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Organizational History, 46th Fighter Squadron AAF, APO # 36,
21st Fighter Group AAF, VII Fighter Command AAF FOM.

1 April 1945

30 April 1945

(a) Date of arrival at and departure from each station assigned in this theater:

Negative.

(b) Losses in Action:

2nd Lt. Thomas L. Cole, Serial No. O-1823707

(c) Awards and Decorations:

As per VII Fighter Command General Order #14, dated 11 April 1945, a Purple Heart awarded by the Commanding General, VII Fighter Command, to the following individuals for wounds received in action against the Japanese on 26 March 1945:

Captain Paul R. Cochran, O-729316, AC, US Army
 Captain Jack V. Garnett, O-653034, AC, US Army
 1st Lt. Cecil C. Drinnan, O-806636, AC, US Army
 1st Lt. Donald C. Eisenhaiser, O-866692, AC, US Army
 1st Lt. Robert C. Shurley, O-804052, AC, US Army
 1st Lt. Paul H. Wine, O-807654, AC, US Army
 2nd Lt. William V. Arsin, O-695141, AC, US Army
 2nd Lt. Robert H. Bolis, O-708317, AC, US Army
 2nd Lt. Robert W. Breen, O-710042, AC, US Army
 2nd Lt. John W. Brook, O-708888, AC, US Army
 2nd Lt. Louis C. Calbrich, O-763551, AC, US Army
 2nd Lt. William L. Kinsch, Jr., O-714935, AC, US Army

Staff Sgt. George E. Miller, Jr., 13055586, AC, US Army
 Sergeant David F. Reyes, 17074891, AC, US Army
 Corporal Carlton B. Bailey, 32142662, AC, US Army

(d) Organization:

Negative.

(e) Strength, Personnel:

1 Apr 45:	61 Officers	30 Apr 45:	72 Officers
	241 Enlisted Men		250 Enlisted Men

(f) Strength, Aircraft:

1 Apr 45:	1 C-47A	30 Apr 45:	1 C-47A
	36 P-51-D-20		31 P-51-D-20

(g) Losses, Aircraft:

1 P-51-D-20 Serial No. 44-63444
 1 P-51-D-20 Serial No. 44-63697

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During the month of April, the squadron experienced most of the difficulties that are expected in a new operation, such as a lack of manpower due to the large number of men required on various details, and guard duty; being without adequate supplies and equipment until they could be brought ashore, and lack of transportation. However, these difficulties were overcome through hard work, and close cooperation between all sections of the organization.

The squadron flew a total of 1264:25 hours for the month which included seven (7) Empire Missions, One (1) mission into the Bonin Islands, and routine Combat Air Patrol Missions that were flown every sixth day. There were a number of other missions scheduled, but due to unsatisfactory weather conditions the missions were cancelled.

On the 7th of the month, the squadron participated in the initial land based fighter aircraft assault on the Japanese Homeland, for which commendations from the Commanding General, VII Fighter Command are submitted as exhibit "A". The mission was an escort mission on which the squadron sent sixteen (16) aircraft, who were to escort a formation of B-29 bombers at an altitude of 19,000 feet, over the Nakajima Aircraft Factory, Tokyo. The mission was a complete success, although the squadron did not get the kills that were anticipated. Very little fighter opposition was encountered, and as the squadron had been instructed to stay close to the bomber formation and attack only those interceptors that attempted to get into the bomber formation, our pilots were able to claim only one TOJO damaged. This enemy fighter had attempted to get into the bomber formation, and was fired upon by Blue flight who claimed to have seen

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pieces of the aircraft flying off the plane, but no fire or smoke was observed. Minor difficulties were encountered on the mission which would be easily rectified on future Empire attacks.

On the 9th of the month, the squadron sent four flights into the Bonin Islands to attack the Susaki airfield at Chichi Jima. Bombs were dropped on the airfield and the fighters strafed targets of opportunity during the bomb run. The airfield was claimed to be definitely inoperational.

On the 12th of the month the squadron again sent four flights on an escort mission to the Japanese homeland with the B-29 bombers, and on this mission the squadron acted as top cover for the bombers, and led the attack over the target. Numerous enemy interceptors were encountered with our pilots accounting for three (3) JACKS and one (1) NICK destroyed; one JACK probable, and one (1) JACK damaged. On all occasions the Japanese interceptors were notably unaggressive, and easy targets for our fighters. All planes returned safely to base.

On the 16th of the month, 16 planes of the squadron flew as high cover for B-25's and fighters who were to strafe the Kanoya airfield, Japan. En route to the target, Capt. Raymond S. Kessler was forced to bail out of his aircraft due to engine trouble, and was picked up within four minutes after landing in the water by the ASR submarine. Capt. Kessler suffered no injuries, and was later returned to Oahu, T. H. The mission, other than the loss of the aircraft, was successful although our fighters encountered no enemy opposition.

On the 19th of the month, four flights flew to the Atsugi airfield, Honahu, Japan, on the squadrons initial strafing attack. The attack

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proved to be a complete surprise, and it appeared that the Japanese had not been warned by Air Raid alarms. Air ground personnel, civilians in adjacent villages, were apparently unaware of an air raid. The flights accounted for the destruction of three enemy aircraft together with approximately 40 assorted single engine and twin engine aircraft damaged on the airfield. The squadron suffered its first and only combat loss of the month on this mission, when Lt. Thomas L. Cole was lost over the target. No one could definitely say what had happened to Lt. Cole, although one pilot observed a P-51 going down in flames over the target area.

The 22nd of the month, the squadron flew as high cover for fighters strafing the Suzuka airfield, Honshu, Japan. Four flights flew over the target area and accounted for the destruction of two enemy aircraft confirmed. There was not a great deal of enemy interception, and the Japanese appeared unwilling to defend themselves against our aggressive fighters. This mission proved to be the most perfectly executed mission to date. All aspects of the mission were perfectly carried out.

On April 26th, the squadron sent four flights as bomber escorts to Kanoya, Japan. There was a 10/10th overcast over the entire coast and over the target up to 22,000 feet. The fighters returned to base without sighting any of the bombers during the entire mission. It later developed that the bombers, observing the weather conditions, had made their bomb run without the fighters.

On the 30th of the month, four flights flew an escort mission to the Tachikawa airfield, Honshu, Japan. Another solid overcast was

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encountered over the target area, and prevented any observations whatsoever. There was no fighter interception nor AA observed.

Maintenance problems were numerous, and dust and moisture increased and aggravated the problem of maintenance of all sections.

The location of the maintenance area, which was adjacent to the runway, made it practically a dust bowl. Only by careful attention and by use of all means of protection could personnel maintain any degree of proper maintenance. The area was congested with tents of other sections that had been hastily erected, and another squadron maintenance section shared the same area. This condition tended to make the work a little slower, however, in no way affected the efficiency of the section.

Technical orders require a fifty hour valve check, and when a crew chief takes on this inspection, it is either protection against rain or protection against dust which he is concerned about. Rain and dust is a hindrance to any maintenance that requires the removal of the cooling or cover plates. To counteract this persistent problem, a small canvas hangar is being devised which will eliminate any possibility of further trouble while the crew chief is making inspections.

There were several instances when the airplanes cut-out on take-off. This problem was dealt with by increasing the thoroughness of inspection, flushing out the carburetors before each long flight, installing new or good re-conditioned spark plugs before each Empire mission, and protection against moisture entering the scoops during inclement weather.

Due to the continued construction of the airfield, the maintenance area, line, and engineering office have at times been scattered over a

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side area. Construction work made it necessary to move the line several times, in fact for awhile, the moves came so often that the crew chiefs began to believe a running inspection had a new meaning. A new maintenance area is planned whereby it will encompass all the maintenance sections, together with the maintenance sections of two other squadrons. The central location of the sectional departments, where the work for the success of the squadron is done, seems more logical than being scattered about as they have been during the past month. It is believed that it would still be better to have the engineering office, which is located in an area containing squadron and group section offices, located in the maintenance area for closer cooperation within the squadron rather than have it located for the convenience of the Group.

The engineering clerks and inspectors have had their problems. Making reports and catching up on forms after changing to a new type aircraft before leaving for combat, has required steady attention. During the time the engineering office was so far from the line, the submission of correct reports was difficult because the Forms 1 and 1A could not be turned in promptly.

The S-2 section of the squadron set up a tent office in temporary quarters near the line. The tent (Pyramidal) was entirely too small for briefing and interrogating, and finally near the end of the month, the section managed to procure a large 16' x 20' wall tent that provided ample space for the S-2 equipment and supplies. Maps dealing with all possible targets in this area and the current tactical situations were posted in the tent, together with a table containing all current Intelligence pub-

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lications. Due to the local flying conditions encountered during the month, and the great distance from the living quarters to the line, the pilots are reluctant to come up to the S-2 office on days other than when missions occur, consequently an effort has been made to bring the S-2 "poop" to them in the living quarters.

Briefing and Interrogation has been highly unsatisfactory to date mainly due to the cramped quarters, poor locations, and attendance of too many unauthorized personnel, however, this situation will be overcome in the near future as "Quonsett Huts" or Torpedo Huts are promised to all S-2 sections.

The S-2 section was fortunate to receive all supplies and equipment in excellent condition and in good time. The heavy waterproof paper, which was lined in all boxes, was greatly responsible for this.

During the month, the communications section experienced considerable difficulty in operating efficiently. No provision is made in the T/O and T/E or special list of equipment for shelter tents for the section. As a result, the section was handicapped in its operation as they were unable to obtain a satisfactory maintenance shelter. Maintenance was difficult and much equipment was ruined by being exposed to the weather. The section should have a storage tent or a wall tent for operation in forward areas.

The communications section has had an SCR-399 for almost ten months, and so far have not had any practical use for it, however, the PR-95, that is a component of the SCR-399, is very useful. The section

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feels that if the SCR-399 were deleted from the T/O and T/E, and a generator of about 10KW added, they could operate just as efficiently. Also, the T/O in the section should include two radio repairmen (648), and about fifteen radio mechanics (754). GNS mechanics (759) are not needed, and feel that instead of having radio operators (756), they should have radio operators who have also had training as radio mechanics. There is little need for radio operators in a fighter squadron.

The armament section experienced all of the difficulties encountered due to the move to the forward area, but with the close cooperation of the ordnance section were able to operate efficiently. Maintenance problems were numerous and the dust and moisture caused several bomb racks to stick and some gun cameras to jam. The bomb racks were cleaned with gasoline and compressed air, and in cases where belly tanks failed to release, at the suggestion of the ordnance officer, pilots found that they were able to shake them loose by firing a short burst. It seems that the empty tanks are sometimes held against the rear of the shackles by air pressure, and the weight of the tank is not enough to overcome this pressure, because they do release on the ground. The cameras were turned in for replacements as the section has no satisfactory means for cleaning them. The manual bomb release handles on the P-51-D-20's were found to have several drawbacks, the main fault being in their design. The lever and bracket are not in a position where the pilot can easily pull them straight back, and if the pull is exerted to either side, the levers tend to bind in the brackets. This is especially true of the left release. This fact was mentioned to the North American Technical repre-

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representative and he informed the section that the bomb release handles had been changed on later models.

The armament section set up a boresight range, which is used by the sections of two other squadrons, and several planes were fired in with excellent results. The range is now equipped with a stationary tail hoist, a tail Jack, and a steel mat approach. The target is set in a bunker and backed with loose earth to prevent ricochets. The section is beginning to install the I-3 gunsight in several planes for safety reasons. Since this sight is considerably smaller than the N-9 sight, which is standard equipment, it provides greater safety to the pilot in case of a crash landing.

Equipment and supplies were a big problem to the section at first, but as the T/O equipment started coming ashore, the effect was lessened, however, the supply problem has not been completely solved as yet. Masking tape, extra bomb racks, gunsight bulbs, and gun cameras are the items that seem to be always needed.

The ordnance section found that their maintenance problems were routine, but due to climatic conditions, much more emphasis was placed on this function. A squadron small arms inspection was held, with satisfactory findings, and will be held every fifteen days. Cleaning facilities were furnished for squadron small arms, and additional weapons were drawn to augment the defensive strength of the squadron against any possible attack. Trip flares, M 49, were procured and set out along the exposed perimeter of the living area. Hand flares, M 48, were furnished

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the area guards each night. Flares, MK 4, 10 gauge, for parachute packs were drawn and given to the parachute section. These are Navy flares and were obtained through special permission. Five barrels, Cal. .50, M3, M2, AG, with chrome plated bores were installed in the guns in planes for testing purposes, but as yet no results have been obtained.

The S-4 section finds that in this area, Service Groups are the supply agencies from which supplies are drawn. The 21st Fighter Group is serviced by the 363rd Service Group. This group is composed of AAF supply and engineering squadrons whose duty it is to perform third echelon maintenance of the units it services. A ship repair unit called A. R. U. is located on a boat off shore, and its engineering facilities perform repair work that cannot be taken care of by the Service Group. The Service Group supply has been an efficient agency. It was well supplied with critical items such as propellers, engines, carburetors, oxygen regulators, prop governors, tires, spark plugs, etc. Parts arrive in good condition, the speed of delivery determined by the degree of necessity. If an airplane is grounded, and the part required is not in stock at the 363rd, immediate air shipment is made available between here and Guam. In the meantime, it may be possible to have the old part repaired either by the ship repair unit or the engineering section of the Service Group. An order now exists that spark plugs will be changed on all aircraft after 15 hours of flying time, which at first caused a critical shortage of plugs. Now, however, the standard supply level maintained by the supply agency has been raised to 30,000 new plugs.

No new T/O and S has been published. From time to time changes

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in equipment are effected by publication of tech orders under series 00-30A. By this system, the basic T/E remains standard. All Air Force OEL is listed in kits in the 00-30 series and these kits are occasionally revised by the above mentioned changes under 00-30A. Approximately four months ago a SLOE (Special List of Equipment) was established for the purpose of authorizing desired and necessary equipment over and above OEL allowances. It superseded Tables of Mission Equipment, and previously authorized Sector equipment. Occasionally when needs for new equipment are felt, letters requesting sanction are submitted to higher headquarters. Generally it is found that the OEL plus the SLOE, is adequate. The quarterly A-4 report makes provisions for recommendations for new methods and new allowances. SLOE is open to revision when recommendations are considered favorably by higher headquarters.

No special supply procedure has been adopted. Availability of various supplies is limited, for most critical items have priority of shipment and delivery.

Early in the month, the squadron personnel moved from their temporary living quarters in fox holes and pup tents, into Pyramidal tents located in approximately the same area. During the middle of the month a mess hall was constructed and the squadron enjoyed a little variety in their diet of C and K rations, with the new 10-1 ration. This ration is thoroughly enjoyed by everyone, although it is not practical if there is no general mess.

There continued to be incidents where the Japanese came out of

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their caves either in search of food or to commit sabotage, and who were either killed or captured. The squadron personnel were kept constantly on the alert, particularly during the night, although during the latter part of the month nerves were relaxed somewhat as our area was no longer the front line.

Health conditions were excellent, although bathing became a terrific problem particularly for any individual that had to stay on the dusty line most of the day. Arrangements were made for the decontamination truck to stand by for an hour or two each evening, with a spray attachment, which provided a shower for the majority of the men each day. There were absolutely no facilities for washing clothes until a few of the personnel made windmill washing machines, and even then were not able to do a great deal of washing as there was always a scarcity of water.

Morale appeared to be excellent which was caused mainly by the many tasks that a movement such as this entails. However, furlough and reassignment remained uppermost in the minds of all men, particularly those men with three years and more overseas service to their credit.

BENJAMIN C. WARREN,
Capt., Air Corps,
Commanding.

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HEADQUARTERS VII FIGHTER COMMAND AAF
Office of the Commanding General
APO # 86

12 April 1945

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SUBJECT: Commendation.

TO : All Officers and Men, VII Fighter Command.

1. The following congratulatory messages received by this command are paraphrased and published for your information:

From Deputy Commander 20th Air Force PQA: "GENERAL ARNOID DISPATCHED THE FOLLOWING MESSAGE TO BE TRANSMITTED TO YOU. QUOTE, 20TH AIR FORCE CONGRATULATES VII FIGHTER COMMAND ON THE OCCASION OF INITIAL APPEARANCE OVER JAPAN. WE KNOW THAT, IN DAYS TO COME, THESE FINE GROUPS WILL WRITE HISTORY. UNQUOTE. ANTICIPATING EVEN GREATER VICTORIES, I ADD MY CONGRATULATIONS ON YOUR MAGNIFICENT PREMIER."

From Commanding General 73d Bomb Wing: "REQUEST EVERY MEMBER OF YOUR COMMAND BE INFORMED OF HEARTFELT APPRECIATION OF THE 73D WING FOR A JOB WELL DONE. GOOD HUNTING AND MAY YOUR SCORE INCREASE ON EACH SUCCEEDING MISSION."

From Commanding General Strategic Air Force: "A HEARTY WELL DONE".

2. I take pleasure in forwarding these messages to the officers and enlisted men of this command, who well merit the commendations received. I desire also to add my heartiest congratulations to the officers who flew on the first fighter mission over the Empire and to the other officers and men who contributed much to the success of the first Tokyo mission by their hard work and careful preparation. A splendid chapter in Army Air Forces history has been written by the officers and enlisted men of the VII Fighter Command and I feel confident that this fine record will continue until Victory is ours.

E. MOORE,
Brigadier General, USA,
Commanding.

"A TRUE COPY"

DONALD H. SMYDER,
Capt., Air Corps,
Historical Officer.

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Organizational History, 46th Fighter Squadron AF, APO # 86, 21st
Fighter Group IAF, VII Fighter Command IAF POA.

1 May 1945

31 May 1945

(a) Date of arrival at and departure from each station occupied in this theater:

Negative.

(b) Losses in action:

2nd Lt. John Furge, Ser. No. O-695049.

2nd Lt. Henry R. Peebles, Ser. No. O-632873.

F/O Joseph P. Davis, Ser. No. T-126689.

F/O Russell C. Dickens, Ser. No. T-131115.

(c) Awards and Decorations:

As per VII Fighter Command General Order #21 dated 1 May 45, Sec. I, a Bronze Star Medal awarded to the following named officer:

Major Fred A. Shirley, O-388718, Air Corps, US Army.

As per VII Fighter Command General Order #21, dated 1 May 45, Sec. III, an Award of Second Bronze Oak Leaf Cluster to the Air Medal awarded to the following named officer:

Major Fred A. Shirley, O-388718, Air Corps, US Army.

As per VII Fighter Command General Order # 21, dated 1 May 45, Sec. IV, an award of the Third Bronze Oak Leaf Cluster to the Air Medal is awarded to the following named officer:

Major Fred A. Shirley, O-388718, Air Corps, US Army.

As per VII Fighter Command General Order # 25, dated 11 May 45, a Bronze Star Medal awarded to the following named officer:

2nd Lt. John W. Brock, O-708883, Air Corps, US Army.

Captain Paul R. Cochran, O-729316, Air Corps, US Army.

As per VII Fighter Command General Order # 25, dated 11 May 45, Sec. III, an award of the Air Medal awarded to the following named officers:

2nd Lt. John W. Brock, O-708883, Air Corps, US Army.

2nd Lt. Joseph D. Coons, O-808227, Air Corps, US Army.

46th Ftr. Sq. Organizational History May 1945.

Awards and Decorations con't.

As per VII Fighter Command General Order # 25, dated 11 May 45, Sec. V, an award of the Second Bronze Oak Leaf Cluster to the Air Medal awarded to the following named officer:

1st Lt. Eugene J. Huber, O-577111, Air Corps, US Army.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 May 45:	78 Officers.	31 May 45:	67 Officers.
	250 Enlisted Men.		254 Enlisted Men.

(f) Strength, Aircraft:

1 May 45:	1 C-47A	31 May 45:	1 C-47A
	31 P-51-D-20's		24 P-51-D-20's
			3 P-51-D-25's.

(g) Losses, Aircraft:

- 1 P-51-D-20 Ser. No. 44-63957
- 1 P-51-D-20 Ser. No. 44-63754
- 1 P-51-D-20 Ser. No. 44-63376
- 1 P-51-D-20 Ser. No. 44-63694

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The month of May was a month in which the squadron personnel was forced to combat the elements of nature as well as the Japanese. For the first half of the month, almost constant rain with one day of extremely heavy wind was experienced, which not only prevented any combat missions being flown, but threatened at three separate times to wash the line and living quarters away. The aircraft were endangered of destruction by the high winds, and had to be tied and sandbagged down in order to prevent any possible damage.

On the 3rd of the month, Major Fred A. Shirley, our commanding officer, was returned to the mainland on rotation, and was succeeded by Captain Benjamin C. Warren, one of the oldest remaining pilots of the organization. Captain Warren came into the squadron as a 2nd Lt on 27 March 1943 when the squadron arrived at Canton Island. Since that time Captain Warren has been actively interested in all squadron activities, and is highly respected by all personnel of the organization. The appointment of Captain Warren to Commanding Officer was met with the popular approval of all members of the squadron.

On V-E day there was no outward celebration among the personnel, however, hearts and hopes were lifted particularly those men who have been in this theater of operations for two to three years and more. The film "Two Down and One to go" was shown to the personnel and was received with mixed feelings and emotions. All personnel realize that the period for rotation and readjustment cannot be effected over night, and this film enabled the men to comprehend the huge problem that the War Depart-

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ment is faced with today.

Nine combat missions were flown by the squadron this month, together with Combat Air Patrol missions, Test hops, and transition flights, a total of 1,033:55 hours were flown for the month.

On the 8th of the month, twenty (20) of our pilots and planes participated in a strafing mission to the Kisarazu Airfield, Honshu, Japan. One flight acted as sub cover for the AER rescue submarine, and 16 of the aircraft flew to the target. Due to a very heavy overcast which extended from the coast line over the target area, difficulty was experienced in finding the right target. While searching at a low level for the airfield, the squadron was forced out wide on their initial pass over the field which caused three of the flights to fly wide of the target, however, one flight strafed the SE corner of the field and accounted for the destruction on the ground of one (1) BETTY, and damaged one (1) MERT and one (1) TOPSY. All flights strafed targets of opportunity which included the 2nd Naval Air Depot and a radio station. All planes returned safely to base.

On the 10th of the month, the squadron flew two missions to Chical Jim in the Bonin Island Group. In the morning, 14 aircraft dive bombed and strafed the Radio Station # 7 with good results, however, the mission was marred by the loss of one of the squadron's new pilots, 2nd Lt. Henry B. Peebles. Lt. Peebles, flying in the number 4 position of Red flight, was last observed just prior to the time his flight began their dive bomb and strafing run. There was no observation of any plane crash, and repeated attempts to contact Lt. Peebles by radio, and patrols over

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The entire target area failed to locate the last pilot. In the afternoon of the 10th, another mission of ten (10) aircraft was dispatched to Chichi Jima, this time to dive bomb and strafe the Susaki Airfield, and also to search for possible signs of Lt. Peebles aircraft. Bombing results on the airfield were excellent, and the airfield was declared to be definitely inoperational.

The 17th of the month, the squadron participated, with 16 aircraft in a strafing mission to the Itzugi Airfield, Honshu, Japan. Difficulties with weather were again encountered by the flights, however, all but one flight succeeded in strafing the airfield. The squadron accounted for the destruction on the ground of one (1) IRVINE, one (1) OSCAR, two (2) twin-engine unidentified bombers, and one locomotive which was strafed just north of the target and was observed to smoke and explode. The squadron also damaged two (2) BALLY'S, one (1) TOPSY, one (1) OSCAR, one (1) NELL, one (1) twin-engine unidentified bomber, two (2) S/S unidentified fighters, and two (2) training planes. En route to the rally point, just prior to leaving Ilandsend, P/O Joseph P. Davis was observed to be flying at an altitude of approximately 50 feet. This observation was the last known of P/O Davis. When he was found to be missing, all attempts to contact him by radio failed. As the squadron was leaving the rally point, 2nd Lt. John Furge was observed to be leaking coolant, and was advised to bail out over the rally point, but he chose to continue to the next AAR. En route, Lt. Furge was forced to bail out of his aircraft, and when he reached the water, still strapped in the parachute, he was observed to be dragged in the water by the 'chute' and evidently drowned.

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On the 19th of the month, 16 planes of the squadron were scheduled to escort bombers of the XXI Bomber Command to the Tachikawa Air Arsenal, Honshu, Japan, but at a point near the Japanese coast line the entire group was forced to return to base due to a solid cloud that had built up in front of them, and which the flights apparently could not climb through. The bomber stream had been intercepted and were observed to have continued on to their target.

Another mission on the 24th of the month, was aborted half way to the target due to a cloud front that extended up to 25,000 feet.

On the 25th of the month, the squadron flew 20 planes on a strafing mission to the Tokorozawa airfield, Honshu, Japan. Of the 20 aircraft, only 14 were able to reach the target area, and accounted for the destruction on the ground of one (1) SALLY, probably destroyed one other SALLY, and damaged two other SALLY'S. En route to the rally point, a SUGAR BOG was observed 5 miles off the coast of Japan and was heavily strafed with three coordinated passes by two flights, and left in a burning and sinking condition. All planes returned safely to base.

On the 27th of the month, the squadron sent 12 planes to dive bomb and strafe the Susaki Airfield, Chichi Jima. Cloud layers at 3,000 feet completely obscured the target, however, the flights observed a vessel of the FOX TARE CHARLIE class which was dive bombed and strafed with unobserved results.

The 29th of the month, 16 planes of the squadron participated in an escort mission over Yokohama, Japan. The flights patrolled along the

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bumber stream, observing excellent bombing results by the B-29 bombers, and en route to the rally point three of our pilots accounted for the destruction in the air of two (2) TOJO'S and one (1) ZEKE each. Only seven enemy airborne aircraft were observed by the flights. All planes and pilots returned safely to base.

The squadron lost one of its new Flight Officers on the last day of the month. F/O Russell C. Dickens, while pitching out over the field when returning from his first Combat Air Patrol mission, went into a spin from which he was unable to recover and crashed on the east side of the Island near the organization's living area. Flight Officer Dickens was killed instantly, and the plane burned.

On the 21st, 24th and 25th, the squadron experienced four aircraft accidents that resulted in the complete destruction of one aircraft and damage to three others. On the 21st, F/O Marion E. Parker overshot the runway when landing from a Combat Air Patrol mission, and when he gave the aircraft throttle, torque threw the plane on its back, and it crashed from an altitude of 500 feet. The plane was a complete loss, and F/O Parker escaped death or serious injury with only minor abrasions of the face, and a fractured jaw. On the 24th, F/O Alzer D. Lister, while landing from a mission to the Tokoronawa Airfield, ground looped when his landing gear collapsed. F/O Lister was uninjured and the aircraft incurred damages which made it necessary to send the aircraft to the 614th Engineering Squadron for repairs. On the 25th, 2nd Lt. Robert J. Louwers and 2nd Lt. Stanley S. Corvin were landing

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from a stranding mission to the Tokorozawa Airfield, Japan. Lt. Louwers had just landed his aircraft and was clearing the runway, when Lt. Corvin crashed into him. Lt. Corvin had assumed that the other plane had already cleared the runway, and on clearing the runway in the same direction, he collided with the other plane. Neither pilot was injured, and the planes were sent to the 61st Engineers for repairs.

On the 4th of the month, the consolidated maintenance area was completed and all maintenance sections moved into this area together. The area has proved to be highly satisfactory, and has aided in the increased efficiency of all sections.

The engineering section has been constantly busy all month, and report only one serious maintenance problem, that is the problem of getting parts. It is necessary that all the aircraft be kept in commission at all times if possible, and when parts are not available, it puts added weight on the section, and makes maintenance more difficult. When a certain part such as gaskets are not available in supply, it makes it impossible to make proper inspections when they are due. A parts coordinator has arrived on the Island, and who may be able to aid in the parts problem. It is believed that sufficient parts are now available at H & D, but they are very slow in being shipped to this area. The section also reports an acute shortage of manpower, which has become increasingly worse since arriving on the Island. A great number of men are needed for details about the squadron area, and now that the aircraft are getting 100 to 150 hours flying time, more men are needed for inspections, and to take care of the aircraft.

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7.

The armament section reports that there are still several shortages of armament supplies and equipment in the section, and although orders have been placed through tech supply, the equipment still has not arrived. These items are masking tape, gun cameras, and camera mounts. Several camera mounts have been repaired by the service squadron but the design of the mount is not strong enough and they break at the corners when tightened.

Three new airplanes were assigned to the squadron during the month, and these planes were equipped with the new K-14 computing gun sight. These sights created a new maintenance problem because they had no tech orders accompanying them, and no one in the section has worked with them before. A new method of boreighting is also required to insure a uniform bullet dispersion pattern over the greater range of this new sight, so men from all three squadrons got together and constructed a 500 foot pattern boreighting and fir-in target. The K-14 sight, when used in conjunction with pattern harmonization, has been known to make kills at ranges as great as 800 yards in the European Theater. Some of the pilots wanted these new sights removed from their planes because they had not used them before, and the greater size of the sight obscures some of the instruments, but the group commander would not allow their removal, so it is hoped that they will prove successful. Several L-3 sights have been installed in planes in place of the N-9 sights that are standard equipment on the P-51-D. Special brackets were designed to hold these sights, as the adapters furnished to the squadron were found to vibrate in flight. The L-3 sight is con-

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siderably smaller than the H-9 sight, so it gives the pilot better instrument visibility and lessens the danger of a crash landing.

During the month of May, the Ordnance section held two small area inspections. The results were satisfactory and only a few discrepancies were noted. A fence was built around the 46th Squadron ammunition and bomb area in accordance with existing directives. A special alert was called on 26 May and the Ordnance section provided extra ammunition and spare weapons for distribution, should the necessity arise. Literature was received by the section, dealing with rocket statistics and the fuses and component parts of rockets. The functions and firing tables were studied. A display board was devised by the Ordnance Officer, for the purpose of showing the possible damage resulting from long, continued bursts of fire from the .50 Cal machine guns. A cutaway section of the barrel was mounted, showing the worn off lands in the barrel. An exploded round of Calibre .50 ammunition, "cooked off", due to the excessive heat created by long, uninterrupted bursts of fire. Firing procedure to prevent these conditions were explained and suggested to the pilots of this squadron.

The communications section encountered no exceptional difficulties this month. Aircraft radio maintenance was excellent, and this was due to the careful checking given each plane before all VIII missions. Transmitters were checked for proper meter readings the evening before each mission. Receivers were checked by the signal generator simultaneously with the AN/ARR-3. Before take-off, all ships were given a last minute

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9.

check. The three new aircraft (P-51-D-25) came equipped with the AN/APS-13 tail warning radar. As yet, they have not been tested in flight, and most pilots seem disinterested or prejudiced against it as they feel few situations would arise to justify the use of it. Heavy rains in the early part of the month caused considerable radio trouble. Water leaking through the gap where the canopy closes got into plugs and control hoses causing shorts. Covers were lost in the few hectic days after the arrival of the planes on the Island. Arrangements are being made to obtain new covers and when they are received, planes will be covered each night. This should eliminate radio trouble caused by water and extreme dampness.

The B-4 section submitted the A-4 periodic report this month, and requested the following items which are considered critical. To improve combat efficiency, a nose hangar is needed to get aircraft in out of the weather in order to accomplish maintenance. A nose hangar is authorized by T/E 1-27, but cannot be set up in a temporary area. The life-vest preserver type, B-4, should be replaced by the vest-life preserver type B-3. The stiff fabric of the B-4 causes irritation to pilots necks. A test set containing an Oscilloscope (IE-45A with Oscilloscope RCA type 58 or equal, and signal Generator GR 00, #804-C or equal) should be added to T/E 1-27 for checking the SCR-695 and AN/APS-13 sets. A voltmeter Jr. RCA #165 or equal should be furnished as it would aid radio maintenance considerably. Squadrons should be equipped with PE-95 generators mounted on a one (1) ton trailer, when operating in the forward area as a source of power for maintenance shops and radio equipment.

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10.

Recommend that a mechanical drawing set be authorized and added to Kit-squadron S-2, TO 00-30-140. Recommend that airplanes be equipped with automatic-mixture control units.

The 363rd Service Group is the unit of supply and Engineering servicing this fighter group, and a floating ARU is maintained aboard a ship offshore. Supplies are received very slowly, but in good condition. It is very seldom that damaged items are received but when they are, they are turned in for serviceable items immediately. Supplies requisitioned by this squadron are being received very slowly, if at all, and substitutes are being sent that cannot be used. In some cases the only way that a part can be obtained is to ground the airplanes. At present, the number of missions run prevent the grounding of airplanes for small items. Some of the critical items needed are: Spark plug leads, Magneto points, and Gun camera's M-6 or AM-N6 w/mount, type 159B.

The SCR-199 should be deleted from the T/E as the equipment is not necessary and is not being used. It should be stored in a pool where it could be issued to an organization needing the same. Two (2) MC-33 typewriters should be deleted from the T/E as they are not necessary. Reperator Teletypewriter Set TC-16 should be deleted from the T/E as the organization has never had use for this equipment. The Tech Supply officer should have printed a booklet, or mimeograph sheets, showing the authorized allowances for all crew members and pilots, the clothing and equipment that they are authorized under TO 00-30-41 and other special authorizations. Also, pilots should be informed as to the procedure on drawing equipment as outlined in IAF regulation 121.

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11.

The S-2 section have greatly improved their interrogations during the past month, due to the construction of a Torpedo Hut near the line. There is ample space in this building for the interrogation, and the Red Cross Unit of the Island has been on hand with hot coffee, cold water, and doughnuts. There is an increasing need for more good photographs of Japanese aircraft for recognition. Something that will create an avid interest to the pilots, and will insure proper identification when the critical time arrives.

The medical section reports that there were 80 patients with 216 treatments during the month of May. Three patients were admitted to the station hospital this month with Psychoneurosis, and two of the patients were returned to duty after several days rest. All squadron personnel who become sick or wounded, and need only a few days hospitalization, are given the facilities of the Group consolidated dispensary ward. This facilitates closer medical attention for quarters cases. All pilots who participated in raids over Japan were given physiotherapy treatments immediately after the mission in the "Spa". It is believed that these treatments help combat physical and mental fatigue among the pilots.

On the 22nd of May, at 2200, the Islands Air Raid Alarms were sounded and a number of enemy aircraft, estimated between 5 and 7, approached the Island. Two of the aircraft succeeded in coming over the Island, and one of the aircraft dropped bombs and strafed the Island. Both of these aircraft were shot down by the Island AA batteries, and there was no damage incurred to installations or personnel of the squadron. The all clear was sounded at 2327.

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12.

Morale this month is considered to be improved somewhat by the announcement of the point for discharge system. Naturally, the effect on some of the personnel who were eligible for rotation was retroactive due to the fact that the points required, placed them far behind other members of the organization who have not had corresponding overseas time. It is expected that within the next month or two, the congested situation will be straightened out to the complete satisfaction and benefit of all personnel concerned.

The mess was generally excellent this month, and believed to be on the whole, better than the food in Hawaii. There was fresh meat every day for one or two meals a day, with fresh vegetables and fruits, which added in rounding out an excellent diet for all personnel. A new mess hall of a Quonset Hut and a half is under construction and should be completed the early part of next month. This mess hall is large enough so that part of it can be partitioned off, and a day room or I. and E. room included.

BENJAMIN C. WARREN,
Capt., Air Corps,
Commanding.

46th Fighter Squadron
Ordnance Section
APO 86

30 July 1945

SUBJECT: Squadron History Report.

TO : S-2 Officer, 46th Fighter Squadron, APO 86.

1. New Ordnance quarters were established in an assigned area at number one air strip. A wood floor was built, which resulted in better shop and office set-up.

2. Besides the regular Ordnance functions during this month, the experiment with Stellite barrels for the calibre 50 machine gun, was continued. Results so far, have shown this type of barrel to be of greater endurance than the old type. Complete records on the number of rounds fired thru these barrels are being kept and the barrel gagings being compared with gagings of the old type barrels. This experiment has not yet been completed.

3. Comparative tests with chrome-lined barrels were completed. Results showed negligible advantage of the chrome-lined barrels over the standard type.


HERBERT R. KERNER,
1st Lt. Ord. Dept.,
Sqn. Ord. Officer.

Organizational History, 46th Fighter Squadron AAF, APO # 86,
21st Fighter Group AAF, VII Fighter Command AAF POA.

1 June 1945

30 June 1945

(a) Date of arrival at and departure from each station occupied in this theater:

Negative.

(b) Losses in action:

Negative.

(c) Awards and Decorations:

As per VII Fighter Command General Order #27, dated 1 June '45, a Soldier's Medal awarded to the following named officers:

1st Lt. William V. Amrein, O-695141, Air Corps, US Army.
Capt. Thomas C. Quinn, O-797903, Air Corps, US Army

As Per VII Fighter Command GO #31, dated 11 June '45, a First Cluster to the Air Medal awarded to the following named officers:

Major Benjamin C. Warren, O-730681, Air Corps, US Army.
Capt. Raymond A. Popson, O-794494, Air Corps, US Army.

As per VII Fighter Command GO #31, dated 11 June '45, an Air Medal awarded to the following named officers:

1st Lt. Robert N. Campbell, O-762254, Air Corps, US Army
1st Lt. Harold J. Dunn, O-674290, Air Corps, US Army
1st Lt. Judd Hoff, O-678863, Air Corps, US Army
1st Lt. Frank K. Sloan, O-763374, Air Corps, US Army
2nd Lt. Jack M. Baggett, O-830382, Air Corps, US Army
2nd Lt. Thomas W. Coyle, O-773574, Air Corps, US Army
2nd Lt. Victor F. Kilkowski, O-824645, Air Corps, US Army
2nd Lt. Billy J. Knauff, O-824562, Air Corps, US Army
2nd Lt. Robert J. Louwers, O-826703, Air Corps, US Army

As per VII Fighter Command GO #34, dated 15 June 1945, a Silver Star awarded to the following named officer:

1st Lt. Joseph D. Coons, O-808227, Air Corps, US Army

(d) Organization:

Negative.

(e) Strength, Personnel:

1 June '45: 61 Officers
254 Enlisted Men

30 June '45: 65 Officers
256 Enlisted Men

46th Fighter Squadron Organizational History June 1945 con.

(f) Strength, Aircraft:

1 June '45:	1 c-47A	30 June '45:	4 P-51-D-25's
	3 P-51-D-25's		24 P-51-D-20's
	25 P-51-D-20's		

(g) Losses, Aircraft:

1 P-51-D-20 Serial No. 44-63302
1 P-51-D-20 Serial No. 44-63390
1 P-51-D-25 Serial No. 44-72871

The month of June was a month of adverse weather conditions, and many difficulties were encountered endeavoring to successfully complete missions to the Japanese Empire. A Total of 1326:15 hours were flown for the month of which 1201:00 hours were combat hours against the enemy Japan.

There were a total of six successful Empire missions, and the squadron total accounted for the destruction of six enemy planes on the ground, 2 enemy planes probably destroyed, and eight enemy planes damaged. There were also four fighter dive bomb and strafing strikes into the Bonins Islands, where shipping and the Susaki Airfield at Chichi Jima were successfully attacked.

On the first of June, 16 of our aircraft were airborne on an escort mission to Osaka. En route, weather conditions became so bad, most of the planes were forced to return to base, however, ~~14~~ 11 of the 46th Aircraft got through to the target. Upon reaching the D. P. it was discovered that the bombers had already begun their bomb run, so the fighters strafed targets of opportunity along the coast south of Nagoya and Osaka. All planes returned safely to base.

On the 7th of June, 14 of our fighters were airborne for an escort mission to Osaka. *was back base out* The fighters successfully contacted the bomber stream, and patrolled over the target area, until the bombers had completed their bomb run. No enemy/airborne aircraft were encountered, and the flights returned to base. On this mission the fighters experienced Jap voices jamming "A" band on their radios.

On the 9th of June, ~~14~~ 19 of our aircraft flew on a strafing mission to the Kagamagihara Airfield, Japan. A general confusion was encountered over the target area, when difficulty was experienced finding the right target. As a result, our fighters strafed what was believed to be the Kamiyama Airfield, and accounted for the destruction of One (1) Betty, and damaged two Zekes on the ground.

2.

On the 11th of June, 17 fighters were airborne for a strafing mission to the Tokorozawa Airfield, Japan. The mission was successful, and the squadron, although not finding the amount of aircraft on the airfield as reported, did account for the destruction of one (1) Tabby and one (1) Irving. One (1) Betty and one (1) Jack were probably destroyed, and two (2) Oscars, two (2) topsy's two (2) Jacks, one (1) Irving, and one (1) sally were damaged.

On the 26th of June, the squadron flew another escort mission with the B29 over Kobe, Japan. Although the fighters flew over the target area, heavy weather conditions prevented any observations other than noting the bomber stream going into the target. No airborne aircraft were sighted. On this mission, just prior to leaving the departure point, Lt. Walter A. Weiss began running out of gasoline. He returned to the rally point and was forced to bail out of the plane over the ASR Submarine. He was observed to have been picked up by the submarine, and was later returned to the squadron.

On the 27th of June, the squadron sent 19 planes to the Imba Airfield, Japan on a strafing mission. Due to cloud layers that were building up in front of them, they were forced to return to base when approximately 450 miles from base.

On the 30th of the month, eleven of our aircraft took off for a D/B and strafing mission against shipping in the harbor at Haha Jima. Upon retiring from the target, Lt. Billy M. Wilkinson was hit by flak in the main gas line of his plane, and was forced to bail out approximately 20 miles off Kita Rock. Lt. Wilkinson was in the water exactly three hours, when the ASST destroyer picked him up and returned him to Iwo a few days later.

and the

Several attempts by Japanese airplanes were made to reach the Island during the month of June, however, on only two occasions were their bombers able to drop their bombs. Two bombers got through at 0255 on June 1st, dropping frag bombs on the north end of the Island which killed two and wounded ten men. Little damage was done to installations. At 0100 on the 24th, three enemy bombers again attacked the north end, but only one of the planes dropped bombs and there were no casualties damage to installations.

Morale, particularly among the enlisted men, became noticeably lower during June. Men who had anticipated V-E day with the expectation that it would bring a quick and satisfactory solution to their ever present problem, found that all existing rules were suspended with no substitute that could be expected to operate in the immediate future. Since the squadron has an unusually high percentage of men with records of long overseas service, their dissatisfaction was noticeable. The return of a mere trickle of men for reassignment or furlough has only aggravated the situation by causing fear that the trickle will continue, and not become commensurate

Failure to grant promised rest leaves to all crew chiefs whose airplanes accomplished ten successive Empire mission was an unfortunate example of the damage to morale of an unconditioned promise that could not be kept.

Living conditions improved considerably with the providing of wooden floors and tent frames for all ground personnel. Nearly all the pilots were housed in Quonset Huts. However, nothing has been accomplished toward controlling the all-pervading dust which, with the advent of hot summer weather, has become a greater discomfort than ever, and is feared by many to be a health hazard as well. Water is also an unsolved problem. The only water available for showers is obtained from hot sulphur springs. It is briny has a most unpleasant odor and remains extremely hot in the tanks until used. Consequently, it is impossible to get a refreshing bath at any time.

The squadron flew a total of 1326:15 hours for the month of June which included six (6) VLR missions to Japan, four (4) short range missions into the Bonin Islands, ~~and~~ routine training/ CAP, and test hops.

On the 14th of the month, Capt. B. C. Warren left the squadron for rotation back to he mainland, and was replaced by Major Robert McDonald.

Organization History, 46th Fighter Squadron, APO # 86, 21st
Fighter Group AAF, VII Fighter Command AAF PCA.

1 July 1945

31 July 1945

(a) Date of arrival at and departure from each station occupied in this theater:

Negative.

(b) Losses in action:

Negative.

(c) Awards and Decorations:

As per VII Fighter Command GO # 41, dated 2 July 1945, a soldiers Medal awarded to the following named officers:

1st Lt. Robert W. Braen O-710042, AC, US Army

1st Lt. Paul H. Wine O-807654, AC, US Army

As per VII Fighter Command GO # 41, dated 2 July 1945, a Purple Heart awarded to the following named officer:

2nd Lt. Robert M. Hathaway O-829988, AC, US Army

As per VII Fighter Command GO #42 dated 3 July 1945, an Air Medal awarded to the following named officers:

1st Lt. Donald E. Gordon O-763561, AC, US Army

2nd Lt. Gervais R. Molin O-2059818, AC, US Army

As per VII Fighter Command GO # 42, dated 3 July 1945 a First Oak Leaf Cluster to the Air Medal Awarded to the following named officers:

1st Lt. Joseph D. Coons O-808227, AC, US Army

Capt. Jack V. Garnett O-663034, AC, US Army

Capt. William A. Higgins O-790235, AC, US Army

Capt. Raymond B. Kessler O-728680, AC, US Army

Major Robert L. Mc Donald O-429832, AC, US Army

As per VII Fighter Command GO # 42, dated 3 July 1945, a Second Oak Leaf Cluster awarded to the following named officers:

1st Lt. Joseph D. Coons O-808227, AC, US Army

Major Robert L. Mc Donald O-429832, AC, US Army

As per VII Fighter Command GO #44, dated 7 July 1945, an Air Medal awarded to the following named officers:

2nd Lt. Rolland K. Draves, O-830429, AC, US Army

2nd Lt. William R. Mansfee, O-721479, AC, US Army

2nd Lt. John E. Montgomery III, O-832660, AC, US Army

46th Ftr Sq Frontispiece cont.

As per VII Fighter Command GO # 44, dated 7 July 1945, a First Oak Leaf Cluster to the Air Medal awarded to the following named officers:

1st Lt. Robert V. Merklein, O-812849, AC, US Army
1st Lt. George H. Metcalf, O-810709, AC, US Army

As per VII Fighter Command GO # 49, dated 17 July 1945, an Air Medal awarded to the following named officer:

F/O Joseph P. Davis, T-12689(Missing), AC, US Army

As per VII Fighter Command GO # 49, dated 17 July 1945, a second Oak Leaf Cluster awarded to the following named officer:

1st Lt. John Furge (Posthumous) O-695049, AC, US Army

As per VII Fighter Command GO # 49, dated 17 July 1945, a fourth and fifth Oak Leaf Cluster awarded to the following named officer:

Major Fred A. Shirley, O-388718, AC, US Army

As per VII Fighter Command GO # 53, dated 17 July 1945, and Air Medal awarded to the following named officers:

2nd Lt. Laverne Black O-722203, AC, US Army
1st Lt. Robert H. Bodie O-708317, AC, US Army
1st Lt. Robert W. Breen O-710042, AC, US Army
1st Lt. Stanley E. Corvin, O-2059232, AC, US Army
2nd Lt. Otis H. Erwin, O-829962, AC, US Army
F/O Harry H. Marx T-131078, AC, US Army
1st Lt. Marcus E. Mc Dilda, O-758027, AC, US Army
2nd Lt. Walter L. Parsley O-829744, AC, US Army
2nd Lt. Burdette F. Robinson O-2064102, AC, US Army
2nd Lt. Eddie L. Skelton O-2057038, AC, US Army
1st Lt. Walter A. Weiss, O-807651, AC, US Army
1st Lt. Paul H. Wine, O-807654, AC, US Army
2nd Lt. Robert M. Hathaway, O-829988, AC, US Army
F/O Edward J. Kilmartin, T-63946, AC, US Army
1st Lt. William L. Kimmich Jr., O-714935, AC, US Army
2nd Lt. John D. Markos, O-2057001, AC, US Army
1st Lt. Russell L. Maynew, O-770102, AC, US Army
Capt. Jack E. Ort, O-663936, AC, US Army
2nd Lt. Morgan R. Redvins Jr., O-827513, AC, US Army
F/O Robert V. Russell, T-63061, AC, US Army
2nd Lt. Alvar O. Steele, O-821878, AC, US Army
2nd Lt. Billy H. Wilkinson, O-829786, AC, US Army
2nd Lt. Walter J. Wojtaszek, O-722194, AC, US Army

45th Ftr Sq Frontispiece cont.

As per VII Fighter Command GO # 53, dated 20 July 1945, a First Oak Leaf Cluster awarded to the following named Officers:

- 1st Lt. John W. Brock O-708888, AC, US Army
- 1st Lt. Stanley E. Corvin, O-2059232, AC, US Army
- 2nd Lt. Rolland K. Draves, O-830429, AC, US Army
- 1st Lt. Russell L. Mayhew, O-770102, AC, US Army
- 1st Lt. Marcus E. Mc Dilda, O-728027, AC, US Army
- 2nd Lt. William R. Menefee, O-721479, AC, US Army
- 2nd Lt. Jack W. Miller, O-722133, AC, US Army
- 2nd Lt. John E. Montgomery III, O-832660, AC, US Army
- Capt. Jack K. Ort, O-663936, AC, US Army
- Capt. Charles O. Rainwater, O-794289, AC, US Army
- 1st Lt. Richard L. Vroman, O-807649, AC, US Army
- 1st Lt. Walter A. Weiss, O-807651, AC, US Army

As per VII Fighter Command GO # 53, dated 20 July 1945, a Second Oak Leaf Cluster awarded to the following named officers:

- 1st Lt. John W. Brock, O-708888, AC, US Army
- 1st Lt. Robert V. Merklein, O-812849, AC, US Army
- Capt. Charles O. Rainwater, O-794289, AC, US Army

As per VII Fighter Command GO # 53, dated 20 July 1945, a Third Oak Leaf Cluster awarded to the following named officer:

- Major Robert L. McDonald, O-429832, AC, US Army

As per VII Fighter Command GO # 56, dated 26 July 1945, an Air Medal awarded to the following named Officers:

- 2nd Lt. Earl D. English, O-821845, AC, US Army
- F/O Almer D. Lister, T-64046, AC, US Army

(d) Organization:

Negative.

(e) Strength, Personnel:

1 July 45:	65 Officers	31 July 45:	69 Officers
	255 Enlisted Men		254 Enlisted Men

(f) Strength, Aircraft:

1 July 45:	24 P-51-D-20's	31 July 45:	18 P-51-D-20's
	4 P-51-D-25's		4 P-51-D-25's

(g) Losses, Aircraft:

- 1 P-51-D-25, Serial No. 44-72865
- 1 P-51-D-20, Serial No. 44-63994
- 1 P-51-D-20, Serial No. 44-63461

46TH FIGHTER SQUADRON
Operations Office

11 August 1945

SUBJECT: Section History for the month of July.

TO : Operations Officer, 21st Fighter Group, AAF.

During the month of July the squadron flew a total of 2159 hours and 50 minutes, of which 1920 hours and 10 minutes was flown in combat. The balance of the time was flown in test hops and miscellaneous flying. The time for the month also was the largest total for a single month since the beginning of the squadron.

In the way of accidents the squadron had a total of six (6), of which two (2) planes were lost at sea. Involved in the accidents were Lt's Harvey, Parsley, Kenneth Miller J.W., Capt. Rainwater and F/O Byham. Lt Harvey and F/O Byham returning from missions bailed out at sea. F/O Byham was rescued after sixteen (16) hours and Lt. Harvey after four (4) hours in the water. The remaining four (4) accidents were local. Capt. Rainwater's broken nose being the only injury.

The section operated very satisfactorily despite the fact that the Chief clerk was confined to the hospital. The filing cabinet mentioned in last month's report is now under construction at the carpenter shop. We still need a large carrier typewriter.

JOHN W. BROCK,
Asst. Operations Officer.

Organizational History, 46th Fighter Squadron AAF, APO # 86, 21st
Fighter Group AAF, VII Fighter Command AAF FGA.

1 September 1945

31 September 1945

(a) Date of arrival at and departure from each station occupied in
this theater:

Negative.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

As per VII Fighter Command GO #67, dated 23 August '45, an award of
the Distinguished Flying Cross to the following named officers:

1st Lt. John H. Brock, O-708888, AC US Army
1st Lt. Frank K Sloan, O-763376, AC US Army
2nd Lt. Roland E. Draves, O-830429, AC US Army
2nd Lt. Gervais R. Nolin, O-2059418, AC US Army
2nd Lt. Eddie L. Skelton, O-2057038, AC US Army

As per VII Fighter Command GO #67, dated 23 August '45, Sec. VI,
an award of the Air Medal to the following named officers:

2nd Lt. Harry E. De Rieux, O-830424, AC US Army

As per VII Fighter Command GO #67, Sec. VIII, dated August '45,
an award of First Bronze Oak Leaf Cluster To The Air Medal to the following
named officers:

2nd Lt. Harry E. De Rieux, O-830424, AC US Army
2nd Lt. Karl D. English, O-821845, AC US Army

As per VII Fighter Command GO #67, Sec. X, dated August '45, an
award of Second Bronze Oak Leaf Cluster To The Air Medal to the following
named officers:

Capt. Franklin S. Gehlain, O-660135, AC US Army
1st Lt. John H. Dunn Jr., O-674290, AC US Army
1st Lt. William L. Kinrich Jr., O-714936, AC US Army
2nd Lt. Thomas L. Glishy, O-2067466, AC US Army
2nd Lt. John D. Mackon, O-2057001, AC US Army
2nd Lt. Burdette F. Robinson, O-2064102, AC US Army
2nd Lt. Billy M. Wilkinson, O-829786, AC US Army
F/O Edward H. Currie, T-131361, AC US Army

As per VII Fighter Command GO #67, Sec. XII, dated 23 August '45,
an award of The Third Bronze Oak Leaf Cluster To The Air Medal to the
following officers:

1st Lt. Robert H. Bodie, O-708317, AC US Army
1st Lt. Robert W. Green, O-710042, AC US Army

46th Fighter Squadron Frontispiece Can't.

1st Lt. Joseph D. Coons, O-306227, AC US Army
 2nd Lt. Rolland K. Draves, O-830168, AC US Army
 1st Lt. Louis G. Gelbrich, O-763551, AC US Army
 1st Lt. Donald E. Gordon, O-763561, AC US Army
 2nd Lt. Eddie L. Skelton, O-2057038, AC US Army
 1st Lt. Frank E. Sloan, O-763374, AC US Army
 1st Lt. Richard L. Vroman, O-807649, AC US Army
 1st Lt. Walter A. Weiss, O-807651, AC US Army

As per VII Fighter Command GO #67, Sec. XIV, dated 23 August '45,
 an award of Fourth Bronze Oak Leaf Cluster To The Air Medal to the following
 named officer:

1st Lt. Joseph D. Coons, O-306227, AC US Army

As per VII Fighter Command GO #67, Sec. XVI, dated 23 August '45,
 an award of the Sixth Bronze Oak Leaf Cluster To The Air Medal to the
 following officer:

1st Lt. John W. Brock, O-708338, AC US Army

As per VII Fighter Command GO #67, Sec. XIX, dated 23 August '45,
 an award of the Tenth Bronze Oak Leaf Cluster To The Air Medal to the
 following named officer:

Capt. Bradley Smith, O-32184, AC US Army

As per VII Fighter Command GO #67, Sec. XXIII, dated 23 August '45,
 an award of the Purple Heart to the following named officer for wounds received
 in action against the enemy on date indicated:

1st Lt. Thomas W. Coyle, O-773574, 8 August 1945, AC US Army

As per VII Fighter Command GO #69, Sec. I, dated 25 August '45,
 an award of the Distinguished Flying Cross to the following officers:

1st Lt. Robert H. Ereen, O-710042, AC US Army
 1st Lt. Louis G. Gelbrich, O-763551, AC US Army
 1st Lt. Walter A. Weiss, O-807651, AC US Army

As per VII Fighter Command GO #69, Sec. V, dated 25 August '45,
 an award of the Air Medal to the following named officers:

2nd Lt. Frank Garcia, O-2067343, AC US Army

As per VII Fighter Command GO #69, Sec. VI, dated 25 August '45,
 an award of the First Bronze Oak Leaf Cluster To The Air Medal to the
 following named officer:

2nd Lt. Frank Garcia, O-2067343, AC US Army

As per VII Fighter Command GO #69, Sec. VII, dated 25 August '45,
 an award of the Second Bronze Oak Leaf Cluster To The Air Medal to the
 following named officer:

2nd Lt. Gervais R. Bolin, O-2059318, AC US Army

46th Fighter Squadron Antisnipee Co't.

As per VII Fighter Command GO #69, Sec. VIII, dated 25 August '45
an award of the Third Bronze Oak Leaf Cluster To The Air Medal to the
following named officers:

1st Lt. George N. Metcalf, O-810709, AC US Army
2nd Lt. Gervais E. Molin, O-2059818, AC US Army

As per VII Fighter Command GO #70, Sec. XI & XII dated 26 August '45,
an award of the Fourth Bronze Oak Leaf Cluster To The Air Medal to the
following named officers:

1st Lt. George N. Metcalf, O-810709, AC US Army
1st Lt. Louis G. Gelbrich, O-763551, AC US Army

As per VII Fighter Command GO #70, Sec. III, dated 26 August '45,
an award of the Bronze Star Medal to the following named enlisted man for
meritorious service in connection with military operations against the enemy
during the period indicated:

Cpl. Cross E. Davis, 36207412, 26 Mar '45 - 15 Apr '45, AC US Army

As per VII Fighter Command GO #71, Sec. II, dated 27 August '45,
an award of the Distinguished Flying Cross to the following named officer:

1st Lt. Marcus E. McBride, O-758027, AC US Army

As per VII Fighter Command GO #71, Sec. VIII, dated 27 August '45,
an award of the First Bronze Oak Leaf Cluster To The Air Medal to the
following named officer: (Missing in Action)

P/O Almer D. Lister, T-64046, AC US Army

As per VII Fighter Command GO #71 Sec. XI, dated 25 August '45,
an award of the Second Bronze Oak Leaf Cluster To The Air Medal to the
following named officers:

Capt. Thomas O. Quinn, O-777903, AC US Army

As per VII Fighter Command GO #71, Sec. XVI, dated 27 August '45,
an award of the Third Bronze Oak Leaf Cluster To The Air Medal to the
following named officer: (Missing in Action)

1st Lt. Marcus E. McBride, O-758027, AC US Army

As per VII Fighter Command GO #71, Sec. XX, dated 27 August '45,
an award of the Fifth Bronze Oak Leaf Cluster To The Air Medal to the
following named officer: (Missing in Action)

Capt. Jack K. Ort, O-663936, AC US Army

As per VII Fighter Command GO #73, Sec. VII, dated 30 August '45,
an award of the Air Medal to the following named enlisted man:

S/Sgt. Wallace D. Darnan, 19059034, AC US Army

46th Fighter Squadron Frontispiece Cont.

As per VII Fighter Command GO #73, Sec. XIII, dated 30 August '45, an award of the Third Bronze Oak Leaf Cluster To The Air Medal to the following named officers:

1st Lt. Robert H. Campbell, O-762254, AC US Army

As per VII Fighter Command GO #73, Sec. XIV, dated 30 August '45, an award of the Fourth Bronze Oak Leaf Cluster To The Air Medal to the following named officer:

1st Lt. Richard L. Vroman, O-307619, AC US Army

(d) Organization:

46th Fighter Squadron (SE) assigned effective 5 August '45, to the 7th Fighter Command AAF APO #86, per Hq Twentieth Air Force GO #37, dated 19 August '45.

(e) Strength, Personnel:

1 September '45 - 65 Officers	-	30 September '45 - 35 Officers
244 Enlisted men		163 Enlisted men

(f) Strength, Aircraft:

1 September '45 - 27 P-51-D's - 30 September '45 - 26 P-51-D's

(g) Losses, Aircraft:

Negative.

During the month of September 1945, the 46th Squadron was somewhat hampered in all phases of operation by the constant changing of personnel. A large number of both officers and enlisted men have left the squadron to return to the mainland and as a result some sections are short-handed.

The fact that the war is over has also caused a feeling of unrest among the men. They are wondering when a large scale rotation program will be started.

The flying this month has naturally consisted of CAP, training flights, and test flights.

As a whole, the squadron has performed usual daily activities.

Major Charles E. Parsons assumed command on the 11th of the month, and was promoted to Lt Col. as of 7 September 1945.

Organisational History, 16th Fighter Squadron AAF, APO # 86, 21st
Fighter Group AAF, VII Fighter Command AAF PDA.

1 August 1945

31 August 1945

(a) Date of arrival at and departure from each station occupied in this theater:

Negative.

(b) Losses in Action:

Flight Officer Almer D. Lister, E-64046
1st Lt. Marcus E. Mc Dilda, O-728027
Capt. Jack K. Orb, O-663936

(c) Awards and Decorations:

As per VII Fighter Command CO # 63, dated 2 August 45, Sec. IV, a First Bronze Oak Leaf Cluster to the Air Medal awarded to the following named officers:

F/O Edward F. Currie, E-131361, AG, US Army
F/O Edward J. Kilmartin, E-63946, AG, US Army

As per VII Fighter Command CO # 63, dated 2 August 45, Sec. VI, a Second Bronze Oak Leaf Cluster to the Air Medal awarded to the following named officers:

1st Lt. Thomas W. Coyle, O-773574, AG, US Army
2nd Lt. Otis H. Arwin, O-329962, AG, US Army
2nd Lt. Victor F. Kilkowski, O-821646, AG, US Army
F/O Edward J. Kilmartin, E-63946, AG, US Army
2nd Lt. Alver O. Steele, O-521070, AG, US Army

As per VII Fighter Command CO # 63, dated 2 August 45, Sec. X, and award of the Fourth Bronze Oak Leaf Cluster to the Air Medal to the following named officers:

Major Robert L. Mc Donald, O-429832, AG, US Army

As per VII Fighter Command CO # 65, dated 8 August 45, Sec. II, an award of the Air Medal to the following named officers:

2nd Lt. Eldon P. Harvey, O-715532, AG, US Army
2nd Lt. Lee J. Langfield, O-832523, AG, US Army

As per VII Fighter Command CO # 65, dated 8 August 45, Sec. III, an award of the First Bronze Oak Leaf Cluster to the Air Medal to the following named officers:

2nd Lt. Walter J. Wojtaszek, O-722194, AG, US Army

As per VII Fighter Command CO # 65, dated 8 August 45, an award of the Second Bronze Oak Leaf Cluster to the Air Medal to the following named officers:

46th Fighter Squadron Frontispeice con't.

1st Lt. Stanley E. Gorvin, O-259232, AC US Army
 1st Lt. Louis C. Gelbrich, O-763551, AC, US Army
 F/O Harold H. Marx, T-131078, AC US Army
 1st Lt. Marcus E. McDilda, O-758027, AC US Army
 2nd Lt. Jack W. Miller, O-722133, AC US Army
 2nd Lt. Keith H. Miller, O-2059338, AC US Army

(d) Organization:

46th Fighter Squadron (SE) relieved from assignment to AFMIDPAC and reassigned to USASTAF, effective as of 16 July '45; as per SECRET assignment orders #36, HQ. USAFMIDPAC, paragraph I, dated 10 August '45.

46th Fighter Squadron (SE) further assigned effective 5 August '45 to Twentieth Air Force as per SECRET Assignment Prders #4, paragraph I, HQ. USASTAF (Admin.), dated 5 August '45.

(e) Strength, Personnel:

1 Aug. '45- 69 officers
 - 254 Enlisted men

31 Aug. '45- 65 officers
 - 244 Enlisted men

(f) Strength, Aircraft:

1 Aug. '45- 22 P-51-D-20's
 - 4 P-51-D-25's

31 Aug. '45- 21 P-51-D-20's
 - 6 P-51-D-25's

(g) Losses, Aircraft:

1 P-51-D-20 Serial No. 44- 63301
 1 P-51-D-25 Serial No. 44-72873
 1 P-51-D-20 Serial No. 44- 63990
 1 P-51-D-20, Serial No. 44-63989

should be 44-63381

Organizational History, 46th Fighter Squadron AAF, APO #86, 21st
Fighter Group AAF, VII Fighter Command AAF POA.

1 October 1945

31 October 1945

(a) Date of arrival at and departure from each station occupied in this theater:

Negative.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

Negative.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 October 1945 - 35 Officers	-	31 October 1945 - 34 Officers
152 Enlisted men		157 Enlisted men

(f) Strength, Aircraft:

1 October 1945 - 26 P-51-D's - 31 October 1945 - 27 P-51-D's

(g) Losses, Aircraft:

Negative.

The month of October has been a routine month for all departments and very little trouble was encountered with the exception that replacements parts for the aircraft are becoming hard to get at the time needed. This keeps planes grounded longer than is usually expected.

Saturday morning group formations have been the outstanding change in the flying routine. Four flights from each squadron participate. C A P flights are utilized to give the radar stations tracking practice and each flight practices a G C A approach before landing.

Lt Col. Charles E. Parsons was transferred to the Headquarters Squadron 21st Fighter Group on the 7th of the month. Capt. Lester C. Maurer, O-665219 assumed command of the squadron as of the 7th of the month.

Organizational History, 46th Fighter Squadron AAF, APO #86, 21st
Fighter Group AAF, VII Fighter Command AAF POA.

1 November 1945

30 November 1945

(a) Date of arrival at and departure from each station occurred in this theater:

Negative.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

Negative.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 November 1945 - 34 Officers -	30 November 1945 - 58 Officers
187 Enlisted men	229 Enlisted men

(f) Strength, Aircraft:

1 November 1945 - 27 P-51-D's - 30 November 1945 - 32 P-51-D's

(g) Losses, Aircraft:

Negative.

November, 1945, for the 46th Fighter Squadron, has been a month of speculation and preparation. The move to Isley Field APO 244, Saipan has naturally changed the usual daily life of the squadron. All the aircraft assigned had to be made ready for the flight to Saipan, with much the same precautions as to their perfection, as was encountered when VLR missions to the Japanese Empire were being flown.

All equipment was boxed and waterproofed for the move. A great number of man hours were spent building crates and boxes. Due to the shortage of men for such a task, pilot officers were assigned to the different sections to help with the boxing and crating.

One officer and three enlisted men formed the squadron's share of the forward echelon to Isley Field APO 244. They left the squadron on D/S to Isley Field Base (Prov) on the 17th of November.

Organizational History, 46th Fighter Squadron (BB) AAF, APO #244, 21st Fighter Group AAF, VII Fighter Command AAF FGA.

1 December 1945

31 December 1945

(a) Date of arrival at and departure from each station occupied in this theater:

1. Ground Echelon left Iwo Jima, APO #86, 1 December 1945, 1800, on three LST's. Arrived at Saipan APO #244, 5 December 1945 at approximately 1200.

2. Air Echelon left Iwo Jima APO #86 South airfield at approximately 0800, 2 December 1945. Arrived at Saipan APO #244, Isley Field approximately 1130, 2 December 1945.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

Negative.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 December 1945 - 58 Officers -	31 December 1945 - 39 Officers
229 Enlisted men	124 Enlisted men

(f) Strength, Aircraft:

1 December 1945 - 49 P-51D's - 31 December 1945 - 32 P-51-D's

(g) Losses, Aircraft:

Negative.

On the first day of the month the pilots of the air echelon left the squadron area and moved to the 20th Air Force Transient Quarters on Central Air Field Iwo Jima. At 1400 the ground echelon boarded trucks and proceeded to the LST's that were waiting to take them to Saipan. All baggage and equipment had been loaded that morning and the men boarded the LST's at approximately 1600. The LST's left shore at 1800.

The air echelon spent the night at Central Air Strip area and on the 2nd of December went by truck to the South Air Field. Take off for the squadron was approximately 0800. On arriving at Isley Field, Saipan, some trouble was encountered because some of the external wing tanks usually come off when the plane landed causing the field to be closed until the tanks could be removed from the runway. However no real trouble was encountered and all planes landed safely without even a slight accident.

The ground echelon arrived on 5 December, traveled eight miles by military transportation to the squadron area, arriving there at 1400.

The remainder of the month was spent setting up the maintenance section and living area. Very little flying was done. Experienced crew chiefs are very scarce and pilots help with the work on the planes.

Everyone seems to like this new island and all wonder at the change that has taken place since they were here the first time. The food is very good now and there is a new motion picture at the group theater each night.

Organizational History, 46th Fighter Squadron AAF, APO #244, 21st
Fighter Group AAF, VII Fighter Command AAF POA.

1 January 1945

31 January 1945

(a) Date of Arrival at and Departure from each station occupied in
this theater:

Negative.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

Negative.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 January 1945 - 39 Officers -	31 January 1946 - 39 Officers
124 Enlisted men	98 Enlisted men

(f) Strength, Aircraft:

1 January 1946 - 34 P-51-D's - 31 January 1946 - 18 P-51-D's

(g) Losses, Aircraft:

Negative.

There was little flying during the month of January due to the number of our crew chiefs that were sent to the states for discharge. The few crew chief replacements sent from Guam were inexperienced in crewing fighters. To facilitate the maintenance of our 51's, sixteen of our planes were transferred to the 363rd Service Group on the east side of Isley Field for stowage. Some of these were kept in flyable stowage and the rest were pickled. The flying that was done consisted mainly of four ship formations, test hops, etc.

Morale for the month was good due mainly to the reasonable rate at which men were being sent home for discharge. The weather was good, our living area was exceptionally attractive and the food was a great improvement over the food we had on Iwo Jima. Because of the fine accident record (No accidents for three months) the men were promised a trip to Shanghai in order of length of service in the squadron. Six men made the trip.

There was considerable shuffling of personnel in the squadron this month. Some officers were transferred to 21st Group Headquarters and a few on TDY to various organizations. The 531st Squadron was absorbed by the 72nd Squadron and the 46th Squadron. Due to this merger the twelve officers transferred to our squadron from the 531st Squadron, gave us the same number of officers in the squadron as we had at the beginning of the month.

Capt. Maurer was transferred to 21st Group Headquarters on the 11 January 1946 and Capt. Ferrall assumed command of the squadron as of this same date.

Organizational History, 46th Fighter Squadron (SE) AAF, APO #244, 21st
Fighter Group AAF, VII Fighter Command AAF PQA.

1 February 1946

28 February 1946

(a) Date of Arrival at and Departure from each station occupied in
this theater:

Negative.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

Negative.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 February 1946 - 37 Officers	- 28 February 1946 - 63 Officers
91 Enlisted men	53 Enlisted men

(f) Strength, Aircraft:

1 February 1946 - 18 P-51-D's - 28 February 1946 - 62 P-51-D's

(g) Losses, Aircraft:

Negative

February 1st found the squadron with a new commanding officer. Capt. William J. Ferrall, O-800500, was transferred to WPBC for shipment to the mainland and 1st Lt. Bernard R. Comfort, O-815594, assumed command.

On the second of the month 17 Officers and 11 enlisted men were sent on TDY to Northwest Field Guam, APO #182, as a forward echelon for the coming move of the group to that location. Each officer flew a plane down; the enlisted men traveling by C-47. All pilots are assigned to a plane to get it in commission to fly to Guam. The squadron is very low on enlisted strength. The planes are being taken out of storage a few at a time for the move. This will not be a complete move of all personnel at one time but will be a gradual movement of planes and personnel.

The food is not up to its usual standard due the acute shortage of enlisted personnel, but is still fairly good. As a whole morale is good.

The flying this month consisted mostly of test hops and flights to meet the flying requirements of rated personnel.

Organizational History, 46th Fighter Squadron AAF, APO #244, 21st
Fighter Group AAF, VII Fighter Command AAF PQA.

1 March 1946

30 March 1946

(a) Date of Arrival at and Departure from each station occupied in
this theater:

Negative.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

Negative.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 March 1946 - 57 Officers	-	31 March 1946 - 50 Officers
53 Enlisted men		56 Enlisted men

(f) Strength, Aircraft:

1 March 1946 - 17 P-51-D's	-	31 March 1946 - 39 P-51-D's
on NH Fld Guam and 45 P-51-D's		19 P-5-C's
in storage on Saipan.		

(g) Losses, Aircraft:

Negative.

During the month of march the shortage of enlisted personnel made work in all departments of the organization increasingly difficult. Flying was confined to test hops and ferrying our ships to Northwest Field Guam. The hazard in such flights was increased by the lack of experienced crew chiefs and the large number of planes that had to be put into service, in spite of these handicaps there were no accidents and the number of ships ferried to Guam was remarkable.

The Enlisted and Officers Mess was consolidated, with EM in one wing and Officers in another. The food was below par due partly to extreme shortage of personnel.

Morale on a whole was rather poor. The move to NW Field was a disappointment to most of the men because the location and living area at Isley were considered superior to NW Field. Only a few of the pilots had been sent home in the last six months and reports that Fighter Pilots that had never been overseas and who had far less service and points than pilots in this command were being released in the states, lowered morale among flying personnel in the squadron. Though some officers went home this month the return of combat pilots seemed abnormally slow. The return of EM for discharge was reasonable.

All the Enlisted men and officers that could be spared continued to be transferred to NW Field, Guam. The rest of the men continued to work on the planes and prepare equipment for shipment to our new field.

Organizational History, 46th Fighter Squadron (SE) AAF, APOF 182,
21st Fighter Group AAF, VII Fighter Command AAF, POA.

1 April 1946

30 April 1946

(a) Date of arrival at and departure from each station covered in this history:

1. Forward Echelon - Came to APOF 182 Northwest Field Guam a few at a time beginning Feb. 1946.
2. 46th Fighter Squadron officially closed at APOF 244, Taley Field Saipan and opened at APOF 182 Northwest Field, Guam at 0001 17 April 1946; as per GOF 7 Hq. 21st F. G.
3. Rear Echelon - Officers and enlisted men TBE to 136 Station Coy pliment to clean squadron area & ferry remaining planes.

(b) Losses in Action:

Negative

(c) Awards and Decorations:

Negative

(d) Organization:

Negative

(e) Strength Personnel:

1 April 1946 - 50 officers
+ 96 Enlisted men

30 April 1946 - 26 officers
- 75 E. N.

(f) Strength Aircraft:

1 April 1946 39 P-51 Ds
19 P-5 Cs

30 April 1946 3 P-51 Ds
5 P-5 Cs

(g) Losses, Aircraft:

1 P-51-D

Serial No. 44-74300

This month the squadron officially moved to APO# 182. On the 17th of the month, the day the squadron officially moved, there were more men on TDY to APO# 182 than there were present for duty at APO# 244. For this reason the men at Isley Field APO# 244 were placed on TDY and the men at APO# 182 were returned to duty. Some men were placed on TDY to the 336 Station Complement, Isley Field to ferry the remaining planes to Guam.

The equipment was sent to APO# 182 by water transportation and was accompanied by 7 officers and several enlisted men.

The flying activities for the month consisted of ferry missions, from Isley Field to Northwest Field Guam, and engineering flights. Toward the end of the month the planes were not ferried from Isley Field to Northwest Field, Guam, but were ferried directly to Harmon Air Depot, Guam. Some of the planes at Northwest Field were towed to Harmon Field.

There was an accident this month. 1st Lt. Howard H. Tanner Jr, O-26836 ran off the runway while landing and completely demolished the plane. Lt. Tanner was not hurt. This accident occurred on the 12th of the month.

The living area on Northwest Field is not as good as on Saipan, due to the dust that gets into everything, but the food is exceptionally fine, with ice cream twice a day.

This month 13 pilot officers were transferred to WPBC personnel depot for return to the mainland. This fact has lifted the morale of the officers of the squadron considerably. They now realize that they will be replaced and returned to the states as soon as possible.

Lt., Comfort, the commanding officer, was one of the men that left the squadron. 1st Lt., Howard M. Lane O-824660 assumed command on the 26th of April, 1946.

Organizational History, 46th Fighter Squadron AAF, APO #244, 21st
Fighter Group AAF, VII Fighter Command AAF PQA.

1 May 1946

31 May 1946

(a) Date of Arrival at and Departure from each station occupied in this theater:

Negative.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

Negative.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 May 1946 - 26 Officers	-	31 May 1946 - 30 Officers
75 Enlisted men		98 Enlisted men

(f) Strength, Aircraft:

1 May 1946 - 8 P-51-D's	-	31 May 1946 - 7 P-51-D's
1 F-5-G		18 P-47-N's

(g) Losses, Aircraft:

Negative.

During the first part of the month the rest of our P-51's on Saipan were ferried to Hanson Field and the men on TDY with the 336th Station Command Squadron on Saipan were flown to Northwest Field where they rejoined the squadron.

The most notable feature of this month was the change over from P-51's to P-47's. Five P-47's were towed from Hanson to Northwest on May 2 and the task of putting them into service was started. Due to lack of parts the work was held up to some extent, until additional parts were obtained. Later thirteen more P-47's were towed from the east side of Northwest Field to our line. Difficulty with these was not so great as all that had to be done was to unpickle them and make minor repairs until a 100 hour inspection could be passed. In spite of the inexperience of some of the crew chiefs on this ship they did exceptionally well in their work. A few experienced men that had come into the squadron helped a great deal.

The pilots reaction to the change from P-51's to P-47's was unfavorable, due to the P-47's lack of speed, acceleration, and maneuverability in comparison to the P-51. Complaints were heard from pilots who had trouble while taxiing due to loss of pressure in one brake, resulting in ground loops and near accidents.

The addition to the organization of a large number of EM from the states and also several new 1055 pilots was a welcome sight, but morale of the old pilots was lowered when orders came out that no rated personnel would be sent home until properly replaced. Orders also stated that no new pilots would be considered replacements until the 531st and 72nd Squadrons were brought up to full strength. Capt. Haygood assumed command of the squadron May 6 1946.

Organizational History, 46th Fighter Squadron (SE) AAF, APO #1E2, 21st
Fighter Group AAF, VII Fighter Command AAF PQA.

1 June 1946

19 June 1946

(a) Date of Arrival at and Departure from each station occupied in
this theater:

Negative.

DECLASSIFIED
DOD DIR 5200.9

P.R.C.

(b) Losses in Action:

Negative.

(c) Awards and Decorations:

Negative.

(d) Organization:

Negative.

(e) Strength, Personnel:

1 June 1946 - 27 Officers	-	19 June 1946 - 29 Officers
93 Enlisted men		95 Enlisted men

(f) Strength, Aircraft:

1 June 1946 - 7 P-51-D's	-	19 June 1946 - 20 P-47-N's
18 P-47-N's		

(g) Losses, Aircraft:

Negative.

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DOD DIR 5200.9

17-11150-5

During the part of June covered by this report the objective of operations was to check out as many pilots in the P-47 as possible, and at the same time to get the required flying time for rated personnel. This is quite an undertaking since all the fighter pilots of the VII Fighter Command are assigned to the squadron for flying. Transition flights in the P-47's are accomplished by having standard training procedure consist of the usual series of stalls, dives, turns and in the later flights, aerobatics. Engineering sheets are filled out by the pilot after each flight to assure that the operating limits of the aircraft are well known by each pilot.

The process of unpickling the P-47's is coming along nicely. The most experienced crew chiefs are working at the job getting the planes on flying status, while the less experienced men are assigned to the easier job of crewing the planes that are on flying status. Minor troubles are still being encountered, mainly on hydraulic actuating cylinders and minor electrical troubles. As a whole the engineering section is performing nicely. On the 7th of the month the remainder of the P-51's were flown and towed to the Harmon Air Depot, Guam.

The main event that effected the morale during this period was the announcement that flying officers are no longer "frozen". Rated officers with 40 months service as of 31 August 1946, non-rated officers with 33 months service as of 31 August 1946 and enlisted men with 24 months service as of said date, are now eligible for return to the mainland. This will include almost all of the rated officers that have seen combat except the ones that signed to stay in the army for a certain period (Category I, II, III, IV).

The food for this period has been good with the exception that there has been a shortage of fresh meat. As a whole the morale is very good.