of the giants, had been escorted to Isely Field by 318th Thunderbolts in October,--- brought trouble aplenty on November 27 when Jap fighters hit for their first daylight strafing attack. That day, the 318th downed six enemy planes -- two off Saipan, two over Pagan, two at Iwo Jima.

There was only one day better in the life of the 318th before it left the Marianas. That was Japanese Empire Day, February 10, 1945, when Saipan had every reason to expect holiday greetings from the north. The Group's Lightnings flew north to beat the Japs to the draw and shot down four enemy bombers and three fighters over Iwo.

The seven-victory day climaxed a grueling over-water campaign without precedent in any theater of war. The 318th sent its three-dozen borrowed P-38's on 253 pre-invasion sorties against the gun-studded eight square miles of Iwo Jima. On an average of once a week from November to mid-February, little clusters of Lightnings flew round-trip missions of 1,600 and 1,700 miles -- farther than from London to Berlin and back. Half the sorties included strafing runs at tree-top height over the volcanic ash pile on which the Japs had amassed nearly 50 heavy anti-aircraft guns, more than 150 20-millimeter and 40-millimeter automatic weapons and uncounted numbers of smaller guns.



in the month of July alone. It fired 1,500 rockets, 2½ million rounds of .50 caliber ammunition, 9,000 20-millimeter automatic cannon shells.

The group helped win and hold the islands from which Superforts hit Japan. Then it helped win Iwo, from where fighters could accompany the B-29's to Tokyo and where crippled bombers could land after a mission. And its jobs had not been easy.

In his report of October 1, the Group Flight Surgeon reported that the average man had lost 10.7 pounds since leaving Oahu. Calcium deficiency was evident in 40.5 percent of personnel

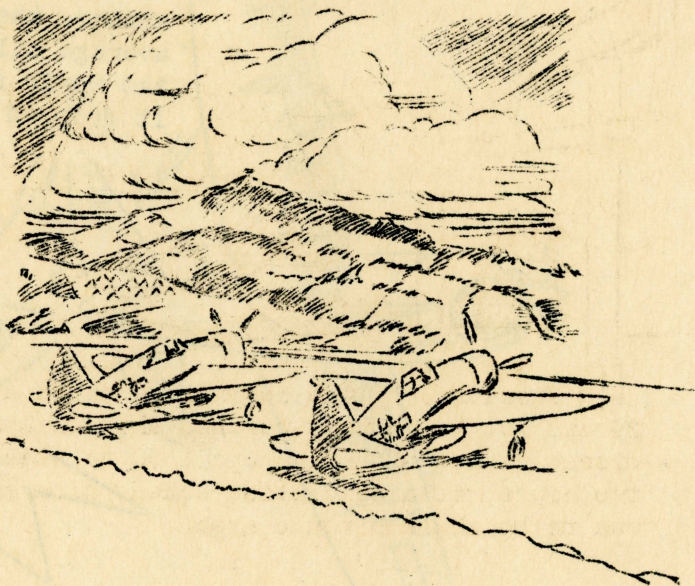
while 34.5 percent had various fungus diseases. Just about everyone had gone to the mat with dengue fever.

Out on the flight line, by December 16, 1944, the number of planes had dropped from 111 to 80, all worn by months of combat. Lack of replacements had cut the 73rd's complement of engineering personnel in half and had reduced engineering staffs of other squadrons 35 to 40 percent. In addition to its tired Jugs, each squadron was nursing the 24 unfamiliar engines of 12 P-50's.

On the good side in the final months were wood tent floors, an occasional shipment of fresh meat, virtual elimination of the earlier swarms of mosquitoes and fat blue flies, enough beer to tease parched tongues, a sports program, a day off each week and movies every night. February's cinema favorite was "The Princess and the Pirate." "Brazil" and "Hi Beautiful" vied for position as the worse of two stinkers. Special Services prolonged the war indefinitely by adding to its library "Forever Amber."

Pilots and ground officers of the squadrons outdid each other with such packing-box architectural triumphs as The Wagon Wheel Saloon. Headquarters enlisted men discussed plans for a new, more commodious latrine.

There was vague talk about a rotation plan. Some said the 318th had shot its wad and might go back to Oahu now for a breather. An increase in domestic relations cases taken to the legal affairs officer was just one of the indications that a great many men had been overseas too long.



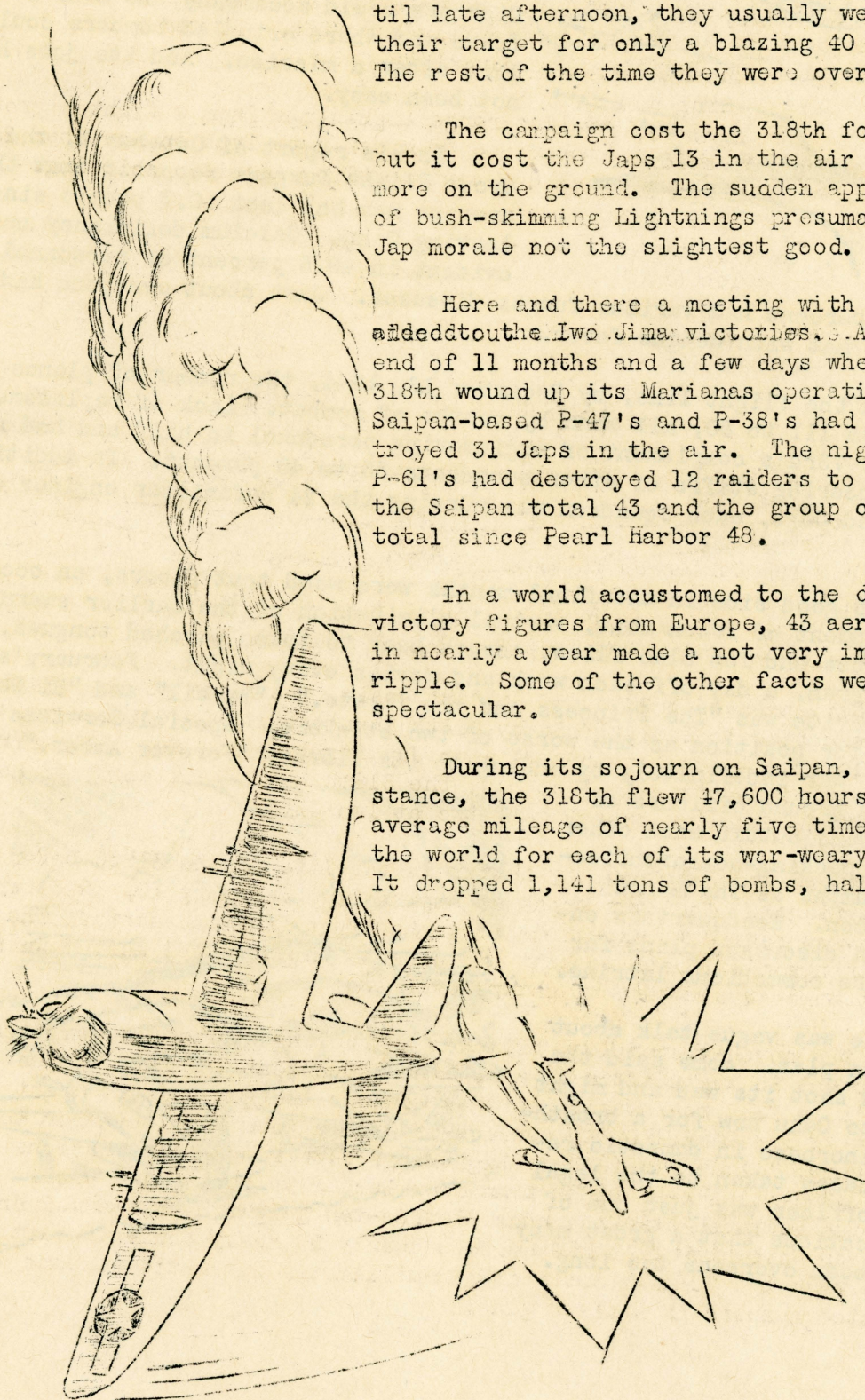
Pilots were cramped into their cockpits for from seven to eight and a half hours and one pilot made it home with sputtering engines after nine hours and fifty minutes in the air. Flying from early morning until late afternoon, they usually were over their target for only a blazing 40 seconds. The rest of the time they were over water.

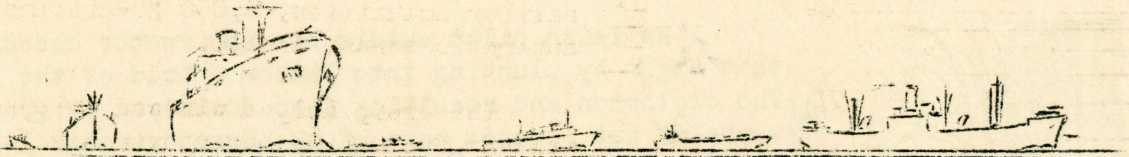
The campaign cost the 318th four planes, but it cost the Japs 13 in the air and two more on the ground. The sudden appearance of bush-skimming Lightnings presumably did Jap morale not the slightest good.

Here and there a meeting with enemy planes added to the two Jima victories. At the end of 11 months and a few days when the 318th wound up its Marianas operations, Saipan-based P-47's and P-38's had destroyed 31 Japs in the air. The night-hunting P-61's had destroyed 12 raiders to make the Saipan total 43 and the group over-all total since Pearl Harbor 48.

In a world accustomed to the dazzling victory figures from Europe, 43 aerial kills in nearly a year made a not very impressive ripple. Some of the other facts were more spectacular.

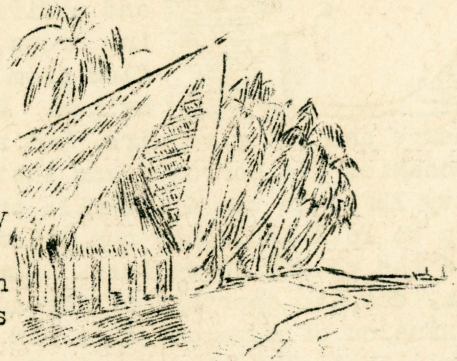
During its sojourn on Saipan, for instance, the 318th flew 47,600 hours -- an average mileage of nearly five times around the world for each of its war-weary planes. It dropped 1,141 tons of bombs, half of them





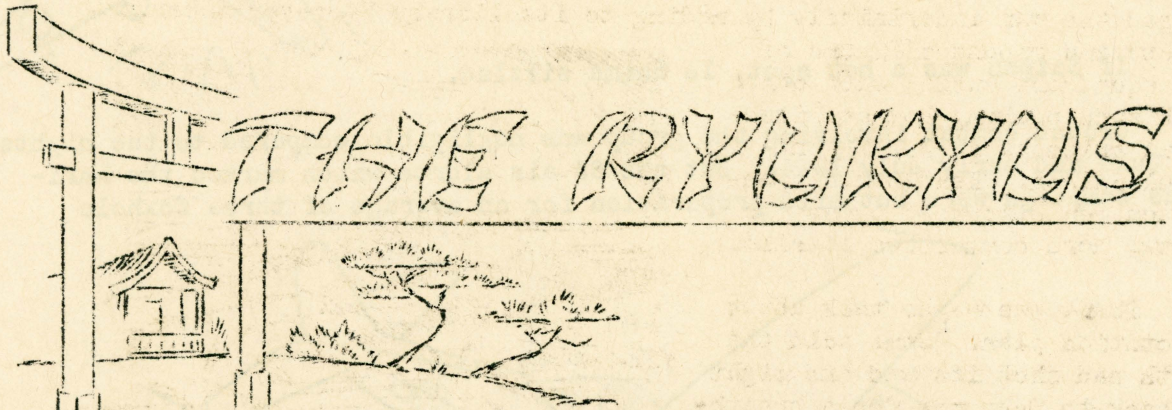
The move, when it came, was forward.

Through normal channels, through such devious methods as put civilians in Sing Sing and through judicious employment of whiskey as a medium of exchange, the group assembled and packed its essentials. Still, it was a collection of tired men, leaky tents and battered equipment that steamed from Saipan April 6 and 7 for a three-weeks cruise aboard the cargo ship S. Hall Young and transport Kenmore. Only enough men were left behind to fly, service and handle the paper work on new P-47N's being ferried from Oahu to replace the veteran D's.



It was a long trip to Ie Shima, partly because the group went north by starting south. For days while the Okinawa campaign shaped up and a convoy assembled, the ships lay in the hot, glassy Ulithi anchorage. The monotony was broken by a leg stretch and a short beer at the Fleet Recreation Center on Mog-Mog, where no shells had chopped off the tops of the palms and where native huts still stood. It was aboard ship that the group learned of the death of President Roosevelt and the later death of Ernie Pyle on the island for which it was bound.

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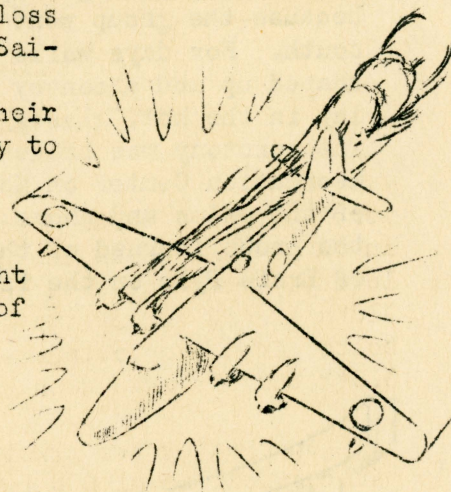
Unscathed by the submarines which attempted to intercept it April 24 and 25, the convoy reached Okinawa April 26. Men on the Kenmore disembarked at Ie Shima April 30 to stand in the middle of a road for two hours while demolition squads cleared the heavily mined field which was to be their bivouac area.



A Kamikaze pilot outdid his underwater associates that night by plunging into Number 5 hold of the Young. The explosion and resulting fire destroyed 12 group vehicles but injured none of the Group personnel aboard.

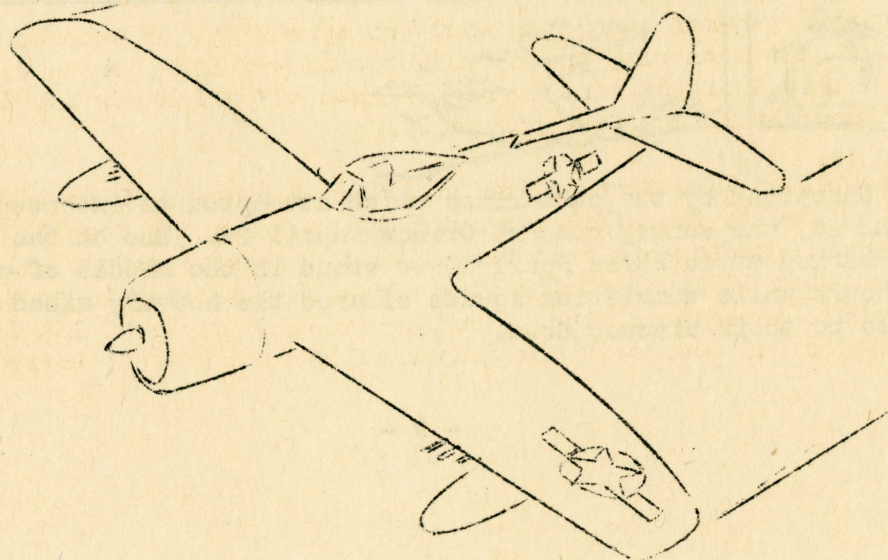
While men of the water echelon rushed preparations on Ie Shima, the longest over-water single-engine ferrying project of the war was moving the group's new planes forward. The first planes took off from Oahu May 4 and the last reached Kobler Field, Saipan, on May 10. (These were the first P-47N's to be ferried from Oahu. However, some were shipped previously to Guam and modified there.) Accompanied by skeleton engineering crews, who rode in escorting bombers, Group pilots flew from Oahu to Johnson to Majuro to Eniwetok to Saipan. One plane was delayed at Majuro for an engine change and other repairs, but reached Saipan in the final wave after mechanics had borrowed and installed the wheel and brake assemblies from a Navy TBF. In the 4,132-mile trip to Saipan and the following 1,425-mile lap to Ie Shima, only one pilot was lost and that loss was the result of weather. During the layover on Saipan, despite shortage of engineering personnel and confusion of movement to a new base, pilots took their new planes on 7 missions to Truk and added an Emily to their list of kills.

The first Thunderbolts pancaked on Ie Shima's newly repaired Plum Strip May 13 and the last flight arrived May 19. Ground officers and enlisted men of the air echelon followed on transports.

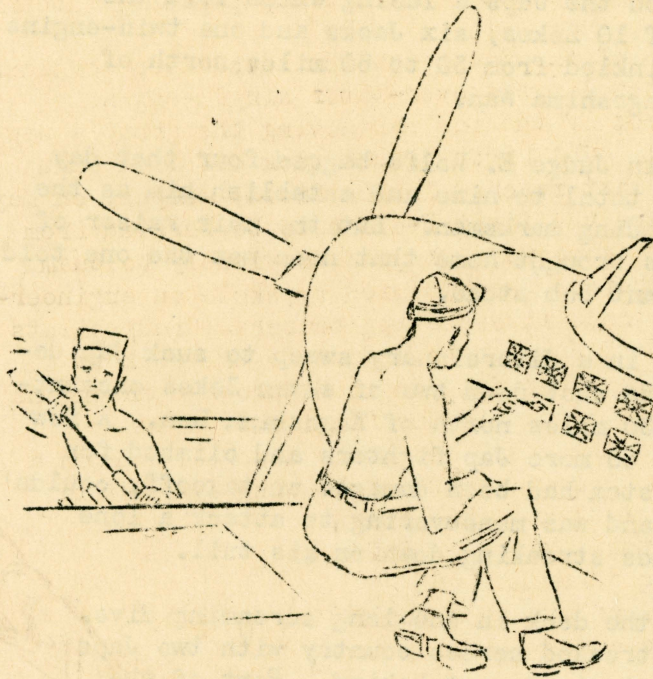


If Saipan was a hot spot, Ie Shima sizzled.

Ground combat involving the group was negligible compared to the nights of June and early July 1944. But the 83 air alerts which marked the Marianas campaign were but mild preparation for an average of three foxhole



sprints a day during the first month in the Ryukyus. The Special Attack Corps was having its final fling and, according to an unofficial tally, the 318th went through 197 alerts during the 112 days from April 26 to August 15.



During the Group's first Sunday church services on Ie Shima, May 6, gunners shot down a Jap plane over the nearby harbor and an anti-aircraft shell ripped through the tent in which services were being conducted.

The Group's 5,000-sandbag underground CP on the flight line came to be considered a very good thing.

In his report at the end of May the Group Flight Surgeon acknowledged a decided increase in jangled nerves and said loss of sleep was resulting in indigestion and fatigue.

The Japs, on the other hand, were absorbing worse than shakes and belly aches. They were becoming dead in large numbers as the 318th made up for lost time in aerial combat. In 18 days, starting with the group's first kill over Kyushu on May 24, the 318th scored 102 of its 116 Ryukyus-Kyushu air victories. Although Thunderbolts often were outnumbered as many as 15 to 1, only three P-47's of the 318th were knocked down by enemy fighters during the campaign.

Sparked by two pilots who jumped 30 Zekes and shot down eight in four minutes near Amami O Shima, twenty pilots of the group scored confirmed victories May 25. Their total bag of 34 enemy planes in four hours broke up a large-scale Kamikaze attack and set a new kill record for a single fighter group in a single action.

Another two-man show over Southern Kyushu May 28 squared off against 28 Zekes, shot down six, probably shot down two more, damaged a ninth and scared hell out of the rest to highlight a day which saw the Group score 17 confirmed kills and four probables.

It went on like that in the days that followed. With its insolent handful of P-47's the 318th was outfighting the enemy from Okinawa to Central Kyushu, goading him into the all-out defensive effort which came on June 10. When 35 Thunderbolts flew north that morning to protect Navy photographic Liberators, they found a reception party of 134 Zekes, Jacks, Tonys, Tojos and Georges. Few Thunderbolts were free to carry the battle

to the Japs. Most held their defensive screen to discourage any major attack on the photo planes.

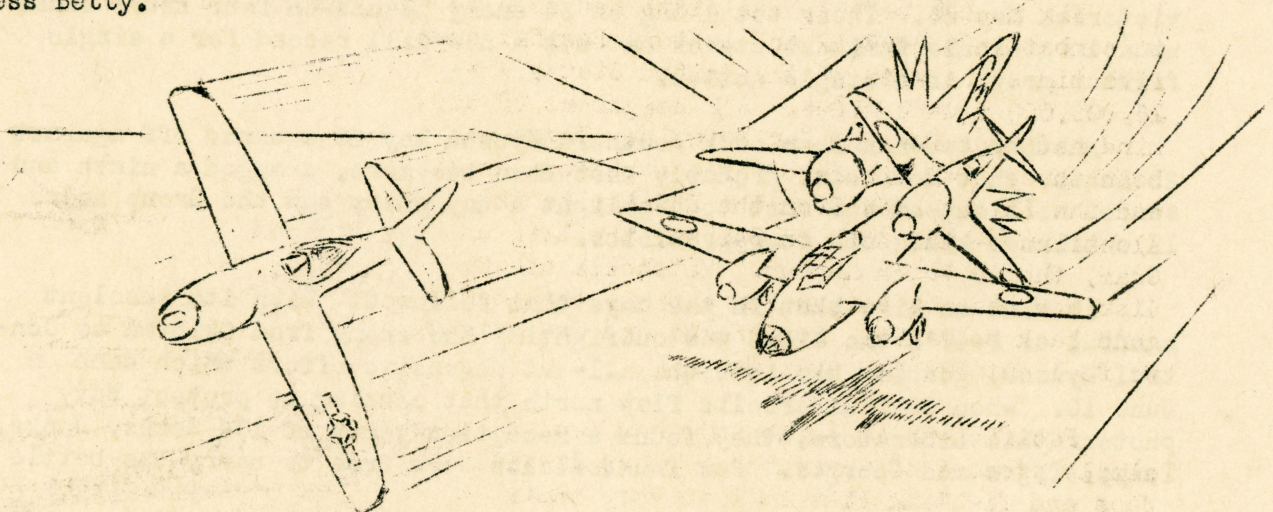
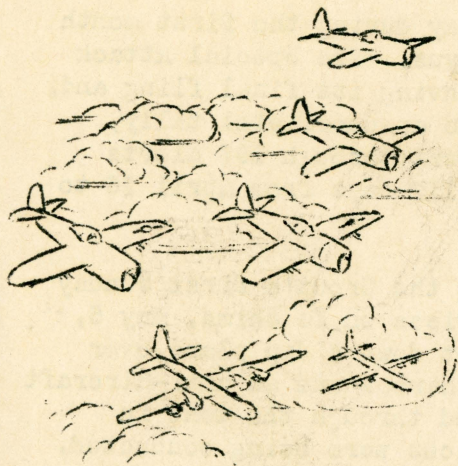
Of the 35 Thunderbolt pilots, only eight actually found targets for their guns. But those eight handed the Japs a lacing which left the wreckage of 10 Zekes, six Jacks and one twin-engine bomber sprinkled from 30 to 50 miles north of Kyushu's Kagoshima Wan.

Captain Judge E. Wolfe bagged four that day to run his total to nine and establish him as the Group's leading marksman. But the hair raiser of all stories brought home that noon was the one told by Lieutenant Bob Stone.

Flying one of nine Thunderbolts in a diversionary sweep to suck Jap defenders away from the photo planes, he shot down two of seven Zekes encountered and destroyed by the formation 30 miles north of Kagoshima Wan. A few miles north the 318th pilots spotted 50 more Jap fighters and climbed for altitude. Stone, whose induction system had been damaged on takeoff, couldn't develop full power at high altitude and was maneuvering to attack a lone George down below when he saw 25 Zekes streaking down on his tail.

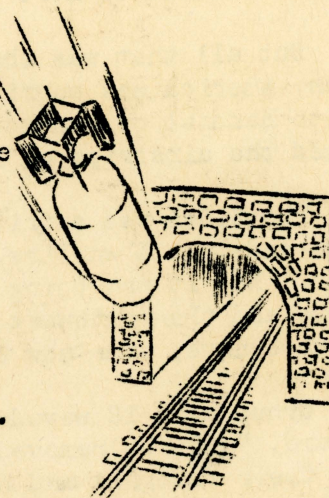
Stone went from 28,000 feet to the deck in one long screaming dive. He pulled out at the bush tops and streaked across country with two Japs hot on his heels, the rest of the pack strung out behind. Part of the time, the belly of his Thunderbolt was less than three feet off the ground. The two leading Japs were within 300 feet and firing as Stone nosed up to clear a low hummock and flash past the startled Jap faces at the runway of Nittagahara Airfield. A twin-engine Betty bomber, just leaving the ground, loomed squarely in his path.

Stone swerved left to dodge the Betty and at that moment became the 318th Fighter Group's fifth ace. His prop wash caught the two Japs close behind him. They crashed together and, still together, plowed into the hapless Betty.

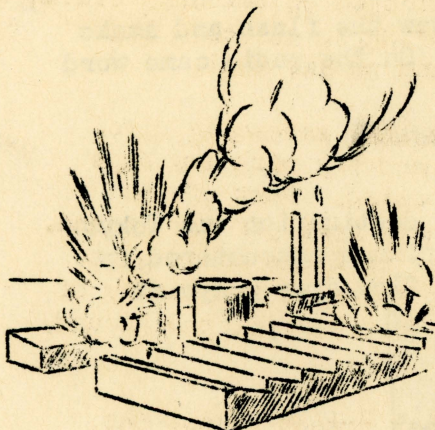


Business tapered off after that. The 318th bombed and strafed their airfields, mauled their factories, attacked their shipping, sealed their railway tunnels and burned up their towns, but the Japs weren't having any more.

While its trouble-hunting Thunderbolts continued to deny Japanese use of the air above the Nansei Shotos and Kyushu, the 318th ranged out to fly the first east-to-west fighter strike against the China Coast on June 30 and to hit enemy installations off the coast of Korea on Fukue Shima. During scattered, infrequent encounters, pilots added a few more kills to their string, but their victories were deep in enemy territory. Only at night would the Jap air force show any of its old aggressive spirit.



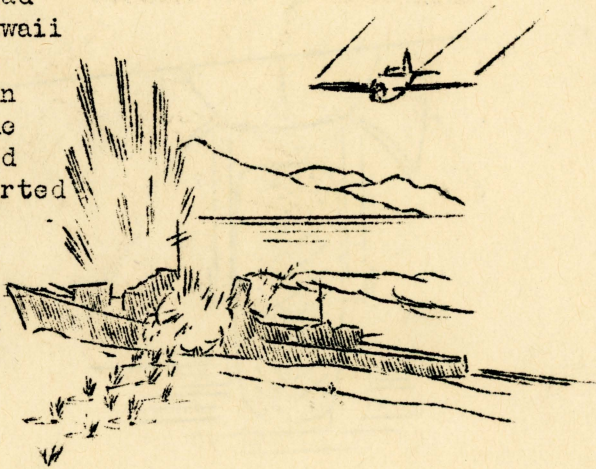
And at night the Japs ran afoul of P-61's flown by the 548th Night Fighter Squadron, whose Iwo Jima veterans were attached to the 318th. Black Widows, too, were heckling the Jap homeland at night, a job done before their arrival by Thunderbolts of the 318th.



The Pacific war was rushing toward its whirlwind finish. No one suspected that the end would come as soon as it did, but no one could fail to see that Japan soon would rock under the most terrible air offensive of all time. The 318th's Thunderbolts no longer stood out by themselves.

Six months before, the 318th had been the only Army fighter group in combat in a Central and Western Pacific area five times the size of the United States ---- 16,000,000 square miles. AAF neighbors of any kind had been few and far between. There had been three Army Liberator groups between Hawaii and the Philippines from the Equator to the Aleutians -- the 30th on Saipan, the 11th on Guam, the 494th on Angaur. Mitchells of the 41st had been on Saipan for a time, then had gone back to Makin. Superforts had but started to feel out the air over Japan.

Pacific war in those days had been a simple process of surrounding yourself with Japs and fighting like hell to keep their



bayonets out of your belly while you built up strength for another jump into the middle of more Japs.

But all that was changing now. With Germany defeated and Japan in reach, America was pouring everything it had onto the bases won and held by its handful of pioneers. Hundreds of fighters and hundreds of bombers jammed the airstrips of Ie Shima and Okinawa.

The 318th was a trifle confused. In a year of catch-as-catch-can rough-and-tumble warfare, it had battered its way to within 325 miles of Japan. Now it was being gobbled up by Statesiders and veterans from Europe and the Southwest Pacific who were trying to tell it how to dress, how to behave, even how to fly its planes.

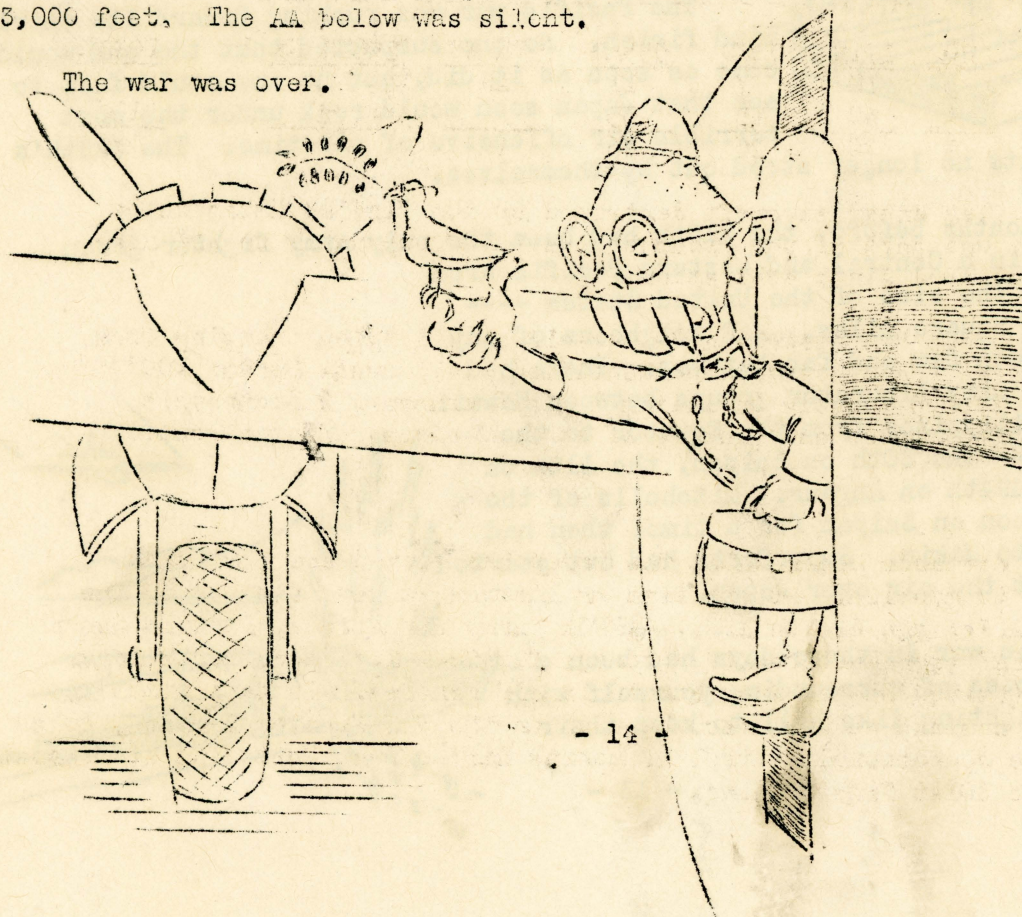
Group Memo 18 waved offensively from bulletin boards. "Chin whiskers," it said, "will be removed." The salute would be reordered. Officers would wear their insignia and noncoms would wear their stripes. There were short, ugly words said about Group Memo 18.

Group pilots attacking airfields on Shikoku saw the flash and smoke pillar of the atomic bomb which leveled Nagasaki. On the radio came word that Russia had declared war on Japan.

Japan sued for peace.

Group pilots flew north again. This time the destination was Tokyo. The orders were to attack nothing except Japanese planes encountered in the air. There was no interception. Thunderbolts flew over Tokyo at 13,000 feet. The AA below was silent.

The war was over.



SOME INTERESTING FACTS AND FIGURES

For those of you who are statistically inclined, the following figures should be of interest and may prove useful in arguments that are sure to arise in later years with individuals of other units from other theaters of war. In case you don't already know it, the 318th has dropped a hell of a lot of bombs and fired several million rounds of ammunition in addition to flying an unbelievable number of hours and destroying a sizeable number of enemy planes. Here are the facts.

	<u>MARIANAS</u>	<u>RYUKYUS</u>	<u>TOTAL</u>
Total Combat Sorties	5,102	2,759	7,861
CAP Sorties Flown	14,944	2,139	17,083
Total Hours Flown	47,600	20,494	68,094
Total Bomb Tonnage (Including Fire Bombs)	1,142	784	1,926
Total Rounds .50 Caliber Expended on Combat Missions	2,475,904	715,003	3,190,907
Rockets Expended	1,591	830	2,421

ENEMY AIRCRAFT DESTROYED IN AERIAL COMBAT

<u>CAMPAIGN</u>	<u>HQ</u>	<u>19TH</u>	<u>73RD</u>	<u>333RD</u>	<u>6TH NF</u>	<u>548TH NF</u>	<u>TOTAL</u>
MARIANAS	3	10	7	11	12		43
RYUKYUS	1	60	15	35		5	116
TOTAL	4	70	22	46	12	5	159

The five enemy aircraft destroyed by the 72nd at Makin while that unit was part of the Group brings the Group total to 164 aircraft destroyed since activation.

The Group has destroyed 44 vessels of all types, ranging from APD's (Naval Transports) to unidentified small craft (under 100'); and damaged 135 vessels including 1 light cruiser, 2 destroyers, numerous freighters and tankers of various sizes, and many small craft.

* * *

The commands under which the Group has served are almost too numerous to mention. At one time or another we have been under the Seventh A.F.; the Eighth A.F.; AAFPOA (Army Air Forces, Pacific Ocean Area); FEAF (Far Eastern Air Forces); Tactical Air Force Tenth Army; USASTAF (United States Army Strategic Air Forces). In this mixed up chain of command we have also been under the VII Fighter Command, twice under the operational control of Marine Air Defense Units and at present under the 301st Fighter Wing.