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5 OCTOBER 1941  
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HISTORICAL SECTION  
SEVENTH AIR FORCE

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ORGANIZATIONAL HISTORY

73RD FIGHTER SQUADRON, AAF.

318TH FIGHTER GROUP, AAF, VII FIGHTER  
COMMAND, AAF, SEVENTH AIR FORCE, AAF.

BASIC HISTORY

5 OCTOBER 1941 - 31 MARCH 1944

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COMMAND, AAF, SEVENTH AIR FORCE, AAF.

HISTORICAL SECTION  
SEVENTH AIR FORCE

ORIGINAL UNIT

DESIGNATION:

73rd Pursuit Squadron, (Interceptor), VII Fighter Command.

DATE OF ORGANIZATION:

5 October 1941.

PLACE OF ORGANIZATION:

Wheeler Field, Oahu, T. H.

AUTHORITY FOR ORGANIZATION: (See Appendix 1)

WD RADIO #192, dated 4 October 1941; General Orders #56, Headquarters Hawaiian Department, Ft. Shafter, T. H., dated 5 October 1941; General Orders #14, Headquarters 14th Pursuit Wing, AC, Wheeler Field, T. H., dated 5 October 1941, and General Orders #9, Headquarters 18th Pursuit Group (Int) AC, Wheeler Field, T. H., dated 5 October 1941.

SOURCES FROM WHICH PERSONNEL WERE OBTAINED:

18th Air Base Group and 18th Pursuit Group.

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**SECRET**ORGANIZATIONAL HISTORY

73RD FIGHTER SQUADRON, AAF,  
318TH FIGHTER GROUP, AAF, VII FIGHTER  
COMMAND, AAF, SEVENTH AIR FORCE, AAF.

NARRATIVE

The 73rd Fighter Squadron, originally the 73rd Pursuit Squadron (See Appendix 1) was activated on 5 October 1941. (See Appendix 1). The Original commissioned and enlisted personnel were obtained from various squadrons in the 18th Air Base Group and the 18th Pursuit Group. (See Appendix 3)

The first assembly of the Squadron was at the ball park at Wheeler Field, T. H. 1st Lt. JOHN S. EVANS, the Commanding Officer, introduced the officers to the enlisted men and then outlined the Squadron policies. He then made arrangements to quarter part of the men in tents behind the Headquarters Building, 14th Pursuit Wing. The rest of the men remained in the quarters which they were occupying at the time.

The first airplanes assigned to the Squadron were nine (9) P-40-Bs, of which eight (8) were lost in the raid by the Japanese on historic December 7th. The Squadron's first official flight was made by 1st Lt. GALLAGHER on December 1st at Wheeler Field. This flight was a twenty-minute test hop.

Along with Pearl Harbor, Hickam Field, and other posts on Oahu, Wheeler Field, T. H. was attacked, on December 7th, by units of the Imperial Japanese Navy at 7:55 A.M. in a surprise attack. The 73rd was one of the first Squadrons in the U.S. Army Air Forces under fire in this war due to being stationed at Wheeler Field. There were few casualties and but one fatality in the Squadron. S/Sgt James M. Barksdale was killed in action while defending the airdrome. Pvts. Lamontagne and White were injured and recommended

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for the Purple Heart. Pvt. White received the award on 25 March 1942.

After the loss of our P-40-Bs, the Squadron was assigned eight (8) P-26's on 8 December 1941. These planes were converted into dive-bombers. This was the first squadron to convert pursuit ships into dive-bombers in the Army's history.

On the 5th of March 1942, one officer and four enlisted men departed from Wheeler Field for Hilo Airport, Hawaii, on a secret mission and were joined on the 20th of March by 18 officers and 62 enlisted men. While at this airport the squadron operated under very severe weather conditions but made an outstanding record by keeping all planes flying. They were the first squadron to operate on the Island of Hawaii and performed anti-submarine patrol as well as convoy duty for convoys then arriving in the Hawaiian area in ever increasing numbers. They were also the first P-40 squadron to carry depth charges and the first to put four flights of P-40's in the air at one time.

This group returned to Wheeler on the 30th Of March. Lt. EVANS forwarded to the Commanding General, 7th Air Force, his recommendations for the improvement of the Hilo Airport.

The squadron's first P-40E's came on 23 December 1941. The first of these was lost in February, 1942. During a dust storm, which exonerated him of blame, Lt. GALLAGHER flew into a B-17 parked on the Wheeler Field ball diamond. The wing of the B-17 was completely sheared off and the plane Lt. GALLAGHER was flying was completely demolished, Lt. GALLAGHER escaping unhurt.

At approximately 1000 on the morning of the 22nd of May 1942, the

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squadron received movement orders from Hq, 18th Fighter Group. They left Wheeler Field at 1500 and arrived at Bellows Field, Oahu, T. H., by 1700, making all alerts and flying schedules on time. The Commanding General, VII Fighter Command, commended the squadron on the ease and efficiency with which the movement orders had been carried out.

The squadron was then brought up to its full strength at that time of 25 airplanes (P-40E's) and 210 enlisted men. This made it the first squadron in the Hawaiian Department to have its full quota of planes and men.

On 10 June 1942, the squadron lost its second plane when Lt. PRICE's engine failed on a dawn patrol scramble from Bellows Field causing him to make a belly landing in the water, off shore. Lt. PRICE fortunately freed himself from the plane before it sank.

The 12th of June, 1942, the squadron left Bellows Field by truck convoy for Fort Armstrong where the enlisted men boarded the U.S.S. Midway and the U.S.S. Sirius to sail to Midway Islands. The enlisted men arrived on Eastern Island, Midway, on 17 June 1942. The officers arrived a few days later on the U.S.S. Saratoga and accomplished another one of their firsts; they were the first to fly P-40E's off an aircraft carrier.

The Japanese raid on Midway had occurred only a few days before the Squadron's arrival, so the damage was still very evident.

The squadron's first officer fatality occurred on the 26th of July. While flying on a dusk patrol, Lt. DON ROBERTS collided with a Marine SBD-3 while approximately five hundred (500) feet over the water. His ship rolled over and plunged into the water. Although a Navy PT boat proceeded to the spot immediately thereafter, nothing was found of Lt. ROBERTS or his plane.

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The next morning Capt. EVANS led three flights of four planes each over the spot where Lt. ROBERTS went down, as a final tribute to him.

October 5th, 1942, the squadron had its first organization day celebration, with everyone participating in the beer, good food, and fun. The entertainment was furnished by Capt. COLLEY who enacted a strip tease, Sgt. Griffin and Corporal Pipes who furnished some hill-billy music and Lt. DUNN who tap-danced.

On 20 October 1942, one of the planes, Squadron No. 103, was totally destroyed by fire. This was the third airplane to be destroyed in the squadron with that number. The fire started while one of the armament men was testing the firing solenoids. The circuit breakers arched, exploding gasoline fumes. The crew suffered minor burns.

13 November 1942, the Squadron Commander, Capt. JOHN S. EVANS, was promoted to the rank of Major and 1st Lt. JOHN L. MCGINN was promoted to Captain.

The next squadron accident occurred on the 17th of November. Lt. KELLOGG, flying a P-40E, collided with Lt. WILLIAMS at approximately 5,000 feet. Lt. KELLOGG was forced to bail out, suffering a broken back. Lt. WILLIAMS was able to bring his plane in safely. Lt. KELLOGG was flown back to Oahu, T. H., the next day.

On the 24th of November the Islands were hit with a 60 knot wind which kept all planes on the ground. This was the only day in all the time the Squadron was at Midway that it had no planes in the air. The next promotion was that of Lt. DUNN to Captain.

The 24th of December, the 424th Bombardment Squadron used the 73rd's

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base on Eastern Island in carrying out an attack on Wake Island. The 73rd in the meantime operated off the newly constructed field on Sand Island (Midway).

On the 23rd of January 1943, the Squadron was relieved by the 78th Fighter Squadron. Three days later the Squadron added another feat to its already impressive record. Twenty-two (22) airplanes (Type P-40E and B1), led by two (2) LB-30s, left Midway Islands for Kaneohe Naval Air Station, T.H. This was the longest non-stop, overwater, flight ever made by single engine Army fighter planes. (See Appendix 9)

Two of the pilots had trouble getting off. Capt. HEATH had difficulty starting his plane and had to change batteries. Lt. STREETE returned and landed after take-off. This was the first time that a pilot landed a fighter plane with 170 gallons of gas in a belly tank.

Four planes landed at Barking Sands Airport, Kauai, for reservice; the rest proceeded to Kaneohe Naval Air Station and landed there after approximately seven (7) hours in the air. 149 hours and 55 minutes total flying time was recorded. This was the largest total flying time the Squadron had ever completed in any one day.

After arrival at Kaneohe, ten days leave was enjoyed by the Squadron. Operations began on the 5th of February. LtS. HUSSEY and STREETE were promoted to rank of Captain.

On the 2nd Of March, 1943, the Squadron lost its second officer in line of duty. Lt. GREEN, while on a combat mission with Naval Patrol Squadron 14, dove into the ocean and was lost.

The second week in April was the saddest in the Squadron's history, for

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they lost two of their veteran pilots -- Capts. DUNN and JUMP. On the morning of the 9th, Capt. DUNN failed to return from a routine dawn scramble. Five days later, Capt. JUMP disappeared under very similar circumstances. Daily searches for both pilots were conducted by air and over-ground, with the remains of Capt. JUMP being found where his plane had crashed into a mountain side. Capt. DUNN was listed as missing.

April 19th, 1943, the Squadron was suddenly and dramatically deprived of its Commanding Officer and Operations Officer, when Major EVANS and Capt. McGINN were transferred "down under" for combat duty. The men cheered Major EVANS on his way to new glory with a fitting testimonial and appropriate gifts. On the next day the Squadron met its new Commanding Officer, Capt. CHARLES H. CHAPIN, who came from the 72nd Fighter Squadron.

May 1st, Lts. BROESAMLE and WILLIAMS were promoted to Captain.

5 May 1943, the Squadron made its next major move, being transferred to Mokuleia Airfield on the north-west coast of Oahu. The move went like clock-work -- the Squadron standing the morning alert at Kaneohe and the evening alert at Mokuleia. The next several days were devoted to setting up; the area had never been occupied before.

The day of the move, while the planes were being flown from one field to the other, Capt. BROESAMLE was forced to bail out over the ocean off Kaneohe. His chute only partially opened but he landed safely and was soon picked up. Three days later, Lt. KOON made a crash water landing off Kaneohe; the plane sank immediately but Lt. KOON was safely recovered.

May 16th the Squadron held a beer party to celebrate the occupation of their new home which by now was really getting into shape. It was also,

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more or less, a pre-celebration of Capt. CHAPIN's promotion to Major which came June 1st.

July 24th, the Squadron enjoyed an unavaillable day. From noon that day until noon the following day the men were free to do as they pleased. Transportation was provided for the men desiring to go into Honolulu.

31 July 1943, the fifth pilot death occurred. 2nd Lt. CARL T. LOW, while coming in for a landing, made too sharp a turn and plunged into the ocean. The next day, Major CHAPIN led a flight of seven planes in a fitting Aloha tribute.

On 1 August, Lt. McCOWN received his promotion to Captain.

Capt. WILLIAMS, upon return from leave and Gunnery School on the mainland on September 2nd, presented the Squadron a Walt Disney cartoon depicting a Barfly riding a fighter plane, thus tying in with the Squadron nickname. It was a colorful picture (See Appendix ) and prints of this unofficial insignia were made for each member of the Squadron.

September 2nd, 1943, 2nd Lt. JULIUS E. SMITH was forced to bail out of his plane three miles off shore near Haleiwa. He was picked up safely by a crash boat stationed nearby.

The next major accident occurred on September 25th when 1st Lt. SUMMER-SIDE parachuted from his plane just off shore from Koko Head. He was uninjured.

October 1st, Lt. FITZSIMMONS received his promotion to Captain.

On October 3rd, 1943, Lts. CLARENCE MASON and THOMAS POWELL, while on a training mission, collided in mid-air. Lt. MASON's was severely burned when his plane caught on fire. However, both pilots parachuted to safety

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four miles off John Rodgers Airport and were picked up. Lt. MASON was hospitalized and later transferred from the Squadron (See Appendix 5) while Lt. POWELL was uninjured.

October 6th, the Squadron held a combined Luau and beer party to celebrate the second anniversary of activation. There was plenty beer and real Hawaiian styled food. Hula girls supplied the entertainment.

October 10 marked a big day for the Squadron as they received their first two P-47's, thus making them the first Squadron in the 7th Air Force to have such aircraft.

On October 31st, Major CHAPIN left the squadron and went to the VII Fighter Command. Major JAMES M. MENG, coming from the 19th Fighter Squadron, took over the reins of the Squadron on November 1st, 1943.

The Squadron was moved to Bellows Field on November 8th. They were now located on the same field as Group. This was very advantageous. More P-47s were received to take the place of the fast diminishing P-40's.

On December 7th, during a commemorating parade, S/Sgt James McGinn, Sgt. Julius E. Blankenship (then S/Sgt), Marion Alfred, S/Sgt (then Sgt), S/Sgt. Frank Buckle (then Sgt), received the Soldier's Medal. They were all awarded the medal for saving Cpl. Virdin from a burning plane (See Appendix 10).

Lt. LEWIS A. NELSON was promoted to Captain on the 8th of January 1944.

January 10th, 1st Lt. P. C. WILLIAMS, on a ground gunnery mission, crash-landed 25 yards off shore after a Navy TBF collided with him in mid-air. Lt. WILLIAMS was rescued and hospitalized.

On the 19th of February, the Squadron flew twenty-four (24) planes in a mass formation. Actually, there were twenty-eight (28) planes in commission

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(All the planes on hand), but four couldn't take off for lack of available pilots. The day's total flying time for training missions was 86 hours and 20 minutes --- which was a new Fighter Command record.

March 17th, the enlisted men of the squadron held their first dance. It was held at Lihi Kai, near the field. Girls were abundant, much food was served, and the strongest drink was coco-cola.

On March 28th, the inter-sectional Barfly softball league was started. The league is made up of six teams: the Lions and Tigers (Engineering EM's), Gorillas (Orderly Room, Medics, S-3, S-2), Panthers (Ordnance and Communications), Bears (Armament) and the Zebras (Transportation, Mess-hall, Tech Supply and Personnel Supply). The opening game was on the evening of March 28th.

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The above is merely a bare narrative outline of the time period between the Squadron's activation and the date 31 March 1944. There has been no attempt to interpret, evaluate or reflect the organization spirit in this section. These more intangible phases are covered in the following sections, which in turn are followed by a set of Appendices which give all details otherwise lacking, plus substantiating material and exhibits.

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MISSION OF ORGANIZATION, TRAINING, ETC.

This Squadron was activated as an integral part of a tactical Air Force, to share and participate in whatever activities might result from the future moves and missions of that Air Force, namely the Seventh. As a Fighter Squadron it was geared to perform the many and varied functions of fighter aircraft, including interception, bomber escort, ground strafing, search patrol and the like. From the outset the Squadron stood ready to defend whatever island it was based on from possible enemy attack, being in either a state of Alert or Readiness at all times. Fundamentally, then, the mission of the Squadron from its incipency was to help defend the areas under the temporary or permanent guardianship of the Seventh Air Force from enemy attack or invasion.

In actual fact this Squadron has seen no real combat up to the time of present writing. Though it was activated prior to the Japanese attack on Pearl Harbor, none of its planes had the opportunity of taking off on that fateful day. Though the Squadron was based on Midway Island for nearly seven months, its original arrival there came a few days after the dramatic battle of Midway, hence no occasion for combat in that particular theater ever developed. Accordingly it may be said that although the Squadron hypothetically remained a tactical unit at all times, in actual effect it became (particularly after its return from Midway) more of a training unit than anything else.

This matter of training evidenced itself in two ways; first as a unit and secondly in the matter of individual pilots. Flying as a Squadron, the

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outfit had the opportunity of perfecting itself to a high point of skill. Different periods were set aside for different types of practice missions, such as Aerial and Ground Gunnery, Acrobatics, Individual Combat, Instrument Flying, and Formation Flying -- with a great deal of emphasis being placed on the latter in order to indoctrinate every man with the feeling of precise timing and coordination, an acute realization of the importance of air discipline, and the value of flying as a team with perfect harmony between Flight and Element Leaders and their wing men. Correct take-off and landing procedures were stressed; Night Flying also received its share of attention. After every flight the Flight Leaders held informal discussions with their men, going over their mistakes, suggesting improvements, working out their problems with chalk and blackboard.

Periodically the Squadron stood regular Alerts. After Pearl Harbor up to the time of its departure for Midway and after its return from Midway up to the Spring of 1943 every fighter squadron was automatically on Alert (12 planes and pilots) at dawn and dusk on every day, plus a 24 hour Alert every few days as its turn on the schedule occurred. In the early summer of 1943, the evening Alert was abandoned, and a few months later the individual squadron was no longer on Alert every morning, but rather the early morning immediately preceding the 24 hour Alert and of course the morning included within the 24 hour period. There were frequent "Scrambles" during these Alert periods, sometimes as a 12 ship squadron, sometimes by 4 ship flights. The usual function at such times was to fly patrol around all or parts of the Island of Oahu. All such flights were radio directed by the Controller at Fort Shafter. Sometimes a flight would be vectored out to

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intercept an unidentified plane, read its number and call it in. Occasionally a flight would serve as aerial escort to an incoming sea convoy.

Also the Squadron flew a long, intermittent series of simulated combat missions. These were made as realistic as possible, the chief distinction being that gun-firing was only simulated. These missions were of several types, including either escort or interception of fighter escorted bomber flights; dive-bombing and strafing of airfields, gun installations, landing boat operations or ground troops; observation and reconnaissance; search-light interceptions at night; or the periodic large scale Army vs. Navy maneuvers. For all these missions the pilots were thoroughly briefed before and interrogated afterwards, and complete S-2 mission reports were submitted, frequently accompanied by overlay maps. (See Appendix 11 for samples)

For the pilots, and to some extent for the enlisted personnel, there was a never ending program of ground training. This included such diversified subjects (usually in the form of talks by competent authorities, accompanied by actual demonstration wherever possible) as Engineering, Ordnance, Armament, Radio, Hygiene and First Aid, and Chemical Warfare, plus an all-inclusive program of instruction by the Intelligence Officer covering not only the matter of Security but also Aircraft and Naval Recognition, Jungle and Island Existence, World Fronts and Trends of the War, Japanese Air Tactics and Equipment, Photo Interpretation and many other subjects. For the enlisted men specifically there was an Orientation Program, usually in the form of evening lectures accompanied by slides of maps, pictures and cartoons, on such matters as the progress of the war, the purpose for which we are fighting, enemy activities and attitudes and other related subjects.

The above covers the matter of training for the Squadron as a whole.

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It is important, however, to realize that all during the period after the Squadron's return from Midway to date of present writing there was a constant turnover in pilot personnel, and this represents another aspect of the training program. During the period referred to the Squadron sent some thirty-nine (39) fighter pilots to the South and Southwest Pacific -- eighteen (18) to the 5th Air Force and twenty-one (21) to the 13th Air Force. (See Appendix 5). These men usually left the Squadron in groups of three, four or five at a time -- sometimes even individually -- and in practically every case they were Second Lieutenants with approximately three months of local training adding up to about 100 hours of fighter plane time. The one outstanding exception to this statement was in the month of April, 1943, when a "shipment" of 12 pilots to the 13th Air Force included the Squadron's Commanding Officer, Major EVANS, plus Captain McGINN and First Lieutenants DOAR and RESTIFO; the other eight were as previously described, or in the current lingo "Yardbird Pilots". However, it might be pointed out that reports received from "down under" indicate that these men, who were being fed in from other Squadrons as well as the 73rd, proved in almost every case to be the best trained and most proficient fliers they received.

It can be seen, then, that during this period the flying personnel of the Squadron was roughly divided into two elements -- the Second Lieutenants, newly arrived from flying school in the States, who received this intensive training of about three months and then moved on into more active Pacific Theaters, and a nucleus of higher ranking, more experienced pilots who remained on as Flight and Element Leaders, becoming, in effect, instructors. There were exceptions to both these categories, for occasionally the younger pilots would

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be held over and become in their turn Element and Flight Leaders, filling in the vacancies left by the older men who were transferred to other organizations for any one of a large number of reasons.

During all this time the Enlisted personnel and the Ground Officers likewise took full advantage of bringing themselves to as high a peak of proficiency as possible, be it with wing guns, 2 1/2 ton trucks or inlined (P-40) and radial (P-47) engines. A number of the pilots attended the special two-week (originally three week) Gunnery School course at Hickam Field, and on and off various Enlisted Men were put on detached service for the purpose of attending technical training courses given at different posts on the Island.

In summing up the mission of the Squadron, then, it can be said that from the time of its activation in October 1941 to its return from Midway in January 1943 it was primarily a tactical, combat outfit, despite not ever having actually faced the enemy, and that from February 1943 to the end of March 1944 it was in actual fact more of a training outfit. As a partial aside, it might be mentioned that in about December 1943 the Squadron was very unofficially Alerted and temporarily stabilized with the idea of going into combat in the Marshall Islands in about the middle of February 1944, but that despite preliminary preparations this hope slowly faded as the plans of higher echelons were changed. By the end of March 1944 (the close of this part of the history) the Squadron's hopes for being sent into actual combat were once more just beginning to rise.

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VISITS OF NOTED PERSONS

While the Squadron was based on Midway Island it was officially visited by Secretary of the Navy KNOX, and at another time by Under Secretary of the Navy FORRESTAL. Both commended the Squadron on the excellent job it was doing.

The squadron has frequently been visited by various Commanding Generals; this is probably considered more or less routine.

FACILITIES, INSTALLATIONS, ETC.

There is little to say on this subject. Though the Squadron was naturally short of various essential equipment or materials at different times, this was to be expected. By and large it may be said that the Squadron preferred to do work on the premises in preference to sending planes to Hawaiian Air Depot whenever possible. At Midway one important item was lacking for a prolonged period of time, namely rubber tires for the planes. This caused flying to be held to a bare minimum until new tires arrived.

With the exception of Midway, where installations were naturally a bit crude (Particularly at first), the Squadron has always operated under comparatively good conditions. At Mokaleia the Squadron was the first to occupy the particular area assigned to it, so that there was a great deal of initial work to be done. After a surprisingly short time everything was functioning efficiently and comfortably.

PERSONNEL

Quite naturally, there was a large turnover in personnel during the two and a half years involved. Of the original 158 enlisted men, only 40 are still in the Squadron. Many have gone back to the States, either on the 5% reassignment deal while that remained in effect or as potential Aviation Cadets. Other men have been transferred to other Squadrons or higher echelons over a period of time. Where a man was considered particularly undesirable, either for reason of poor work or personality clash, he was usually trans-

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ferred out. While the 5% arrangement was in effect a good number of replacements arrived from the States; other men came in from other Squadrons. The Squadron made it a policy to give as many promotions as possible within the limitations of T. O.; seniority was the first consideration, guided, however, by a man's qualities and worth.

Of the original officers, none remain in the Squadron. To date there have been 164 pilots and 21 ground officers in the Squadron. (For individual names, dates, etc. See Appendices 5 and 6). Of these, 43 pilots and 11 ground officers are currently active in the Squadron. As stated elsewhere, 39 pilots went direct from the Squadron to the 5th or 13th Air Forces (for details, see Appendix 7). Some of the oldest (in point of service) pilots returned to the States. Six were killed in line of duty (See Appendix 8). There were many transferrals of pilots from one Squadron to another. In many cases this affected the newer men; for example, a batch of four or five brand new men just out of flying school would be assigned to this Squadron and training would be begun -- then a group of pilots would arrive from the States with from 70 to 100 hours in a P-47. These new men would be put into this Squadron and the others moved on to some other outfit. Occasionally one of the senior pilots would likewise be transferred, either because some other Squadron needed an Element or Flight Leader, or because there happened to be an existing vacancy there for a promotion which was at least temporarily not available to him in this Squadron. This latter reason was also the cause for some of them being transferred into Group or higher echelons (such as a job as Controller at Fighter Command). Thus new vacancies for promotions within the Squadron were created. Too, there were several instances where

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it became apparent that a pilot was not suited for fighter plane flying; he would then be transferred out, usually ending in Bomber Command, Troop Transport, etc.

In the beginning, the ground officers consisted chiefly of an Adjutant and a Flight Surgeon; most of the jobs were at least nominally held by flying officers. Beginning February 1943 this situation began to change, and ground officers, usually with special training, took over such jobs as Ordnance, Armament, Communications, Engineering and Intelligence, as well as Supply, Transportation etc. As there have been only 21 ground officers, 11 of whom are with the Squadron at current writing, it can be seen that the turnover here was rather light. By and large, ground officers and pilots got along rather well, though there was always a feeling that a distinction did exist. In the beginning of the change-over the older pilots had some trouble in adjusting themselves to the presence and activity of non-flying personnel; this is now something accepted as a matter of course, and general efficiency has probably increased.

MORALE, WELFARE, RECREATION

Similar to every other unit in the Army, morale has varied greatly during this Squadron's existence. Obviously there has been a full share of moaning and groaning at times, and there have always been a few individuals who excelled at this particular avocation. By and large, however, morale has not been a major problem, and it may be definitely stated that whenever the Squadron was under pressure the men responded whole-heartedly.

The greatest problem has been in the matter of men who have been stationed in this department upwards of three years. The 5% deal (reassignment) helped

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greatly while it was in effect, but it was short-lived. After its cancellation spirits generally were at their lowest ebb, for it was not only those who thought they deserved to be sent back who griped, but most of the other men joined in with one martyred eye on the future, feeling that they had little to look forward to but an seemingly endless tour of overseas duty.

It was a definite fact that past a certain point of service a man's value began to decrease perceptibly. Despite his actual increased proficiency as the result of his experience and training -- and these men usually held responsible positions as non-commissioned officers -- his spirit began to be such that the Squadron began to think in terms of replacing him with newer and more eager men. About two years of continuous overseas service was felt to be about the maximum to derive full value from any one man. There were, of course, notable exceptions to this rule.

Other than the above, however, it may be said that Squadron morale has on the whole been high. This Squadron has always boasted the best Mess on the island and the men have appreciated the good food. There has never been much illness; the medical care has been excellent. Living conditions have always been at least average or above, and the ingenuity of the men in fixing up their quarters has usually taken care of any outstanding G. I. lack of supply. A well-stocked P. X. was usually within easy reach. Most of the time there was evening "Beer Call" (an important item),

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though there were times when beer was simply not available. There have always been movies, either on the post or specifically for the Squadron, or both, ranging from three times a week to daily.

Midway, of course, presented a special problem, as particularly in the beginning conditions were rather rugged, improving some as time went by. However, the best was done under the circumstances -- there were, for example, daily movies. The men probably found the most difficulty in becoming accustomed to the shortage of fresh water, necessitating taking make-shift showers in salt water, the shortage of beer -- and the shortage of women. There was not a single female on either of the two islands, Sand or Eastern. Being confined to the same, relatively tiny spit of land for so long made for monotony; out of sheer boredom the interest centered on the countless "Gooney Birds" with their amusing customs and antics.

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(Organizational History, 73rd Fighter Squadron, AAF, APO #951, CONT'D)

Sports have always been popular with the Squadron. Volley-ball proved to be a convenient sport, for it was possible to set up one or more courts along the "line", enabling both men and pilots to play during slow periods in the course of a day. Occasionally the officers would play the men, the former invariably winning. At Mokuleia a Tennis Court was built in one of the revetments, and the same thing was done at Bellows. Though only a small percentage played, the court was a blessing to those who enjoy the game.

Baseball, however, was the big sport of the "Barflies", particularly softball. At Midway the game was only played periodically, but at Kaneohe and later at Mokuleia the men had a regular team in a league. It was in the Spring and Early Summer of 1943 that they reached their highest point of glory, winning the 7th Fighter Command Championship and only losing their claim to the 7th Air Force Championship in a final, heart-breaking game played at Hickam Field. As this part of the History closes, an inter-sectional softball league has been started and promises to be a big success, for the interest already runs high. There are six teams in the league, comprising separate sections or combined sections, and a game is being played every evening on the Ball Field which the squadron itself built in its own area.

During the past winter the enlisted men also had a basketball team in a local league. Games were played in the Waimanalo Gymnasium. The officers also had a team and played several games. As to swimming, the Squadron was usually based near a beach and good swimming was available. In fact, it later became mandatory for every man to pass a 50 yard swimming test. Calisthenics were organized and run off from time to time, but only

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(Organizational History, 73d Fighter Squadron, AAF, APO #951, CONT'D)

spasmodically. At Mokuleia there was a period of time when occasional drill was given to the entire Squadron after breakfast; in the long run, however, the only military exercises were in conjunction with guard mount in the evening. At this time there was usually, in addition to guard mount itself, a brief close order drill period for the 15 or 20 men on that night's guard.

In addition to the regular movies, there were occasional U.S.O, or amateur stage shows, or very occasionally, tickets were made available to a professionally presented play. Once every few months the entire Squadron would have an "unavailable day" -- this was usually the occasion for a Squadron "Luau" which would include, in addition to the barbecued pig and other Hawaiian embellishments, swimming, softball, the inevitable second-rate Hula show. A Squadron Dance was held for the enlisted men at Lihi Kai (near Bellows) in March 1944; the officers had a dance at the Haleiwa Hotel during July 1943.

As most of the two and a half year period was spent on the Island of Oahu, there was naturally plenty of extra-curricular activity. Pilots usually worked on a schedule of six days on and two off. All enlisted men were entitled to a three day pass every month; first three graders had unlimited passes within the discretion of their section chiefs. The pilots usually spent their time in Waikiki at the Moana Hotel or the Willard Inn, in officers rest camps such as at Lanikai, or in their own Squadron area. Enlisted men usually went to Waikiki (Fort De Russy) or Honolulu (Y.M.C.A.) or elsewhere.

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ORGANIZATIONAL HISTORY

73RD FIGHTER SQUADRON, AAF

APPENDIX # I

AUTHORIZATION ORDERS

**SECRET**



**SECRET**

GENERAL ORDERS )

No. 56 )

HEADQUARTERS HAWAIIAN  
DEPARTMENT

Fort Shafter, T.H., 5 October 1941

ACTIVATION OF 72ND AND 73RD PURSUIT SQUADRONS (INTERCEPTOR) AIR CORPS. --Pursuant to instructions contained in WD Radio No. 192, 4th October 1941, the following Air Corps Squadrons are activated effective 5 October 1941 with permanent station at Wheeler Field, T. H. :

72nd Pursuit Squadron (Interceptor) Air Corps

73rd Pursuit Squadron (Interceptor) Air Corps

Cadre personnel will be transferred from units of the Hawaiian Air Force.  
(AG 320.2)

By command of Lieutenant General SHORT:

PHILIP HAYES  
Colonel, General Staff Corps,  
Chief of Staff.

SEAL:

OFFICIAL:

/t/ Carl Grosse,

/s/ CARL GROSSE,

Major, Adjutant General's Department,  
Acting Adjutant General.

**R E S T R I C T E D**

A TRUE COPY:



GABRIEL A. SEMO,

Capt., Air Corps,

Executive, 73rd Fighter Squadron, AAF

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HEADQUARTERS 18TH PURSUIT GROUP (INT) AC  
Wheeler Field, T. H.

5 October 1941

GENERAL ORDERS )

NUMBER 9 )

1. Pursuant to authority contained in General Orders No. 14, Headquarters, 14th Pursuit Wing, Air Corps, 5 October 1941, the following organization is constituted as a unit of this group:

73rd Pursuit Squadron (Int), Air Corps.

By order of Major MORGAN:

J.H. PATTERSON  
2nd Lt., Air Corps,  
Adjutant.

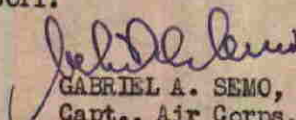
OFFICIAL:

/s/ J. H. PATTERSON,  
/t/ J. H. PATTERSON,  
2nd Lt., Air Corps,  
Adjutant.

DISTRIBUTION:

"A"

A TRUE COPY:

  
GABRIEL A. SEMO,  
Capt., Air Corps,  
Executive, 73rd Fighter Squadron, AAF

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HEADQUARTERS 14TH PURSUIT WING  
Office of the Commanding General  
Wheeler Field, T. H.

5 October 1941

GENERAL ORDER )  
:  
NUMBER 14 )

ASSIGNMENT OF UNITS

\* \* \* \* \*

2. The 73rd Pursuit Squadron (Int), Air Corps, having been activated at this station on 5 October 1941, pursuant to authority contained in General Orders, Number 56, Headquarters Hawaiian Department, dated 5 October 1941, is assigned to the 18th Pursuit Group (Int).

3. Initial cadre for new units will be furnished from groups to which assigned or attached.


By command of Brigadier General DAVIDSON:

A. W. OWEN,  
Major, Adjutant General's Department,  
Adjutant General.

## OFFICIAL:

/s/ A. W. Owen,  
/t/ A. W. OWEN,  
Major, Adjutant General's Department,  
Adjutant General.

## A TRUE COPY:

  
GABRIEL A. SEMO,  
Capt., Air Corps,  
Executive, 73rd Fighter Squadron, AAF

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**SECRET**HEADQUARTERS SEVENTH AIR FORCE  
Hickam Field, T. H.

22 May 1942

GENERAL ORDERS )

NUMBER 43 ) CONSTITUTION, ACTIVATION AND REDESIGNATION  
OF ARMY AIR FORCES UNITS

\* \* \* EXTRACT \* \* \*

2. Pursuant to authority contained in Secret Letter, AG 320.2, (5-12-42), MR-M-AF, Subject: "Re-Designation of Certain Army Air Forces Units", dated 15 May, 1942, The following Air Force Units are re-designated effective this date. This re-designation will involve no change of strength at this time:

Present DesignationNew Designation

\* \* \* \* \*

\*73rd Pursuit Sq (I)

73rd Fighter Sq

\*The 73rd Fighter Squadron will remain on present assignments.

\* \* \* \* \*

By command of Major General TINKER:

JAS. A. MOLLISON,  
Colonel, General Staff Corps,  
Chief of Staff.

OFFICIAL:

/s/ R. J. ERICKSON,  
Lieutenant Colonel, Adjutant General's Department,  
Adjutant General

A TRUE COPY:

*Gabriel A. Semo*  
GABRIEL A. SEMO,  
Capt., Air Corps,  
Adj., 73rd Fighter Sq.

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**SECRET**RESTRICTEDHEADQUARTERS VII FIGHTER COMMAND AAF  
APO # 958

20 October 1942.

GENERAL ORDERS)

NUMBER 48)

EXTRACT

1. The 318th Fighter Group AAF, having been activated 20 October 1942 per General Orders No. 93, Hq Seventh Air Force, dated 15 October 1942 is announced as a unit of this command, with station at Wheeler Field, TH. (Temp Station, Hickam Field, TH.)

2. The Hq & Hq Sq 318th Fighter Gp AAF, having been activated 20 October 1942 and assigned to the 318th Fighter Gp AAF per General Orders No. 93, Hq Seventh Air Force dated 15 October 1942 is announced as a unit of this command, with station at Wheeler Field, TH. (Temp Station, Hickam Field, TH.)

3. The 318th Fighter Control Sq AAF, having been activated 20 October 1942 and assigned to the 318th Fighter Gp AAF per General Orders No. 93, Hq Seventh Air Force dated 15 October 1942 is announced as a unit of this command, with station at Wheeler Field, TH. (Temp Station, Hickam Field, TH.)

4. The 72nd Fighter Squadron AAF is reld fr atchd to the 15th Fighter Gp AAF, is asgd to 318th Fighter Gp AAF, will remain at present station.

5. The 73rd Fighter Squadron AAF is reld fr asgd to the 18th Fighter Gp AAF, is asgd to 318th Fighter Gp AAF, will remain at present station.

By command of Brigadier General DOUGLASS:

S. M. RAHN,  
Captain, Air Corps  
Adjutant

OFFICIAL:

/s/ S. M. Rahn  
S. M. RAHN,  
Captain, Air Corps,  
Adjutant.

DISTRIBUTION: "TH"

TRUE COPY:

*W. P. Freligh*  
W. P. FRELIGH,  
1st Lt., AC.

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**SECRET**ORGANIZATIONAL HISTORY73RD FIGHTER SQUADRON, AAF.APPENDIX # 2SQUADRON COMMANDERS

<u>NAME</u>	<u>PERIOD</u>
	<u>FROM</u> <u>TO</u>
1ST LIEUT. JOHN S. EVANS	5 October 1941                      19 April 1943
CAPT. CHARLES H. CHAPIN	20 April 1943                      31 October 1943
MAJOR JAMES M. MENG	1 November 1943

**SECRET**Appendix # 2



**SECRET**ORGANIZATIONAL HISTORY73RD FIGHTER SQUADRON, AAFAPPENDIX # 3ROSTER OF ORIGINAL PERSONNEL1ST LIEUTENANTS

Evans, John S.  
Colley, Floyd D.  
Gallagher, Raymond K.  
Silver, Richard F.  
Stewart, Everett W.  
Taylor, Charles E.

2ND LIEUTENANTS

Chamberlain, Daniel R.  
Deily, Phillip B.  
Dunn, Robert M.  
Jones, Ralph F.  
Lambert, Floyd E.  
Mc Ginn, John L.  
Roberts, Donald

MASTER SERGEANTS

Hoffman, John J.  
Lalumendier, Henry J.

1ST SERGEANT

Quasnosky, John E.

TECHNICAL SERGEANTS

Adams, Douglas  
Crawford, Jack W.  
Cuevas, Henry G.  
Hancock, Bernard B.  
Machia, Milton J.  
Moix, Gregory C.  
Southern, Hubert A.  
Sylvester, Robert B.

STAFF SERGEANTS

Akers, William R.  
Baranick, Arthur  
Barksdale, James M.  
Beach, Ver Wayne  
Bishop, John A.  
Cannon, Horace A.

Carter, Lummie  
Doyle, Edward  
Fisher, Jesse E.  
Garner, Roger J.  
Griffin, Charles  
Hammer, Ray D.  
Hardy, William H.  
Heaton, Jesse A.  
Heisey, Harold S.  
Higgins, John C.  
Holub, Edward  
Hubler, Bernard  
Kiddy, John A.  
Lenghart, John Jr.  
Luddy, George R.  
Mc Cormick, Lloyd E.  
Novotny, Jesse P.  
Standish, Earnest V.  
Steele, Samuel R.  
Sienkiewicz, Leo  
Stewart, Snowden  
Tennyson, Halver R.  
Wallace, Harold E.  
West, Paul D.  
Whitehead, Thomas H.  
Wieckowicz, Raymond

SERGEANTS

Babington, James M.  
Beakley, Milton C.  
Beeman, George L.  
Broder, John F.  
Cernetch, John  
Dixon, Lee  
Frye, Gerald L.  
Harbig, Robert G.  
Hayes, Robert E.  
Hubbard, Joseph A.  
Jerry, Joseph A.  
Jones, Horace B.  
Kimble, Golden A.

Little, Douglas F.  
Parsons, Virgil E.  
Payne, Kenneth J.  
Powell, Marion C.  
Przewrocki, Walter A.  
Richards, William J.  
Rock, John F.  
Rudd, Phil A.  
Shea, John J.  
Smith, Julian S.  
Woodward, Harold J.

CORPORALS

Alfred, Martin  
Attison, Samuel H. Jr.  
Bentz, Charles K.  
Boland, William L.  
Braun, Frederick A.  
Brna, Miro A.  
Diehl, Boyd R.  
Dortman, John E.  
Duncan, Walter B.  
Flynn, Joseph L.  
Graf, William H.  
Green, George  
Hironimus, Russell J.  
Karacha, Louis M.  
Kravetz, Benjamin  
Larash, James D.  
Ledbetter, Luther  
Leppert, Devor G.  
Mc Laughlin, James B.  
Mollica, Ralph J.  
Rigney, Dale E.  
Riccio, Joseph P.  
Shreiner, Clarence A.  
Shaker, Philip V.  
Shiflette, Vladimir W. M.  
Simonds, Henry R. Jr.  
Skidmore, Kenneth R.  
Smith, George G.

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(Organizational History, 73rd Fighter Squadron, AAF, APO #951, Appendix #3,  
Roster of Original Personnel, Cont'd)

Smith, Roy G.  
Spaulding, Prentiss P.  
Stevenson, Earl L.  
Suddreth, Claude W. Jr.  
Tanner, Thurmond  
Wilson, Lowell R.

PRIVATES 1ST CLASS

Bergin, William J.  
Blankenship, Julius G.  
Buchle, Frank G.  
Burdick, Orlo C.  
Cates, Robert E.  
Coffman, Joseph W.  
Deraney, George  
Egan, Leonard T.  
Eisenberg, Charles H.  
Fors, George P.  
Hood, Robert E.  
Lamontagne, Peter  
Mahney, Foster D.  
Mooney, Gerald E.  
Pipes, Earl D.  
Ristater, Andrew V.  
Rothschild, Benjamin  
Rubenking, Vernon C.  
Ryan, John G.  
Spiritosanto, Anthony S.  
Whitehead, Joseph C.  
Winnisk, Davis J.  
Wright, Willard

PRIVATES

Airhood, John P.  
Bateman, Louis J.  
Bishop, William S.  
Blevins, Earl V. Jr.  
Byrnes, Irving M.  
Day, Ollie E.  
Delcuze, Paul A.  
Harris, Robert J.  
Blatter, Harold J.  
Bronson, Alfred M.  
Carr, Raymond H.  
Herzog, Donald J.  
Hoke, Asbury D.  
Jamros, Stanley A.  
Johnson, Thomas H.  
Kospsen, Cary J.  
Larson, Donald J.  
Mc Fadden, Edward L.  
Morris, Maurice F.  
Mucha, Stanley C.  
Muehlieb, William H.  
Nestlerode, Floyd P.  
Post, Earl T.  
Powell, Kenneth L.  
Reslewic, Joseph S.  
Ricker, Frank M. Jr.  
Rupe, Joe D.  
Steelman, Graydon E.  
Stumpf, Frank L.  
Sugent, Adolph, E.  
Turley, William A.  
Weeden, Paul E.  
Wheelock, Brenton H.  
White, Edward H.

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**SECRET**ORGANIZATIONAL HISTORY3RD FIGHTER SQUADRON, AAFAPPENDIX # 4SQUADRON MOVEMENTS

<u>STATIONED AT:</u>	<u>FROM</u>	<u>TO</u>
WHEELER FIELD	5 October 1941	22 May 1942
BELLOWS AIRFIELD	22 May 1942	12 June 1942
MIDWAY ISLANDS	17 June 1942	23 January 1943
KANEOHE, NAVAL AIR STATION	26 January 1943	5 May 1943
MOKULEIA AIRFIELD	5 May 1943	8 November 1943
BELLOWS AIRFIELD	8 November 1943	

NOTE: From 5 March 1942 to 30 March 1942, nineteen (19) Officers and sixty-six (66) Enlisted Men were operating from Hilo Airport, Hawaii for Patrol and Convoy duty.

**SECRET**Appendix # 4

**SECRET**ORGANIZATIONAL HISTORY73RD FIGHTER SQUADRON, AAFAPPENDIX # 5PILOT PERSONNEL

<u>NAME</u>	<u>ASSIGNED</u>		<u>TRANSFERRED</u>	
	<u>DATE</u>	<u>FROM</u>	<u>DATE</u>	<u>TO</u>
EVANS, JOHN S.	5 Oct 1941	6th Pur Sq	9 May 1943	13th A.F.
DUNN, ROBERT M.	5 Oct 1941		9 Apr 1943	Deceased
McGINN, JOHN L.	5 Oct 1941	19th F.S.	23 May 1943	13th A.F.
TAYLOR, CHARLES E.	5 Oct 1941		Feb 1943	VII F.C.
COLLEY, FLOYD D.	5 Oct 1941			VII F.C.
STEWART, EVERETT W.	5 Oct 1941			VII F.C.
GALLAGHER, RAYMOND K.	5 Oct 1941		20 Aug 1942	U.S.A.
ROBERTS, DONALD	5 Oct 1941		26 July 1942	Deceased
CHAMBERLAIN, DANIEL R.	5 Oct 1941	6th Pur Sq		6th Pur Sq
JONES, RALPH F.	5 Oct 1941	6th Pur Sq		6th Pur Sq
LAMBERT, FLOYD E.	5 Oct 1941			
MACE, WALLACE P.	20 Jan 1942		20 Aug 1942	U.S.A.
MASON, ROBERT R.	20 Jan 1942			
STRIHAFKA, LOUIS	20 Jan 1942	78th F.S.		78th F.S.
HARRIS, ERNEST	20 Jan 1942			5th A.F.
VANDE HEY,	20 Jan 1942			6th Pur Sq
KEARNEY, ERNET L.	16 Feb 1942			6th Pur Sq
BAGLEY, JAMES C.	16 Feb 1942			78th F.S.
SEVERSON,	16 Feb 1942			72nd F.S.
DOWNIE,	16 Feb 1942			19th F.S.
KELLOGG, DON	7 May 1942		18 Nov 1942	U.S.A.
PRICE, SANFORD C.	7 May 1942			VII B. C.
SURESON, JAMES A.	7 May 1942			6th Pur Sq
BROESAMLE, DONAL J.	7 May 1942	18th F.G.	29 Aug 1943	VII F.C.
JOHNSON,	1 June 1942			5th A.F.
BICKELL,	1 June 1942		Oct 1942	U.S.A.
TESCHNER, CHARLES G.	June 1942	78th F.S.	Mar 1943	U.S.A.
STREETE, ALEC B.	18 Aug 1942	46th F.S.	4 July 1943	6th Pur Sq
WILLIAMS, DE JACK	18 Aug 1942	19th F.S.	20 Feb 1943	5th A.F.
" " "	4 Apr 1943	5th A.F.		
JUMP, JAMES W.	18 Aug 1942	6th F.S.	14 Apr 1943	Deceased
HUSSEY, JOHN J. JR.	18 Aug 1942	45th F.S.	1 Apr 1944	318th F.G.
" " " "	14 Apr 1944	318th F.G.		
WALTERS,	18 Aug 1942			72nd F.S.
FITZSIMMONS, JOE	1 Sept 1942	6th Pur Sq	19 Dec 1943	19th F.S.
KILGO, LEE E.	3 Sept 1942	U.S.A.	14 June 1943	318th F.G.
MITCHELL, ROBERT H.	3 Sept 1942	U.S.A.	17 June 1943	318th F.G.
KOON, TELFORD W.	3 Sept 1942	44th F.S.	4 July 1943	78th F.S.

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(Organizational History, 73rd Fighter Squadron, AAF, APO #951, Appendix # 5,  
PILOT PERSONNEL, Cont'd)

<u>NAME</u>		<u>ASSIGNED</u>		<u>TRANSFERRED</u>	
HAYNIE, GEORGE A.	3 Sept 1942	6th Pur Sq		Feb 1943	19th Troop Tr.
RESTIFO, JOSEPH S.	3 Sept 1942			22 Apr 1943	13th A.F.
McCOWN, WILMUR M.	18 Sept 1942	44th F.S.			
TENNANT, CHARLES W.	18 Sept 1942	78th F.S.		5 July 1943	19th F.S.
DOAR, JEAN P.	18 Sept 1942			20 Feb 1943	5th A.F.
" " "	4 Apr 1943	5th A.F.		22 Apr 1943	5th A.F.
LAUGHLIN, DALE J.	14 Nov 1942	78th F.S.		15 Jan 1943	78th F.S.
" " "	10 May 1943	78th F.S.		25 Oct 1943	Deceased
SUMMERSIDE, GEORGE W.	14 Nov 1942	78th F.S.		15 Jan 1943	78th F.S.
" " "	10 May 1943	78th F.S.		4 Nov 1943	318th F.G.
NELSON, LEWIS A.	14 Nov 1942	78th F.S.		15 Jan 1943	78th F.S.
" " "	10 May 1943	78th F.S.			
ANTHONY, LOUIS B.	14 Nov 1942	78th F.S.		15 Jan 1943	78th F.S.
BIRK, RICHARD W.	14 Nov 1942	78th F.S.		15 Jan 1943	78th F.S.
LONG, JAMES W.	14 Nov 1942	78th F.S.		15 Jan 1943	78th F.S.
O'HARE, JOHN M.	14 Nov 1942	78th F.S.		15 Jan 1943	78th F.S.
" " "	13 Apr 1944	531st F.S.			
VOGT, JOHN E.	14 Nov 1942	78th F.S.		15 Jan 1943	78th F.S.
HENLEY, LLOYD, JR.	27 Jan 1943	7th B.C.		15 July 1943	VII F.C.
HURST, PHILLIP P.	23 Feb 1943	U.S.A.		3 June 1943	5th A.F.
ANDERSON, NORMANT.	23 Feb 1943	U.S.A.		3 June 1943	5th A.F.
HANSON, JOHN D.	23 Feb 1943	U.S.A.		3 June 1943	5th A.F.
BATES, HARRY C.	23 Feb 1943	U.S.A.		4 Apr 1943	86th Obs Sq
BLAKENEY, LEWIS R.	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
BROWN, ROBERT P.	23 Feb 1943	U.S.A.		4 Apr 1943	86th Obs Sq
CASE, ROBERT E.	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
DAVID, DAN H.	23 Feb 1943	U.S.A.		23 Mar 1943	5th A.F.
DE HAVEN, ROBERT M.	23 Feb 1943	U.S.A.		23 Mar 1943	5th A.F.
DOLAN, THOMAS C.	23 Feb 1943	U.S.A.		23 Mar 1943	5th A.F.
FINCHER, WILLIAM W.	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
FITZGERALD, JOHN	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
FRICK, WILLIAM Q.	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
GREEN, ALBERT D.	23 Feb 1943	U.S.A.		2 Mar 1943	Deceased.
HAGGERT, WILLARD	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
HART, GLEN E.	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
HARTMAN, KERMIT W.	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
HAYMES, WILLIAM E.	23 Feb 1943	U.S.A.		23 Apr 1943	13th A.F.
McCASLIN, FRANK W.	18 Feb 1943	U.S.A.		23 Mar 1943	5th A.F.
DE ANGELO, ANTONIO M.	18 Feb 1943	U.S.A.		23 Feb 1943	333rd F.S.
GIBSON, FREDERICK A.	18 Feb 1943	U.S.A.		23 Feb 1943	333rd F.S.
WARREN, BENJAMIN C.	18 Feb 1943	U.S.A.		23 Feb 1943	333rd F.S.
BROOKS, JAMES B.	23 Feb 1943	U.S.A.		4 May 1943	13th A.F.
DAVIS, DONALD F.	23 Feb 1943	U.S.A.		4 May 1943	13th A.F.
DILLON, ROBERT C.	23 Feb 1943	U.S.A.		4 May 1943	13th A.F.
HARRISON, ARCHIBALD M.	23 Feb 1943	U.S.A.		4 May 1943	13th A.F.
FANTOM, THOMAS D.	23 Feb 1943	U.S.A.		16 May 1943	318th F.G.

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**SECRET**(Organizational History, 73rd Fighter Squadron, AAF, APO #951, Appendix # 5,  
PILOT PERSONNEL, Cont'd)

<u>NAME</u>		<u>ASSIGNED</u>		<u>TRANSFERRED</u>	
BENNETT, EDGAR	20 Mar 1943	U.S.A.	10 May 1943	1124th Sch Sq	
MUETEN, DONALD W.	30 Mar 1943	U.S.A.	23 July 1943	5th A.F.	
ROEHM, JOHN F.	20 Mar 1943	U.S.A.	6 Aug 1943	13th A.F.	
CORBETT, JOHN J.	20 Mar 1943	U.S.A.	6 Aug 1943	13th A.F.	
RITTER, WILLIAM T.	2 Apr 1943	U.S.A.	2 July 1943	5th A.F.	
SIEBER, WILLIAM G.	2 Apr 1943	U.S.A.	2 July 1943	5th A.F.	
POLLARD, BILL B.	2 Apr 1943	U.S.A.	6 Aug 1943	13th A.F.	
WINDERS, VAY A.	2 Apr 1943	U.S.A.	26 Aug 1943	5th A.F.	
SULLIVAN, ARTHUR E.	2 Apr 1943	U.S.A.	26 Aug 1943	5th A.F.	
WEAVER, CARL T.	2 Apr 1943	U.S.A.	26 Aug 1943	5th A.F.	
TOUHEY, ROBERT F.	2 Apr 1943	U.S.A.			
CHAPIN, CHARLES H.	21 Apr 1943	72nd F.S.	29 Oct 1943	VII F.C.	
LA MONTAGNE, ARTHUR	4 Apr 1943	5th A.F.	15 July 1943	VII F.C.	
POLK, JOHN W.	19 May 1943	U.S.A.	13 Oct 1943	45th F.S.	
WILSON, WILLIAM R.	19 May 1943	U.S.A.			
LOW, CARL T.	17 June 1943	U.S.A.	31 July 1943	Deceased.	
MARTIN, ANDREW F.	17 June 1943	U.S.A.	31 Mar 1944	72nd F.S.	
LYNCH, GEORGE B.	17 June 1943	U.S.A.	16 Dec 1943	5th A.F.	
MALONE, JOSEPH C.	17 June 1943	U.S.A.	3 Oct 1943	72nd F.S.	
MASON, CLARENCE Q.	17 June 1943	U.S.A.	9 Oct 1943	318th F.G.	
CARLYLE, JAMES B.	8 July 1943	46th F.S.	12 July 1943	72nd F.S.	
SMITH, JULIUS E.	14 July 1943	U.S.A.			
SNELL, ROLLAND A.	14 July 1943	U.S.A.			
SPENCER, WILLIAM B.	14 July 1943	U.S.A.			
THOMPSON, NORMAN R.	14 July 1943	U.S.A.			
GALT, JOHN R.	22 Sept 1943	U.S.A.			
HARBOUR, EARL H.	22 Sept 1943	U.S.A.			
HYRSKANICH, PETER	22 Sept 1943	U.S.A.	18 Nov 1943	19th F.S.	
McKAY, JOHN	22 Sept 1943	U.S.A.	1 Nov 1943	19th F.S.	
MISKE, DOUGLAS J.	22 Sept 1943	U.S.A.	8 Oct 1943	318th F.G.	
POWELL, THOMAS F. JR.	22 Sept 1943	U.S.A.	16 Dec 1943	5th A.F.	
POWERS, ROBERT L.	22 Sept 1943	U.S.A.	16 Dec 1943	5th A.F.	
ANDERSON, ROBERT G.	7 Oct 1943	U.S.A.			
BEATTY, RICHARD A.	7 Oct 1943	U.S.A.	19 Jan 1944	19th F.S.	
BYERS, WALTER K.	7 Oct 1943	U.S.A.			
DELLINGER, HOWARD B.	7 Oct 1943	U.S.A.	21 Nov 1943	333rd F.S.	
DE LONG, ROBERT F.	7 Oct 1943	U.S.A.	9 Dec 1943	318th F.G.	
FIETZ, CHARLES J.	7 Oct 1943	U.S.A.			
FILICOTTO, FRANK	7 Oct 1943	U.S.A.	1 Nov 1943	19th Troop C.	
KESER, ROBERT H.	20 Oct 1943	U.S.A.			
REMER, RICHARD H.	20 Oct 1943	U.S.A.			
REED, GEORGE P.	20 Oct 1943	U.S.A.			
SAUM, GEORGE B.	20 Oct 1943	U.S.A.			
SHERWELL, WILLIAM R.	20 Oct 1943	U.S.A.	14 Nov 1943	318th F.G.	
SATHER, ROBERT C.	21 Oct 1943	U.S.A.			

**SECRET**



**SECRET**

(Organizational History, 73rd Fighter Squadron, AAF, APC #951, Appendix # 5,  
PILOT PERSONNEL, Cont'd)

<u>NAME</u>	<u>ASSIGNED</u>	<u>TRANSFERRED</u>
MENG, JAMES M.	31 Oct 1943	19th F.S.
WILLIAMS, PHILLIP	4 Nov 1943	333rd F.S.
BOZARTH, MAX K.	4 Nov 1943	U.S.A.
DE CHARY, PAUL L.	4 Nov 1943	U.S.A.
GRAY, EDWARD E.	4 Nov 1943	U.S.A.
HARMS, ELMER M.	4 Nov 1943	U.S.A.
STRALEY, R.G.	4 Nov 1943	U.S.A.
VAUGHN, HARRY B.	4 Nov 1943	U.S.A.
STAMPE, HENRY M.	4 Nov 1943	U.S.A.
JOHNSON, PERRY G.	10 Nov 1943	333rd F.S.
FLYNN, ALFRED I.	11 Nov 1943	333rd F.S.
BABCOCK, ALFORD J.	14 Nov 1943	U.S.A.
STEARNS, CLARENCE	14 Nov 1943	U.S.A.
STEVENS, JOHN M.	14 Nov 1943	U.S.A.
SHEENEMAN, WARREN J.	21 Nov 1943	U.S.A.
SHEPARD, ROBERT L.	21 Nov 1943	U.S.A.
SHRINER, EDWARD C. III	21 Nov 1943	U.S.A.
SPILLMAN, LOUIS C.	21 Nov 1943	U.S.A.
SHWAB, WILLIAM B	21 Nov 1943	U.S.A.
MORTON, CHARLES D.	16 Dec 1943	U.S.A.
MYRICK, BEN E.	16 Dec 1943	U.S.A.
NUNN, OMAR L.	16 Dec 1943	U.S.A.
MORRIS, CHARLES G.	16 Dec 1943	U.S.A.
MESCHINO, ALBERT J.	16 Dec 1943	U.S.A.
ARMOR, HAYES V.	10 Jan 1944	6th F.S.
BARNHILL, EUBANKS,	10 Jan 1944	6th F.S.
BERMINGHAM, ROBERT J.	10 Jan 1944	6th F.S.
CLARK, LOUIS G.	10 Jan 1944	6th F.S.
GRAHAM, FRANK J.	10 Jan 1944	6th F.S.
GREEK, CARSON F.	10 Jan 1944	6th F.S.
HAERTELL, DAVID W.	10 Jan 1944	6th F.S.
HOWARD, ROY G.	10 Jan 1944	6th F.S.
CORMIER, RAYMOND L.	21 Feb 1944	6th F.S.
CUMPSTONE, ROBERT L.	21 Feb 1944	6th F.S.
DE VONA, JOSEPH J.	21 Feb 1944	6th F.S.
DUPOUY, MILTON A.	21 Feb 1944	6th F.S.
BROWN, JARVIS	6 Mar 1944	6th F.S.
SEYMOUR, FRANK L.	6 Mar 1944	6th F.S.
SCHURR, PAUL E.	6 Mar 1944	6th F.S.
WARDLAW, JOHN R.	6 Mar 1944	6th F.S.
	7 Feb 1944	318th F.G.
	21 Nov 1943	333rd F.S.
	18 Nov 1943	19th F.S.
	18 Nov 1943	19th F.S.
	21 Nov 1943	333rd F.S.
	18 Nov 1943	19th F.S.
	21 Nov 1943	333rd F.S.
	18 Nov 1943	19th F.S.
	7 Feb 1944	318th F.G.
	19 Jan 1944	19th F.S.
	10 Jan 1944	19th F.S.
	10 Jan 1944	19th F.S.
	10 Jan 1944	19th F.S.
	10 Jan 1944	19th F.S.
	10 Jan 1944	19th F.S.
	7 Feb 1944	318th F.G.
	30 Jan 1944	19th F.S.

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**SECRET**ORGANIZATIONAL HISTORY73RD FIGHTER SQUADRON, AAFAPPENDIX # 6GROUND OFFICER PERSONNEL

<u>NAME</u>	<u>ASSIGNED</u>		<u>TRANSFERRED</u>	
	<u>DATE</u>	<u>FROM</u>	<u>DATE</u>	<u>TO</u>
SILVER, RICHARD F.	5 Oct 1941		5 Apr 1943	318th F.G.
DELLY, PHILLIP B.	5 Oct 1941		21 Dec 1941	Haw Int Comd
MUNDEN, J. J.	23 Dec 1941	18th P.G.(I)	10 Sept 1943	72nd F.S.
POPELAR, M. V.	6 Jan 1942	19th P.S.	18 Aug 1942	VII F.C.
CUVELLIER, L. M.	17 Aug 1942	18th F.G.	20 Dec 1942	318th F.G.
GANTZ, A. J.	15 Dec 1942	72nd F.S.		
SEMO, G. A.	16 Feb 1943	U.S.A.		
PALMER, W. E.	16 Feb 1943	U.S.A.	9 Jan 1944	318th F.G.
SINAUER, A. B.	2 Apr 1943	U.S.A.		
WALLACE, C. H.	1 Apr 1943	U.S.A.		
WILLISTON, H. L.	25 Apr 1943	318th F.G.	30 Oct 1943	72nd F.S.
FREEMAN, R. W.	10 May 1943	318th F.G.	3 June 1943	18th Repl Wing
EHLERT, L. W.	4 June 1943	U.S.A.		
HURL (W.O.), J. M.	5 June 1943	17th AirBase		
WILKINSON, R. W.	15 Sept 1943	318th F.G.		
MOLLAN, H. E.	21 Sept 1943	U.S.A.	18 Jan 1944	318th F.G.
CANTWELL, J. W.	4 Dec 1943	U.S.A.		
MOFFATT, J. S.	16 Dec 1943	U.S.A.		

**SECRET**



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(Organizational History, 73rd Fighter Squadron, AAF, APO #951, APPENDIX # 6,  
CONT'D)

WIECKOWICZ, R.	9 Jan 1944	333rd F.S.		
STACKPOLE, I. L.	17 Jan 1944	318th F.G.	24 Mar 1944	531st F.S.
BIRD, J. B.	18 Jan 1944	318th F.G.		

NOTE: Abbreviations used in above Appendix are as follows:

F. S. - Fighter Squadron  
F. G. - Fighter Group  
P. S. - Pursuit Squadron  
F. C. - Fighter Command  
P. G. (I) - Pursuit Group (Interceptor)  
Haw Int Comd - Hawaiian Interceptor Command  
Repl Wing - Replacement Wing

SECRET

[ **SECRET**ORGANIZATIONAL HISTORY73RD FIGHTER SQUADRON, AAFAPPENDIX # 7PILOTS TRANSFERRED "DOWN UNDER"5TH AIR FORCE

Major GALLAGHER  
 Lieut. DAVED  
 Lieut. DEHAVEN (9)  
 Lieut. DOLAN  
 Lieut. McCASLIN  
 Lieut. DOAR  
 Lieut. ANDERSON  
 Lieut. HANSON (2)  
 Lieut. HURST (1)  
 Lieut. MEUTEN (4)  
 Lieut. RITTER (3)  
 Lieut. SIEBER (1)  
 Lieut. SULLIVAN (1)  
 Lieut. WEAVER (3)  
 Lieut. LYNCH  
 Lieut. POWELL  
 Lieut. POWERS

13TH AIR FORCE

Lt. Col. EVANS  
 Major McGINN (3)  
 Captain HARRIS  
 Captain DOWNIE  
 Captain JONES  
 Captain RESTIFO (2-1/2)  
 Lieut. BLAKENEY  
 Lieut. CASE  
 Lieut. HART (3)  
 Lieut. HAYMES (1)  
 Lieut. HARTMAN  
 Lieut. FRICK (1)  
 Lieut. FITZGERALD  
 Lieut. FINCHER (4-1/2)  
 Lieut. BROOKS  
 Lieut. DAVIS  
 Lieut. DILLON (1)  
 Lieut. HARRISON  
 Lieut. CORBETT (1-1/2)  
 Lieut. POLLARD  
 Lieut. ROEHM (1)

NOTE 1: - Number in parenthesis indicate Jap planes known to be credited to the pilot.

NOTE 2: - The following were killed in action:

Lieut. ANDERSON  
 Lieut. FITZGERALD  
 Lieut. POLLARD  
 Lieut. RITTER

NOTE 3: - For dates of transfer and full names see Appendix 5.

**SECRET**



**SECRET**ORGANIZATIONAL HISTORY73RD FIGHTER SQUADRON, AAFAPPENDIX # 8MAJOR ACCIDENTS

<u>DATE</u>	<u>PILOT</u>	<u>ACCIDENT</u>	<u>RESULT TO PILOT</u>
10 June 1942	2nd Lt. SANFORD G. PRICE	Plane spun into ocean	Water landing - uninjured.
26 July 1942	Lt. DON ROBERTS	Plane lost at sea	Pilot killed.
17 Nov 1942	2nd Lt. DANIEL J. KELOGG 1st Lt. DE JACK WILLIAMS	Mid-air collision	Parachuted - broken back (Survived). Landed plane - uninjured.
2 March 1943	Lt. ALBERT D. GREEN	Plane lost at sea	Pilot killed.
27 Mar 1943	2nd Lt. GLEN E. HART	Plane lost at sea	Parachuted - uninjured.
9 Apr 1943	Capt. ROBERT M. DUNN	Aircraft missing	Pilot missing.
14 Apr 1943	Capt. JAMES W. JUMP	Plane crashed on ground	Pilot killed.
5 May 1943	Capt. DONAL J. BROESAMLE	Plane crashed in ocean	Parachuted - sprains and abrasions.
8 May 1943	1st Lt. TELFORD W. KOON	Water landing	Lacerations and shock
31 July 1943	Lt. CARL T. LOW	Plane plunged in ocean	Pilot killed.
25 Aug 1943	1st Lt. GEORGE W. SUMMER-SIDE	Plane landed in water	Parachuted - minor abrasions and shock.
2 Sept 1943	2nd Lt. JULIUS F. SMITH	Plane lost in ocean	Parachuted - uninjured.
3 Oct 1943	Lt. THOMAS F. POWELL JR. 2nd Lt. CLARENCE Q. MASON	Mid-air collision	Parachuted - uninjured. Parachuted - badly burned.
25 Oct 1943	1st Lt. DALE J. LAUGHLIN	Plane plunged in ocean	Pilot killed.

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(Organizational History, 73rd Fighter Squadron, AAF, APO #951, Appendix # 8, MAJOR ACCIDENTS, Cont'd)

<u>DATE</u>	<u>PILOT</u>	<u>ACCIDENT</u>	<u>RESULT TO PILOT</u>
3 Nov 1943	F/O WILLIAM R. SHEERWELL	Crash landing	Abrasions left leg.
11 Jan 1944	1st Lt. PHILLIP C. WILLIAMS	Mid-air collision with Navy plane	Water landing - injuries to face.

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ORGANIZATIONAL HISTORY

73RD FIGHTER SQUADRON, AAF

APPENDIX - # 9

COMMENDATIONS FROM MIDWAY IS.

*SECRET*

S E C R E T

1st Ind. afp  
HEADQUARTERS 318TH FIGHTER GROUP, AAF, A. P. O. # 951, 9 March 1943.

TO: Commanding Officer, 73rd Fighter Squadron, AAF, A. P. O. # 951.

It is a pleasure to forward this communication and add thereto my own appreciation to all members of your organization who were concerned with this difficult assignment.

s/ C. B. STEWART,  
Lieutenant Colonel, Air Corps,  
Commanding.

A TRUE COPY:

*R. F. Silver*  
R. F. SILVER,  
Capt., AC.

S E C R E T



S E C R E T

HEADQUARTERS VII FIGHTER COMMAND AAF  
Office of the Commanding General  
APO # 958

5 March 1943.

SUBJECT: Letter, Commanding General, Army Air Forces.

TO : Commanding Officer, 318th Group, APO # 959  
Commanding Officer, 18th Group, APO # 959  
Commanding Officer, 15th Group, APO # 959

1. The following paraphrased letter from the Commanding General, Army Air Forces, to the Commanding General, VII Fighter Command relative to recent over-water flight is repeated for your information and guidance:

"Your recent letter with attached notes and comments has been closely studied by this Headquarters. The preparations for, and actual conduct of the mission indicates careful planning and thorough consideration of the many difficult factors involved.

"The information which you have transmitted will be of great value insofar as future planning is concerned and I congratulate you on a difficult job well done.

"Please convey my sentiments to all members of your Command who were concerned with this flight."

Sincerely,

s/ H. H. ARNOLD,  
t/ H. H. ARNOLD,

Lieutenant General, U. S. A.,  
Commanding General, Army Air Forces.

By command of Brigadier General DOUGLASS:

E. P. MUSSETT,  
Lieutenant Colonel, Air Corps,  
Assistant Executive.

A TRUE COPY:

*R. F. Silver*  
R. F. SILVER,  
Capt., AC.

S E C R E T



SECRET

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NAVAL OPERATING BASE  
Midway IslandIn reply  
refer to:

1-pjs

NA38/P15/00

Serial 0115

January 12, 1943.

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

From: The Commandant, Naval Operating Base, Midway.  
 To : The Commanding General, Seventh Fighter Command,  
 Fort Shafter, T. H.  
 Via : (1) The Commander in Chief, U.S. Pacific Fleet.  
 (2) The Commander Hawaiian Sea Frontier.

Subject: Departure of the Seventy-Third Fighter Squadron from Midway.

1. The departure of the Seventy-Third Fighter Squadron from the Naval Operating Base, Midway, is a matter of sincere regret on the part of the Navy and Marine personnel at this base. In spite of inadequate facilities and difficult operating conditions this squadron displayed an aggressive spirit which did much to overcome the many handicaps confronting them. Their cooperative spirit did much to solve the many problems which inevitably occur at an advanced base such as Midway.

2. During the period covered by their stay on Midway the possibility of active combat was always imminent. Their alertness and high degree of training produced a feeling of confidence which made the authorities at Midway view this possibility with a feeling which can only be described as "anticipation".

3. Much of the credit for the excellent record made by this command rightfully belongs to the Commanding Officer, Major John S. Evans, U.S.A.A.F. His officer-like qualities and cooperative spirit are in keeping with the best traditions of the Army.

4. It is requested that this letter be made a part of the official record of the squadron and its commanding officer.

/s/ H M Martin  
 /t/ H. M. MARTIN.

Copy to: Maj. J. S. Evans, USAAF.

A TRUE COPY:

*C. W. Treece*  
 C. W. TREECE,  
 Captain, Air Corps.

COPY

SECRET



CONFIDENTIAL

UNITED STATES PACIFIC FLEET  
FLAGSHIP OF THE COMMANDER IN CHIEF

Pac-95-jb  
EHL2-1  
A4-3/VV

Serial 0133

Jan 20 1943

CONFIDENTIAL

CONFIDENTIAL

1st Endorsement on  
Comdt. NOB Midway Ltr.  
NA38/P15/00 (0115)  
Dated January 12, 1942.

From: Commander in Chief, U. S. Pacific Fleet.  
To: Commanding General, Hawaiian Department.

Subject: Departure of the Seventy-Third Fighter  
Squadron from Midway.

1. Forwarded with pleasure.

copy to: (with copy of basic ltr.)  
ComHaw Sea Front

S/R.A. SPRUANCE,

R. A. Spruance  
Chief of Staff

A TRUE COPY:

*C. W. Treece*  
C. W. TREECE,  
Captain, Air Corps.

CONFIDENTIAL



CONFIDENTIAL

CONFIDENTIAL

330.13

2d Ind.

HEADQUARTERS HAWAIIAN DEPARTMENT, Fort Shafter, T. H., 22 January 1943.

TO: Commanding General, Seventh Air Force, Hickam Field, T. H.

I note with pleasure the commendation contained in the basic letter relative the creditable performance of duty by Major John S. Evans, U. S. A., and all other personnel of the Seventy-Third Fighter Squadron during their tour of duty at Midway. I desire to add my personal commendation for a difficult task well done.

S/DELOS C. EMMONS,  
DELOS C. EMMONS,  
Lieutenant General, U. S. Army,  
Commanding.

330.13

3rd Ind.

A-1

HEADQUARTERS SEVENTH AIR FORCE, Hickam Field, T. H., 25 January 1943.

TO: Commanding General, VII Fighter Command, APO # 958.

1. The commendation contained in the basic letter is noted with extreme pleasure. It is indeed gratifying to learn that the operations and relationship of the 73rd Fighter Squadron, while stationed at Midway under the command of Major John S. Evans, were conducted in such a manner as to merit this splendid commendation of the Naval Commander at that station.

2. A copy of this correspondence will be made a part of the organization history of the 73rd Fighter Squadron, and a copy will be included with the next efficiency report of Major John S. Evans.

S/ROBERT W. DOUGLASS, JR.,  
ROBERT W. DOUGLASS, JR.,  
Brigadier General, AUS,  
Commanding.

A TRUE COPY:

*C. W. Treece*  
C. W. TREECE,  
Captain, Air Corps.

CONFIDENTIAL



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330.13

4th Ind.

A-3

HEADQUARTERS VII FIGHTER COMMAND, AAF, APO #958, 28 January 1943.

TO: Commanding Officer, 318th Fighter Group, APO #953.

1. For compliance with paragraph 2, preceding indorsement.

2. The undersigned is exceedingly gratified with the realization that a unit of this Command has so distinguished itself in the performance of a difficult assignment. It is a pleasure to forward this commendation and add thereto my own appreciation to Major John S. Evans, AC, and all other personnel of the 73rd Fighter Squadron for their outstanding performance of duty, and unswerving loyalty in a potentially difficult situation.

/s/ Robert W. Douglass Jr.  
/t/ ROBERT W. DOUGLASS, JR.,  
Brigadier General, U. S. Army,  
Commanding.

330.13

5th Ind.

re

HEADQUARTERS 318TH FIGHTER GROUP, AAF, APO #953, 1 February 1943.

TO: Commanding Officer, 73rd Fighter Squadron, AAF, APO #953.

I, too, am pleased and wish to commend you and your organization for the fine work done and the splendid manner in which things were accomplished while stationed at Midway. Letters of this character are very gratifying and it is indeed a pleasure to forward them.

THOMAS B. SUMMERS,  
Major, Air Corps,  
Commanding.

A TRUE COPY:

*C. W. Treece*  
C. W. TREECE,  
Captain, Air Corps.

CONFIDENTIAL

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COPY



~~CONFIDENTIAL~~

330.13

6th Ind.

HEADQUARTERS 73RD FIGHTER SQUADRON, AAF, APO #953, 5 February 1943.

TO: Officers and Men of the 73rd Fighter Squadron.

1. I am proud to Command an organization that receives commendations of this type. I only wish that the enemy had dropped in on us to really test the superior effort which was displayed by the men and officers of this organization.

JOHN S. EVANS,  
Major, Air Corps,  
COMMANDING.

CONFIDENTIAL



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MIDWAY TO HONOLULU

P-40s Fly 1,500 miles Non-Stop over Pacific.

(Extracted from Curtiss FLY LEAF, Vol XXVI No. 4 Sept- October 1943.)

The Curtiss P-40 fighter plane, already the most versatile of the war, has won new laurels by flying 1,500 miles over the Pacific from Midway Island to Hawaii.

This single flight was the longest non-stop, mass flight of single-engine military aircraft in American history. It was accomplished without incident, and proved that powerful P-40 fighter squadrons can be shifted quickly to distant areas whenever danger threatens.

The flight was made in six and one-half hours; the 22 P-40s of the fighter squadron which made the trip were equipped with plastic-type auxiliary fuel tanks, in addition to the standard fuselage tank used for normal flying and combat duty. The Curtiss pursuits were escorted by three LB-30s (B-24s) and F4Y Catalinas.

The long over-water flight was conceived by Lieut. Col. Aaron Tyer, commander of the fighter group of which the Squadron was a part. Colonel Tyer and Maj. J. S. Evans (commanding the squadron) led the flight into Kaneohe Naval Air Station on Oahu, T. H. The flight was planned after the squadron was relieved by another P-40 squadron which had flown 1,000 miles non-stop to Midway from Kauai, an island west of Oahu.

After the decision was made to fly the P-40s out of Midway, Robert O. Gray, Curtiss foreign service representative, was summoned from Honolulu to assist in technical preparations. He arrived in one of the LB-30s which brought along the auxiliary tanks for the P-40s.

To conserve fuel on the long trip, the P-40s were throttled down and flown at 10,000 feet, except for a short distance at 2,000 feet when bad weather was encountered. There was no attempt to fly in formation. Following instructions of Col. Tyer, each pilot adjusted his plane speed for the most economical fuel consumption and followed the LB-30 nearest him.

The flight went off without incident. Fuel left in each plane after arrival at Hawaii ranged from three to twelve gallons, an extremely narrow margin.

Engineering officer of the flight was Capt. Robert Dunn, later killed in the Pacific. Col. Tyer, Major Evans and other pilots who participated in the flight were decorated in Honolulu.

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APPENDIX #10

GENERAL ORDERS)

HEADQUARTERS SEVENTH AIR FORCE,

APO #953, 25 November 1943.

NUMBER 54 )

SECTION

AWARD OF SOLDIER'S MEDAL . . . . . I  
 AWARD OF OAK-LEAF CLUSTER . . . . . II

SECTION I

AWARD OF SOLDIER'S MEDAL:--By direction of the President, under the provisions of the act of Congress approved 2 July 1926 (Bul. No. 8, W.D., 1926), and pursuant to authority contained in paragraph 6, AR 600-45 (Award and supply of decorations for individuals), 8 August 1932, as amended by Changes No. 6, 28 October 1942, a Soldier's Medal is awarded by the Commanding General, Seventh Air Force, to the following-named enlisted men:

JULIUS G. BLANKENSHIP, 7041774, Staff Sergeant, Air Corps, United States Army. For heroism displayed at APO #951, 3 April 1943. Residence at enlistment: Nicholasville, Kentucky.

MARTIN ALFRED, 6975588, Staff Sergeant, Air Corps, United States Army. For heroism displayed at APO #951, 3 April 1943. Residence at enlistment: Brooklyn, New York.

FRANK G. BUCHLE, 7026821, Staff Sergeant (then Sergeant), Air Corps, United States Army. For heroism displayed at APO #951, 3 April 1943. Residence at enlistment: Williamsport, Pennsylvania.

JAMES F. MCGINN, 11004226, Staff Sergeant (then Sergeant), Air Corps, United States Army. For heroism displayed at APO #951, 3 April 1943. Residence at enlistment: Boston, Massachusetts.

\* \* \* \* \*

SECTION II

AWARD OF OAK-LEAF CLUSTER:-- By direction of the President, under the provisions of the act of Congress approved 2 July 1926 (Bul. No. 8, W.D., 1926), and pursuant to authority contained in par 14, AR 600-45 (Award and supply of decorations for individuals), 8 August 1932, and pursuant to authority contained in par 6, AR 600-45, 8 August 1932, as amended by Changes No. 6, 28 October 1942, in addition to the Soldier's Medal awarded by the War Department, at Savannah Beach, Georgia, 7 June 1938, published on page 10, Supplement 3, American Decorations, U.S. Army, 1862 to 1926, a Bronze Oak-Leaf Cluster is awarded by the Commanding General, Seventh Air Force, to the following-named enlisted man:

JULIAN S. SMITH, 6374979, Staff Sergeant (then Sergeant), Air Corps, United States Army, for heroism displayed at APO #951, 3 April 1943. Residence at enlistment: Jacksonville, Florida.

By command of Major General Hale:

WILLIAM J. FLOOD,  
 Brigadier-General, General Staff Corps,  
 Chief of Staff.

OFFICIAL:

L.F. JOHNSON,  
 Lieutenant Colonel, Adjutant General's Department,  
 Assistant Adjutant General.

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APPENDIX 10

Staff Sergeant Edward M. White, Pvt at time of recommendation for award, received the Purple Heart (serial No. 73233) per General Order No. 2, Hq., 7th Interceptor Command, dated 2 February 1942. The award was given on 25 March 1942 for injury sustained on 7 December 1941.

On April 3, 1943, Corporal Robert M. Virdin while working on the radio of one of the planes, shorted some wires which caused an explosion. Several members of the squadron rescued him from the burning plane. This act earned them the Purple Heart (see page 8 in history). Cpl Virdin received severe burns.

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ORGANIZATIONAL HISTORY

73RD FIGHTER SQUADRON, AAF

APPENDIX #11

EXAMPLES OF MISSION REPORTS

1. Strafing Mission
2. Interception Mission
3. Reconnaissance Mission
4. Joint Army-Navy Exercise

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DRILL

DRILL

DRILL

## CONFIDENTIAL

TO: CO 318th Fighter Group  
 Subject: Mission Report

1.A. 73rd Fighter Squadron  
 B. Bellows Field

2. Scattered clouds at 5,000 feet. Visibility good.

3. A. 14 November 1943  
 B. 0919  
 C. Direct to target area  
 D. Base to Kalama Beach. After mission completed continued flight for training purposes. Back to base.  
 E. Four planes at 1025, four at 1045.

4A. Strafing Mission. Operations Order 142.  
 B. Eight P-47-Ds.

5. None

6. None

7. We made our initial attack a moment or so before 0930, coming down through a hole in the clouds from a 5,000 feet, coming in from the north-east over the sea with the sun at our backs. Made seven passes in all, action ending about 0943. Passes were made from several different directions, the second being from over the hill in the Kaneohe direction. Flew in two ship elements, in string.

Enemy forces consisted of 12 to 15 landing barges, shuttling in and out from sea, and 200 to 300 men. There was a tank on the beach which was thoroughly strafed. One barge brought in a large yellow bull-dozer; this was hit on the barge and later on the beach. Tank guns were hauled ashore. The barges came in three abreast. They set up a CP position near the bushes (identified by a flag) which was strafed. The men in the barges ducked low for protection; some of the men getting out of the barges made an attempt to lie low; many of the men on shore, particularly a large group on the road, made no attempt to disperse and just stood there as they were shot down.

8. 16,000 rounds 50 caliber.

9. Only enemy gun seen was on the tank. This was manned and seemed to be trying to track one of our planes. Occasional charges of dynamite were set off on the ground, presumably to simulate combat.

10. Majority of personnel killed or badly wounded, Barges, tank, bulldozer badly shot up.

~~Good~~ 11. Good

12. Believe we achieved complete surprise on initial attack, and would have completely annihilated entire landing party by the time the last pass was made.

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TO: CO 318TH FITERGR

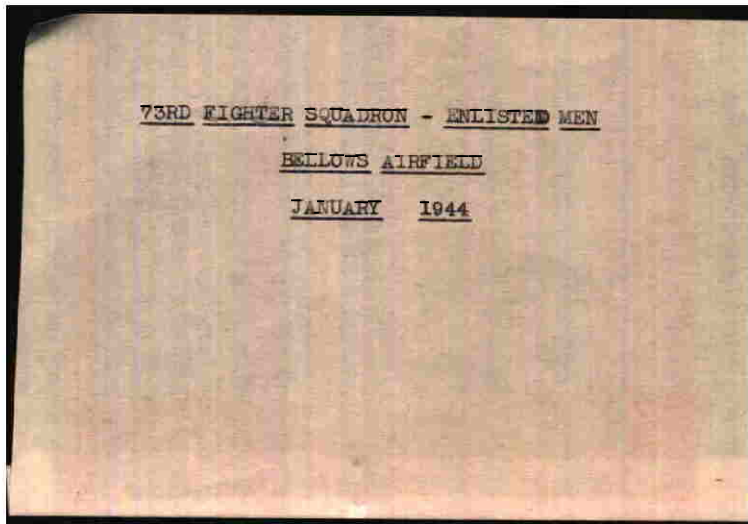
SUBJECT: MISSION REPORT

1. A) 73RD FIRON  
B) BELLOWS FIELD
2. 5/10TH OVERCAST OVER ISLAND AT 6,000 FEET. CLEAR OVER WATER.
3. A) 21 FEBRUARY 1944  
B) 1602  
C) KAHUKU AT 14,000 FEET AT 1612  
D) BASE TO KAHUKU, VECTOR 310 FOR 15 MILES, BACK TO KAHUKU AND BAS  
E) 1701
4. A) INTERCEPTION MISSION NO. 2-21  
B) EIGHT P-47D'S
5. NONE
6. TWO SHOT DOWN AND ONE POSSIBLE
7. WE INTERCEPTED TWO B-25S AND 8 ESCORTING P-39S ABOUT 15 MILES OUT AS THEY WERE HEADING IN TOWARD ISLAND. ONE FLIGHT OF FIGHTERS WAS FLYING DIRECTLY OVER THE BOMBERS AT 11,000 FEET, THE OTHER WAS STEPPED BACK AND UP AND 12,000. THE BOMBERS FLEW A TIGHT FORMATION AT 10,000. OUR FIRST PASS WAS MADE BY WHITE ELEMENT FOLLOWED IMMEDIATELY BY BLUE ELEMENT, A HIGH STERN PASS WHICH GOT THROUGH TO THE BOMBERS UNOPPOSED. ALL REMBINING PASSES WERE CARRIED OUT BY ELEMENTS IN TWO SHIP FORMATION, COMING IN FROM OPPOSITE SIDES, CONSISTING CHIEFLY OF HIGH SIDE AND FLAT SIDE BUT ALSO INCLUDING STERN, LOW SIDE AND LOW STERN. THE ESCORT ON THE WHOLE WAS GOOD, MAINTAINING THEIR MUTUAL SUPPORT AND STAYING CLOSE TOGETHER. EACH OF OUR ELEMENTS ACHIEVED AT LEAST ONE UNOPPOSED PASS; MOSTLY THEY GOT ON OUR TAILS ON OUR PULLAWAY RATHER THAN OUR ATTACK. THE BOMBERS EMPLOYED NO EVASIVE ACTION. THE ACTION LASTED ABOUT 15 MINUTES AND BROKE UP OVER KAHUKU.
8. 9,600 ROUNDS 50 CALIBER.
9. A. NONE  
B. NONE
10. BOTH BOMBERS AND 6 FIGHTERS SHOT DOWN (ON AT LEAST TWO OCCASIONS ELEMENTS OF OURS RODE FREELY ON THE TAILS OF ELEMENTS OF THEIRS)
11. GOOD
12. ESCORT WAS GOOD BUT BELIEVE HIGH COVER NOT HIGH ENOUGH TO INTERCEPT OVERHEAD PASSES, IF USED. ALTHOUGH THE TIGHT FORMATION OF THE BOMBERS TENDED TO CONCENTRATE THEIR FIRE POWER, THEIR LACK OF ANY EVASIVE ACTION MADE PASSES FROM UNDERNEATH UNOPPOSED.

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CONFIDENTIALMISSION REPORT

1. A. 73RD FIRON  
B. BELLOWS FIELD
2. 4/10 BROKEN CUMULUS OVER TARGET BETWEEN 2,000 AND 4,000 FEET. VISIBILITY GOOD.
3. A. 24 FEBRUARY, 1944  
B. 1010  
C. DIRECT TO TARGET AREA  
D. BASE TO WIAMEA AREA AND INDIRECTLY BACK TO BASE  
E. 1105
4. A. RECONNAISSANCE MISSION -- TRAINING ORDER # 2  
B. 4 P-47-D-3
5. NONE
6. NONE
7. WE MADE THREE RECONNAISSANCE RUNS OVER THE AREA BOUNDED BY THE FOUR COORDINATE POINTS GIVEN. AS ONLY A SMALL PORTION OF THE HIGH LAND ON TOP OF THE HILL FELL WITHIN THIS QUADRANGLE, OUR OBSERVATION WAS LIMITED TO THE STRIP OF LAND AT SEA LEVEL. THE OVERLAY DRAWING WHICH IS BEING SUBMITTED GIVES THE DETAILS OF ALL ITEMS OF INTEREST PLUS GENERAL FOLIAGE OBSERVED. THE THREE RUNS WERE AT DIFFERENT ALTITUDES: THE FIRST, COMING FROM THE NORTH-EAST, WAS AT 3,500 FEET; THE SECOND, FROM THE SOUTH-WEST, AT 1,600 FEET; THE THIRD, FROM THE NORTH-EAST, AT 500 FEET. THE DUMMY PLANES APPEARED REAL ON THE FIRST RUN, POSSIBLY SO ON THE SECOND, BUT DEFINITELY NOT ON THE LAST. THE LITTLE DUMMY SHACKS MIGHT HAVE APPEARED REAL IF THE ROOFS HAD NOT BEEN SO CONSISTENTLY GREEN WITH NO LINES OR BREAKS IN THEM. THE RUNWAY, WHICH IS MOSTLY DIRT WITH SOME GRASS, MIGHT BE CONSIDERED REAL DESPITE THE SMALL DITCHES RUNNING ACROSS.
8. NONE
9. A. NONE  
B. ONE GUN EMPLACEMENT SEEN AT TOP OF HILLSIDE.
10. NONE
11. NOT INVOLVED
12. THE PILOTS ALL AGREE THAT OF THE THREE ALTITUDES FLOWN, 1,600 FEET WAS THE BEST FOR GENERAL OBSERVATION. AT 500 FEET ONE SEEMS TO FLY OVER TOO QUICKLY (ACTUAL SPEED WAS ABOUT 250 M.P.H.), WHEREAS IF ONE IS AS HIGH AS 3,000 FEET THEY FELT THAT ONE MIGHT AS WELL BE UP AROUND 15,000 AND REASONABLY SAFE, YET STILL ABLE TO OBSERVE MAJOR POINTS.

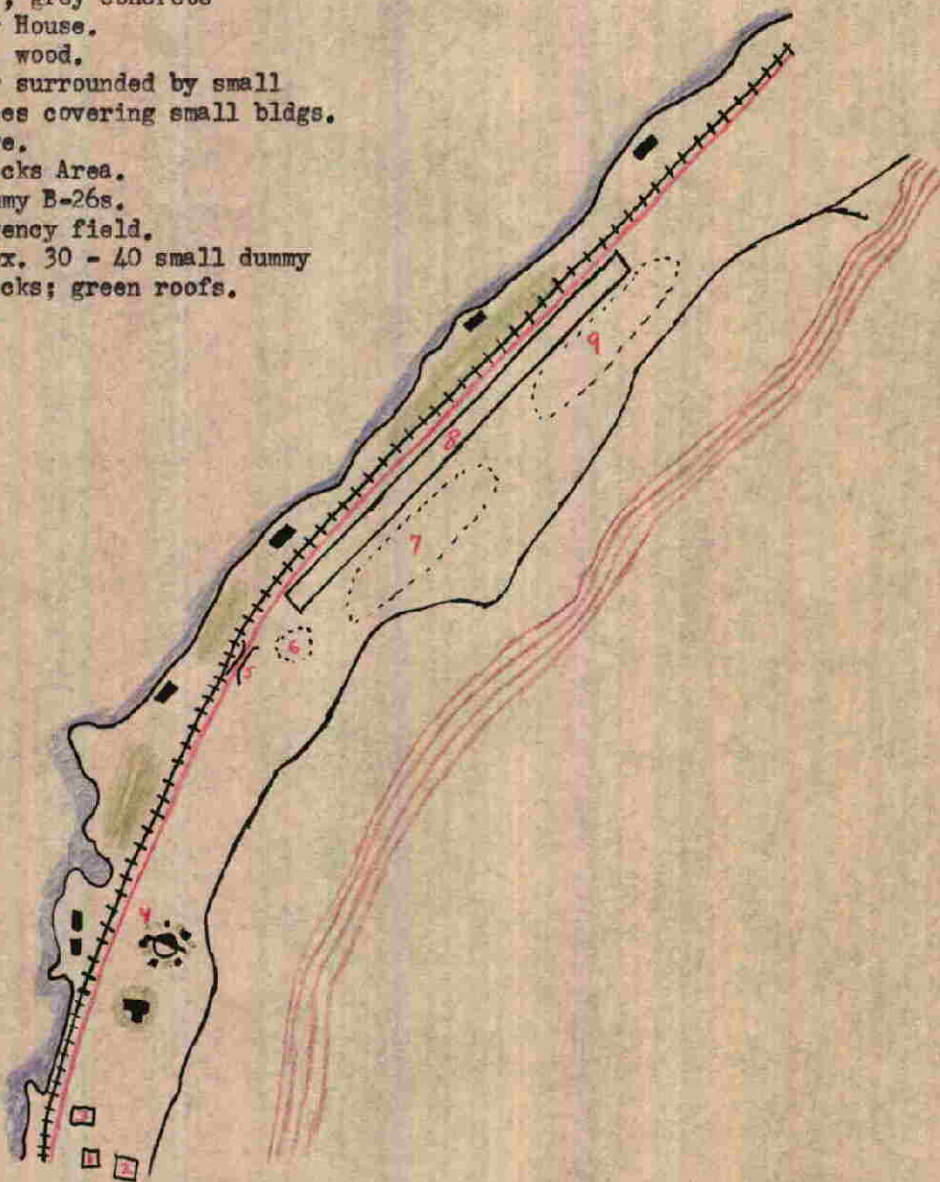
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LEGEND**SECRET**

- Main Highway
- Trees
- Civilian or Misc. Houses

- .....
1. Tower, grey concrete
  2. Power House.
  3. Mill, wood.
  4. Radar surrounded by small trees covering small bldgs.
  5. Bridge.
  6. Barracks Area.
  7. 9 dummy B-26s.
  8. Emergency field.
  9. Approx. 30 - 40 small dummy shacks; green roofs.

**SECRET**

Waimea Quadrangle  
1:20,000  
73rd Fighter Squadron  
S-2  
24 February 1944

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TO: CO, 318th Fighter Group

SUBJECT: Mission Report

1. (A) 73rd Fighter Squadron  
(B) Bellows Field
2. Solid overcast at 12,500 feet. Visibility good. Strong dusty wind from south.
3. (A) 2 March 1944  
(B) 0805 (Red, White and Blue flights), 0845 (Brown flight).  
(C) See 7.  
(D) See 7.  
  
(E) 0942 (Red, White and Blue flights), 1002 (Brown flight).
4. (A) Joint Army-Navy exercises. Operations Order No. 27.  
(B) Sixteen (16) P-47D's (also 4 P-47D's which were loaned to the 47th Firon. As these planes pancaked at Mokuleia, assumed their activities will be included in the 47th Firon's report).
5. Twelve P-40's and twelve P-47's at different times.
6. Two probable.
7. Red, White, and Blue Flights took off at 0805 and at 0810 were over Mokapu Point at 5,000 feet. All three flights started out on vector 020 after five PV's but Red and Blue turned back to Mokapu after going thirty miles. White flight continued and attacked 50 miles out at 0818, making two high side front quartering passes from 7,000 down to 5,000, one element taking the lead section of 3 planes and the other taking the rear section of 2 planes. Shot down 3 PVs. White flight returned at 5,000 feet to Mokapu, rejoining the others at 0835 and orbited with them at 10,000 until 0905. At that time all made two high side passes at 8 F6Fs at 4,000 feet. These planes were not aggressive and all eight were shot down. At 0915 were sent out on vector 035 and after going out for 100 miles at 10,000 feet intercepted at 0930. Found bogey to be a C-54. Returned at 9,000 feet, slowly letting down and landed at 0942.  
  
Brown Flight took off at 0845 and noticed 4 F6Fs coming in to strafe the field. Circled at 2,000 feet and attacked from the north, coming in on their tails at 0848 and shooting down two. Flew to Hickam at 9,000 feet and at 0855 attacked four F6Fs which were fighting a flight of P-47s. Made several high side and stern passes, getting one. At 0900 over Pearl Harbor dove from 7,000 to 1,500 feet on four F6Fs, getting one probable. Went to Wheeler at 8,000 feet and at 0905 dove on eight shooting down two. Back to Pearl Harbor at 9,000 where at 0915 we

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attacked 20 TBFs and eight F6Fs, downing one TBF and losing one of ours. Then over Hickam at 0920 made a high side from stern quarter pass on 20 SBDs and 8 F6Fs, shooting one SBD and damaging an F6F, while losing one of ours. On these last two interceptions 8 other P-47s and 8 P-40s were also present. Flew to Mokapu Point at 15,000 and at 0930 made a stern pass at 4 F6Fs at 12,000, getting one sure and one probable. At 0935 dove from 12,000 to 1,500 feet where we joined four other P-47s in attacking 20 SBDs, 16 TBFs 4 PVs and 2 F6Fs, all circling Kaneohe. We shot down 2 SBDs and 1 TBF and damaged 1 PV. Came back to base at 3,000 feet and landed at 1002.

8. 13,200 rounds 50 caliber

9. A. None  
B. None

10.	<u>Confirmed</u>	<u>Probable</u>	<u>Damaged</u>
PV's	3	-	1
F6F's	14	2	1
SBD	3	-	-
TBF	2	-	-
TOTAL	22	2	2

11. Good

12. Believe squadrons should be furnished cover for take-off and landing as frequently as possible. We had altitude advantage on every attack and successfully employed hit and run tactics. The enemy bombers did not have enough fighter protection for their own safety.

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**SECRET**ORGANIZATIONAL HISTORY73RD FIGHTER SQUADRON, AAFAPPENDIX # 12TOTAL FLYING TIME OF THIS SQUADRON1941

December 121:30

1942

January	460:55
February	666:20
March	590:20
April	650:35
May	782:35
June	519:35
July	742:40
August	719:10
September	535:55
October	393:50
November	565:35
December	547:45

TOTAL 1941 121:30

TOTAL 1942 7175:15

1943

January	557:45
February	790:25
March	1259:40
April	1073:55
May	859:05
June	1020:35
July	1074:20
August	950:25
September	1007:20
October	1096:55
November	1228:55
December	1448:15

TOTAL 1943 12367:35

TOTAL 1944 3539:55

GRAND TOTAL 23204:15

1944

January	1443:15
February	1223:40
March	873:00

NOTE: Number of hours flown during October and November 1941 not included. Records are not available.

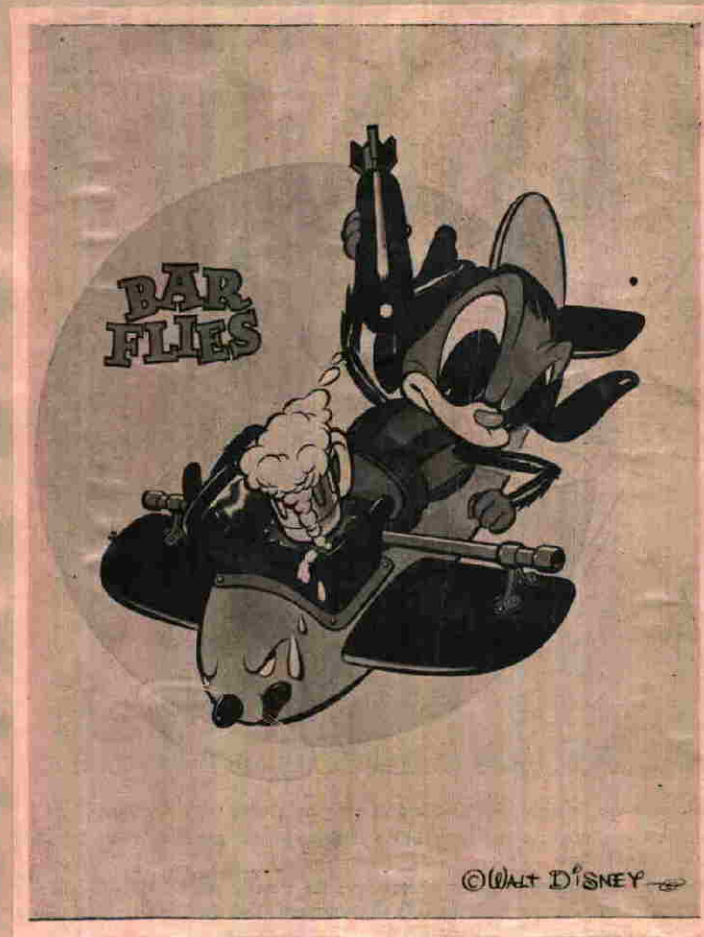
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APPENDIX # 13

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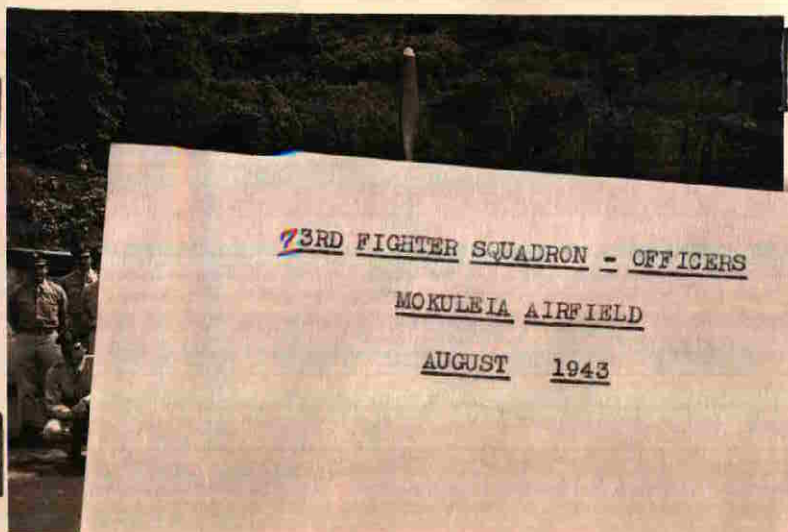
**Walt Disney Draws Insignia  
For Bar Flies Squadron**



**SECRET**



73RD FIGHTER SQUADRON  
MARCH 1943  
KANEOHE NAVAL AIR STATION



73RD FIGHTER SQUADRON - OFFICERS  
MOKULEIA AIRFIELD  
AUGUST 1943



