

S U M M A R I E S O F E V E N T S

90TH SQUADRON

90th BOMBARDMENT SQUADRON (L)
3rd BOMBARDMENT GROUP (L)

AFO 328
1 November 1946

SUBJECT: Monthly Summary of Events.

TO : Historical Officer, 3rd Bombardment Group (L).

1. In compliance with Regulation Number 45-1, Headquarters V Bomber Command, dated 17 December 1945, the following summary of events of the 90th Bombardment Squadron for the month of October, 1946, is submitted.

2. Again during the month of October the 90th Squadron showed a gain in numerical strength. The adjective, "numerical" is used in connection with gain in strength advisedly, for other than numerically the strength had declined. Though by month's end the Squadron was at Table of Organization and Equipment strength in number of enlisted men assigned, of the 39 men gained but one MOS 750, at present the most critical shortage, was received to compensate for the loss of six men with MOS 750 or 747. A very high percentage of the new men were MOS 521, basic soldiers, worthless to a tactical organization without further training.

A comparison taken from the morning report looked deceptively bright:

1 October	OFFICERS	31 October
1	Major	1
4	Captain	4
10	1st Lt.	12
16	2nd Lt.	15
<u>1</u>	F/O	<u>1</u>
32	Total	33
	ENLISTED MEN	
3	T/Sgt.	4
3	S/Sgt.	4
14	Sgt.	11
13	Corporal	15
23	PFC	33
<u>22</u>	Private	<u>50</u>
78	Total	117

It is significant that there was an increase of 39 PFC's and Privates while there was a net gain of but one man in the grades of Corporal and above, the men in which grades have the technical training to perform the duties vital to aircraft maintenance.

The chronology of personnel changes:

- 1 Oct. Ten Privates assigned, all basic soldiers.
- 3 Oct. Three Privates assigned, all basic soldiers.
- 5 Oct. 19 Privates assigned, all basic soldiers. Five PFC's assigned. 2nd Lt. Patrick Ryan transferred to 385th Air Service Group.
- 8 Oct. 1st Lt. Paul L. Morris assigned. One Sergeant, NOS 612, and one Private, basic soldier, assigned.
- 10 Oct. Three Privates assigned.
- 12 Oct. Two Sergeants, both NOS 612, four Corporals, seven PFC's, four Privates assigned.
- 13 Oct. One T/Sgt., NOS 750, assigned. (Engineering Officer survived the shock.) One Corporal lost.
- 14 Oct. One Sergeant, NOS 911, assigned.
- 17 Oct. 1st Lt. Donald W. Sunderman assigned.
- 18 Oct. Lost by redeployment: three Sergeants, NOS's 750, 747 and 612; one corporal, NOS 345; one PFC, NOS 960.
- 20 Oct. 1st Lt. Harold F. Lemmon, squadron medic, reassigned to Headquarters, 3rd Bombardment Group.
- 23 Oct. Lost by redeployment: one S/Sgt., NOS 612; three Sergeants, two NOS 750, one NOS 747; one PFC, NOS 750. (Engineering officer believed to be on the verge of a nervous breakdown.)
- 25 Oct. Lost one PFC.
- 26 Oct. 1st Lt. David A. Jones assigned.
- 27 Oct. Two PFC's assigned.

There were several changes by promotion during the month: two Sergeants to Staff Sergeant, two Corporals to Sergeant, four PFC's to Corporal, and two Privates to PFC.

On 1 October Major Lewis B. Weigold assumed command of the squadron, relieving Capt. Glen A. Cooley who was appointed Operations Officer. 1st Lt. Herbert C. Englebrecht, relieved as Operations Officer was appointed Assistant Operations Officer. At month's end key administrative personnel included:

- Major Lewis B. Weigold, Commanding Officer
- Captain Allen Warfield Jr., Adjutant
- Captain Glen A. Cooley, Operations Officer
- 1st Lt. Clyde F. Ellis, asst. Adjutant
- T/Sgt. F. G. Lush, First Sergeant

Sgt. Ollie Higgins Jr., formerly 1st Sergeant, was lost during the month by redeployment.

3. Most outstanding events of the month were the completion of the long-delayed move from Atsugi to Yokota and the joint Army-Navy maneuvers held 12 to 19 October. The final movement to Yokota was accomplished

during the first part of the month. The move was well planned, the squadron moving by sections, and was made smoothly, efficiently, with a minimum of confusion and lost time. During the maneuvers the 90th Squadron played a leading part. Simulated missions, reconnaissance, bombing and strafing, were flown, and actual smoke screens were laid. The Engineering Section was especially hard pressed to keep the squadron's handful of aircraft in the air with so few qualified men for maintenance. The section's success was due only to tenacity and dogged, hard work on the part of the Engineering Officer and a few, cooperative, skilled enlisted men. Nothing turns mechanically inept, basic soldiers into crew chiefs and airplane mechanics over night, nor maneuvers, nor an attack by an actual enemy. In spite of personnel and equipment shortages the 90th Squadron's part in the maneuvers was outstanding and was commended in a letter from the Commanding Officer of the 3rd Bombardment Group.

The training programs inaugurated during the month of September were still ineffect. By the end of October nearly all the pilots were checked out in the A-26 and were starting to attain proficiency through scheduled transitional flights. Officers were enrolled in an engineering school in an effort to combat the chronic headache of untrained engineering personnel. It is expected that these officers will be called upon to do routine maintenance work on the flight line. "Fix 'em; then fly 'em," one harrassed pilot put it. A ground school course for the navigators loomed as the month grew grey. The training program was hindered somewhat by the interruption of moving, but progress was definite.

4. The new home at Yokota left a lot to be desired. it is going to be a fine field -- next summer. At month's end it was still very much under construction. Taxi ways were incomplete. The Engineering Section had no hanger, its office and Technical Supply being somewhat separated from the elements by tents. Everywhere there was crowding. Sections were crowded together into single rooms for lack of space. Orderly rooms were relegated to single rooms. By the last of the month this crowded condition was being alleviated somewhat except in the mess halls and in the officers' quarters. Though the buildings themselves were nicer, officers and enlisted men found living conditions at their new home below old Atsugi standards. The officers doubled up, twice the intended number occupying rooms. The enlisted men had adequate space but found it difficult to gloat over the officers; they were too concerned with their chattering teeth. There was no heating in any of the buildings, and the weather had not waited for the disconnected radiators which lay in corridors to be installed.

The hot water supply met about one tenth of the demand. Officers complained of living with as much privacy as a gold fish as dependants filed by bare windows while the officers were in various states of undress. "I'm not old-fashioned," said one. "It's just that I lack Gypsy Rose Lee's equipment." Regulations prevented their hanging drapes. Continued construction of the base left open, unmarked ditches, holes and pitfalls to menace the life and limb of the unwary night wanderer. Japanese nationals scurried about thicker than ants on a jelly sandwich at a summer picnic, accomplishing something no doubt. The loss of the efficient Atsugi house girls was lamented as so-called house boys did a minimum in rooms before vanishing for the major portion of the day.

For a week the 90th Squadron hit the drill field at 0530 and the sack at 2100. Under restriction in compliance with a 314th Composite Wing order which imposed extra duty and discipline on units in which the venereal disease rate exceeded 50 per 1000, officers and enlisted men, married and single, drilled, traveled in formations, worked Wednesday afternoon, Saturday afternoon and Sunday, normally off-duty time, and otherwise fulfilled the requirements of the order, in effect due to one case of venereal disease in the squadron. Typically American, some men complained; some wise cracked; some, both. All complied. The "Death March," so dubbed by a sleepy GI as he went to the left on a movement to the right flank, lived again.

In general the situation remained much the same as in previous months. Emphasis was on training. So must it be for as far as can be foreseen into the future. There appears to be no deliverance from receiving basic soldiers as replacements for redeployed men, men who had only finished learning their jobs themselves scant weeks before. Therefore the 90th Squadron will never function as an efficient tactical unit unless it receives as replacements long-term enlistees, men whose length of service to the squadron will justify the unproductive months spent in their training. By the same token men whose enlistments are for but one year are proving to be of little or no value to such a unit. Fast-greying section heads wonder where all the three-year enlistees are going, pray that some may be diverted to the 90th Squadron so that it may actually be the prepared, efficient fighting outfit that it is potentially, that administrators are struggling to make it, and showing progress, despite all obstacles.

FOR THE COMMANDING OFFICER

Russell R. Stanbro
RUSSELL R. STANBRO
2nd Lt. Air Corps
Historical Officer

90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) AAF

APO 328
31 October 1946

SUBJECT: Monthly Summary of Events

TO : Historical Officer, 3RD Bomb Group (L), APO 328

1. In compliance with sec. 7, paragraph 1; memorandum 8, Hdc. 314 Composite Wing, APO 710, dated 22 February 1945, the following summary of events and activities of the operations section is submitted.

2. The operations personnel were three officers and three enlisted men.

Capt	Glenn A. Cooley	Operations Officer
1st Lt.	Herbert C. Engelbrecht	Ass't Operations Officer
1st Lt.	William L. Ford	Ass't Operations Officer
Cpl	Morris W. Davis	Clerk
Pvt	Louis Galardo	Clerk
Pvt	Gustave Angelo	Clerk

3. The following Officers were transferred out of the Squadron

Maggart, R. E.	Captain
Ryan, P. T.	2nd Lt.

4. The following Enlisted Men were put on flying status

S/Sgt	Arnold Creech
S/Sgt	Nigal Messer
S/Sgt	James Zaccagnini

Sgt Samuel Morello

Sgt Ray Sykes

Cpl Charles Groover

Cpl Edgar Napier

Pfc Louis Marshall

5. The following Officers entered the Squadron

Doyle, D. D. Captain

Jones, D. A. 1st Lt.

Sunderman, D. W. 1st Lt.

6. Reconnaissance Record

a. 5 reconnaissance flights were flown on Northern Honshu, making a total of 19 hours flown on these missions.

b. There were no accidents to flying equipment or personnel during this period.

c. All flights were flown at a minimum altitude.

7. Training.

a. During the first fifteen days of the month our training program had been in high gear. After that our efficiency as a training unit was temporarily cut down due to changing of operations from Atsugi AAB to Yokota AAB and also maneuvers.

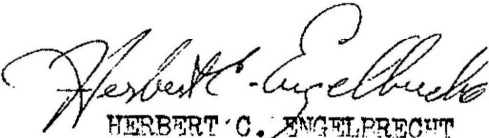
b. During the afore mentioned maneuvers our A-24 pilots, gunners and planes played a large part. Actual smoke screens were layed and all simulated missions were flown. These included strafing, bombing, and reconnaissance. Since this was to be an all out effort our pilots and other persones put the right spirit behind it and I believe our part was a success.

c. The latter part of the month has been slow due to the much needed maintenance on our aircraft and the lack of qualified personnel to perform it.

d. The better part of our pilots are now checked out in the A-26 and are going through a transition course for those newly checked out and an advanced training course for our older pilots.

e. Ground school courses are being given to pilots to supplement their flying training. These courses pertain to engineering, armament, and other phases for good pilots and airplanes commanders.

8. The men now left in the Squadron are giving excellent cooperation and spirit. This makes our Squadron an efficient training and fighting unit.


HERBERT C. ENGELBRECHT
1st Lt., Air Corps
Ass't Operations Officer

90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)

APC 328
1 November 1946

SUBJECT: Monthly Summary of Events, Supply Section.

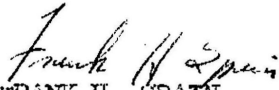
TO : Historical Officer, 3rd Bombardment Group (L), APC 328.

1. In compliance with Regulation Number 45-1, Headquarters V Bomber Command, dated 17 December 1945, the following summary of events of the Supply section, 90th Bombardment Squadron (L) for the month of October 1946 is submitted.

2. Personnel of this section during October were as follows:

1st Lt.	Frank H. Spain	Supply Officer
Pvt.	Peter P. Pavelek	Supply Clerk

3. During the month of October, 90th Supply moved from Atsugi to Yokota AAB. We are now just getting things straightened out and issuing winter clothing. We have started an inventory for all departments on all T. O. & E. property and on all these excess property. New requisitions will be submitted immediately and from then on will be submitted every sixty days until all property has been received.


FRANK H. SPAIN
1st Lt., Air Corps
Supply Officer

90th BOMBARDMENT SQUADRON
ENGINEERING SECTION
APO 328

1 November, 1946.

SUBJECT: MONTHLY SUMMARY OF EVENTS.

TO : HISTORICAL OFFICER, 3RD BOMBARDMENT GROUP (L) APO 328.

1. In compliance with Regulation Number 45-1, Headquarters V Bomber Command dated 17 December 1945, the following summary of events of the engineering section for the month of October, 1946 is submitted.

2. Key personnel for the month were:

1ST LT. S.C. SMITH, Engineering Officer.

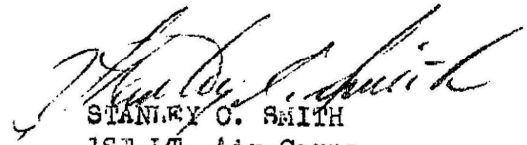
1ST LT. C.A.A. SMITH, Assistant Engineering Officer.

T/Sgt. K. Sharp, Line Chief.

3. The squadron now has six A-26's and one B-25. Ten A-26's were transferred to the 600th Air Engineer Squadron to be removed from storage. Some of these aircraft are expected back soon. Early in the month the move from Atsugi to Yokota was accomplished. Conditions found at Yokota on arrival were not the best, the field being still under construction. Thus far no hanger is available and the engineering office and Tech Supply are housed in tents. By means of extremely hard work and considerable self sacrifice on the part of the section's enlisted men it was possible to keep all the Squadron's aircraft flying most of the time during the joint Army-Navy maneuvers held 12 October to 19 October. Inasmuch as personnel is so limited, the untiring cooperation of the men who made this possible is very commendable. Several new enlisted men were assigned to the section during the month. All were basic Soldiers who are now going through an elementary mechanic school being conducted by the group. These men will be given a six-weeks course. Some new men are being used on the line even though they have had no mechanical training or experience. This is made necessary by the section's having only ten enlisted men who have any mechanical experience at all. Of these ten only four are men serving three-year enlistments. Three of the section's most valued crew chiefs were lost during the month by redeployment. Three more of the remaining skilled men are expected to leave next month. Eight officers are attending an engineering school conducted by the Group with civilian instructors from the Burnside project. Since very few men are reenlisting and there is such a shortage of men with three-year enlistments, it will be compulsory that more officers be used to work on the line. Two inspections were made during the month, one by the 314th Composite Wing and one by the 5th Air Force. The most outstanding discrepancy noted was the lack of Technical Orders and publications, which have long been unobtainable. Other minor discrepancies have been or are being corrected.

4. It appears obvious that good maintenance is virtually impossible in this theatre of operations until enough long-term enlisted men are assigned to the section at least to fill key positions.

By the time draftees and one year enlistees have learned their jobs it is time for them to go home. A possible solution to this problem would be that three-year men be diverted to this theatre of operations. These men should be men with an MOS 747 or 750. If not, men should be trained in airplane mechanics schools in the States where such schools are already set up with proper facilities and the men will be learning the jobs they are to perform without halting or delaying operations by a tactical unit.



STANLEY C. SMITH
1ST LT. Air Corps
Engineering Officer.

HEADQUARTERS
90TH BOMBARDMENT SQUADRON (L)
APO 328

1 November 1946.

SUBJECT: Monthly Summary of Events.

TO : Historical Officer, Headquarters 3rd Bombardment Group (L), APO 328.

1. In compliance with Regulation 45-1, Headquarters V Bomber Command, dated 17 December 1945, the following summary of events of the Armament Section for the month of October 1946, is submitted.

2. The key personnel of the Section are as follows:

1st Lt. J. A. Lovat	Armament Officer.
2nd Lt. C. B. Bannerman	Assistant Armament Officer.
S/Sgt. R. T. Miller	Section Chief.
Sgt. W. N. Erben	Chief Gunner and Flight Chief.
S/Sgt. N. V. Messer	Flight Chief.
Sgt. L. S. Benidict	Flight Chief.

The former Assistant Armament Officer was assigned to Tech Supply and he was replaced by Lt. Bannerman. S/Sgt. Richards, Sgt. Blessing and Cpl. Hutton were deployed to the Zone of Interior for separation from the service. T/Sgt. Lush formerly a Flight Chief in the Armament Section was relieved of this job to become First Sergeant for the 90th Bombardment Squadron (L). Two new men were assigned. Sgt. Sykes and Sgt. Monella, both experienced armorer-gunners. This gives the Section a total of 13 men, four short of T. O. strength.

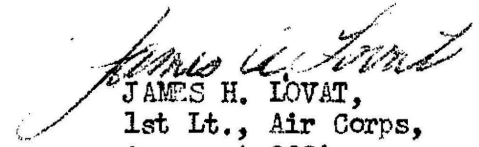
3. Between the 1st and 9th of October approximately 40 practice bombs were dropped and 4800 rounds of calibre 50 ammunition were expended. This section started moving to Yokota on the 10th Of October. The move was completely finished in two days, but all the personnel did not arrive until the 14th of October. Several days were spent putting up a tent in which to clean guns and a shop and office in which to operate. At present the armament shop is in the 13th Squadron hanger. The 90th Squadron hanger is not ready for occuration as yet. During the maneuvers several men were trained to load and handle smoke. Between the 25th and 31st of October 3200 rounds of calibre 50 ammunition were expended from the upper turret for gunners check-outs.

4. By the end of the month all gunners had been checked out giving a total of 12 for the Squadron. All the men with long enlistments are attend-

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BASIC: Ltr., Hq., 90th Bm. Sqdn. (L), Subj; Monthly Summary of Events, dtd,
1 November 1946, Cont'd.

ing a basic electricity and turret school given by the 3rd Bombardment Group. The Section has felt the loss of the five men in school and another who is teaching school. The information these men pick up at school is expected to more than compensate for the handicap we are operating under now.


JAMES H. LOVAT,
1st Lt., Air Corps,
Armament Officer.

90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L) AAF

APC 328
1 November 1946

SUBJECT: Monthly Summary of Events, Communications Section.

TO : Historical Officer, 3rd Bombardment Group (L), APC 328.

1. In compliance with regulation 45-1, Headquarters V Bomber Command, dated 17 December 1945, the following summary of events of the Communications Section, 90th Bombardment Squadron (L) for the month of October 1946 is submitted.

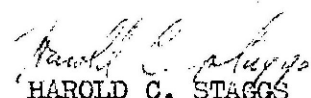
2. The month of October saw no changes in the personnel of this department. Lt. Staggs is Communications Officer, with Lt. Lian the Asst. Communications Officer.

3. The 90th Squadron communications section completed the move from Atsugi to Yokota the 10th of October without any difficulties.

All routine maintenance and inspections on the 90th Squadron aircraft has been carried out. We have been doing all maintenance work on the aircraft as in the past. The Service Group has not at anytime attempted to do any maintenance on the 90th Squadron aircraft.

The maintenance work for the 90th Squadron communications section is being carried out by the 90th Squadron communications enlisted personnel set up in a tent approximately 3/4 of a mile from the shop, and despite these difficulties the 90th Squadron aircraft have not been grounded for lack of communications maintenance.

4. The current strength is as follows:
Two (2) 2nd Lieutenants
One (1) Sergeant
One (1) Pfc


HAROLD C. STAGGS
2nd Lt., Air Corps
Communications Officer