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SG-FI-462-HI
17 May 45

HISTORY

462ND FIGHTER SQUADRON (SE)

506TH FIGHTER GROUP (SE)

P.R.C.

VII FIGHTER COMMAND, ARMY AIR FORCES,
PACIFIC OCEAN AREAS & TWENTIETH AIR FORCE

1 MAY 1945

THROUGH

31 MAY 1945

DECLASSIFIED
DOD DIR 6806.1

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MICROFILMED

1967-56

PST Cont No
C00219

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UNIT HISTORY

P.R.C.

462ND FIGHTER SQUADRON (SE)
506TH FIGHTER GROUP (SE) APO 86
VII FIGHTER COMMAND
ARMY AIR FORCES, PACIFIC OCEAN AREAS
&
TWENTIETH AIR FORCE

1 MAY 1945
through
31 MAY 1945

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462ND FIGHTER SQUADRON (SE)
 506TH FIGHTER GROUP (SE) APO 86
 VII FIGHTER COMMAND
 ARMY AIR FORCES, PACIFIC OCEAN AREAS
 &
 TWENTIETH AIR FORCE

1. a. Pilots of the air echelon in P-51D aircraft arrived Iwo Jima from Tinian on 11 May 1945.
- b. Ground personnel of the air echelon arrived Iwo Jima from Tinian in Transport Air Group C-46's on 19 May 1945.
2. Killed In Action: 1st Lt Roland E. Carter, O-793583
 Captain Kensley M. Miller, O-659747

Lt Carter was killed 18 May 1945 in the crash of his P-51D when he undershot the southwest runway of North Field at the conclusion of a weather check flight.

Captain Miller was killed 28 May 1945, presumably by enemy ground fire, while on a strafing run against Imba A/F, Japan.

3. Negative
4. Negative
5. Strength, 1 May 1945: 64 Officers, 254 EM
 Strength, 31 May 1945: 68 Officers, 254 EM
6. Planes on hand, 1 May 1945: 25 P-51D's
 Planes on hand, 31 May 1945: 25 P-51D's
7. Losses: Four (4) P-51D aircraft as follows:

18 May 1945 - Lt Carter crashed on landing.
 18 May 1945 - Lt Weld ran off the end of the runway.
 27 May 1945 - Lt Torgerson bailed out at sea.
 28 May 1945 - Captain K. M. Miller crashed on Imba A/F,
 Japan

George H. Olson
 GEORGE H. OLSON
 1st Lt, Air Corps
 Historical Officer

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462nd Fighter Squadron (SE)

506th Fighter Group (SE)

APO #86

VII Fighter Command; Army Air Forces, Pacific Ocean Areas; Twentieth Air Force
1-31 May 1945PRELUDE

May, 1945, was a momentous month for the 462nd Fighter Squadron. In that month it changed from its "Stateside" training ways to a wartime footing, and received its baptism of fire. At the beginning of the month the squadron was divided into 2 elements, the ground echelon at Iwo, and the air echelon at Tinian to the south. At the end of the month the two elements had been combined in the crucible of war to form a fast flying, hard hitting combat unit.

The story of that change is the story of hard work under difficult conditions; hard work for the pilots completing last-minute training, hard work for the mechanics maintaining the planes, and hard work for the ground personnel attempting to set up a flight line on Iwo.

The fore part of May was a period of anticipation. The beginning of operations against the enemy hinged upon two things: (1) the speed with which North Field could be completed by the 811th Aviation Engineers; and (2) favorable weather which would allow the flight of the air echelon from Tinian to the new strip. The creation of the first paved strip on the island was completed as planned by 5 May. A supreme effort had been demanded and the 811th Engineers worked three 8-hour shifts per day to achieve another success in their fine record of triumphs beginning with the campaign of Guadalcanal. During this time occasional sniper fire and ever present land mines hindered the work, with two 21 ton bulldozers

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made inoperational by the latter.

However, unfavorable weather and an unforeseen scarcity of 110 gallon wing tanks prevented the arrival of the air echelon upon completion of the landing strip. VII Fighter Command had sent word to Tinian that North Field would be ready by 5 May. As day after day went by anxiety to begin operations from Iwo against the enemy mounted. Delay in the securing of jettison tanks on Tinian resulted in the decision to obtain them at Depot Field, Guam, to which place the aircraft were flown and installation made. A weather clearance was finally available on the morning of 11 May, and with B-29 escort navigation, furnished by the 313th Bomb Wing, the fighters headed north for Iwo. In early afternoon of that day the ground echelon saw the first of our speedy, yellow-tailed Mustangs roar in from the sea.

For several days the ground echelon had been prepared to service the incoming planes as to necessities. Upon completion of the flight strip the various sections of the squadron had hurriedly established a flight line. No attempt was made to set up beyond the bare essentials as each section knew other moves to new locations were in prospect.

Refresher courses for those "Bloemfontein" pilots who had not flown since February were contemplated for the week following arrival of the airplanes. But again Old Man Weather upset the applecart. Driving rain and extreme high winds prevented flying for several days. All aircraft held fast to their reinforced moorings but several tents were flattened by the winds. Beyond a small amount of damage to VHF and IFF equipment of the communications section no ill effects of the storm were suffered. A certain amount of valuable time was lost inasmuch as a large

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number of men had to secure the living area by the digging of drainage ditches.

On the 13th the weather cleared and flying began for the pilots who had so long been absent from it. In the ensuing few days all of the 51 pilots of the squadron had been checked out and were ready to participate in the tactical plans which VII Fighter Command had determined for the unit.

Our exact status in the complex air command of the Pacific theater was still a bit uncertain. The latest word on this during May was a letter from Twentieth Air Force to 506th Fighter Group Headquarters which stated that we were assigned Twentieth Air Force, attached VII Fighter Command, and still related to the 301st Fighter Wing. As determined by VII Fighter Command our mission was to be of four parts: (1) to provide escort protection for Marianas-based B-29s (2) to destroy Japanese air power (3) to keep the Bonin Islands' airfields and shipping inoperative, and (4) to protect Iwo Jima by Combat Air Patrol.

COMBAT OPERATIONS

On 17 May 1945 our first Combat Air Patrol mission was flown without incident. However, the following day had its tragic aspects for the squadron. 1st Lt Roland E. Carter, O-793583, was killed in a landing accident, crashing into a bluff at the southwest end of the runway, with complete loss of the airplane. Just a few hours before F/O Cream of the 458th had been killed at the opposite end of the runway while attempting a dead stick landing. These two fatal accidents in the space of a morning tended to upset the men of the squadron.

In spite of the tragic side, 18 May had its bright side, too.

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On the afternoon of that day we struck our first blow at the enemy. Most of the 500 pound GP bombs bore chalk messages for the Nips in the approved style of first missions. 12 aircraft led by Major De Jarnette took off for a bombing and strafing run against Chichi Jima in the Bonin Islands. Two of the ships aborted because of mechanical failure but the remainder got through to the target. All ships returned safely from a very successful first mission, many bombs having landed on the air strip target. This contact with the enemy aided materially in strengthening the squadron spirit, and every man felt a bit prouder of his contribution to the war.

Again on the 23rd 12 A/C of the 462nd went on a bombing and strafing mission to Chichi Jima. Upon finding the target completely overcast our aircraft returned to Kita Iwo Jima where bombs were jettisoned. The third and last Chichi mission of the month was flown on 29 May, 16 A/C obtaining poor results in an attack against Radio Station #1.

The above-mentioned missions to the Bonins were important but the question which encompassed everyone's thinking was as to the time of the first VLR mission to the enemy homeland. On 22 May 1945 VII Fighter Command issued field orders for a 24 May fighter strike by the 506th against Atsugi and Fujisawa airfields in the Tokyo area. We all thought, "This is it!" However, a postponement occurred due to weather and the mission was re-scheduled for the morning of 25 May. On that morning the pilots sweated out a takeoff for several hours only to be disappointed by the subsequent cancellation of the mission due to unfavorable weather. For the same reason the projected Empire strike of 26 May was cancelled.

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Finally, on 28 May 1945, 20 A/C of the 462nd, led by Major DeJarnette, were airborne at 0945K on a fighter strike against Kasumigaura A/F, the primary target, Imba A/F, the secondary target, and Hachiyo Jima, the last resort target. 4 spare aircraft were ordered back to base, arriving at approximately 1200K. 2 aircraft aborted from mechanical failure, 14 going in over the target area. Of these, 13 returned safely to base. The ill-fated pilot, Captain Kensley M. Miller, O-659747, a veteran of 80 missions in North Africa, was killed in action, apparently from ground fire during his strafing run on Imba A/F. The mission was adjudged successful though the loss of such a veteran flight leader as Captain Miller saddened the day of victory.

Accidents during May resulted in the death of 2 pilots and the complete loss of their planes. A third complete aircraft loss occurred on 27 May as Lt Torgerson was forced to bail out over the ocean when his engine quit. He suffered no injury from the bail-out and was picked up by Navy craft soon after landing. Earlier in the month Lt Weld ran his ship off the end of the runway due to faulty brakes, causing total loss of the aircraft but with only minor injury to himself. Minor damage occurred to the ship flown by Lt Diaz when the tail wheel tire blew out upon landing.

For the month of May a total time of 698:25 hours was flown by the squadron, 306:30 hours of which consisted of actual combat time, resulting from 14 VLR sorties, 38 SR sorties, and 48 CAP sorties.

INTELLIGENCE

Much of the success of these first combat missions was due to the

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untiring efforts of the Intelligence section. Visits to the 15th and 21st Fighter Groups were made to study methods of research, briefing and interrogation. Prior to each 462nd mission all available information on the operation contemplated was thoroughly studied and arranged before presentation to the pilots. The ready and complete assimilation of all available information by the pilots was and continues to be the primary goal of the Intelligence section.

Some difficulty in securing charts from VII Fighter Command was experienced during the beginning days. As the month wore on this shortage eased. The photostatic reproduction of strip maps was a development by the 506th during the month, and a very real help to the pilots from the standpoint of space-saving.

With each mission methods of briefing and interrogation were improved and at month's end it was apparent that great strides forward had been made in the smooth functioning of the section.

Censorship of letters and of captured enemy materiel occupied a sizeable amount of the S-2 officers' time. Everything but one each, geisha girl, was brought in for approval to be sent back to the souvenir-hungry States. During this period some enlisted men virtually became cave-dwellers, and a stern directive against such practice failed to stem their curiosity.

On 20 May, enlisted personnel of the Intelligence section, in conjunction with enlisted personnel of Operations and Personal Equipment, began to pull CQ at the Operations tent on the flight line, in keeping with the policy of always having 2 men on duty during every hour of the day to handle possible emergencies. This duty had its trials. One night

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airfield guards of the 81st Air Service Group blasted away with a carbine and M-1 in the very specific direction of the 2 men on duty, who very quickly embraced Mother Earth. On another night Corporal Forrest of the Intelligence section fired upon a real or fancied Jap.

As to the success of operations against the Empire, Intelligence summaries for May show that the squadron definitely destroyed two enemy aircraft on the ground and damaged ten enemy aircraft on the ground.

ENGINEERING AND MAINTENANCE

The work of servicing the airplanes was especially difficult from the time of their arrival on Iwo 11 May until 19 May. During this period the Engineering Officer, the Line Chief, all flight chiefs, and all crew chiefs were held at Tinian by bad weather. Once this group travelled toward Iwo in C-46's but was turned back by bad weather. On 19 May these enlisted men and the Engineering Officer arrived by TAG aircraft. Prior to their arrival the assistant crew chiefs had been doing an excellent job under the leadership of 1st Lt Rottschafer, Tech Supply Officer, who had been designated Acting Engineering Officer, but the arrival of the more experienced personnel gave a fillip to the quality of maintenance.

The volcanic dust of Iwo was definitely a problem making necessary more frequent inspection and more painstaking maintenance than heretofore. Another hindrance to maintenance was the lack of certain tools and heavy equipment which had not yet been found in the stockpiles, transported to the flight line, and checked out to the Engineering section. Also during this time, two of our heavy items of equipment had to be shared with the 457th Squadron which borrowed the engine hoist and hydraulic test stand

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as this equipment had never been received by the 457th upon arrival at Iwo.

During the month it was found that the fabric type propeller seals in use were not as satisfactory as Neoprene seals. It was also found that steel rods left by the Japanese could be used very handily with P-51 wing tank installations.

Shortages of such critical items as sulfuric acid, coolant, and aluminum lines rendered the job of servicing the aircraft more difficult. The shortage of many such supplies bore out the wisdom of Major Story, Group Materiel Officer, in bringing from the States all possible supplies in contemplation of just such a situation as existed on Iwo. To have listened to those who prated against such practice would have been folly, and much credit is due Major Story for his work in securing such items.

During the month pilots and mechanics went to the Marianas to secure replacement airplanes, four new P-51D's being brought to Iwo for the 462nd.

Probably the best commentary on the work of the Engineering and Maintenance section is the record of aircraft operational. 78.55% of aircraft assigned the squadron between 11 May and 1 June were combat operational, a high percentage in view of the distractions of the period.

TECHNICAL SUPPLY

Directly related to the difficulties of servicing the aircraft were the problems encountered by Tech Supply. During the first half of the month the enlisted section head was hospitalized, and the Technical Supply Officer, 1st Lt Rottschaefter, was acting in the capacity of Engineering Officer in addition to his normal duties. This, combined with

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the inefficient manner in which supplies had been indiscriminately piled in the living area, hindered the quick uncrating and assignment of tools and equipment to sections. Transportation adequate to the needs of the section was not forthcoming from Group at this time, a condition which was being improved by month's end.

Uncertainty in higher headquarters as to the location of Tech Supply on the flight line was finally resolved and a temporary supply was set up. No attempt was made to organize on more than a tentative basis as another move was imminent in the very near future.

Some difficulty arose at this time as a result of confusion within the 81st Air Service Group, and the lack of certain valuable personal contacts with service group personnel, a condition which was being changed for the better at month's end.

In the latter part of the month the section did move north to a new location, whereupon an attempt was made to organize on a more or less permanent basis. Property was issued to the respective sections on memorandum receipt. By the end of the month many initial difficulties of a minor nature had been overcome, and the channels of supply had been smoothed.

ARMAMENT

This section began operation on 8 May when a squad tent was set up on the flight line. Little change existed in conditions from what they had been in Lakeland except for the greater volume of abrasive dust. More frequent cleaning of the machine guns was made necessary. Additional checks on the condition of bomb shackles were also needed due to the use

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of droppable wing tanks on most missions.

For the first time the men of the section were confronted with a gyroscopic gun sight. Lectures were given on the K-14 gunsight by 2nd Lt Bum Gardner, 462nd Armament Officer, and personnel were familiarized with it. No major difficulty was experienced with the use of the gun-sight during the month.

ORDNANCE

On 13 May 1945, Ordnance section set up shop on the flight line. Records and equipment were unpacked, and ammunition, bombs, and spare parts for the caliber .50, M-2 aircraft machine gun were drawn. Procurement of the above was not easy due to the incomplete organization of the source of supply at this time.

Some malfunctions of machine guns occurred, six of the twelve reported were found to be the result of a locked accelerator. Modification kits supplied by the 81st Air Service Group overcame this cause of malfunction.

As a result of flying operations for May, 68 complete rounds of 500 pound GP bombs were expended, as well as 39,205 rounds of .50 caliber ammunition.

COMMUNICATIONS

Of prime importance during the month was the work of the squadron communications section. For without radio to rely on the fighter pilot flying from Iwo would have had extreme difficulty as the thousands of square miles of water offered very few navigation aids.

The 462nd enjoyed an initial advantage over the other two

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squadrons of the group. 25 of our aircraft were installed with "DU" upon arrival at Iwo, whereas only 8 aircraft of the 458th and 5 aircraft of the 457th were similarly installed. Study of this new type of communications device was undertaken by all communications personnel, under the direction of 1st Lt Goetrad, 462nd Communications Officer. In the main, comparatively little trouble developed in the use or maintenance of "DU" facilities.

The radio men were plagued by Iwo's dust, which helped to caused rust and malfunction in a number of instances. Constant checking and retuning was necessary to keep communications equipment in perfect working order.

It was found that receivers of VHF sets were generally weak on a number of missions to Chichi and on the first Empire mission. Investigation disclosed that as far as the transmitter was concerned, the VHF antenna impedance necessitated the tuning of the set in the airplane itself, in spite of checking and tuning done in the shop. Each ship presented a difference in this regard. The receiver trouble was corrected by checking it on crystal instead of master oscillator in using the signal generator, and very good results were obtained.

Although some VHF and ~~HF~~ equipment was damaged by a severe rainstorm at the beginning of the month, and some supplies were hard to obtain, the section encountered no major problems and had a successful month.

PHOTO

A very vital role in the May combat operations of the 462nd was

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played by this small section. The servicing of the many GSAP cameras plus the loading and development of gun camera film placed rather a severe burden on the four enlisted men, working under the direction of Captain Lee, 462nd Gunnery and Photo Officer.

While a work tent was still being set up on the line, VII Fighter Command issued a directive requiring modification of boresighting of GSAP cameras. Within 10 hours after notification compliance had been made and the overrun indicators had been removed for the use of Kodachrome film.

Chemicals were hard to obtain and to develop the film of the first Chichi mission it was necessary to borrow chemicals from the 15th Fighter Group. Development of the film had to be partially accomplished by the use of photo facilities on South Field.

By the end of the month the section had abundant supplies and was turning out excellent photographic mission records.

PERSONAL EQUIPMENT

This smallest of line sections (1 Officer and 2 EM) was busy from the time parachutes were unloaded from the M.S. Bloemfontein. A tent was set up in the Officers' Living Area and chutes were taken from their shipping cases. These parachutes were then taken to the 81st Air Service Group which did an excellent and speedy job of packing them. While awaiting the arrival of the air echelon, pilots of the ground echelon were painstakingly fitted with parachutes. Refitting of the parachutes of the air echelon pilots followed their arrival at Iwo.

2nd Lt Morin, Personal Equipment Officer, personally conducted an inspection of all Mae West type life vests prior to the first combat

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mission. The only modification of the month was of the radar screen on the one-man life raft.

Although lumber was extremely scarce, a work bench was constructed as well as a number of storage lockers for pilots' flying clothing and equipment.

During the month this section, like all other line sections, was hampered in its operation by two changes of location. At the end of the month Personal Equipment was functioning smoothly in a squad tent adjacent to Operations.

SQUADRON SUPPLY

The amount of building activity in the living area kept Squadron Supply busy throughout the month. Hand tools such as sledges, shovels, saws, rakes, and bandcutters were in constant demand. To facilitate the building of fox-holes each enlisted man was issued either an entrenching shovel or an axe. An M-3 trench knife with scabbard as well as a third wool blanket was also issued to each enlisted man.

Expendable supplies such as candles, a limited number of flashlight batteries, salt water soap, shaving cream, tooth paste, etc., were issued from time to time.

The most welcome of all supply news during the month was the announcement that Quartermaster laundry service to the extent of 10 pieces per week was available. Service proved to be quick and with a minimum of losses.

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The job of organizing the squadron's activities befell the Orderly Room section consisting of 2 Officers and 8 EM. This was accomplished but only after considerable friction had arisen within the squadron. The demands upon line sections for living area details were so great during the fore part of the month that many men came to wonder if the squadron's primary purpose was to fly airplanes. By month's end details had become more equitable and regularized.

During this time all EM were housed in squad tents, 12 men to a tent. During the first three weeks of the month all officers were housed in pyramidal tents, 4 men to a tent. Upon completion of Quonset huts, flying officers were separated from ground officers, the flying officers moving into the huts.

Messing facilities improved. A Quonset hut mess was built for the officers and a mess kitchen for the enlisted men. C and K rations were supplanted by field rations. Some fresh meats, vegetables, and fruits arrived via refrigerator ship to improve the diet.

On 12 May 1945, the "point system for discharge" was announced and Adjusted Service Record cards had to be compiled for every officer and enlisted man assigned the squadron. Very few men looked forward to discharge before the end of the war in spite of the new provisions arising out of the end of hostilities in Europe.

Many additional duty assignments were made during May. Special Order No. 35, 506th Fighter Group, dated 8 May 1945, appointed Major De Jarnette, 462nd Commanding Officer, to the Claims Board which was to

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consider individual claims for enemy aircraft or shipping destroyed. The same order appointed Captain De Groodt, 462nd Executive Officer, as squadron representative on the Classification Board, appointed for the purpose of classifying EM as to job assignments. In addition Captain DeGroodt was appointed to the 506th Fighter Group Mess Council.

On a squadron order of that same date, 2nd Lt Davis, Assistant Intelligence Officer, was appointed to the additional duty of Information and Education Officer; 2nd Lt Morin, Personal Equipment Officer, was appointed to the additional duty of Safety Engineer; and 1st Lt Rottschaefter, Tech Supply Officer, was appointed to the additional duty of Fire Marshall. S/Sgt Gorla was appointed Squadron Sanitation NCO and S/Sgt Zaborski was appointed Squadron Safety NCO. Lt. Rottschaefter came in for a great deal of kidding from his fellow officers who thought his designation should be Firewater Marshall instead of Fire Marshall.

On 12 May 1945, 6 enlisted men of the squadron were promoted from Pfc to Corporal. On 24 May 70 enlisted men were promoted in the biggest mass promotion in the history of the squadron as per Group Special Orders. The last promotions of the month were made on 30 May 1945 when 6 more Pfc's were upped to Corporal, as per SO 42, 506th Fighter Group.

One EM was reduced in grade from S/Sgt to Private for inefficiency, as per SO 39, 506th Fighter Group, dated 23 May 1945. On the

- (1) Order #17, 462nd Fighter Squadron, 8 May 1945.
 (2) Order #18, 462nd Fighter Squadron, 12 May 1945.

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same order, F/O Freeman, a pilot new to Iwo, was assigned to the 462nd Fighter Squadron.

As per SO 41, 506th Fighter Group, dated 26 May 1945, the following named pilots were assigned the 462nd Fighter Squadron: 2nd Lt Marklin, 2nd Lt Nelson, 2nd Lt Russell, F/O Cornett, and F/O Wolfe.

Strength of the squadron as of 1 May 1945 was 64 Officers and 254 Enlisted Men. As of 31 May 1945, Officer strength had reached 68 with the number of Enlisted Men remaining at 254.

In closing, the air raid of 21 May 1945 must be mentioned. Of all the events of an eventful month it was the most spectacular. The crump and flash of enemy bombs was very real. From the fox-holes we watched the tracers going up into the night in a demonstration of terrific firepower. Seeing a Jap plane plummet into the water, flaming as it went, was an unforgettable experience. This all seemed very far away from the old HTU life so many of us had known, and indeed it was. The 462nd apparently was coming of age in a combat zone.

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APPENDIX

List of Exhibits

- Exhibit (1) Order No. 17, 462nd Fighter Squadron, 8 May 1945.
Exhibit (2) Order No. 18, 462nd Fighter Squadron, 12 May 1945.

EXHIBIT 1

462D FIGHTER SQUADRON
506th Fighter Group
APO 86

ORDER)
Number 17)

8 May 1945

1. In compliance with VII F.C. Memo 25-3, dated 6 Jan 45, S/Sgt (673) Louis F. Gorla, 32 305 417, is appointed Squadron Sanitation NCO.

2. The following officers' duty assignments and/or changes are directed.

<u>OFFICER</u>	<u>RELD</u>	<u>ASGMT</u>
HOWARD W. DAVIS 2d Lt (9301) O 587 701		Information and Education Officer
GEORGE H. OLSON 1st Lt (9301) O1 182 929		Orientation Officer
PAUL S. MORIN 2d Lt (1042) O 870 694		Safety Engineer (VII FC Memo 38-1)
WILLIAM F. ROTTSCHAEFER 1st Lt (4832) O 868 663		Fire Marshall (VII FC Memo 200-3)

3. In compliance with VII F.C. Memo 38-1, dated 22 Aug 44, S/Sgt (911) Joseph Zaborski, 6 885 920, is appointed Squadron Safety NCO.

/s/ Thomas D. DeJarnette
THOMAS D. DE JARNETTE,
Major, Air Corps,
Commanding.

DISTRIBUTION:

File
506th Ftr Gp (10 cys)
201 file ea Off/EM concerned
Ea off concerned
462d Ftr Sq S-2 (4 cys)

A TRUE COPY:

Thomas M. Lillard, Jr.
THOMAS M. LILLARD, JR.,
2d Lt., Air Corps,
Adjutant.

EXHIBIT 2

462D FIGHTER SQUADRON
506th Fighter Group
APO 86

ORDER)
:)
Number 18)

12 May 1945

1. UP of C 5, AR 615-5 the fol named EM AC 462d Ftr Sq
506th Ftr Gp APO 86 are promoted to the grade of Private First
Class TEMPORARY.

Pvt 747 Joseph D. Cowan	34 900 850
Pvt 345 Fred M. Dunlap	31 268 714
Pvt 405 David T. Kay	39 555 554
Pvt 345 James E. McElroy	31 470 331
Pvt 590 James D. Mess	33 727 920
Pvt 750 John L. Pribanich	15 098 444

/s/ Thomas D. De Jarnette
THOMAS D. DE JARNETTE,
Major, Air Corps,
Commanding.

A TRUE COPY:

Thomas M. Lillard, Jr.
THOMAS M. LILLARD, JR.,
2d Lt., Air Corps,
Adjutant.