

13TH BOMBARDMENT SQUADRON (L)

3RD BOMBARDMENT GROUP (L)

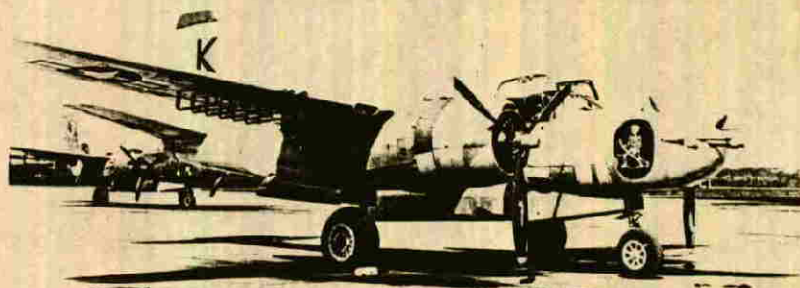
~~SEVENTH AIR DIVISION~~

FIFTH AIR FORCE

SA-BOMB-13-HI
Nov 1948

UNIT HISTORY

P.R.C.



"GRIM REAPERS"

100043601

2-5913-81

13TH BOMBARDMENT SQUADRON (L) 13/JJH/wfs
3RD BOMBARDMENT GROUP (L)
APO 328

5 December 1948

SUBJECT: Letter of Transmittal

TO: Commanding General
United States Air Force

P.R.C.

This history was compiled by 1st Lt Jerry J Hunt with the clerical aid of S Sgt William F Shawler. Facts included in the narrative have been compiled from reports submitted by Section Heads. Observations not otherwise credited are based on the personal knowledge and opinions of 1st Lt Jerry J Hunt.

Jerry J Hunt
JERRY J HUNT
1st Lt, USAF
Squadron Historian

000043601

2-5913-81

13TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)
APO 328

Unit History

1 November through 30 November 1948

The mission of the 13th Bombardment Squadron (L) continues to be that of occupational duties in Japan, as well as operational training and surveillance. Our objective is to become 100% combat ready, both individually and collectively in all phases in which the B-26 is considered a combat weapon.

Personnel:

Morning report status:

	1 Nov	30 Nov
Officers	25	25
Airmen	122	122

Morning report memos:

1 Nov M Sgt Thomas J McCann, First Sergeant, and Sgt L. L. Piercy departed for the ZI.
Pfc Jimmie H Wilson reduced to grade of Private and placed in confinement per Summary Court.
1st Lt E. E. Foster, S Sgt W. J. Goodwin, and Pfc W. F. Webb assigned to the squadron.

3 Nov S Sgt C. Gamble assigned to the squadron.

5 Nov Cpl J. M. Powers assigned to the squadron.

6 Nov Sgt C. H. Holtz departed for the ZI. Cpl Jack W Lewis extended enlistment to four years.
Pvt J. H. Wilson released from confinement.

7 Nov Cpl F. C. Sager AWOL.
Cpl M. V. Phillips and Pfc E. E. Pierce departed for ZI.

10 Nov 1 - 6 Nov usual orgn duties. 7 Nov, ground echelon departed by rail for Tactical Field Operations. 8 Nov, air echelon departed and arrived at Tactical Field Operation area.

11 Nov Cpl F. C. Sager AWOL to duty.

17 Nov Sgt V. D. Nicoles assigned to squadron.

18 Nov S Sgt A. L. Williams extended enlistment to four years.
Pvt C. E. Parker AWOL.

20 Nov Cpl C. F. Kruger reduced to Pvt for misconduct.

22 Nov Air and ground echelon departed from Tactical Field Operation area for home base.

23 Nov Pvt C. E. Parker AWOL to confinement.

Unit History, 13th Bomb Sq (L), APO 328, Month of November 1948

26 Nov Pvt W. L. Talley departed for ZI.
27 Nov Pvt D. F. Westenhovser from confinement to duty.
28 Nov Pfc N. F. Albanese and Pfc H. M. Loomis assigned to
squadron.

Punishments under AW 104 for Month

Pvt Carl E Parker - restricted to base for seven (7) days, missing
bed check 1 Nov 48, absent from duty 2 Nov 48.
Cpl Auddie E Richards - restricted to base for seven (7) days, missing
bed check 3 Nov 48.
Cpl Thomas R Wood - restricted to base for seven (7) days, missing
bed check 3 Nov 48.
Cpl Misles C Belflower - restricted to base for seven (7) days,
missing bed check 3 Nov 48.
Cpl Frederick C Sager- restricted to base for seven (7) days,
AWOL from 7 Nov to 10 Nov 48.

A-P-P-E-N-D-I-X

OFFICE OF THE ENGINEERING OFFICER
13th BOMBARDMENT SQUADRON (L)
3rd BOMBARDMENT GROUP (L)
APO 328

29 November 1948

SUBJECT: Monthly Summary of Events, 13th Bombardment Squadron (L),
Engineering Section.

TO: Historical Officer
Yokota Air Force Base
3rd Bombardment Group (L)
APO 328

REPORT OF MANEUVERS:

1. Notification that we would move into the field on 8 Nov 1948 was received one week in advance. All necessary equipment for the field operation was on hand.
2. All personnel assigned to the section were taken on Maneuvers with the exception of one B-26 Crew Chief and two (2) men who were left with their aircraft, and one bombsight Maintenance Specialist, who was not needed. A total of fifty two (52) men, exclusive of Tech Supply, Armament, and Communications were in the section.
3. Thirteen (13) B-26 type aircraft were flown to the Maneuver Area with sixteen (16) Maintenance Personnel aboard. The remainder of the personnel moved by rail. The majority of the equipment and supplies went by rail. However, everything with the exception of one Cletrac could have been moved by air.
4. A total of eleven (11) missions were flown with a total of four hundred hours-ten minutes logged. One abortion was experienced and one aircraft was totally wrecked when it ran off the end of the runway.
5. Return was effected in the same manner as the move to the maneuver area.
6. Difficulties encountered were primarily ones of a supply nature. Some critical items which we desired to carry with us we were unable to obtain on such short notices and others which we needed while on the field we were unable to secure through Supply Channels.

RHODES M ELAM
Capt., USAF
Engineering Officer

13TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT GROUP (L)
APO 328

13/CHG/wfs

30 November 1948

SUBJECT: Report of Maneuvers, 13th Bomb Sq (L)

TO: Commanding Officer
3d Bombardment Group (L)
APO 328

I. Preparation:

1. Upon receiving notification that maneuvers were to be held, all section heads were alerted. Practically all equipment necessary for the field operation was on hand.

2. Supply section took a complete inventory of all equipment needed for field operations. Ninety percent (90%) of all the equipment was on hand or due-out. Emergency requisitions were submitted and most of the equipment was received.

3. T. O. & E. Equipment was supplemented by the following items:

Item	Number
Tent, squad	16
Cot, folding, canvas	140

4. All T. O. & E. property and equipment was taken on maneuvers, either by the operating sections or by supply, except some bulky items not needed for a short operation.

5. Operations section, in as much as possible, had pilots practicing short field landings and takeoffs. This practice was hampered due to lack of aircraft grounded for necessary TO Compliance.

6. Preparation by other sections was mainly planning what equipment to take, boxing and crating equipment, and providing for its transport.

Basic: Ltr., 13th Bomb Sq (L), 30 Nov 48, Subj: "Rpt of Maneuvers"

II Personnel:

1. The following is a breakdown of personnel by sections:

Section	Officers	Airmen	Asgd	Atchd	Total
Engineering	3	61	64		64
Supply	2	2	3	1	4
Operations	13	4	12	5	28
Armament	1	17	18		18
Administration	3	6	9		9
Communications	1	6	7		7

III. Movement:

1. Engineering: Thirteen (13) B-26 type aircraft were flown to the Maneuver Area with sixteen (16) maintenance personnel aboard. The remainder of the personnel moved by rail. The majority of equipment and supplies went by rail. However, everything with the exception of one Cletrac could have been moved by air.

2. Supply: All supply equipment and enlisted supply personnel were transported to the maneuver area by train. The equipment of the Supply Section, consisting of tentage, cots, expendables and tools, was loaded on three (3) 6 x 6, 2½ ton trucks. These vehicles were loaded on railway flat cars.

3. Operations: The Squadron left Yokota at 0930, 8 Nov 1948 for the maneuver area with twelve (12) B-26's. One B-26 aborted, but arrived later in the day. One B-26 arrived two days late due to difficulties encountered following a double engine change. The total Squadron strength of fourteen (14) aircraft were in the maneuver area on 10 Nov 1948. Operations administrative equipment and briefing room chairs, blackboard, maps, etc. were transported by rail.

4. Armament: The regularly assigned personnel were flown to the maneuver area in the aircraft assigned to them for maintenance. The attached personnel were transported by train. The personal baggage and tool kits were carried by the Armorer-Gunners. The T. O. & E. equipment was transported by train. The responsibility for the loading of the Ordnance equipment, bombs, fuzes, and fins was borne by the Base Ordnance personnel.

5. Administration: All equipment essential to the operation of an Orderly Room was transported by rail.

6. Communications: All communications equipment was boxed and crated and transported by train.

Basic: Ltr., 13th Bomb Sq (L), 30 Nov 48, Subj: "Rpt of Maneuvers."

IV: Operations:

1. Engineering: A total of eleven (11) missions were flown with a total of four hundred hours, ten minutes logged. One abortion was experienced and one aircraft was totally wrecked when it ran off the end of the runway.

2. Supply: While in the field, the Supply Section operated in a normal manner, issuing tools and expendables.

3. Operations: On all missions flown from the maneuver area, Group Headquarters was responsible for the briefing of crews. This greatly lightened the load on squadron operations.

Eleven (11) simulated combat missions were flown with a total of 400 hours flying time. Four (4) low level bombing missions were carried out, each aircraft carrying four 500-lb GP bombs with eleven to fifteen second delay fuzes.

One aircraft received major damage on a simulated low level bombing attack when a bomb exploded pre-maturely. The crew members were uninjured and the aircraft landed safely.

One aircraft received major damage when the take-off run was aborted and the plane crashed into a ravine off the end of the runway before stopping. The crew members received minor injuries.

The squadron was evacuated from the Maneuver Area 18 Nov 1948 due to the approaching typhoon "Agnes." On 20 Nov 1948, eleven (11) aircraft were returned to the Maneuver Area.

With the exception of the two accidents the maneuver was considered successful by this section.

4. Armament: The bomb dump and the transportation of bombs from the bomb area to the flight line was handled by the Ordnance Dept.

The missions flown represented three phases of light operation, skip bombing, low altitude bombing, and search and attacks on naval vessels. Due to the shortage of personnel, Armorers were required to fly on only missions involving actual bombing. Gunners were carried by the Flight and Squadron leaders on the remaining missions. The newly assigned personnel were given instruction in loading and fuzing the 500 lb bombs and afforded an opportunity to work under a simulated tactical situation. The average flying time logged for the Armorer Gunners was 30 hours.

Basic: Ltr., 13th Bomb Sq (L), 30 Nov 48, Subj: "Rpt of Maneuvers"

The following is a list of expenditures during the maneuvers:

Bombs, 500 lb, GP, M64A1	151
Fuze, Tail, M-113A1	116
Fin, 500 lb, M-111	151

5. Administrations: Normal routine duties were carried out by this section. All reports were submitted on schedule.

6. Communications: Due to the limited space available, a consolidated shop was set up by personnel of the 13th and 90th Bomb Squadrons. This seemed to work very effectively because neither squadron experienced any serious radio trouble.

V. Return:

1. Engineering: Return was effected in the same manner as the move to the Maneuver Area.

2. Supply: The Supply Section commenced to break camp the day prior to return, by loading all items of equipment not necessary for the operation and maintenance of the camp. The day of departure, all cots and tentage were loaded on two (2) 6 x 6, 2½ ton trucks which in turn were loaded on railway flat cars for the return to base.

3. Operations: At 1430, 22 Nov 1948, the eleven (11) aircraft and crews returned to Yokota, arriving at 1535.

4. Armament: The Ordnance section returned the bombs and fuzes not expended during the maneuvers. The assigned personnel were flown back to Yokota along with their personal baggage and tool kits.

5. Administration: Return was effected in the same manner as the move to the Maneuver Area.

6. Communications: Upon completion of the maneuvers, all equipment was returned to Yokota by train.

VI: Recommendations:

1. Engineering: Difficulties encountered were primarily ones of a supply nature. Some critical items which we desired to carry with us, we were unable to obtain on such short notice and others which we needed while in the field, we were unable to secure through supply channels.

Basic: Ltr., 13th Bomb Sq, 30 Nov 48, Subj: "Rpt of Maneuvers"

2. Supply:

a. The minimum amount of tentage for a unit of this strength in the field is as follows: Housing is based upon 8 officers per squad tent and 12 enlisted men per squad tent:

3 Squad Tents	Officers' Quarters
11 Squad Tents	Enlisted Men's Quarters
1 Squad Tent	Operations
1 Squad Tent	Communications
1 Squad Tent	Engineering
1 Squad Tent	Armament
1 Squad Tent	Supply
1 Squad Tent	Orderly Room

b. Extra tent poles, ridge poles, and pegs should be on hand to cover breakage.

c. Mallets instead of sledge hammers and axes should be used for driving of tent pegs and thus reduce the breakage of tent pegs.

d. It is recommended that all kits and items of T. O. & E. Property be inspected thoroughly for serviceability and completeness before departure for maneuvers.

3. Operations:

None

4. Armament:

a. The main difficulty during the maneuvers was the condition of the 500 lb GP bombs. Too many bombs were delivered without nose or tail caps, thru which the bombs were leaking. This is a hazardous condition and could be prevented through a more thorough inspection at the various bomb dumps and before delivery to the flight line. More caution should be taken on removing bombs from trailers, especially on hard concrete surfaces, due to the poor condition of the bombs.

b. Fuzes and vanes should be more thoroughly inspected before delivery as many were heavily corroded and could not be used.

5. Administration:

a. Suggest that a labor P.D. be set up whereby Japanese labor might be utilized for various duties.

Basic: Ltr., 13th Bomb Sq, 30 Nov 48, Subj: "Rpt of Maneuvers."

b. Suggest that rations for train trip be issued at the train. Airmen in this organization were issued rations for the return trip at noon and in many cases, ran short.

c. Suggest better arrangements be made for fuel for heating tents.

d. Suggest arrangements be made for lights for tents.

e. Suggest all organizations be instructed to take all necessary forms for administration.

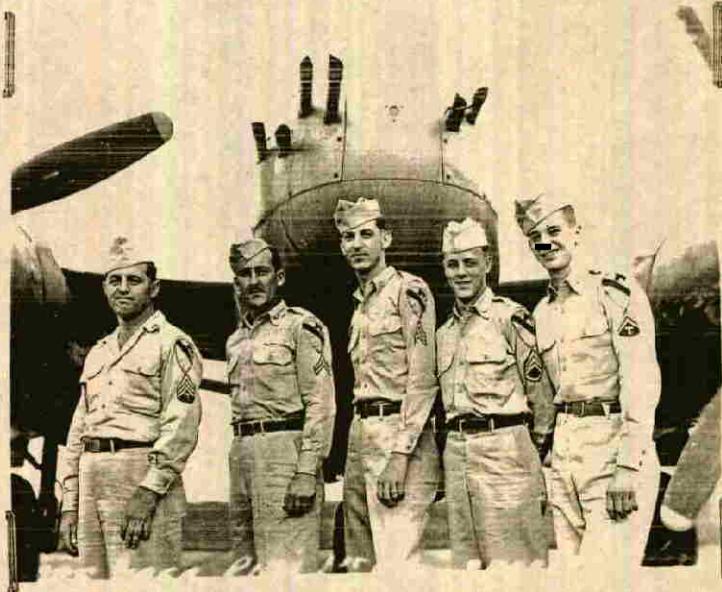
6. Communications:

None.

/s/ C. H. Gross
C. H. GROSS
Major, USAF
Commanding

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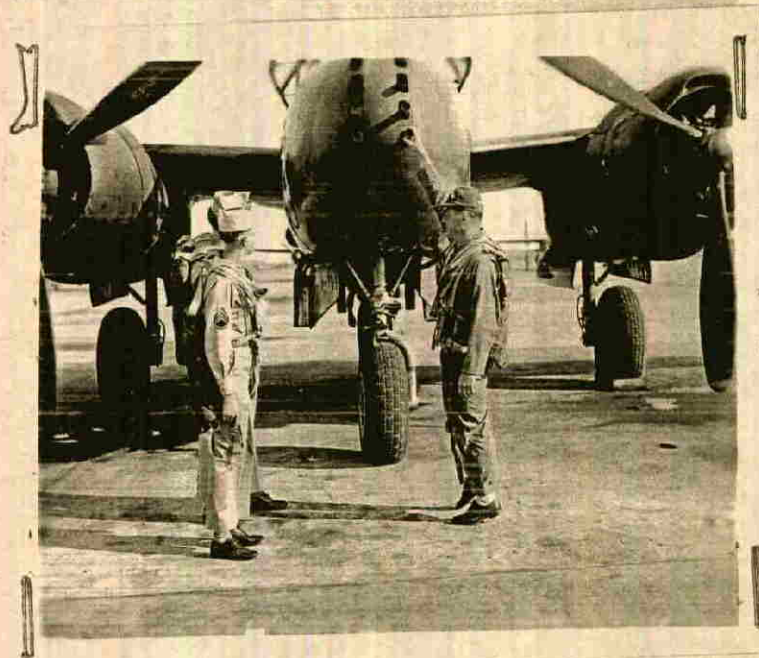
JERRY J HUNT
1st Lt, USAF
Sq Historian



1st Cav Personnel visit Air Force



Briefing held for 1st Cav



MAJOR GROSS "SHOWS OFF"
THE B-26



'OSCAR'
THE GRIM REAPER