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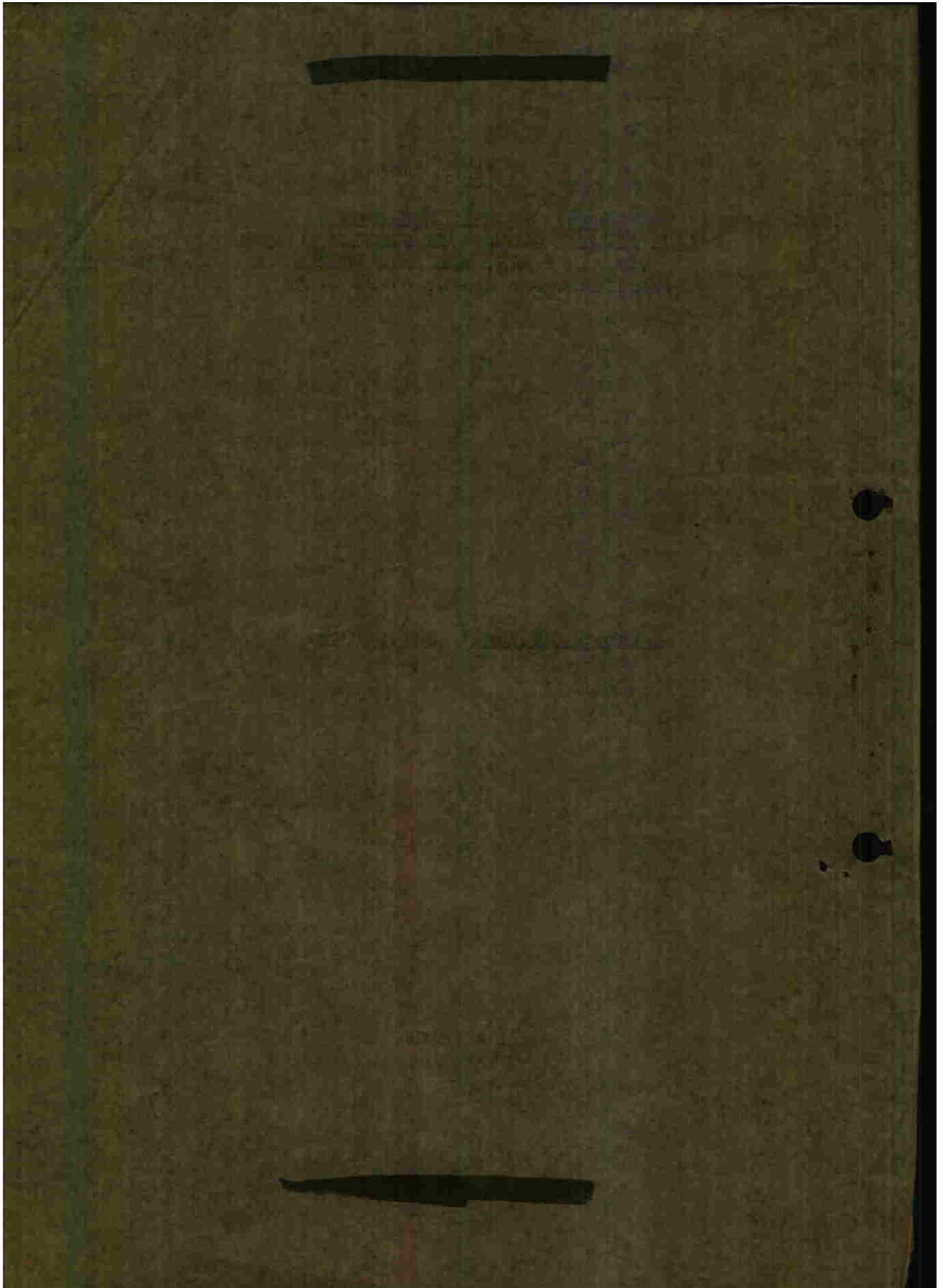
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413TH FIGHTER SQUADRON
414TH FIGHTER GROUP, VII FIGHTER COMMAND
7TH AIR FORCE, ARMY AIR FORCES
Pacific Ocean Areas, A. P. O. 86

Squadron History: July, 1948.

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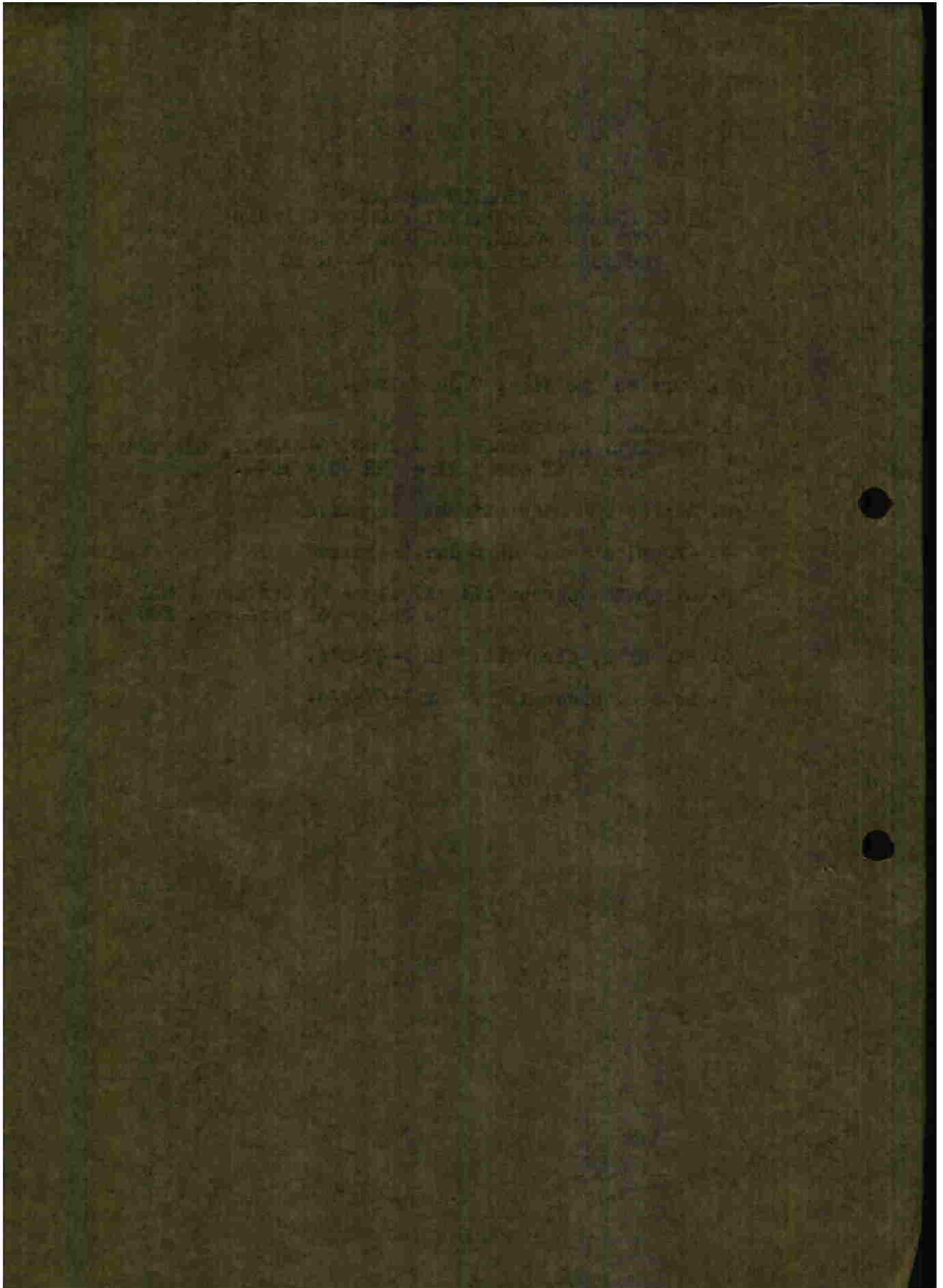
C O N F I D E N T I A L

413TH FIGHTER SQUADRON
414TH FIGHTER GROUP, VII FIGHTER COMMAND
7TH AIR FORCE, ARMY AIR FORCES
Pacific Ocean Areas, A. P. O. 36

1. Arrived Iwo Jima, 7 July 1945.
2. Losses in actions:
1st. Lt. GEORGE R. JACOBS, O-682641, off Truk as
result of enemy fire, 22 July 1945.
3. Awards and decorations: Negative.
4. Organizational changes: Negative
5. Strength, personnel: 1 July - 62 officers, 251 EM
31 July - 61 officers, 252 EM.
6. Strength, aircraft: 12 P-47-N's.
7. Losses, aircraft : 2 P-47-N's.

1.

C O N F I D E N T I A L

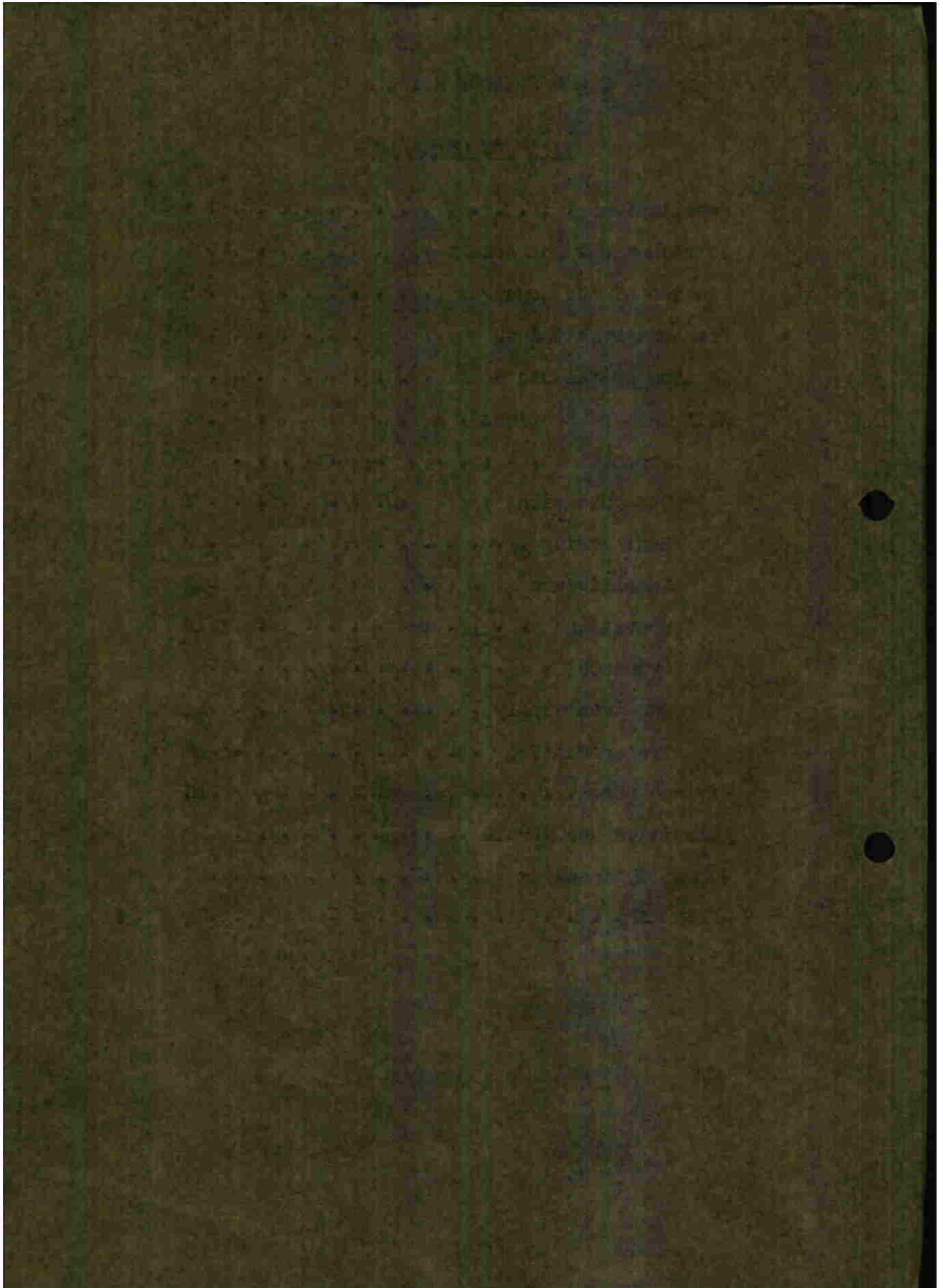


C O N F I D E N T I A L

Table of Contents

Frontispiece	1
Introduction: Chronology	1
Mission of the Squadron	2
Preparatory Missions	3
Setting up the Sections	3
Roll Call by Sections	4
Armament	6
Communications	7
Engineering	8
Intelligence	11
Operations	12
Ordnance	13
Squadron Supply	14
Transportation	15
Living Areas	16
Activities and Morale	18
Summarily Speaking	19
APPENDIX	21

C O N F I D E N T I A L



C O N F I D E N T I A L

INTRODUCTION: Chronology

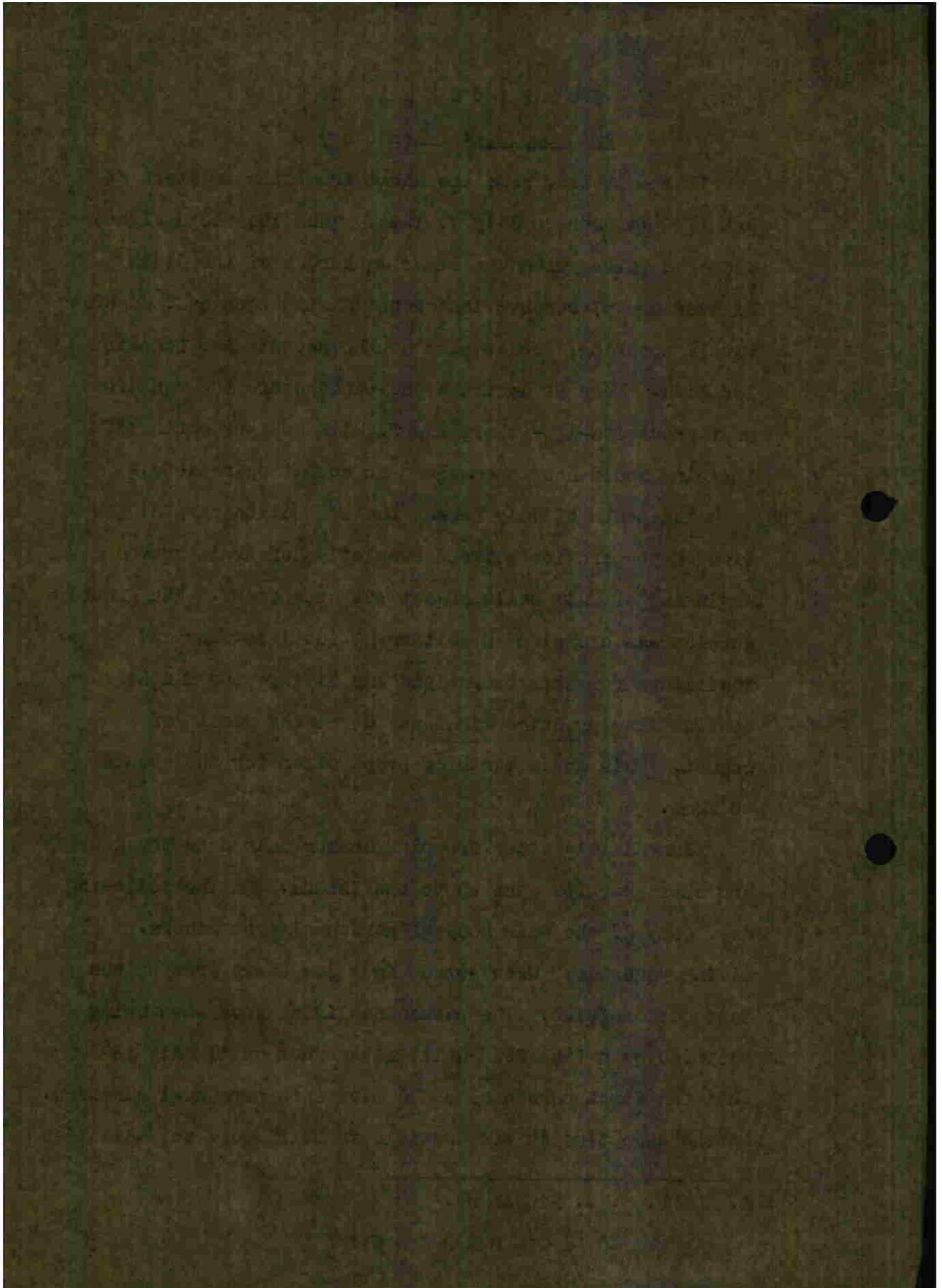
"There it is", came the shout from stem to stern of APA 177¹ at noon on July 7, 1945. Thus the 413th Fighter Squadron (along with the other Squadrons of the 414th Fighter Group) reached its combat destination and, figuratively speaking, became part of the Seventh War Loan to Iwo Jima. Here at last was the place where the Squadron must prove itself - where the results of many months of training would show themselves in combat operations.

The month of July became the transition period: the time of preparation between completion of training and beginning of full scale combat with the enemy. The ground echelon was occupied in setting up installations and facilities for both operations and living; the flight echelon flew practice missions to get the "feel" of combat. This was a month of preparation for the events to come.

Immediately after dropping anchor unloading began and shore parties went on to the Island. On the following day, July 8, the main body of personnel went ashore. Living "quarters" were set up in a temporary area on the East beach of Iwo. The permanent living area then being occupied by a "Sea Bee" unit, it was not until July 15 that the first personnel could move into permanent quarters. At the same time it was possible to begin work on facilities

1. The U. S. S. Kingsbury.

C O N F I D E N T I A L



C O N F I D E N T I A L

at the line area - this too was a temporary area, but was set up to support operations undertaken prior to July 31.

The Flight echelon, consisting of 30 officers and 36 enlisted men (shipment 8198 BX) traveled by carrier from San Francisco to Guam. Aircraft were assembled and slow timed by the flight echelon, preparatory to delivery at Iwo Jima. This activity took place on Guam and Tinian.²

The Flight echelon arrived July 27, after a delay due to weather, and flying operations (non-combat) began at once. Two days later (July 29) a practice mission was flown over Chichi Jima, and at the time of this report preparations were under way for the first VLR mission over the Empire.

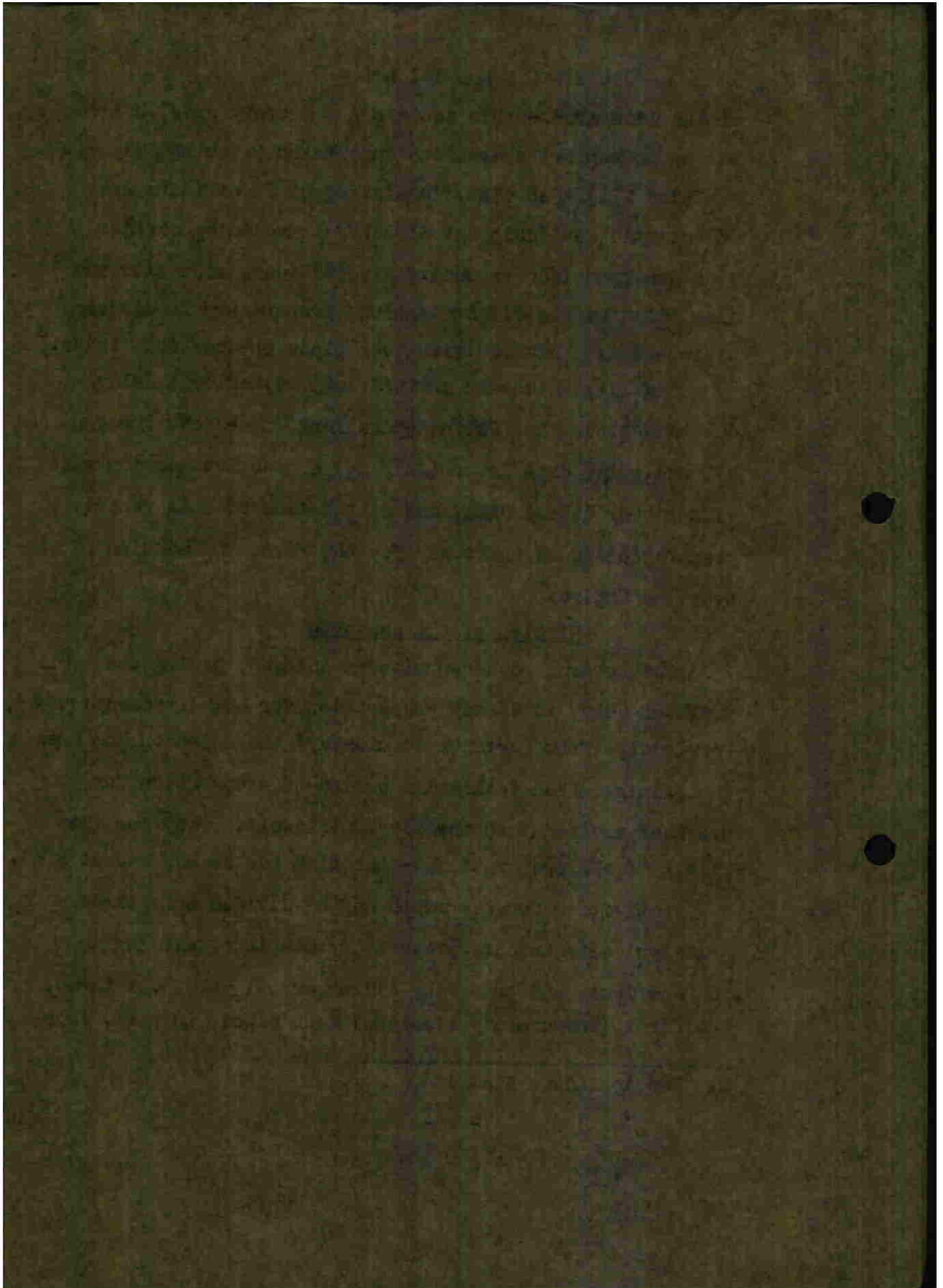
Mission of the Squadron

The general Squadron mission changed, during the month of July, to direct preparation for combat operations. Previously (from November to mid-May) the Squadron had been in training, then followed a period of preparation for overseas movement and the movement itself. July saw the climax of all preparations - the time for combat was at hand.

Activities for the month may be divided into three principal categories: preparatory missions, setting up the sections, and preparing living areas. Of these three, the first (preparatory missions) took place, in part, from

2. See Appendix, Item 1

C O N F I D E N T I A L



C O N F I D E N T I A L

Guam. At this time information on these missions is² incomplete. All other activities took place on Iwo Jima subsequent to July 7 when unloading operations began.

Preparatory Missions

The preparatory missions, three in number, were flown over enemy territory. The first two of these missions were flown from Guam, the target: enemy installations on Truk. On 15 July eight aircraft raided Truk, and on the 22 July raid sixteen aircraft participated.³

July 29th the first mission was flown from Iwo Jima. The target was a radar installation at Chichi Jima. This Squadron flew two aircraft, handling Josephine and cover. Mission reports are included in the Appendix.⁴

As a result of these missions two aircraft and one pilot were lost from this Squadron. These losses occurred on the July 22 raid on Truk. The pilot lost was Lt. Jacobs, who had been with the Squadron since its activation.

Setting Up the Sections

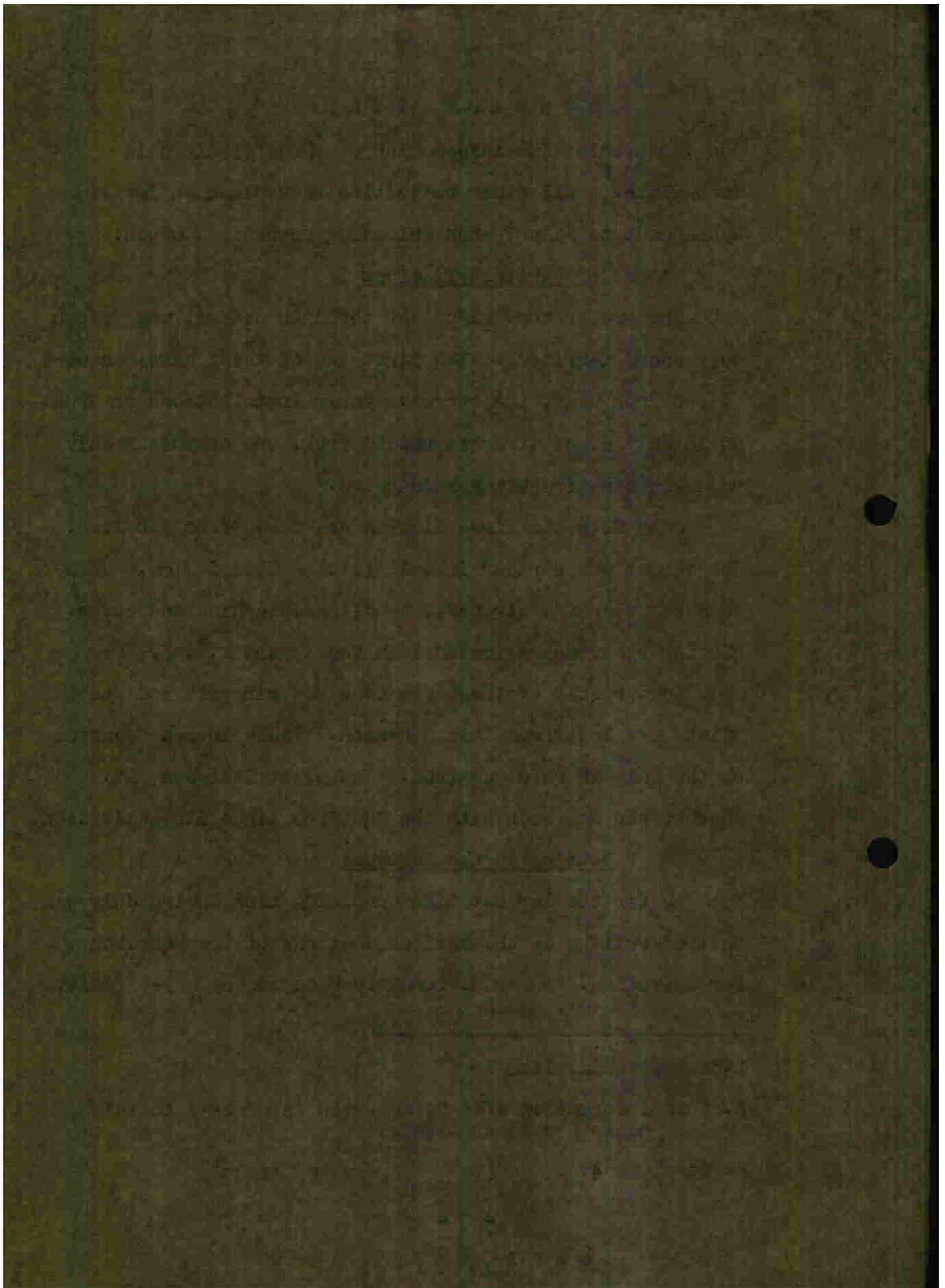
By far the largest time consuming task during July was that of setting up the various sections of the Squadron for Operation. An area, formerly occupied by a P-51 unit,

2. See Appendix, Item 1

3. This information will be appended as Annex 1 to this July history when available.

4. See item 4.

C O N F I D E N T I A L



C O N F I D E N T I A L

was assigned on the Line for temporary use until the permanent area could be readied for occupancy. That the area was formerly occupied by another squadron was of little value -- rather, the occupation of a temporary area imposed the additional requirement that all facilities be of a portable nature.

Tents were used for shelter. All other facilities had to be constructed, including tables, chairs, and cabinets. Greatest difficulty experienced was that of securing supplies by requisition. The handling of requisitions for essential construction materials was slow and hampered by red tape -- this definitely does not apply to the Squadron Supply Section, but to higher supply authorities. However, in spite of this difficulty, all Sections had almost completed construction of facilities needed for operation.

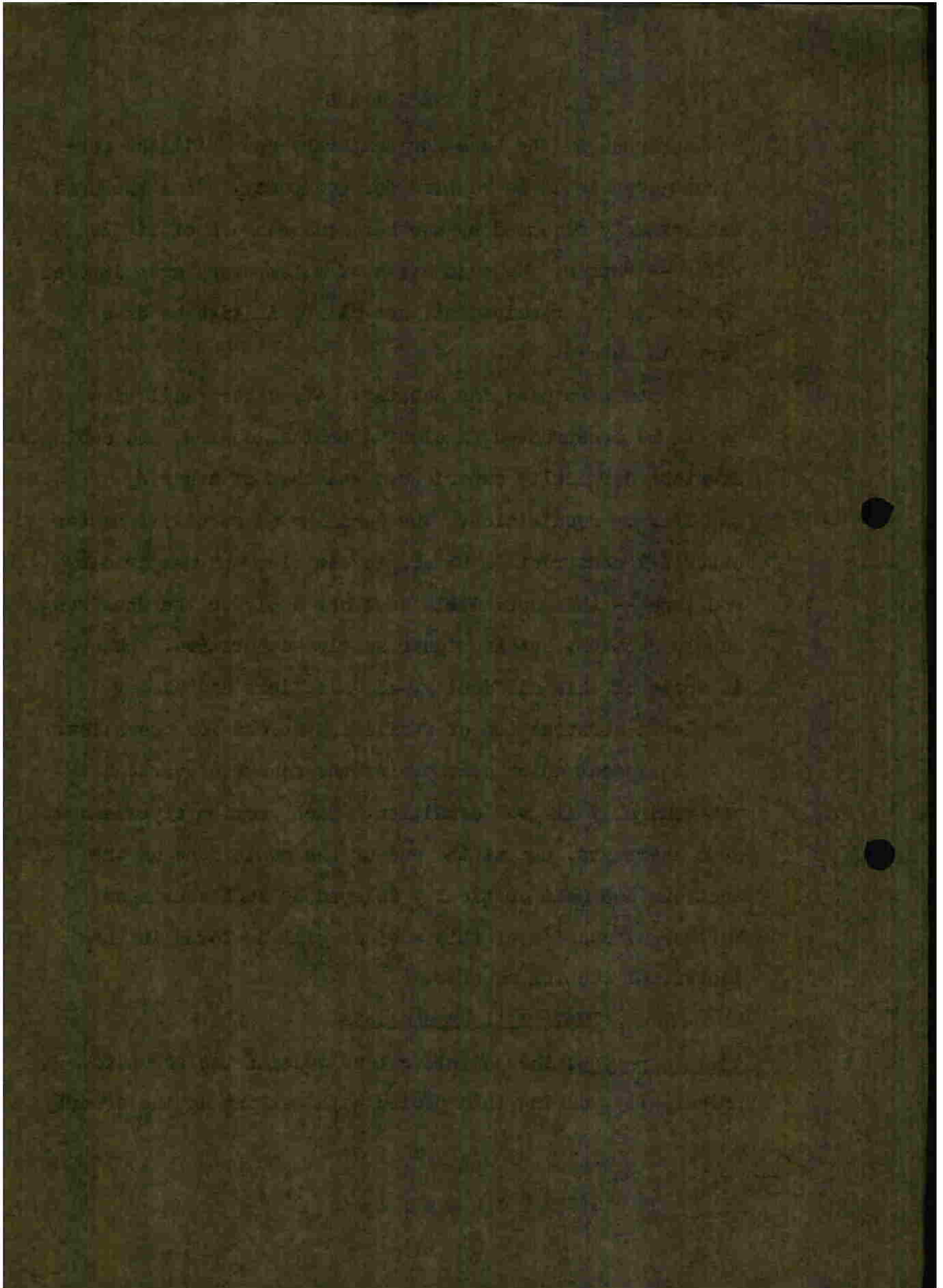
Equipment which accompanied the squadron overseas was generally in good condition. Each section experienced some shortages, but at the end of the month none of the sections had been critically delayed by such shortages. Further discussion of this subject will be found in the individual section reports.

Roll Call by Sections

Administration. The administrative section was occupied, principally, during this period with setting up the orderly

- 4 -

C O N F I D E N T I A L



C O N F I D E N T I A L

room, establishing a Squadron mess, and supervising the construction of the enlisted men's living area. Principal problem was that of furnishing men for the many minor details needed to establish an overseas Squadron area. Water, trash, sanitation, and guard details, for example, required more men and more attention than in the Continental United States. However, as the initial phases of this work was completed the difficulty resolved itself, and by the end of the month this particular personnel problem was taken care of by normal routine.

The orderly room itself was established temporarily in a squad tent on the East beach, and was operative immediately after landing. When the permanent area became available the Orderly Room was moved to a more permanent tented structure, where routine administrative tasks could be carried out satisfactorily.

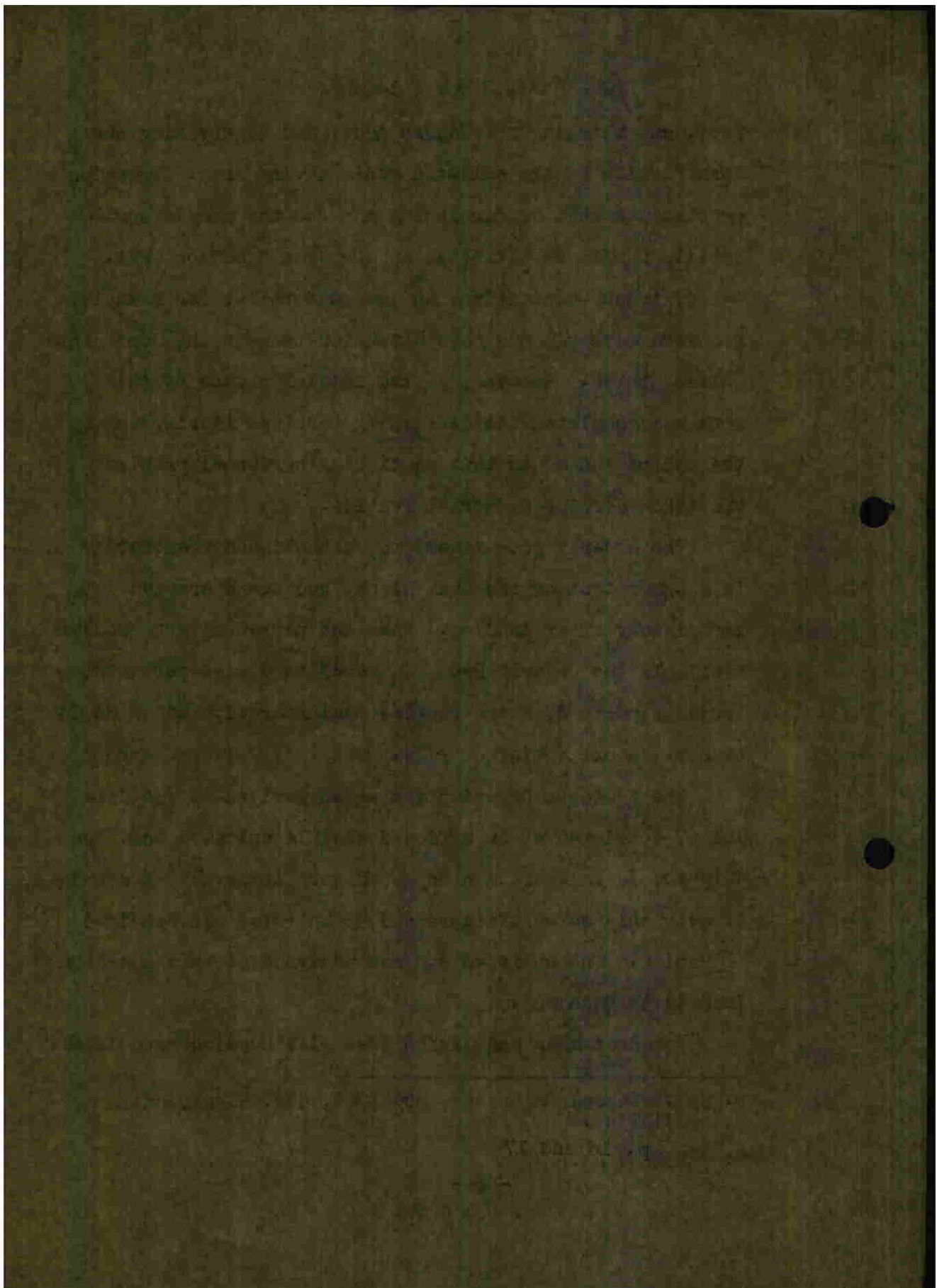
The squadron organization which arrived at Iwo Jima July 7 consisted of 30 officers and 214 enlisted men. On July 10, 14 enlisted men departed for Tinian. By the end of July only seven officers and 46 enlisted men remained at Tinian. One enlisted man was assigned to this squadron from 437th squadron.⁵

Squadron mess and living area will be discussed later.⁶

5. Cpl. Michael Malbassos, 35052366, 685, Electrical Specialist.

6. See RP. 16 and 17

C O N F I D E N T I A L



C O N F I D E N T I A L

Armament. Armament personnel, as soon as the area on the line was available, constructed an office and workshop under a double tent. Some difficulty was experienced in securing construction materials. Benches were made of scrap material taken from the dump. For tool bins the shipping crates from the section were pressed into service. When the planes arrived on July 27 the Section was ready to begin maintenance work.

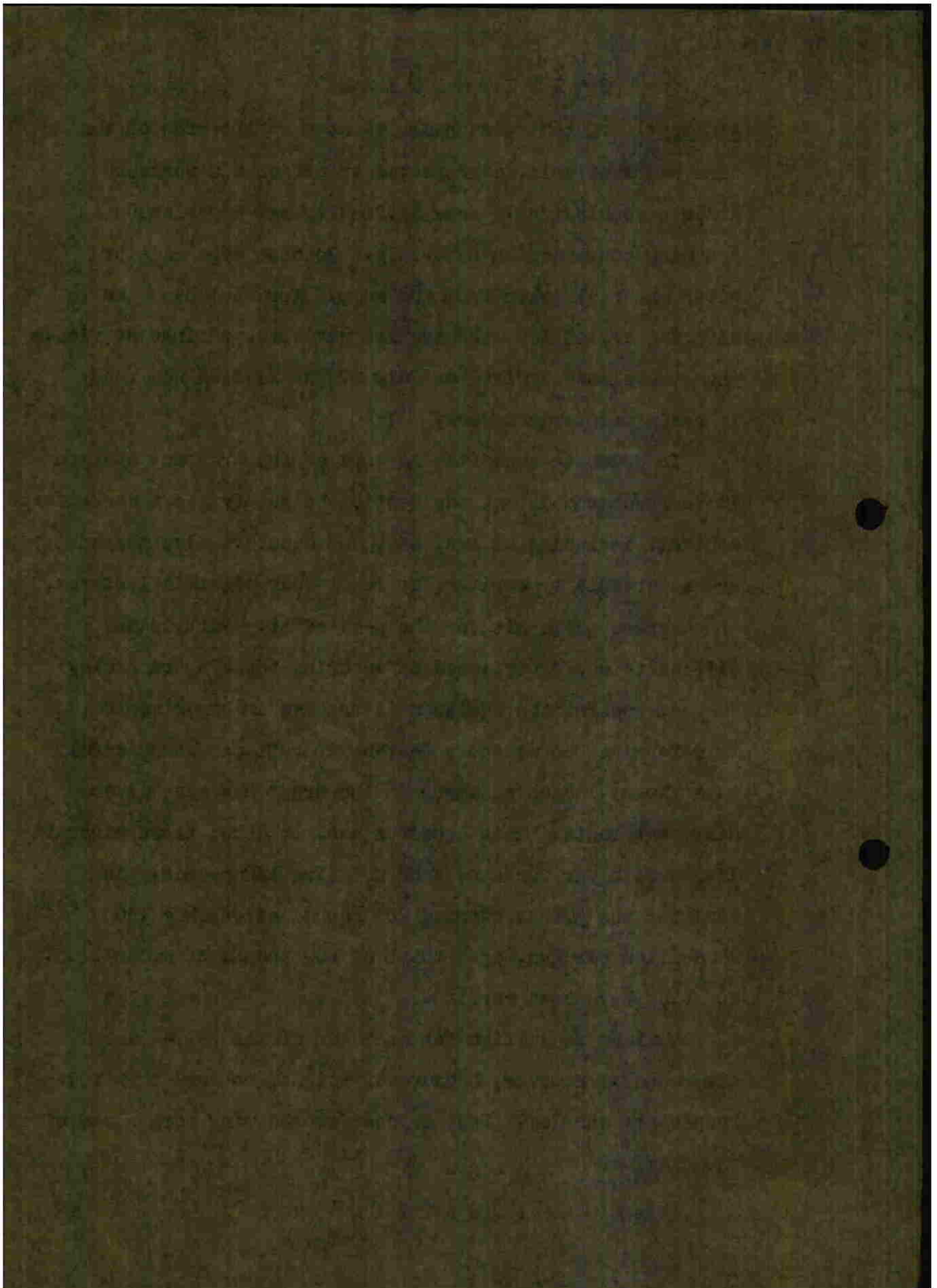
In order to expedite the work of any Armament Section it is recommended that the Section be authorized a carpenters cabinet, including an axe, saw, and square. Also needed are a portable typewriter, at least four electric lanterns, and a spare parts kit for the K-14 sight. Particular difficulty was experienced in securing these spare parts.

At present the squadron is engaged in experiments to determine the weight a P-47-N aircraft can carry safely to a target. Each squadron in the Group has been given different tests. This Squadron has, to date, flown aircraft loaded with six rockets, each weighing 138 pounds. In addition the planes carried 250 rounds of calibre .50 ammunition per gun, or a total of 600 pounds of ammunition. No bombs have been carried.

Maximum ammunition for each gun of the P-47-N is 425 rounds. However, because of weight, no more than 267 rounds are carried. Sway braces for the wing bomb racks of

- 6 -

C O N F I D E N T I A L



C O N F I D E N T I A L

this aircraft are factory made and are installed by armorers. Wing racks are also factory made. Aircraft come from the factory equipped for M-10 chemical tanks.

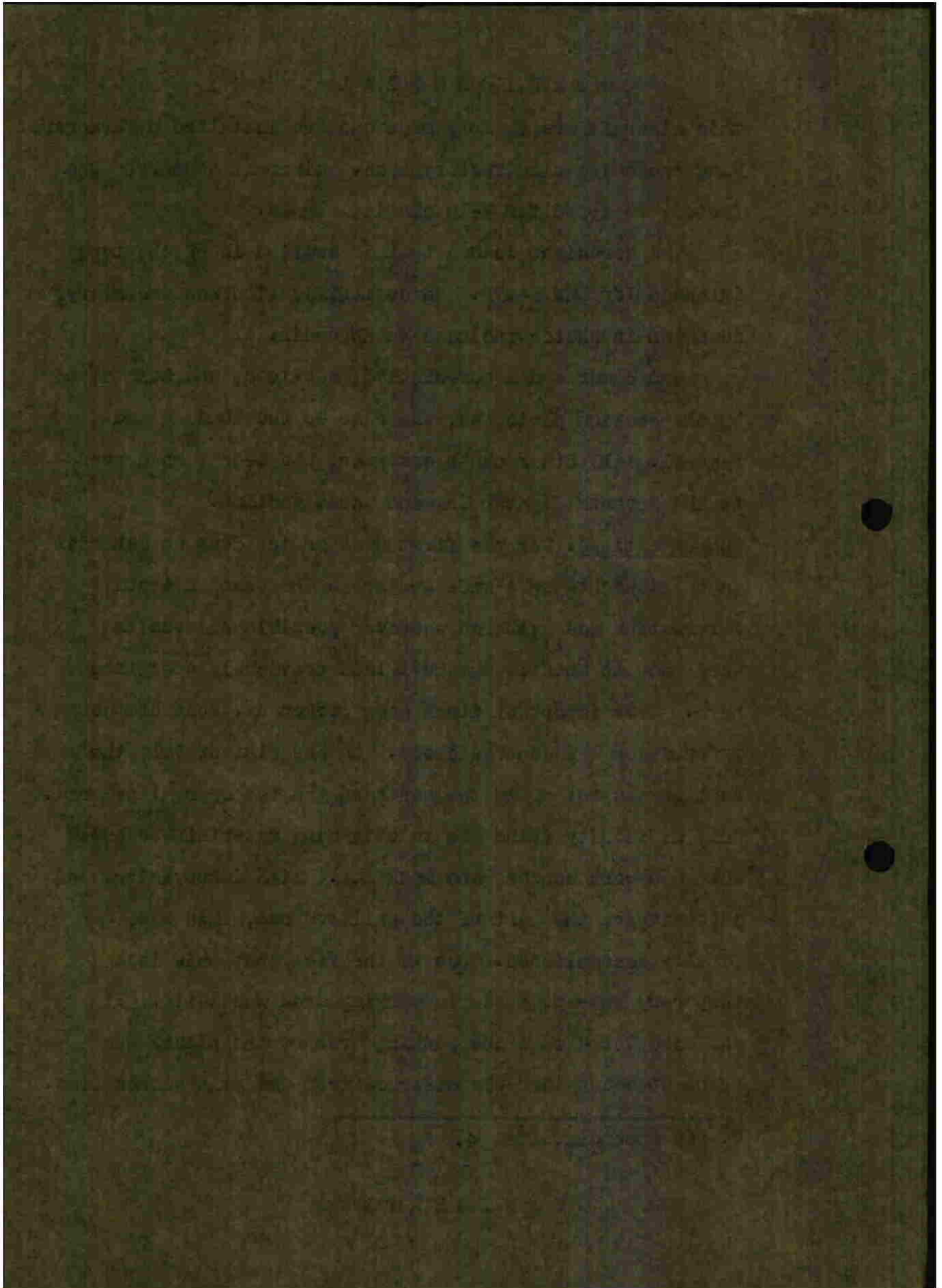
The boresight issued to this section is of the type intended for the F-47D. Hence modification was necessary, as shown in sketch included in Appendix.⁷

Gun cameras are boresighted, serviced, and maintained by the Section photo men, who also do the loading and removal. All other photo equipment has been turned over to the Seventh Fighter Command photo section.

Communications. For the first week or ten days no material accomplishments were made as far as the section went. Information was gathered wherever possible and visits were made to outfits on the island previously operating here. Some important items were picked up, most of the information was contradictory. On the 21st of July the section was set up in two tents on the temporary line area. Only difficulty found was in obtaining materials to build suitable work benches and mock ups. With improvisations and ingenuity on the part of the enlisted men, this was finally accomplished. Due to the fact that this is a temporary set-up, a simple working area was built. It was discovered that the parking area of the planes was to be at a considerable distance from the maintenance line.

7. See Appendix, Item 4.

C O N F I D E N T I A L



C O N F I D E N T I A L

This necessitated the building of a mock-up in a trailer to expedite the checking and retuning of SCR 522's. The IFF had to be carried back to the shop for maintenance. Difficulty has been found in the checking of the AN/ARA-8 Homing adapter due to the fact that the airplanes have not been parked in a cleared area. Steps have been taken to remedy this situation.

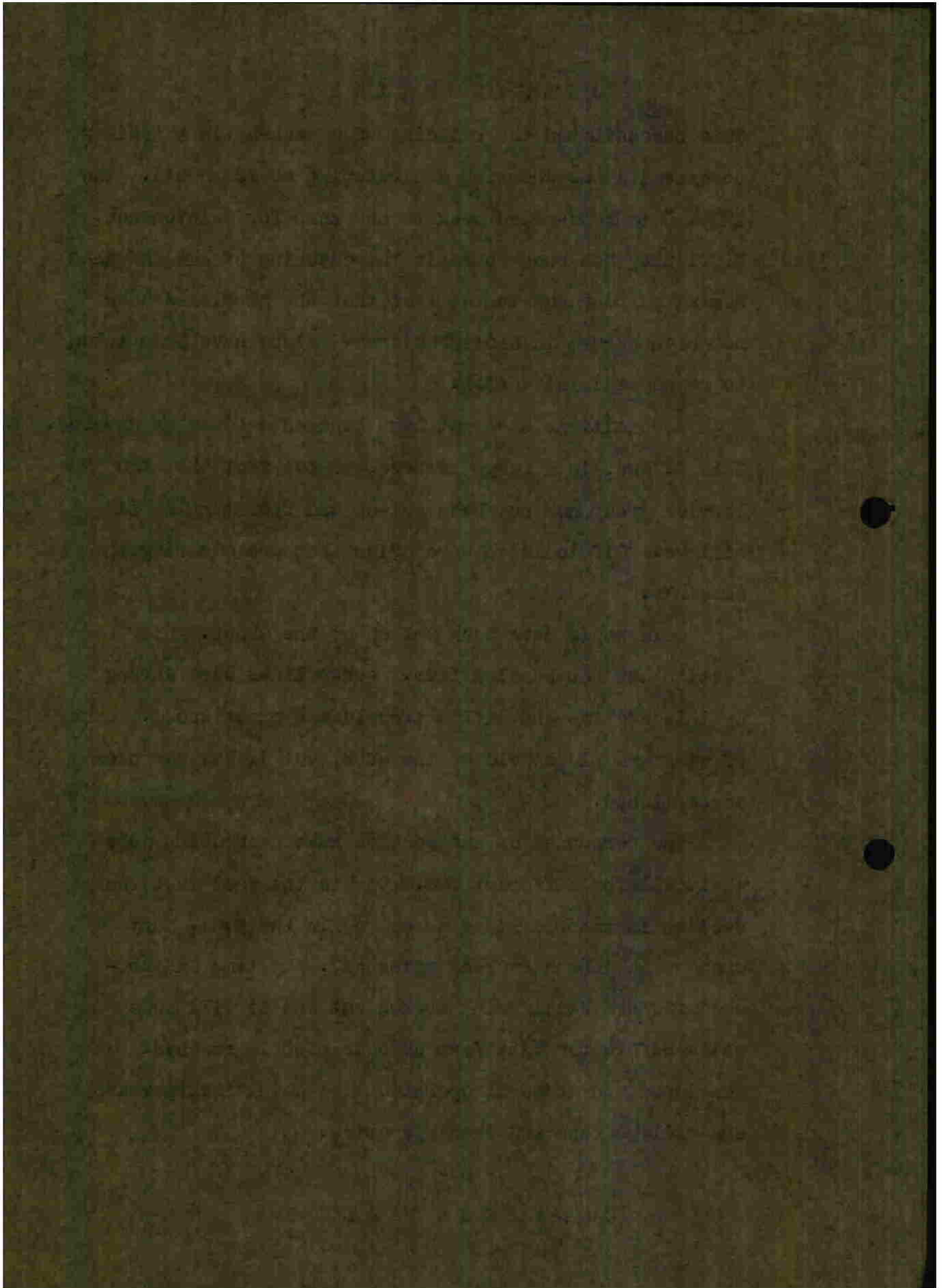
Requisitions have not been handled as fast as desired. This is due, in a large measure, to the fact that the service group has not been set-up and operating as it will be. Difficulties have arisen but are clearing up smoothly.

Telephones have been set up by the Group. This section has not handled them. Power lines were strung by this section and little trouble was experienced. Lack of wire and plugs held up the work, but it has now been accomplished.

The personnel of the section have been doing jobs that call for different MOS. Due to the fact that the section is not operating as set up in the T.O., many changes in jobs have been necessary. Systems and procedures are still being worked out and it will be a while before the best form of operation is reached. New ideas and modes of operation are being incorporated and will be reported when operative.

- 8 -

C O N F I D E N T I A L



C O N F I D E N T I A L

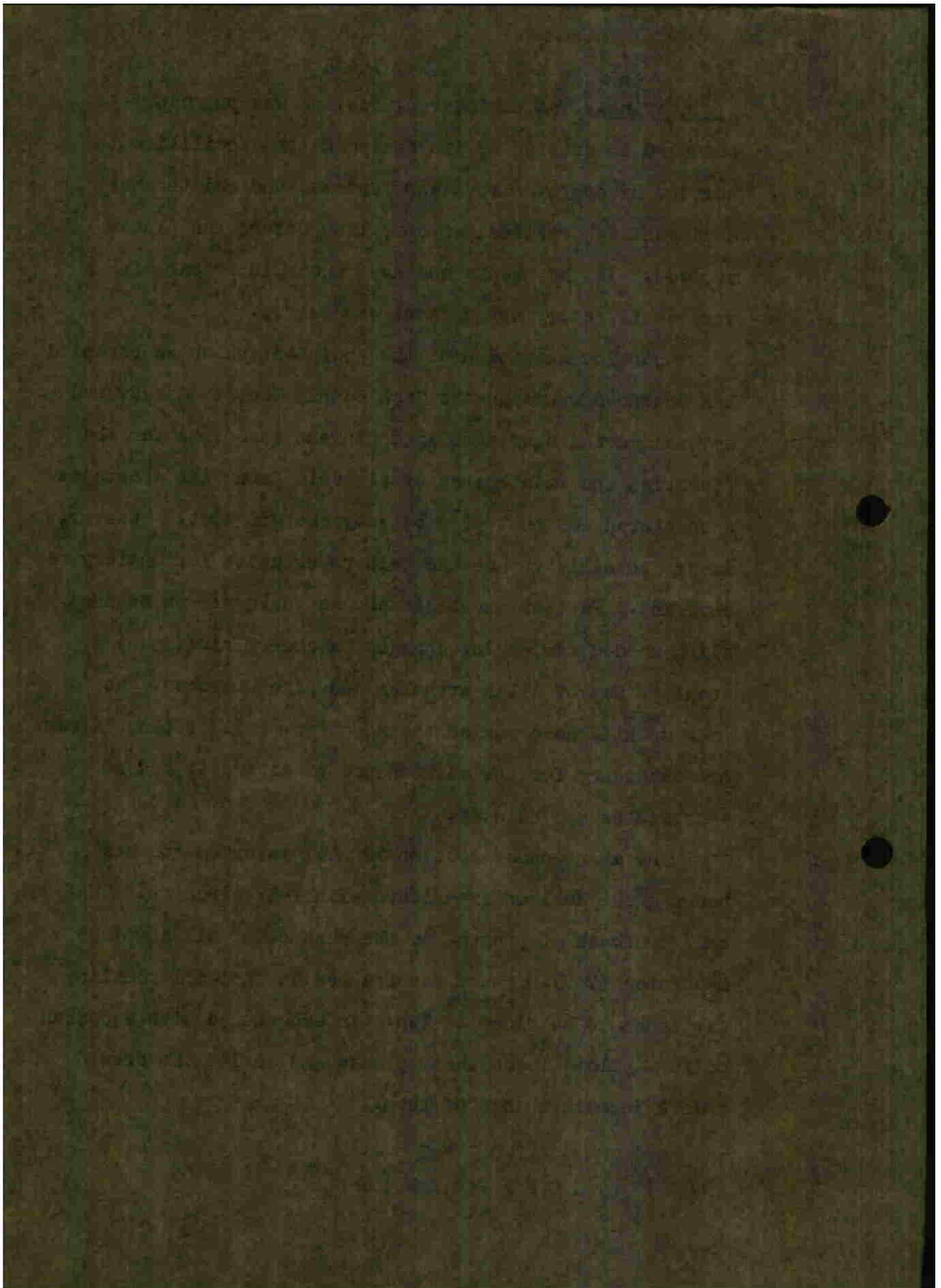
Engineering. The Engineering Section was principally occupied in setting up its equipment and facilities to service aircraft. Tents were erected and maintenance equipment was readied for operation before the planes arrived. In the twenty odd days spent in preparation a very satisfactory arrangement was set up.

Upon investigation of the equipment which accompanied the Squadron overseas the Tech Supply Section discovered several marked shortages in equipment essential for the operation and maintenance of planes. Among the shortages encountered was that of a battery charging set. However, it was possible to use the C-10 power units for battery charging. Further shortages are as follows: an engine sling needed for engine changes, a cherry rivet gun, a complete set of Allen wrenches and pipe wrenches. No pack up kits accompanied the Squadron. All of these items are necessary for the maintenance of aircraft, and no substitutes can be used.

The maintenance section is well informed and has had a great deal of experience with P-47 aircraft. The only drawback at present is the absence of all airplane mechanics (747). These men are now at Tinian assembling airplanes to be flown to Iwo. In accordance with Squadron policy, pilots learn their planes and assist the crew chiefs in maintenance of them.

- 9 -

C O N F I D E N T I A L



C O N F I D E N T I A L

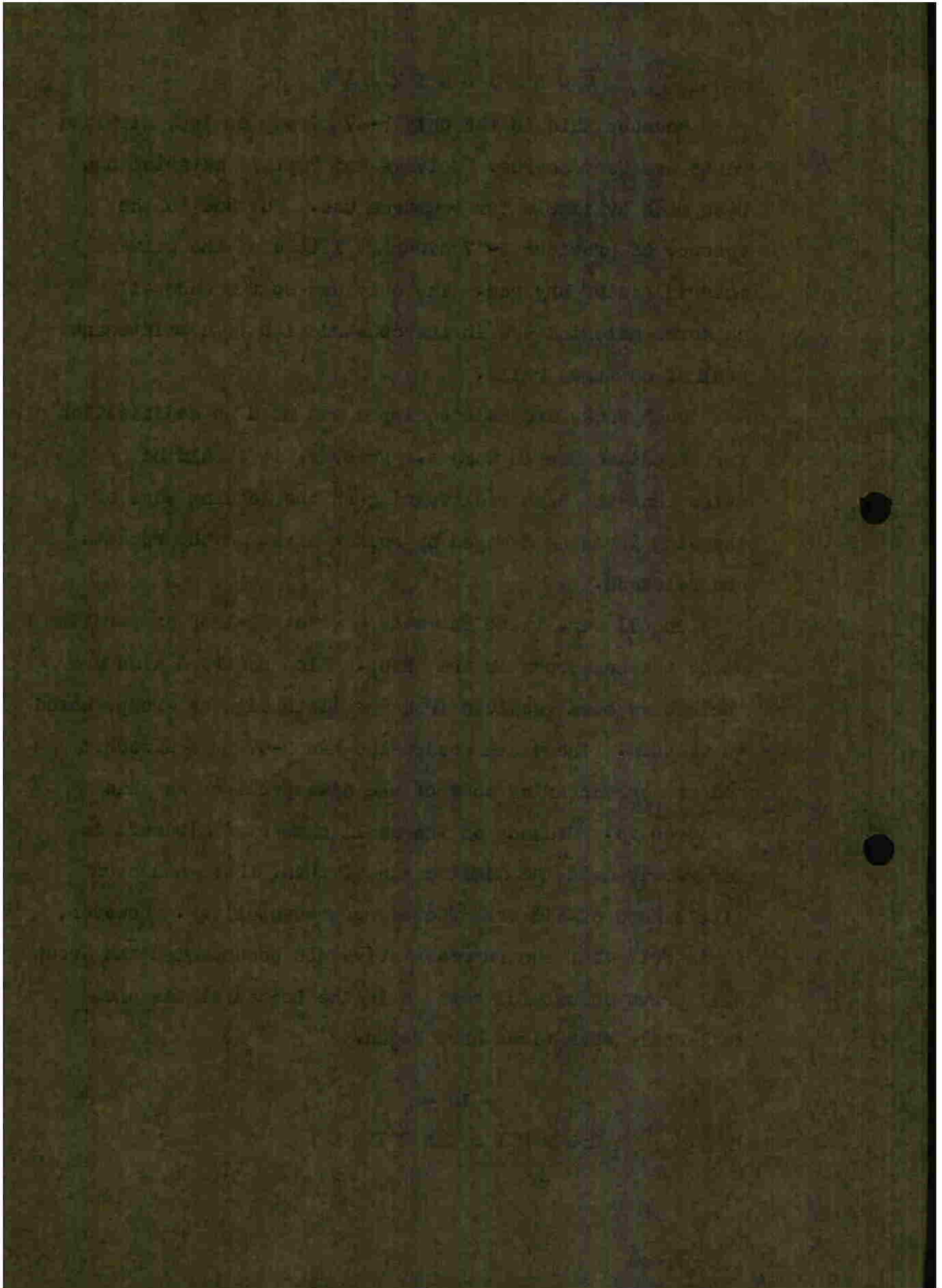
Because this is the only P-47 Group on Iwo, airplane parts are very scarce. Salvage and capture materiel has been made available for Squadron use. But due to the absence of previous P-47 aircraft little of the salvage material is of any use. The only use so far made of captured material was in the construction of a maintenance shed of captured rails.

Bomb racks are well equipped and need no modification for immediate use in Combat. However, it should be noted that the bomb rack fairing on the leading edge of the wing is being damaged by rocket blast as the rockets are released.

On all work there has been a great deal of cooperation among the squadrons in the Group. Also numerous aids and help have been received from the 413th Fighter Group, based on Okinawa. The 413th Group also has P-47 type aircraft and are encountering some of the same problems as this Squadron is. Because of the small number of aircraft so far received and the limited use of them, there has been little need of aid from factory representatives. However, it is felt that the representative who accompanied the Group will prove as helpful here as in the United States once full-scale operations have begun.

- 10 -

C O N F I D E N T I A L



C O N F I D E N T I A L

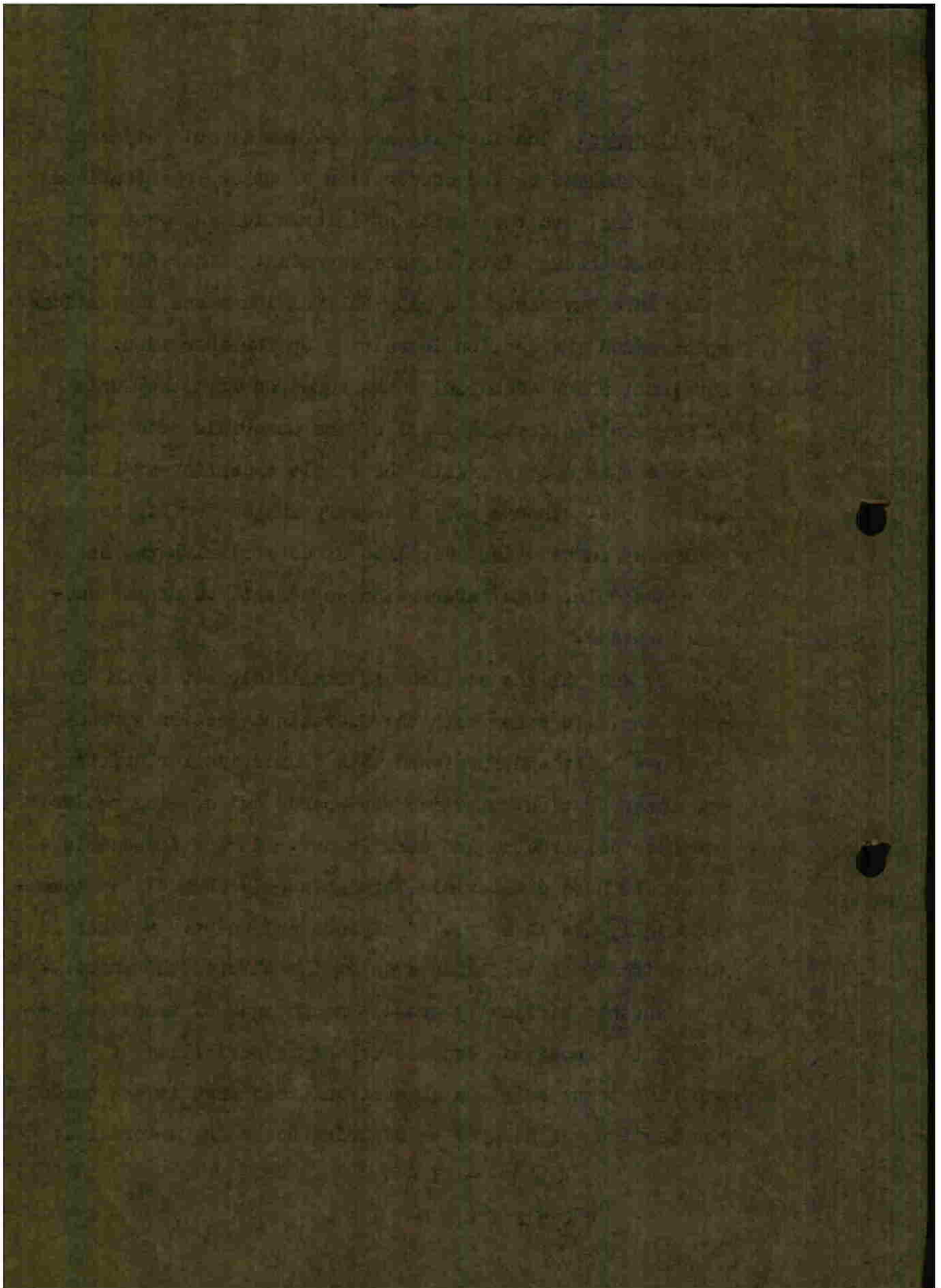
Intelligence. The Intelligence Section is not only happy but overwhelmed by the cooperation of other organizations on Iwo Jima, and the wealth of information and equipment furnished through Intelligence channels. Other Air Forces units here have supplied many helpful ideas and suggestions which aided the section in setting up for operation. Equipment which accompanied the squadron from the Port of Embarkation contained all of the materials needed to operate this section, with the single exception of lumber and plywood. Though only a summary inspection of the wealth of information, supplied since arrival here, has been possible, this information appears to outdo the section's needs.

By July 31 the section was completely set up and in operation. Together with the Operations Section a ready room was built and furnished with facilities for briefing and interrogation. Earlier map boards and drawing tables had been constructed and were in use. It was impossible to secure needed materials through supply channels in time - especially was this true of plywood and paint. Neither of these items was available even at the time of this report.

Another difficulty arose through lack of transportation in the Section. Because of the impossibility of securing transportation at certain times when it was needed the Section was delayed in securing necessary materials,

- 11 -

C O N F I D E N T I A L



C O N F I D E N T I A L

in setting up, getting needed information, and carrying out its duties. Particularly because of the multiplicity of duties assigned to the section it is recommended that a jeep be assigned to each unit Intelligence section.

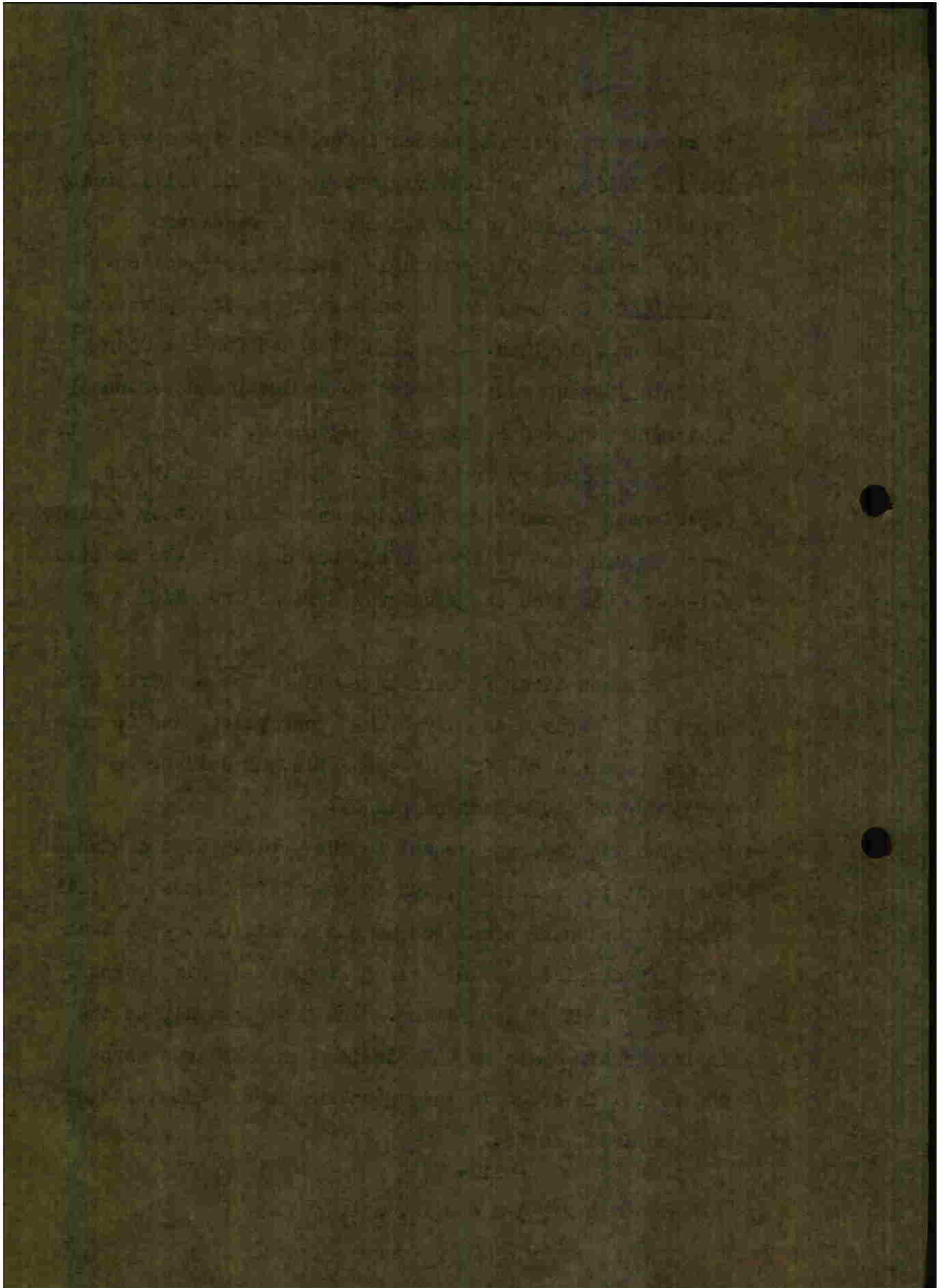
Operations. Our Squadron began setting up its Operations Section on July 10th. The area assigned for the Operations and Intelligence tent, Pilots' ready tent, and personnel equipment tent was considered inadequate, but this was to be only a temporary arrangement. Some difficulty was experienced in securing building materials, but by various means enough were secured to all but complete the section set-up by the time the airplanes arrived from Tinian on the 27th.

Thirteen aircraft were assigned to the Squadron from those that arrived on July 27th. Four pilots and 25 crew chiefs remained at Tinian to assemble and deliver the remainder of the Squadrons planes.

The two days subsequent to the arrival of the planes was spent in transition, and in four flights testing fuel consumption under simulated combat conditions. The test aircraft carried two 165 gallon wing tanks, six rockets, and 250 rounds of ammunition. The test proved that the indicated air speed on VLR missions must be less than 200 m.p.h. in order to keep gasoline consumption within the required limits.

- 12 -

C O N F I D E N T I A L



C O N F I D E N T I A L

During this month the Squadron fired 5,017 rounds of caliber .50 ammunition and 22 rockets. Approximately 40 external fuel tanks were expended.

On the last day of this month preparations were completed for the first mission over the Empire. The Squadron was prepared to send four flights in its first full scale assault on the enemy.

Ordinance. Setting up an Ordinance Shop and preparing for operations was the main activity of this Section. The Ordinance shop was set up by using squad tents; one for the office and Dead Storage; one for Armament and general repair shop; one for calibre .50 ammunition storage and linking; one for rocket storage and assembly. All work was performed by Section personnel.

Expenditure of ammunition in combat during the month was as follows:

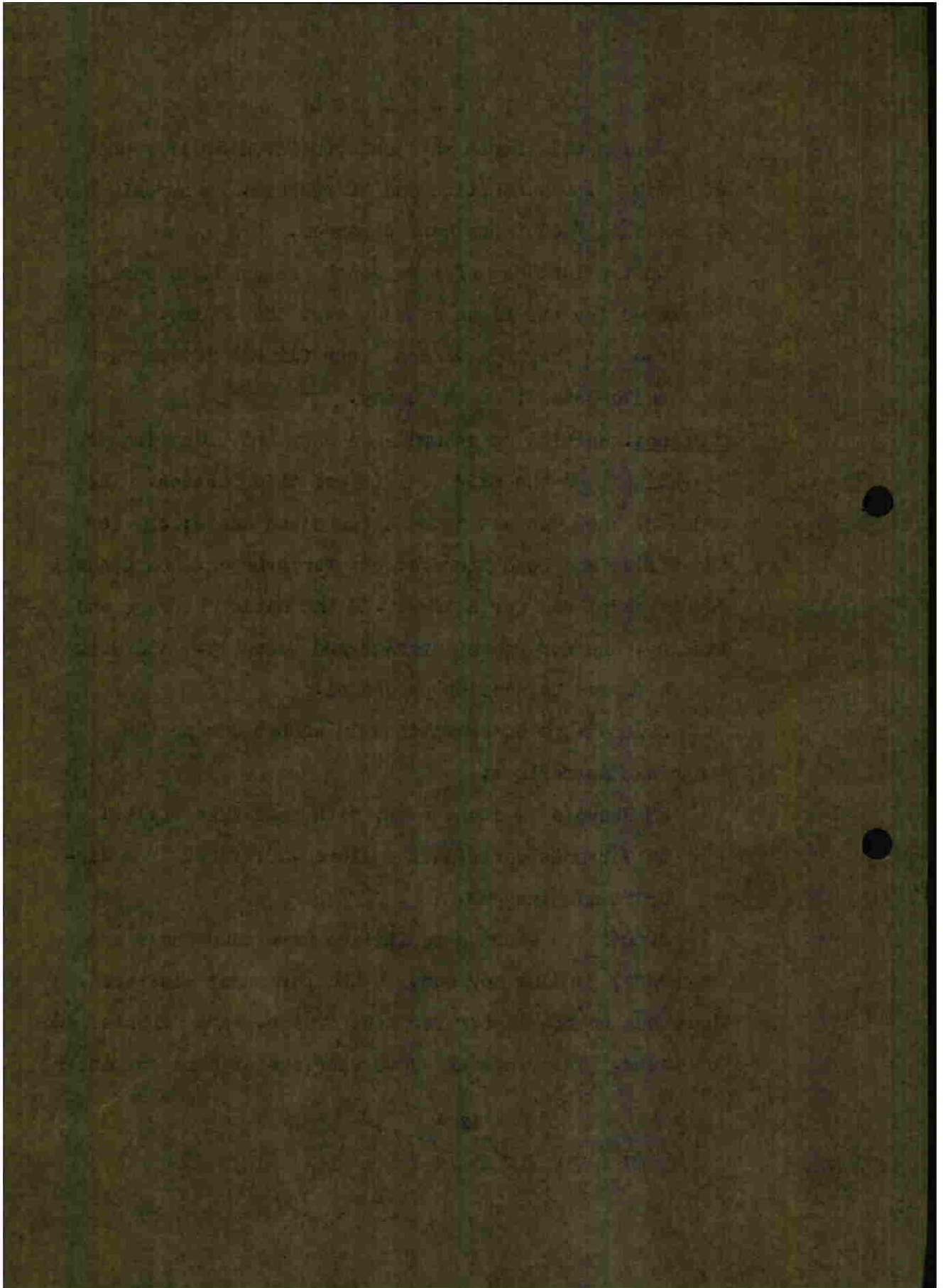
22 Rockets, 5 inch, HVAR, with nose fuze MK.149.

5017 rounds cartridge, calibre .50, fired from aircraft machineguns.

Ammunition storage facilities were inadequate and temporary, pending movement to the permanent line area. There was no new lumber for tent frames, work benches, and cabinets. There was an acute shortage of hand carpenter

- 13 -

C O N F I D E N T I A L



C O N F I D E N T I A L

tools with which to build work benches and cabinets. And there were no padlocks available for securing valuable hand tools. One of the most serious shortages was that of transportation. There was only one bomb service truck available in place of the T/E allowance of two bomb service trucks and one weapons carrier.

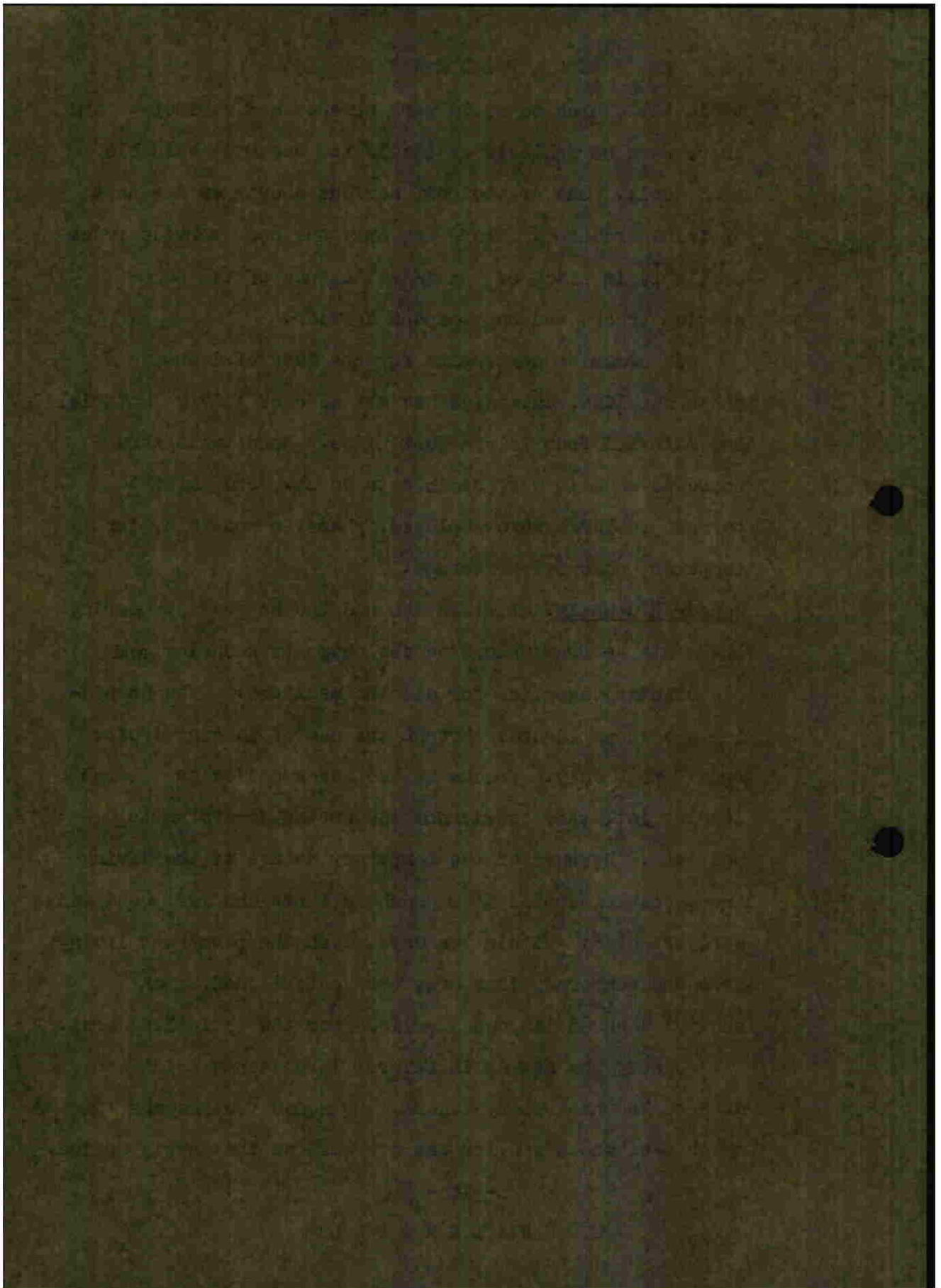
In order to compensate for the lack of lumber and other supplies, extensive use was made of salvage material and material from Island junk piles. Hand tools were borrowed when it was possible to do so. And natural terrain features were employed, whenever possible, for temporary ammunition storage.

Squadron Supply. This section had the biggest job during the month -- from unloading the ships to securing and distributing supplies for all the sections. The unloading was accomplished, through the use of landing craft, from 7 to 9 July. Trucks hauled the supplies to a large loading lot, where equipment was sorted according to Sections. Because of the temporary nature of the living area, only essential items such as tents and mess equipment were unpacked. Within ten days, when the permanent living area and temporary line area were established, each section secured its own supplies from the unloading area.

Supply was set up in several large tents which were dragged to the area by trucks. A squad tent became the warehouse, and a smaller one was used as the Supply Office.

- 14 -

C O N F I D E N T I A L



C O N F I D E N T I A L

Rather than storing these items in the warehouse, bulky equipment which was not likely to be used (such as tentage, water cans, etc.) were placed in a storage tent next to the warehouse.

The job of getting set up and of trying to help other sections secure needed material was tremendous. By the end of the month it was estimated that another three weeks would elapse before the Section could be said to be running smoothly. There was an overwhelming amount of paper work, property books had to be brought up to date, and an inventory of all equipment was pending. Transportation was inadequate.

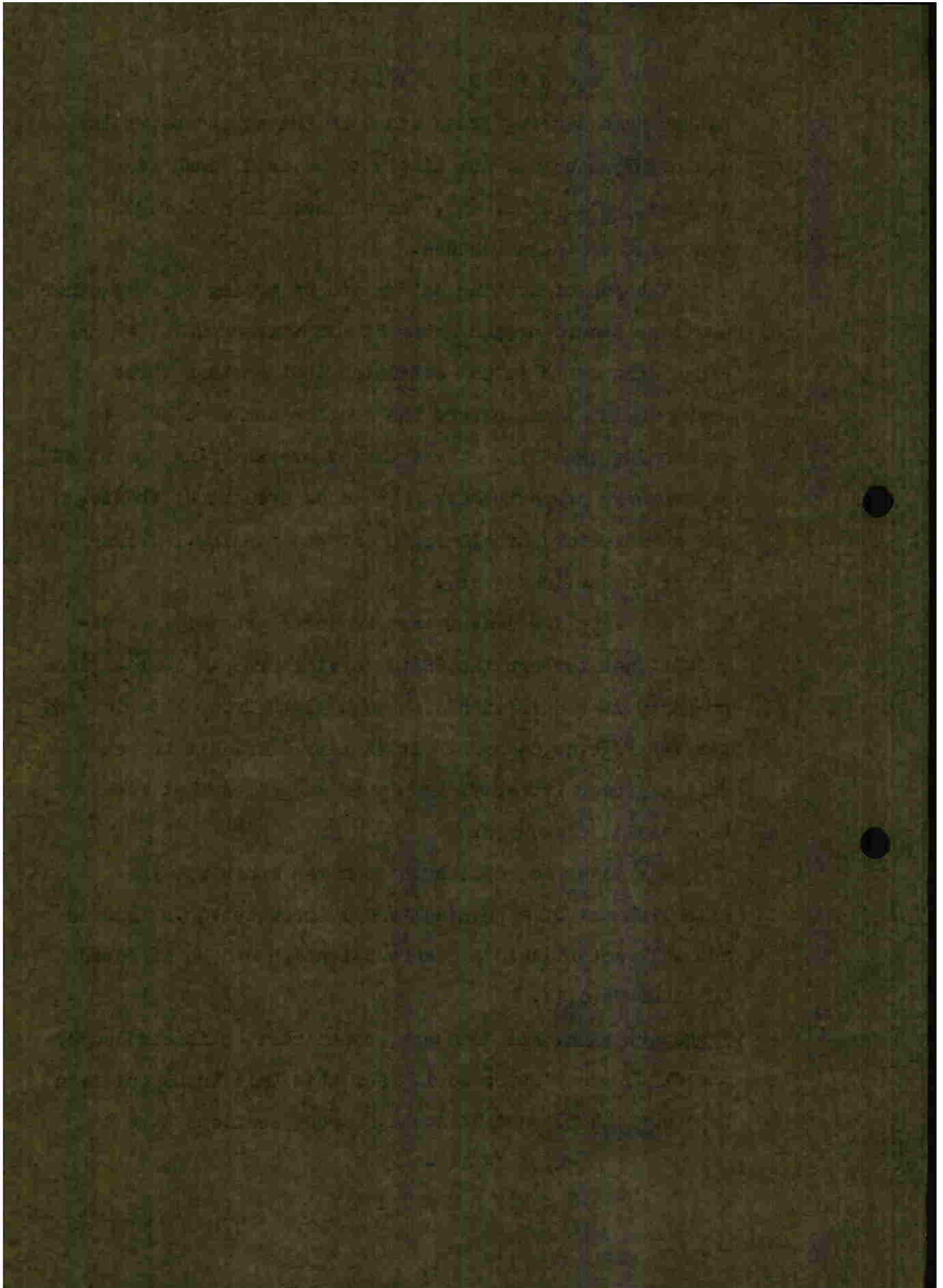
All supplies except Post Engineer property are requisitioned through the 555th Service Group. Post Engineer property is requisitioned through 414th Group Materiel and the 7th Fighter Command. It is very difficult to get Post Engineer Property, and it is suggested that red tape could be reduced.

The major accomplishment for the month was the establishment of a physical supply room set-up. This is now well established and more attention can be directed to other details.

Transportation. All Squadron transportation is handled by the 414th Group Motor Pool. For this Unit transportation has been the biggest headache. Group Sections have

- 15 -

C O N F I D E N T I A L



C O N F I D E N T I A L

consistently used vehicles assigned to this --
when Squadron needs for transportation have been critical.
The Group Motor Pool set-up as operated at present
appears to be designed for seducing the Squadron of its
vehicles.

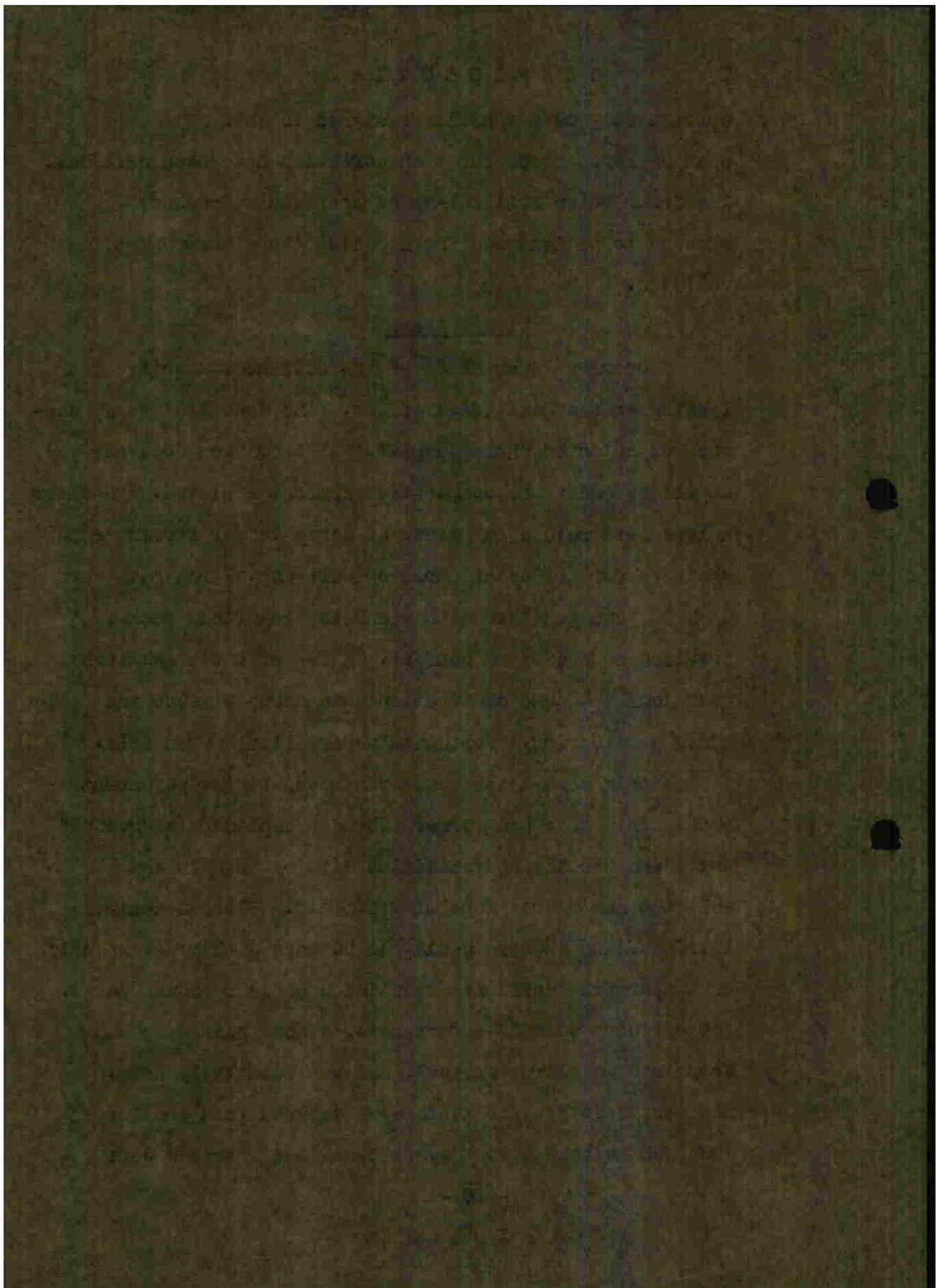
Living Areas

Temporary "Quarters" were established, shortly after
landing on the East beach of Iwo. The area had the appear-
ance of a tented "hobo jungle", yet that term does not
at all describe the comparative comfort achieved. Shelter
halves were raised on pieces of scrap lumber forming rude
shelters for groups of three or more men. Army cots were
on hand, and together with blankets from field packs,
provided beds of some comfort. A few of these shelters
even achieved some distinction when scrap plywood was
added as flooring. Fortunately very little rain fell.

Within a week the Squadron moved to its permanent
area. This area had formerly been occupied by a "Seabee"
unit, and the living facilities left by them in the
enlisted men's area were of great aid. Floored tents,
latrines, and showers could all be used either permanently
or temporarily until new facilities could be constructed.
The officers were less fortunate, since their area had
comprised an old motor pool, and was relatively bare.
However, some floored tents were secured from another
area, and within a few days showers and latrines were

- 16 -

C O N F I D E N T I A L



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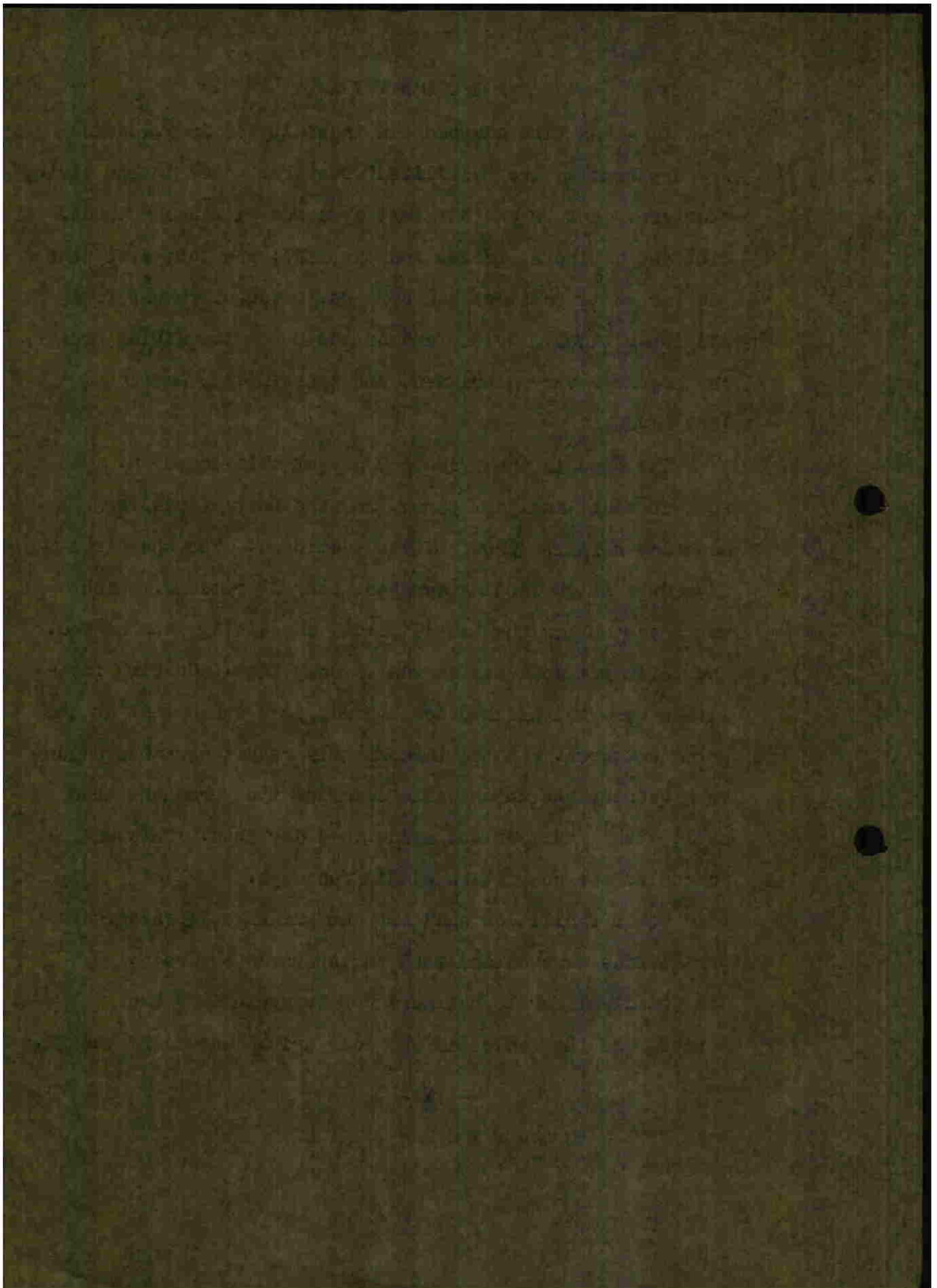
As time elapsed the ingenuity of individuals was apparent in the "civilized" features added to the living quarters. One or another tent appeared with wash stands, clothing cabinets, tables and the like; one tent even went so far as to boast of bed springs, woven of rubber from old inner tubes. By the end of the month the living area had become a very glorified, and a definitely American, Army bivouac.

The Mess is the pride and joy of this Squadron. Food is excellently prepared, and the host of visitors at mealtime supplies proof of its tastiness. For the first five days after landing everyone ate "C" rations, which were much better than anticipated, especially when heated. The first hot meal was served on July 14th. Cooking facilities were established temporarily in a squad tent in the permanent area. At the time of this report work had begun on a quonset hut which would comprise the permanent mess hall, with a section set aside as a day room. This was scheduled for completion within ten days.

Other facilities such as post exchange, theater, and post office were established and operated by Group. The principal morale builders for everyone were the movies, and the ice cream and cold drinks served by the PX.

- 17 -

CONFIDENTIAL



C O N F I D E N T I A L

Taken as a whole living conditions were surprisingly comfortable for a forward area. Even during the first month some luxuries had been added, principally by individual endeavor. And on July 31st most of the work being done in the living area no longer concerned necessities for living, but rather pointed toward making that living more comfortable.

Activities and Morale

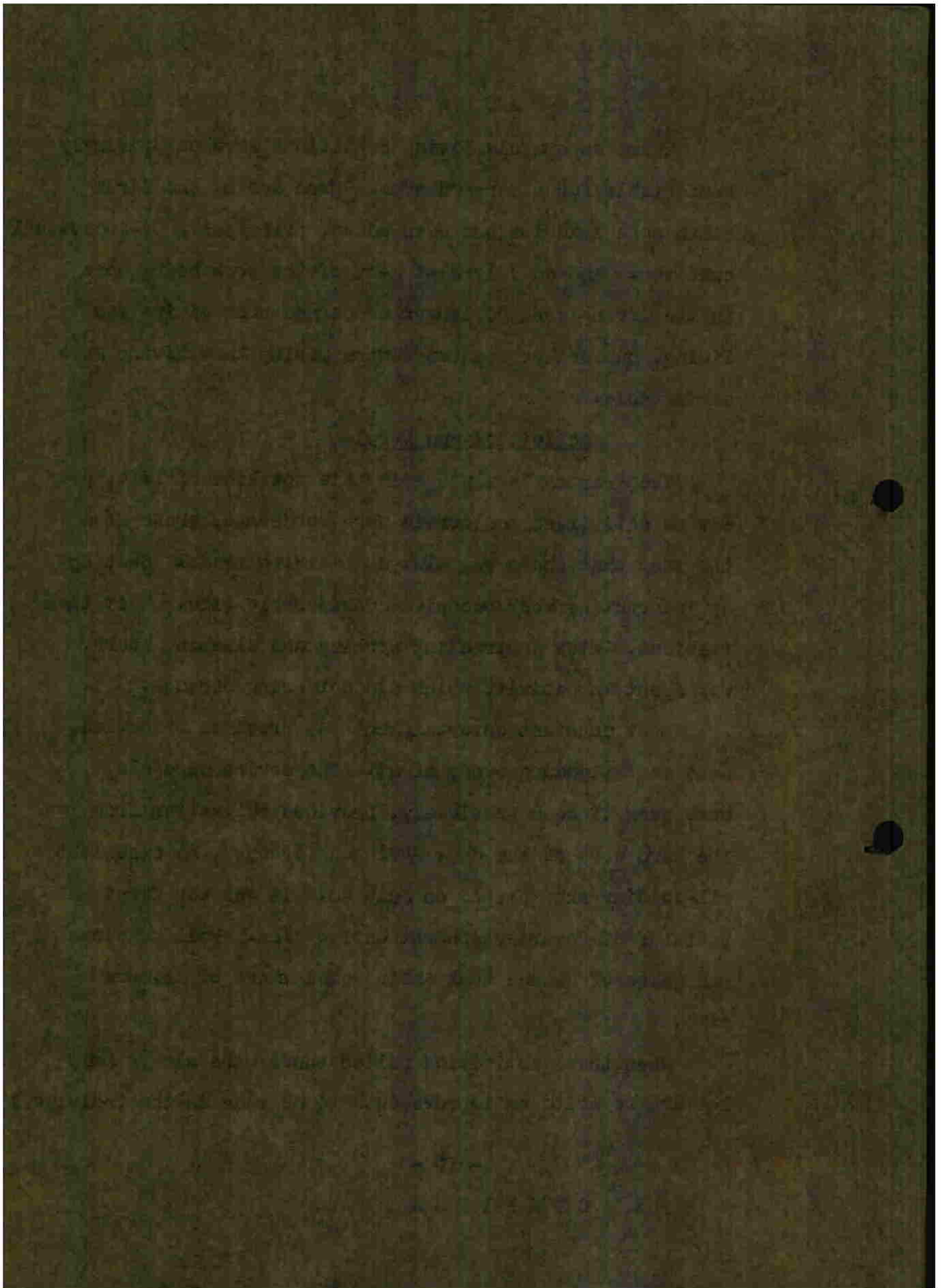
The greatest advantage in this new kind of life, as far as activities and morale were concerned, arose from the fact that there was always something to do. Setting up and routine work occupied considerable time. What time remained, after subtracting working and sleeping hours, was spent in activity which did not bring boredom.

Most constant entertainment was provided by movies, some men attending every night. The movies were old, but, even if seen previously, provided relaxation from the hard work of the day. "Winged Pigeons", an excellent all-soldier show played on July 25. It was our first taste of stage entertainment on Iwo Jima. Bull sessions and games of chance took their usual share of leisure time.

When these activities palled there were always many letters to write or improvements to be made in the individual

- 18 -

C O N F I D E N T I A L



C O N F I D E N T I A L

living quarters. There was never really enough time to do everything - time went quickly. But that was exactly as we wanted it.

Summarily Speaking

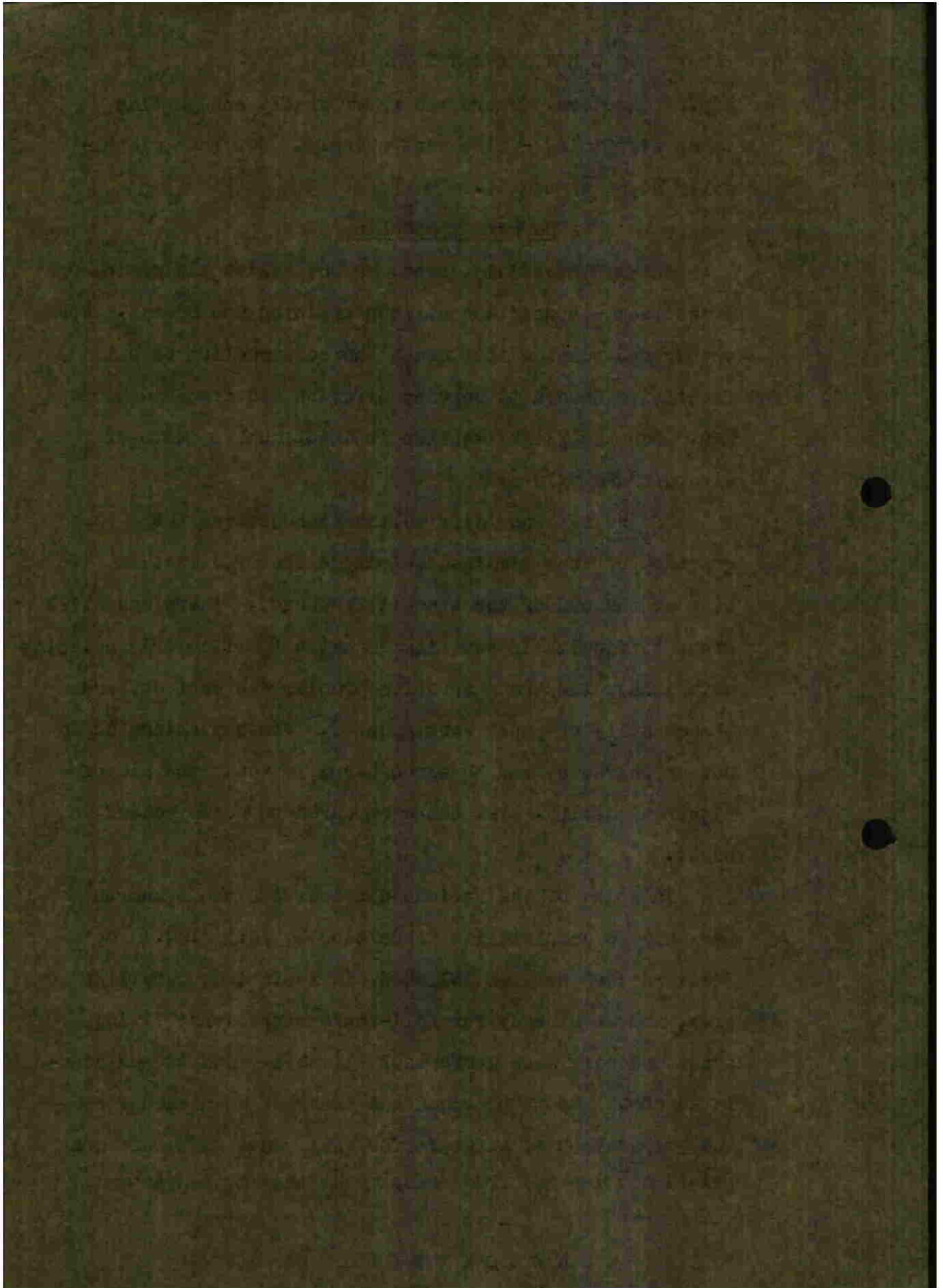
The month of July, then, may be called the period of transition - transition between training and combat. For the ground echelon this meant the construction of all facilities needed to service aircraft and feed and house men. For the flight echelon it meant combat tests of aircraft and pilots.

Of the numerous difficulties encountered the greatest of them remained to plague the Organization even at the end of the transitory period. There was still great difficulty in securing supplies (particularly building materials), the transportation problem was serious, and the quantity of paper work mounted. These problems could not be solved by the Squadron alone, without the aid of higher authority. Yet there appeared to be no relief in sight.

In spite of the various difficulties the Squadron was able to complete its transition by July 31st. The Sections were well established, in their temporary line area, and were ready for full-scale operations; living areas had been made comfortably livable. Combat and simulated combat tests provided the information needed for the preparation of aircraft for long range missions; and pilots had learned from combat what they needed to

- 19 -

C O N F I D E N T I A L



C O N F I D E N T I A L

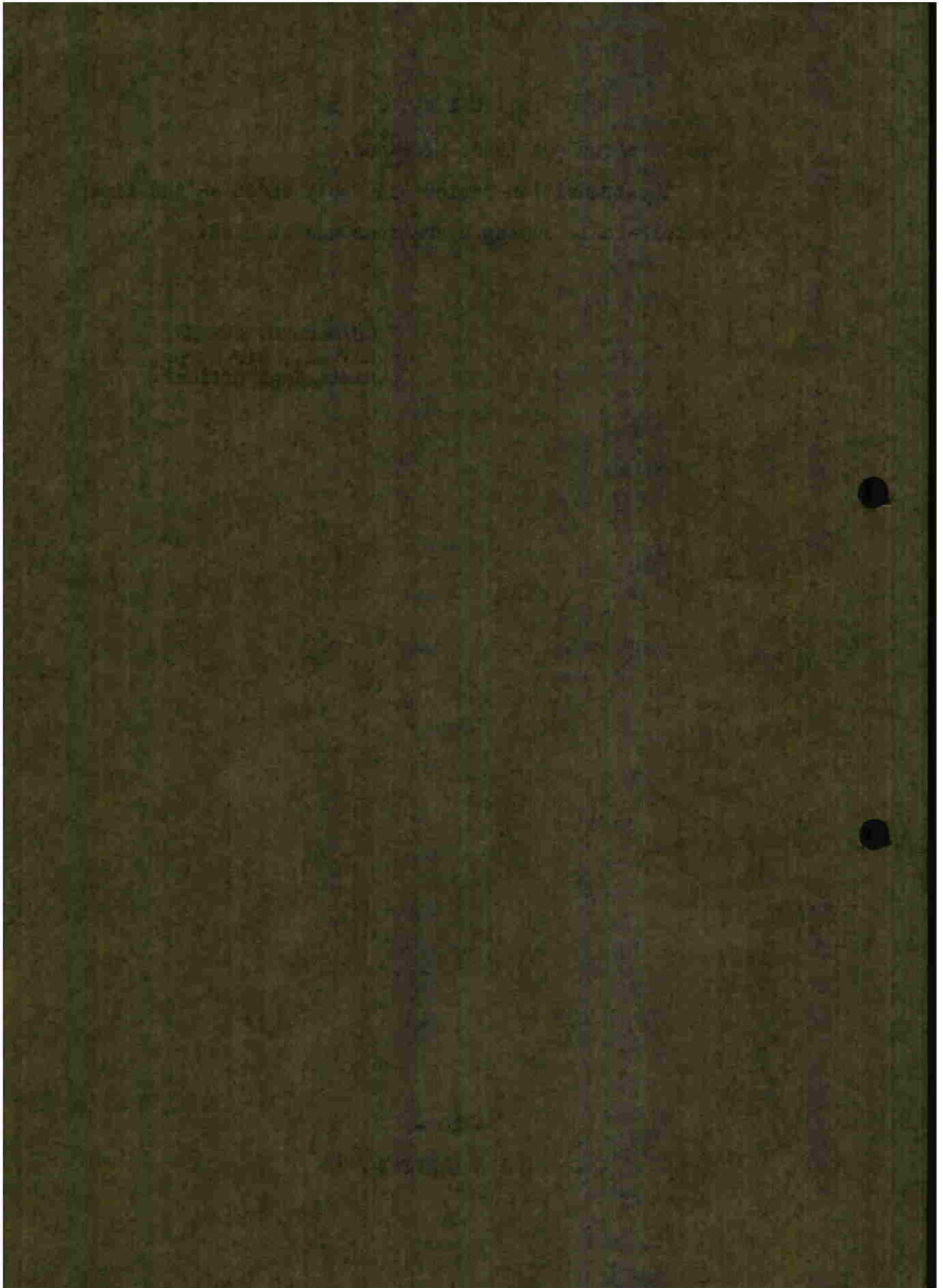
know to carry out these missions.

The transition period was truly ended -- the time
for full-scale combat operations was at hand.

CHARLES D. KUHNEN,
Ed. Lt., Air Corps,
Historical Officer.

- 20 -

C O N F I D E N T I A L



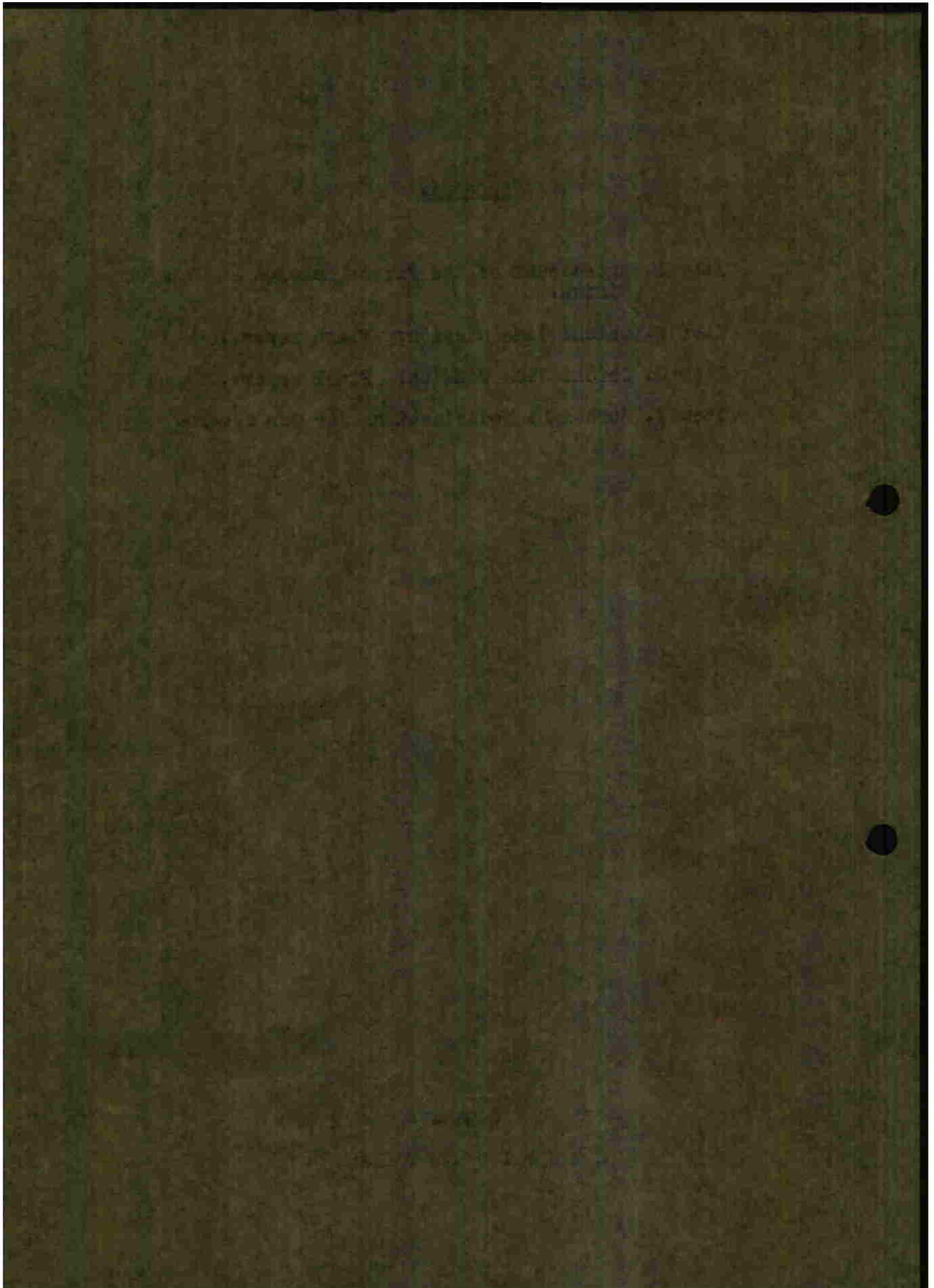
C O N F I D E N T I A L

Appendix

- Item 1. An account of the Flight Echelon at Guam and Tinian.
- Item 2. Chichi Jima Mission: Flash report.
- Item 3. Chichi Jima Mission: Final report.
- Item 4. Boresight Modifications for Gun Camera.

- 21 -

C O N F I D E N T I A L



C O N F I D E N T I A L

Appendix, Item 1

S128 BX - The Period spent on Guam and Tinian:

On July 5, the carrier entered the harbor at Guam. The island was visible several hours out and we stood on the flight deck over the foilsle, watching the form of the island become slowly more distinct.

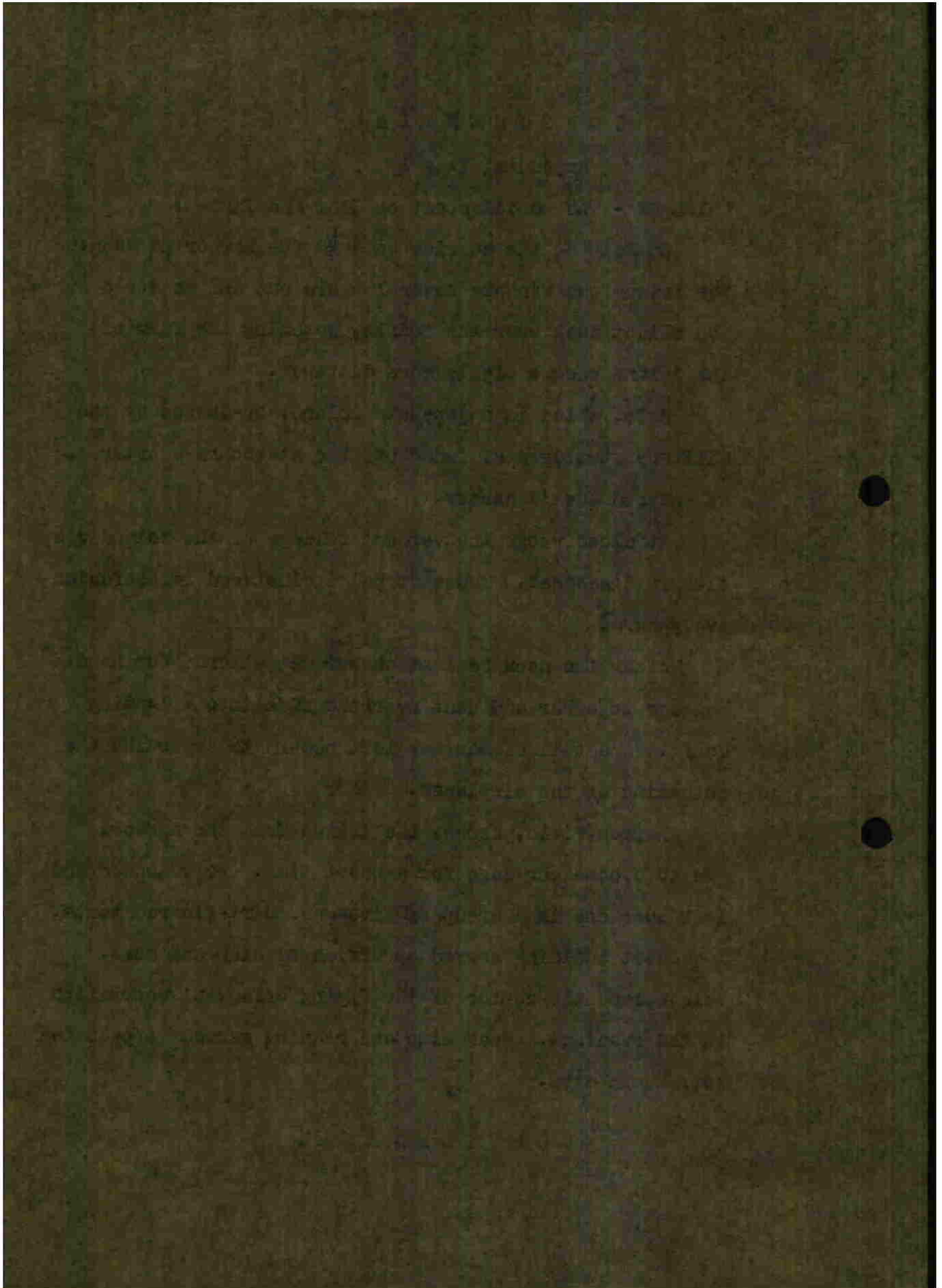
Rota, which is a jap-held island, by-passed by the military strategists, faded off the starboard quarter as we entered Guam's harbor.

At close range the verdant foliage of the island was clearly discerned. Cocconut palms clustered in profusion everywhere.

After the noon meal at anchor we gathered our hand baggage together and went over the side into a landing craft. A detail of men was left aboard to supervise the unloading of the airplanes.

Harmon Field, across the island from the harbor, was to become our home for a short time. We unloaded and took quarters in a group of five-man, dirt-floored tents. A quonset building served as officers' club and mess. This became the center of the flying officers' recreation in the evenings. Sack time and reading served to pass the hot, humid days.

C O N F I D E N T I A L



C O N F I D E N T I A L

The airplanes were processed in the Harmon Field sub-depot, then test-hopped and turned over to our unit. On July 15 eight ships were ready. The Colonel arranged a raid on Jap-held Truk to be carried out by himself and the squadron C.O.'s, Operations Officers and flight leaders.

Truk is 650 miles south and east of Guam. This was an ideal distance to simulate later combat operations against the Japanese homeland. The results of the raid were compiled in the unit operational report.

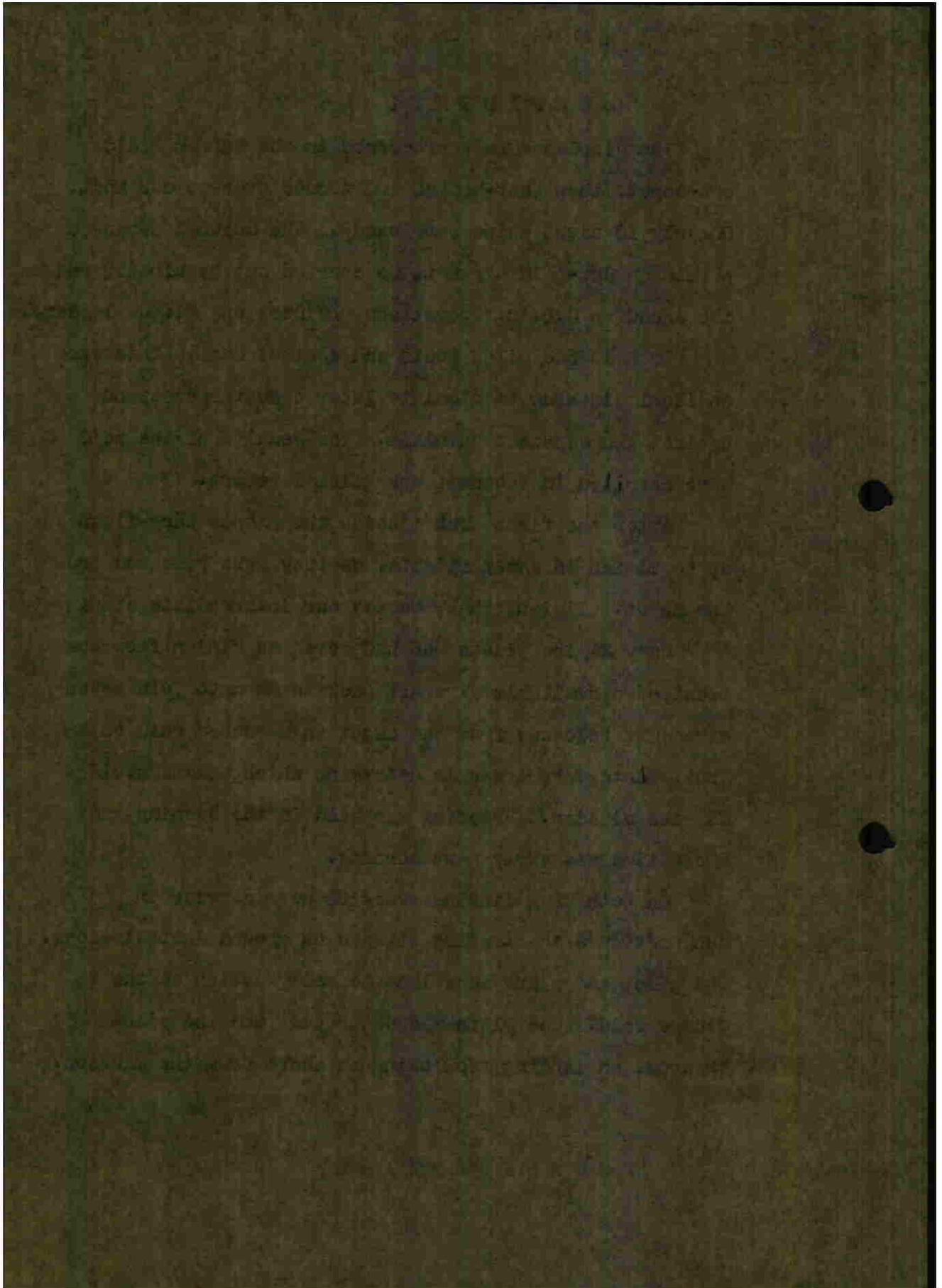
After the first Truk mission the planes were flown up to Tinian in small flights, as they were released from the depot. Tinian, thus, became our intermediate stop.

July 21 the pilots who had moved to Tinian flew the twenty-two available aircraft back to Guam to join seven more just released from the depot in a second raid on Truk. Lots were drawn to determine which pilots would fly the mission. Briefing was held in the evening and Press time was early next morning.

On both Truk missions rockets were carried in conjunction with strafing attacks on ground installations. One pilot and plane were lost to enemy action on the second raid. One plane was destroyed, and the pilot injured, on landing, following an abort from the mission.

- 2 -

C O N F I D E N T I A L



C O N F I D E N T I A L

The results of the raid were compiled in the Group Operational report.

The night following the raid was spent at Guam. Pilots flew back to Tinian the next afternoon.

The days spent on Tinian were occupied with getting the ships ready for action and with catching up on lost flying time. The pilots flew enough hours to familiarize themselves with the auto-pilot and to "get the feel" of the airplane again after the long period of inactivity. Recreation on Tinian consisted of reading, "bull sessions", regular nightly movies and beer drinking.

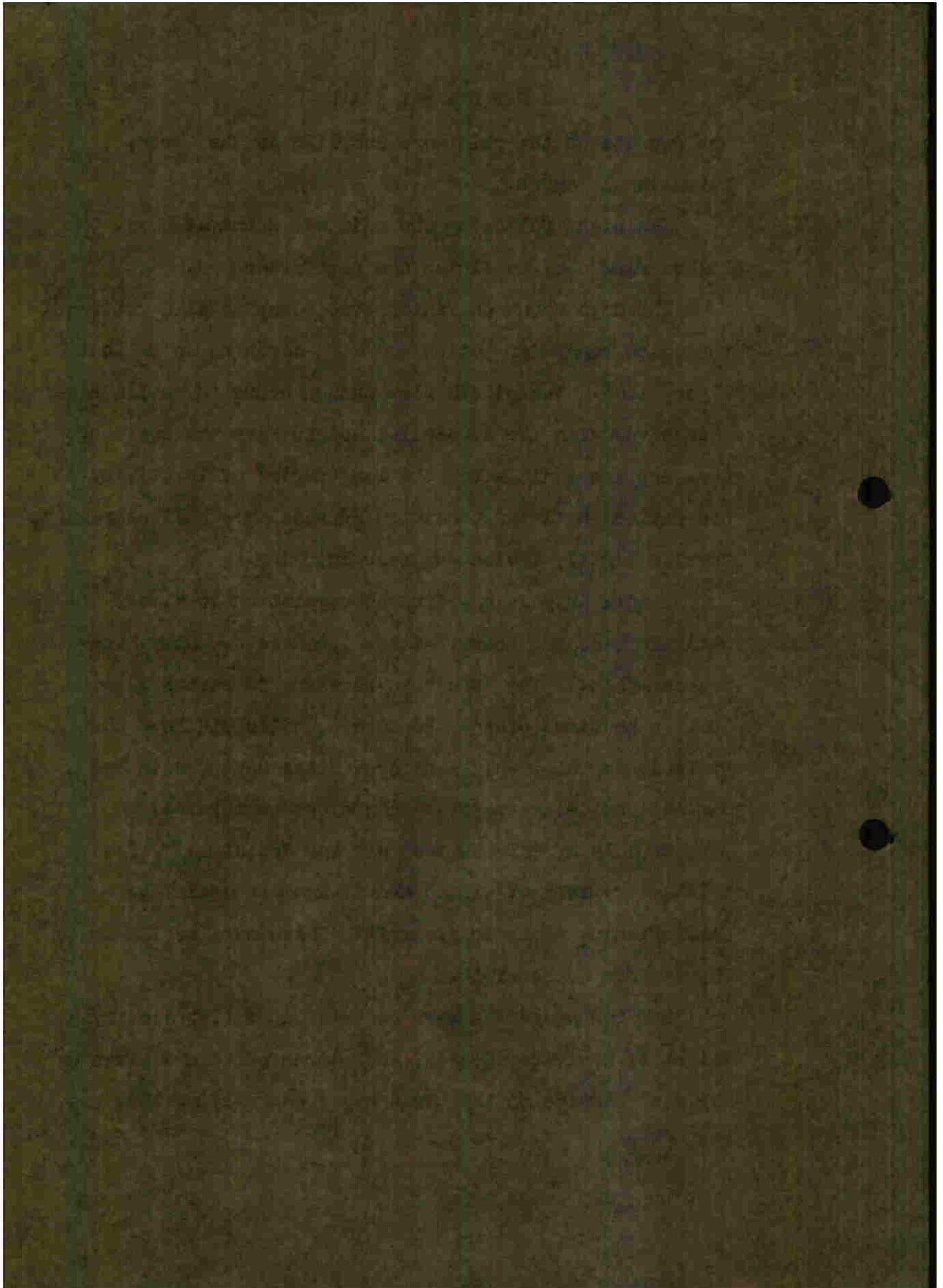
A note in passing, Tinian's vegetation is almost entirely cane and grass, with a sprinkle of papaya and banana trees. The effect in scanning is rather like certain sections of the midwestern United States. What a contrast to Guam, only a hundred miles south, with its dense, jungle-like vegetation and coconut palms.

On July 27 8198 BX took off for Iwo Jima. A few pilots were left at Tinian and at Guam to await the commissioning of their aircraft. These were to fly up to Iwo as soon as possible.

Our two squadrons were escorted up to Iwo Jima by a flight of Navigator B-25's, the planes which had given us the same service on the Truk missions. Flying time was

- 3 -

C O N F I D E N T I A L



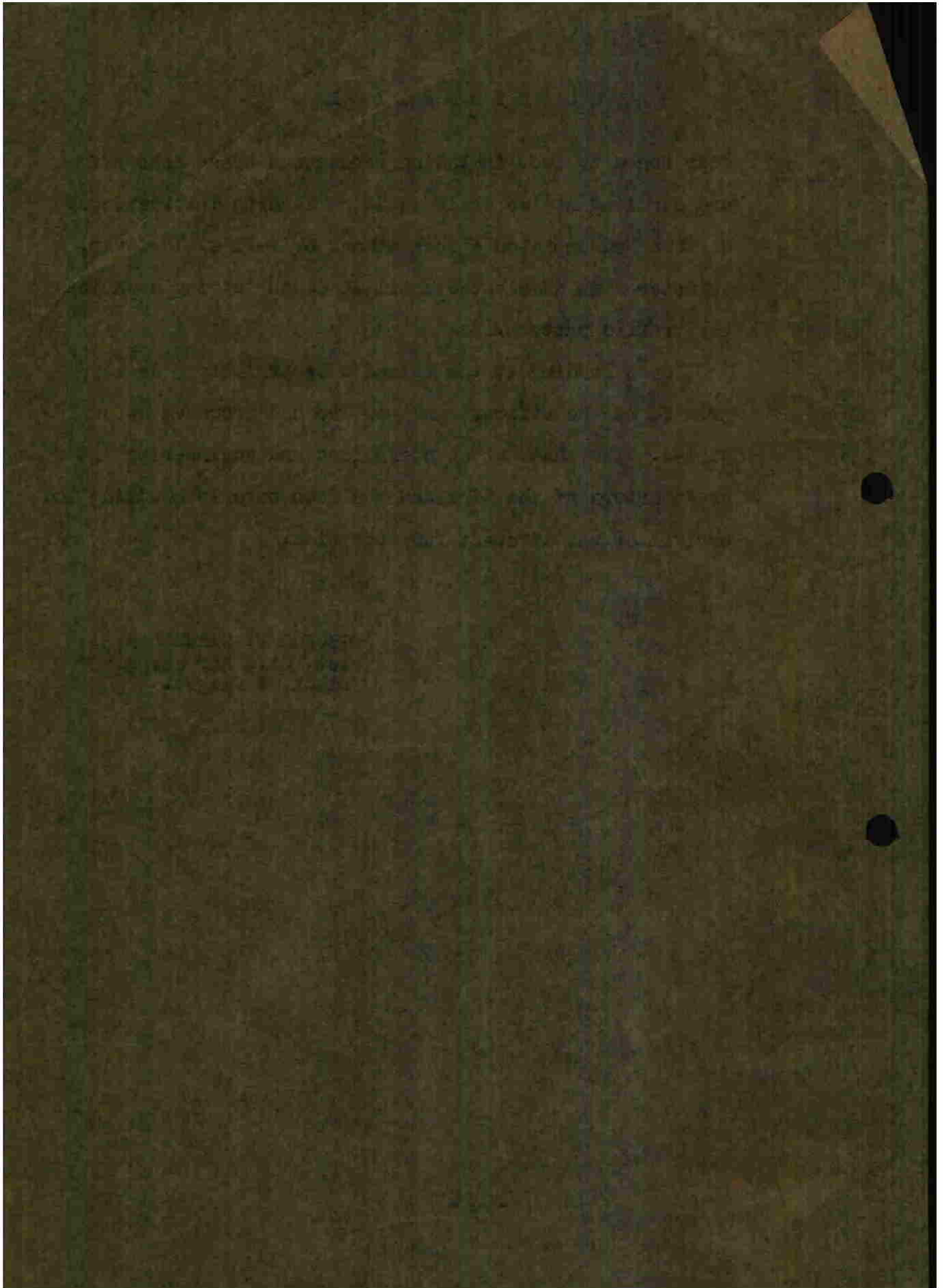
C O N F I D E N T I A L

four hours to Two, including rendezvous after take off and circling at Two while awaiting landing instructions.

We had expected a mock attack by P-51's. However, we motored in unmolested until we began letting down into the traffic pattern.

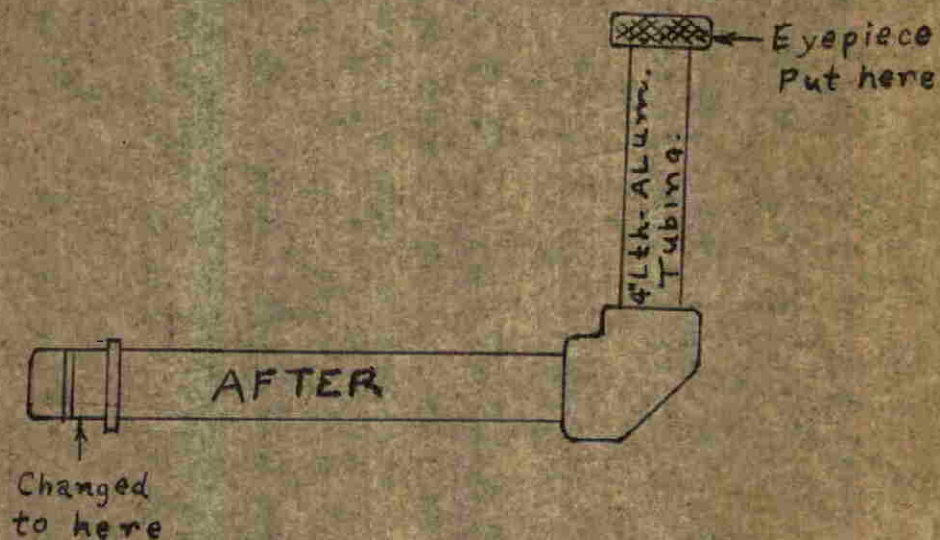
Upon landing at the island's central strip we were greeted by the officers and men who had preceded us as 8198-A. They had set up operations and engineering headquarters at the line and had been eagerly awaiting the arrival of the aircraft for some time.

GEORGE V. STANBAUGH,
1st. Lt., Air Corps,
Pilot, A Flight.



SIGHT, BORE GUN CAMERA TYPE AN-1
U. S. Army spec. 75-176B, Order No (33-038) 44-3543-AF,
made by Curtis Laboratories.

Changes made by Armament Photo men for use on P-47-N.





Historical Chronology

1944

October

- 15 - Official activation

November

- 1 - Assignment of personnel, Seymour-Johnson Field
- 20 - Arrival Selfridge Field
- 28 - Flying started

December

- 15 - First furloughs began

1945

March

- 17 - 19 Move to Bluethenthal Field

April

- 5 - Group missions began
- 6 - 7 Bivouac, ground training concluded
- 23 - Three-day passes issued (continuous to May 5)

May

- 10 - Last day of flying
- 16 - Shipment orders cancelled
- 22 - Leaves and furloughs

June

- 1 - 8198-BX entrained for San Francisco
- 5 - 8198-B departed for Seattle
- 15 - Embarkation from Seattle
- 18 - Embarkation from San Francisco

July

- 5 - Air Echelon arrived at Guam
- 7 - Ground Echelon arrived at Iwo Jima
- 15 - First Truk raid
- 22 - Second Truk raid
- 27 - Air Echelon landed at Iwo
- 29 - Chichi Jima Mission

August

- 1 - VLR #1 : Target Okazaki
- 8 - VLR #2 : Target Takamatsu
- 14 - VLR #3 : Target Akenogahara
- 30 - VLR #4 : Show of Power over Tokyo

September

- 2 - Japanese surrender

?????

- ? - Homecoming

413TH FIGHTER SQUADRON HISTORY

The clan gathered from far and wide, at Seymour Johnson Field, over the weekend of October 28, 1944. The purpose of this gathering was to organize a new P-47 fighter group, the 414th consisting of three squadrons: 413, 437, and 456. These organizations had been officially activated on October 15th, but now was the time of organization, the first step in preparation of a combat team. This is the history a particular combat team, 413th Fighter Squadron (SE) by name, as it gradually grew from a collection of individuals and took its place in the line of power arrayed against Japan.

We came from a great many different places in the United States and brought with us equally multifarious backgrounds of civilian and Army experience. Most of us were rescued from the Third Air Force: from such places as Tampa, Harris Neck, Hillsboro, Lake Charles. Most of us had been in the Army quite a while, and were glad to get away from RTU life and into a combat unit. We were glad that this "training" business was over -- and we stepped quite innocently into seven more months of it.

On November 1st, Group assigned us to the 413th and the 413th assigned us to sections, and then it all started. There were three types of training: Flying Training, which concerned only the pilots directly, but kept the ground crews jumping to maintain the planes; Ground Training, a general Army Training on how to be a soldier and still survive; and Sectional Training in our individual line of work. During the three weeks at Seymour Johnson the sectional training was most important, for we were busy fitting ourselves into our new jobs and finding out what we had to

do to maintain these new (to us) P-47 aircraft. We did see a few ground training films that we had slept through many times before, but those we discounted with another yawn.

The important preliminaries were completed at Seymour Johnson: organization of the sections, and familiarization with new jobs. Our team was beginning to take shape; we were ready to go to work. Then someone very much to our joy, sevensed up with a transfer to Selfridge Field, Michigan. The usual advance parties preceeded us, and by the 20th of November all 300 of us (55 officers and 245 enlisted men) had made the move, and were about to "discover" Detroit. Other people before us had discovered Detroit, of course, but no one ever got quite as much out of it as we did. It became a very interesting and enticing background for the major part of our training. Enough said!

Ahead of us lay a big and important job. We had to practice the teamwork necessary to maintain a fighting squadron; we had to prepare ourselves, both in the air and on the ground, for overseas combat; and we had to comply with 301st Fighter Wing and POM requirements in that training. We began at once with all aspects of the training program. Flying Training began November 28th, just four days after our airplanes had arrived, and consisted of instruction and practice in such things as: gunnery, bombing, rocket firing, navigation, and individual combat. Ground Training consisted mainly of lectures and training films in such subjects as: camouflage, medical training, map reading, orientation, the inevitable recognition, and a multitude of other sins. These were interesting or dull, depending (on the night before?), and were always a sure bet for good

relaxation. Sectional Training was continuous in each section.

The work at Selfridge was not without its difficulties. Everyone remembers the very cold weather which froze ears and fingers of men working on the line. We literally shivered our way through some days and wondered if perhaps we weren't being trained for combat in Siberia. The weather was bad for flying too, and delayed the training program considerably. Getting supplies was another problem. Some of us managed some magnificent improvisations with substitute equipment, and others managed some even more inspiring undercover work that netted scarce supplies. Finally, we had a little trouble with Base details, since the Field just couldn't seem to get along without our talented men -- firing furnaces and doing K.P. (Then, too, there was that distracting background, conspicuous for its lack of mention in official reports).

In spite of these various difficulties we did accomplish a great deal. True, some of us had shaky knees when we thought of the coming POM inspections, but the record showed that our flying training was about 85% completed, and ground training about 95% completed before we left Selfridge in the middle of March. We were already well prepared for overseas and had established our squadron team work. We were rather proud of our accomplishments and of our expanded clan of 63 officers and 249 enlisted men. Oh yes, we had established an enjoyable social life too: Detroit was well aware of our presence. We had even taken time off for furloughs.

Someone played with the dice again, and must have lost, for our next assignment was at Blumenthal Field, North Carolina. Not that the Field was so bad -- we just weren't used to living on sand dunes. We arrived

there on March 19th and found immediately the good flying weather needed to finish our training. Living conditions were in a crowded state, but one look at the tented "homes" of the 413th Group made us thankful for our overflowing barracks, even though we felt that the Army was no longer supporting us in the manner to which we had become accustomed. Our social life was somewhat inhibited, but then, one couldn't expect to find Detroit "hospitality" everywhere.

Flying training reached its zenith in April, with almost daily Group missions flown under simulated combat conditions. At this time our Squadron was easily distinguished in the air by its tight, evenly-spaced show formations which were beautiful to watch but tough to fly. All of the months of flying training were finally climaxed with two very long range missions, to Florida, which included B-29 escort and interception by P-51's. Intelligence reports indicate that we successfully bombed St. Petersburg with wing tanks and "shot down" numerous "enemy" planes. Flying ended May 10th.

Ground Training was on its last legs when we reached Bluethenthal, and the wintry bivouac of April 6-7, plus zeroing our weapons on the range, finished it off. If we could just remember how the fellow did it in the movies we would be heroes overseas. With nothing much else to do we started packing late in April, in preparation for overseas shipment.

Our Squadron pulse received a boost with the three day passes that were authorized in late April and early May. It was once again our Last Time Off. We were all back at Base in time for that historic meeting on the sands of Bluethenthal, early on the morning of May 16th. We were restricted until our departure, but a few days off: the time had come. It hardly

seemed possible after all these months that we were going at last, that this was it. It wasn't -- orders were cancelled that night.

Furlough! What a nice, full-bodied, well-sounding, beautiful word: FURLOUGH. And everyone had one. Beginning May 22nd we scattered to all parts of the country to become civilians for a while. Days later everyone received a telegram extending furlough time to June 10. Again the impossible didn't happen, and we were called back early. Then the fun began. Telegrams, telephone calls, and even radio announcements brought us back for the start of the long trip. Confusion reigned supreme as everyone attempted to get to the right Port of Embarkation at the right time. But we all made it -- some of us at the last minute to be sure, such as the officer who arrived at Seattle the night before we embarked.

From this point on our history became a travelogue, covering miles of territory and many historic places. We traveled in two parties: the main body (or ground echelon), and the air echelon. The ground echelon left Bluethenthal on June 2nd, leaned out of the troop train just enough to make all the girls along the way appreciate us, and arrived in Seattle five days later. We went through all kinds of processing, spent our few seconds taking the famous overseas physical exam, wowed Seattle for one last night in the States, and kissed the Red Cross good-bye on the 15th. With the melody of "Sentimen tal Journey" (What a gross falsehood!) going through our minds we embarked on APA 177, the U.S.S. Kingsbury. That little ship provided a rather rolling floor plan and much confusing terminology ("Listen here and there", "lay below", etc.) for the next three weeks of our existence. Eniwetok, westernmost of the Marshall Islands, was our first stop, on the 27th of June. Then came

Saipan for several days, including the fourth of July. And finally there loomed on the horizon a lot of water, as usual, and a tiny speck of land -- our "home". The date was July 7, 1945. We had become part of the Seventh War Loan to Iwo Jima.

We disembarked rapidly and set up, on Green Beach, our temporary shelters, which would be our hobo jungle on a junk pile for one week. Within that time we had prepared our permanent area on the Western side of Iwo, about a mile and a half from beflagged Mt. Suribachi. As time went on we had created from the pyramidal tents, the volcanic dust, and various spare parts, a rather luxurious establishment for a combat area. The toilets were not of the flush variety, but showers were hot and we had bunks on which to sleep. Concurrently with the establishment of our living area, we set up the Line area for combat operations and awaited the arrival of the air echelon.

The air echelon, meanwhile, had left Bluethenthal on June 1st. They parted in San Francisco and POE'd at nearby Camp Stoneman. On June 19 they embarked on a CVE, the Cape Esperance, which carried a number of our new P-47-N's. Destination of the air echelon was Guam, where they landed on July 5th. There the planes were processed and tested.

Combat operations began from Guam with two raids on Jap-held Truk Island, in the Carolines. These missions were flown on July 15 and 22. Rocket and strafing attacks put the Truk radio station out of action and netted some damage to other ground installations. As a result of the second raid one pilot, Lt. Jacobs, was lost when his plane was hit by flak. Two aircraft were also lost.

With these missions under its collective belt, the air echelon motored to Iwo on July 27. Two days later two ships from our Squadron flew Josephine and cover for a small Group practice mission to Chichi Jima. It might be well to explain at this point that, though Josephine is a lady, she isn't very feminine. Being an air-sea rescue boat, carried on the underside of a plane is not conducive to femininity.

Having these preparatory missions behind us, the Squadron was now ready for full-scale combat operations. We began at once the VLR (very long range) missions, striking at the heart of the Japanese Empire. A digest of the Intelligence reports reads as follows:

VLR #1. On 1 August 1945 the Squadron flew its first mission over the home islands of the Japanese Empire. Because of weather six aircraft were forced to abort, but eight ships continued through to attack Okazaki Airfield, east of Nagoya. Major Murdock, Captains Deardon, McIntosh, and Whittle; Lieutenants Fredericksen, Kehoe, Plevniak, and Wellman, strafed the target area, setting fire to barracks and damaging a power line. Lieutenant Coley was lost. No enemy aircraft were sighted.

VLR #2. Takamatsu airfield on Shikoku Island was attacked 8 August by 12 aircraft of this Squadron. Barracks and buildings in the target area were damaged by rocket and machinegun fire. On the return, targets were numerous with damage to the following: a factory, electric locomotive, two patrol vessels, a freighter, and two fishing boats. Major Wignall's plane was hit by flak and he was forced to bail out; he was picked up very shortly by a submarine. Lt. Collyer's plane ran out of gas; he too bailed out and was taken aboard a destroyer. This was the most fruitful mission flown.

VLR #3. On August 14th the Squadron set out to attack Akenogahara airfield, south of Nagoya. Because of poor visibility only one flight reached the target area. This flight flew top cover, over the Airfield, for the 456th Squadron, then attacked and damaged 6 small boats in a cove east of the field. Lt. Regan's aircraft was hit, and he bailed out on the way home; he was picked up, mortally injured, by a destroyer.

VLR #4. The last mission of the month, flown on 30 August, turned out to be a VLR sight-seeing tour of the Tokyo area. On this "show of Power" mission 21 aircraft participated. Among many notable sights were the air operations around Atsugi Airdrome, a well burned-out Tokyo (seen from low altitude), the landing operations near Yokohama, and the fleet anchored in Sagami Bay. Many of the pilots as they flew over the area, heard the ground controller's play-by-play description of the landing operations. Lt. Flints' aircraft developed an oil leak, and he spent the night on Atsugi airdrome while waiting to return to Iwo. Thus he became, figuratively speaking, the first occupational force from Iwo to land in Japan.

While all this was going on, other events of world importance were taking place: the dropping of the first atomic bomb, Russia's entry into the Pacific war, and the Jap request for peace. It certainly didn't take the Japs long to surrender once they found out that the 413th was here. It was a busy time, if not a confusing one. In fifteen days of August the Squadron had reached its highest pitch of combat activity, and then relaxed into the dawn of peace.

And so we sat on Iwo Jima, and sat, and sat, and sat. We awaited just one thing: a little slip of paper headed by the words "Honorable Discharge". Meanwhile we had time to think over the past months - it was

a long train from Seymour Johnson Field on October 28, 1944, to Iwo Jima in the fall of 1945. In those months we had started as a collection of individuals and gradually become a combat team; we had changed from a potential force to an actual force striking at the enemy. It is true that we were a small part of the force arrayed against Japan; yet they were squadrons like ours (and including ours) multiplied by hundreds of times that pointed a gun at the heart of Japan and forced her to surrender. In helping keep the Jap air force out of the skies we had helped get the B-29's over their targets so their bombs could bring Japan to her knees. In our own unspectacular manner we had our share and responsibility in the victory over the Jap enemy. We had done our job.

The epilogue to this history must be left to each individual in our Squadron, for it is as individuals once again that we return to our peacetime lives and worlds. But these individual stories will all have the same title -- for the best chapter of all will be called HOMECOMING ---

CHARLES D. KUHNEN,
2d. Lt., Air Corps,
Squadron Historian.

CONFIDENTIALIMMEDIATE ACTIONCONFIDENTIALP-I-T-B-A-C-TWAR DEPARTMENT
Washington 25, D. C.

15 March 1945

SUBJECT: Movement Orders, Shipment 8198

Unit	Code Designation Ship No.	Station	Agency to Issue Movement Orders	Off	WO	EM	T/OAS
413th Ftr Sq, SE (Less Flt Det Ship 8198-HX)	8198-B	Blountenthal CG, First Flt., Wilmington-Air Force ton, N.C.		35	220		1-27 22 Dec 43 (w/ 2C) (Plus 2 x Coln 37)
Flt Det, 413th Ftr Sq, SE	8198-HX	"	"	28	30		1-27 22 Dec 43 (w/ 2C) (Plus 2 x Coln 37) Note c

Note c: Flight Detachment to consist of the following personnel from respective squadron:

MOS	SSN	Number Personnel
Single Engine Pilot	1054	27
A.M. Tech (Crew Chief)	750	25
Airplane Armorer	911	2
Communications Techn	542	2 (included 1 from Group Headquarters)
Tech Supply Officer, Air	4902	1
AAF Supply Techn	826	1

2. a. Detailed instructions concerning the preparation of the units in this movement order, as well as for the movement itself, are to be found in WD publication, "Preparation for Overseas Movement" (FOM) (Second Edition), 1 August 1943. It is highly essential that the provisions of this publication be thoroughly understood and implicitly followed by all concerned. Modifications of the aforementioned publication applicable to this particular movement and additional instructions pertaining to the movement are as follows:

(1) Those modifications which are included in Inclosure #3 (3rd Revision) attached hereto.

(2) The following additional modifications will also apply to this movement:

(a) Reference paragraph 9b(4): Vaccination against bubonic plague, typhus fever, yellow fever and cholera will be effected at present station, staging area, port of embarkation, or aboard transport.

CONFIDENTIAL MO, Ship 5198 (Cont'd)

(b) In addition to POM (Second Edition) (see paragraph 2a, above) AIA POM (Second Edition), 1 August 1943, file AG 370.5 (6 Aug 43) OB&C-AF-M, is applicable to the Air Force units in this movement order, with the following modification:

- (1) The first sentence of paragraph 38 is deleted and the following substituted therefor: "In addition to the distribution of orders and reports required by Circular 358, WD, 1944, and the other appropriate distribution, copies of all movement orders issued by the 'agency to issue movement orders' as specified in the MO movement directive, will be furnished without delay as follows:

(NOT APPL)

8. Authorized Clothing and Equipment.

a. Clothing and individual equipment (tropical only) as prescribed in T/S 21, 1 January 1945, as modified below:

Gloves, mosquito (1 pair per individual)

One (1) pair shoes, service and one (1) pair leggings, canvas, dismounted, and (per dismounted EM equipped under Section III, Part II) will be substituted for one (1) pair boots, service, combat, and will be obtained at present station. Any service shoes and leggings in excess of the above allowances will be turned in at present station, except as indicated in paragraph 7, Inclosure #3 attached. The provisions of Note c, Section III, Part II, will ~~not~~ not apply, except that the one (1) pair boots, service, combat, authorized under this order will be issued at the port of embarkation (see paragraph 11a(8) below)

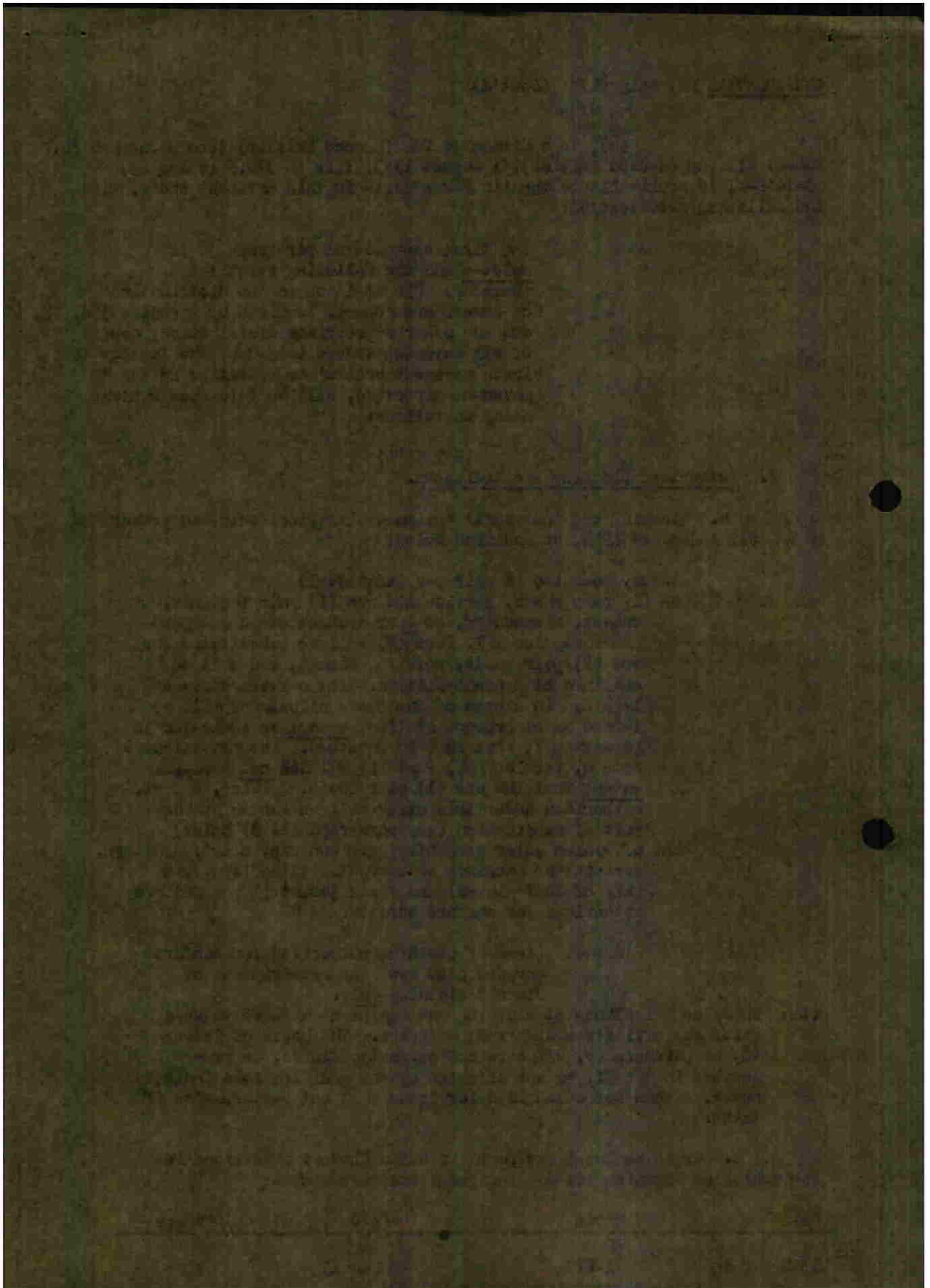
*Set of woolen outer garments (garrison cap, shirt, trousers, overcoat or Mackinaw as currently authorized, and pair of wool gloves) and field jacket (1 per EM) are authorized for comfort enroute.

*Note: Items of clothing authorized for comfort enroute need meet the requirements of Class B clothing only.

Note: These modifications of clothing and equipment will serve as a guide for officers and warrant officers. The basis of issue is, or purchase by, officers and warrant officers, as prescribed in T/S 21, is not affected by the modifications indicated above. Items not authorized for issue will not be purchased if taken.

b. Organizational equipment is authorized as prescribed in the Tables of Organization and Equipment indicated below:

Unit	T/O&E	Date	Changes
413th Ptr Sq	1-27	22 Dec 43	3
(Plus augmentation of 2 x Col 37)			



CONFIDENTIAL NO. Ship 8198 (Cont'd)

The following modifications and specifications will be observed where applicable:

(1) Masks, gas, service, light weight, will be substituted for masks, gas, service, or earlier models, except gas masks equipped with face piece M2A2 or M3 fitted for an individual with eye-glass, gas mask, M1 (spectacle, masks, gas, optical, light weight, M2-10A1-6, will be substituted for masks, gas, optical, M1-1-5.

Note: Masks, gas, service, light weight and masks, gas, optical, light weight, M2-10A1-6 will be issued at the port of embarkation. Gas masks of earlier models, except as indicated above, will be turned in to the appropriate supply officer at present station.

(2) Each company or similar unit is authorized the following additional equipment:

Complete file of essential training literature
Training aids not to exceed 200 lbs (see GFR 157, WD 44)

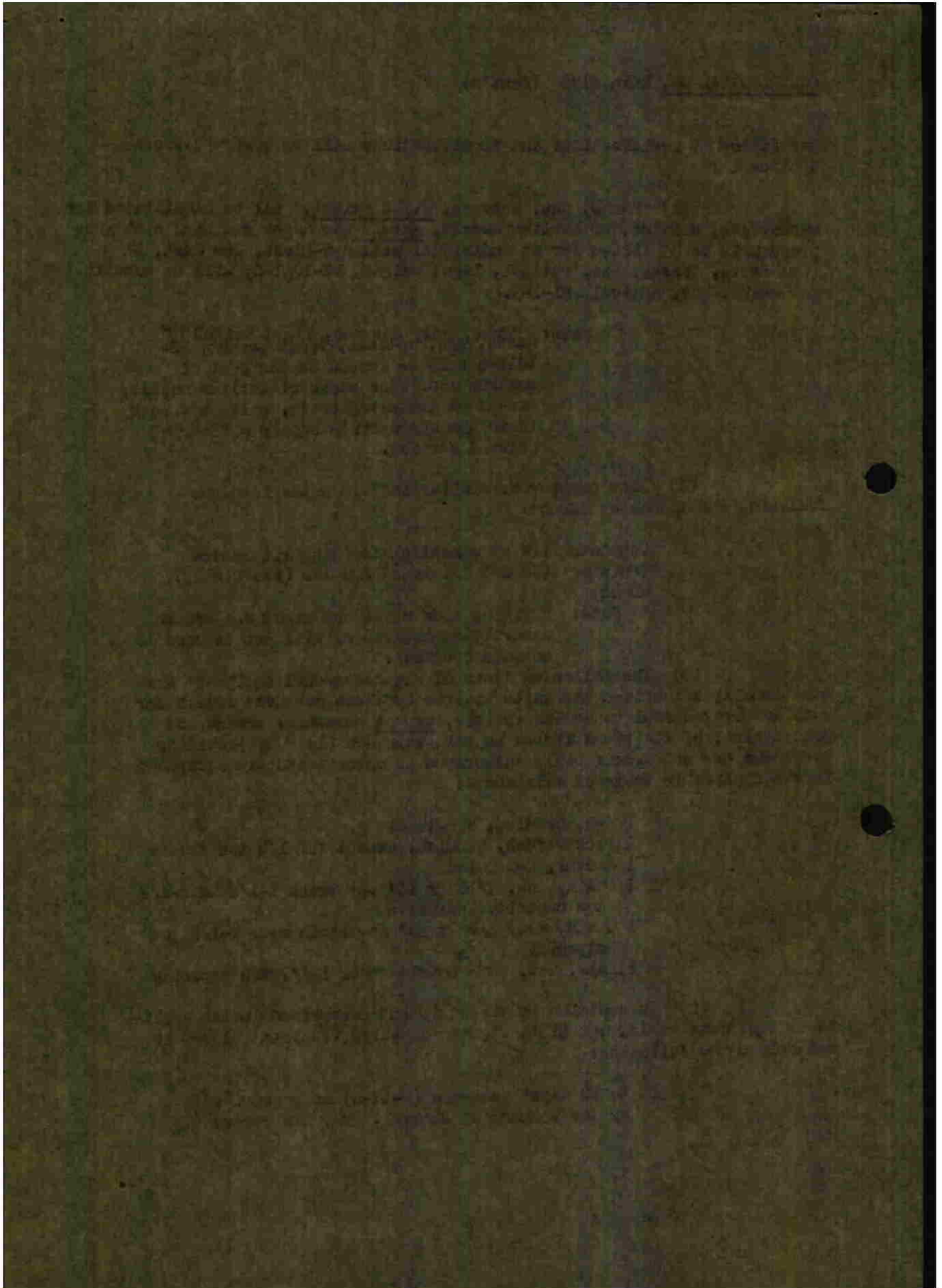
Note: Training aids whose use might jeopardize security of the vessel will not be used enroute overseas.

(3) The following items of organizational equipment are additionally authorized the units covered by these movement orders for each authorized fuel consuming vehicle, except passenger sedans and motorcycles, of the types listed in paragraph 30c (1) POM, providing the items are not specifically authorized as motor transport equipment in the applicable table of allowances:

- 1 Axe, handled, single bit
- 1 Pickmattock, handled, except for 1/4 ton trucks
- 1 Shovel, D-handled
- 1 Chain, tow, 7/16" x 16' per truck 1-1/2 to 2-1/2 ton capacity inclusive
- 1 Chain, tow, 5/8" x 16' per truck over 2-1/2 ton capacity
- 1 Rope, tow, per vehicle under 1-1/2 ton capacity

(4) In addition to the equipment prescribed in the applicable equipment table, the 43th Fighter Squadron (Shipment 8198-8 is authorized the following:

10 to 20 days' pack-ups (P-47-N) as prescribed by the Commanding General, Army Air Forces



CONFIDENTIAL NO. Ship 8198 (Cont'd)

(5) The camouflage nets, camouflage net sets and camouflage equipment sets as indicated in the applicable equipment tables are authorized for each unit. This constitutes the authorization by higher authority required by the terms of Cir 463 WD 44.

(6) Items of Army Air Corps clothing and equipment normally issued to the individual indicated in the applicable equipment tables for flyers and ground crewmen of units will be restricted to those prescribed in Sections 6, 7, and 8, Column M of War Department Pamphlet # 38-6 "Itemized Baggage List" (January 1945) as amended, and will include items indicated in the Remarks Column as authorized for issue when travel is by tactical aircraft only.

c. The following additional items are authorized:

(1) Issued at Present Station.

Covers, mattress (1 per individual)

(2) ISSUED at Port of Embarkation.

Items indicated in paragraphs 11a(1) and (2) below.

(3) *Shipped to the Port of Embarkation for Each Unit.

Cots, canvas (1 per individual)

Heavy tentage as prescribed in Cir 377, WD 44 (as amended by Cir 404, WD 44) for housing personnel only.

*Note: These items will not be included in lists of shortages prepared after receipt of take movement order.

d. The following items are not authorized for this movement:

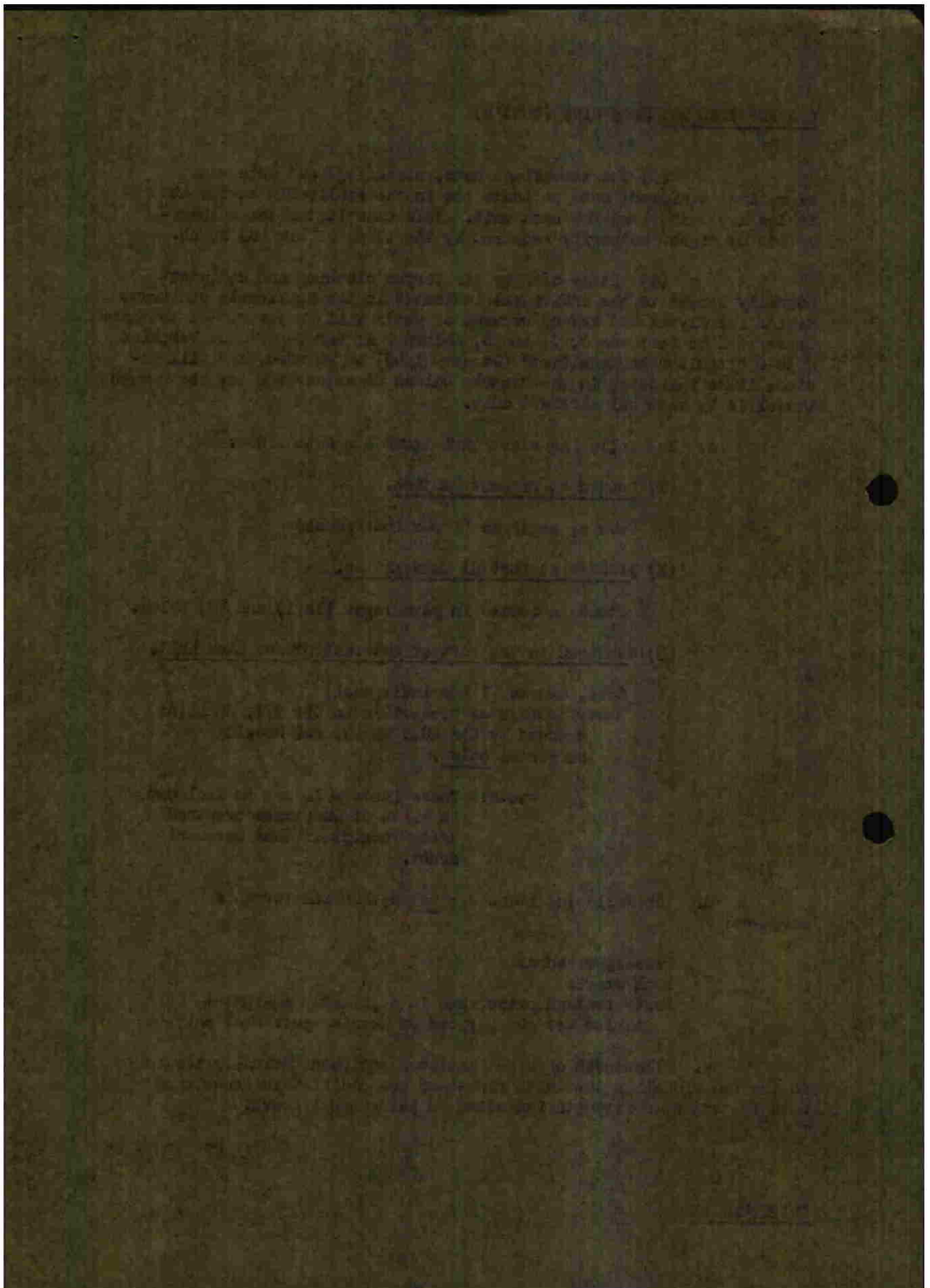
Passenger sedans

Tent stoves

Heavy tentage prescribed in applicable equipment tables for the purpose of housing personnel only

e. Allowances of organizational equipment normally issued to the individual in the units concerned are modified in accordance with the adjusted strength indicated in paragraph 1 above.

CONFIDENTIAL



CONFIDENTIAL NO, Ship 8198 (Cont'd)

9. To Accompany the Units from Present Station.

a. Minimum Essential Equipment (less any items of such equipment issued at the port in accordance with paragraph 11 below) as set forth in paragraph 4k of FOM, plus items listed in Inclosure #2A (1st Revision) (including all individual flying clothing and equipment if authorized for the units, and items indicated in paragraph 8c(1) above. For disposition of other organizational equipment see paragraph 10a (1) below.

b. Authorized expendable supplies (see Inclosure #2A (1st Revision)).

10. Instructions Reference Shipments to the Port of Embarkation.

a. To be Shipped to the *** Port of Embarkation.

(1) The commanding officer of each unit will ship the following to the *** Port of Embarkation:

(a) Marked: 8198-B

All remaining authorized equipment for the unit except the following items which will not be shipped:

Items indicated as shipments by the Chiefs of Technical Services and the Director, Army Air Forces - Air Technical Service Command, in paragraphs 10a(2), (3), (4), (5) and 10b (1) below

Items indicated in paragraphs 11a(1) and (2) below

Aircraft (see paragraph 12c below)

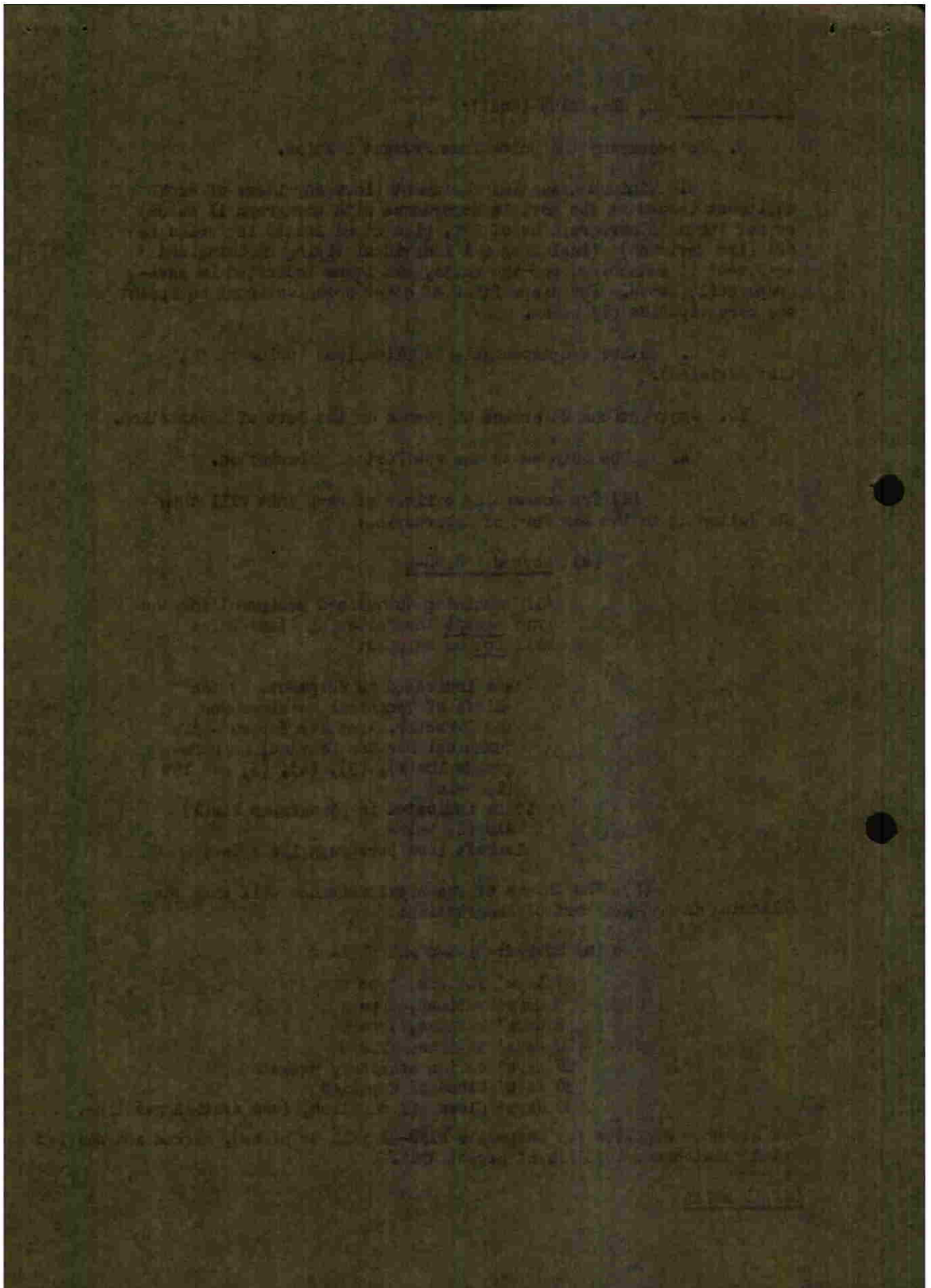
(2) The Chiefs of Technical Services will ship the following to the *** Port of Embarkation:

* (a) Marked: 8198-B and 8198-BK

7 days' rations, Type C
3 days' rations, Type K
2 days' rations, Type D
20 days' rations, Type B
20 days' ration accessory packets
30 days' Class II supplies
30 days' Class III supplies, less aviation gasoline.

Maintenance supplies for Shipments 8198-BK will be packed, marked and shipped with maintenance supplies of parent unit.

CONFIDENTIAL



CONFIDENTIAL, WD, Ship 8198

(3) The Quartermaster General will ship the following to the XXX Port of Embarkation:

(a) *Marked: 8198-B-OM-TAT

Cots, canvas (1 per individual)

Heavy tentage as prescribed in the appropriate equipment table except that prescribed solely for the purpose of housing personnel.

Heavy tentage as prescribed in Cir 377 WD HK as amended by Cir 404 WD HK for housing personnel.

*Cots and tentage for Flt Dets, Shipments 8198-BK will be packed, marked and shipped with cots and tentage of parent unit.

(b) Marked: 8198-B-OMV

AP Cal. .30, for rifle, cal. .30 (400 rounds per rifle)

Cartridges, tracer, cal. .30, for rifle, cal. .30 (100 rounds per rifle)

X

X

X

X

(5) The Director, Army Air Forces - Air Technical Service Command, will ship the following to the XXXX Port of Embarkation:

(a) Marked: 8198-B-AIR

*AAP special project number

Army Air Forces procured and controlled items of equipment, except aircraft authorized for 8109-B For not applicable

b. To be shipped to the XXXX Port of Embarkation.

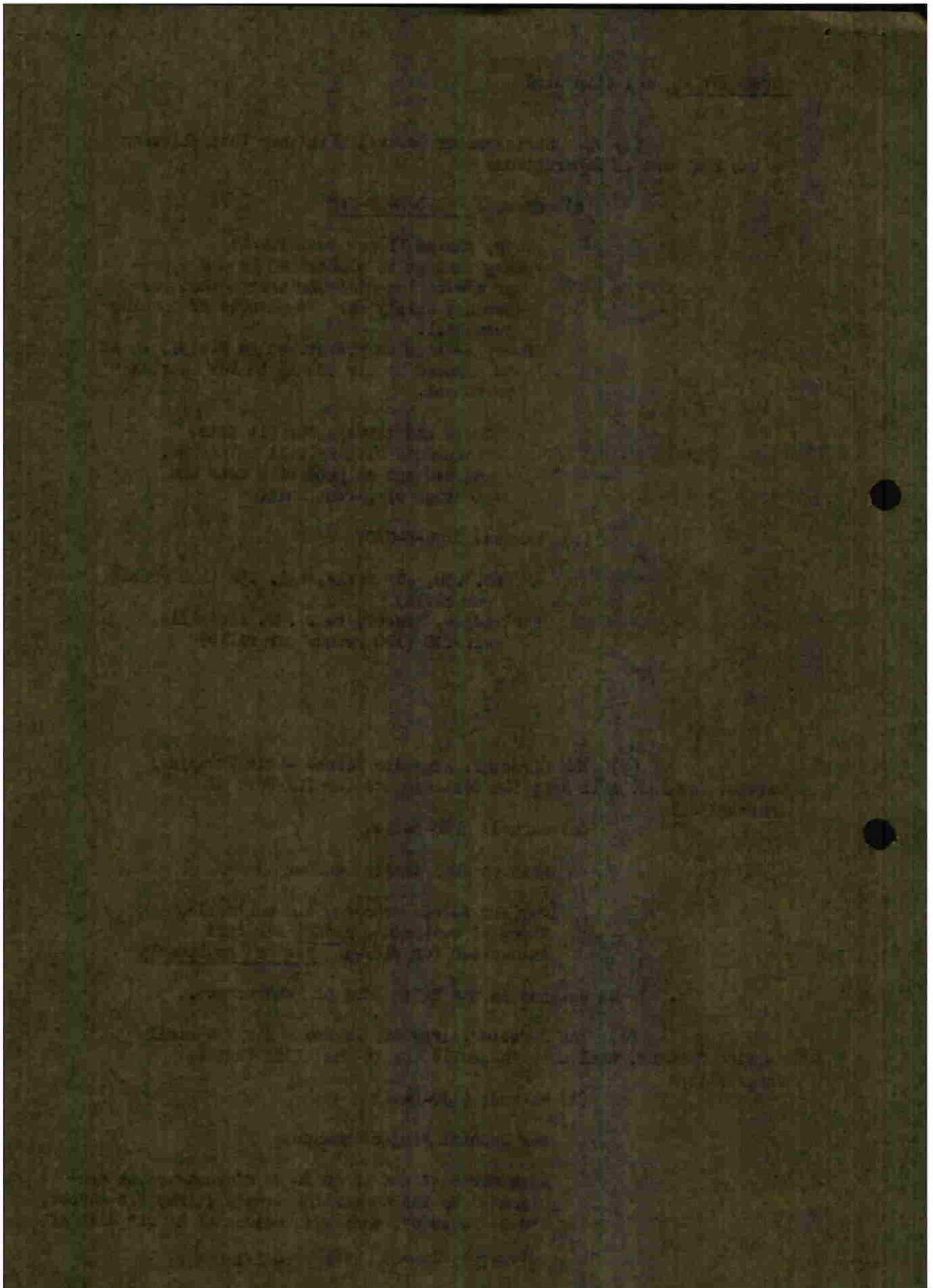
(1) The Director, Army Air Forces - Air Technical Service Command, will ship the following to the XXXX Port of Embarkation:

(a) Marked: 8198-B-AIR

AAP Special Project number

Such aircraft and 10 to 20 days' pack-ups as designated by the Commanding General, Army Air Forces, to be moved overseas with personnel of flt dets of

Shipment 8198-BK (see Para 12f below)



CONFIDENTIAL, NO 8198

11. Instructions for the Port Commander.

a. The Commanding General, IXX Port of Embarkation and the Commanding General, XXXIX Port of Embarkation, for personnel of units moving through their respective ports, will:

(1) Furnish from port stocks and issue to each individual prior to embarkation:

Headnets (1 per individual)
 Bars, insect, field (1 per individual)
 Glasses, sun (1 pair per individual)
 Insecticide, powder, body, 2-oz cans (1 per individual)
 Repellent, insect, 2-oz bottles (1 per individual)
 *Chemical warfare accessories and equipment, less gas masks, as prescribed in paragraph 15c of letter AG 420 (28 Mar 44) OE-S-D-SPOFF-M, 24 April 1944, subject: Chemical Warfare Protective Clothing, Accessories and Equipment.

*Note: The covers, protective (2 per individual) issued to each individual, will be carried in the gas mask carrier.

(2) Furnish from port stocks and issue prior to embarkation:

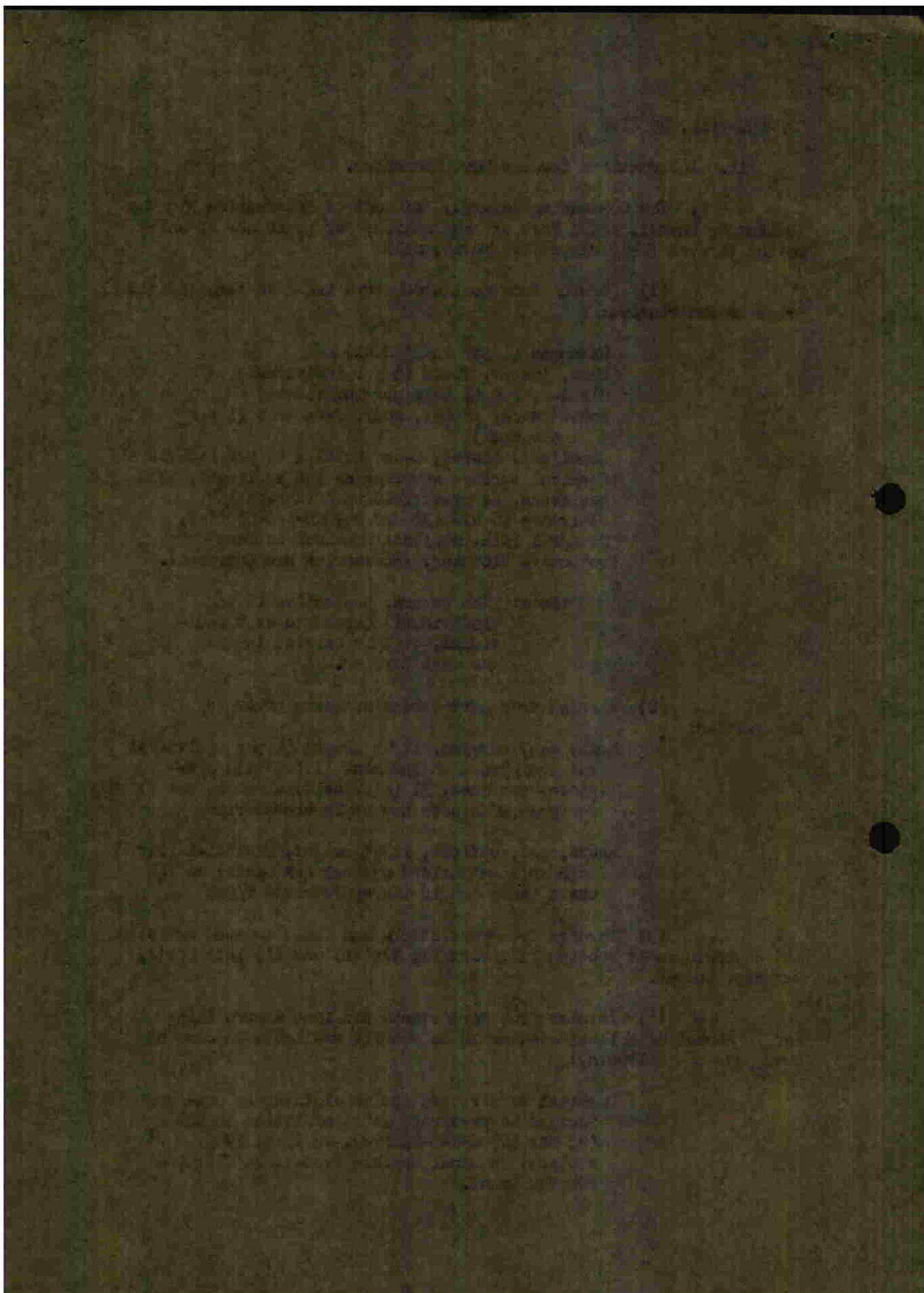
Masks, gas, service, light weight (1 per individual not equipped with gas mask fitted with eyeglass, gas mask, M1 (spectacle) which is not already equipped with such new style accessories

Masks, gas, optical, light weight, M2-10A1-6 (for each unit authorized optical gas masks) on the basis indicated in the appropriate T/O&E

(3) Furnish from port stocks and issue to each enlisted man equipped under Section III, Part II, T/E 21, one (1) pair boots, service, combat.

(4) Furnish from port stocks and load aboard ship for personnel of all units so as to be readily available in case of emergency the following:

Chemical warfare protective clothing as prescribed in paragraph 3a(1) of letter AG 420 (28 Mar 44) OE-S-D-SPOFF-M, 24 April 1944, subject: Chemical Warfare Protective Clothing and Equipment.



CONFIDENTIAL NO, Ship 8198

(5) Furnish and load aboard the same vessel emergency rations and ammunition as prescribed in Letter AG 370.5 (16 Sep 44) OB-S-E-SPIOT-M, 19 September 1944, subject: Emergency Rations and Ammunition to Accompany Troops Overseas.

(6) Load aboard the same vessel tool kits for mechanics and personnel for whom the tool kits are intended so that issue can be effected at any time during the voyage.

b. The Commanding General, XXXX Port of Embarkation will:

(1) Make the necessary arrangements to transfer to xxxxxx, all equipment and supplies shipped to the XXXX Port of Embarkation for Shipment 8198 for further movement to overseas destination.

(2) Make the necessary arrangements to transfer the personnel and accompanying equipment of Shipment 8198-BX to xxxxxx for further movement to overseas destination.

c. The Commanding General, IXX Port of Embarkation will:

(3) Furnish from port stocks, or requisition from appropriate source, such paulins and/or other covering materials necessary to safeguard equipment of all units during voyage.

12. Other Instructions

b. The wool gloves and overcoats, or mackinaws, authorized herein for comfort enroute will not be taken unless the "agency to issue the movement orders" determines them to be necessary for the journey to the port or has information from the port commander that these items are required either for the stay in the staging area, or for the voyage, or both. The port commander will include information in his call as to whether overcoats, or mackinaws, and wool gloves will or will not be required upon arrival at the port area. If these items are taken to the port they may be withdrawn if the port commander considers them unnecessary for the voyage.

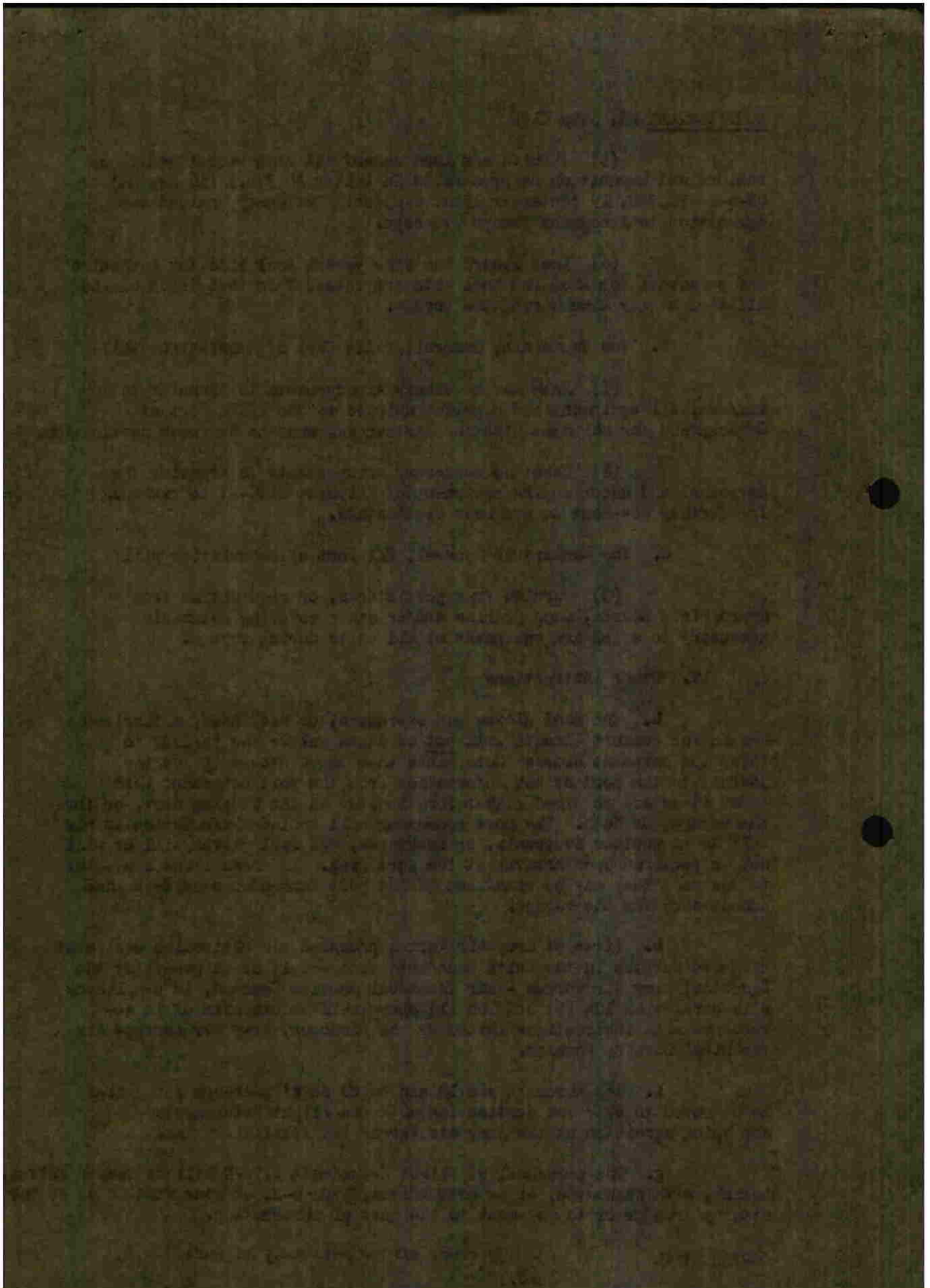
c. Items of Army Air Forces procured and controlled equipment rendered surplus in the units concerned as a result of shipments by the Director, Army Air Forces - Air Technical Service Command, in compliance with paragraphs 10a (5) and 10b (1) above will be disposed of in accordance with instructions issued by the Director, Army Air Forces - Air Technical Service Command.

f. The aircraft and 10 and to 20 days' pack-ups authorized to be moved to overseas destination with the Flight Detachments are being assembled at the Army Air Forces XXXXXXXXXXXXXXXXXX

g. The personnel of Flight Detachment 8198-B will be issued knives, trench, with scabbards, or bayonet knives, Type B-4, at home station or at the staging area prior to movement to the port of embarkation.

CONFIDENTIAL

By order of the Secretary of War:
and.



ITEMS OF EQUIPMENT TO ACCOMPANY TROOPS IN THIS MOVEMENT ORDER

TAY LIST

The items of individual and organizational equipment listed herein are in addition to those items of Minimum Essential Equipment prescribed in paragraph 4E of POM and will also accompany troops to overseas destination, unless otherwise directed by the movement order or the port commander. Allowances of the items will be as prescribed in authorized allowances (paragraph 4d, POM) unless specifically limited in this list or modified by the movement orders. Authorized substituted for these items will be retained as directed in paragraph 45a (4) POM.

1. Army Air Forces

Bags, assembly, clothing, flyers
 Bags, flyer's kit
 Caps, flying, summer (AGF units only)
 Caps, flying, winter (AGF units only)
 Glasses, flying, sun (AGF units only)
 Goggles, assembly, flying
 Gloves, flying, winter
 Headsets
 Helmets, flying, summer
 Helmets, flying, intermediate
 Helmets, flying, winter
 Jackets, flying, intermediate
 Jackets, flying, winter
 Kits, bombardier
 Kits, navigation, celestial
 Kits, navigation, pilot
 Masks, oxygen
 Microphones
 Shoes, flying, winter (flying personnel only)
 Suits, flying, summer, c.d.
 Trousers, flying, winter
 Trousers, flying intermediate
 watches, hack

2. Engineer

Knives, engineer, pocket, w/clevis

3. Medical

Bandages, Geneva convention
 Chests, Medical, 1 & 2
 Chests, flights, service complete
 Kits, dental (officer; Pvt)
 Kits, medical (officer; NCO; Pvt)
 Kits, medical parachutist
 Kits, suction, snake bite
 Kits, veterinary (officer; NCO; Pvt)

4. Chemical Warfare Service

Kits, repair (gas mask, universal)

5. Ordnance

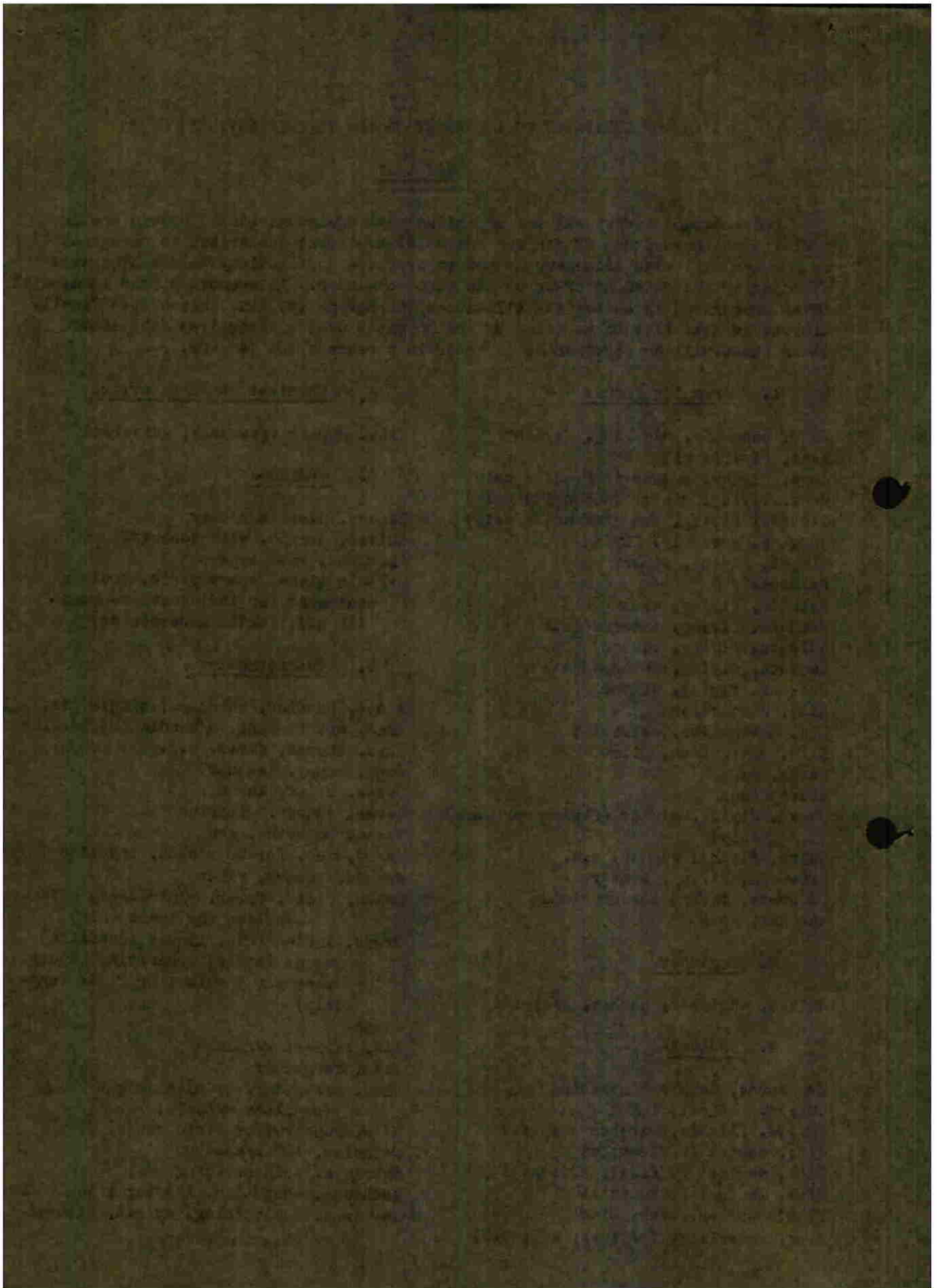
Clocks, message center
 Knives, trench, with scabbard
 Shotguns, riot type
 Organizational spare parts, tool and equipment for individual weapons (in addition to accessories)

6. Quartermaster

*Axes, handled, chopping, single bit, 4 lb
 Axes, entrenching, w/handle and carrier
 Bags, canvas, field, c.d.
 Bags, money, leather
 Cases, brief, leather
 Cases, canvas, dispatch
 Cases, carrying, map
 Cases, web, for 30 rounds, magazine SMG
 Chests, record, fiber
 Desks, field, fiber, w/necessary officer supplies (QM items only)
 Drums, inflammable, liquid (gasoline) steel (empty) w/carrying handle, capacity 5 gals (for field range only)

Flags

Kits, barber, w/case
 Kits, carpenter
 Kits, carpenter, or wheelwright (complete w/tools)
 Kits, repair (for field range)
 Machetes, 18" w/sheath
 Machines, coin counting
 Machines, computing, listing & nonlisting
 Machines, duplicating, spirit, stencil or gelatin process



- 2 -

Quartermaster (contd)

Machines, embossing, complete,
w/plate & roller
Machines, numbering
Machines, paper fastening, wire staples
Machines, stencil cutting, 1" nonadjusting
Musical instruments, band
Outfit, chaplain (less organs & hymnals)
Outfits, officers, mess, complete
Perforators
Picks, mattock, entrenching, w/handle &
carrier
Plates, distinguishing, auto
Pockets, magazine for carbine, Cal. 30
Picks, handled, railroad, 6 to 7 lbs
or mattock, handled, pick, Type II
Class F, 8 lb
Rolls, commissary, complete, or sheet
commissary (as authorized)
Rulers, officer, 18"
Safes, field, key lock
Safes, 3-way combination
Scarfs, chaplain
Seals, official
Selectors, qualification card
Sharpeners, office; pencil
Shears, officer, bankers, 4"
Shovels, GP, D-handled, strapback
Round Point No. 2
Shovels, entrenching, w/barrier
Slings, color, web, s.d.
Stamps, rubber, official
Stamps, time recording
Stencil outfits, complete with figures
and letters
Stones, sharpening, hand, for machete
Styli, ball point
Styli, medium loop
Tool kits (with tools) band instrument
repair (brass and woodwind)
Trumpets, G w/slide to F, plastic
Typewriters, portable & non-portable
(QM items only)
Whistles, thunderer

ENCLOSURE NO. 2-A (1st Revision)
24 April 1944

7. Signal

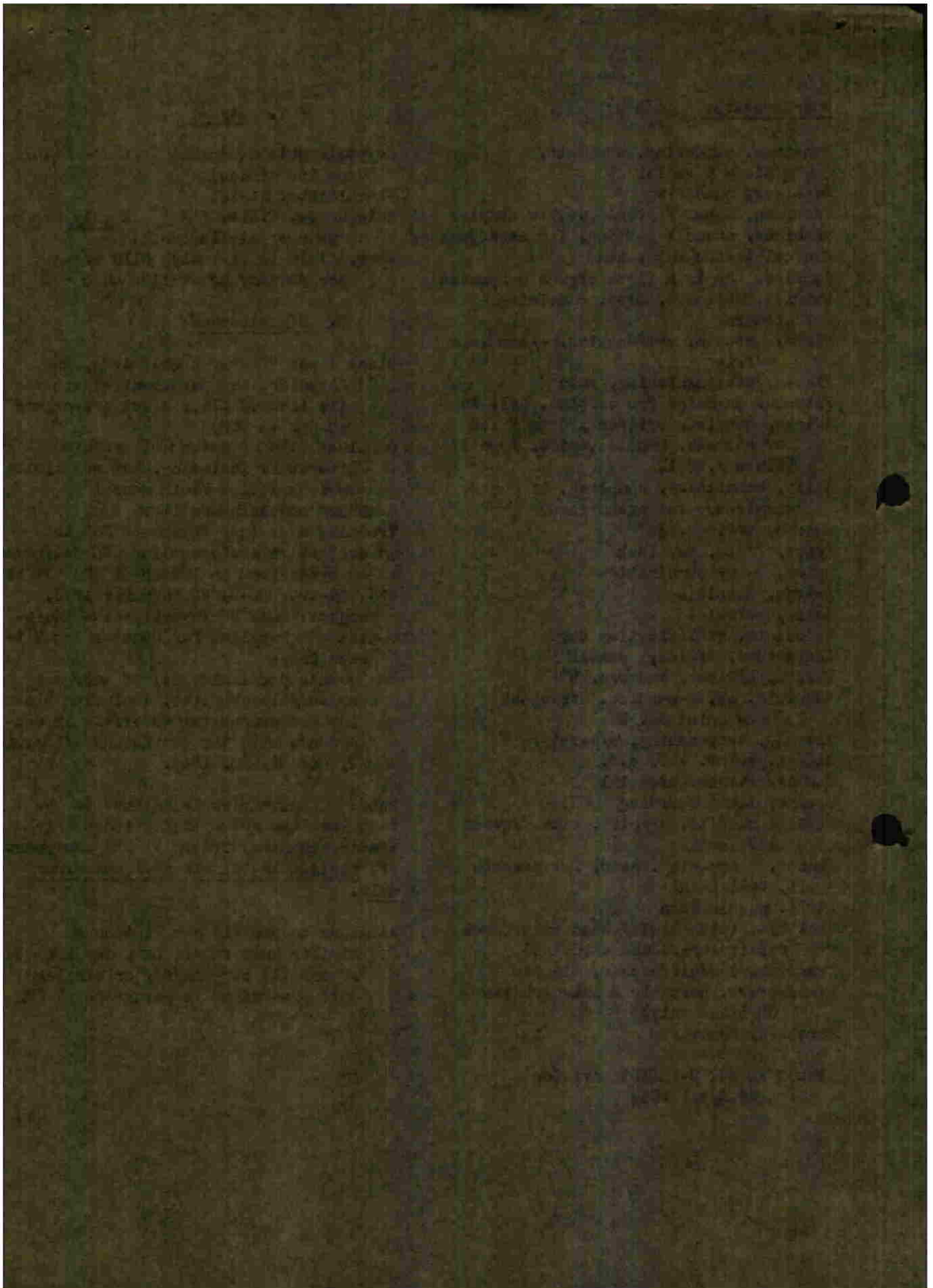
Cryptographic equipment (set for Divs,
Corps and Armies)
Flashlights, TL-122
Telephones, field, SSS () (2 only per
company or similar unit)
Wire, field (1 mi (only) WLO w/res
per company or similar unit)

B. Miscellaneous

Class A set of Army Regulations, WD
Circulars and pertinent directives
(in lieu of Class B set prescribed
in par 4k POM)
Complete file of essential training
literature including, but not limited
to Technical & Field manual
Standard nomenclature lists
Training aids (not to exceed 200 lbs)
Investigative equipment for CIG detachment
as prescribed in letter AG 400 (27 Nov
43) OB-3-SPBOL-M, 29 November 1943,
subject: ELOE of Investigative Equip-
ment and Supplies for Counter Intelli-
gence Corps
Two pounds per individual of emergency
expendable supplies, including clean-
ing and preserving materials in acc-
ordance with the provisions of Section
V, Cir 65, WD, 1944.

Note: Attention is invited to the
fact that the above listed items which
are to accompany troops as TAT equipment
are applicable to this movement order
only.

*Limited to one (1) per Platoon or
similar unit rather than the limit
of one (1) per company or similar
unit prescribed in paragraph 4k POM



Modifications of POM

1. Reference Section III, POM: See also WD publication "Identification of Organizational Impediments" (IOI), 18 August 1943.

2. Reference paragraph 4k(4): The last item under the heading Personnel Officer is changed to read: Class A Set of Army Regulations War Department Circulars, and any current pertinent directives.

3. Reference paragraph 9b(3)(b): Immunization with tetanus toxoid as prescribed in Section III, AR 40-210. A single stimulating dose of tetanus toxoid (1cc) will be given approximately twelve months following the completion of the individual's initial series of three injections. No other stimulating dose of tetanus toxoid will be administered unless the individual is wounded, injured, or there is a clinical indication that additional immunization is necessary.

4. Reference paragraph 9c(2), 41c and 41d: The provisions of these paragraphs will not apply for units under this movement order insofar as clearance or potential subversives is concerned. Clearance of personnel from units will be accomplished under the provisions of letter, AG 014.311 (30 Jan 44) OB-3-B-H, 5 February 1944, subject: Disposition of Subversive and Disaffected Military Personnel.

5. Reference paragraph 9c(9): The phrase "for his arm or service" is deleted from line 2. In this connection, however, agencies preparing units for overseas movement will not relax their efforts to furnish personnel trained in the arm or service normally required for the unit concerned. In the event that personnel of one arm or service must be used to fill a vacancy in another arm or service, such personnel will be reasonably qualified to perform the job to which they are assigned.

6. Reference paragraph 9d(6): Personnel absent without leave will be cleared from units prior to departure for the port area. Separate instructions as to time and method of clearing such personnel have been published and distributed to "agencies issuing movement orders".

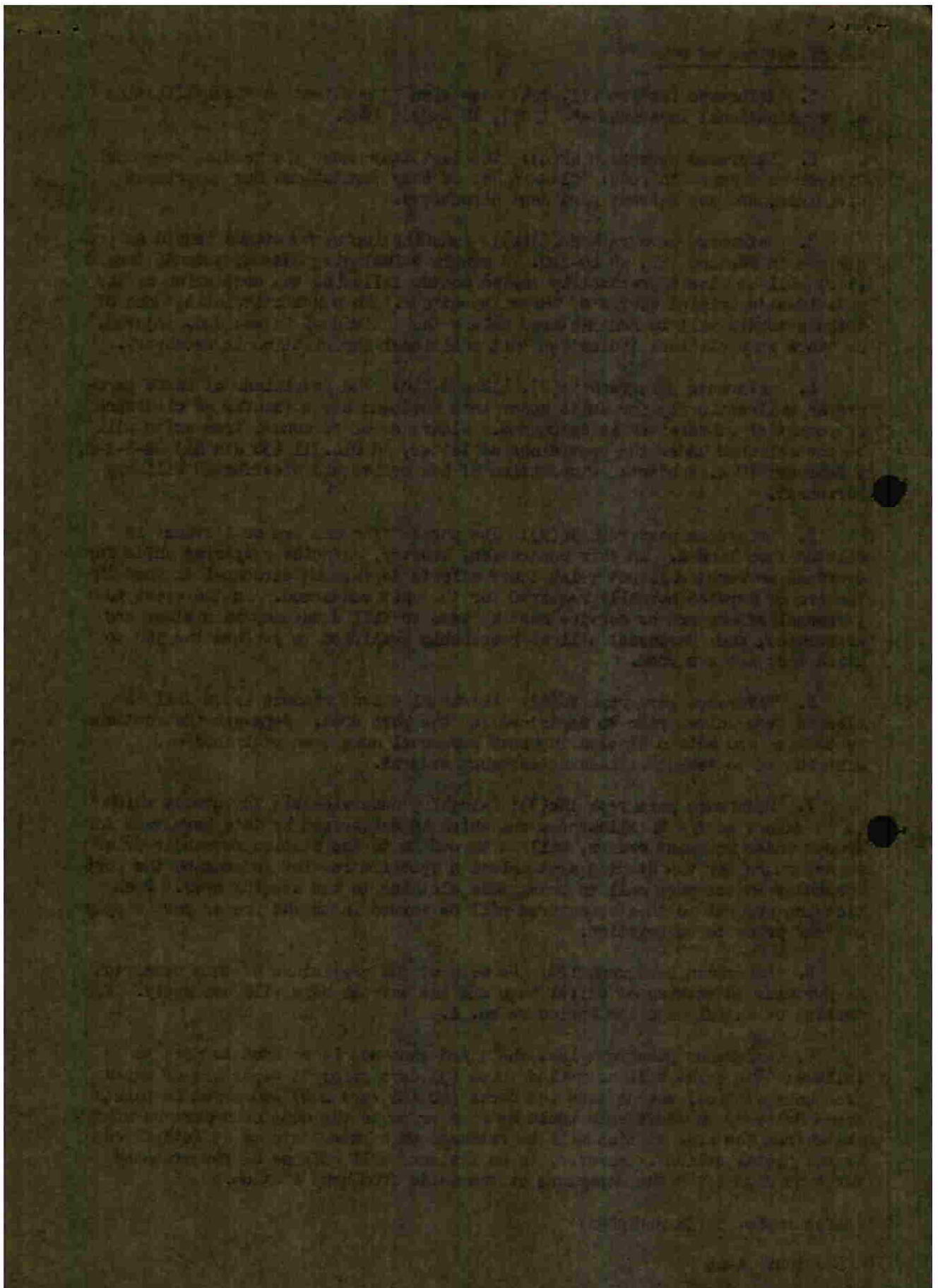
7. Reference paragraph 10c(3): Clothing unserviceable for combat which is in excess of 1/3 21 allowances and which is authorized by this paragraph for troops under movement orders, will be turned in to the station commander prior to departure for the staging area unless a specific request is made by the port commander in the port call to bring this clothing to the staging area. Such clothing brought to the staging area will be turned in to the proper port supply officer prior to embarkation.

8. Reference paragraph 12d: So much of the provisions of this paragraph as pertains to marking of duffel bags and the barrack bags will not apply. For marking of duffel bags see Inclosure no. 1.

9. Reference paragraph 18b, the third sentence is amended to read as follows: The cards will be mailed three (3) days prior to departure of units from home station, except that the cards (WD AGO Form 20h) addressed to points where delivery to addressees should be made prior to the date of departure of the units from the home station will be released on a later date to be determined by the postal officer. However, in no instance will release of the excepted cards be made after the departure of the units from home station.

Inclosure No. 3 (3d Revision)

5 January 1945



(Continued)

10. Reference paragraph 28 c, the following modifications are applicable: Kits containing sufficient T/SA, T/GAR, T/S or SLoE mechanics' tools for immediate and efficient operation at destination for each mechanic and repairman for service troops and for each enlisted mechanic of combat troops will accompany troops from home station to overseas destination and will be packed and marked as TAT equipment.

11. Reference paragraph 30 d: Bags, duffel will be furnished at home station of the unit. Shortages of bags, duffel will appear on lists of shortages and be supplied under normal supply procedure. Units which are authorized goggles in applicable equipment table will retain combat serviceable goggles now in the hands of troops up to the authorized allowances of this item. Remaining shortages of goggles will be filled at the port of embarkation within the limits of available port stocks.

12. Reference paragraph 31: Recreational equipment procured by units from appropriated or non-appropriated funds and such individually owned recreational equipment as the unit commander may authorized may be shipped overseas as organizational equipment. The total recreational equipment authorized to be shipped as organizational equipment will not exceed the aggregate weight of five pounds per individual or fifty pounds per unit whichever is greater. Bulky equipment (Pool tables, furniture, etc.) will not be taken. See Circular 344, WD 44.

13. Reference paragraph 35 c (3) the following modified instructions will apply: Units will secure two (2) sets of current locator card from the machine records unit servicing the unit. One (1) set will remain with the organization; the other will be delivered to the theater postal officer upon arrival in an overseas theater or command.

14. Reference paragraph 43 a: the following modified requirements to be accomplished prior to shipment of vehicles to the port will be those established in War Department Supply Bulletin 9-4, 29 August 1944 (Chapter 5, Section 1, Domestic Shipment column).

15. Reference paragraph 43 f: Insure that the unit commander conducts a final show-down inspection to determine the completeness and combat serviceability of clothing supplies and equipment authorized to accompany the unit to the staging area (area) (normally minimum essential equipment). Offer and furnish assistance and advice to the unit commander in conducting the inspection. Small arms will not be inspected for combat serviceability by the port commander, except on the specific written request of the unit commander. A representative of the port commander will be present with each unit at its final show-down inspection.

16. Reference paragraph 43 g: Insofar as practicable utilize available clothing, supplies and equipment to fill shortages of equipment of the unit procedure. Utilize available personnel to fill last minute shortages of personnel. See Circular 343, WD 44.

17. Reference paragraph 44(4): Conduct a final show-down inspection of all clothing, supplies and equipment authorized to accompany the unit to the staging area (normally minimum essential equipment).

*Note: These modifications are applicable only to movement orders to which this inclosure is attached.

Inclosure No. 3 (3d Revision) 5 January 1945

