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HISTORY

462ND FIGHTER SQUADRON(SE)

506TH FIGHTER GROUP (SE)

LAKELAND ARMY AIR FIELD

LAKELAND, FLORIDA



30 NOVEMBER 1944

TO

31 DECEMBER 1944

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H I S T O R Y

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P.R.C.

George H. Olson
GEORGE H. OLSON,
2d Lt., Air Corps,
Historical Officer.

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Slowly the line began to take shape and by the third of the month the first flight took place. Once the tents were up the real problems that have hampered the harmonious functioning of the squadron began to appear.

For the sake of brevity we will divide these problems in four main groups.

- I Personnel - Officers and Enlisted Men
- II Supply
- III Equipment
- IV Transportation

Personnel - Since the start of the Squadron it has had a continuous turnover of Cadre Personnel, example, the engineering department has had five different section heads in the brief space of one month. This is very important because Cadre Personnel gives stability to the departments.

As for the Enlisted Personnel not only changes but several other factors have caused trouble to the squadron. First, lack of adequate classification and familiarity with the job specified on their form 20's. Second, Different sources, Personnel came to the unit from tactical and bomber commands and had to go through a period of transition to acquaint themselves with new tools, motors, guns and planes and the way of doing things in a fighter unit. Third, Their physical status had not been checked by surgeons in their previous units.

A good many of the Enlisted Men came to the unit without an overseas examination. Once examined a great deal of them

failed to show satisfactory physical fitness for their assignments. This factor overburdened all the sections within most cases were working strength. New orders had to be made in order to fill the jobs left open by the physically rejected. Even though the disqualified personnel remained until the arrival of replacements their attitude was by no means an asset to the squadron. Innoculations were not up to date and the Medical Department had to step up their tempo in order to catch up with fighter unit requirements.

SUPPLY

Here resides the biggest problem of all. Since no automatic supply applied to the unit all the material had to be requisitioned through the base unit. From the start they were confronted with avalanche of requisitions which could hardly be filled in such a short notice. Tools, paint, oil, rags parts and office supplies were almost impossible to obtain. In solving the supply problem for the engineering department the salvage yard deserves special mention.

EQUIPMENT

Most of the pilots had to draw their own equipment from original bases or procure it at the main Quartermaster depot at Tallahassee. The planes had a lot of flying time and in some cases they had been flown 1500 hours. That required a great deal of vigilance and maintenance in order to keep them in flying condition.

TRANSPORTATION

Being that our line was the most distant from the squadron

OPERATIONS

The main difficulties faced by the section affected the Squadron in general. Namely lack of office equipment, adding machine, typewriters and the distribution of manuals and regulations governing flight. These obstacles are, at the present time, partly superated.

The Squadron flew several escort missions with combat and tactical formations being emphasized. During the month we had four accidents, three of them causing damage to the planes. Fortunately, we suffered no fatalities.

Nature of accidents detailed below are the statements made by the pilots; a survey of the damage done to the planes, action taken by unit Commander to pprove the repition of accidents of similiar nature.

The first accident took place on 9 November 1944.

Nature of the accident: A collision between the planes piloted by 2d Lt. Richard P. Ihle and 2d Lt. Robert H. Torgenson. Following are the statements made by the pilots:

2d Lt. Richard P. Ihle

"I was taxiing west on the taxi strip as number two man in a two ship formation, when I felt the tail of my ship yaw as though the tail wheel tire was flat. I stopped my plane to determine if if the tire was flat; when I felt the shock of a collision coming from the rear. I out the ignition switch and stopped my engine.

I never knew any plane was behind me till I felt the impact

of the collision."

2d Lt. Robert H. Torgenson:

"I was taxiing west on the taxi strip preparatory to taking off on an individual flight. I was following the P-51B, AAF #43 12116 piloted by 2d Lt. Richard P. Ihle, about three ships length back and S-ing to keep his ship in view. I was taxiing about 900 to 1000 RPM's.

My last view of the aircraft piloted by Lt. Ihle was to the left of my planes nose as I was S-ing to the right. At that time the P-51B, AAF #43-12116 was still moving ahead. I lost sight of the ship ahead as I S-ed back to the left and shortly thereafter I felt the shock of my propeller hitting the ship ahead of me. I applied the brakes when I felt the collision. My propeller almost stopped turning and I cut my ignition switch." At all times while I was taxiing my tail wheel was in the "Swivel" position to enable me to "S" back and forth on the taxi strip."

Nature and cause of accident:

Tail wheel tire on lead ship blew out. Pilot of following ship was S-ing and had seen the lead ship on his "S" to the right. Leading ship appeared to be moving but when he S-ed to the right left he hit the leading ship.

Extent of damage to Aircraft and Engine or Engines:

P-51 B #43-12116. Fuselage complete wreck.

P-51 C #44-10888. Major damage to propellers.

Action taken by unit Commander:

Meeting held to review the accident and emphasize safety.

~~XXXXXXXX~~

(8)

Second accident took place on the 13 November 1944.

Nature of the accident. Engine failure on take-off.

Statement made by the pilot - 2d Lt. Frank C. Buzze.

"On the 13 November 1944, at 0830 EWT the undersigned took off on runway 27 in aircraft P-51 C AAF #42-103817. At approximately 200 feet and not yet clear of the runway, a coolant spray came out of the right side of the plane. I called the tower for landing instructions; the coolant temperature at that time read 160 degrees. I checked the coolant switch and found it to be in neutral position then immediately put it in the automatic position. I landed and taxied back to the line. While taxiing my coolant temperature came down to 106 degrees. I had my coolant checked and took off again to rejoin my flight. The duration of the flight was two and one half hours. During this time the reading of my instruments was normal.

Nature and cause of the accident. Engine failure on take-off.

Extent damage to the Aircraft and Engine or Engines. None

Action taken by the Unit Commander.

Accident reviewed before all pilots.

Third Accident took place on the 14 November 1944.

Nature of the accident. Engine failure on take-off.

Statement made by pilot Bernard Comfort, 2d Lt.

I was number two ship in a four ship altitude formation. I taxied to the end of the runway and ran my engine at about 29" of mercury and two thousand two hundred RPM's. The drop in RPM's was about fifty on the left magneto and about ten on the right magneto. As I remember the coolant temperature was about seventy-five degrees centigrade ; the fuel pressure was about seventeen

pounds per square inch. I do not remember the ~~exact~~ exact reading of the other instruments but they were normal. There was no roughness in the engine that I could detect on the magneto check.

I lined up on the runway, and upon clearance from the tower I started my run. The propeller pitch was full forward at three thousands RPM; the manifold pressure I used was forty-five inches of mercury. The plane picked up speed and cleared the ground; I pulled the wheels up; I throttled back to about thirty-six inches of mercury and pulled the propeller pitch back to about twenty-six hundred RPM.

At about one-hundred feet up, just off the edge of the field the engine missed once and cut out completely. I did not notice any roughness till it quit. I put the nose down, checked my Sutton harness handle in the up and back position, and must have cut off switches, as they were off when I hit. I banked to the left toward an open field, and the plane hit the ground. I got out immediately and stayed out until the fire trucks and ambulance arrived.

Nature and cause of the accident. Engine failure on take-off.

Extent damage to the aircraft Engine or Engines; The Aircraft completely wrecked.

Action taken by the unit Commander: Accident reviewed before all pilots.

Fourth accident took place on the 23 November 1944.

Nature and cause of the accident. Left forward canopy blew off striking horizontal stabilizer. Cause unknown.

Statement made by pilot 2d Lt. Jesse H. Sabin.

"On Thursday 23 November 1944 the undersigned was flying a P-51 AAF #44-10934, Squadron #69, on a test flight. At 1045 I started a dive from eleven thousand feet. At seven thousand feet and with an indicated air speed of three hundred and seventy-five MPH the left window of the cockpit canopy blew out; it blew back and hit the left side of the horizontal stabilizer tearing a hole in it. I brought the ship back to the field immediately.

Action taken by Squadron Commander: None.

ARMAMENT

This section had to overcome many difficulties in that there was an acute shortage in cleaning fluid, and tools; however, these difficulties were soon rectified and the section has done a remarkable job in keeping all planes in A-1 shape insofar as Armament is concerned.

ENGINEERING

This section has suffered severely by changes in its personnel both Officers and Enlisted Men. The personnel had to become acquainted with the planes. 100% 24 hour maintenance was impossible during the first half of the month; slowly we rose to 50% to achieve 64% by the end of the month. Scarcity of tools and parts here retarded training and maintenance.

COMMUNICATIONS

This section has been the one that has adjusted itself to the unit almost immediately. As the other sections they had shortage of tools and parts to train their personnel in the echelons of maintenance. Testing units were also lacking. The Squadron has lost only six hours of flying because of radio maintenance; which,

(II)

It is outstanding because of the condition of several of the radio sets.

ORDNANCE

Scarcety of shells, ~~amm~~ and oil and shortage of personnel has made proper operating conditions difficult. The most troublesome of all these things has been ammunition, which was supplied not linked or stamped by the base unit. By the end of the month the section was operating smoothly although its T/O was still incomplete.

INTELLIGENCE

The Intelligence section has suffered some of the same difficulties that the other sections have encountered. The problem of finding materials for the tent was almost an impossibility at first but when the source of obtaining the materials was uncovered the tent and section took shape immediately.

The first of November found the section short one Officer and one Enlisted Man which proved to be quite a handicap to the proper function of the section through out the month.

Exhibit 17

Headquarters
500th Fighter Group SS
Lakeland Army Air Field

SPECIAL ORDERS)

Lakeland, Florida.

Number 14)

12 November 1944

EXTRACT

5. Having been asgd this orgn Par 13 SO 222 Hq 328th AAF Base Unit
Gulfport AAF dtd 8 Nov 1944 CAPT 9301 CARL P ANDERSON 0163836 AC
is further asgd to 462th Ftr Sq 306th Ftr Gp Lakeland AAF Fla
EDCMR 10 November 1944.

By order of Colonel HARPER:

JOHN W CAMERON

Major Air Corps

Adjutant.

Exhibit 13

Headquarters
506th Fighter Group SH
Lakeland Army Air Field.

SPECIAL ORDERS)

Number 11 0

Lakeland Florida,

18 November 1944

EXTRACT

1. HQR Par 1c SO 291 Hq Sarasota Flo dtd 16 November 1944 2BLT
0200 HAROLD GOODRAD 0864 810 AC is assigned to 402th Ftr Sq 506th
Ftr Gp SH Lakeland AAFld Lakeland Flo. MOCLAR 19 Nov 1944.

By order of Colonel MATTERS

JOHN W. CARRISON

Major Air Corps

Adjutant.

Exhibit 13

Headquarters
506th Fighter Group SE
Lakeland Army Air Field.

SPECIAL ORDERS)

Lakeland, Florida.

Number 17)

10 November 1944

EXTRACT

17. HQR Par 9 SO 209 Hq Pinellas AAFld St Petersburg Flo dtd 14 Nov,
44, 2D LT 4000 BENJAMIN G ALEXANDER 0584771 AG is asgd to 462th
Ftr Sq, 506th Ftr Gp SE Lakeland AAFld Lakeland Flo. EDCMR 10 Nov 44.

By order of colonel HARTER

JOHN W. CAMPBELL

Major Air Corps.

Adjutant.

Exhibit 10

Headquarters
506th Fighter Group SS
Lakeland Army Air Field.

SPECIAL ORDERS)

Lakeland, Florida.

Number 16)

14 November 1944

EXTRACT

13. HCR Par 4 SO 270 Hq Morris Fld Charlotte NC dtd 8 November 1944
LST LT JOE B YOUNG 0538122 AC is asgd to 462th Ftr Sq, 506 Ftr Gp
Lakeland AAFld Lakeland Florida. JDCMR 13 November 1944.

By order of Colonel HARPER :

JOHN W CAMERON
Major AIF Corps
Adjutant.

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I N D E X

P.R.C.

<u>PAGE</u>	<u>TITLE</u>
I	MISSION
III	COMMUNICATIONS
IV	ORDNANCE
V	ARMAMENT
VI	INTELLIGENCE
VII	OPERATIONS
VIII	ENGINEERING
VII	CHANGES IN PERSONNEL

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COMMUNICATIONS

During December the message center, including telephone, teletype and radio, participated in three field problems held in conjunction with other Squadrons in the Group. The object of this training was to give the men experience in setting up, camouflaging, and operating their equipment in the field. The homing station likewise took part in a field problem.

The planes flew several searchlight missions which necessitated changing crystals and retuning all the radio sets. In order to do this and have the planes ready again in the morning the men on the line and in the shop had to work most of the night on these occasions. This section had the best maintenance record in the group for December according to the Communications inspector.

The message center men held up their end of the section by transmitting and receiving an average of twenty five messages per day over the radio and teletype nets. Another important function was the operation and maintenance of the power units which supply electricity to the entire Squadron line.

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INTELLIGENCE

During the month of December, the Intelligence Section continued ground school for Pilots and was given the added responsibility of educational training for Enlisted Personnel.

Captain De Groodt, executive officer of the 462nd Ftr. Sq., handled the schedule and made arrangements to see that every Enlisted Man had a chance to attend the various classes. All sections were divided into three parts so that only a third of a section attended a class at one time.

The Squadron ground officers were assigned as instructors of the various subjects and each lecture was supplemented with Army training films which were secured by Lt. Olson of the Intelligence Section.

Throughout the entire course of training of Enlisted Personnel, the Safeguarding of Military Information was stressed. Each man was issued the pamphlet, "When You Are Overseas" (20-1), and special lectures were given concerning Censorship, Security of Military Information and related subjects.

The course of training for Enlisted Men was completed according to schedule and every class was fully attended. Subjects pertaining to Overseas information were very interesting and films and instructors received complete attention of all men present.

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OPERATIONS

The difficulties that hindered the function of the section during the month of November were over come almost 100% during the month of December. The section was able to obtain some of the needed office equipment, that was so badly needed, but still there was not the proper equipment to carry out normal function of the section.

The Squadron flew several long range missions as well as escort and interception missions. No fatalities were suffered by the Squadron during December but the number of accidents that occurred while on the ground as well as in the air was two.

The Squadron was well ahead on the required amount of flying time needed for the month. Most of the success for that goes to the engineering department for their excellent maintenance. During December the Squadron flew a total of 2,597 hours.

ENGINEERING

Hard work, lots of maintenance is at the present time the daily routine for this section. Since the long range missions began to absorb part of our training, planes have required a great deal of vigilance and maintenance.

Up to the present time 100% maintenance has not been attained, due to the condition of the ships; some of them are rather old and had been flown up to 1,500 hours. Wing tanks have been slow in arriving and their adjustment was new to a great number of the men. Night classes and hurried work hampered the training of the crews in the ground echelons. Tool kits still were short, however, maintenance has not been delayed as a result of it. Barter was practiced at large; thus tools changed hands several times a day. In the second part of the month new ships arrived enabling us to cut down maintenance and increasing training, in both ground and air echelons.

VI

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CHANGES OF PERSONNEL

In the present month we had several changes in key personnel. In the Intelligence Section Capt. Anderson (1) was replaced by 1st Lt. Schelegel (2) who was later replaced by 2d Lt. Davis (3). In the Armament Section 1st Lt. Horn (4) was replaced by 2d Lt. Bumgardner (5). In addition to these changes we also had two flying officers transferred out of the Group, 2d Lt. Ihle and 2d Lt. Nash (6).

The Squadron strength during this month has fluctuated very little, up to January first. The strength of the Squadron at the end of December was 64 Officers ~~and 272 Enlisted Men~~ and 272 Enlisted Men.

The unit is above strength in Enlisted Personnel, but we expect several reassignments in the coming month.

- (1) Capt Carl P Anderson, SO Number 44, Lakeland, Florida. See Exhibit B
- (2) 1st Lt. Francis P Schelegel, SO Number 35, Lakeland, Florida. See Exhibit C
- (3) 2d Lt. Howard W Davis, SO Number 39, Lakeland, Florida. See Exhibit D
- (4) 1st Lt Danna B Horn, SO Number 4, Lakeland, Florida. See Exhibit E
- (5) 2d Lt Henry L Bumgardner, SO Number 49, Lakeland, Florida See Exhibit F
- (6) 2d Lt Richard P Ihle and 2d Lt. William J Nash, SO Number 350, Lakeland, Florida. See Exhibit G.

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A P P E N D I X

EXHIBIT	A
EXHIBIT	B
EXHIBIT	C
EXHIBIT	D
EXHIBIT	E
EXHIBIT	F
EXHIBIT	G

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C O N F I D E N T I A L50-100
13 Pages
Page 9

<u>- Mission -</u>	<u>PHASES I & II (3FC Reg 50-50)</u>	<u>PHASES III</u>	<u>PHASE IV (Maneuvers)</u>	<u>TOTAL</u>
5. <u>Navigation</u>				
a. Navigation, Low Altitude (500')	2	4	0	6
b. Navigation, 1500' - 25,000'	4	4	0	8
c. Navigation, 30,000' - 34,000'	0	5	Min 6 Missions	5
6. <u>Camera Gunnery</u>	16	5	0	21
7. <u>Aerial Gunnery</u>				
a. Aerial Gunnery, 5000' - 15,000'	13	5	0	18
b. Aerial Gunnery, 15,000' - 25,000'	4	5	0	9
c. Aerial Gunnery, 25,000' - 34,000'	0	5	0	5
8. a. Ground Gunnery and Strafing	6	Min. 1000 rounds		6
b. Rockets	0	24 rockets per pilot		0
9. <u>Chemical Spray</u>	2 Missions	2 Missions	Min 1 Mission	
10. <u>Night Fighter</u>	4	8	Min 3 Missions	12
11. <u>Interception and Escort</u>	3	9	Min 8 Missions	12
12. <u>Scramble and Intercept</u>	0	0	Min 3 Missions	
13. <u>Bombing</u>				
a. Dive	14 Bombs	25 Bombs	0	39 Bombs
b. Low level	10 Bombs	25 Bombs	0	35 Bombs
14. <u>Squadron-Operation</u>	0	0	20	20
15. <u>Group Operation</u>	0	0	10	10
TOTAL	83	67	30	200

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

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

50-100
13 Pages
Page 10

11. Physical Training. All rated officer personnel will participate in a minimum of six (6) hours per week vigorous physical exercise.

SECTION IIITRAINING OF NON-RATED OFFICERS

12. Phase III Training. Formal ground school training in classroom or in the field will be conducted twelve (12) hours per week until all courses are completed. The following topics will be covered:

<u>Mission</u>	<u>Hours</u>
Duties of Squadron Officers, Administration	6
Military Discipline and Functions of Command	2
Medical Training, to include Malaria Control and First Aid	12
Chemical Warfare Training	15
Use of Weapons (Time Estimated) 50 percent of all personnel will be qualified with the weapon with which armed, all personnel must have fired a familiarization course. (Par 5 b, Third Air Force Reg 50-36)	20
Combat Intelligence	7
Signal Communications	8
Cryptographic Security	1
Command and Employment of Air Power	4
Infantry Drill	4
Woodsmanship	2
Seamanship	1
Camouflage	4
Recognition	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

50-100
13 Pages
Page 11

<u>Mission</u>	<u>Hours</u>
Destruction of Supplies and Equipment	2
Tent Pitching, Slit Trenching, Camp Construction	7
<hr/>	
TOTAL	97 Hours

13. Phase IV Training. During this phase of training, the organization will be operating under field conditions. Ground training will include:

- a. Constant supervision by unit commanders on the manner of performance of assigned administrative, technical and other ground duties.
- b. Airdrome and cantonment operation, sanitation, concealment and defense.
- c. Continuation of military training with emphasis on ground discipline.
- d. Completion of all ground work previously prescribed and not yet satisfactorily completed.

14. Physical Training. Non-rated officers will participate in a minimum of six (6) hours vigorous physical exercise per week.

SECTION IVTRAINING OF ENLISTED PERSONNEL15. Phase III Training.

a. On-the-job training will be stressed with particular attention being paid to the elimination of all deficiencies and weaknesses.

b. Scheduled training in squadron sections on specialized work will be a minimum of two (2) hours per day six (6) days per week until all personnel are fully qualified.

c. Formal ground training for all enlisted personnel will include the following courses:

<u>Subject</u>	<u>Hours</u>
Chemical Warfare	15
Combat Intelligence	3

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

50-100
13 Pages
Page 12

<u>Subject</u>	<u>Hours</u>
Recognition	3
Destruction of Supplies and Equipment	2
Map and Aerial Photograph Reading (Motor Vehicle)	2
Woodsmanship and Seamanship	2
Use of Weapons (Time Estimated) 50 percent of all personnel will be qualified with the weapon with which armed, all personnel must have fired a familiarization course. (Par 5 b, Third Air Force Reg 50-36)	10
Camouflage	4
Tent Pitching, Slit Trenching and Camp Construction	5
Signal Communications	2
Medical Training, to include Malaria Control and First Aid	12
Safeguarding Military Information	2
Interior Guard Duty	3
TOTAL	65 Hours

16. Phase IV Training. With the organization operating under field conditions ground training will include:

- a. Continuous supervision by unit commanders to insure that the highest degree of proficiency is attained in the performance of assigned administrative, technical and other ground duties.
- b. Airdrome and cantonment operation, sanitation, concealment and defense.
- c. Continuation of military training with emphasis on ground discipline.
- d. Completion of all ground work previously prescribed and not yet satisfactorily completed.

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

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

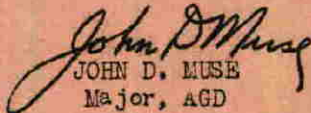
50-100
13 Pages
Page 13

17. Physical Training. All enlisted personnel will participate in a minimum of three (3) hours vigorous physical exercise per week. Clerical and non-manual workers will participate in a minimum of six (6) hours per week physical exercise.

By command of Brigadier General BLACKBURN:

E. P. GAINES
Colonel, G. S. C.
Chief of Staff

OFFICIAL:


JOHN D. MUSE
Major, AGD
Adj Gen

DISTRIBUTION: "X"

5 cys CG Third Air Force
5 cys CO 301st Fighter Wing
40 cys CO 506th Fighter Group

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

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Exhibit B

RESTRICTED

506th Fighter Group (SE)

Lakeland Army Air Field

SPECIAL ORDERS)

Lakeland, Florida

Number 44)

22 October 1944

EXTRACT

4. Capt 2120 CARL P ANDERSON 0163 AC Hq 506th Ftr Gp, SE Lakeland AAFLD Lakeland Fla
is aptd the prin duty of ASST GP Intelligence Off.

By order of Colonel HARPER .

A true copy

Proctor Thomson
1st Lt AC

JOHN W. CAMERON
Major, Air Corps
Adjutant

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Exhibit C

HEADQUARTERS
506th Fighter Group SE
Lakeland Army Air Field

SPECIAL ORDERS)
NUMBER 35)

Lakeland, Florida

8 December 1944

EXTRACT

1. HGR par 43 SO 299 Hq Dale Mabry Fld Tallahassee Fla dtd 1 Dec 44 IST LT 9301
FRANCIS P SCHLEGEL 0258397 AC is asgd to 462d Ftr Sq 506 Ftr Gp SE Lakeland
AAFld Lakeland Fla. EDCMR 6 December 1944.

By order of Colonel HARPER :

A true copy

JOHN W. CAMERON

Procter Thomson
1st Lt AC

Major, Air Corps
Adjutant.

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Exhibit D

HEADQUARTERS
506th Fighter Group SE
Lakeland Army Air Field

SPECIAL ORDERS)
:
NUMBER 39)

Lakeland, Florida,
16 December 1944

E X T R A C T

2. HRC Par 6 SO 323 Hq Thomasville AAFld Thomasville Ga dtd 13 Dec 44
2D LT 9301 HOWARD W. DAVIS O 587 701 AC is asgd to 462d Ftr Sq 506th Ftr Gp
SE Lakeisand AAFld Lakeland Fla. EDCMR 16 December 1944.

By order of Colonel HARPER:

JOHN W. CAMERON
Major, Air Corps
Adjutant.

A True Copy:

*Procter & Thomson
1st Lt AC*

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Exhibit E

HEADQUARTERS LAKELAND ARMY AIR FIELD

Office of the Commanding Officer

SPECIAL ORDERS)

Lakeland, Florida

NUMBER 4)

4 January 1945

EXTRACT

8. The followin named Officers (White) Squadron indicated, 506th fighter Gp (SE) 3AF, are reld from further assignment and duty thereto and trfd to stations as indicated, 3AF, WP w/o delay reporting upon arrival to GO new station for duty. EDCMR; 7 January 1945.

TO; Sarasota Army Air Field, Sarasota Florida.

1ST LT 4822 DANA B HORN 0857294 AC 462d Fighter Squadron.

BY ORDER OF LT COLONEL McBRIDE:

JOHN F. O'DONNELL,
Capt, Air Corps,
Adjutant.

A true copy

Proctor + Thomson
1st Lt AC

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Exhibit F

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HEADQUARTERS
506th Fighter Group SE
Lakeland Army Air Field

SPECIAL ORDERS)
:
NUMBER 49)

Lakeland, Florida,
28 December 1944.

E X T R A C T

1. HRC Par 7 SO 319 Hq Sarasota AAFld Sarasota Fla dtd 18 Dec 44 2D LT
4622 HENRY L. BUMGARDNER O 864 392 AC is asgd to 462d Ftr Sq 506th Ftr Gp SE
Lakeland AAFld Lakeland, Fla. EDCMR 28 Dec 1944.

By Order of Colonel HARPER:

JOHN W. CAMERON
Major Air Corps,
Adjutant.

A True Copy:

Proctor Thomson
1st Lt AC

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Exhibit G

RESTRICTED
HEADQUARTERS LAKELAND ARMY AIR FIELD
Office of the Commanding Officer

SPECIAL ORDERS)
:
NUMBER 350)

Lakeland, Florida,
27 December 1944

E X T R A C T

3. The following named Officers, (White) AC, Sq as indicated, 506th Ftr Gp (3AF), this sta, are rel'd from futher asgmt and dy thereto and trfd Third Fighter Command Processing Sq, Dale Mabry Fld, Tallahassee, Fla, for further asgmt to 335th AAF, BU, Dale Mabry Fld, Tallahassee, Fla. WP from this sta thereto, RUA to the CO thereat for Dy. EDCMR: 2 January 45.

2D LT 1055 Richard P Ihle O 722 090 462nd Ftr Sq.

2D LT 1055 William J Nash O 799 617 462nd Ftr Sq.

TEN. TOT. TPA. PCS. 501-31 P 431 01 03 07 08 A21 50 425.

By order of Colonel McBride

JOHN F O'DONNELL,
Capt, Air Corps.
Adjutant.

A True Copy:

Private Thomson
1st Lt AC

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