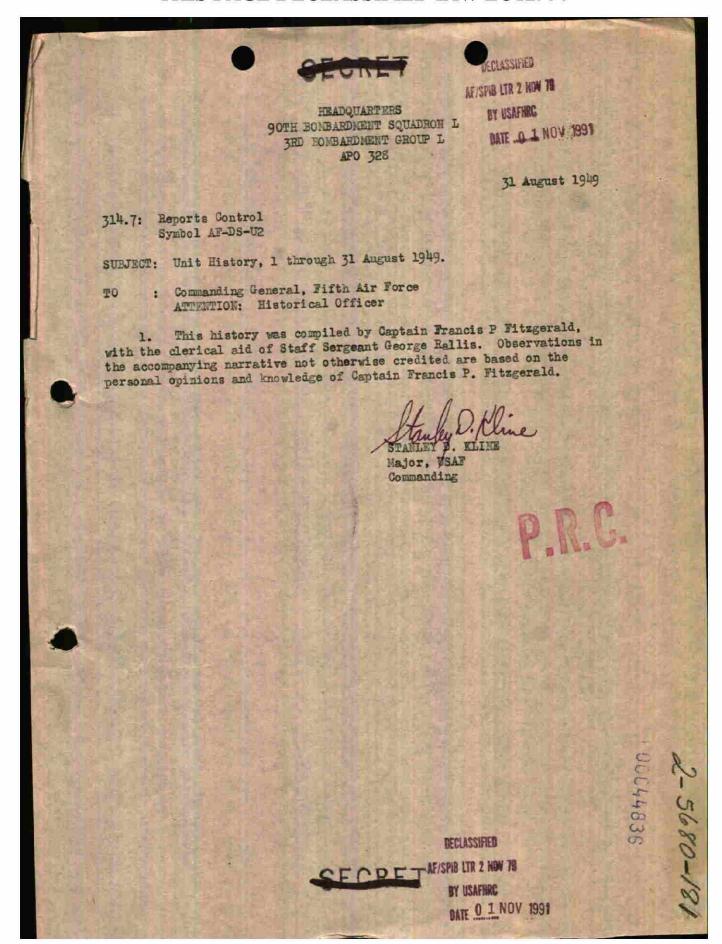


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PERSONNEL

1. KEY PERSONNEL:

- 2. TOTAL OFFICER STRENGTH as of 31 August 49 is 35 as compared with 36 on the 31st July 1949.
- 3. TOTAL ENLISTED STRENGTH as of 31 August 49 is 112 as compared with 119 on the 31st July 1949.
- 4. The following table shows the actual strength by rank as compared to that authorized by T.O. & E. 1-1123.

	AUTHORIZED	ACTUAL
Lt. Col.	1	0
Major	1 1 1 1 1 1 1 1 1 1	2
Captain	1	9
1st Lt	37	9 23 1
2nd Lt	0	1
M/Sgt	8	4
T/Sgt		14
s/sgt	23 33 30 20	39
Sgt	30	39 15
Cp1	20	18
Pfc	23	19
Pvt	0	3

5. PERSONNEL GAINS during August 1949.

M/Sgt Paul A. Butterbaugh M/Sgt William E. McMillan

> S/Sgt Robert W. Fluke Pvt. Oren L. Nogle

Airmen

SECRET PERSONNEL (continued) 6. PERSONNEL LOSSES for August 1949. Officers Airmen T/Sgt Hugh M. Foster M/Sgt Paul A. Butterbaugh Capt. Eugene A. Boillotat T/Sgt Julian W. Newton S/Sgt Paul K. Montgomery S/Sgt Larry M. Rabon Sgt Dixon E. Martinez Sgt Tauno Mehto Robert J. Berkes Sgt Opl James R. Barfield Col William A. Clancy S/Sgt Michael J. Saj PROMOTIONS FOR August 1949 REDUCTIONS for August 1949: g. DISCHARGES AND RE-ENLISTMENTS in August 1949. 9. S/Sgt George T. Kearns discharge 15 August 1949, re-enlisted 16 August 1949. Col James W. Johnson discharge 13 August 1949, re-enlisted 14 August 1949. SEGRET

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NARRATIVE

The 90th Bombardment Squadron L continues to be one of the three squadrons comprising the 3rd Bombardment Group L stationed at Yokota Air Force Base, Honshu, Japan. Cur mission remains the same; that of occupational duties in Japan as well as operational training and surveillance. Cur goal is still to become 100% combat ready, both individually and as a squadron, in all phases in which the B-26 aircraft is considered a combat weapon. The "Pair-addice Squadron" would be one of the first units to strike back at an enemy in the event of unfriendly attack.

The month of August saw great strides forward made along the lines of combat training. The squadron was ordered into the field for separate maneuvers from the 15th through the 30th of the month. The maneuver site designated was Matsushima Airdrome on the eastern coast of north central Honshu, an old Japanese airstrip which up until a year or so ago was used as a paratrooper training center by the ground and air forces of the Occupation. At present the airdrome is operated by the ground forces, in conjunction with the Air Force, as an Air Transportability Training Center, and though there is no tactical Air Force unit based there, the available facilities are excellent for a tactical squadron to conduct separate field maneuvers for extended periods. This fact was obvious after our Commanding Officer, Major Kline, with his staff, made a trip there in the week prior to scheduled departure, for the purpose of surveying the facilities.

Upon receipt of the orders around the first of the month, each section of the squadron started its planning so that requirements on equipment, parts, supplies, personnel, etc, could be net when the time came to move into the field. Supporting detachments from the supply, maintenance, medical, installations, food service, and communications units of the 3rd Bombardment Wing L were scheduled to go with us to provide their various services. Experience gained on similiar maneuvers last year was invaluable in reducing wasted effort in the planning and preparation stage.

By Thursday, 11 August, vehicles had been distributed by the Wing Motor Pool to the sections of the maneuvar cadre, and by the next day, Friday, equipment had been loaded on the vehicles for further loading onto the trains. On Saturday, 13 August, the ammunition train, supply train, and troop train all departed, without any difficulty having been experienced in their loading.

On Sunday, 14 August, the airlift departed, each of the sixteen B-26 aircraft carrying a full crew. Iuggage racks were installed in each bombay, and contained personal baggage, tool kits, and miscellaneous parts not sent to the maneuver site by rail. In addition each aircraft contained a full combat load of cal .50 ammunition for the fixed and turret guns, in preparation for the first low-level strafing mission scheduled for the next day. The squadron formation, led by Major Kline, arrived safely at Matsushima after an hour and a half's flying time from Yokota.



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Narrative (continued)

Nearly the entire first week at the maneuver site was marked by inclement weather, preventing the missions from reaching the target areas or from even getting off the ground. Low ceilings were prevalent each morning and usually didn't break up sufficiently even by mid-afternoon to allow a take-off. Low pressure areas over all of the Japanese Islands would have made it difficult, if not impossible, to reach target areas if take-offs had been practical. Despite the bad weather, three missions were flown during the period from 15 August to 22 August, each consisting of nine or twelve aircraft, though none were able to reach the target or fly the complete route.

During the second week, with weather conditions slightly improved but still unfavorable, the squadron dispatched five formations of nine and twelve ships each. Two of these were low-level bombing, rocket, and strafing attacks on Mito Range, one was a medium altitude bombing attack on the Onohara Shima Range, one was a simulated low-level attack on Misawa Air Force Base in Northern Honshu and a second strike on headquarters buildings in downtown Tokyo, and the fifth was a simulated sea-sweep in the Sea of Japan off the west coast of Honshu.

The last mission was flown in the morning of departure day. It was another nime-ship low-level bombing, rocket, and strafing attack on Mito Range. The formation landed at Matshushima at 1100, and by 1300 the aircraft were ready with crews and luggage racks full for the return eirlift to Yokota. Loading of supply trains was accomplished in short order while the morning mission was still in the air, as was the dismentling of camp areas. The mess tent of course was probably the last to be taken down, just after the moon meal had been served. All sixteen of the B-26's returned to Yokota that afternoon without incident. The supply and troop trains departed form Matsushima Later the same day, arriving at Yokota on Wednesday the 31st. The last supply train to depart for Yokota was delayed by heavy rains from typhoon "Kitty" which hit the central Honshu area on Thursday, 1 September. "Kitty", incidentally, did considerable damage to the 90th hanger here at Yokota, ripping the entire windward side of the roof free of the strips of corrugated sheet metal roofing. It might be noted that had not the squadron made good its departure from Matsushima. typhoon "Kitty" would have forced us to remain at the maneuver area for another four or five days until she had passed.

During the two weeks of unfavorable weather at the maneuver area, the squadron managed to fly nearly 500 hours of aircraft time, making our total of 663 hours for the month well above the goal of 640 hours set by our Wing Commander, Col. Robert W. Witty. Invaluable experience was gained by all concerned on the field maneuvers, which can generally be considered extremely successful. The squadron came through without any aircraft accidents while operating off the comparatively short airstrip at Matsushima. Spare time during the inclement weather was put to excellent use through the medium of small arms record firing. The range at Matsushima was borrowed from the permanent party personnel and a good percentage of the 90th airmen and officers completed their annual small arms training on both the M-2 carbine and the cal .45 pistol.

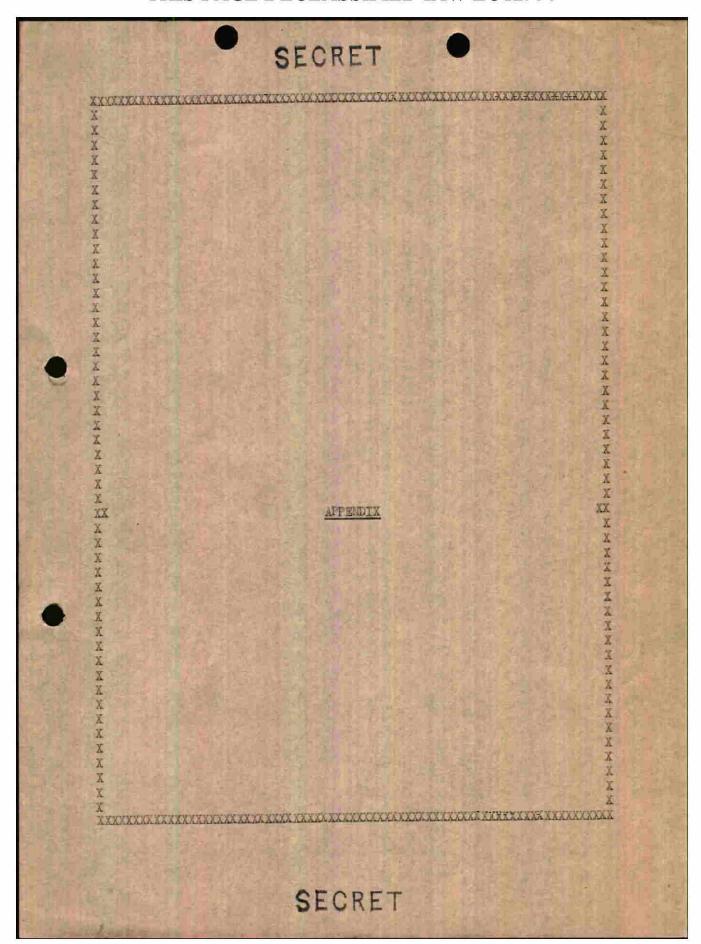
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Narrative (continued)

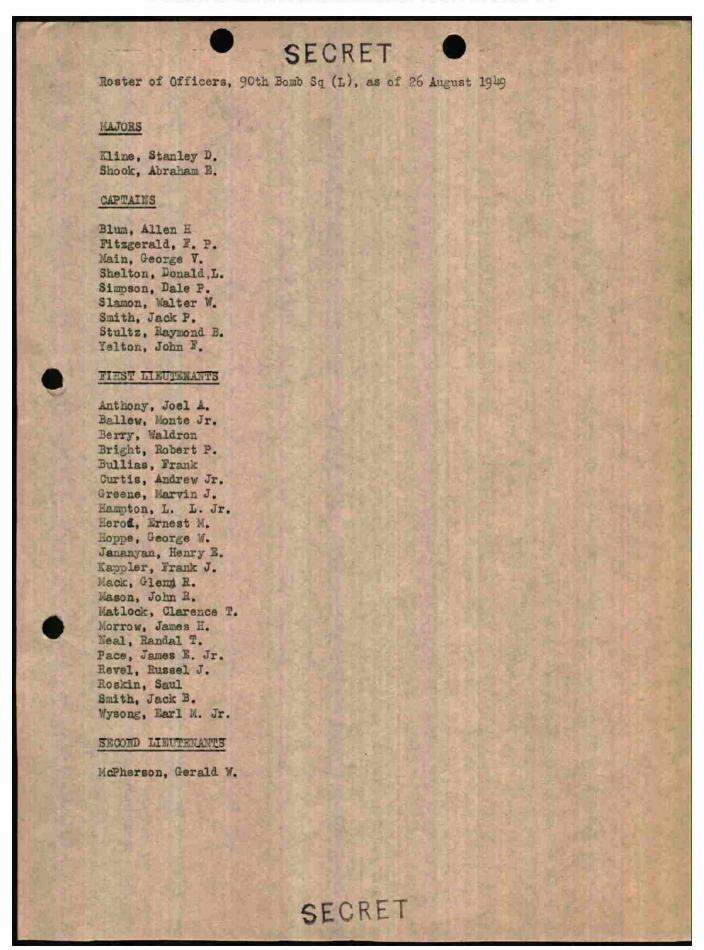
(For copies of orders, rosters of personnel, and detailed reports on all phases of field maneuvers, see appendix)

Relegated to a back seat by virtue of maneuvers, but none the less important to this squadron, was the completion of two full years of tactical flying without a single major accident and only one minor taxi accident to blemish our flying safety record. Those maintenance and flying personnel who have been in the 90th diring the past twenty four months can look with pride on the fruitful results of flying-safety consciousness. Those who are new in the squadron, and those who will be assigned in the future, have the task of upholding an enviable record, unequaled by either of the other squadrons of this Group. We still knock on wood, however, whenever the subject of accidents is mentioned; though we look forward to another two years with the same accidentless record. The total aircraft hours during these two years is just under 14,000 hours.

Hand in hand with our flying safety anniversary came the 32nd anniversary of the squadron since its activation on August 20th, 1917, when it was born at Kelly Field Texas as the 90th Aero Squadron. The squadron was too occupied with field maneuvers at the time the birthday came around to observe it properly, but several write-ups were printed in Pacific Stars and Stripes and Air Force Times, copies of which will be available for the next monthly unit history.



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SECRET

Roster of Airmen, 90th Bomb Sq. (L) as of 26 August 1949

MASTER SERGEANTS

Johnson, Shelton S. McMillan, William E. Merchant, John H. Snodgrass, Jack E.

TECHNICAL SERGEANTS

Boyd, James L.
Buchanan, James V.
Glementi, J.M.
Cohlhepp, J. V.
Douning, Donald R.
Gamble, Weaver D. Jr.
Ingallinera, E. J.
Kachel, Archie R.
Kees, Albert C.
Kreisher, F. E.
Oliver, John R.
Whitlock, Glenn E.
Yates, Whittemore A.
Yoksa, Benedict A.

STAFF SERGEARTS

Allton, Clermont C. Arford, Castle B. Blend, C. K. Jr. Browning, Norman L. Burton, Norris A. Chafey, James E. Cogdill, Warren G. Cross, Joe R. Dittmer, Samuel W. Evans, Robert R. Fluke, Robert W. Gates, Richard L. Glidden, Raymond B. Gray, Richard D. Halcomb, Dewsy E. Hatfield, Chester L. Hill, James H. Holden, James H. Jones, Larnie H. Kearns, George T. Lannin, Edward H.

STAFF SERGEANTS CONT'D

Mack, Robert E. Mathis, Gene McKean, Robert E. Melendez, Martin Molitor, Ervin J. Newman, Royal R. Newsom, Garry V. Ogozalek, Matthew Peairs, John E. Price, Jocob B. Jr. Rallis, George Rittenhouse, R. F. Russell Floyd W. Schnelle, Robert F. Squires, Basil J. Vikkery, Ellison B. Wald, Bredrick M. Walker, Buckner

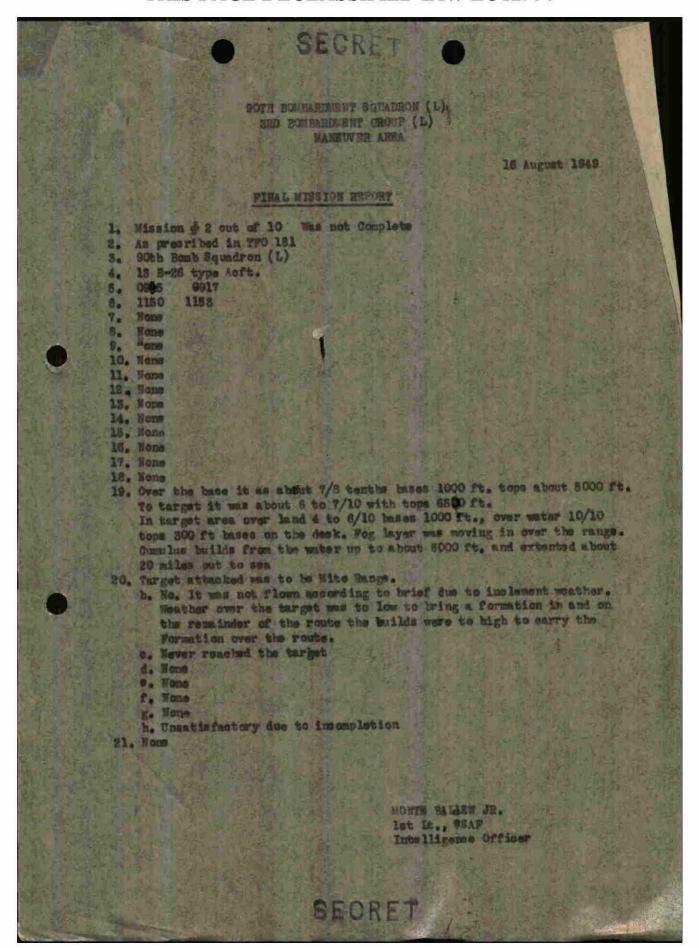
SERGEANTS

Baca, Evaristo
Bankus, Dempsey D.
Broyles, James D.
Burkey Russell J.
Burston, Charles R.
Dorsey, Joyce M.
Dougherty, Philip J.
Galligar, Charles
McGarthy, Don E.
Moore, James C.
Olsen, Thomas L.
Perrow, Thomas D.
Smith, Hollis L.
Storage, Sam
Washburn, Lester A.

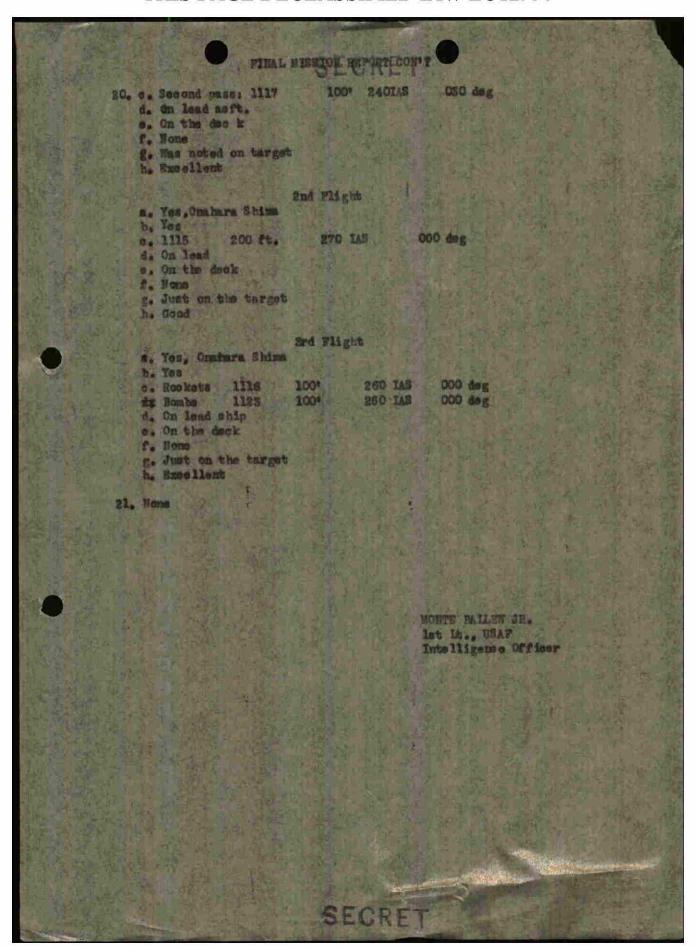
CORPORALS

Amancio, Gilbert G. Barbieri, David A. Caudill, C. L. Jr. Edwards, Clyde E. Gattis, Edward W. Jacobsen, Donald E.

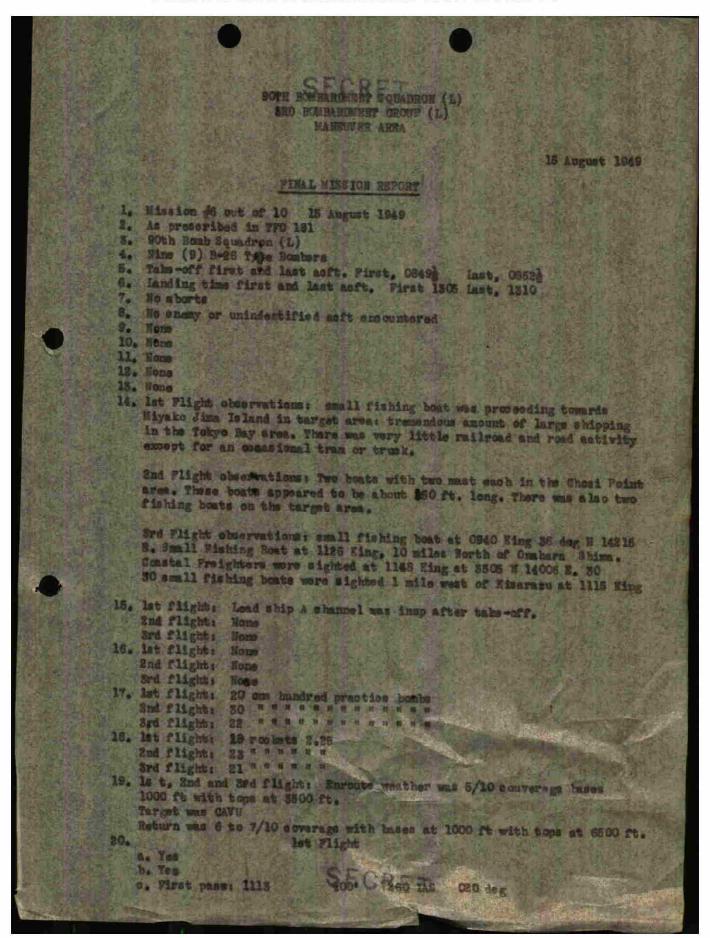
SECRET Roster of Airmen, 90th Bomb Sq, (L) Cont'd. CORPORALS CONTID Johnson, James W. Lovelace, J. C. Olszowy, Henry J. Prano, Vito Reisinger, Joseph G. Robinson, John L. Simons, Bennie G. Stoeber, Stanley Tyson, Warren J. Vicker, Robert J. White, Herman Wilcox, James A. PRIVATES FIRST CLASS Anderson, Bertel H. Brown, Jesse H. Cable, Paul L. Correa, Angel L. Cox, Harvey W. Culpepper, Jack D. Garavet, Peter J. Harris, Ward H. Kelley, Bob G. Leckness, Nelson F. Mensching, W. C. Minarchan, Robert M. Rice, James N. Rollyson, Donald L. Smith, J. W. Tomlin, Donald E. Vidra, Donald J. Warner, Joseph A. Williamson, R. E. PRIVATES Hudson, Otha C. Perrigo, Ernest E. Mogle, Oren L. SECRET

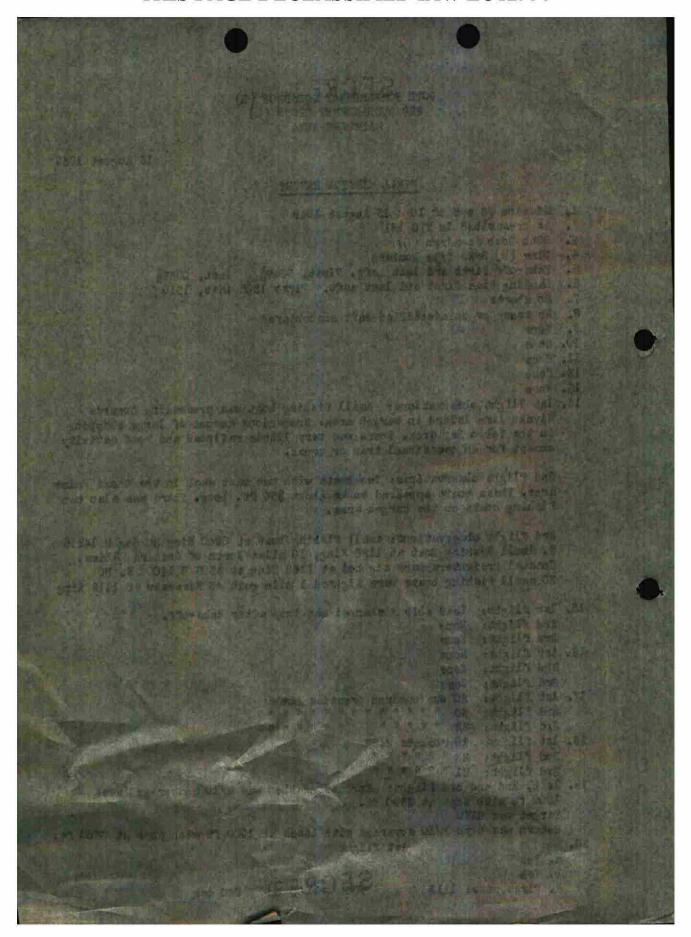


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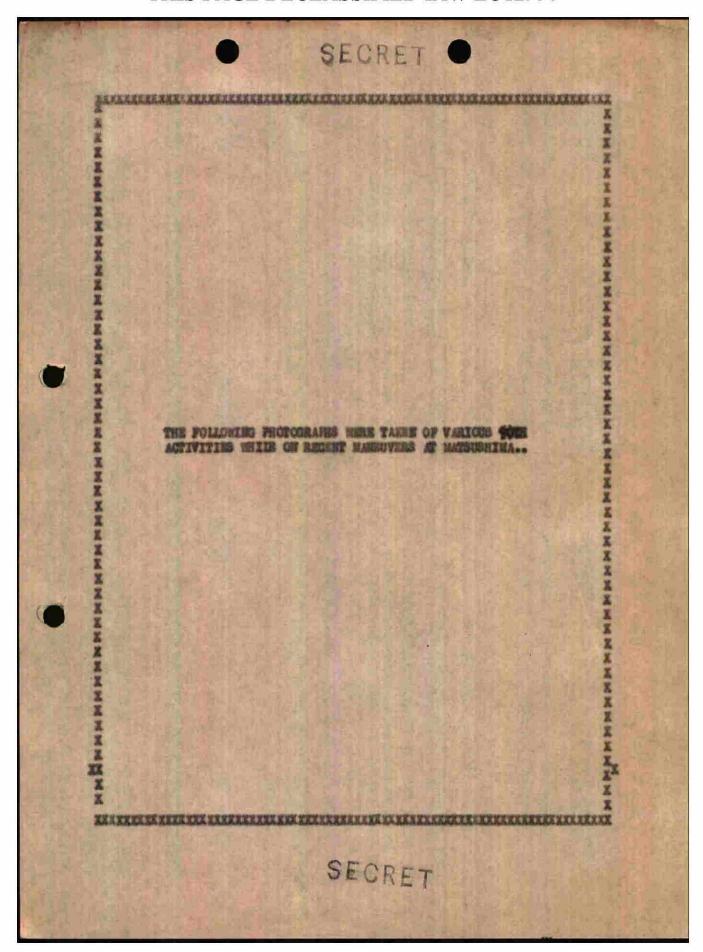


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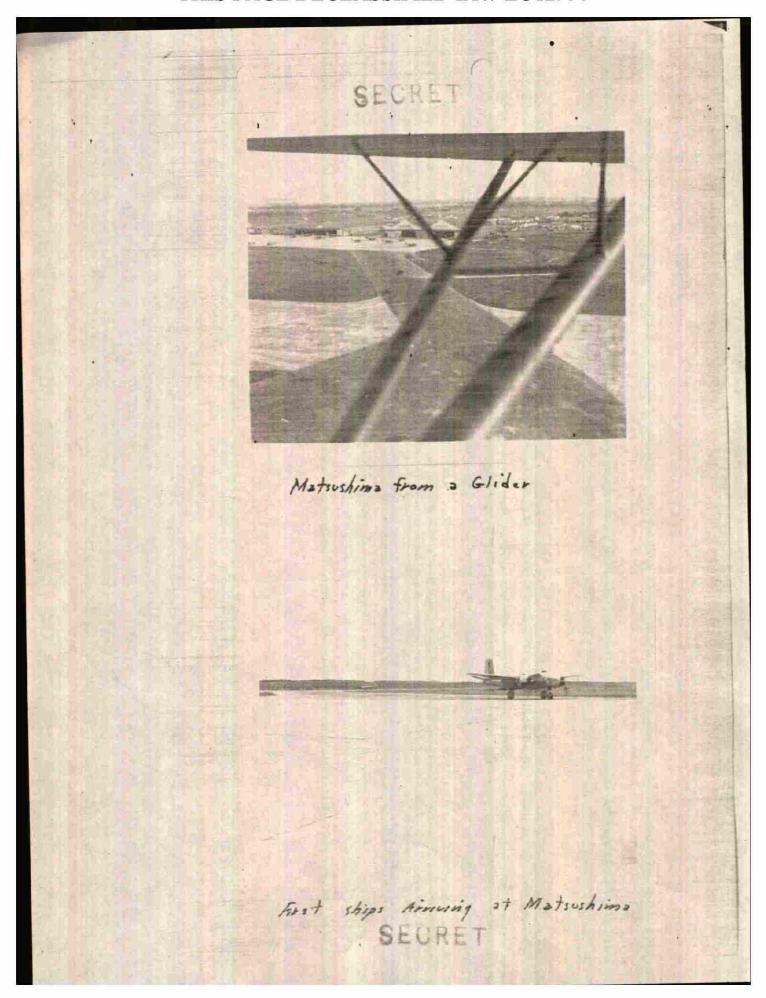




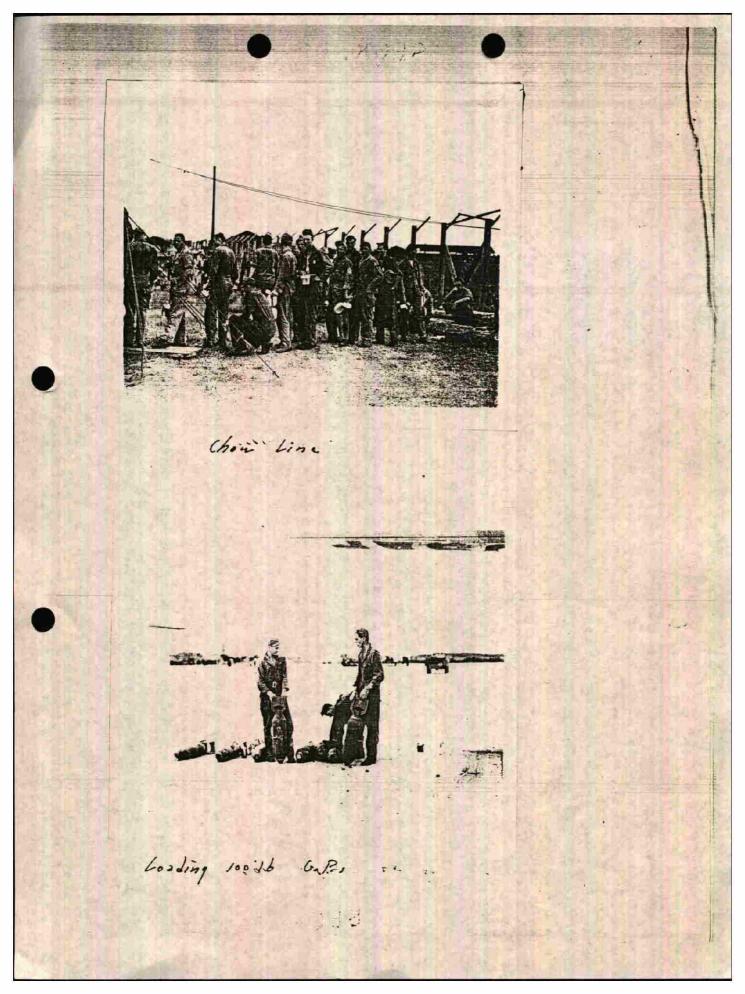
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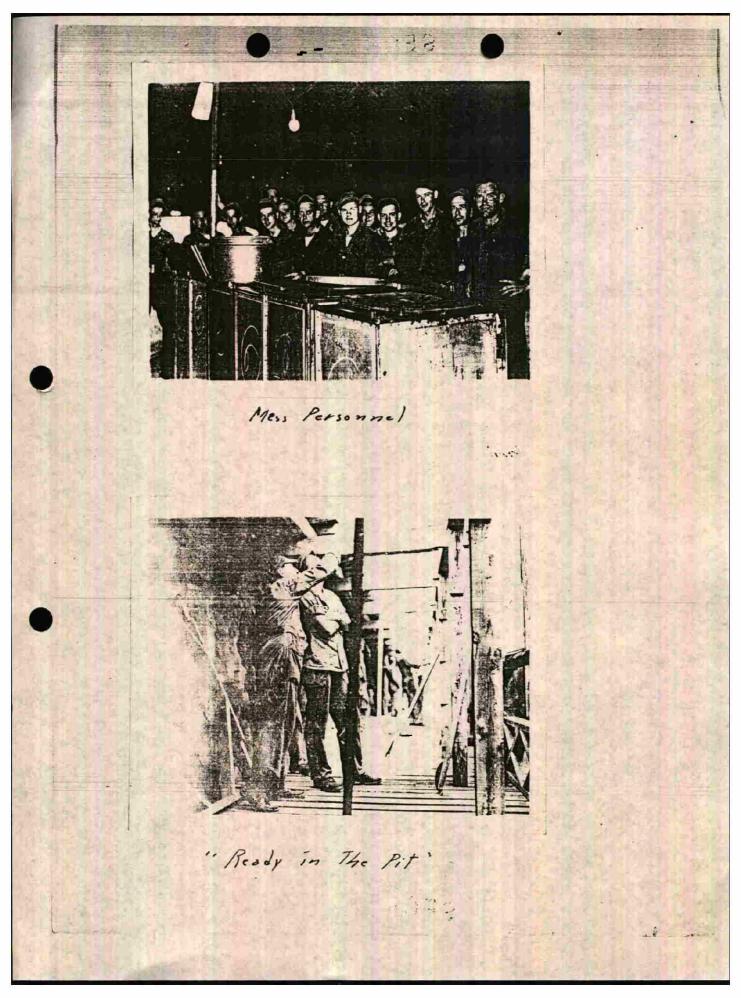
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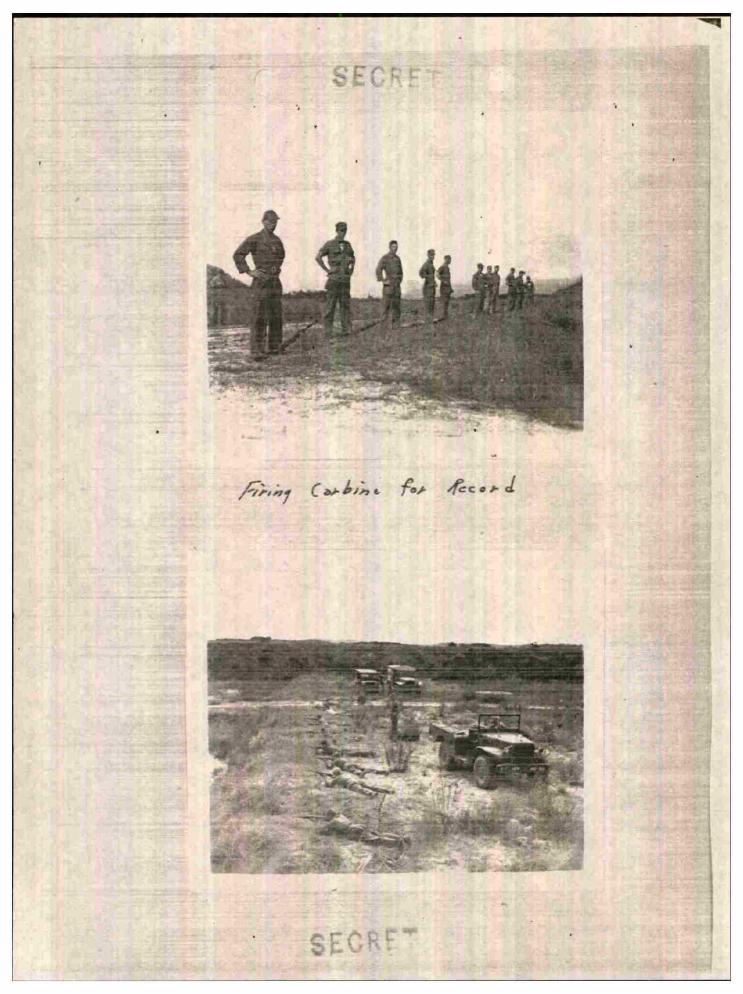
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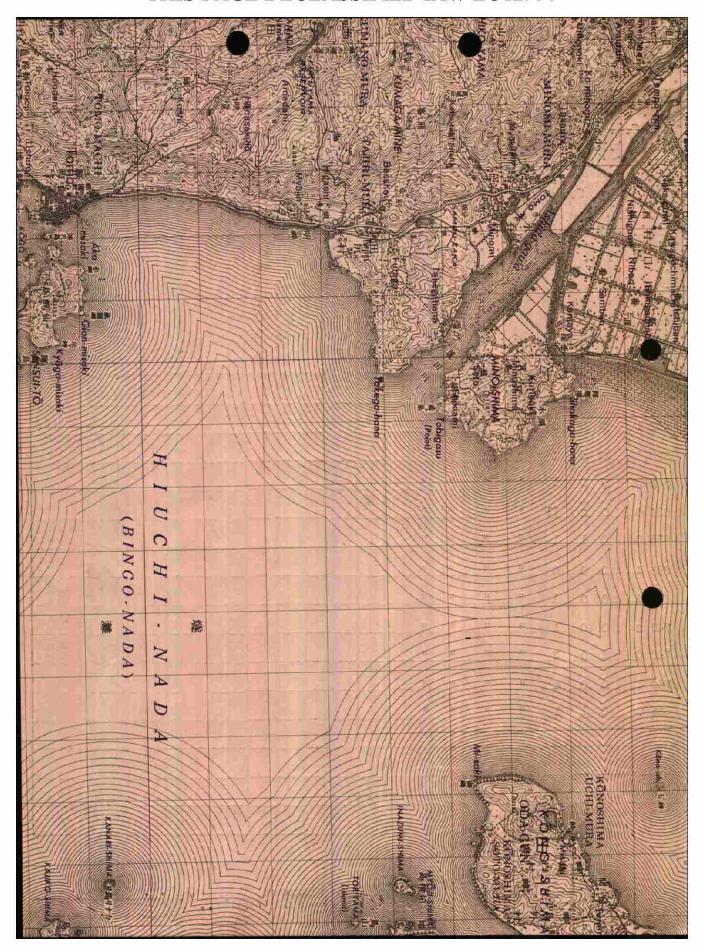
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to Matsushima Air F		4 C GEV 2 C E 14 C		
MAME	anatin) valid	EANK	SERIAL NUMBER	
HEWEOUSER, CLECPAS	L.	S SGT	AF13166151	
POWELL, WILBUR T. SPARKS, ARTHUR G.		S SGT	AF19038651 AF13080927	
ROOKER, HERBERT T., CLARK, LEONARD L.		S SGT SGT	AF 7082016 AFI 5185212	
COOPER, LISTE A.		SGT .	AT 5260383	
DELEASO, AMERICO MARKS, GROVER		SGT SGT	AF35419612 AF35492321	
DEVAH, DENDRYL C. HALBASH, LEE R.		SPL CPL	AF13266312 AF16276499	
MCLEAH, KENTETH B.		CPL CPD	AF17±73426	
WIELGUS, LEWIS B.	and the Tail			
"IDDICAL DETACHNE	GT STAP (II)	RAIK PAIK	SERTAL HUMBER	
BROCKSMITH, RAYMON DOMANGUE, JOSEPH Q		SGT PFC	AF18305904 .AF18301234	
3D MOTOR VEHICLE S				
NAME NAME	& DOND (II) III.	RATK	STRIAL MUMBER	
EAKINS, RICHARD A.		LST LT ZND LT	AD 763837 AD 939816	
DOTSON, RICHARD A.		T SGT	AF16020521	
MALAJN, KENNETH R.		S SGT	AF32339315	
PRAZEAL, JOHN L.	C.	S SGT SGT	AF3424 1 50 8 AF44187161	
ZALEWSKI, THEODORI		S SGT	AF36395745	
HEWITT, EVERETT II.		SGT SGT	AF12117494 AF13253511	
DILLON, TRACY R.		SGT	AF44162055	
DEW, JAMES R.	1 1 1 1 1	GPL CPL	AF17224531 AJ20952239	1 5 5 19 19
WILSON, FRANK W. SASSER, SIMON S.		GPL	A#34973259	
SALDIVAR, REFUGIO	JR.	CPL	AF39948561	
CRAIG, LLOYD J		CPL CFL	AF19301513 AF15161011	
GALLUP, J. W. MATHENS, JAMES F.		OPL	AF16285474	
HEADSPETH, GARLAN	D W.	GF.L	AT39474579	THE PARTY OF
HIOLCIKE, ARTHUR	н.	PFC PFC	AF16179166 AF12295894	
IOZZIA, JOHO O. DURZEI, RAYMOND E		PFO	AF13216793	
GARR, LEE M		PTO	all 1259098	
PERKINS, NYOMES E		PEC	A717211588 A71331-6328	
PROWN, OR'N A.		5±0	- A (0.72F9269	
DOWNS, JENEL A.		PVT	A#14275.146	
DAVIS, JACKED L.		PVT	ATL9709566	2000年
JOHNOH, LING H.	E.	PVI	A:111./E.98	
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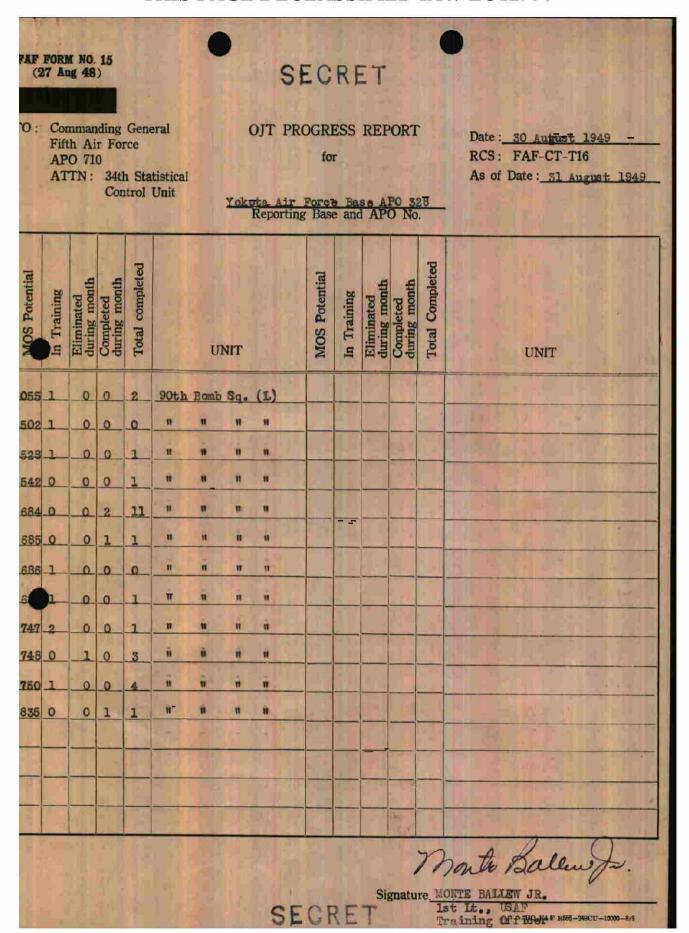
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	3D MOTOR VEHICLE SO, (I) CON HAME	RAIK	SENIAL NUMBER
	MURPHY, JOHN D. SORENSON, WILLIAM L. YARNELL, WILLIAM F.	PVI	AF14273027 AF39336611 AF17259912
	3D SUPPLY SQ BOTTS (L) APO 3	RANK	SERIAL YUMBHR
	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1ST LT	A067822'4
	907 300	M SCT	
	TANTER, HAROID B. MASSERGILL, WILLIAM L.	S SGT S SGT	ATE 05.5056 ATE 0408938
	ONEY, CHARLES V. HABRISOF, FOAH A. JR.	SGT -	AF15262290
	RACA PATRY T	EPT.	AF17101602
	HARRISON, HERBERT L. COLLINS, CLELAND A:	CPL	AF142740E7 AF1427327127
	MAUGEL, HARRY J.	CPL	AF376/4594 AF16259274
	NAUGEL, HARRY J. PINNICK, EVERETT C. JR. STEVENS, HAUSON W. BROWN CHARLES R.	PFC	AT13165107
	BROWN, CHARLES R.	PVT	aF13253254
	6TH PHOTO TECH SQ, APO 328	RANK	SERIAL TUMBUR
	FASOM, ROBERT C.	CPL	AF11178093
	STH TACH RECOMM SQ (NP) AP		
	NAME .	RANK	SERIAL ANUMBER
	GRANT, PETER E. EGLINAS, FRANK V. JR.	CPI- PFC	AF12293092 AF16298185
	BY ORDER OF LT COLONEL PAY		
	BI OMER OF ET COMMENTAL		通过数据的设计是是全个的
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		CALLEN	I. BLUM CCCNL
		Captain Adjutan	1, USAF
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FAF FORM NO. 15 SECRET (27 Aug 48) TO: Commanding General OJT PROGRESS REPORT Date: 30 Autust 1949 Fifth Air Force RCS: FAF-CT-T16 for APO 710 ATTN: 34th Statistical ' As of Date: 3I August 1949 Control Unit Yokota Air Force Base APO 328
Reporting Base and APO No. Total Completed Total completed MOS Potential Eliminated during month Completed during month Eliminated during month MOS Potential Completed during month Training In Training In UNIT UNIT 0 0 90th Bomb Sq. (L) 055 1 0 0 0 502 1 0 11 0 528 1 0 0 H 11 542 0 2 II 0 685 0 I π 686 1 0 TT IT Ħ 0 0 0 0 747 0 tt 0 748 0 H 11 0 3 0 n 750 0 TI II 835 0 0 I 1 Monte Ball Signature MONTE BALLEW JR. Ist Lt., USAF Training OffWork NESS-3490U-10000-8/5 SECRET



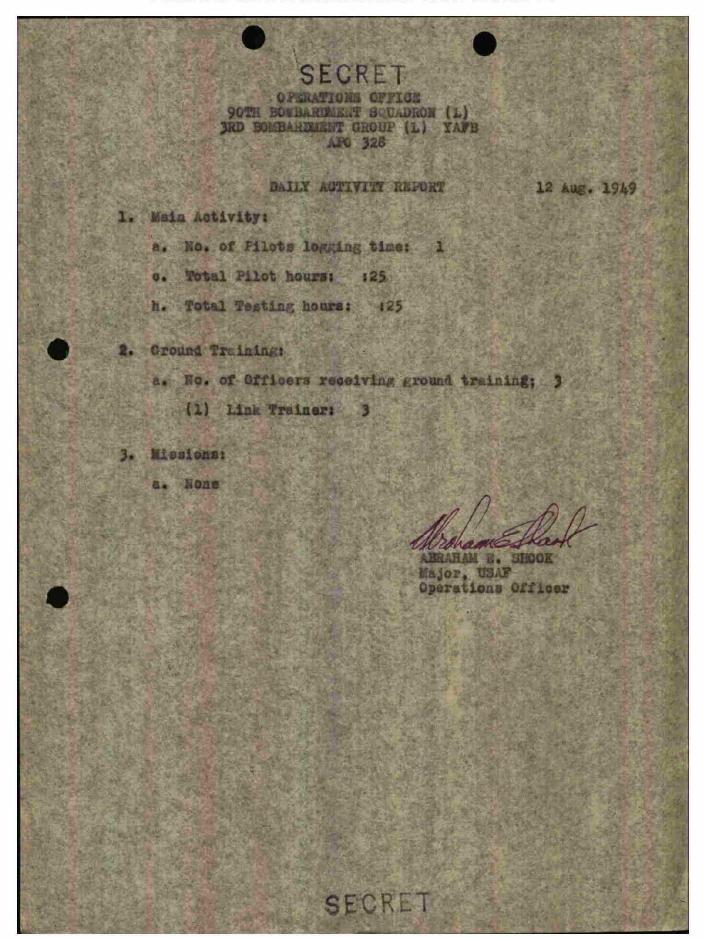
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SECRET 90TH MONTHLY SUMMARY OF TRAINING ACTIVITIES 1. In compliance with Daily and Monthly TFO's the following report is submitted for the month of August 1949. a. All phases of training as required by FAF Reg 51-20 was completed by 88% of the assigned combat ready pilots. As of 31 August 1949, 25 Pilots were assigned with 17 combat ready. Percentage of completion as follows: Instruments Night **Formation** Navigation Bombing Gunnery Rockets Link (10) Flying Safety b. FAF Reg 51-20 was completed by 100% of the assigned Observers. Percentage of completion as follows: 100% Pilot Dead Reckoning 100% Fuel Conservation and Cruise Control c. FAF Reg 51-20 was completed by 60% of the assigned available gunners. Percentage of completion as follows: Emergency Procedures Interphone Procedures Air to Ground Gunnery Air to Air Gunnery Pro-flight Checklist d. The 90th Squadron flew a total of 663:00 aircraft hours; comprised of 244:15 Pilot hours of Navigation flights; 423:00 Pilot hours of simulated combat; 98:45 Pilot hours instrument training; 59:00 Pilot hours of night training flights; and 457:55 Pilot hours of formation flights. e. Missions Flown: 15 Aug 49, 9 A/C, 38:15 Time, Mito, Successful 16 Aug 49, 13 A/C, 35:00 Time, Mito, Unsuccessful 20 Aug 49, 9 A/C, 23:05 time, Sea Sweep, Unsuccessful 21 Aug 49, 9 A/C, 30:00 Time, Sea Sweep, Successful 22 Aug 49, 12 A/C, 63:50 Time, Misawa, Meji, Dia Ichi, Suc 23 Aug 49, 7 A/C, 28:15 Time, Mito, Successful 26 Aug 49, 12 A/C, 58:00 Time, Ona Hara, Successful 28 Aug 49, 12 A/C, 63:55 Time, Sea Sweep, Successful 29 Aug 49, 9 A/C, 36:35 Time, Mito, Successful 30 Aug 49, 9 A/C, 31:40 Time, Mito, Successful Time Flown at Misawa: 15:20, 6 Missions

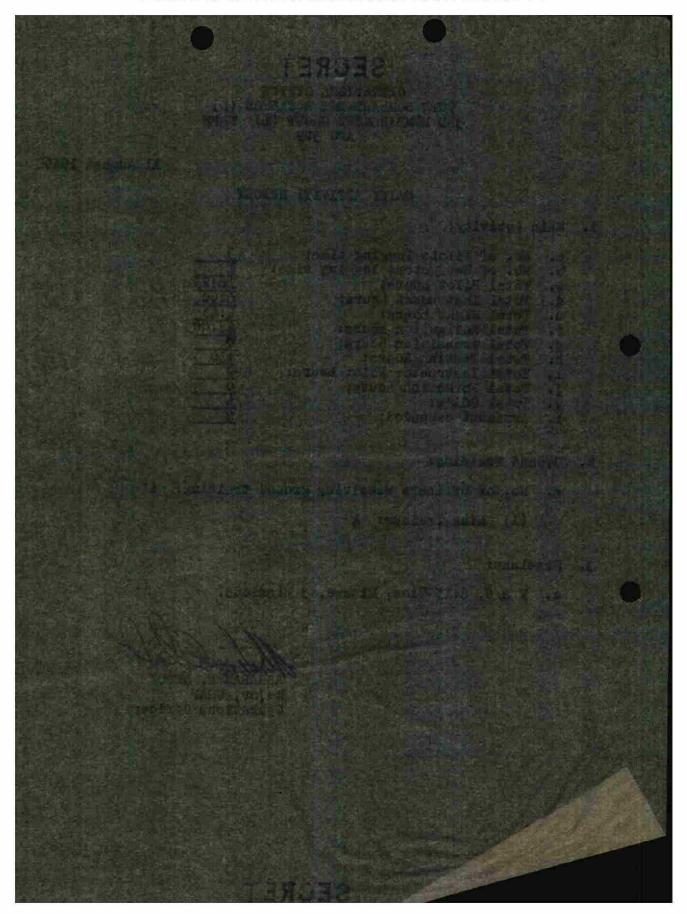
• SECRET •
90TH BOMBARDEENT SQUADRON (L) 3RD BOMBARDEENT GROUP (L) AVO 326
13 August 1949
DATLY ACTIVITY REPORT
1. Mein Activity:
a. No. of Pilots logging time: b. No. of Navigators logging time: c. Total Pilot hours: d. Total Instrument hours! e. Total Night hours: f. Total Navigation hours: g. Total Transition hours: h. Total Testing hours: i. Total Instructor Pilot hours: j. Total Formation hours: k. Total OGA's: l. Rymament expended:
2. Ground Training:
e. No. of officers receiving ground training: 0
3. Missions: 0
ABRAHAN I. SHOOK Najor, USAN Operations Officer
SECRET



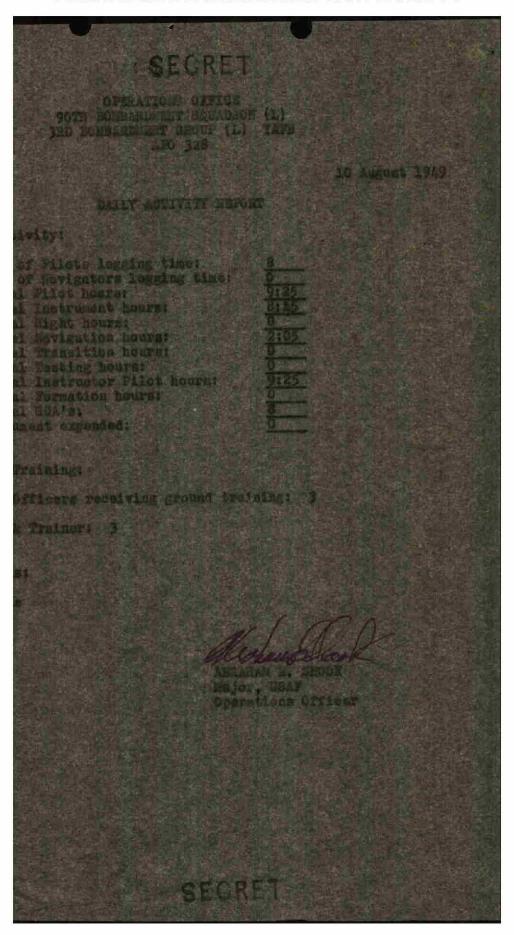
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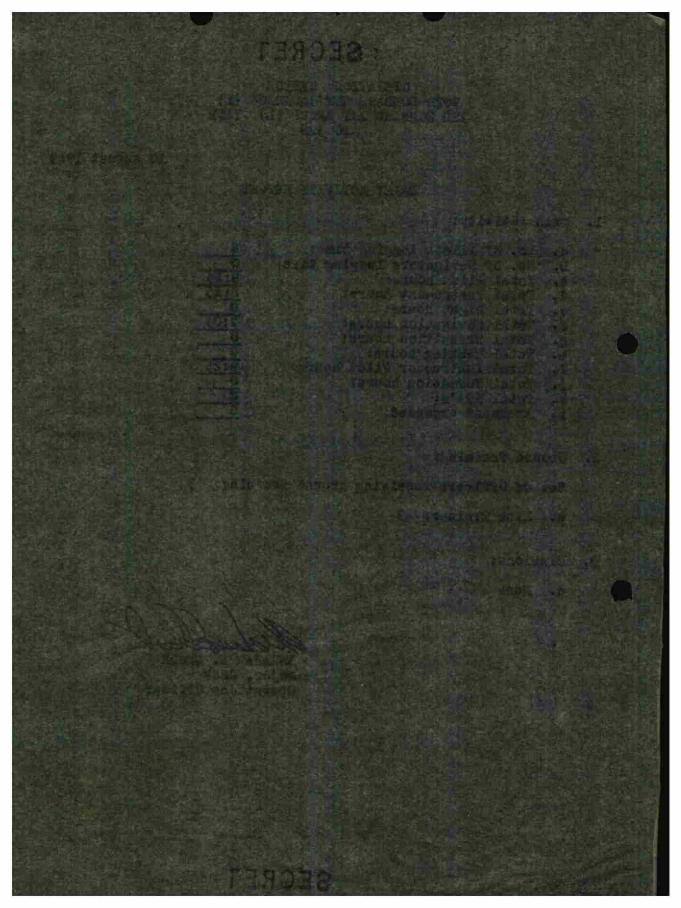


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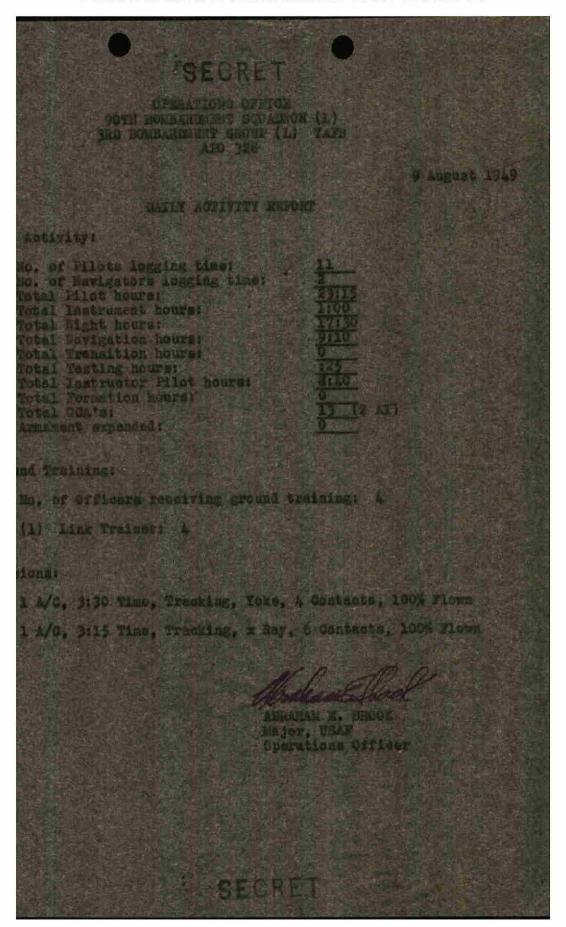


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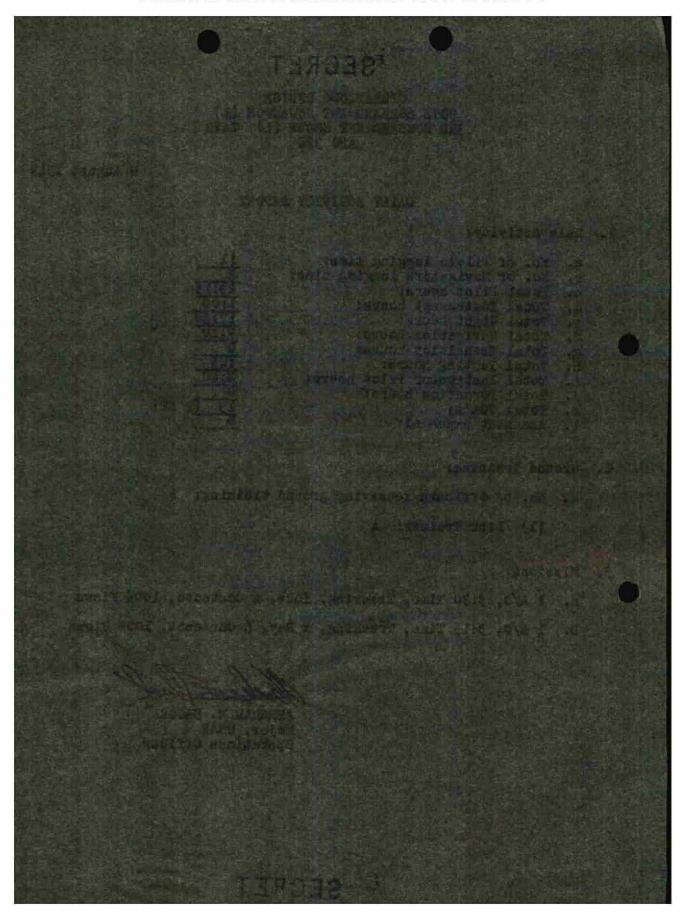
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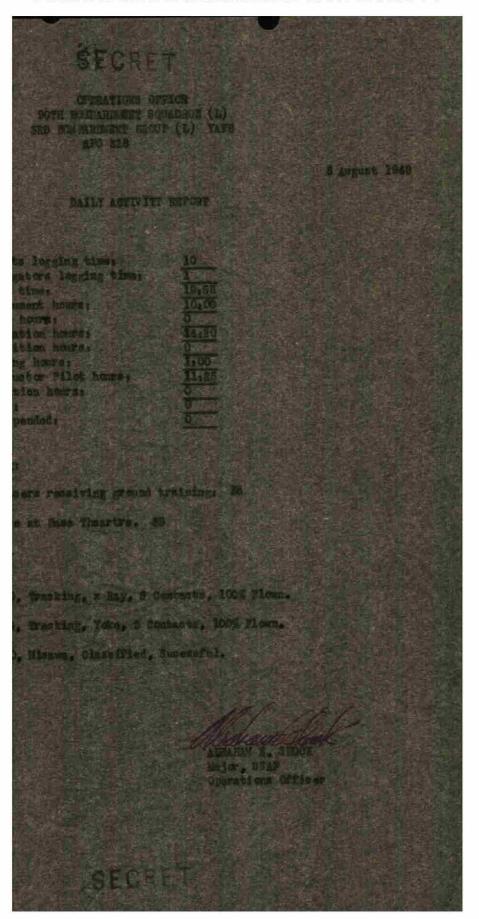
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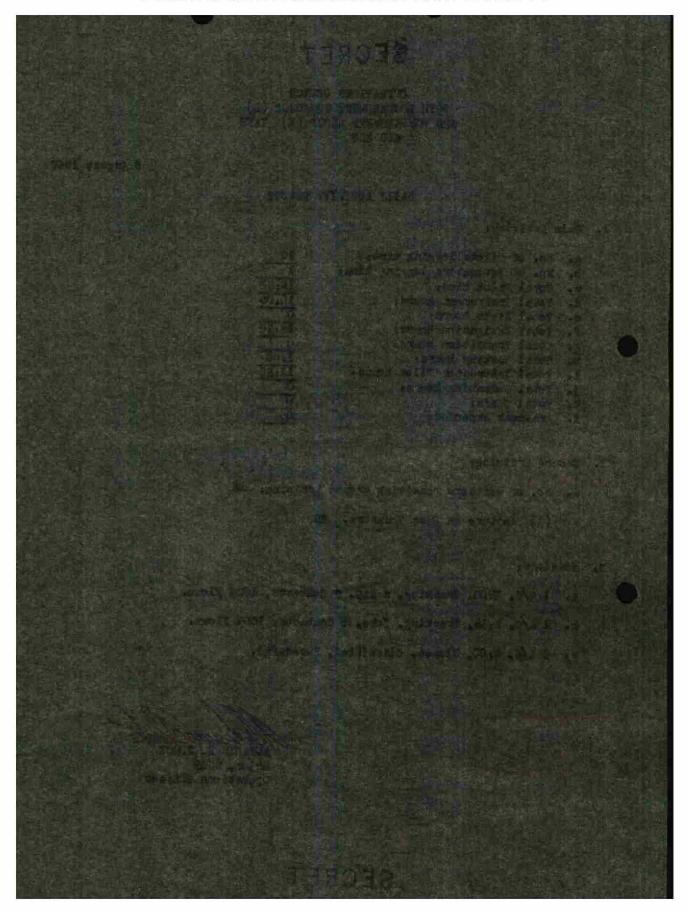
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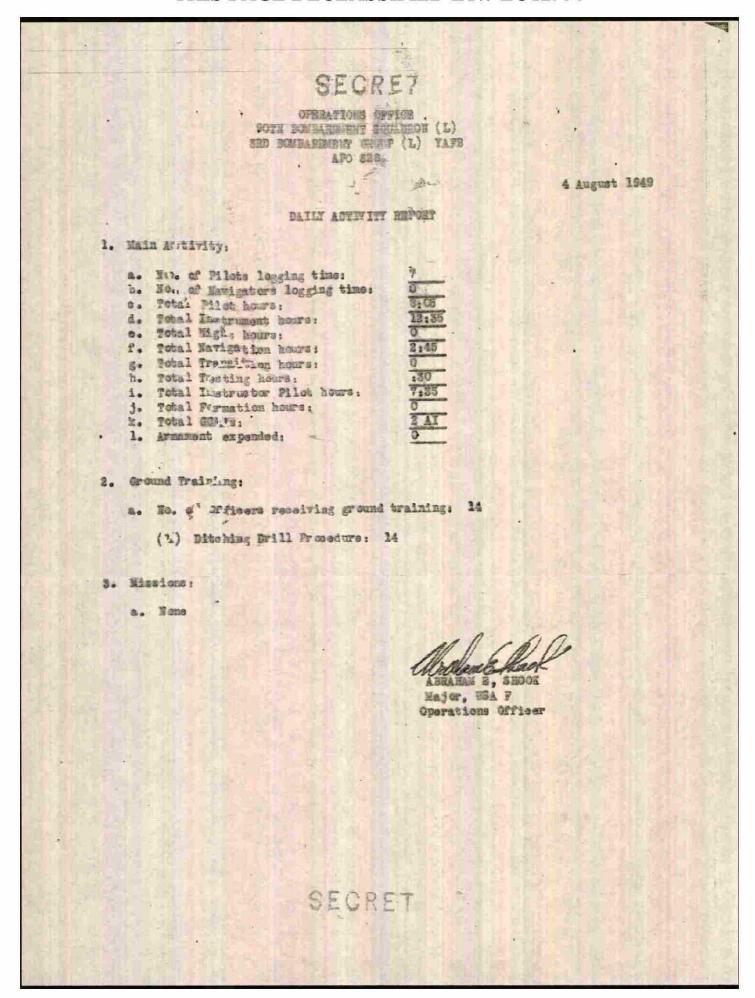
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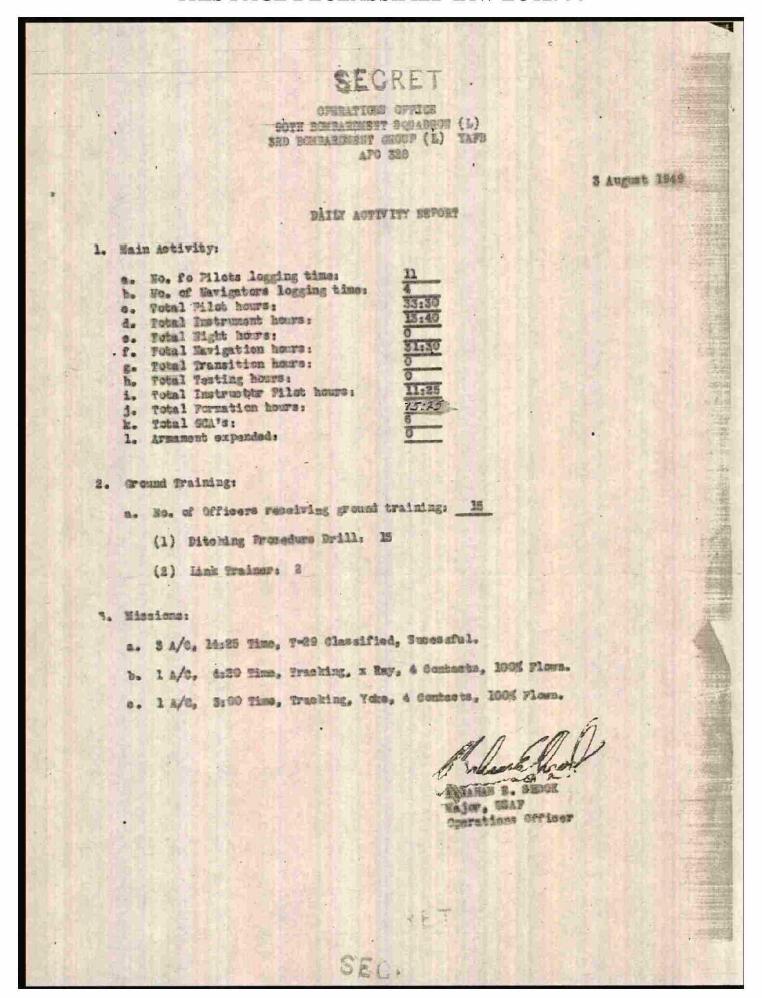
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	SECRE OPERATIONS SOTH BOULEARIMENT GRO SRD BOWHARDMENT GRO APO SO	OFFICE SQUADROW (L) OUP (L) YAFB
	DAILY ACTIVI	6 August 194
1. K	in Activity:	
a. b. c. d. f. g. h. i. i. i. 2. 0	No. of Pilots logging time; No. of Mavigators logging time; Total Pilot hours; Total Night hours; Total Mavigation hours; Total Mavigation hours; Total Transition hours; Total Testing hours; Total Instructor Pilot hours; Total Formation hours; Total GGA's; Arrament expended; No. of Officers receiving ground	15 0 30;25 11;20 16;50 10;15 8;80 17;10 0 4 0
	(1) Link Trainer: 2	高 建 产 电流
3. H	asions :	是有其中心的主义
	1 A/C, 6:05 Time, 2 Missions, Mi	AMARAN B. SHOON Mejor, USAF Operations Officer
NI ST		The state of the s

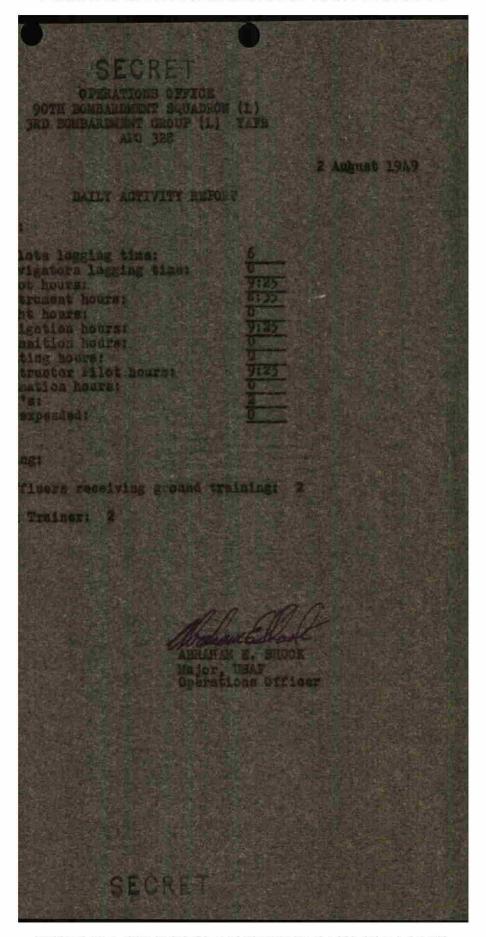
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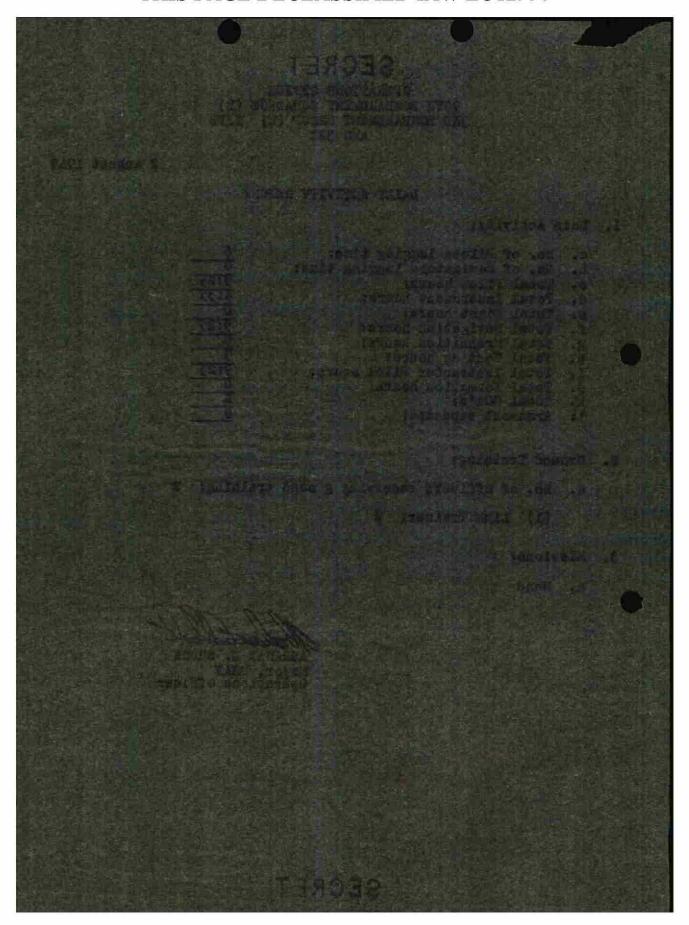


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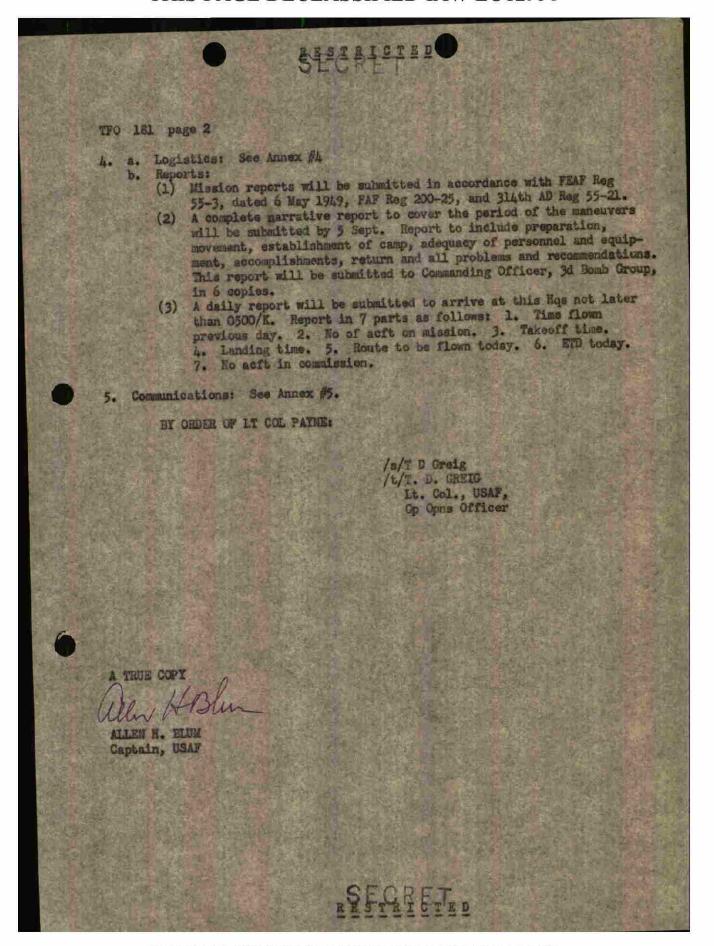
HEADQUARTERS 3d Bomb Group (L), APO 328 28 July 1949

TFO 181

Maps: As req.

- 1. Omitted
- Units of the 3d Bomb Group will during the period 15-30 August 1949: a. Conduct separate field operations to maintain familiarity with separate unit tactical field operation conditions and to test mobility of this command.
 - b. Matsushima Airdrome is designated as airdrome for field operations. A complete survey will be conducted by the Unit Commander as to facilities available, to include troop housing, parking and dispersal of aircraft, supply and communication lines. Unit Commander will take necessary action to instill in personnel the idea spirit of these operations.
 - c. Ground echelon will depart on or about 13 August
 - Air echelon will depart on or about 15 August
- 3. a. The 90th Bomb Sq will:
 - (1) Conduct mission as dir in par 2 above.
 - x. (1) At some time during maneuver period, operational control will revert to FAF.
 - (2) Strict compliance with existing safety, air clearance and flying regulations will be effected.
 - (3) Unit CO will act as final clearing authority as reguards weather using latest available information.
 - (4) Positive visual clearance will be conducted of the ranges prior to bombing, rocket and gunnery runs.
 - NO .50 cal ammunition will be fired on Onahara-Shima
 - (5) NO .50 cal ammunition will be the confidence with FAF SOP 55-25 is directed.
 (6) Strict compliance with FAF SOP 55-25 is directed.
 (7) Strike photos will be made on all missions and will be forwarded (7) Strike photos will be made on all missions and will be forwarded (8) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be forwarded (9) Strike photos will be made on all missions and will be missions and wil to reach this Hq, via courier, the same day of mission. Op 8-2 will forward photos to 314th Air Div within 24 hrs after completion of mission.
 - (8) AF Form 23's or tactical clearances will be filed on all crosscountry flights. All takeoffe and landings will be called into this Mas via radio giving lead acft number and number of acft in flight. A log will be maintained on all clearances.
 - (9) All missions within the 314th AD area will be flown with Megative
 - (10) Whenever bombs, rockets or ammunition is carried acit will avoid populated areas. Hombbay doors will be closed and armament switches will be in the OFF position except when acft are turning onto the final approach for bombing and/or straffing.
 - (11) In the event of hung bombs, rockets, etc, acft will return to Matsushims by the lease populated route. Route to be designated

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HEADQUARTERS 3d Bomb Group (L), APO 328 4 August 1949

ANNEX #4 TFO 181

- 1. Omitted
- 2. Omitted
- 3. Organizational Equipment: All TORE equipment will accompany Unit into the field. Tectnical Files, Aircraft Historical Records and Stoct Lists will accompany the Unit.
- 4. Omitted.
- 5. Ammunition, Fuel and Oil, 100/130 Grade Fuel:
 - a. Fuel will be delivered to the maneuver area by the 3d Supply Squadron.

 Tactnical Unit will give the 3d Supply Squadron an estimate of the
 amount of fuel needed.
 - b. Aviation engine oil will be delivered to the maneuver area by the 3d Supply Squadron. The Tactnical Unit will give the 3d Supply Squadron an estimate of Aviation engine oil needed.
- Aircraft and Engine Parts: The Tactical Squadron will furnish the Supply Squadron a stock list of parts needed.
- Ammunition: 3d Supply Squadron will deliver to maneuver area 700 bombs, 100 1b practice, M38A2. 700 spotting charge MIAL. 700 arming wire pc. wk. 82-3-23LD. 240 G.P. bombs with fuses. 600 rockets 2.25". 35,000 rounds .50 cal ammunition.

BY ORDER OF LT COL PAYNER

/s/T D Greig /t/T.D. GREIG Lt. Col., USAF, Gp Opns Officer

A TRUE COPY:

ALLEN H. HLUM Captain, USAF

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HEADQUARTERS 3d Bomb Group (L), APO 328 4 Aug 1949 0001/2

ANNEX #5 TFO 181

- Cmitted
 - Omitted
 - Axes of Communications normal
 - Command Posts: Has 3d Remb Group, normal

90th Bomb Squadron., Matsushima A/D

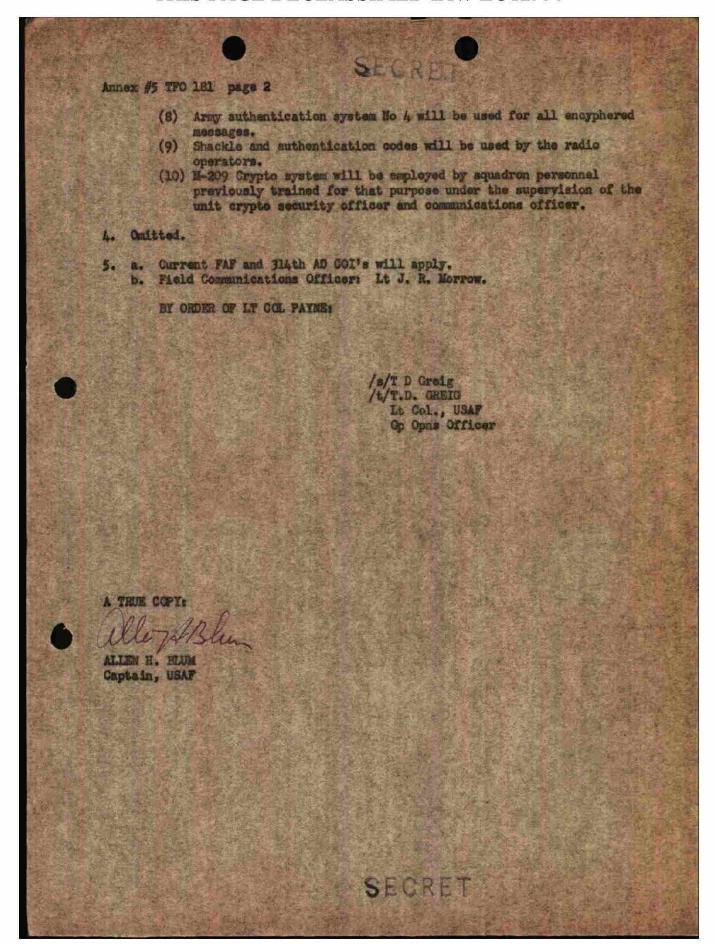
- (4) Existing communications facilities;
 - (a) Low frequency Homer, refer Radio Facility Charts
- (b) Telephone land lines through Johnson Field.
 (c) AACS Operated Airdrome Control Tower, Refer Facility Charts.
- (5) Hgs 3rd Bomb Group will furnish personnel and equipment to operate an H/F Radio net between Matsushima and Yokota.
- 2. The 90th Romb Sq will provide normal organizational maintenance and procurement of aircraft communication equipment; and provide command supervision through the communication officer of all other communications facilities.
- 3. The 90th Bomb Sq will:
 - a. Provide Field telephone service at Matsushima A/D utilizing personnel and equipment furnished by the 3rd Communications Squadron if existing facilities are inadequate.
 - b. Provide runway control facilities utilizing radio jeep as furnished by
 - Hqs. 3rd Bomb Group.

 c. Provide H/F Radio Termination at Matsushima A/D utilizing personnel and equipment furnished by Hqs. 3rd Bomb Gp to operate as follows:
 (1) Frequency: 5725 Kos Primary, 5030 Secondary
 (2) Hours of operation: 24 Hrs standby on Voice, with normal GW watch

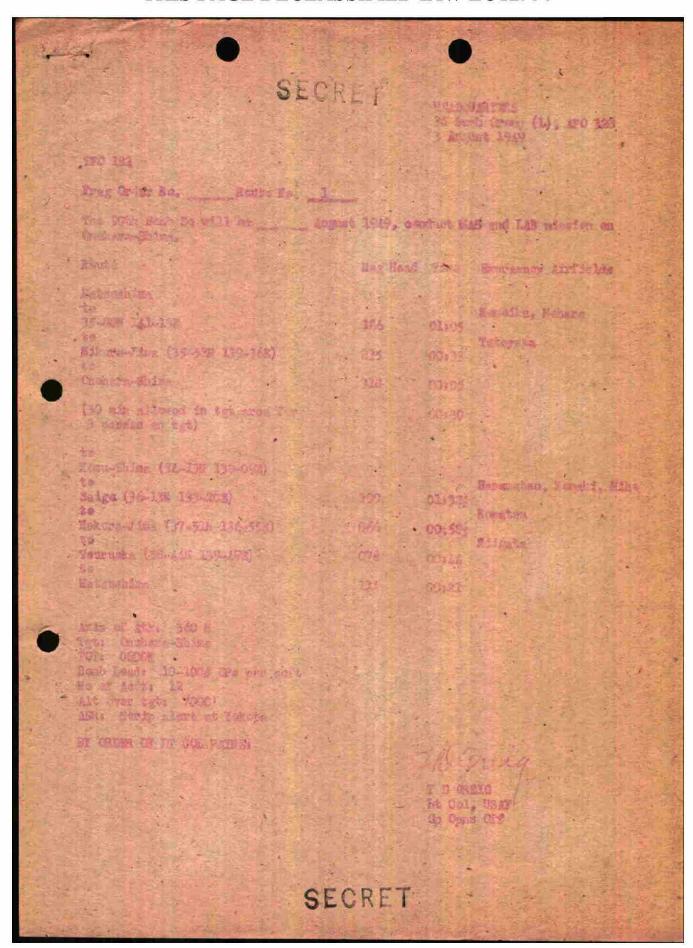
 - as scheduled by NCS.

 - (3) NOS: Net Control will be at Hqs. 3rd Bosb Group. (4) Traffic will be limited to: Field Orders, Prag Orders, Aircraft movement reports, prearranged message reports, and other high priority communications.
 - (5) All messages to be sent by radio will normally be signed by the Unit CO, Operation Officer, Adjutant, or communications officer.
 - (6) Prearranged message reports normally will be given highest priority and will be delivered to the radio operator as follows:

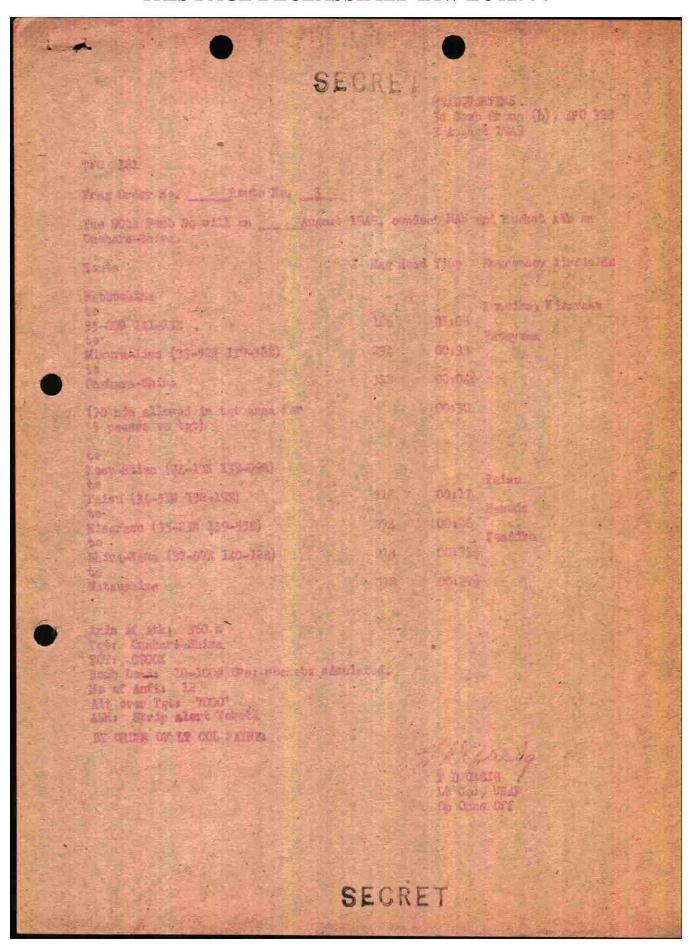
 - (a) Daily Operations Report no later than 2300Z
 (b) 15-110A Report 2100Z
 (c) Status Report 2100Z
 - (d) 15-9 Report 0000Z
 - (7) Only aircraft movement reports, Weather, or message specifically authorized and signed by the CO may be transmitted in the clear. All messages will be encyphered using M-209, and Shackle systems.



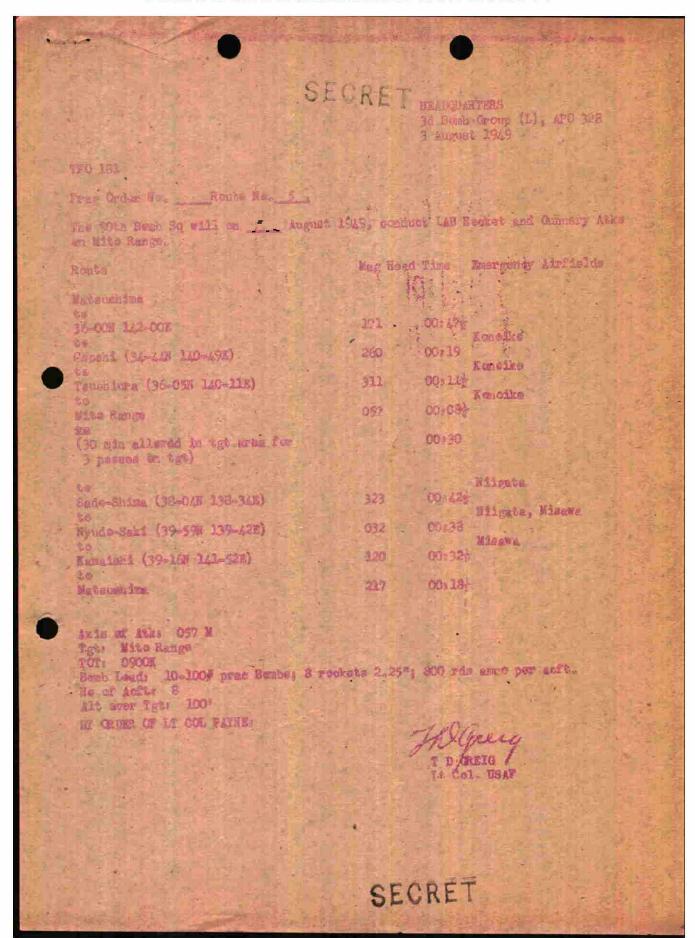
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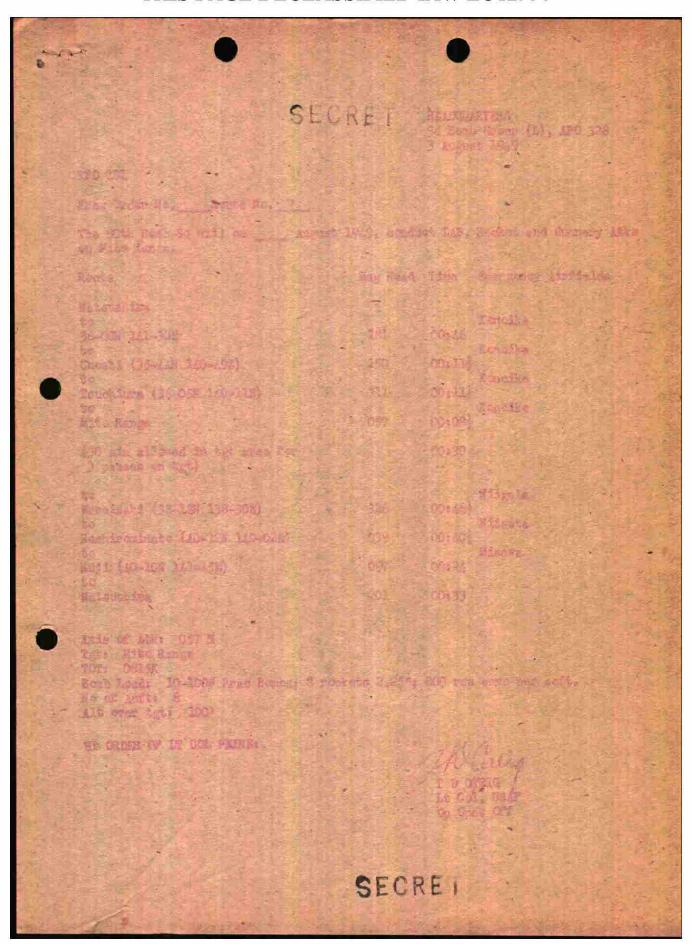
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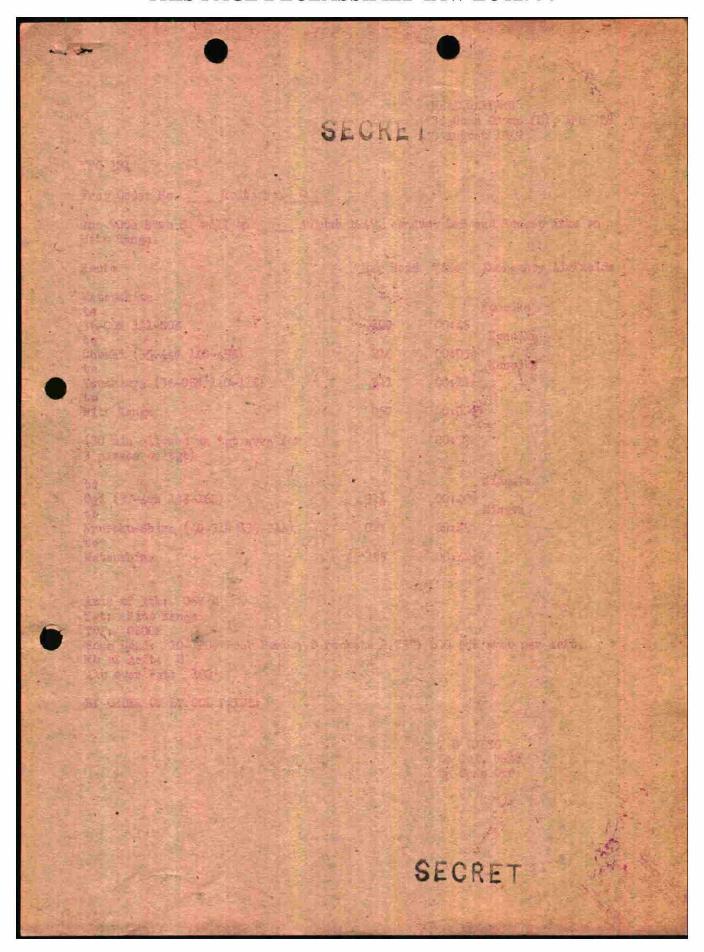
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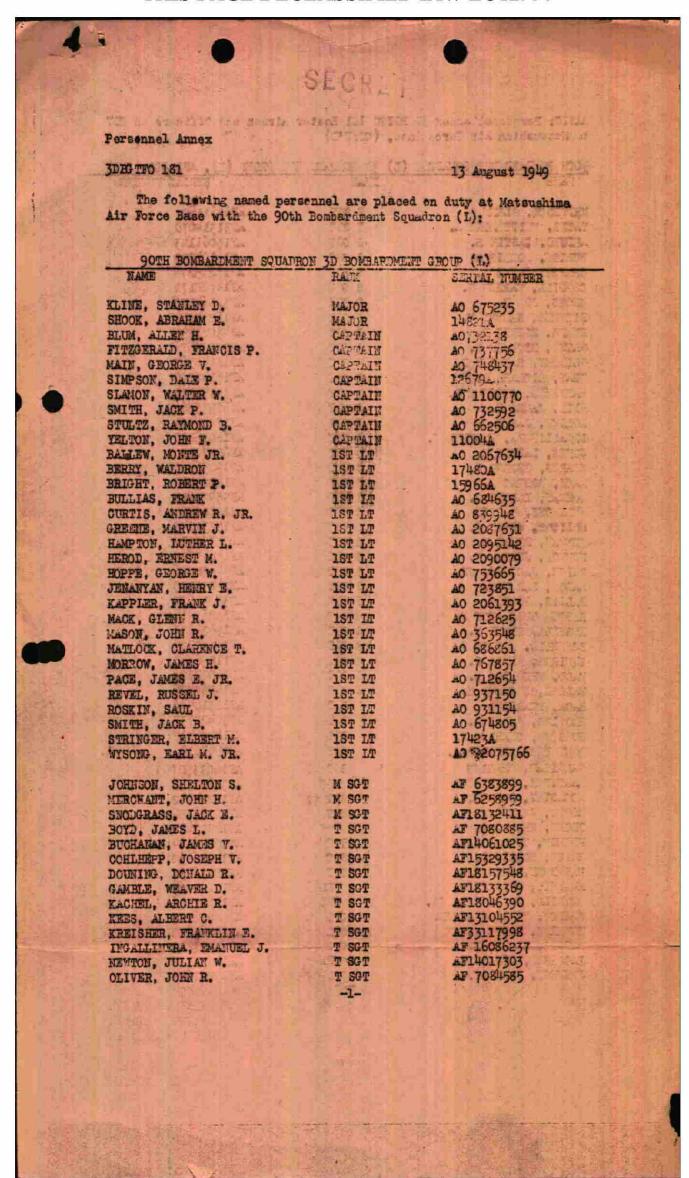
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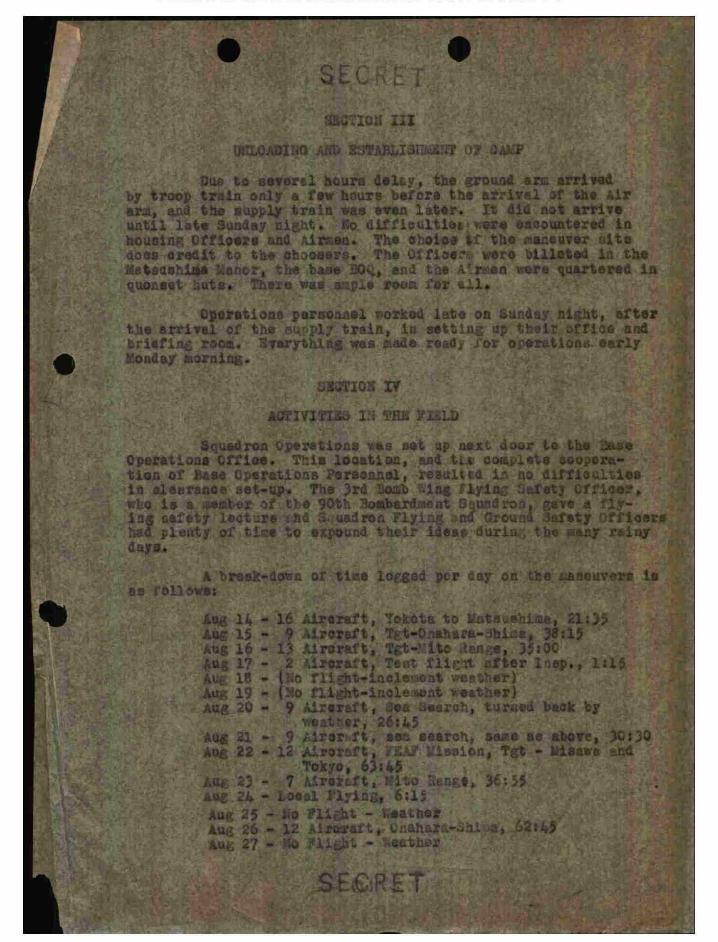


WHITIOCK, GIMIF E.	T SGT	AF5651160	
YATES, WHITTEMORE A.	T STT	AF31314078	
AFTORD, CASTLE B.	3 SGT	AF15061143	
BURTON, MORRIS A.	3 SGT	AF16194292	
CHAFEY, JAMES E.	S SGT	AF18285274	
COGDILL, MARREN G.	S SGT	AF14188171	
CROSS, JOE R.	S SGT	AF33564023	
DITTMER, SARRE M.	S SGT	AF16232358	
EVANS, ROBERT 3.	S SOT	AZ#3021290	
GASTES, ROCHARD L.	S SOT	AF17232576	
GLIDDER, BAYLOND B.	5 500	AF11148767	
		AF16148280	
GRAY, RICEARD D.	S SGT		
EATFIELD, CHESTER L.	A S SOT	AF38152182	Ya.
HILL, JAMES H.	SSGT	£36299556	A
HOLDEN, JAMES II.	S SGT	AT17225351	
INCALLINGA, MANUEL J.	TSGT	AF16036237	
JONES, LARNIE H.	6 500	AF6817005	
KRARUS, GEORGE T.	SSCT	AF19256065	
MACK, ROBERT S.	S SCT	AT14083410	
McKEAU, FOBERT B.	SSGT	AF35927813	
MELENDEZ, MARTIN	S SOT	AF18015493	
BOLITOR, BRVIN J.	S SGT	AF19331245	
INMAN, ROTAL R.	SSGT	AF35752978	
HETTON, JULIAN M.	9 SCT	AF1 4017303	
PRICE, JACOB B. JR.	S SCT	£F34650246	
RADOM, LARRY M.	SSGT	AF14230125	
RALLIS, GEORGE	S SGT	AF38514672	
RITTE HOUSE, ROY F.	S SOT	AF13263416	
RUSSILL, FLOYD V.	S SOT	AT19004814	
SCHEELE, ROBIRT F.	S SOT	AF35543226 *	
SQUIRES, BASIL J.	5 SQT	AT11056467	
MALD, FREDRICK N.	SSCT	AF16022328	10
The state of the s		-F14267726	
WALKER, BUCKFER E.	S SGT		
BACA, EXARISTO	SGT	AF18310465	
BROYLES, JANUS D.	SCT	AF35425737	
BUPSTOF, CHARLES R.	SOT	AF14226412	
DOUGHERTY, PHILIP J.	SCT	AF6997810	
GALLIGAR, CHARLES	SCT	AF16073507	Ob.
MARTINEZ, DIXON E.	SGT	AF38412311	
MCCARTHY, DON EL.	SCT	AF17224742	
MOORE, JANES C.			
	SCT	AF18295586	
OLSET, TEOLES L.	SGT SGT	AF12309416	
PERROW, THOMAS D.	SCT	AF19306144	
SMITH, HOLLIS L.	SGT	AF14226632	
WASEBURN, LESTER A.	SCT	AF16196931	
AHANCIO, GILBERT G.	OPL OPL	AT11170463	
GAUDILL, CHARLES L. JR.	SPL	AF14309996	
CLAUCY, MILLIAM A. JR.	CPL	AF1 629 6705	
EDWARDS, CLYDE P.	CPL	AF15065335	
GATTIS, EDWARD W.	OPL .	4719307922	
JACOBSEI, DOVALD E.	CPL	AF19335942	Ti
JOHNSON, JAKES W.			
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	90TH BOMBARDHENT SQUADRON	Ral K	SERIAL NUMBER
1000	LOVELACE, J.C.	CPL	AF19263724
	OLSZOWY, HENRY J.	CPL	AF15266343
	REISINGER, JOSEPH G. ROBINSOF, JOHN L.	CPL CPL	AF12297309 AF14257659
	SIMONS, BENDVIE G.	OPL OPL	AF6571382
	STOEBER, STAILLEY TYSON, MARRET J.	CPL	AF19271895 AF13242625
	VICKER, ROBERT J.	OPL.	AF16230457
	WILCOX, JAMES A. CABLE, PAUL L.	OPL PFC	AF19142670 AF14272761
	CORREA, ANGEL L.	PFC	AF12297154
	COX, HARVEY M. GARAVET, PETER J.	PFC PFC	AF13262951 AF16298570
	HARRIS, WARD H.	PFC	AF14310753
4-1 -	KELLEY, BOB G. LECKHESS, HELSON F.	PF0 PFC	AF18173159 AF19328659
	MENSCHING, WILLIAM C.	PTC	AF16248135
	MINARCHAM, ROBERT H. PRAUD, VITO	PFC	AF32702255 AF15860413
	RICE, JAMES F.	PFC	AF16254490
	ROLLYSOF, DOFALD L. SMITE, J.W.	PFC	AF15357401 AF16296828
	TOMLIN, DOTALD E. VIDRA, DOTALD J.	PFC PFC	-F16276539
	MARITER, JOSEPH A.	PFO	AF15265076 AF13226645
	HUDSON, OTHA C.	PVT	AF19238598
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	GREEG, THOMAS D. ?	LT COL	A0-411630
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	DASTE, BERMARD G.	T SGT	AF19215540
	DAVIS, MILLIAM B. FARR, JESSE G. SR.	S SGT S SGT	AF36042857 AF34819689
	GOOL, WALTER E.	S SGT	AF13259757
	MUNIE, FREDERICK OL PRILLIPS, DELICH E.	SGT	AF16052557 AF16056357
100	BRADEN, CARLTOF E.	CPL	AF16314723
	DILLEY, JAMES D. KEITH, CURTIS A.	CPL CPL	AF15209181 AF15229385
	RHODES, CLYDE M.	CPL	AF18298005
	FAGRANT, EDWARD F. HART, MORRIS D.	EFC PFC	AF11150172 AF19204740
	HODGES, LOY 11.	PFC	AF18222629
	JOHNSON, GRAHAM JOHNSON, RICHARD F.	PPC	AT15232453 AT13232091
	RLITHEYER, JAMES J. SLITH, MARVIN B.	PFC	AF13259547 AF17192713
	LEICHTY, ROBERT H.	PVT	AF39215733
		-3-	经营销工程的证据

	William William	SOT	21/0//068
	MALTON, WILLIS L. BECK, RALPH E.	SOT	AT13191302
	DODSOF, JAICS H.	SOT	AF39468013
	SAVAGE, DOMAID E.	CPI.	F12269582
A State of the state of the	MARTIN, GENUIA A.	PJC	AF15539715
M. Park and	HARTIE, JACKIE LL	PFC	AF19312692
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6 42 13 7	3D COMMUNICATIONS SQUADRON BOMB	(L) APO 323	
THE DESIGNATION	70 a 1977 A	CPL	AF13749563
W . T . 23	CAVENER, JOSEPH A. BJERK, STEPH J.	CPL	AP17215244
	HOOKE, HOWARD F.	CPL	AF16269717
HERE THE	MONE, SOURCE S.		
FR ST	3D FOOD SERVICE SQUADRON .+ BOLTS (L) APO 328	THE RESERVE TO SERVE THE PARTY OF THE PARTY
	McGIRTY, JOHF F.	2D LT	A0*2074232
	GORDON, HARRY J.	T SGT	AF39016902
LAGRET	HOLT, WILLIAM A.	TSGT	AF34149571
7 - 1	BAXLEY, R.C.	S SGT	AF7004997
The Late	DUEBIF, GRADY	S SGT	AF18208833
The same of the same	SMITH, LEO	S SGT	AF37621470
AND DESCRIPTION OF THE PERSON NAMED IN	LEAKE, CHARLEY F.	SGT	AT13286991
	BOOTHBY, FREDRICK A.	CPL	AF11173967
Marie Court	GMIVII. ROUTET H.	CPL	AF35963313
Section 1	MADOUTA, MILLIAM J.	CPL	AF13207539
1 3. D. 1	SPILLATE, DANISL	CPL	AF12314039
	DOBERTS, HUGH F.	PFC	AF15224925
Transfer of the	RILEY, SHELTON D.	PVT	AF15299962
	GLISSOF, CHARLES R.	CPL	AF15195195
	ROY, JAMES C.	CPL.	AF35659141 AF36465432
	ROLAMD, DUGUS A.	5 SCT 8 SCT	AF34620635
All St. of Bellings	STAILEY, WARREN C.	S SGT	AF39051.225
	GATRISON, DULETH L.	SGT	256952562
ATTEN STREET	ROLLING, CRUSTOF D.	CPL	AF13252320
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A 1 - 1 - 1 - 1	HARDTE, ROY T.	102 112	
Property and	HANSEN, MORMAN	M SGT	AF 6617250
	HAPDER, WILTRED R.	M SGT	AF19036598
TOTAL MILE	KELTY, HERMYDD W.	M.SCT	AT 6981940
De San	BATTLES, JESSE	T SOT	AE6391769
FT BU	FOSTER, WITHLAM C.	T SGT	AF15337641
True at 1	KTOX, WILLIAM L.	TSGT	A275円分)中35
THE RESERVE	BURYUM, LIER MANAGEMENT	S SGT	AF740437.03
A 180 (18)	CLOSS, DAVID A.	SSGT	<u>1730</u> 19471
-	DATALL, CHICORS E.	8.502	AE3 10 1371 7
Burell A.	GARBILL, REEV	S SGT	AF114272567 AF314671234
	EAYS, ROBERT C.	S SGT	27) 40(22)4
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Aug 28 - 12 Aircraft, See Search, 68:45 Aug 29 - 9 Aircraft, Mito Range, 36:35 Aug 30 - 9 Aircraft, Mito Range & Matsushima to YAFB, 58:20

Very few difficulties were experienced throughout the entire maneuver. Camera results were poor due to poor equipment and inexperienced camera repairmen. Red weather was the only draw back that really hart the squadron.

SECTION V

LOADING AND RETURN TO HOME BASE

Loading began Monday 29 August and by Monday night all Operations equipment was aboard railroad cars and loading list for the flight home was posted. On 30 August, Tuesday, after early morning mission to Mito range, briefing was held at 12:30 and departure for the home base accomplished at 13:30. One ship was left behind for maintenance but by night fall all 16 aircraft were back home at Yokota.

SECTION VI

RECOMMENDATIONS

pacially if the a medron is operating away from their home base.

but special missions. This would give Operations and Flying Personnel more and better training.

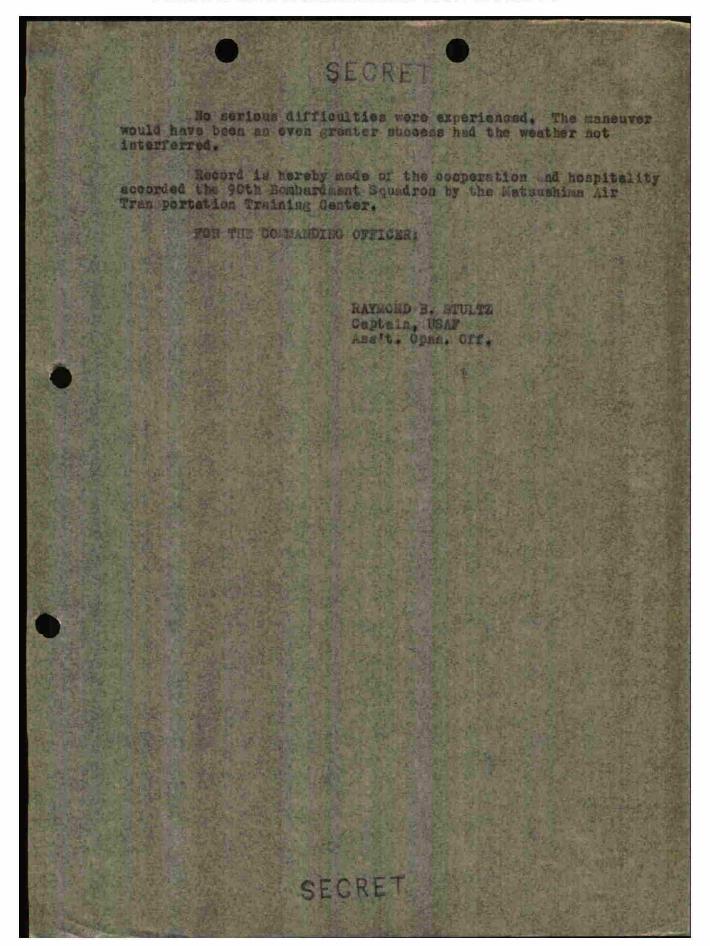
Missions, where 2.25 rockets are carried, should be routed away from congested areas due to the high percentage of malfunction of this type rocket, and should be routed, if at all possible, over water.

SECTION VII

CONCLUSION

It is be loved that if only target and length of time desired were all that were given the squadron, missions could be completed just as efficiently and with more training for the personnel concerned.

Weather, Base Operations, hangar facilities, and parking ramp are all centrally located, requiring a minimum amount of time in obtaining clarances and transportation to sircraft.



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90TH ECMBARDMENT SQUADRON (L)
MATCHIGL SECTION
APO 328

3 September 1949

SUBJECT: Maneuver Report

TO : Maneuver Project Officer

The following information is in compliance with a letter your Headquarters dated 1 Segs 49, Subject: Maneuver Report.

SECTION I

PLANNING AND PREPARATION

Engineering

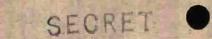
The Maneuver Order ended all rumors concering the date, location, and duration of the 90th Bomb Squadron's maneuver. This same order gave the go ahead signal for planning and preparation. Engineering's task pointed toward one goal, i.e., sixteen aircraft in commission for the trip to the maneuver area and as many in commission thereafter as practicably possible. The immediate project of getting all ships in commission cabled for extra hours of effort on all personnel in the Engineering Section. The secondary project of packing and stocking for the fifteen day maneuver period was more easily accomplished. This latter preparation consisted of completing fly-away kits, building a supply that would be equiped to Service Stock levels, and planning the distribution of equipment and supplies in such a manner as to be able to load it all on thealloted transportation --- three six by six trucks, one three quarter ton truck, one one quarter ton jeep, one one ton trailer, and a quarter ton trailer.

Supply

Vehicles with trailers were drawn from the Motor Pool on Friday, 12 Aug 1949. They were loaded with tools, equipment, records, supplies, and spare parts that were expected to be needed while on maneuvers. Supply preparations were comparatively simple this year due to maneuvers being held at this time of year and not necessitating extra bedding, stoves and etc., that are needed in colder weather

Armament

Upon receipt of orders to prepare for maneuvers this section immediately made up an extensive list of parts and supplies for which a need was anticipated during the proposed two-weak period in the field. Those parts and



BASIC: Ltr fr Materiel Section, 90th Bomb Sq (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, Cont'd

supplies not on hand were placed on requisition, and all but a few items were received from Base Supply prior to departure. Those not received were parts or supplies which Base Supply has not had on hand for some time, and for which "due outs" were expected. The lack of certain items such as bombay-door safety switches (micro switches), and RS-2 rack selector switches severely hampered maintenance on the bomb release systems on several of the aircraft while in the field.

It was decided that one weapons carrier and one bomb-service trailer would be sufficient to load the sectional equipment for rail transportation to the maneuver site. Coordination with Base Ordance revealed that they would load bombs, rockets, ammunition, fuzes, spotting charges, arming wires, etd., as specified in the Field Order, for rail transportation to the maneuver area. Small arms including carbines and pistols, were packed by this section and transported in boxes, rather than issue them to personnel as has been done in the past.

It was anticipated that twelve (12) or thirteen (13) armorers would be available to go on maneuvers with this section. For the number of missions scheduled in the Field Order this number of personnel would have put a larger than normal work load on each man. During the week prior to departure three (3) men were transferred, leaving a total of eleven (11) men for duty.

Communications

Upon receipt of orders a through check was made of the service ability of Squadron communication equipment and COI's to insure completeness and quantity of supplies. M-209 Converters, 399 H.F. Radio Units, operators and message forms were secured from Group communications. Telephone equipment and telephone and radio men were secured from 3rd Communications Squadron.

SECTION II LOADING AND MOVEMENT

Engineering

On the eveing of the 13th of August all aircraft were ready for flight. Earlier in the day the non-flyable equipment and the non-flying personnel had been loaded on the trains. The flying echelon departed at 1230 on 14 August and arrived at 1345. Advance parties had established

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BASIC: Etc fr Material Section, 90th Bomb Sq. (L), YAFB, AFO 328, dtd 3 September 49, Subject: Maneuver Report, Cont'd

the area to be used for the various sections. It should be noted that upon arrival in the maneuver area there was a total of 500 flying hours available on the Squadron aircraft without need of major inspections. Sixteen aircraft made the flight to the area, two going out for inspection during the flight.

Supply

Supply vehicles were all loaded, chocked and tied down by 1200 hours, 13 Aug 1949. The ground echelon moved out about 1630 hours. Upon arrival at Matsushima Maneuver Area Sunday, 14 Aug, at 930 hrs, coffee was served by the Student Mess Hall.

Armament

No difficulty nor undue incidents were experienced during loading procedures of sectional equipment.

One carbine was reported as being lost by a guard during the movement to the maneuver area. Also, four (4) armorers were involved in unaut orized firing of weapons issued for guard duty while enroute on the train. All Equipment arrived at the site in good condition, altough a train delay hampered in setting up a shop at the site in time for mission preparations for the next morning

Communications

Engineering

All the equipment except a few V.H.F. receivers and transmitters were loaded on a W/C and one trailer for train movement to maneuver area. The sup ly and troop train left Yokota 13 August 1949, and arrived Matsushima 14 August 1949.

CONTANT

UNIOADING AND ESTABLISHMENT OF CAMP

SECTION III

When Matsushima Airdrome was selected as the 90th(s maneuver base, fortune smiled on the Engineering Section. Hangar space allotted was asequate to house all sixteen aircraft. Themparking area was a spacious concrete ramp adjacent to the hangar. All sections of the Squadron were located within the big twin hangars. Conditions were ideal for establishing the clse knit cooperation required for a successful maneuver.

Supply

The first trainload of vehicles and equipment arrived at 1130 hrs. Others came in during the afternoon, the last one arriving about 1730 hrs. Unloading was accomplished without accident. The Supply Office and storage was

3

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, Con't.

located in the west and of Operations Office. Supply's boxcar was unloaded M nday morning. This included mattresses, cots, mosquito nets and various other supplies.

Armament

No difficulties were experienced in unloading or establishment of camp other than that mentioned above. A shortage of personnel in the supporting Ordance Section made it desireable for this section to help in unloading the bombs, rockets, and ammo from the ammunition train to the dispersal area. This work was completed by 2360 hours on the first night at the site.

Communications

Immediately upon arrival the equipment was unloaded from the train and driven to the Matsushima site and the 399 set was put into operation. Due to one of the PE-95 Power Units being unserviceable contact with the parent unit wasn't made until 0700 hours, 15 August, 1949. The Communications S op was set up in a portion of the hangar used by operations and engineering, and normal operations was established 15 August 1949.

SECTION IV ACTIVITIES IN THE FIELD

Engineering

Weather was the worst enemy to be met on maneuvers. It prevented fulfillment of several schedules. The therein lay the root of almost all maneuver problems. Rain and idlemess put planes out for minor maintenance. Even so, an average of fourteen ships were maintained in commission throughout the maneuver. Eight major inspection were pulled, including three "25-hour-after-engine-change" inspections. A total of 430 hours were flown in the sixteen days (664 hours for the month). There was ibe abortion. This record attests to the capabilities of the " flight maintenance" system employed on the maneuver. The section averaged forty-eight men assigned with thirty-seven being present for duty in the area. A supply difficuly was encounted when A/C #44-34300A had a push rod leak. Three Push rods were at Service Stock with the right stock number but of the wrong type, a A/C was sent to Yokota to pick up the right type but the push rods available at Yokota AFB Service stock were also the wrong type. The above difficulty was corrected by removing three push rods from a repairable R-2800-79 at Engine build up.

4

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report

Supply

Supply was able to furnish everything needed with the exception of knives, forks, and spoons to a few personnel who were short of the same. Tents were furnished to 3rd Food Service Squadron for use when the messing tables were set up. Fire extinguishes were put in the Squaset huts used by the airmen. Arrangements were made at Sendai for laundry facilities for the first week. Only a few men made use of this arrangement.

Armament

Monday, 15 August: Started loading 9 aircraft with bembs rockets; at 0530 in the morning; ready by take-off time: Informed by ordnance section that spotting charges and fuzes were left in a box car staning at Yokota supply spup. Message sent by ordnance to have the car sent up.

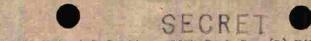
Tuesday, 16 August: Twelve ships loaded by 0830 with bombs, rockets, ammo: Mission did not hit target because of weather: Same load to be used tomorrow.

Thursday, 18 August: Same twelve ships reamin loaded: Four more loaded with same armament making total of sixteen for tomorrow: Weather remains bad.

Daturday, 20 August: Weather broke in afternoon: None ships had to be unloaded for nine ship sea sweep: Four armorers, including section chief, returned to Yokota, leaving seven (7) men available for duty: Difficulty experienced in getting work done without tremendous work-load on each individual: Twenty (20) airmen taken to small arms range after mission took off: Half completed ten of them on carbine Course A when mission returned: Had to stop firing because of large number of engineering personnel in firing order.

Tuesday, 23 August: 9 Ships loaded by six men (one of the seven was on Mess Management) with bombs, rockets, and ammo; difficulty experienced with bombing system ontwo aircraft because of faulty bombay door safety switches. Ten men completed carbine Course A after mission took off and before it returned. Armament section consists of five gunners and two bombsight maintenance mechanics, all going armament repairman work: A very unsatisfactory situation.

5



BASIC: Ltr fr Material Section, 90th Bomb Sq. (L) NAFB, AFO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

Wednesday, 24 August: 12 ships loaded with 100 lb General Purpose bombs for medium altitude mission: Mll2Al tail fuze...only fuze available... installed. Work load... cleaning guns from yesterday's strafing mission... made it necessary for section to work twelve hours: No chance for maintenance on malfunctioning bomb and firing systems.

Thursday, 25 August: Weather prevented mission from dropping G.P.'s: Thirty one (31) officers fired offical .45 automatic course at range: Air installations section under Captain Slamon extremely cooperative in making necessary repairs on range and setting up targets: Firing could not have been accomplished without his aid.

Friday, 26 August: 9 ships with 100 lb G.F.'s hit tagget: Two loads returned because of faulty bombay-door micro switches: Switches should be replaced with new ones.

Saturday, 27 August: No load required for twelve-ship sea-sweep: Ten more airmen fired carbine Course A while Mission was out: One more armorer returned to Yokota, leaving six (6) men in this section.

Monday, 29 August; 9 ships loaded with bombs, rockets, and ammo for low-level attack: Malfunctions on bombs and rockets unusually high: Still no time for proper maintenance on bombing and rocket systems: Section worked until midnight loading for last mission tomorrow: Bomb dump (ordnance) pe sonnel did not deliver bombs and rockets on time: Undersigned was told they had to load the ammunition train which was due to return to Yokota that night: No provision was made to dispose of bombs and rockets that might be returned from tomorrow's mission: Very unsatisfactory situation.

Tuesday, 30 August: 9 ships with bombs, rockets, and ammo hit low-level target: Very successful as far as armament malfunctions are concerned.

Communications

Normal operations and routine work were affected 15 August 1949, and functioned normally until the end of Maneuvers. Routine preflight, 25, 50, and 100 hr. inspections were performed, as well as T.O. Compliance 16-40AJ-119 was complied with on Aircraft #44-34222A. With the aid of two radio operations 756's furnished by Group communications normal H.F. radio contact was set up between parent unit and unit in the field. Traffic con-

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

sisted of daily routine reports submitted by engineering, operations, and intelligence. A listening watch was kept 24 hours daily and normal operation was made from 0700K to 1630K weekdays. Utilizing the telephone lineman and the radio repairman 648 a swithhboard was set up in the communications shop and field telephones were installed in operations, field kitchen, motor pool, orderly room, refueling unit, 399 sation, and engineering. Operations were normal and no difficulties were encountered. The only supply problem encountered was the result of crystals going bad but operations were not hampered. These crystals are now on requisition.

This section had only six of the eleven assigned personnel present for duty due to three men in school and two confined to home base. Group Communications two radio operators and 3rd. Communications Squadron three telephone operators and radio repairman.

SECTION V
LOADING AND RETURN TO HOME BASE

Engineering

Loading and return to the home base was largely a reverse procedure of the trip to Matsushima. Arrival of the trains at Yokota were staggered through two and a half days.

Supply

The first preparations for return to Yokota were made Monday, 29 Aug. A boxcar was loaded with cots, mattresses, and other equipment not needed for the balance of the maneuvers. A new loading ramp was built while we were at Matsushima, greatly easing all our loading problems. Supply completed loading, chocking and tying down by 1200 hrs. Tuesday, 30 Aug. The ground echelon left at 1735 hrs. arriving back at Yokota,, Wednesday, 31 Aug 1949.

Armament

Difficulty was experienced in loading train in time alloted: Four of the six men were scheduled to return via air lift: At the last minute after the mission laded this section was busy clearing funs and rocket stations and did not have time to properly load equipment and get it on the train. Lack of personnel was the main factor. Too much haste in getting the trains out was the other.

Communications

The W/C and trailer were loaded with equipment and the vehicles were loaded on the train 30 August 1949. The train departed the maneuver site 31 August, 1949.

The H.F. radio net was terminated 0900, 30 August, 1949 and the equipment was loaded aboard the train for movement to Yokota.

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFE, APO 328 dtd 3 September 49, Subject: Maneuver Report, cont'd.

> SECTION VI RECONNENDATIONS

Engineering

None

Supply

It is recommended that all sections anticipate their needs in supplies and materiels at a more advanced date to prevent last minute requisitioning. This will also facilitate loading of vehicles.

Armament

That one camera repairmen be assigned to this

section (MOS 941).

Communications

That all Shackle Messafes forms be carefully screened before printed to insure correctness.

SECTION VII

Engineering

The maintenance test was before the maneuver period due to a backlog of Major inspections and engine changes and corrison control.

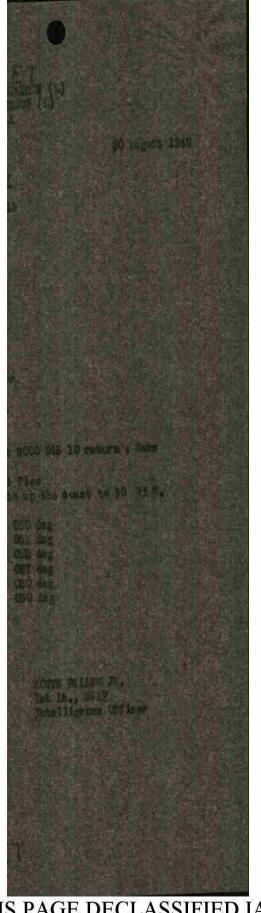
Supply

Maneuvers seemed to muve very smoothly with the exception of train schedules. There seemed to be too much side tracking and consequently the majority of train sections did not arrive on schedule, causing undue delay in setting up camp and having hot meals for the men. Having hot meals and having them on time seems to be one of the biggest morale factors.

Armament

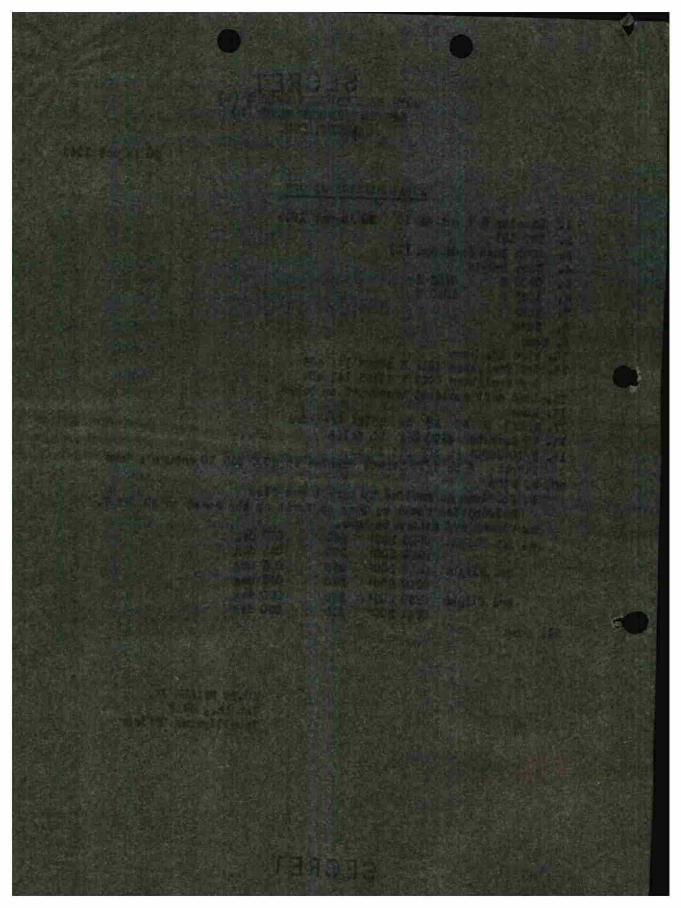
It is evident in the above report that lack of personnel severly hampered armament maintenance and efficiency on the field maneuvers. With a section consisting of five gumners who are not fully trained armament repairmen, and two bombsight mechanics, who are not expected to do the type of work they did, it is impossible to adequately maintain fourteen rocket stations, twelve fixed machine guns with their complicated charging and firing systems, and the intricate bomb release system on the B-26, and at the same time load nine and twelve ship mission wht the above mentioned armament each day, or even every other day. Third echelon armament maintenance which was supposedly provided by the supporting 3rd Maint. Sq. was practically non-existant. Either they did not have the equipment to perform the jobs that this section couldn't, or else they assumed we were capable of performing most of the repair work. The only good that they accomplished was the repair of a broken gun charging line ... and then only after someone had been sent to the barracks to get them down to the line.

BASIC: Ltr fr Material Section, 90th Bomb Sq.(L), Subject; Maneuver Report, Cont'd. SECRET Armament Sec. VII cont'd On at least three occasions they were asked to check a bomb release system for neededmaintenance that was beyond the scope of 1st and 2nd echelons of maintenance, and each time we were informed that they could nothing about it. Communications From the standpoint of this section the maneuvers were a great success. GEORGE V. MAIN CERT, USAF Material Officer SECRET

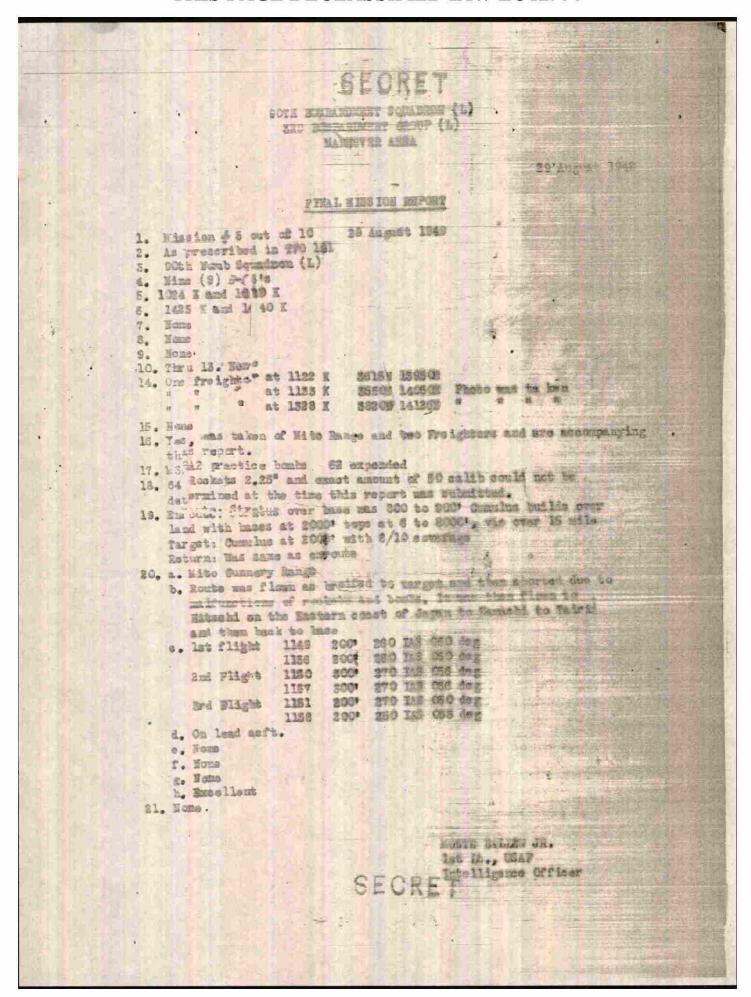


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SECRET

90TH BOMBARDMENT SQUADRON (L) 3RD BOMBARDMENT GROUP (L) YAFB APO 328

3 September 1949

SUBJECT: Maneuver Report

TO:

Commanding Officer 3rd Bombardment Group (L) Yokota AFB, APC 328

1. The following is a report of activities accomplished while on maneuvers.

following summary is reported in sections.

SECTION I

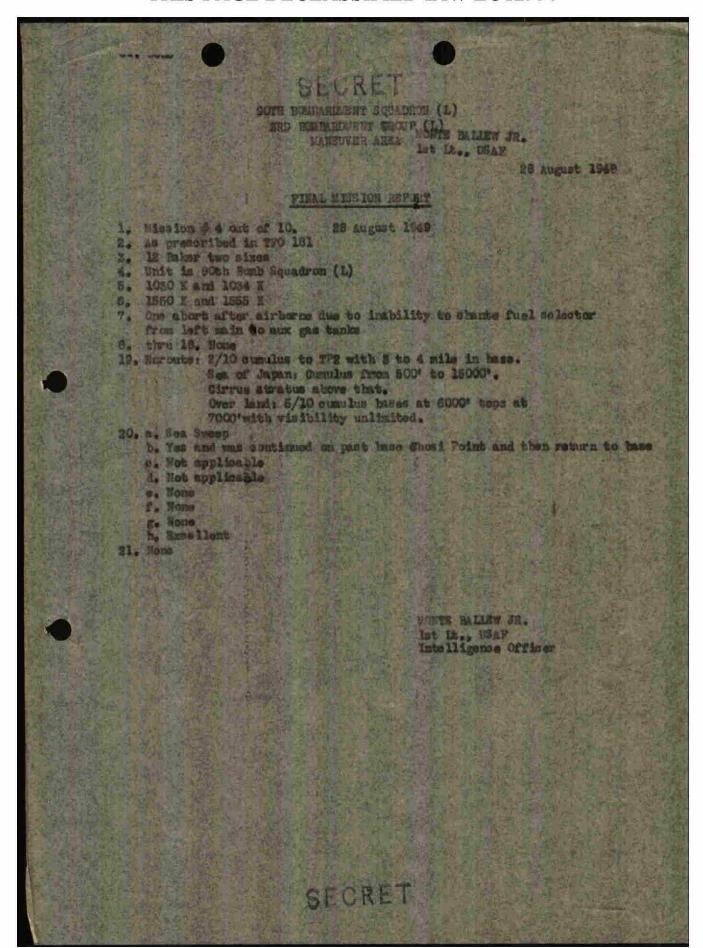
PLANNING AND PREPARATION

Rumor, that higher headquarters planned field maneuvers for the 90th, reached this light Bombardment Squadron a few weeks ahead of the orders. Long range planning then began, but due to increase in flying committments little could be accomplished. However, with the publication of TFO 181 dtd 28 July 1949, maneuvers seem beyond the rumor stage and planning began in carnest. During the first two weeks of August pilots and planes were so scheduled, that one hundred percent night and instrument flying requirements were accomplished and all sixteen (16) of our B-26 type eigereft were in commission and ready for any mission. Loading lists were prepared for both ground and flying personnel. Engineering personnel were divided into two groups. These who were to go by troop train and prepare the Airdrome for the arrival of the planes, and those who were to fly and repair any malfunction that might occur and delay the prompt arrival of all planes.

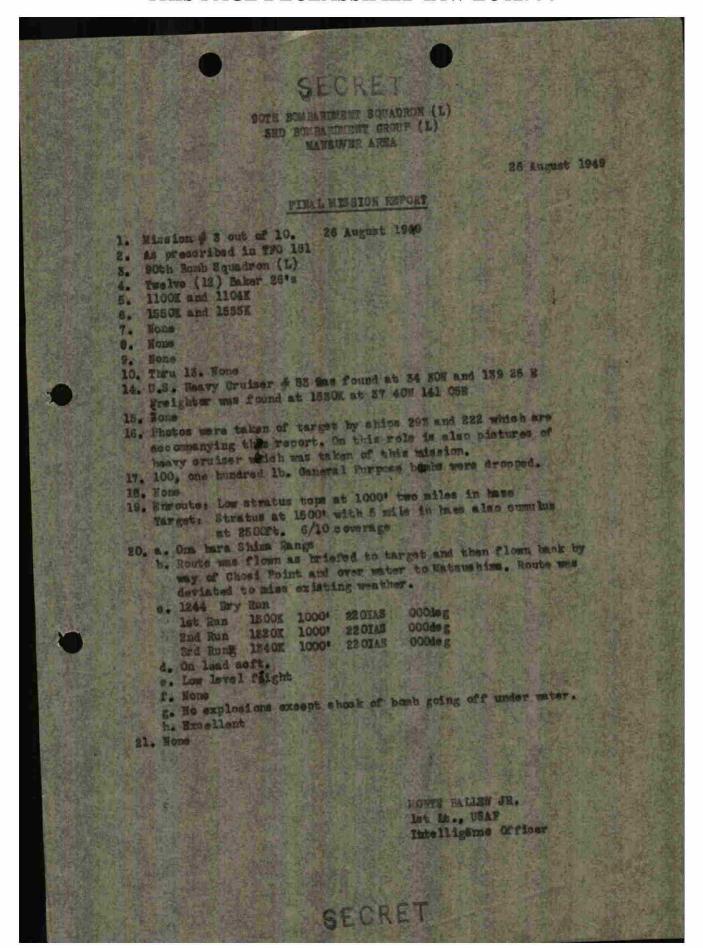
SECTION II

LOADING AND MOVEMENT

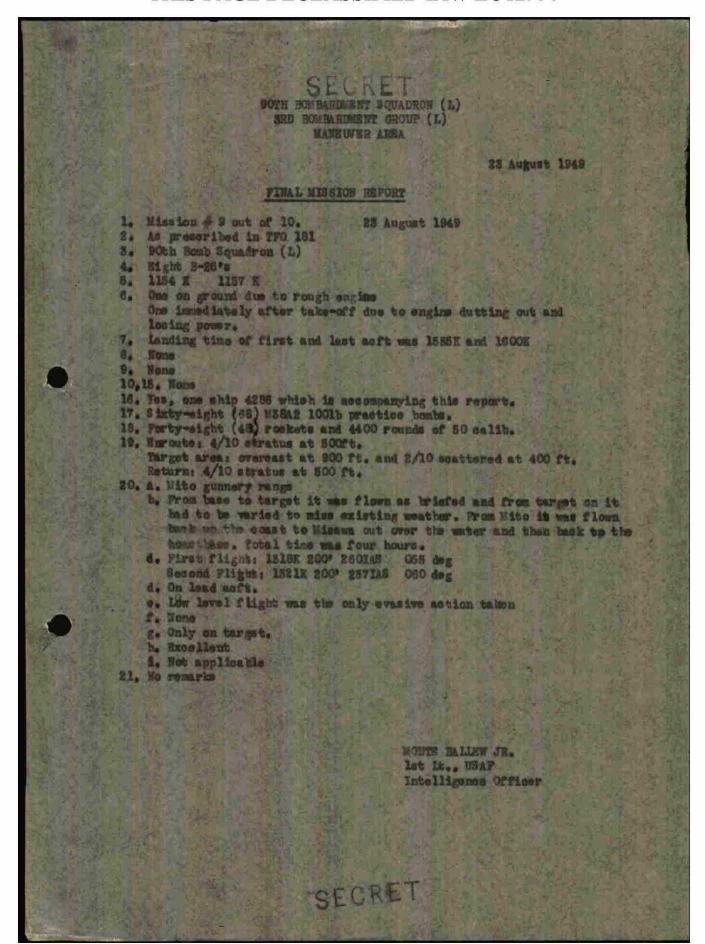
On Friday 12 August all Operations Office equipment, including forms five and office charts, were loaded into a 5x6 and secured aboard the supply train. The enlisted men from Operations bearded the troop train an Saturday 1) August, and both trains pulled out for the maneuver area. On Sunday 13 August, after church, the air arm, consisting of 23 Officers and 32 Airmen, loaded their personal acuipment, aboard the bagaage racks of their respective aircraft and at 12:15 all were in the air. In about one hour and twenty minutes all were on the ground at Matsushima Airdrame, the Squadron movement completed.



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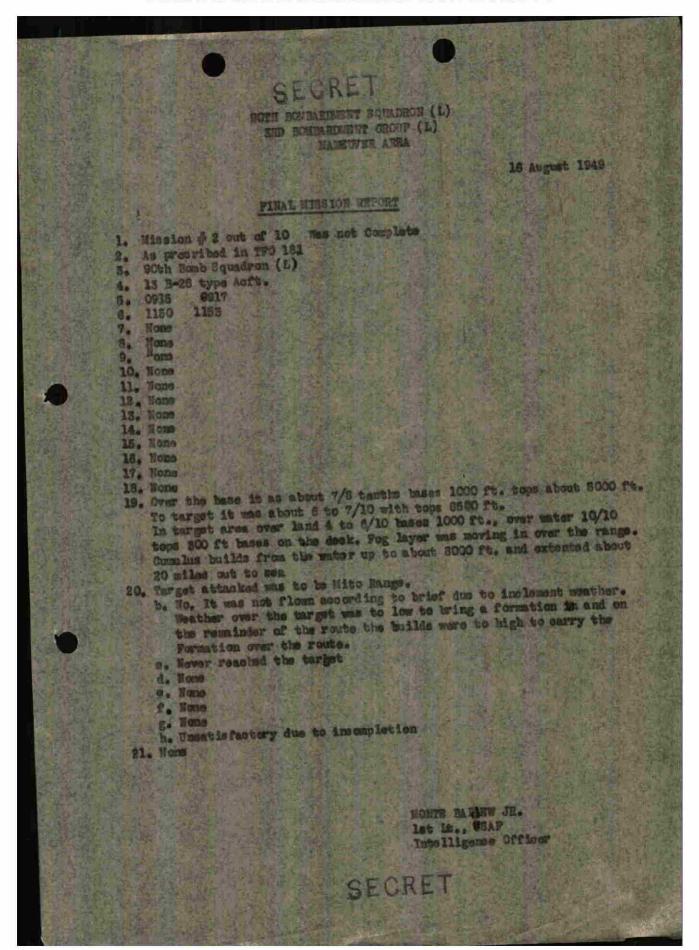


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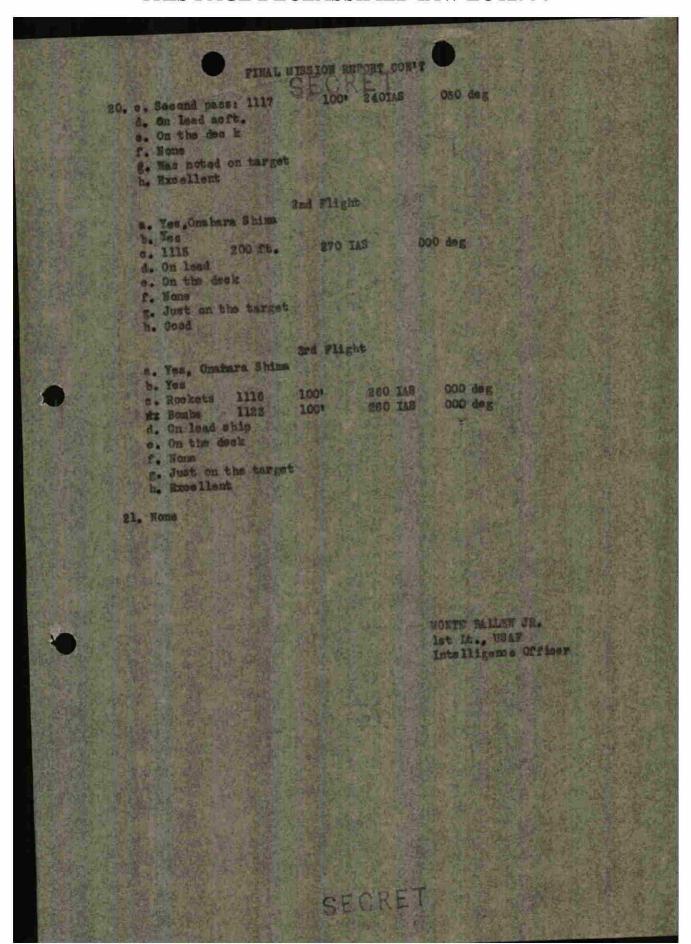


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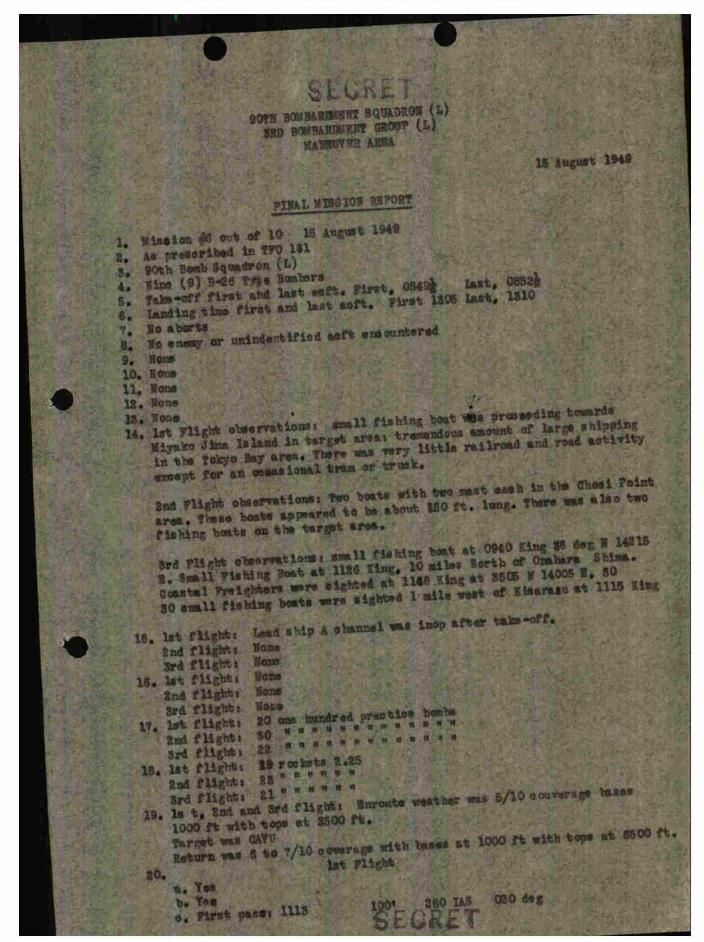
SECRET INTELLIGENCE OFFICE SOTH BOMBARDARNE SQUADRON (L) SED BOMBARDHENT GROUP (L) YAFD MANDUVER AREA 22 August 1949 1. THO 185 22 August 1949 2. To attack the Meiji Bldg and Dia Itdehi Bldg and Misawa Air Porce Base. 5. 90th Bomb Squadron (L): Sherman #1 and 2 Il Baker 28's and I joined the formation at 1301 1028 E 1855 K 1559 E 7. Lead ship of formation aborted on the run-up but rejained the formation at 1301 K 8. 2 F-80's 10 miles North of Misawa at 1208 K 500' alt. 1 9-80 5 miles North of Bel-salm after left Migawa area 2 F-51's at 1525 K at 88 10 H 14106 B 9. In trail level at 6 o'clook, broke at 1000, not aggmes sive 10. None 11. None 12. None 13. None 14. 1157K, two steeler frieghter at 41 108 141 408 39 302 142 OFF Small freighter with super structure in rear of ship. 16. Photos taken in two ships and are forwarded with this report. 18. None 19. Emroute Bases ar 1200' toos at about 7 or 8000' 9/.0 coverage In target area Misses; 5/10 soud bases 500' tops 7500' Tokyo; 600' soud 3 mile in hazq and smoke Return Cavu 20. a. Nisawa AFB, Raiji Blag and Die Itohi Blag. b. Yet, was flown as breifed. d. 1st flight: Misawa, 1209 at 5001 2651A5 at 142 deg. Mejji, 1438 at 500' 265148 at 330 deg. 2nd and 3rd flights were as above in first flight. 4th flight: Misawa, 1311 at \$000 2401AS at 110 dag. Dia Itchi, 1464K at 500' at 245IAS at 275 deg e. Low alt. to avert being picked up by radar. f. As in Item #0 g. Wone h. Under conditions the results were excellent 21. Success of the mission was contributed partly to aircraft blocking Fighter radio frequency. MONTH THE LABOR JR. let lt., TAA F Intelligence Officer SEGRET

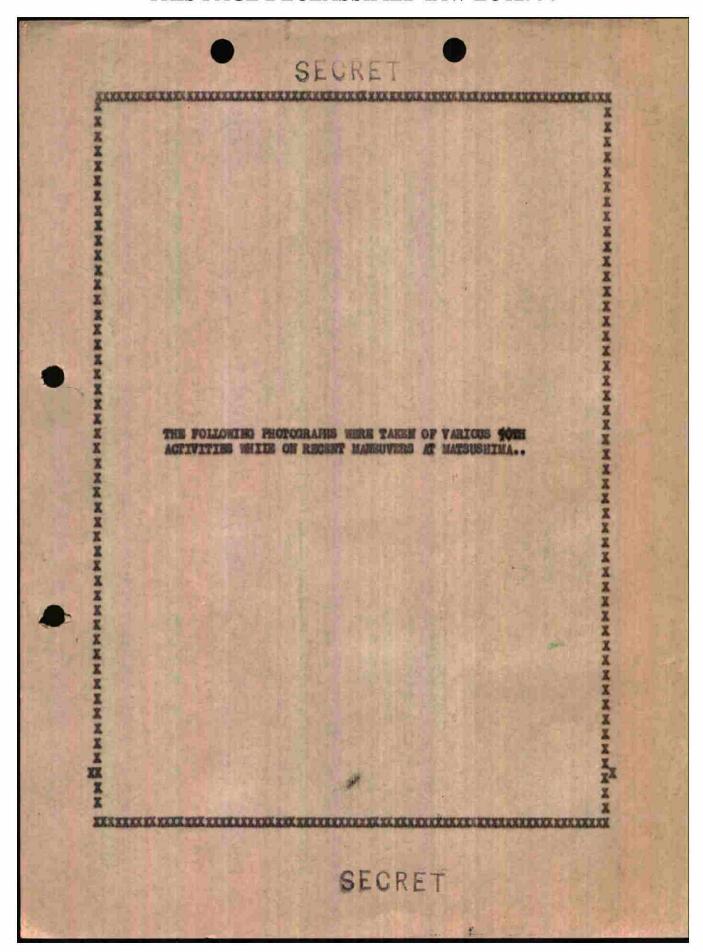


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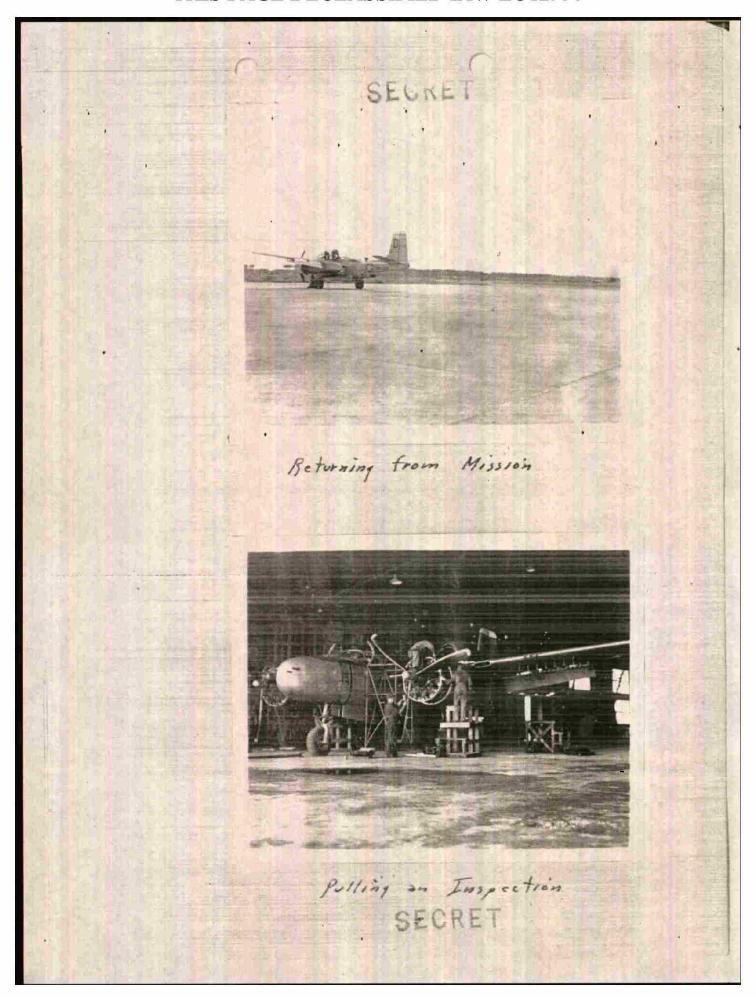


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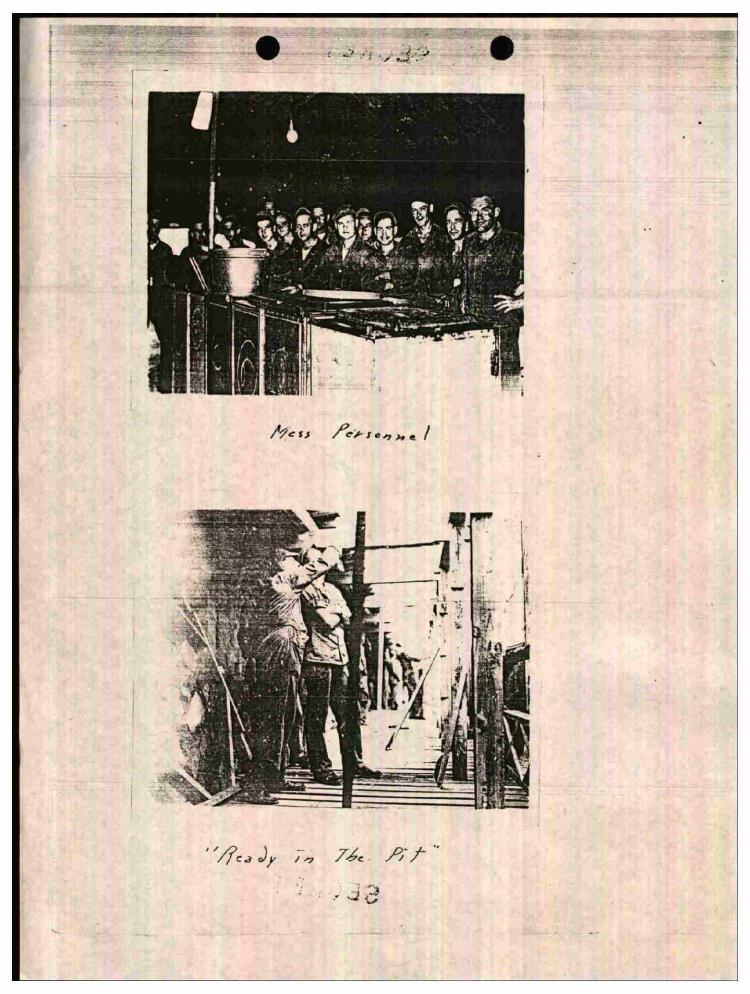




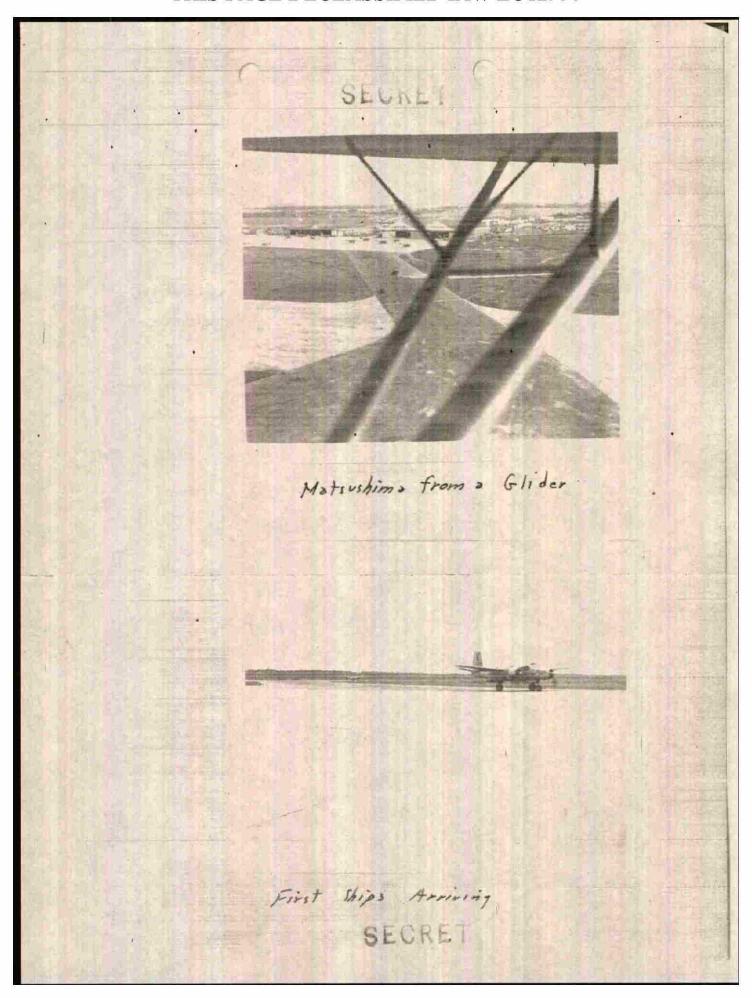
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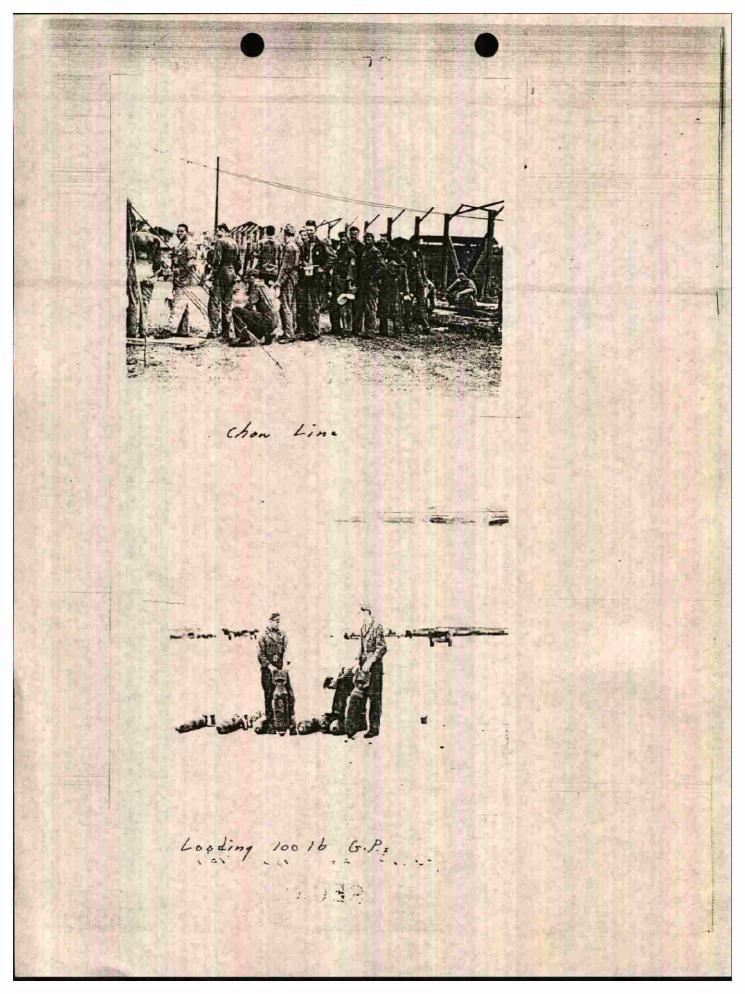
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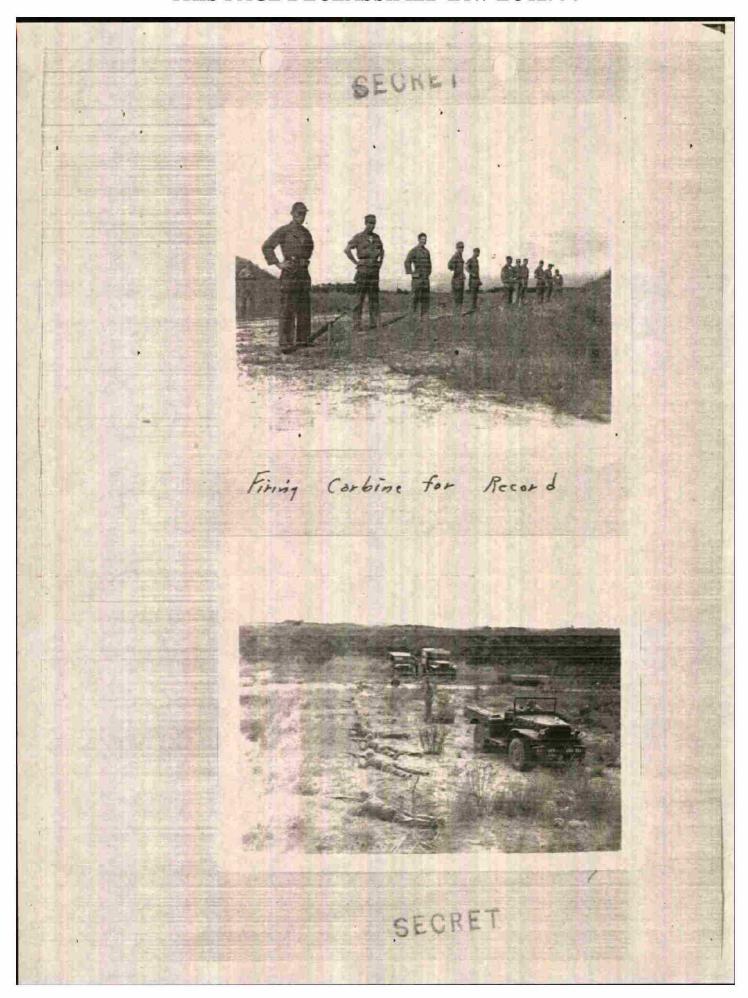
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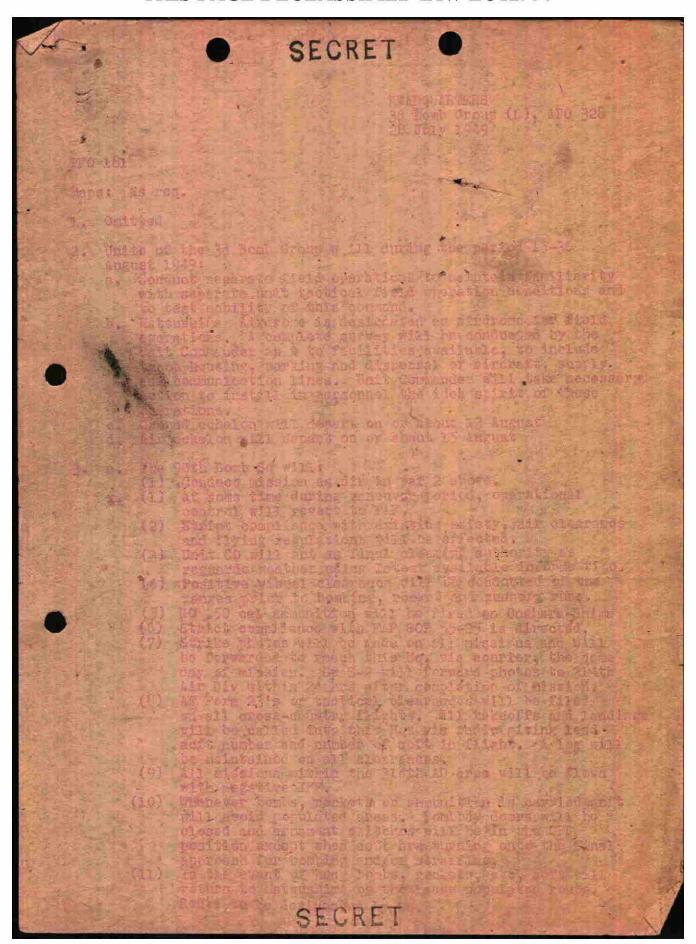
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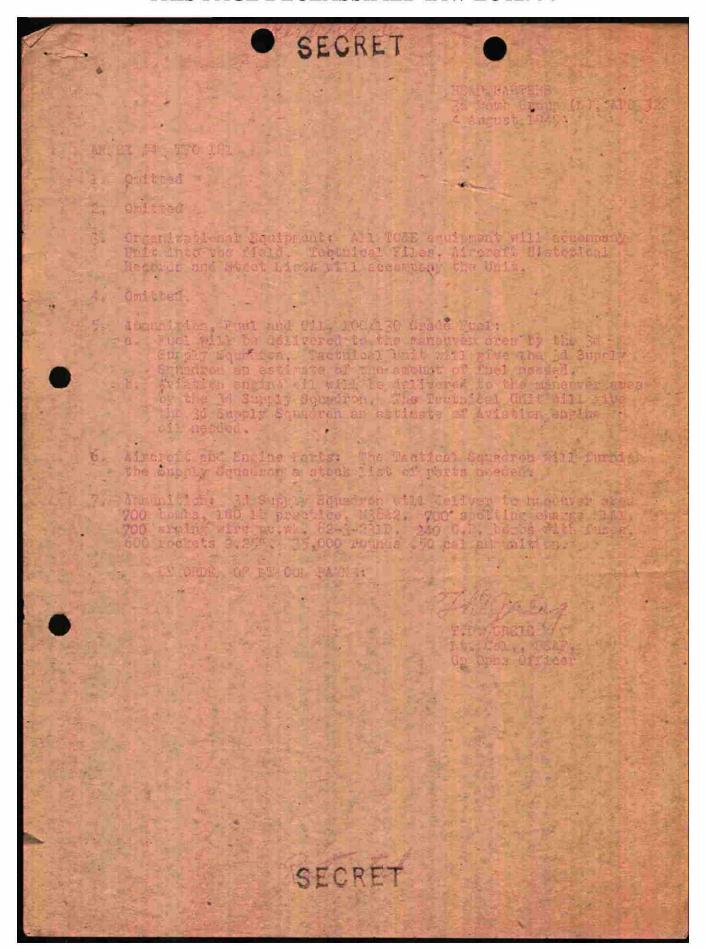
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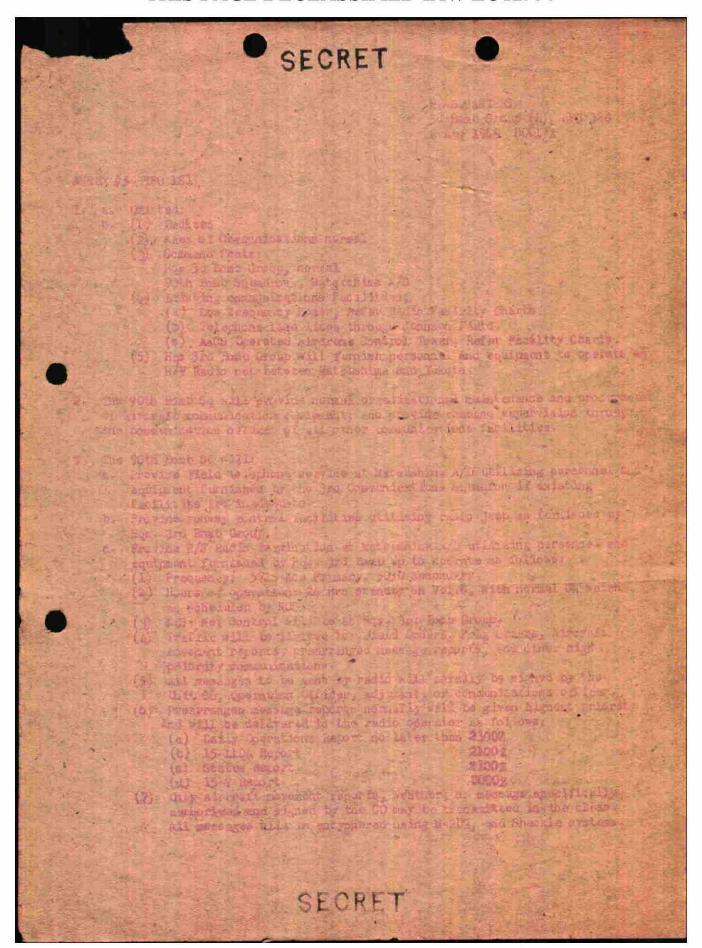
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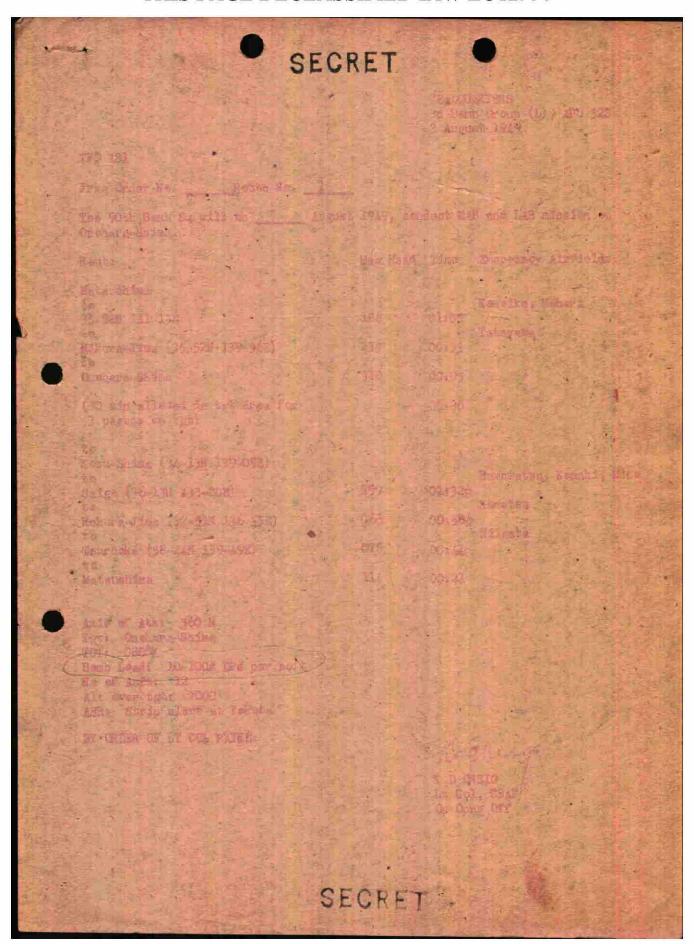
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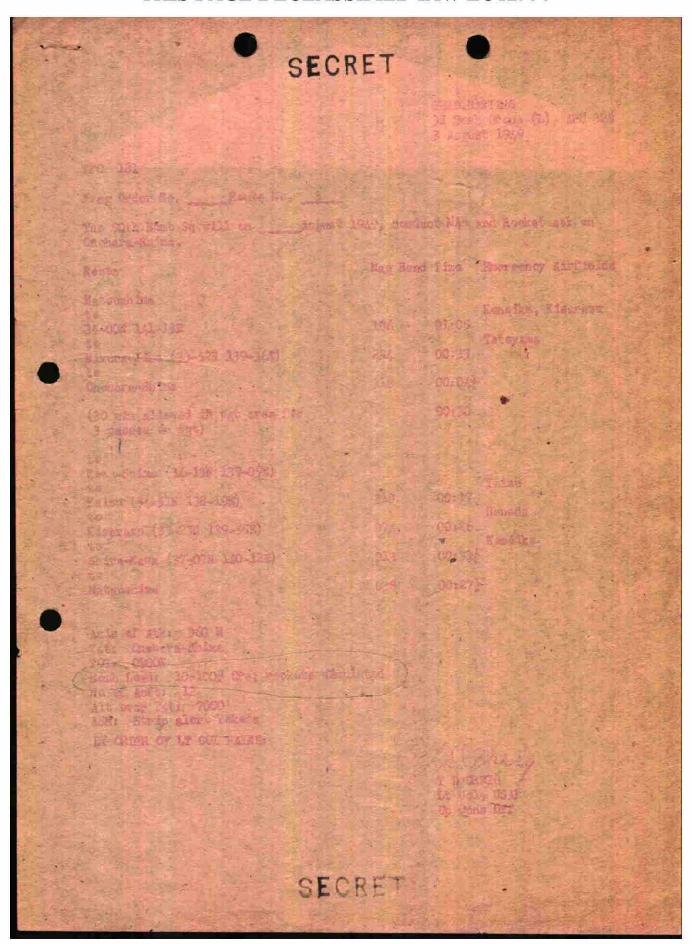
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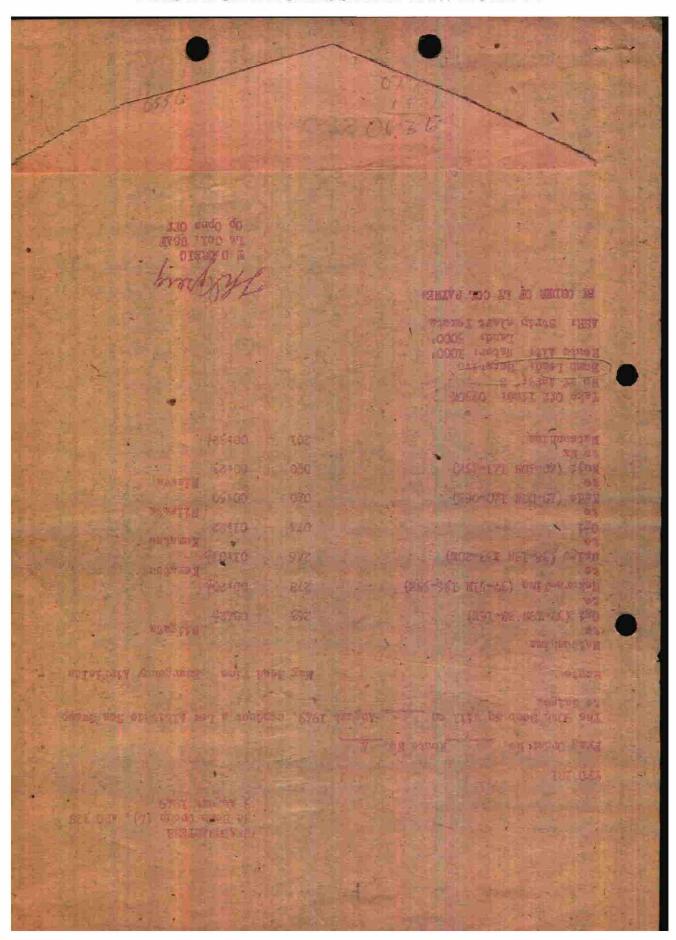
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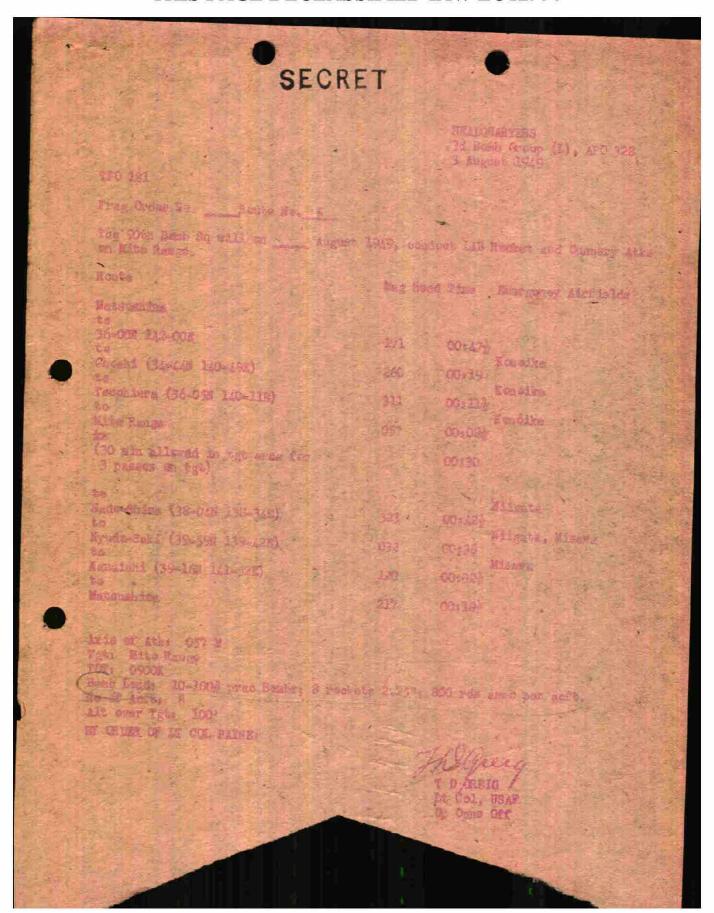
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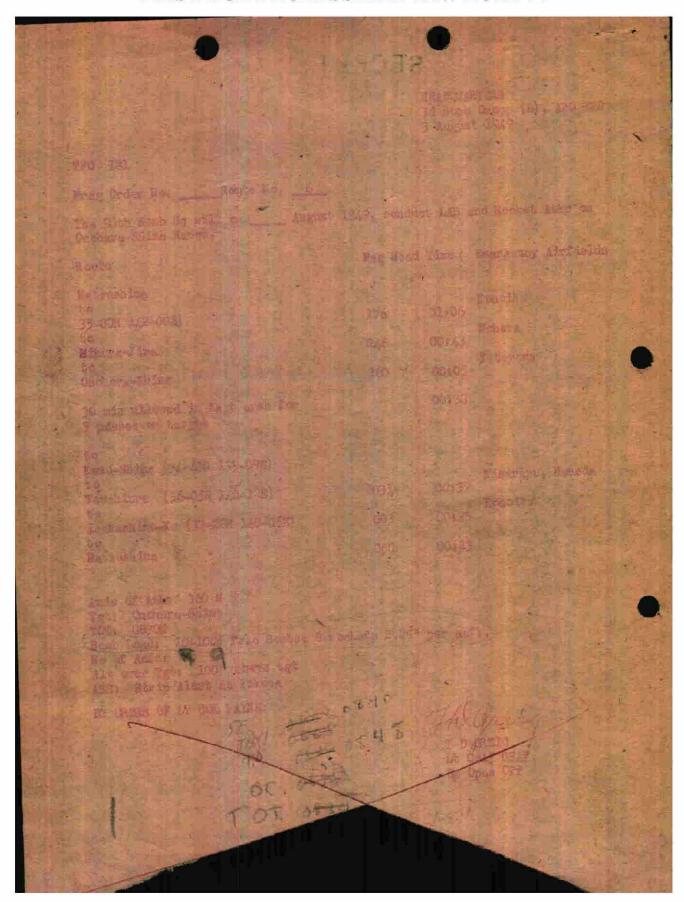
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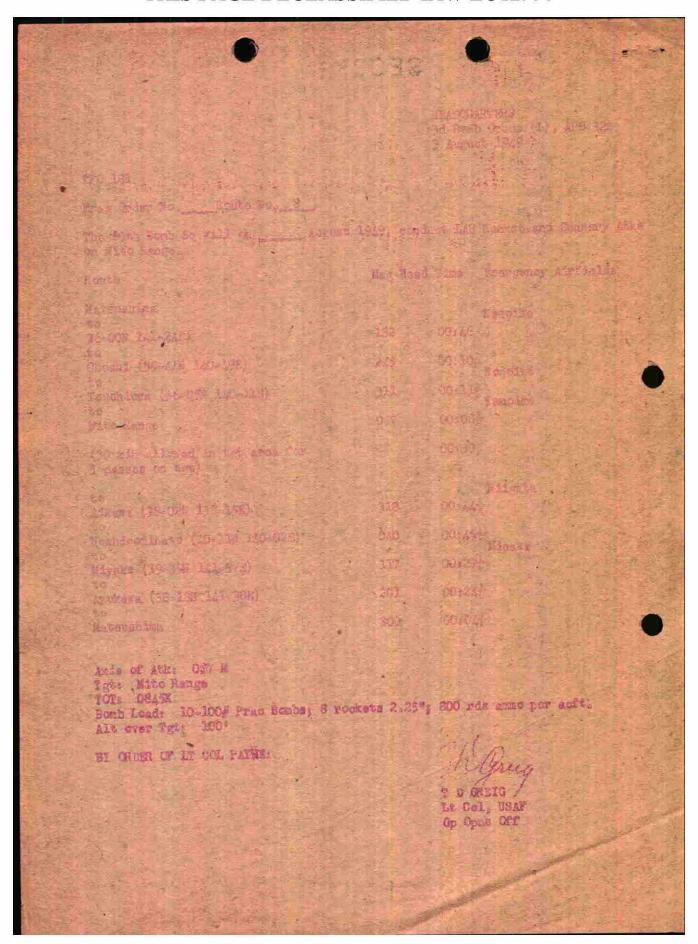
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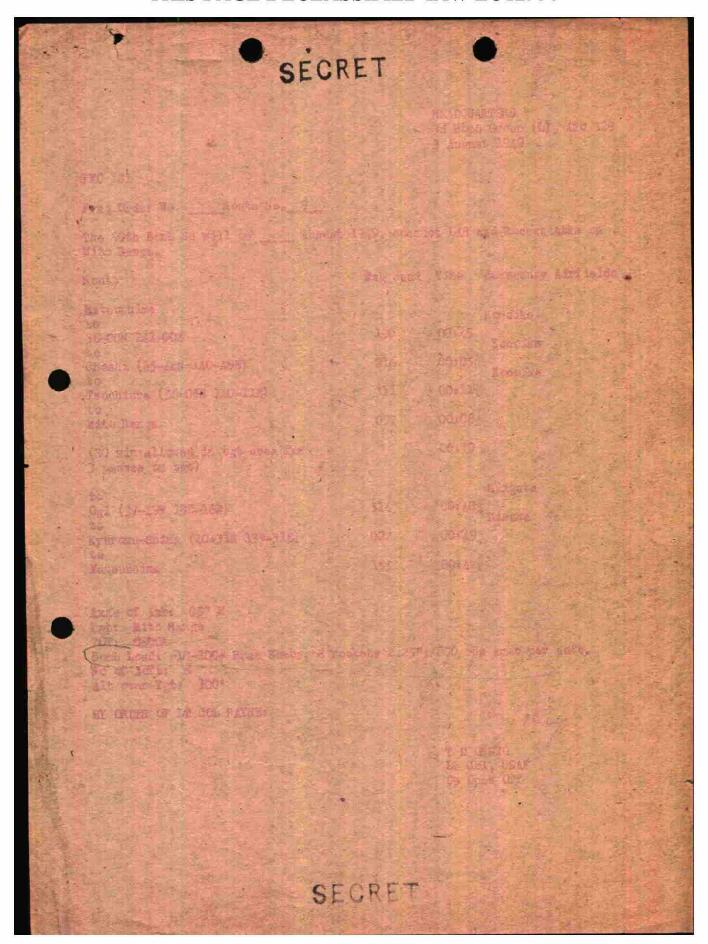
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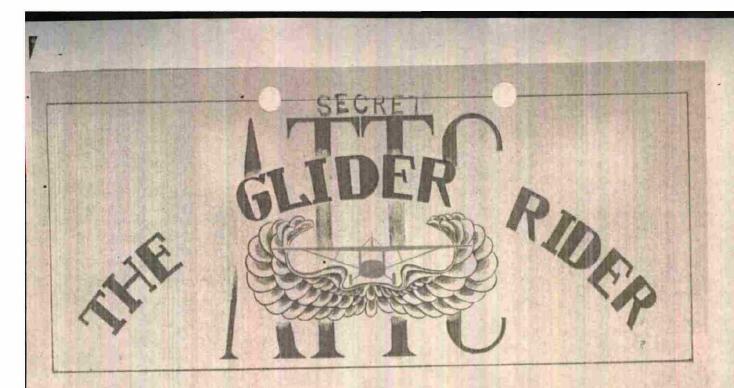
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FUBLISHED WEEKLY BY PIO, AIR TRANSPORTABILITY TRAINING CENTER, OF MATSUSHIMA Vol 1 No 8 19 August 1949 nonSnu, Jarah

DIJODE BACIENDA

Sunday 21 -- 9 as. Coffee Call 5 Ph. Beach Supper 8 Fn Kendo

Monday 22 - 1-10 Ph Crafts 8 Pa Ping Fong Tournament

Turad, y 23 -- 7-9 band 8 M. Birthday Party

Wednesday 24 - 2 FM Tour to Matsushiia 8 Hi Bingo

Thursday 25 - 1-10 FM Crafts 8 Ph Tracing Silhouette

Friday 26 - 7 PN Finochle Tournament 7-9 PM Band

This past week has found Dijobe Hacienda School at Fort Riley, Kansas. in a state of "Open and Jumping" all hours Sgt Daniels, who came to St of the day 9 mi. to 10 Pin.

Due to the Inclement weather the manusvering Airen have been royally entertaining themselves in the Club, much to the pleasure of us three hostesses.

Three photography winded individuals, Cpl Johnson, Cpl Tyson, and Pfc Harris' by mane, transported all but their enlargermorth with them so that their hobby could move forward. Their picture taking in the Club has been done with the pur-pose of showing the "Hostesses back home" (Yakota air sase) that there is enother club in Japan equal to, if not surpassing the one in the south.

squadron. group. We're looking forward to having then with us another week.

We're celebrating the birthday of all the August born Tuesday evening, 8. Ph. with Cake, Ice crean and all the trimings games in the All - Japan tournament, The band will be on hand to help out with 8-0 and 2-1 and was thereby eliminated the entertainment. Plenty of suprises are in atore for birthdayites.

90th BOLD GROUP HERE ON LANDEUVERS 41 Officers and 223 Enlisted men rolled and flew into Cp Matsushima this week from the 90th Bomb Squadron (part of the 3rd bomb wing) of Yakota Air Force Base to apply themselves to two weeks of manocurer problems. Led by Major Stanley D. Kline, Commanding Officer of the squadron, the flyers are using batsushiia Airdrone as its base of operations, and with 16 heavilyarmed B 26's will fly missions to other points in Japan. Complete even to its own motor transportation and field kitchens the 90th Bomb Squadron will remain here for one more werk.

SOT EVEAL E DANIELS COES DI QUE Sgt Hyram E Daniels, Erstwhile 1st Sgt of Student Company, left Thursday evening for Infantry Officer Candidate

Sgt Daniels, who came to Student Company from the Cadre Company Orderly Room in February of this year, is a netive of Winter Haven, Florida.

As the train pulled out of Sendai station he was heard to confide to a friend: "Tell Col Harrison if I make the grade and can come back to Japan I'll be glad to take Lt Parker's place as the only 2nd Lt on the post."

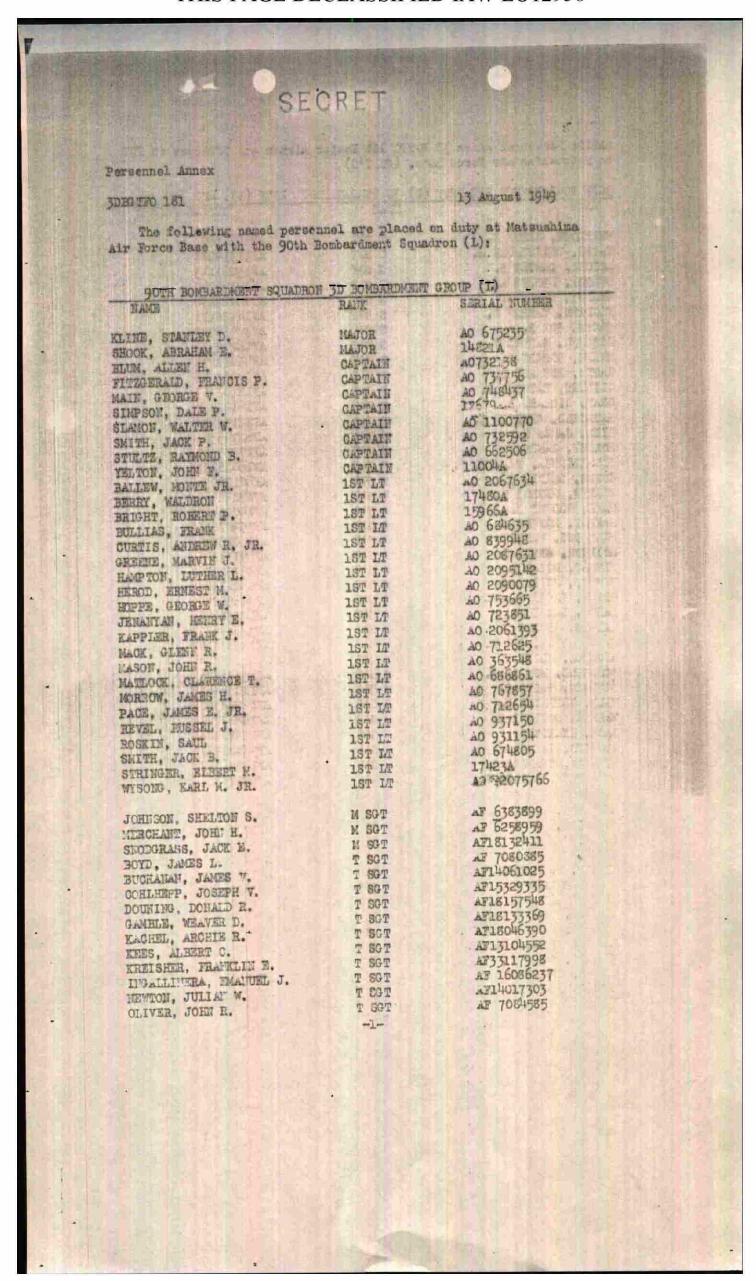
90TH BOLB SUDAL VS ATTO

A hard-hitting, fast playing conting-ent of Officers from the 90th Bomb Squaron upset and outplayed a hard hitting, fast playing contingent of Officers from ATTC Wednesday afternoon by tag-Hats of ... this group of the 90th Bonb ging them with a 19 - 13 defeat-Thate quadron. They rea proud and interesting enough.

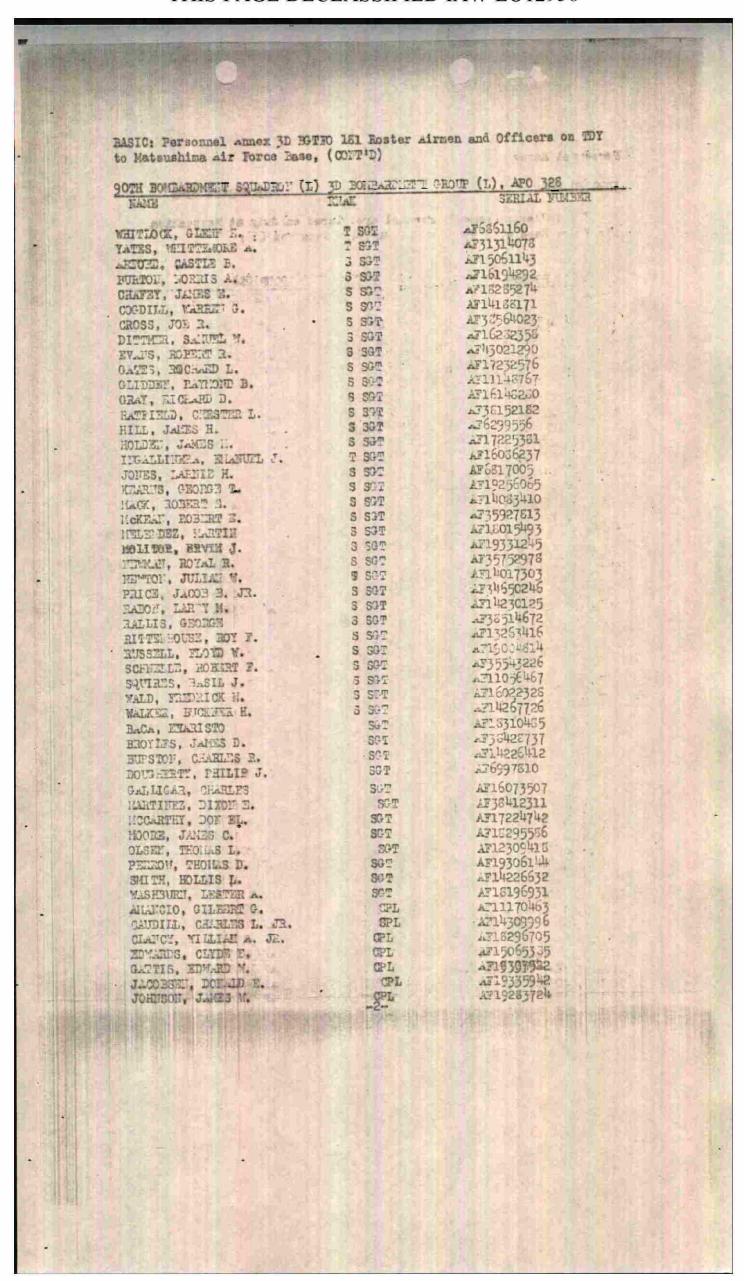
SOFTBALL TEAM LOSES 8-D and 2-1

The IX Corps softball team, composed mainly of ATTC talent, dropped two from the All - Japan softbell tournament- Nore details next week.

1325 - Baseball 1830 - Grand Ole Opry 1950 - Life of Alla; 2030 - Dennis Day Sanday - 21 Aug Sanday - 21 Aug 1850 - Ames and Andy 1850 - Phil Harris 2000 - Jack Benny Source - Jack Benny Sixteen couples have been battling 1516 - Baseball 2030 - Al Jolson 2000 - Inner Sanctum Tuesday - 23 Aug 1515 - Baseball 2030 - Al Jolson 2000 - Inner Sanctum Tuesday - 23 Aug 1515 - Baseball 1950 - Fibber Males and Lolly 2030 - Milton Barle Turn out for the swiveing classes at the reservoir has exceeded expectations especially the childrens class. For the information of these interested: Settle Information of these interested:		
The runer up was high, the low year runer last the state of the control of the of the control of the of the control of the con		
The runer up was high, the low year runer last the state of the control of the of the control of the of the control of the con	TAKE HIGHLIGHTS	OFFICERS CLUB
January - 21 Aug 1105 - Baseball 1800 - June and andy 1800 - June and and andy 1800 - June and	Saturday - 20 aug	The runner up was high, the low was
January - 21 Aug 1105 - Baseball 1800 - June and andy 1800 - June and and andy 1800 - June and	1325 - Baseball	this all sounds jumbled up to you, then
Sunday - 21 Aug 1815 - Basaball 1800 - Aug and andy 1800 - Phil Harris 2006 - Dank Senny 1800 - Main Sand and Andy 1800 - Fhil Harris 2006 - Basaball 1800 - Aug and Aug 1800 - Aug 1815 - Basaball 2000 - Aug 1816 - Basaball 2000 - Aug 1816 - Basaball 2000 - Aug 1810 - Basaball 2000 - Aug 1810 - Basaball 2000 - Milton Borle Wednaday - 24 Aug 1815 - Basaball 1830 - Phoen Riles and holly 2000 - Milton Borle Wednaday - 25 Aug 2000 - Bing Crosby Whithis Classes Fellas Turn out for the swincing classes at the received the following schedule is repeated: 2000 - Bing Crosby Thurwady - 25 Aug 1815 - Basaball 1830 - Phoen Riles 2000 - Bing Crosby Thurwady - 25 Aug 1815 - Basaball 1830 - Phoen Riles 1830 - Ph		wou know we are telaine about the
Sanday - 21 Aug 1015 - Baseball 1800 - Anno and Andy 1800 - Phil Harris 2000 - Jack Benny 2000 - Mill Barris 2000 - Inner Sanctum 2000 - Inner Sanctum 2000 - Inner Sanctum 2000 - Milton Borle 2000 - Bitton Borle 2000 - Bitton Borle 2000 - Bing Cracby 2000 - Bitton Borle 2000 - Bing Cracby 2000 - Bitton Borle 2000 - Bing Cracby 2000 -		bridge tournament which was finished
Sanday - 21 Aug Price wan the framer up write of \$10.00 and 0.01 and 0.01 and 0.00 and 0.00 and 0.01 and 0.01 and 0.00 and 0.01 and 0.01 and 0.01 and 0.00 and 0.	2000 - Delinia Des	last night.
1815 - Baseball 1850 - Phill Harris 2000 - Jack Benny 2200	Sunday - 21 Aug	wites in the high bracket. Lt and hrs
1830 - Ause and Anay 1830 - Phil Harris 2000 - Jack Benny 1800 - Phil Harris 2000 - Jack Benny 1800 - Phil Harris 2000 - Al Jolson 2000 - Al Jolson 2000 - Inner Sanctum Theseasy - 23 aug 1816 - Basebell 2000 - Al Jolson 2000 - Inner Sanctum Theseasy - 25 aug 1816 - Basebell 2000 - Milton Berle Wedmenday - 24 Aug 1815 - Basebell 1830 - Blandis 1		Price won the runner up prize of \$ 10.00
Sixteen couples have been battling it were the bridge table for the last six weeks with the results as amounded above. 23 Aug 1610 - Baschall 1830 - Fibber Holles and holly 2030 - Milton Burke Wedmenday - 24 Aug 1630 - Milton Burke Wedmenday - 24 Aug 1630 - Diondis 1930 - Streen Gulld Flayers Friday - 26 Aug 1630 - Streen Gulld Flayers Friday - 26 Aug 1630 - Diondis 1930 - Red Skelton 2030 - Baschall 1930 - Red Skelton 2030 - Baschall 1930 - Red Skelton 2030 - Jack Carsen Ghaffiaids Chaf "If a task is once begun Mever leave it till it's done Re the labor great or stail Do it well, or not at all ". Read, wory day, schetching none else is reading. Think every day, schetching no one one clase shulld be saily sonething for gad, and according to Faul, die Ye separate. Securit Eirkpatrick at a less for words Securit Eirkpatrick at a l		and Col and hirs Farrison won the low
Charge 22 aug 1.16 Easeball 2030 Al Johan 2000 Inner Sanctum 2000 Inner Sanctum 2000 Inner Sanctum 2000 Inner Sanctum 2000 Easeball 2015 Easeball 2016 E		of \$5.00.
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1930 - Nilton Borls Wednesday - 24 Ang 1315 - Bassball 1630 - Blondie 1930 - Duffy's Tavern 2030 - Bing Crosby Thursday - 25 Ang 1315 - Pacsball 2000 - Droby Sappur 2000 - Jack Carson These classes Ang 1:00 - Beginnin; Adults 1100 - Beginn	1515 - Baseball	ations especially the childrens class.
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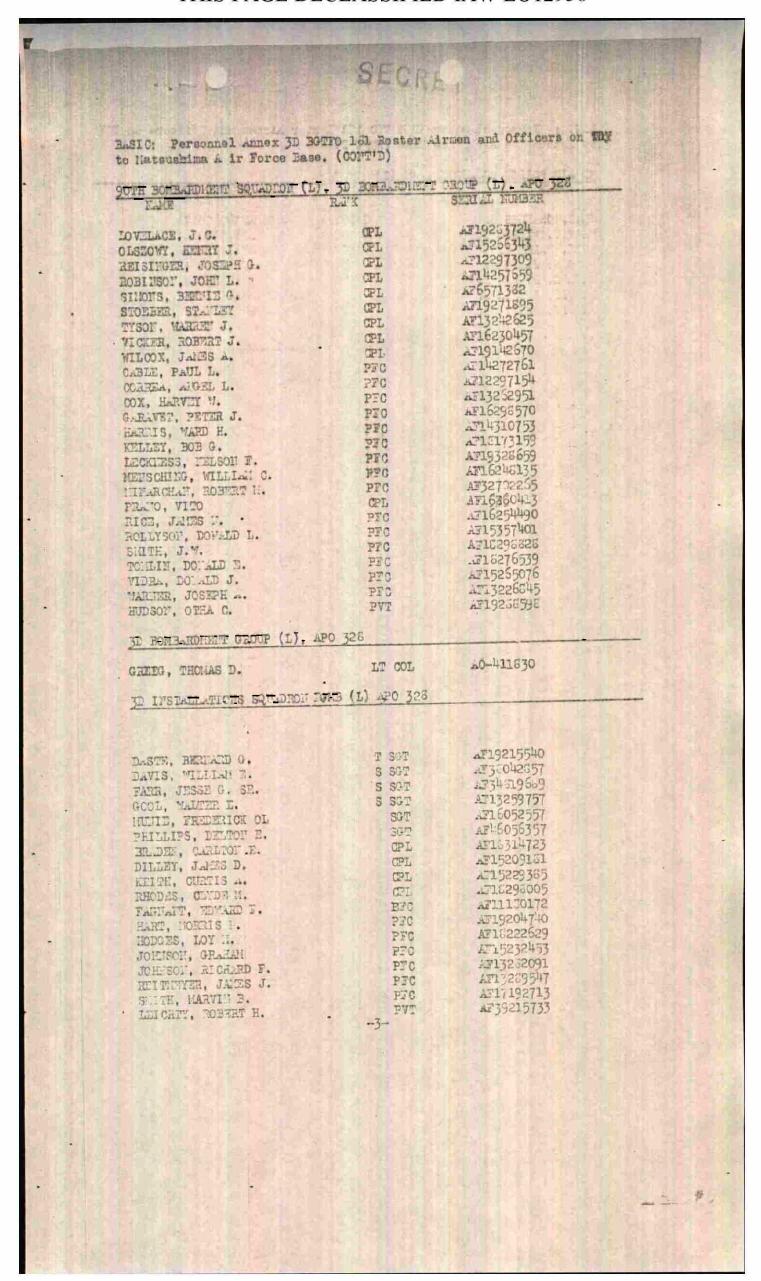
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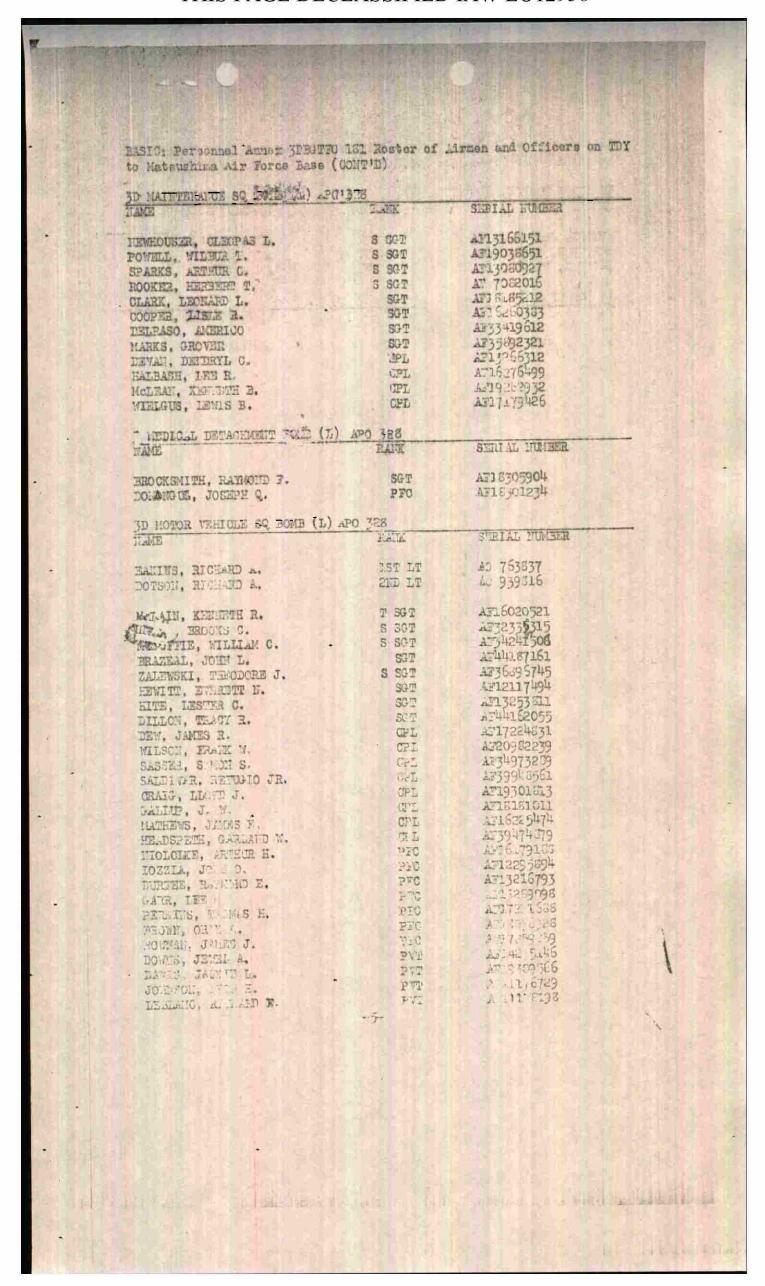
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	BACA, RAIPH J. HARRISON, ERRBRET L.	· OPL	AF17101602 AF14274067	
	COLLINS, CLELAND A.	CPL CPL	AF14273271 AF376,4894	
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OPERATIONS OFFICE

90TH BOMBARDMENT SQUADRON (L)

3RD BOMBARDMENT GROUP (L) YAFB

APO 328

3 September 1949

SUBJECT: Maneuver Report

TO:

Commanding Officer

3rd Bombardment Group (L)

Yokota AFB, APO 328

1. The following is a report of activities accomplished while on maneuvers.

a. In order to report all phases of this maneuver the following summary is reported in sections.

SECTION I

PLANNING AND PREPARATION

Rumor, that higher headquarters planned field maneuvers for the 90th, reached this light Bombardment Squadron a few weeks ahead of the orders. Long range planning then began, but due to increase in flying committments little could be accomplished. However, with the publication of TFO 181 dtd 28 July 1949, maneuvers seem beyond the rumor stage and planning began in earnest. During the first two weeks of August pilots and planes were so scheduled, that one hundred percent night and instrument flying requirements were accomplished and all sixteen (16) of our B-26 type aircraft were in commission and ready for any mission. Loading lists were prepared for both ground and flying personnel. Engineering personnel were divided into two groups. Those who were to go by troop train and prepare the Airdrome for the arrival of the planes, and those who were to fly and repair any malfunction that might occur and delay the prompt arrival of all planes.

SECTION II

LOADING AND MOVEMENT

On Friday 12 August all Operations Office equipment, including forms five and office charts, were loaded into a 6x6 and secured aboard the supply train. The enlisted men from Operations boarded the troop train on Saturday 13 August, and both trains pulled out for the maneuver area. On Sunday 13 August, after church, the air arm, consisting of 23 Officers and 32 Airmen, loaded their personal equipment, aboard the baggage racks of their respective aircraft and at 12:35 all were in the air. In about one hour and twenty minutes all were on the ground at Matsushima Aird one hour and twenty minutes all were on the

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SECTION III

UNLOADING AND ESTABLISHMENT OF CAMP

Due to several hours delay, the ground arm arrived by troop train only a few hours before the arrival of the Air arm, and the supply train was even later. It did not arrive until late Sunday night. No difficulties were encountered in housing Officers and Airmen. The choice of the maneuver site does credit to the choosers. The Officers were billeted in the Matsushima Manor, the base BOQ, and the Airmen were quartered in cuonset huts. There was ample room for all.

Operations personnel worked late on Sunday night, after the arrival of the supply train, in setting up their office and briefing room. Everything was made ready for operations early Monday morning.

SECTION IV

ACTIVITIES IN THE FIELD

Squadron Operations was set up next door to the Base Operations Office. This location, and the complete cooperation of Base Operations Personnel, resulted in no difficulties in clearance set-up. The 3rd Bomb Wing Flying Safety Officer, who is a member of the 90th Bombardment Squadron, gave a fly-ing safety lecture and Squadron Flying and Ground Safety Officers had plenty of time to expound their ideas during the many rainy days.

A break-down of time logged per day on the maneuvers is as follows:

Aug 14 - 16 Aircraft, Yokota to Matsushima, 21:35

Aug 15 - 9 Aircraft, Tgt-Onahara-Shima, 38:15 Aug 16 - 13 Aircraft, Tgt-Mito Range, 35:00 Aug 17 - 2 Aircraft, Test flight after Insp., 1:15 Aug 18 - (No flight-inclement weather)

Aug 19 - (No flight-inclement weather) Aug 20 - 9 Aircraft, Sea Search, turned back by weather, 26:45

Aug 21 - 9 Aircraft, sea search, same as above, 30:30

Aug 22 - 12 Aircraft, FEAF Mission, Tgt - Misawa and

Tokyo, 63:45

Aug 23 - 7 Aircraft, Mito Range, 36:55

Aug 24 - Local Flying, 6:15

Aug 25 - No Flight - Weather Aug 26 - 12 Aircraft, Onahara-Shima, 62:45

Aug 27 - No Flight - Weather

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Aug 28 - 12 Aircraft, Sea Search, 68:45 Aug 29 - 9 Aircraft, Mito Range, 36:35 Aug 30 - 9 Aircraft, Mito Range & Matsushima to YAFB, 58:20

Very few difficulties were experienced throughout the entire maneuver. Camera results were poor due to poor equipment and inexperienced camera repairmen. Bad weather was the only draw back that really hurt the squadron.

SECTION V

LOADING AND RETURN TO HOME BASE

Loading began Monday 29 August and by Monday night all Operations equipment was aboard railroad cars and loading list for the flight home was posted. On 30 August, Tuesday, after early morning mission to Mito range, briefing was held at 12:30 and departure for the home base accomplished at 13:30. One ship was left behind for maintenance but by night fall all 16 aircraft were back home at Yokota.

SECTION VI

RECOMMENDATIONS

Camera technician be assigned to each squadron, especially if the squadron is operating away from their home base.

Squadrons, if possible, should be allowed to plan all put special missions. This would give Operations and Flying Personnel more and better training.

Missions, where 2.25 rockets are carried, should be routed away from congested areas due to the high percentage of malfunction of this type rocket, and should be routed, if at all possible, over water.

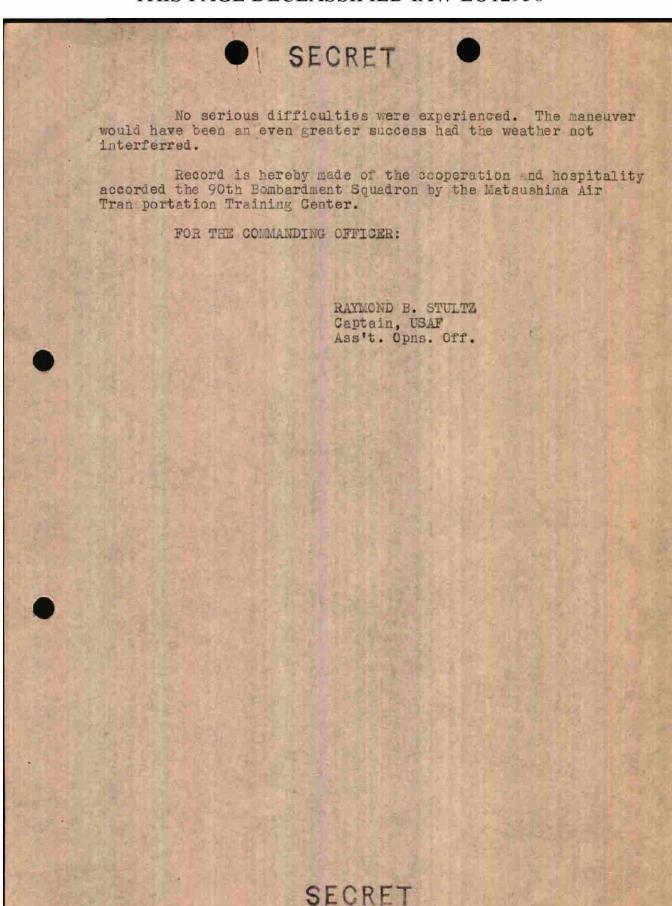
SECTION VII

CONCLUSION

It is be leved that if only target and length of time desired were all that were given the squadron, missions could be completed just as efficiently and with more training for the personnel concerned.

Matsushima Airdromeis an excellent maneuver site. Weather, Base Operations, hangar facilities, and parking ramp are all centrally located, requiring a minimum amount of time in obtaining clearances and transportation to aircraft.

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90TH BONBARDMENT SQUADRON (L) 3RD BONBARDMENT GROUP (L) APO 328

ORDER)

12 August 1949

NUMBER 35)

1. S Set (748) Norman L. Browning, AF38117689, this Orgn, this sta, is placed DS to Hq & Hq Sq 3d ABG, this sta for a pd of apprx eight (8) wks for purpose of attending course SSN 685, Elec Specl, reptng date 15 Aug 49, class begins 16 Aug 49. No T involved. On compl will ret to parent orgn. (Auth: VOCO 3d Bomb Gp (L) APO 328).

STANLEY D. KLINE

Major, USAF Commanding

SECRET

SECKEI 90TH BOMBARDMENT SQUADRON (L) 3RD BOMBARDMENT GROUP (L) APO 328 ORDER) 19 August 1949 NUMBER 36) 1. The following named 0 and Airmen, this Organ, w/p on or about 19 Aug 49, presently on maneuvers at Matsushima Airdrome are ordered to return to Yokota AFB by the first available transportation for reporting upon arrival to CO 3D Bomb Gp (L), for further orders an instructions. (Auth: VOCG 3D Bomb Wing (L), APO 328, FEAF Reg 11-12 & FAF Reg 75-1) GOVT AIR, MTR and/or RAIL TRANS AUTH. ALLEN H. BLUM Julian M. Newton Larry M. Rabon Roy F. Rittenhouse Evaristo Baca James M. Johnson J. C. Lovelace Warren J. Tyson Robert J. Vicker Harvey M. Cox Peter J. Garavet Nelson F. Leckness Robert M. Minarchan AF132702265 AF15265076 Oren L. Nogle AF17230704 CAPT. T/Sgt. S/Sgt. S/Sgt. Sgt. Cpl. Cpl. Cpl. Cpl. Pfc. Pfc. Pfc. Pfc. Pfc. Pfc. Pvt. STANLEY D. KLINE Major, USAF Commanding SECRET

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HEADQUARTERS 3d Bomb Group (L), APO 328 28 July 1949

TFO 181

Maps: As req.

- 1. Omitted
- 2. Units of the 3d Bomb Group will during the period 15-30 August 1949: a. Conduct separate field operations to maintain familiarity with

separate unit tactical field operation conditions and to test mobility

of this command.

- b. Matsushima Airdrome is designated as airdrome for field operations. A complete survey will be conducted by the Unit Commander as to facilities available, to include troop housing, parking and dispersal of aircraft, supply and communication lines. Unit Commander will take necessary action to instill in personnel the idea spirit of these
- c. Ground echelon will depart on or about 13 August
- d. Air echelon will depart on or about 15 August
- 3. a. The 90th Bomb Sq will:

(1) Conduct mission as dir in par 2 above.

- (1) At some time during maneuver period, operational control will revert to FAF.
 - (2) Strict compliance with existing safety, air clearance and flying regulations will be effected.

(3) Unit CO will act as final clearing authority as reguards weather using latest available information.

(4) Positive visual clearance will be conducted of the ranges prior to bombing, rocket and gunnery runs.

(5) NO .50 cal ammunition will be fired on Onahara-Shima(6) Strict compliance with FAF SOP 55-25 is directed.

- (7) Strike photos will be made on all missions and will be forwarded to reach this Hq, via courier, the same day of mission. Gp 5-2 will forward photos to 314th Air Div within 24 hrs after completion of mission.
- (8) AF Form 23's or tactical clearances will be filed on all crosscountry flights. All takeoffs and landings will be called into this Hqs via radio giving lead acft number and number of acft in flight. A log will be maintained on all clearances.

(9) All missions within the 314th AD area will be flown with Negative

(10) Whenever bombs, rockets or ammunition is carried acft will avoid populated areas. Bombbay doors will be closed and armament switches will be in the OFF position except when acft are turning onto the final approach for bombing and/or straffing.

(11) In the event of hung bombs, rockets, etc, acft will return to Matsushima by the lease populated route. Route to be designated

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SECKET TFO 181 page 2 4. a. Logistics: See Annex #4 b. Reports: (1) Mission reports will be submitted in accordance with FEAF Reg. 55-3, dated 6 May 1949, FAF Reg 200-25, and 314th AD Reg 55-21. (2) A complete marrative report to cover the period of the maneuvers will be submitted by 5 Sept. Report to include preparation, movement, establishment of camp, adequacy of personnel and equipment, accomplishments, return and all problems and recommendations. This report will be submitted to Commanding Officer, 3d Bomb Group, in 6 copies. (3) A daily report will be submitted to arrive at this Hqs not later than 0500/K. Report in 7 parts as follows: 1. Time flown previous day. 2. No of acft on mission. 3. Takeoff time. 4. Landing time. 5. Route to be flown today. 6. ETD today. 7. No acft in commission. 5. Communications: See Annex #5. BY ORDER OF LT COL PAYNE: /s/T D Greig /t/T. D. GREIG Lt. Col., USAF, Go Opns Officer A TRUE COPY ALLEN H. BLUM Captain, USAF SECRET RESTRICTED





HEADQUARTERS
3d Bomb Group (L), APO 328
4 August 1949

ANNEX #4 TPO 181

- 1. Omitted
- 2. Omitted
- 3. Organizational Equipment: All TO&E equipment will accompany Unit into the field. Tectnical Files, Aircraft Historical Records and Stoct Lists will accompany the Unit.
- 4. Omitted.
- 5. Ammunition, Fuel and Oil, 100/130 Grade Fuel:
 - a. Fuel will be delivered to the maneuver area by the 3d Supply Squadron.

 Tactnical Unit will give the 3d Supply Squadron an estimate of the amount of fuel needed.
 - b. Aviation engine oil will be delivered to the maneuver area by the 3d Supply Squadron. The Tactnical Unit will give the 3d Supply Squadron an estimate of Aviation engine oil needed.
- 6. Aircraft and Engine Parts: The Tactical Squadron will furnish the Supply Squadron a stock list of parts needed.
- 7. Assumition: 3d Supply Squadron will deliver to maneuver area 700 bombs, 100 lb practice, M38A2. 700 spotting charge MlAL. 700 arming wire pc. wk. 82-3-23LD. 240 G.P. bombs with fuzes. 600 rockets 2.25". 35,000 rounds .50 cal assumition.

BY ORDER OF LT COL PAYNE:

/s/T D Greig /t/T.D. GREIG Lt. Col., USAF, Gp Opns Officer

A TRUE COPY:

ALLEN H. BLUM Captain, USAF

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HEADQUARTERS 3d Bomb Group (L), APO 328 4 Aug 1949 0001/Z

ANNEX #5 TFO 181

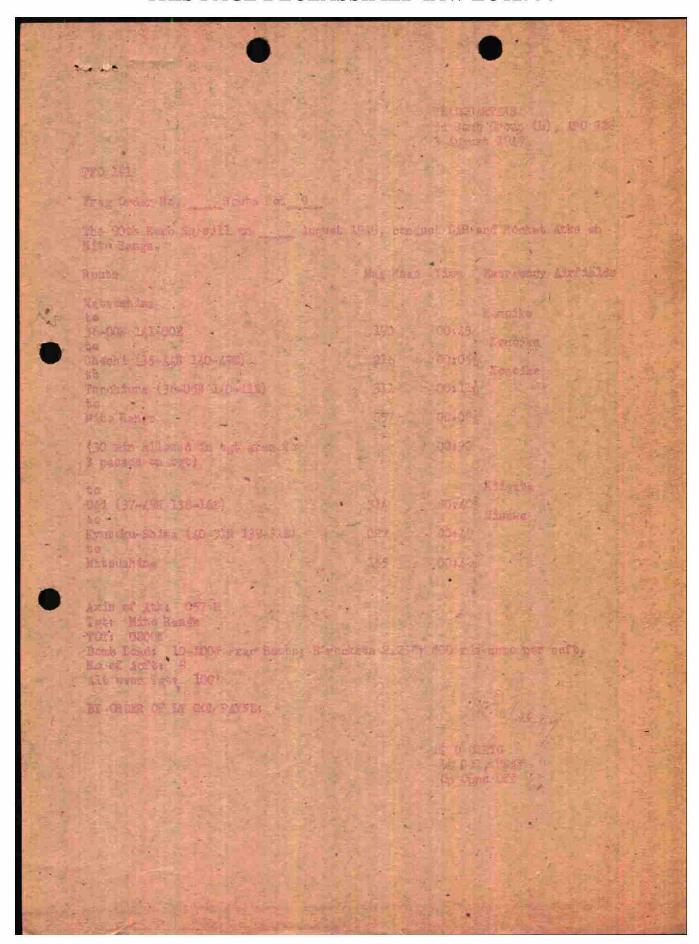
- a. Omitted
 - b. (1) Omitted
 - Axes of Communications normal
 - Command Posts: Hqs 3d Bomb Group, normal

90th Bomb Squadron., Matsushima A/D

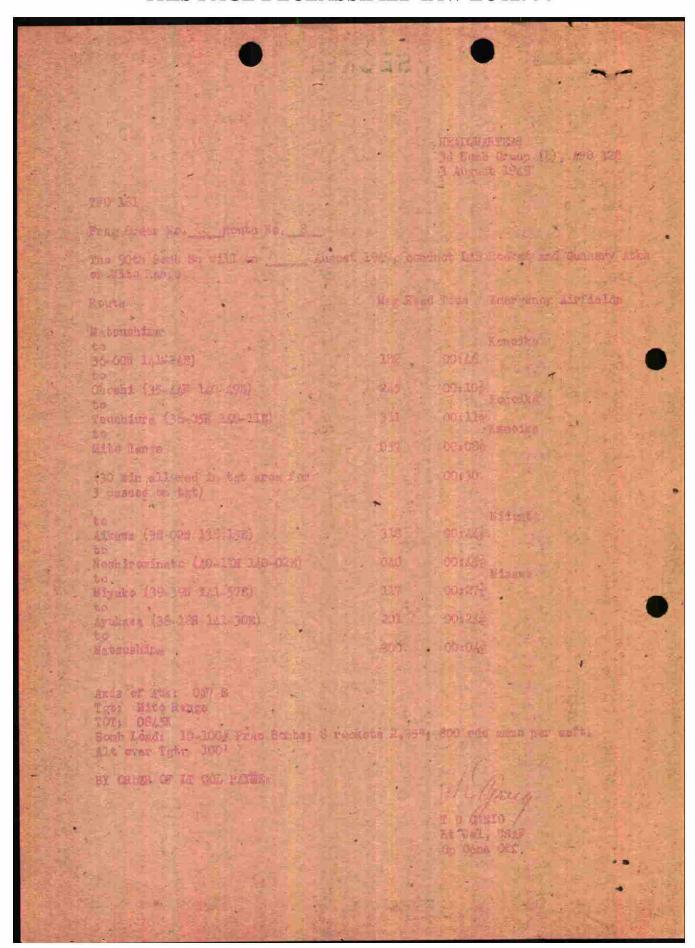
- (4) Existing communications facilities;
 - (a) Low frequency Homer, refer Radio Facility Charts Telephone land lines through Johnson Field.
 - AACS Operated Airdrome Control Tower, Refer Facility Charts. (c)
- (5) Hqs 3rd Bomb Group will furnish personnel and equipment to operate an H/F Radio net between Matsushima and Yokota.
- The 90th Bomb Sq will provide normal organizational maintenance and procurement of aircraft communication equipment; and provide command supervision through the communication officer of all other communications facilities.
- 3. The 90th Bomb Sq will:
 - a. Provide Field telephone service at Matsushima A/D utilizing personnel and equipment furnished by the 3rd Communications Squadron if existing facilities are inadequate.
 - b. Provide runway control facilities utilizing radio jeep as furnished by Hqs. 3rd Bomb Group.
 - c. Provide H/F Radio Termination at Matsushima A/D utilizing personnel and equipment furnished by Hqs. 3rd Bomb Gp to operate as follows:
 - Frequency: 5725 Kcs Primary, 5030 Secondary
 - (2) Hours of operation: 24 Hrs standby on Voice, with normal CN watch as scheduled by NCS.
 - (3) NOS: Net Control will be at Hqs. 3rd Bomb Group.
 - (4) Traffic will be limited to: Field Orders, Prag Orders, Aircraft movement reports, prearranged message reports, and other high priority communications.
 - (5) All messages to be sent by radio will normally be signed by the Unit CO, Operation Officer, Adjutant, or communications officer.
 - (6) Prearranged message reports normally will be given highest priority and will be delivered to the radio operator as follows:
 - (a) Daily Operations Report no later than 2300Z (b) 15-110A Report 2100Z
 - (c) Status Report
 - (d) 15-9 Report
 - (7) Only aircraft movement reports, Weather, or message specifically authorized and signed by the CO may be transmitted in the clear. All messages will be encyphered using M-209, and Shackle systems.

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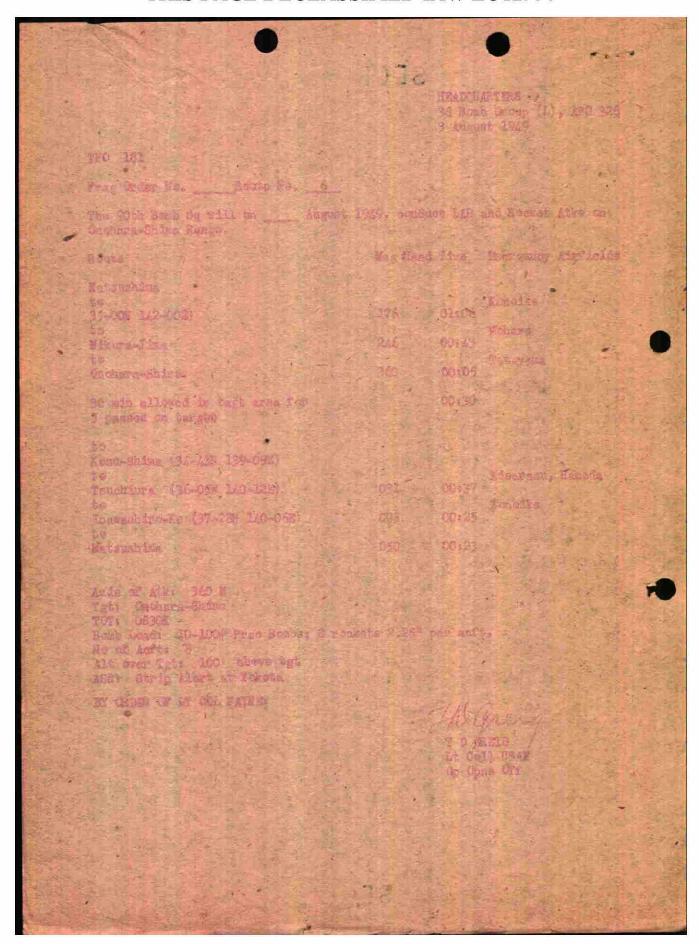
SECRET Annex #5 TFO 181 page 2 (8) Army authentication system No 4 will be used for all encyphered messages. (9) Shackle and authentication codes will be used by the radio operators. (10) M-209 Crypto system will be employed by squadron personnel previously trained for that purpose under the supervision of the unit crypto security officer and communications officer. 4. Omitted. 5. a. Current FAF and 314th AD GOI's will apply. b. Field Communications Officer: Lt J. R. Morrow. BY ORDER OF LT COL PAYME: /s/T D Greig /t/T.D. GREIG Lt Col., USAF Op Opns Officer TRUE COPY: ALLEN H. BLUM Captain, USAF SECRET



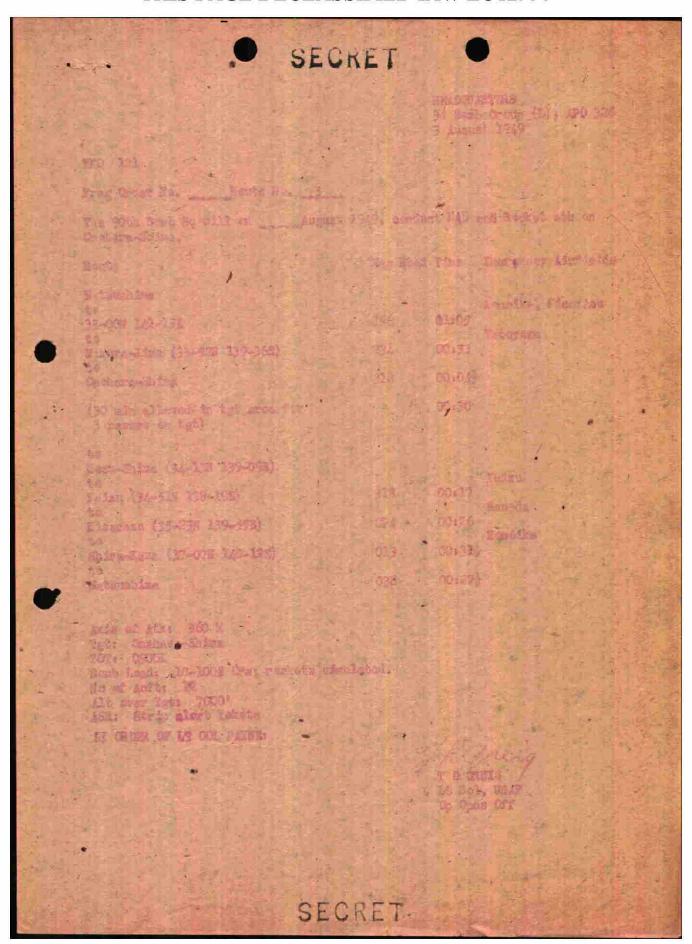
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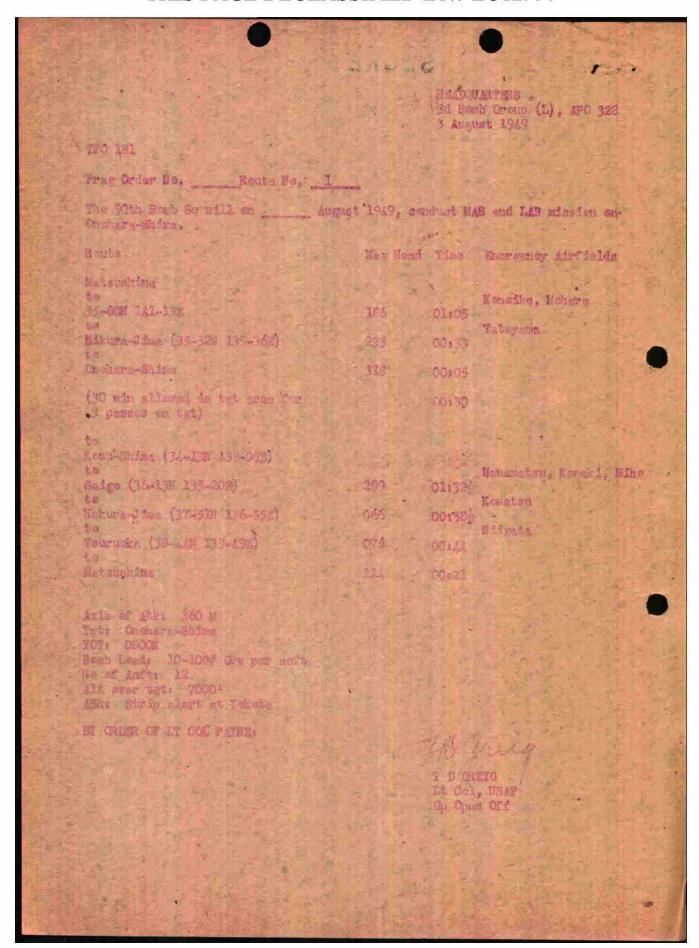
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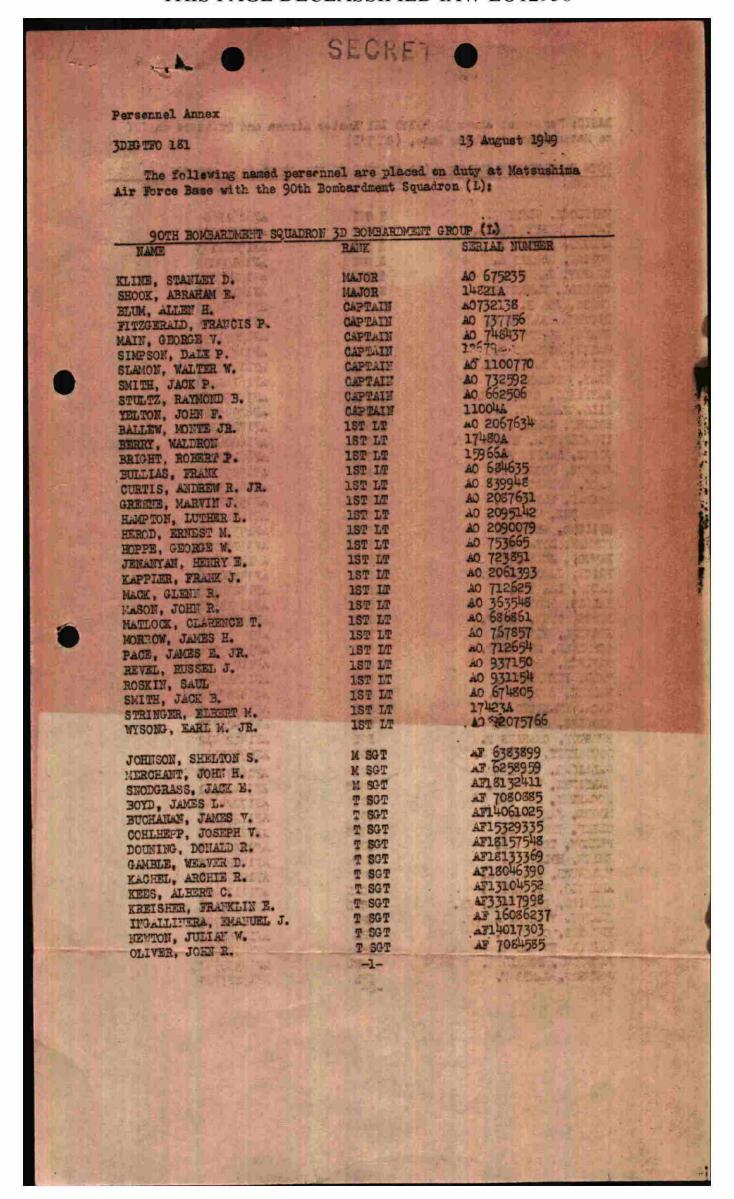
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WHITLOCK, GLEEP-E.	T SGT	. AF6851160
YATES, WHITTEAORE A.	TSGT	AF31314078
ARIOED, GASTLE B.	3 SGT	AF15051143
BURTON, DORRIS A.	S SGT	AF16194292
CHAFEY, JAMES E.	S SGE	AF16285274
	S SG2	AF14188171
CROSS, JOH 2.	SSGT	AF33564023
DITTMER, SAIDEL W. EVANS, ROBERT R.	S SOT	AF16252358
GAMES, ROCHARD I.	S SGT	AF13021290 AF17232576
	SSOC	AF11148767
GRAY, EI CHAPD D.	S SGT	AF16148280
HATFIELD, CRESTER L.	S STT	AF36152182
RILL, JAMES H.	S SGT	£76299556
HOLDET, JAMES II.	s sam	AF17225381
IMALLINDA, BLANDI J.	T SGT	AF16036237
JOMES, LARNIZ H. KZARIS, GEORGE T.	S 50T	AF6817005
MACE, ROBERT S.	S SCT S SCT	AF19256065
McKEAL, POBLET E.	SST	AT14083410 AF35927813
MELE DEZ. MARTIN	S SOT	AF15015493
HOLITOR, BRVIN J.	s sem	AT19331245
FINMAN, ROYAL R.	S SGT	. AT35752978
HEMTON, JULIAN W.	S SGT	. AF14017303
PRICE, JACOB B. JR.	S SGT	AF34650246
RABOM, LERT M.	S SGT	AF14230125
RALLIS, GEORGE	3 SGT	±38514672
RITTE FOUSE, ROY F. RUSSELL, FLOYD W.	S SOT	AF13263416
SCHULLE, ROBERT F.	S SGT	AT15004814 AF35543226
SQUIRES, BASIL J.	S SOT	AT11056467
WALD, FREDRICK N.	S SOT	AF16022326
WALKER, BUCKWER H.	S SGD	a714267726
BACA, EYARISTO	ET SOT	AF183104G5
BROYLES, JAMES D.	SCT .	AF36426737
BUPSTOF, CHARLES R.	SOT	AT14226412
DOUGHERTY, PHILIP J.	SOT	A76997810
GALLIGAR, CHARLES MARTINEZ, DIXON B.	SGT	AF16073507
MCCARTHY, DOT BE.	SGT	AF38412311
MOORE, JAMES O.	SGT	AF17224742
OLSEK, TEOMAS I.	SGT	AF18295586 AF18309418
PERROW, THOMAS D.	SGT	AF19306144
SMITH, HOLLIS L.	SGT	AF14226632
MASHBURM, LESTER A.	SGT	AF18196931
AMARCIO, GILBERT G.	TPL	AT11170463
CAUDILL, CHARLES L. JR.	SPL	Ar14309996
CLANCY, WILLIAM A. JT.	CPL	AF18296705
GATTIS, EDWARD W.	CPL	AF15065335
JACOBSEL, DOMAND E.	CPL CPL	AF19335942
JOHNSON, JAMES V.	CPL	AT19263724
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HEADQUARTERS 3d Bomb Group (L), APO 328 28 July 1949

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TFO 181

Mapst As req.

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 - (8) AF Form 23's or tactical clearances will be filed on all cross-country flights. All takeoffs and landings will be called into this Hqs via radio giving lead acft number and number of acft in flight. A log will be maintained on all clearances.
 - (9) All missions within the 314th AD area will be flown with Negative
 - (10) Whenever bombs, rockets or ammunition is carried acft will avoid populated areas. Sombbay doors will be closed and armament switches will be in the OFF position except when acft are turning onto the final approach for bombing and/or straffing.
 - (11) In the event of hung bombs, rockets, etc, acft will return to Matsushima by the lease populated route. Route to be designated by Sq.

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HEADQUARTERS 3d Bomb Group (L), APO 328 4 August 1949

ANNEX #4 TFO 181

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- 7. Ammunition: 3d Supply Squadron will deliver to mansuver area 700 bombs, 100 lb practice, M38A2. 700 spotting charge MlAL. 700 arming wire pc. wk. 82-3-231D. 240 G.P. bombs with fuses. 600 rockets 2.25". 35,000 rounds .50 cal ammunition.

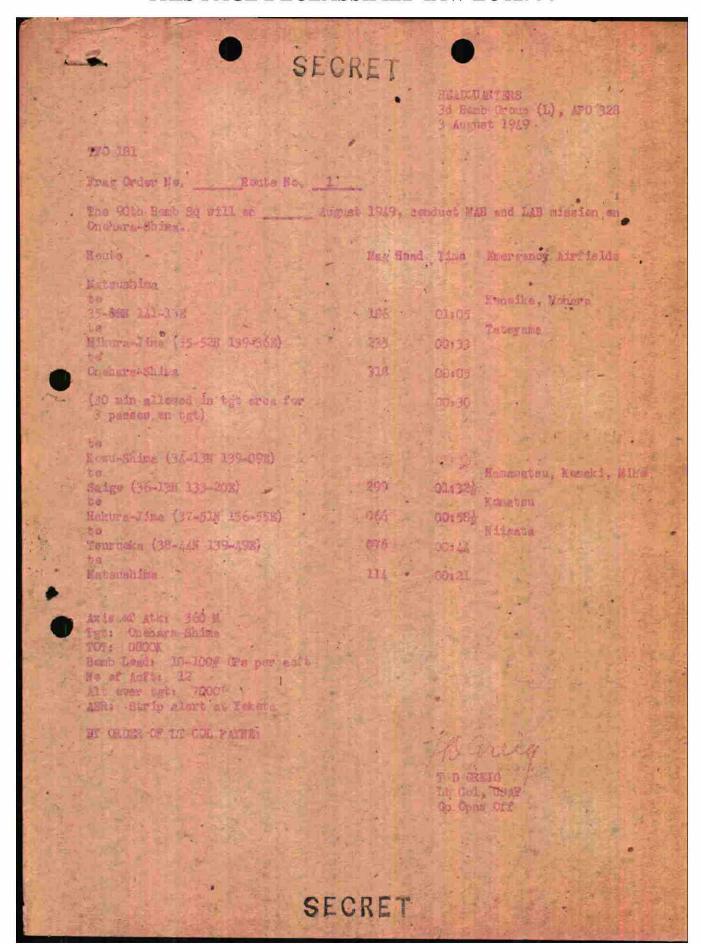
BY ORDER OF LT COL PAYNER

/s/T D Greig /t/T.D. GREIG Lt. Gol., USAF, Gp Opns Officer

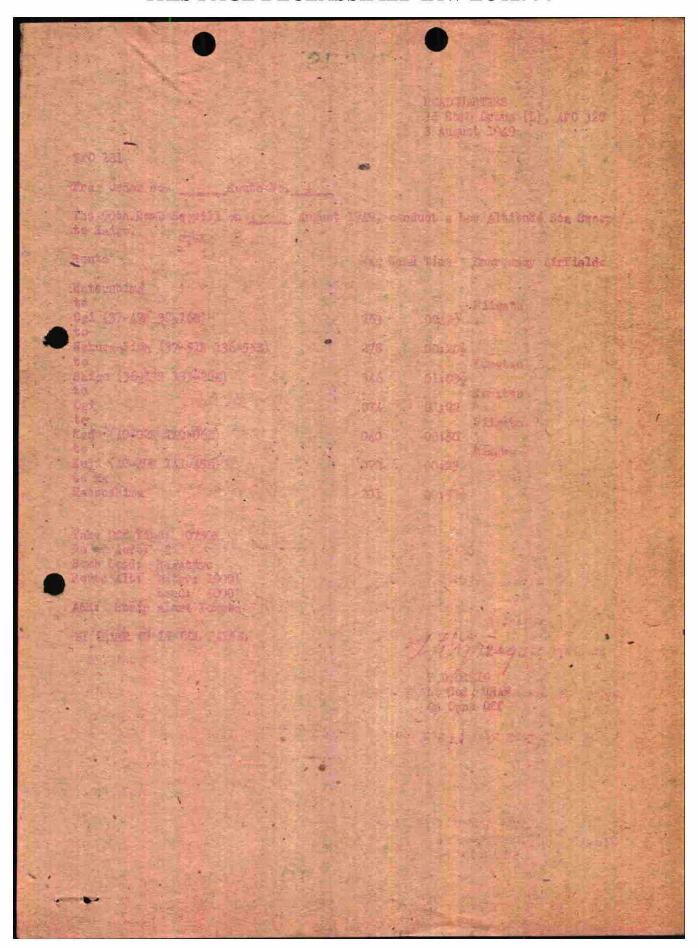
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Captain, USAF

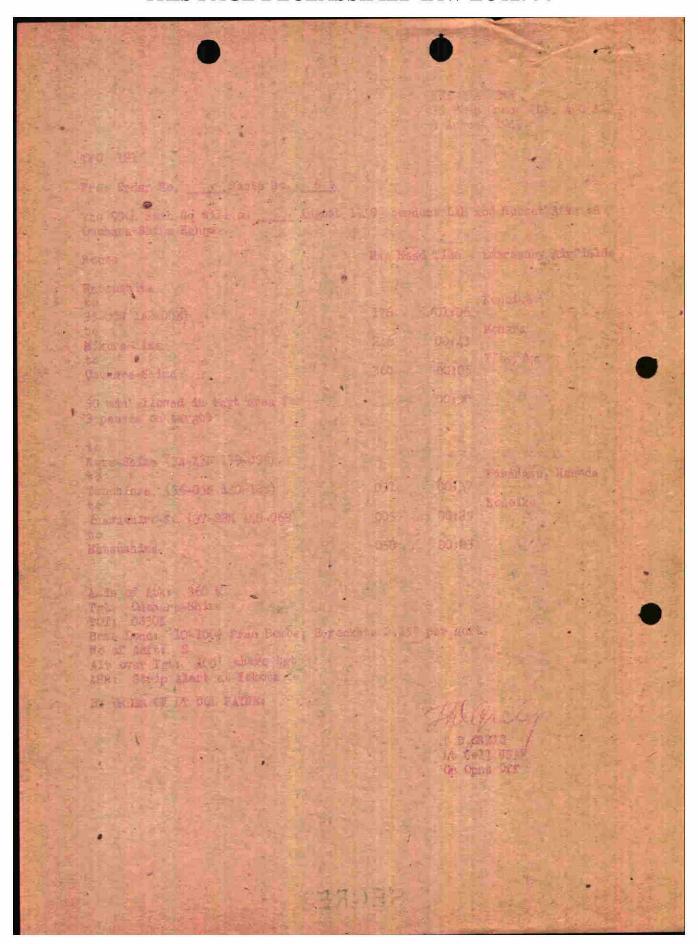
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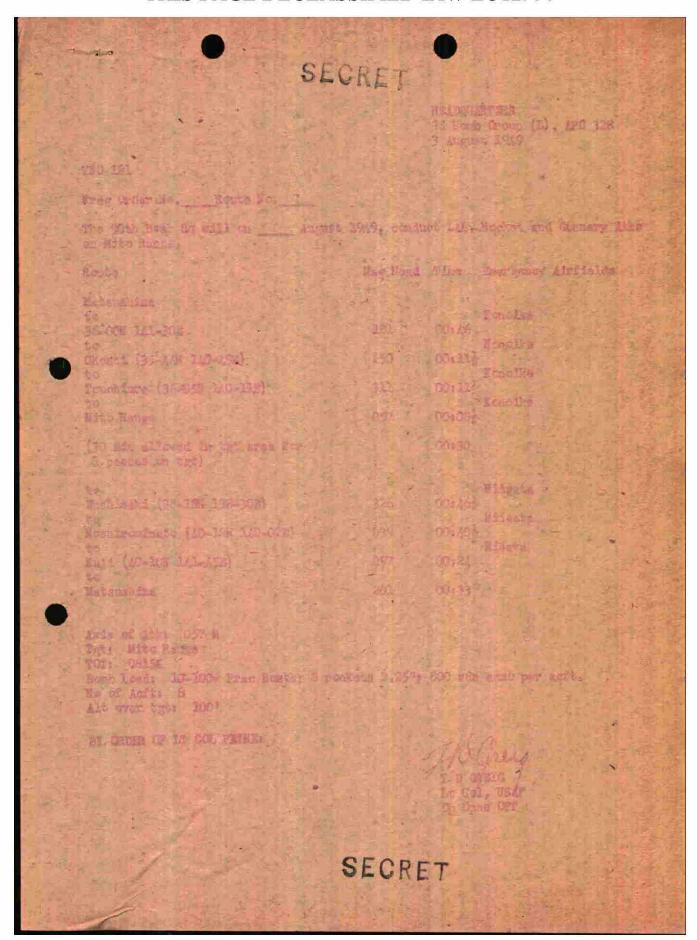
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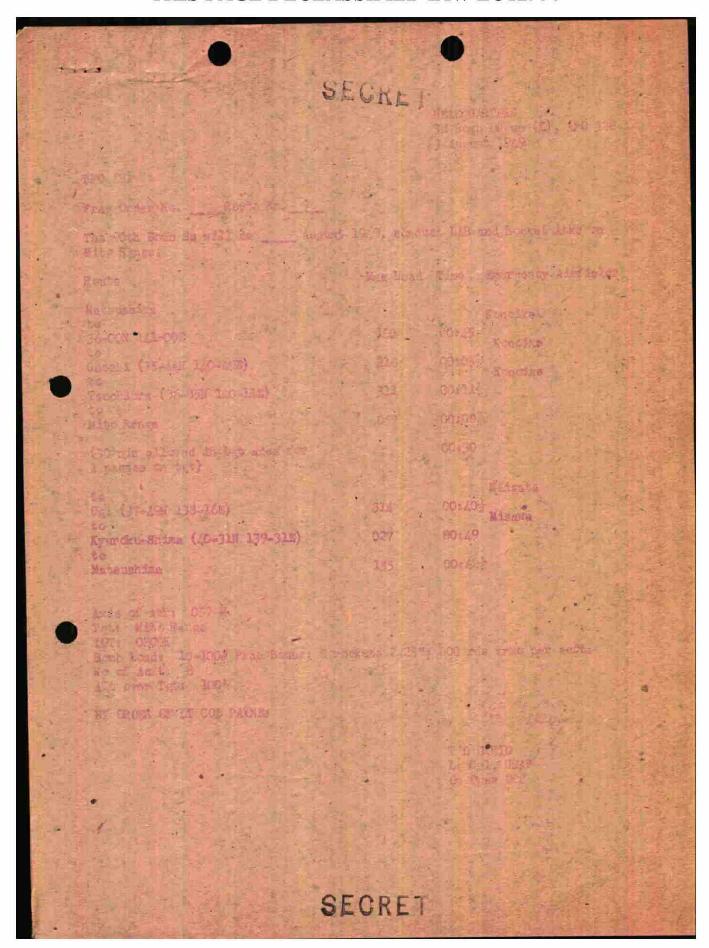
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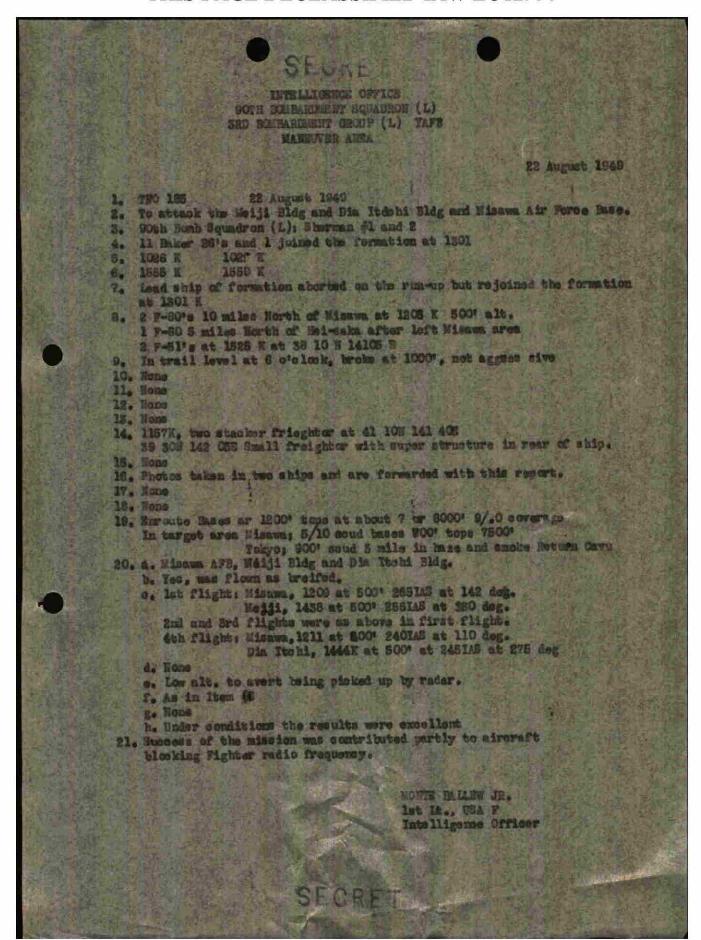


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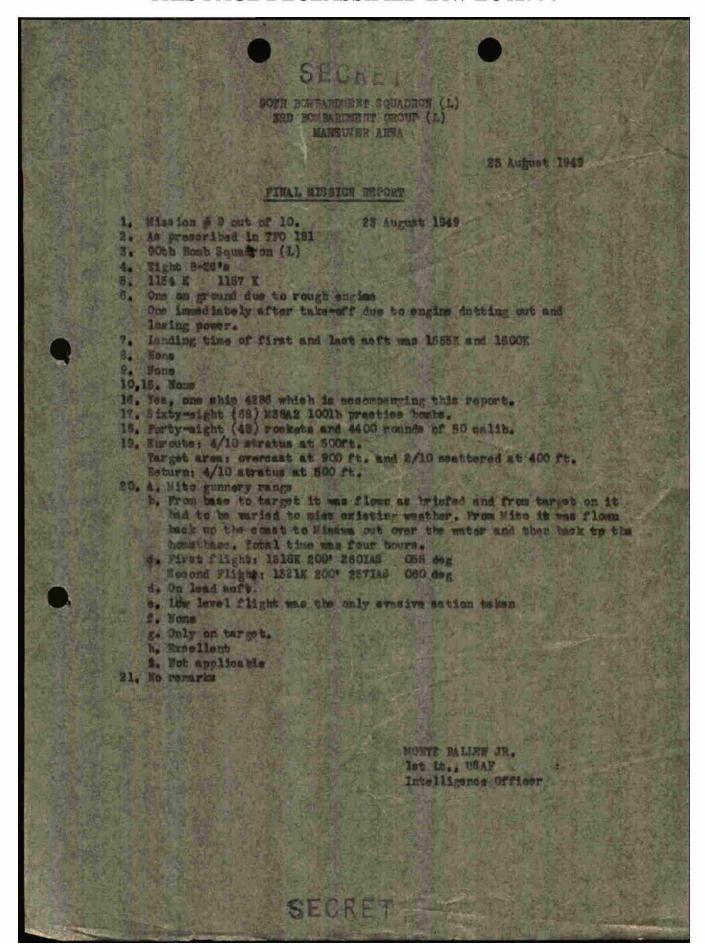


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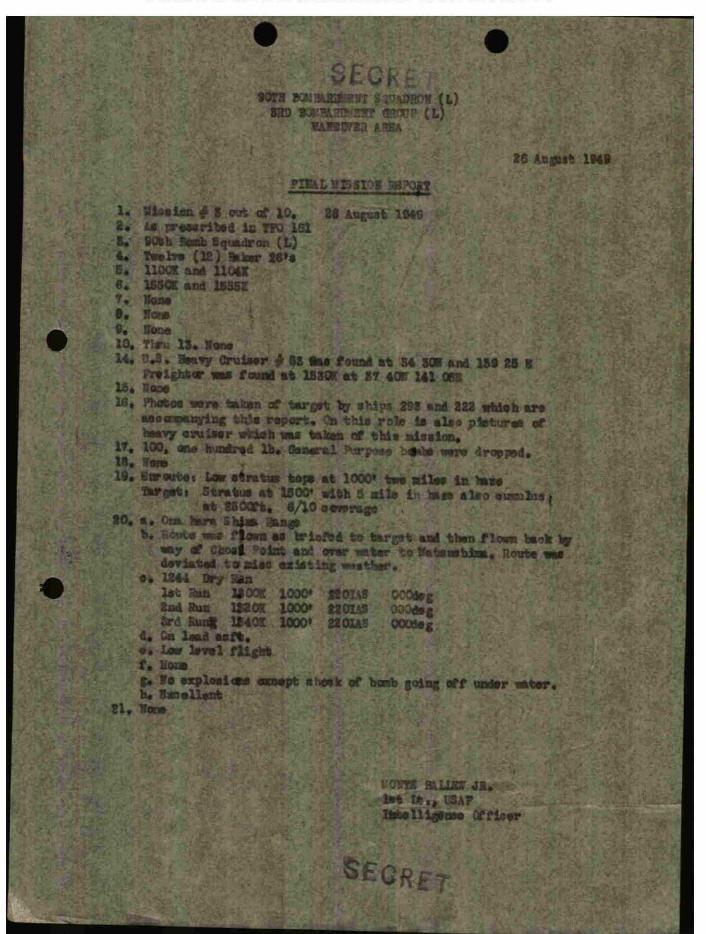
SECRET 90TH BOMBARIMENT SQUADRO (L) 3RD BOMBARDMENT GROUP (L) MANHUVER AREA 15 August 1949 FINAL MISS TON REPORT 1. Mission #6 Cut of 10 1 August 1949 2. As prescribed in TFO 181 August 1949 3. 90th Bomb Squadron (L) 4. Wine (9) B-26 Tyge Bombs. 5. Take -off first and las acrt. First, 0849 [ast, 0852] 6. Landing time first and last acrt. First 1305 Last, 1310 7. No aborts 8. He enemy or unindentified acft encountered 9. None 10. None 11. None 12. None 15. None 14. 1st Flight observations: small fishing boat was proceeding towards Miyako Jima Island in target area: tremendous amount of large shipping in the Tokyo Bay area. There was very little railroad and road activity except for an comasional tram or truck. 2nd Flight observations: Two boats with two mast each in the Chosi Point area. These boats appeared to be about 150 ft. long. There was also two fishing boats on the target area. 3rd Flight observations: small fishing boat at 0940 King 36 deg N 14215 E. Small Fishing Boat at 1126 King, 10 miles Borth of Onahara Shima. Coastal Freighters were sighted at 1168 King at 3506 N 14006 E. 30 30 small fishing boats were sighted 1 mile west of Kisaragu at 1115 King 15. 1st flight: Lead ship A channel was inop after take -off. 2nd flight: None 3rd flight: None 16. 1st flight: None 2nd flight: None 3rd flight: Nose 17. 1st flight: 20 one hundred practice bombs 2nd flight: 30 mm mm mm mm mm mm 3rd flight: 22 " " " " " " " " " " " " " " 18. 1st flight: 10 reckets 2.25 2nd flight: 23 " " " " " 3rd flight: 21 " " " " " 19. 1s t, 2nd and 3rd flight: Enroute weather was 5/10 couverage bases 1000 ft with tops at 3500 ft. Target was CAVU Return was 6 to 7/10 coverage with bases at 1000 ft with tops at 6500 ft. 20. 1st Plight a. Yes b. Yes SECRET 260 IAS 020 deg e. First pass: 1113



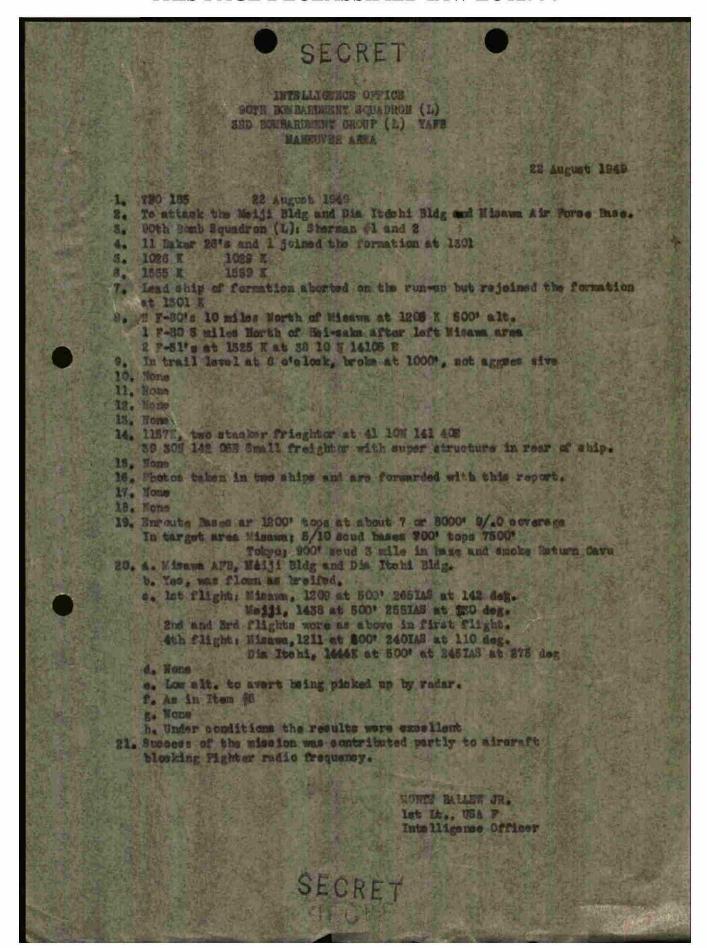
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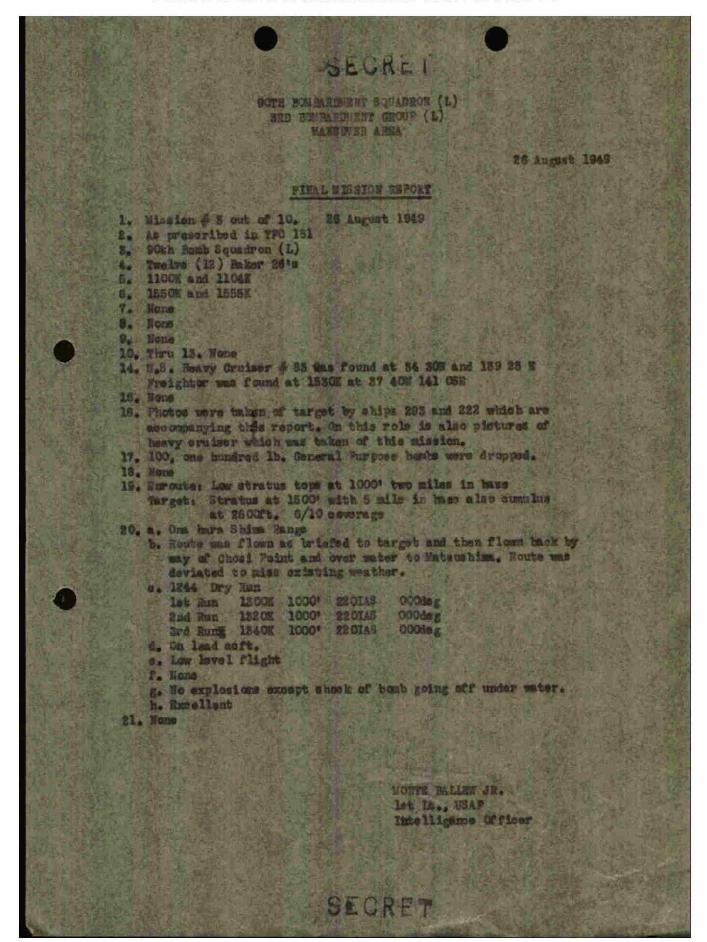
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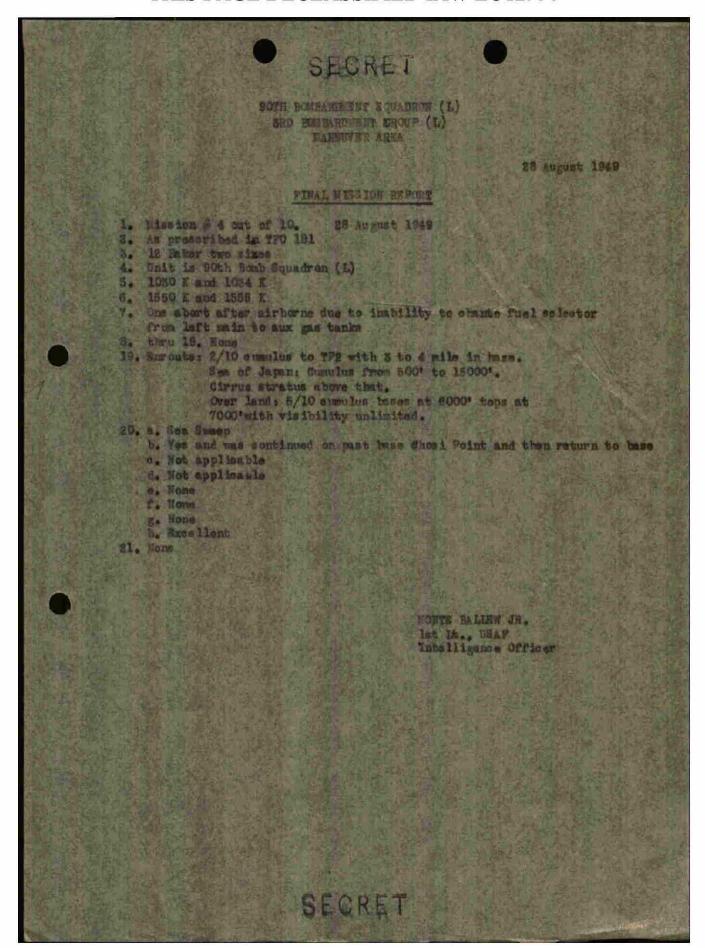
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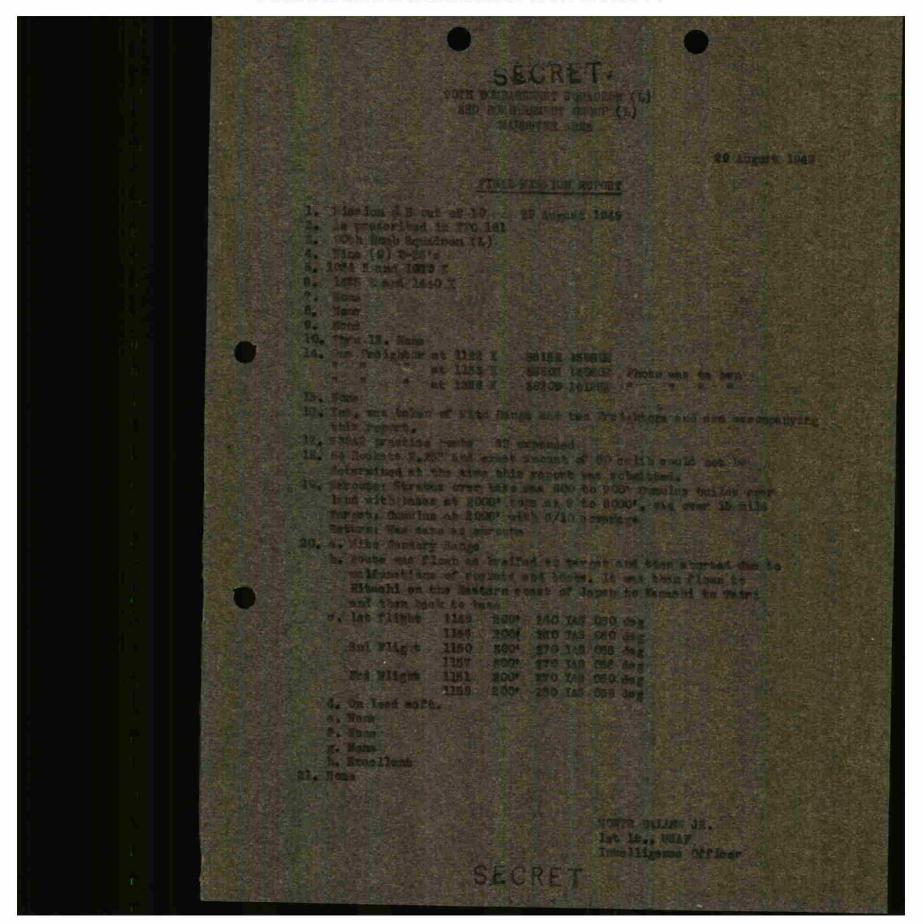
SEUNEI SOTH BOMBARDERT SQUADROW (L) MANEUVER AREA 25 Autust 1949 PINAL MISSION REPORT 1. Mission # 9 out of 10. 25 August 1949 2. As prescribed in TFO 181 3. 90th Bomb Squadron (L) 4. Bight B-26's 8. 1154 K 1157 K 6. One on ground due to rough engine One immediately after take-off due to engine dutting out and losing power. 7. Landing time of first and lest acft was 1585% and 1800F 8. None S. Hone 10,15. None 10,15. None 16. Yes, one ship 4288 which is accompanying this report, 17. Sixty-eight (68) M38A2 1001b practice hombs. 18. Earty-eight (48) Pockets and 4400 rounds of 80 calib. 19. Earoute: 4/10 Stratus at 500ft. Target area: overcast at 900 ft. and 2/10 scattered at 400 ft. Return: 4/10 stratus at 500 ft. 20. a. Nito gumnery range b. From base to target it was flown as briefed and from target on it had to be varied to miss existing weather. From Wite it was flown back up the coast to Wisawa out over the unter and then back up the d. First flight: 1318K 200' 2801AS 056 dag Second Flight: 1321K 200' 287IAS 060 deg d. On lead moft. e. Isw level flight was the only evasive action taken 2. None g. Only on target. h. Excellent 21. Not applicable MONTE BALLING IR. let Lt., BEAF Intelligence Officer SECRET



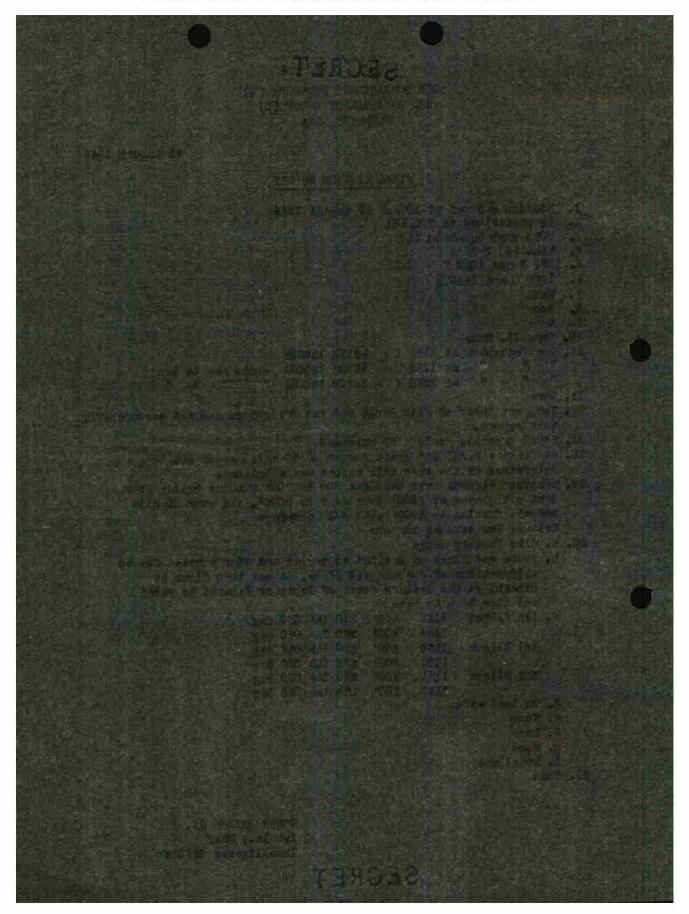
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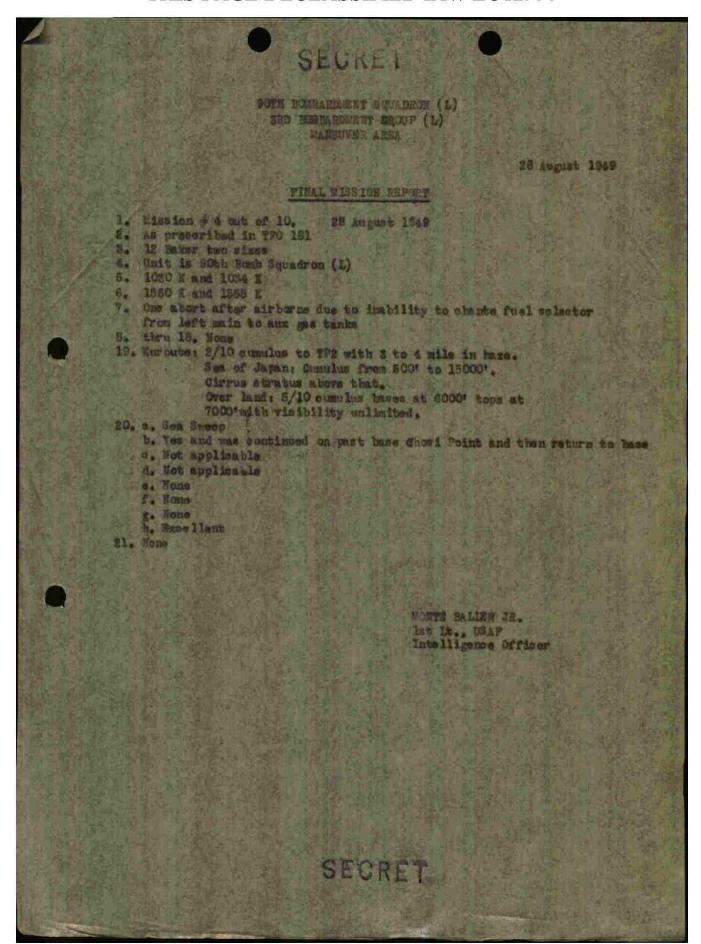
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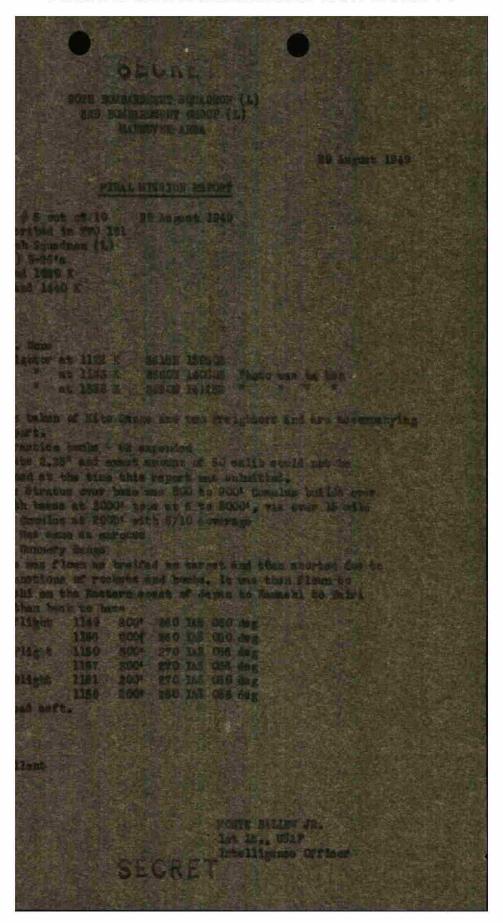
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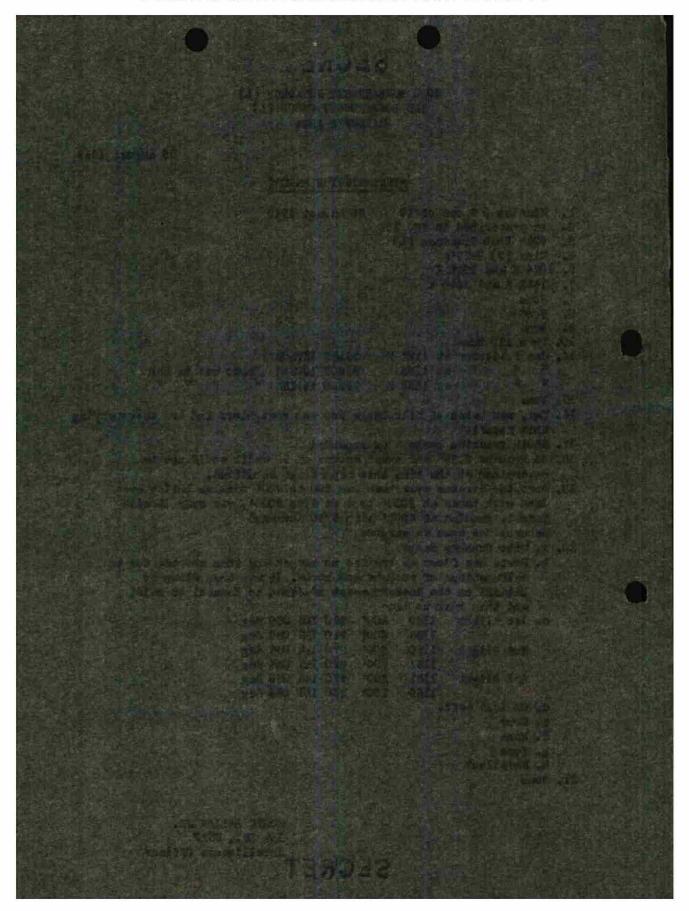
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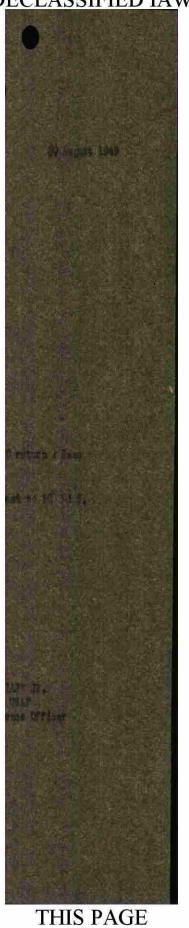
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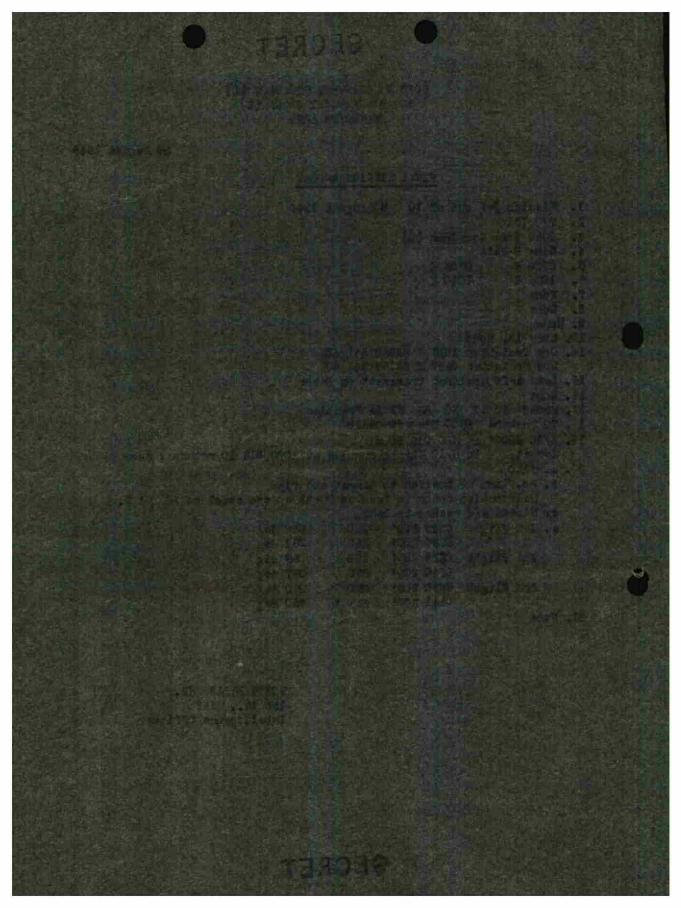


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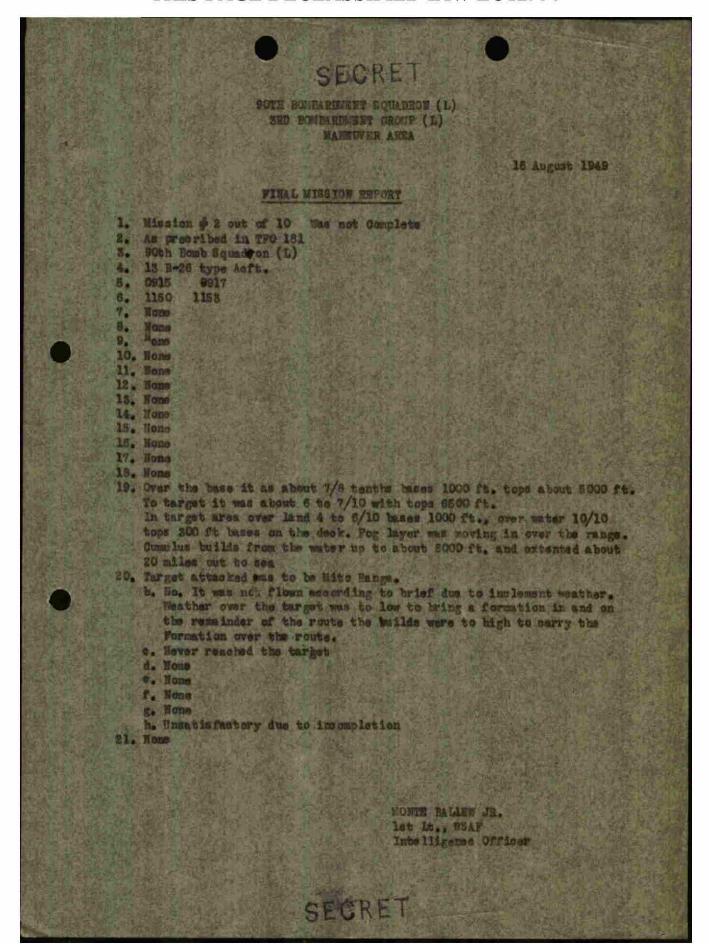


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OFERATIONS OFFICE 90TH BUNDARDHINT OQUADRON (L) 3ND TOWNAMOUTH GROUP (L) YAFB APO 328

3 September 1949

SUBJECT: Maneuver Report

TOI

Commanding Officer 3rd Bombardment Group (L) Tokota AFE, AFC 328

 The following is a report of activities accomplished while on maneuvers.

a. In order to report all phases of this maneuver the following swemary is reported in sections.

SECTION I

PLANEING AND PREPARATION

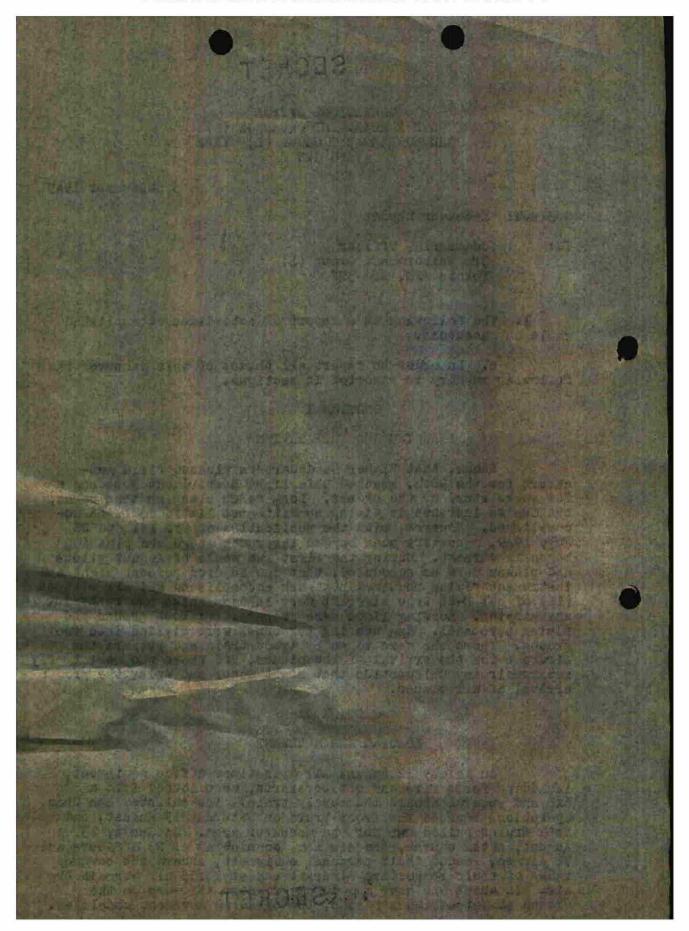
Rumor, that higher headquarters Tlanned field maneuvers for the 90th, reached this light Bombardment Bousdron a
few weeks sheed of the orders. Long range planning then began
but due to increase in flying committaents little could be socomplished. However, with the publication of TBO 181 dtd 28
July 1949, maneuvers seem beyond the rumor stage and planning
began 1a warmest. During the first two weeks of August pilets
and planes were so scheduled, that one hundred percent night and
instrument flying requirements were accomplished and all sixteen
(16) of our B-26 type aircreft were in commission and ready for
any mission. Loading lists were prepared for both ground and
flying personnel. Ingineering perconnel were divided into two
groups. Those who were to go by troop train and prepare the
Airdrone for the arrival of the planes, and those who were to fly
and repair any palfunction that hight occur and delay the prompt
arrival of all planes.

SECTION II

LOAUING AND MOVEMENT

On Friday 12 August all Operations Office equipment, including forms five and office charts, were loaded into a 5x6 and secured aboard the supply train. The chlisted men from Operations boarded the troop train on Saturday 13 august, and both trains pulled out for the maneuver area. On Sunday 13 August, after church, the air arm, consisting of 23 Officers and 32 Airmen, loaded their personal equipment, aboard the basings racks of their respective aircraft and at 12:35 all were in the air. In about one hour and turney misutes all were on the ground at Matsushime Aircraft, the ordered movement completed.

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SECTION III

THE CAMING AND ROTABLISHESMY OF CAMP

Due to several hours delay, the ground arm arrived by troop train only a few hours before the arrival of the Air arm, and the supply train was even later. It did not arrive until late Sunday night. No difficulties were encountered in housing Officers and Airmen. The choice if the manguver site does credit to the choosers. The Officers were billeted in the Matsushima Manor, the base BCC, and the Airmen were quartered in quonact huts. There was emple room for all.

Operations personnel worked late on Sunday night, after the arrival of the supply train, in setting up their office and briefing room. Everything was made roady for operations early Honday morning.

SEUTION IV

ACTIVITIES IN THE FIELD

Squadron Operations was set up next door to the Pase Operations Office. This location, and the complete cooperation of hase Operations Personnel, resulted in no difficulties in clearance set-up. The 3rd Boab sing Phying Sefety Officer. Who is a master of the 90th Bombardment Squadron, gave a flying safety lecture and Schadron Thying and Cround Sefety Officers had plenty of time to exposed their ideas during the many raisy days.

A break-down of time logged per day on the maneuvers is as follows:

Aug 14 - 16 Aircraft, Yokota to satsushima, 21:35 Aug 15 - 9 Aircraft, Tet-Dachage-Chima, 38:15 Aug 16 - 13 Aircraft, Tet-Lite Jungs, 35:00 Aug 17 - 2 Aircraft, Test flight after Luspe, 1:15

Aug 18 - (No flight-inclement weather) Aug 19 - (No flight-inclement weather)

Aug 20 - 9 Aircraft, See Search, turned back by weather, 26:45

Aug 21 - 9 Aircraft, sea search, same as above, 30:30 Aug 22 - 12 Aircraft, FRAF Mission, Tgt - Misawa and Tokyo, 63:45 Aug 23 - 7 Aircraft, Mito Range, 36:55 Aug 24 - Local Flying, 6:15

Aug 25 - No Plicht - Weather

Aug 26 - 12 Aircraft, Changra-Shi e, 52145 Aug 27 - No Flight - Teather

SECRET

Aug 28 - 12 Aircraft, See Search, 68:45 Aug 29 - 9 Aircraft, Bito Range, 36:35 Aug 30 - 9 Aircraft, Bito Range & Matsushime to YAFB, 58:20

Very few difficulties were experienced throughout the entire maneuver. Unders results were poor due to poor equipment and inexperienced cemera repairmen. Bed weather was the only draw back that really burt the squadron.

SECTION V

LOADING AND RETURN TO HOME BASE

Loading began konday 29 August and by Mossay night all Operations equipment was aboard reilroad cars and loading list for the flight home was posted. On 30 August, Tuesday, after early morning mission to Mito range, briefing was held at 12:30 and departure for the home base accomplished at 13:30. One ship was loft behind for maistenance but by might fall all 16 sirerait were back home at Yokota.

SECTION VI

RECOMMENDATIONS

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Squadrons, if possible, should be clowed to plan all put special stasions. This would give Operations and Flying Personnel more and better training.

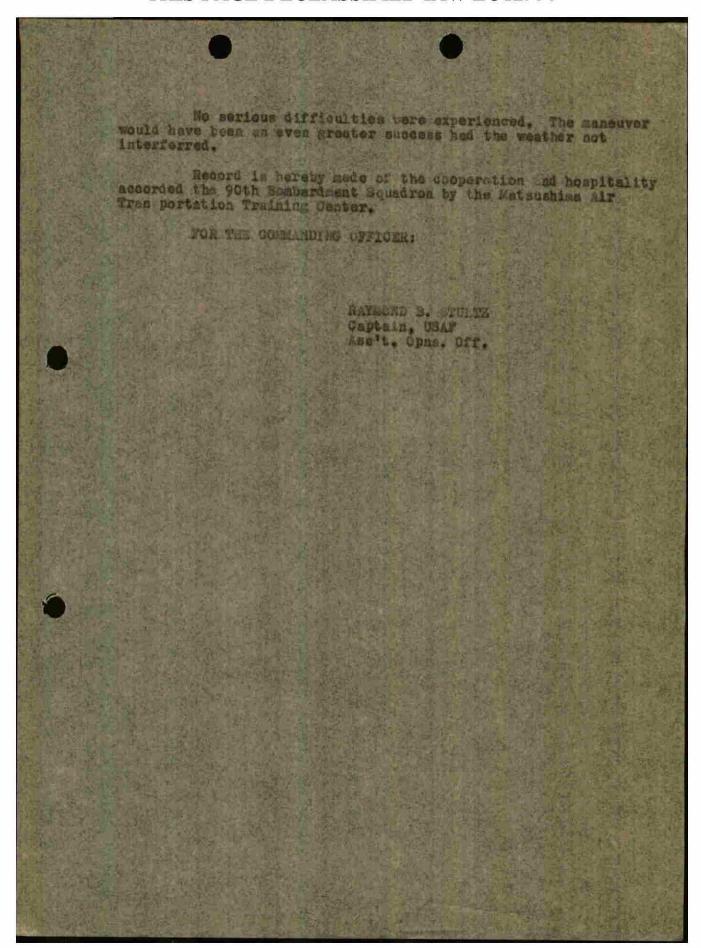
Dissions, where 2.25 rockets are carried, should be routed away from congested areas due to the high percentage of malfunction of this type rocket, and should be routed, if at all possible, over weter.

SKOTTON VII

CONCLUSION.

It is be leved that if only target and length of time desired were all that were given the squadron, missions could be completed just as efficiently and with more training for the personnel concerned.

Venther, base Operations, hungar facilities, and parking ramp are all centrally located, requiring a minimum amount of time in obtaining of a range and transportation to aircraft.



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SECRET

90TH COMBARDMENT SQUADEON (L)
MATERIEL SECTION
APO 328

3 September 1949

SURJECT: Maneuver Report

TO : Maneuver Project Officer

The following information is in compliance with a letter your Headquarters dated 1 Sepp 49, Subject: Manauver Report.

SECTION I PLANNING AND PREPARATION

Engineering

The Maneuver Order ended all rumors concering the date. lecation, and duration of the 90th Bomb bquadron's maneuver. This same order gave the go ahead signal for planning and preparation. Engineering's task pointed toward one goal, i.s., sixtsen aircraft in commission for the trip to the maneuver area and as many in commission thereafter as practicably possible. The immediate project of getting all ships in commission cabled for extra hours of effort on all personnel in the Engincoring Section. The secondary project of packing and stocking for the fifteen day maneuver period was more easily accomplished. This latter preparation consisted of completing fly-away kits, building a supply that would be equiped to Service Stock levels, and planning the distribution of equipment and supplies in such a manner as to be able to load it all on thealloted transportation --- three six by six trucks, one three quarter ton truck, one one quarter ton jeep, one one ton trailer, and a quarter ton trailer.

Supply

Vehicles with trailers were drawn from the loter fool on Friday, 12 Aug 1949. They were loaded with tools, equipment, records, supplies, and spars parts that were expected to be needed while on maneuvers. Supply preparations were comparatively simple this year due to maneuvers being held at this time of year and not necessitating extra bedding, stoves and etc., that are needed in colder meather

Armament

Upon receipt of orders to prepare for maneuvers this section immediately made up an extensive list of parts and supplies for which a need was anticipated during the proposed two-whik period in the field. Those parts and



DASIC: Lir fr Materiel Section, 90th Bomb Sq (L), TAFB, AFO 323, dtd 3 September 49, Subject: Maneuver Report, Cont'd

supplies not on hand were placed on requisition, and all but a few items were received from base supply prior to departure. Those not received were parts or supplies which base Supply has not had on hand for some time, and for which "due outs" were expected. The lack of certain items such as bombay-door safety switches (micro switches), and #5-2 rack selector switches severely hampered maintenance on the bomb release systems on several of the aircraft while in the field.

It was decided that one weapons carrier and one bombservice trailer would be sufficient to load the sectional
equipment for rail transportation to the sensurer site.
Geordination with B se Ordance revealed that they would
load bombs, rockets, assumition, fuses, spetting charges,
arming wires, std., as specified in the Field Order, for
rail transportation to the maneuver area. Small arms
including carbines and pistels, were packed by this section and transported in boxes, rather than issue than to
personnel as has been done in the past.

It was anticipated that twelve (12) or thirteen (13) armorers would be available to go on managers with this section. For the number of missions scheduled in the Field Order this number of personnel would have put a larger than normal work load on each man. During the week prior to departure three (3) men were transferred, leaving a total of eleven (11) men for duty.

Communications

Upon receipt of orders a through check was made of the service ability of Equadron communication equipment and COL's to insure completeness and quantity of supplies. M-209 Converters, 399 H.F. Madio Units, operators and message forms were secured from Group communications. Telephone equipment and telephone and radio men were secured from 3rd Communications Equadron.

> SECTION II LOADING AND MOVEMENT

Engineering

On the evoing of the 13th of August all aircraft were ready for flight. Earlier in the day the non-flyable equipment and the non-flying personnel had been loaded on the trains. The flying echelon departed at 1230 on 14 August and arrived at 1345. Advance parties had established

SECRET •

HAGIC: Ett fr Material Section, 90th Bomb Sq. (L), YAFB, AFO 328, dtd 3 September 49, Subject: Maneuver Report, Cent'd

the area to be used for the various sections. It should be noted that upon arrival in the maneuver area there was a total of 500 flying hours available on the Squadron aircraft without need of major inspections. Sixteen aircraft made the flight to the area, two going out for inspection during the flight.

Supply

Supply vehicles were all leaded, checked and tied down by 1200 hours, 13 Aug 1949. The ground echelon moved out about 1630 hours. Upon arrival at Matsushima Maneuver Area Sunday, 14 Aug, at 930 hrs, coffee was served by the Student Mess Hall.

Armamont

No difficulty nor undue incidents were experienced during loading procedures of sectional equipment.

One carbine was reported as being lost by a guard during the movement to the maneuver area. Also, four (4) armorers were involved in unaut orized firing of weapons issued for guard duty while enroute on the train.

All Equipment arrived at the site in good condition, altough a train delay hampered in setting up a shop at the site in time for mission preparations for the next morning

Communications

All the equipment except a few V.H.F. receivers and transmitters were loaded on a W/C and one trailer for train movement to manguver area. The sup ly and troop train left Yokota 13 August 1949, and arrived Matsushima 14 August 1949.

Engineering

SECTION III UNLOADING AND ESTABLISHMENT OF CAMP

When Matsushima Airdress was selected as the 70th(s mansuver base, fortune smiled on the Engineering Section. Hangar space allotted was assequate to house all sixteen aircraft. Themperking area was a spacious concrets ramp adjacent to the hangar. All sections of the Squadron were located within the big twin hangars. Conditions were ideal for establishing the class knit cooperation required for a successful maneuver.

Supply

The first trainload of vehicles and equipment arrived at 1130 hrs. Others came in during the aftermon, the last one arriving about 1730 hrs. Unloading was accomplished without accident. The Supply Office and storage was

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BASIC: Ltr fr Haterial Section, 90th Bomb Sq. (L), TAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, Con't.

located in the west and of Operations Office. Supply's boxcar was unloaded M nday morning. This included mattresses, cots, mosquito nets and various other supplies.

Armament

he difficulties were experienced in unloading or establishment of camp other than that mentioned above. A shortage of personnel in the supporting Ordannes Section made it desireable for this section to help in unloading the hombs, reckets, and ammo from the ammunition train to the dispersal area. This work was completed by 2360 hours on the first night at the site.

Communications

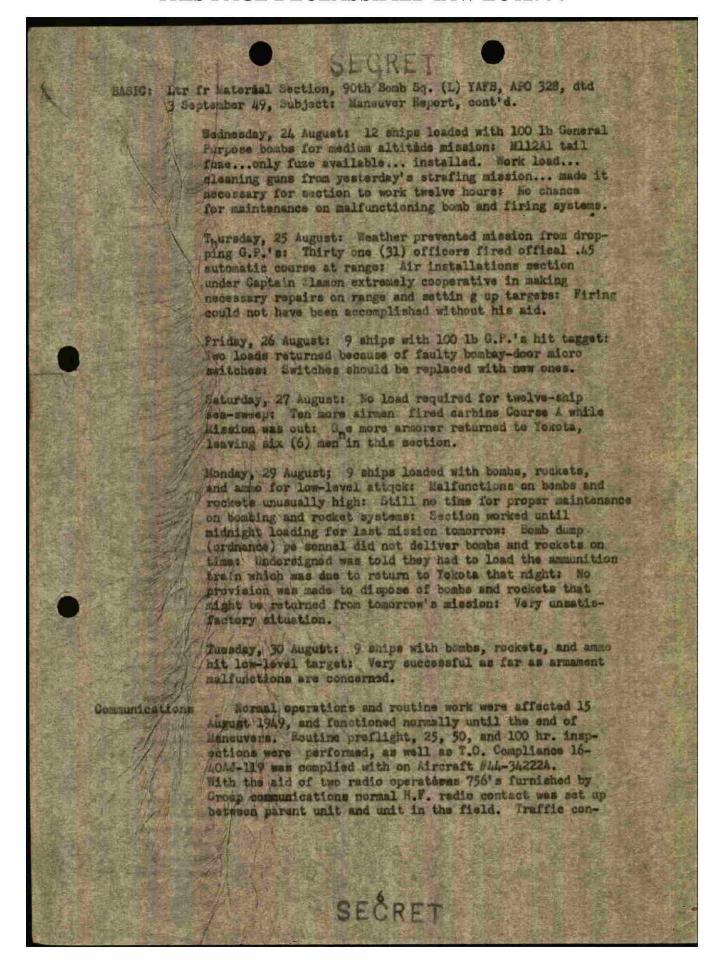
Immediately upon arrival to equipment was unloaded from the train and driven to the Matsushima site and the 399 set was put into operation. Due to one of the F2-95 Power Units being unserviceable contact with the parent unit wasn't made until 0700 hours, 15 August, 1749. The Gommunications 5 op was set up in a portion of the hangar used by operations and engineering, and normal operations was established 15 August 1949.

SECTION IV

Engineering

Weather was the worst enemy to be met on maneuvers. It prevented fulfillment of several schedules. The therein lay the root of almost all maneuver problems. Hain and idlemess put planes out for minor maintenance. Even so, an average of fourteen ships were maintained in commission thro ghout the maneuver. Eight major inspection were pulled, including three "25-hour-after-engine-change" inspections. A total of 430 hours were flown in the sixteen days (564 hours for the month). There was ibe abortion. This record attests to the espabilities of the " flight maintenance" system employed on the maneuver. The section averaged forty-sight men assigned with thirty-seven being present for duty in the area. A supply difficuly was enco nted when A/C \$44-34300A had a push rod leak. Three Fush reds were at Service Stock with the right stock number but of the wrong type, a A/C was sent to Tokota to pick up the right type but the push rods available at Yokota AFB Service stock were also the erong type. The above difficulty was corrected by removing three push rods from a repairable R-2800-79 at Engine build up.

SECRET BASIC: Ltr fr Enterial Section, 90th Bomb Sq. (L), YAFB, AND 328, dtd 3 September 49, Subject: Maneuver Report Supply was able to furnish everything needed with Supply the exception of knives, forks, and spoons to a few personnel who were short of the same. Tents were furnished to 3rd Food Service Squadron for use when the messing tables were set up. Fire extinguishe a were put in the Quoaset huts used by the sirmen. Arrangements were made at Sendal for laundry facilities for the first week. Only a few men meds use of this arrangement. Monday, 15 August: Started loading 9 aircraft with bimbs Armanant rockets; at 0530 in the morning; ready by take-6ff time: Informed by ordnance saction that spotting charges and fuzes were left in a box car staning at Yokota supply spup. Message sent by ordnance to have the car sent up. Tuesday, 16 August: Twelve ships loaded by 0930 with bombs, rockets, mmo: Mession did not hit target because of weather: Same load to be used tomorrow. Thursday, 18 August: Same twelve ships reamin loaded: Four more loaded with same armament making total of sixteen for tomorrow: Weather remains had. Daturday, 20 Augusts - Beather broke in afternoon: None ships had to be unloaded for nine ship asa sweep: Four armorers, including section chief, returned to Yokota, leaving seven (?) men available for duty: Difficulty experienced in getting work done without tramendous work-load on each individual: Twenty (20) airmen taken to small arms range after mission took off Half completed ten of them on caroine Course A when mission returned: Had to stop firing because of large number of angineering personnel in firing order. Tuesday, 23 August: 9 Ships loaded by six men (one of the seven was on Mess Management) with books, rickets, and ammo; afficulty experienced with bombing system on two aircraft because of faulty bombay door safety switches. Ten men completed carbine Course A after gission took off and before it returned. Armament section consists of five gunners and two bombsight maintenance mechanics, all going armament repairman works A very unsatisfactory situation. SECRET





BASIO: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Bubject: Maneuver Report, cont'd.

sisted of daily routine reports submitted by engineering. operations, and intelligence. A listening which was kept 2% hours daily and normal operation was made from 0700% to 1630% weekdays. Utilizing the telephone lineman and the radio repairman 64% a switchboard was set up in the communications shop and field telephones were installed in operations, field kitchen, motor pool, orderly room, refueling unit, 399 sation, and engineering. Operations were normal and no difficulties were encountered. The only supply problem encountered was the result of crystals going bad but operations were not hampered. These crystals are now on requisition.

This section had only six of the eleven assigned personnel present for duty due to three men in school and two confined to home base. Group Communications two radio operators and 3rd. Communications Squadron three telephone operators and radio repairman.

SECTION V LOADING AND REPURN TO HOME BASE

Magineering .

Loading and return to the home base was largely a reverse procedure of the trip to Matsuchisa. Arrival of the trains ate Yokota were staggered through two and a half days.

Sumply

The first preparations for return to Yokota were made Nonday, 29 Aug. A boxcar was loaded with cots, mattresses, and other equipment not needed for the balance of the maneuvers. A new loading ramp was built while we were at Matsushima, greatly easing all our loading problems. Supply completed loading, checking and tying down by 1200 hrs. Tuesday, 30 Aug. The ground schelon left at 1735 hrs. arriving back at Yokota., Wednesday, 31 Aug 1949.

Armement

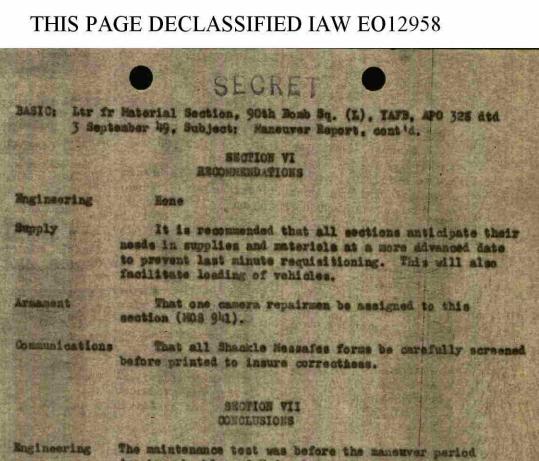
Difficulty was experienced in loading train in time alloted: Four of the six men were shieduled to return via air lift; At the last minute after the mission landed this section was busy clearing guns and rocket stations and did not have time to properly load equipment and get it on the train. Lack of personnel was the main factor. Too much haste in getting the trains out was the other.

Communications

The W/O and trailer were loaded with equipment and the vehicles were doaded on the train 30 August 1949. The train departed the maneuver site 31 August, 1949.

The M.F. radio net was terminated 0900, 30 August, 1949 and the equipment was loaded abound the train for movement to Yokota.

7



The maintenance test was before the maneuver period due to a backlog of Major inspections and engine changes and corrison control.

Maneuvers seemed to make very smoothly with the exception of train achedules. There seemed to be too much side tracking and consequently the majority of train sections did not arrive on schedule, causing undue delay in setting up came and having hot meals for the men.

Maying not meals and having them on time seems to be one

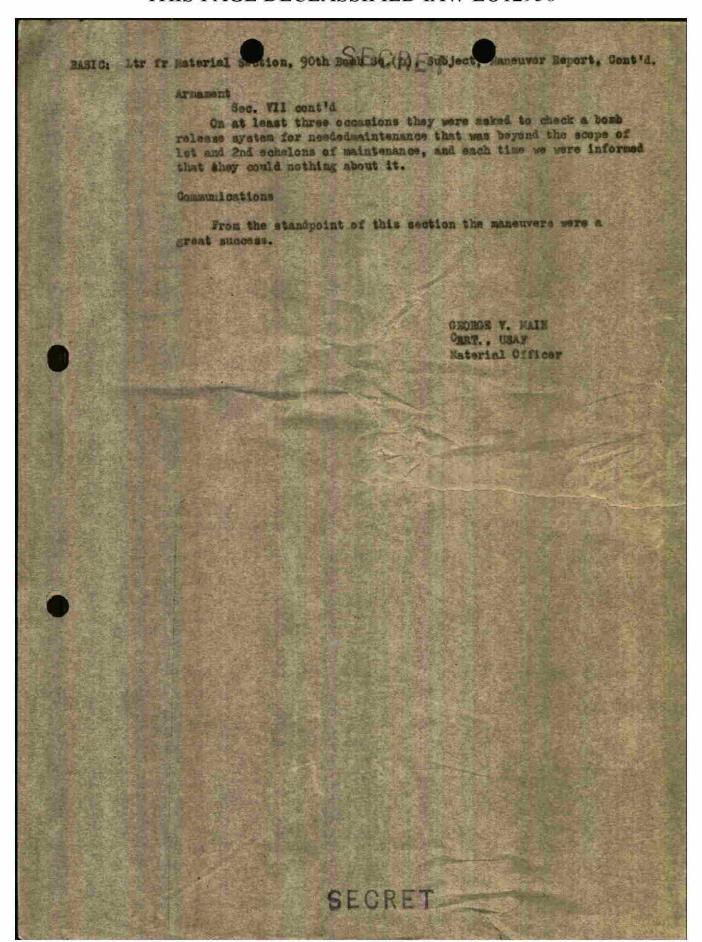
Supply

Armament

It is evident in the above report that lack of personnel severly hampered armament maintenance and efficiency on the field maneuvers. With a section consisting of five gumners who are not fully trained armament repairmen, and two bombsight mechanics, who are not expected to do the type of work they did, it is impossible to adequately maintain fourteen rocket stations, twelve fixed machine guns with their complicated charging and firene systems, and the intricate bomb release system on the B-26, and at the same time load nine and twelve ship mission who the above mentioned armament each day, or even every other day. Third echelon armament maintenance which was supposedly provided by the supporting 3rd Maint. Sq. was practically non-existant. Bither they did not have the equipment to perform the jobs that this section couldn't, or else they assumed we were capable of performing most of the repair work. The only good that they accomplished was the repair of a broken gun charging line ... and then only after someone had been sent to the barracks to get them down to the line.

SECRET

of the biggest morale factors.



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SECRET.

90TH BONBARDWENT SQUADRON (L) 3ED BONBARDWENT GROUP (L) YAFB APO 328

3 September 1949

SUBJECT: Manauver Report

TO:

Commanding Officer 3rd Hombardment Group (L) Yokota AFB, APO 328

1. The rollowing is a report of activities accomplished while on maneuvers.

following summery is reported in sections.

SECTION I

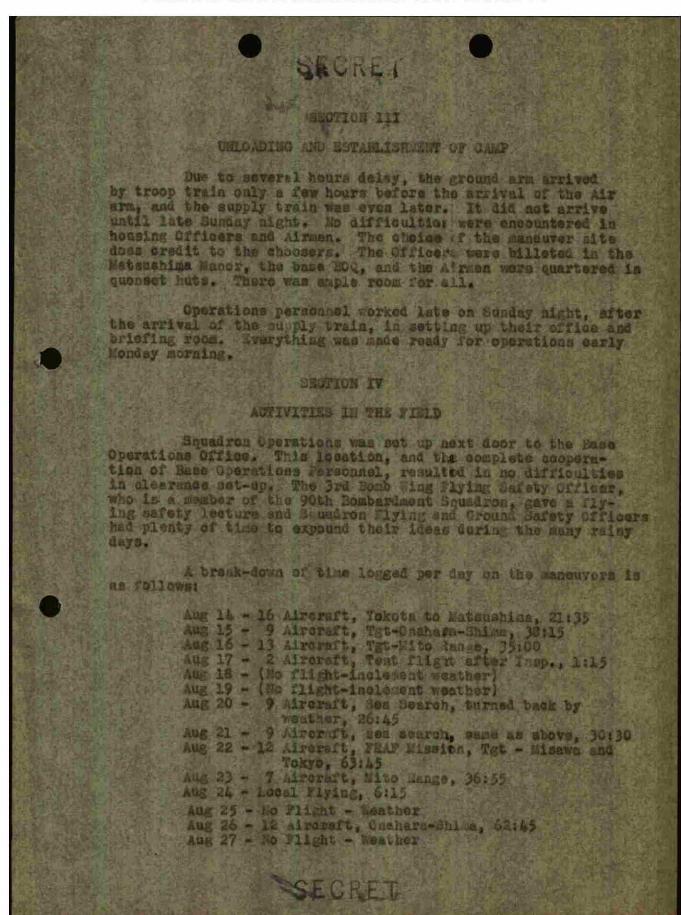
PLANNING AND PREPARATION

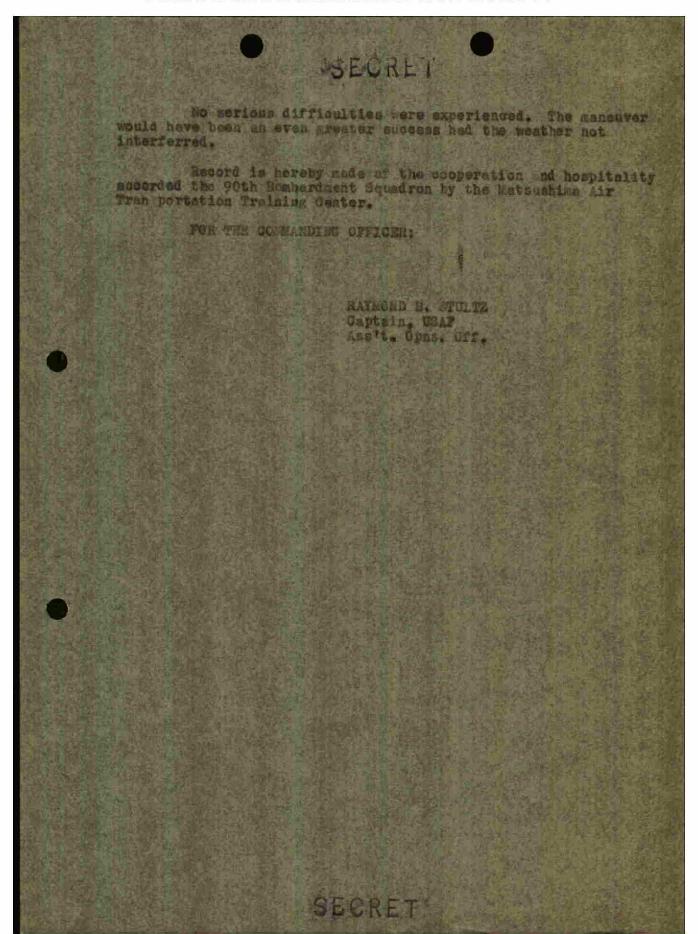
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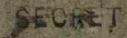
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Aug 28 - 12 Alforaft, See Search, 68:45 Aug 29 - 9 Alforaft, Mito Range, 36:35 Aug 30 - 9 Alforaft, Mito Range & Matsushime to YAFB, 58:20

Very few difficulties were experienced throughout the entire maneuver. Camera results were poor due to poor equipment and inexperienced camera repairmen. Bed weather was the only draw back that really hurt the squadron.

SECTION V

LCADING AND RETURN TO HOME BASE

Loading bogs monday 29 August and by Monday night all Operations of uipment was aboard railroad cars and leading list for the flight home was posted. On 30 August, Tuesday, after early merning mission to Mito range, briefing was held at 12:30 and departure for the home base accomplished at 13:30. One ship was left behind for maintenance but by night fall all 16 aircraft were back home at Yokota.

BEUTION VI

RECOMMENDATIONS

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Squadrons, if possible, should be clowed to plan all but special missions. This would give operations and Plying Personnel more and better training.

Missions, where 2.25 rockets are carried, should be routed away from consested areas one to the high percentage of malfunction of this type rocket, and should be routed, if at all possible, over water.

SECTION VII

COMULDSTON

It is be leved that if only target and length of time desired were all that were given the squadron, missions could be completed just as efficiently and with more training for the personnel concerned.

Matsushims Airdromeis an excellent memouver site.
Weather, Base Operations, hangar facilities, and parking ramp
are all centrally located, requiring a minimum amount of time
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SECRET

90TH BOMBARDMENT SQUADRON (L)
MATERIEL SECTION
APO 328

3 September 1949

SUBJECT: Maneuver Report

TO : Maneuver Project Officer

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The Maneuver Order ended all rumors concering the date, location, and duration of the 90th Bomb Squadron's maneuver. This same order gave the go ahead signal for planning and preparation. Engineering's task pointed toward one goal, i.e., sixteen aircraft in commission for the trip to the maneuver area and as many in commission thereafter as practicably possible. The ismediate project of gatting all ships in commission cabled for extra hours of effort on all personnel in the Engineering Section. The secondary project of packing and stocking for the fifteen day maneuver period was more easily accomplished. This latter preparation consisted of completing fly-away kits, building a supply that would be equiped to Service Stock levels, and planning the distribution of equipment and supplies in such a manner as to be able to load it all on thealloted transportation --- three six by six trucks, one three quarter ton truck, one one quarter ton jeep, one one ton trailer, and a quarter ton trailer.

Vehicles with trailers were drawn from the Motor Pool on Friday, 12 Aug 1949. They were loaded with tools, equipment, records, supplies, and spare parts that were expected to be needed while on maneuvers. Supply preparations were comparatively simple this year due to maneuvers being held at this time of year and not necessitating extra bedding, stoves and etc., that are needed in colder weather

Open receipt of orders to prepare for maneuvers this section immediately made up an extensive list of parts and supplies for which a need was anticipated during the proposed two-weak period in the field. Those parts and

Armament



BASIC: Ltr fr Materiel Section, 90th Bomb Sq (L), YAFB, AFO 328, dtd 3 September 49, Subject: Maneuver Report, Cont'd

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> SECTION II LOADING AND MOVEMENT

Engineering

On the eveing of the 13th of August all aircraft were ready for flight. Earlier in the day the non-flyable equipment and the non-flying personnel had been loaded on the trains. The flying echelon departed at 1230 on 14 August and arrived at 1345. Advance parties had established

23

SECRE

BASIC: Elb fr Material Section, 90th Bomb Sq. (L), YAFS, APO 328, dtd 3 September 49, Subject: Manauver Report, Cont'd

the area to be used for the various sections. It should be noted that upon arrival in the maneuver area there was a total of 500 flying hours available on the Squadron aircraft without need of major inspections. Sixteen aircraft made the flight to the area, two going out for inspection during the flight.

Supply

Supply vehicles were all loaded, checked and tied down by 1200 hours, 13 Aug 1949. The ground echelon moved out about 1630 hours. Upon arrival at Matsushima Manauver Area Sunday, 14 Aug, at 930 hrs, coffee was served by the Student Mess Hall.

Armament

No difficulty nor undue incidents were experienced during loading procedures of sectional equipment. One carbine was reported as being lost by a guard during the movement to the maneuver area. Also, four (4) armorers were involved in unaut orized firing of weapons issued for guard duty while enroute on the train. All Equipment arrived at the site in good condition, altough a train delay hampered in setting up a shop at the site in time for mission preparations for the next morning

Communications

All the equipment except a few V.H.F. receivers and transmitters were loaded on a W/C and one trailer for train movement to maneuver area. The sup ly and troop train left Yokota 13 August 1949, and arrived Matsushima 14 August 1949.

Engineering

SECTION TIT

UNIOADING AND ESTABLISHMENT OF CAMP

When Matsushims Airdrome was selected as the 90th(s
maneuver base, fortune smiled on the Engineering Section.

Hangar space allotted was asequate to house all sixteen
aircraft. Themparking area was a spacious concrete ramp
adjacent to the hangar. All sections of the Equadrom were
located within the big twin hangars. Conditions were
ideal for establishing the clse knit cooperation required
for a successful maneuver.

Supply

The first trainload of vehicles and equipment arrived at 1130 hrs. Others came in during the afternoon, the last one arriving about 1730 hrs. Unloading was accomplished without accident. The Supply Office and storage was

3

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, AFO 328, dud 3 September 49, Subject: Maneuver Report, Con't.

located in the west and of Operations Office. Supply's boxcar was unloaded M nday morning. This included mattresses, cots, mosquito nets and various other supplies.

Armament

No difficulties were experienced in unloading or establishment of camp other than that mentioned above. A shortage of personnel in the supporting Ordannes section made it desireable for this section to help in unloading the bombs, rockets, and amas from the sumunition train to the dispersal area. This work was completed by 2300 hours on the first night at the site.

Communications

Immediately upon arrival to equipment was unloaded from the train and driven to the Matsushims site and the 399 set was put into operation. Due to one of the FE-95 Power Units being unserviceable contact with the parent unit wasn't made until 0700 hours, 15 August, 1749. The Communications 5 op was set up in a portion of the hangar used by operations and engineering, and normal operations was established 15 August 1949.

Engineering

SECTION IV

Weather was the worst enemy to be met on maneuvers. It prevented fulfillment of several schedules. The therein lay the root of almost all maneuver problems. Hain and idlemess put planes out for minor maintenance. Even so, an average of fourteen ships were maintained in commission thro ghout the maneuver. Eight major inspection were pulled, including three "25-hour-after-engine-change" inspections. A total of 430 hours were flown in the sixteen days (564 hours for the month). The e was ibe abbrtion. This record attests to the espabilities of the " flight maintenance" system employed on the maneuver. The section averaged forty-eight men assigned with thirty-seven being present for duty in the area. A supply difficuly was encounted when A/C #44-34300s had a push rod look. Three Push rods were at Service Stock with the right stock number but of the wrong type, a A/C was sent to lekota to pick up the right type but the push rods available at Yokota AFB Service stock were also the wrong type. The above difficulty was corrected by removing three push rods from a repairable H-2800-79 at Engine build up.

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, AFO 323, dtd 3 September 49, Subject: Maneuver Report

Supply

Supply was able to furnish everything needed with the exception of knives, forks, and speeds to a few personnel who were short of the same. Tents were furnished to 3rd Food Service Squadron for use when the messing tables were set up. Fire extinguishe s were put in the Squaset huts used by the sirmen. Arrangements were made at Sendai for laundry facilities for the first week. Only a few men made use of this arrangement.

Armanant

3.75 (ST)

THE REAL PROPERTY.

To Markey St.

Property St.

THE PROPERTY.

Monday, 15 August: Started loading 9 aircraft with bombs rockets; at 0530 in the morning; ready by take-eff time: Informed by ordnance section that spotting charges and fuzes were left in a box car staning at Yokota supply spup. Message sent by ordnance to have the car sent up.

Tuesday, 16 August: Twelve ships loaded by 0830 with bombs, reckets, amme: Massion did not hit target because of weather: Same load to be used tomorrow.

Thursday, 18 August: Same twelve ships reamin loaded: Four more loaded with same armament making total of eixteen for tomorrow: Weather remains bad.

Daturday, 20 August: Weather broke in afternoon: None ships had to be unloaded for nine ship see sweep: Four armorers, including section chief, returned to Yokota, isaving seven (7) men available for duty: Difficulty experienced in getting work done without tremendous workload on each individual: Twenty (20) airmen taken to small aims range after mission took off: Half completed ten of them on carbine Course A when mission returned: Had to stop firing because of large number of engineering personnel in firing order.

Tuesday, 23 August: 9 Ships loaded by six men (one of the seven was on Mess Management) with bombs, rockets, and mano; difficulty experienced with bombing system ontwo aircraft because of faulty bombsy door safety switches. Ten men completed carbine Course A after mission took off and before it returned. Armament section consists of five gunners and two bombsight maintenance mechanics, all going armament repairman work: A very unsatisfactory situation.

5

SECRET

SECRET

BASIC: Litr fr Material Section, 90th Bomb Sq. (L) YAFB, APO 328, dtd

3 September 49, Subject: Maneuver Report, cent'd.

Wednesday, 24 August: 12 ships loaded with 100 lb General Furpose bombs for medium altitude mission: Mll2Al tail fuse...only fuse available... installed. Work load... cleaning guns from yesterday's strafing mission... made it necessary for section to work twelve hours: No chance for maintenance on malfunctioning bomb and firing systems.

Thursday, 25 August: Weather prevented mission from dropping G.P.'s: Thirty one (31) officers fired offical .45 automatic course at range: Air installations section under Captain Slamon extremely cooperative in making necessary repairs on range and setting up targets: Firing could not have been accomplished without his aid.

Friday, 26 August: 9 ships with 100 lb G.P.'s hit tagget: Two loads returned because of faulty bombay-door micro switches: Switches should be replaced with new ones.

Saturday, 27 August: No load required for twolve-ship sea-sweep: Ten more sirmen fired carbine Course A while Mission was out: One more armorer returned to Yokota, leaving six (6) men in this section.

Monday, 29 August; 9 ships loaded with bombs, rockets, and ammo for low-level attack: Halfunctions on bombs and rockets unusually high: Still no time for proper maintenance on bombing and rocket systems: Section worked until midnight loading for last mission tomorrow: Bomb dump (ordnance) pe sonnel did not deliver bombs and rockets on time: Undersigned was told they had to load the ammunition train which was due to return to Yoketa that night: No provision was made to dispose of bombs and rockets that might be returned from tomorrow's mission: Very unsatisfactory situation.

Tuesday, 30 August: 9 ships with bombs, rockets, and amand hit low-level target: Very successful as far as armament malfunctions are concerned.

Communications

Normal operations and routine work were affected 15 August 1949, and functioned normally until the end of Maneuvers. Routine preflight, 25, 50, and 100 hr. inspections were performed, as well as T.O. Compliance 16-40AJ-119 was complied with on Aircraft #44-34222A. With the aid of two radio operators 756's furnished by Group communications normal H.F. radio contact was set up between parent unit and unit in the field. Traffic con-

6

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

sisted of daily routine reports submitted by engineering, operations, and intelligence. A listening watch was kept 24 hours daily and normal operation was made from 0700K to 1630K weekdays. Utilizing the telephone lineman and the radio repairman 648 a switchboard was set up in the communications shop and field telephones were installed in operations, field kitchen, motor pool, orderly room, refueling unit, 399 sation, and engineering. Operations were normal and no difficulties were encountered. The only supply problem encountered was the result of crystals going bad but operations were not hampered. These crystals are now on requisition.

This section had only six of the eleven assigned personnel present for duty due to three men in school and two confined to home base. Group Communications two radio operators and Jrd. Communications Squadron three telephone operators and radio repairman.

SECTION V LOADING AND RETURN TO HOME BASE

Engineering

loading and return to the home base was largely a reverse procedure of the trip to Natsushima. Arrival of the trains ate Yokota were staggered through two and a half days.

Smooly

The first preparations for return to Yekota were made Monday, 29 Aug. A boxcar was loaded with dots, mattresses, and other equipment not needed for the balance of the maneuvers. A new loading ramp was built while we were at Matsushima, greatly easing all our loading problems.

Supply completed loading, shocking and tying down by 1200 hrs. Tuesday, 30 Aug. The ground schelon left at 1735 hrs. arriving back at Tokota, Wednesday, 31 Aug. 1949.

Armanont

Difficulty was experienced in loading train in time allated: Four of the six men were shheduled to return via air lift: At the last minute after the mission ladded this section was busy clearing guns and rocket stations and did not have time to properly load equipment and get it on the train. Lack of personnel was the main factor. Too much haste in getting the trains out was the other.

Communications

The W/C and trailer were loaded with equipment and the vehicles were hoaded on the train 30 August 1949. The train departed the maneuver site 31 August, 1949.

The H.F. radio net was terminated 0900, 30 August, 1949 and the equipment was loaded aboard the train for movement to Yokota.

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328 dtd 3 September 49, Subject: Maneuver Report, cont'd.

RECOMMENDATIONS

Magineering

None

Supply

It is recommended that all sections anticipate their needs in supplies and materiels at a more advanced date to prevent last minute requisitioning. This will also facilitate loading of vehicles.

Armsment

That one camera repairmen be assigned to this section (NOS 941).

Communications

That all Shackle Messafes forms be carefully screened before printed to insure correctness.

SECTION VII

Maginsering

The maintenance test was before the manewer period due to a backleg of Major inspections and engine changes and corrison control.

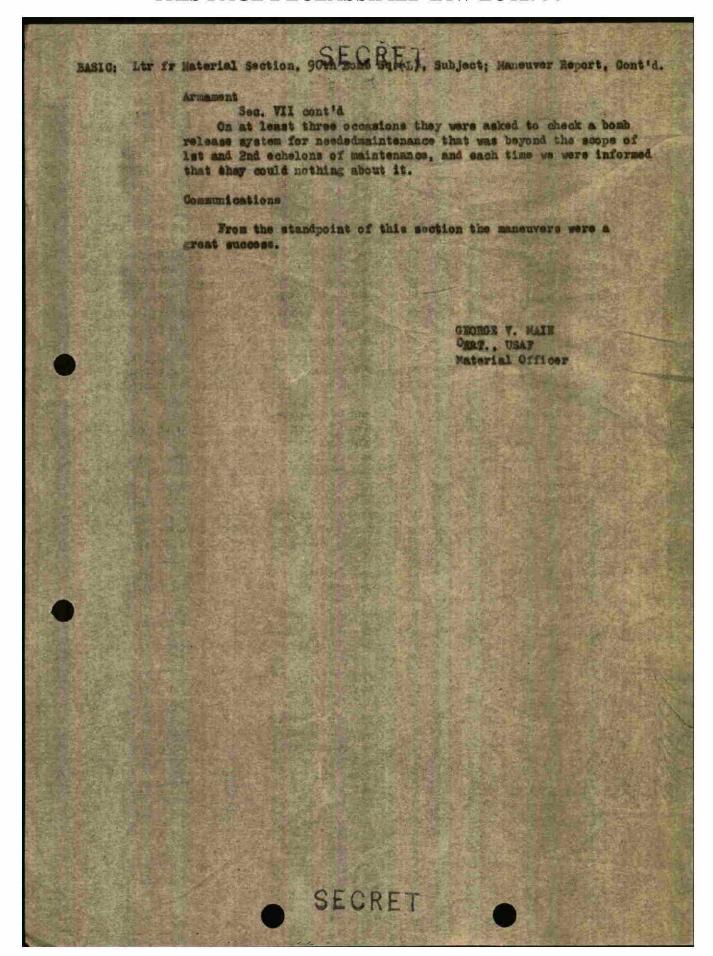
Maneuvers seemed to mayor very smoothly with the exception of train schedules. There seemed to be too much side tracking and consequently the majority of train sections did not arrive on schedule, causing undue delay in setting up camp and having hot meals for the men.

Having hot meals and having them on time seems to be one of the biggest morale factors.

Supply

Armament

It is evident in the above report that lack of personnel severly hampered armament maintenance and efficiency on the field meneuvers. With a section consisting of five gumners who are not fully trained armament repairmen, and two bombsight mechanics, who are not expected to do the type of work they did, it is impossible to adequately maintain fourteen rocket stations, twelve fixed machine guns with their complicated charging and firene systems, and the intricate bomb release system on the B-26, and at the same time load nine and twelve ship mission wht the above mentioned armment each day, or even every other day. Third schelon armament maintenance which was supposedly provided by the supporting 3rd Maint. Sq. was practically non-existent. Either they did not have the equipment to perform the jobs that this section couldn't, or else they assumed we were capable of performing most of the repair work. The only good that they accomplished was the repair of a broken gun charging line ... and then only after someone had been sent to the barracks to get them down to the line.



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SECRET 90TH BOMBARDMENT SQUADRON (L) 3RD BOMBARDMENT GROUP (L) MANEUVER AREA 30 August 1949 FINAL MISSION REPORT 1. Mission # 7 out of 10 30 August 1949 2. TFO 181 3. 90th Bomb Squadron (L) 4. Nine B-26's 5. 0700 K 6. 1035 K 0703 K 1040 K 7. None 8. None 9. None 10. thru 13. None 14. One freighter 1012 K 3825N 141 40E One freighter 0927 K 3815N 141 40E 15. Lead acft couldnet tramsmitt on Baker 16. None 17. M38A2 SO 23 30 83 M382A Practice 18. 79 Rockets 3600 Rds 50 Calib 19. 3/10 5000° at 300 015 80 mi Target: 4 to 6/10 Strata Cumulus st 2000 015 10 return : Same 20. a. Mito b. No.Flown as beeifed to target and flew Malfunction route to base on North up the coast to 30 Mi S. ax Misawa and return to base. 250 050 deg c. 1st Flight 0828 200' 250 0839 2001 053 deg 2nd flight 0829 2001 255 055 deg 0840 2001 260 057 deg 260 050 deg 3rd Blight 0830 200' 0841 200° 265 050 deg 21. None MONTE BALLEW JR. 1st Lt., USAF Intelligence Officer SECRET

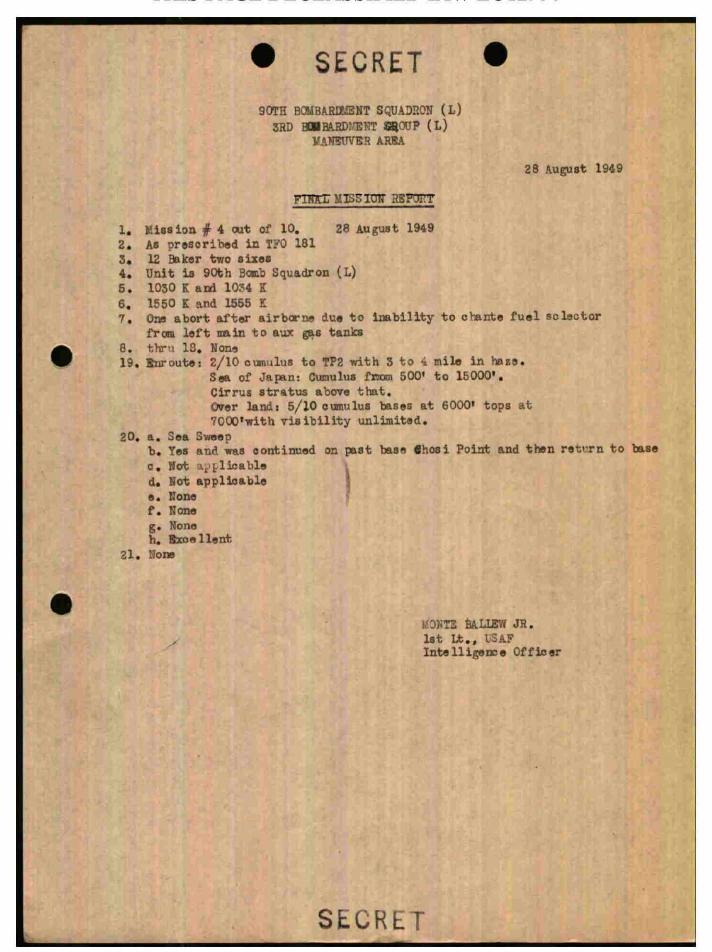
SECRET 90TH BOMBARDMENT SQUADRON (L) 3RD BOMBARDMENT GROUP (L) MANEUVER AREA 29 August 1949 FINAL MISSION REPORT 1. Mission # 5 out of 10 29 August 1949 2. As prescribed in TFO 181 3. 90th Bomb Squadron (L) 4. Nine (9) B-26's 5. 1024 K and 1080 K 6. 1425 K and 1440 K 7. None 8. None 9. None 10. Thru 13. None 14. One freighter at 1122 K 3615N 13950E " " at 1133 K 3550N 14050E Photo was ta ken " " at 1328 K 3820D 14125E " " " " " 15. None 16. Yes, was taken of Mito Range and two Freightors and are accompanying this report. 17. M38A2 practice bombs 62 expended 18. 64 Rockets 2.25" and exact amount of 50 calib could not be determined at the time this report was submitted. 19. Enroute: Stratus over base was 800 to 900' Cumulus builds over land with bases at 2000 tops at 6 to 8000, vis over 15 mile Target: Cumulus at 2000' with 6/10 coverage Return: Was same as emroute 20. a. Mito Gunnery Range b. Route was flown as breifed to target and then aborted due to malfunctions of rockets and bombs. It was then flown to Hitachi on the Eastern coast of Japan to Kamashi to Tairi and then back to base 1149 200° 260 TAS 050 deg c. 1st flight 1156 200 260 IAS 050 deg 1150 300 270 IAS 056 deg 2nd Flight 300° 270 IAS 056 deg 1157 200 270 IAS 050 deg 1151 3rd Flight 1158 2001 250 IAS 055 deg

MONTE BALLEW JR. 1st Lt., USAF SECRET Intelligence Officer

d. On lead acft.

e. None f. None g. None h. Excellent

21. None



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

26 August 1949

FINAL MISSION REPORT

- 1. Mission # 3 out of 10. 26 August 1949
- 2. As prescribed in TFO 181
- 3. 90th Bomb Squadron (L)
- 4. Twelve (12) Baker 26's
- 5. 1100K and 1104K
- 6. 1550K and 1555K
- 7. None
- 8. None
- 9. None
- 10. Thru 13. None
- 14. U.S. Heavy Cruiser # 83 was found at 34 30N and 139 25 B Freightor was found at 1530K at 37 40N 141 05E
- 15. None
- 16. Photos were taken of target by ships 293 and 222 which are accompanying this report. On this role is also pictures of heavy cruiser which was taken of this mission.
- 17. 100, one hundred 1b. General Purpose bombs were dropped.
- 19. Enroute: Low stratus tops at 1000' two miles in haze Target: Stratus at 1500' with 5 mile in haze also cumulus at 2500ft. 6/10 coverage
- 20. a. Ona hara Shima Range
 - b. Route was flown as briefed to target and then flown back by way of Chosi Point and over water to Matsushima. Route was deviated to miss existing weather.

000deg

c. 1244 Dry Run 1st Run 1300K 1000 220IAS

000deg 2nd Run 1320K 1000' 220IAS 3rd Runk 1340K 1000' 220IAS 000de g

- d. On lead aoft.
- e. Low level flight
- f. None
- g. No explosions except shock of bomb going off under water.
- h. Excellent
- 21. None

MONTE BALLEW JR. 1st Lt., USAF Intelligence Officer

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

23 August 1949

FINAL MISSION REPORT

- 1. Mission # 9 out of 10. 23 August 1949
- 2. As prescribed in TFO 181
- 3. 90th Bomb Squadron (L)
- 4. Eight B-26's
- 5. 1154 K 1157 K
- One on ground due to rough engine
 One immediately after take-off due to engine dutting out and losing power.
- 7. Landing time of first and last acft was 1555K and 1600K
- 8. None
- 9. None
- 10,15. None
- 16. Yes, one ship 4286 which is accompanying this report.
- 17. Sixty-eight (68) M38A2 1001b practice bombs.
- 18. Forty-eight (48) rockets and 4400 rounds of 50 calib.
- 19. Enroute: 4/10 stratus at 500ft.
 Target area: overcast at 900 ft. and 2/10 scattered at 400 ft.
 Return: 4/10 stratus at 500 ft.
- 20. A. Mito gunnery range
 - b. From base to target it was flown as briefed and from target on it had to be varied to miss existing weather. From Mito it was flown back up the coast to Misawa out over the water and then back to the home base. Total time was four hours.
 - d. First flight: 1318K 200° 260IAS 055 deg Second Flight: 1321K 200° 257IAS 060 deg
 - d. On lead acft.
 - e. Low level flight was the only evasive action taken
 - f. None
 - g. Only on target.
 - h. Excellent
 - &. Not applicable
- 21. No remarks

MONTE HALLEW JR. 1st Lt., USAF Intelligence Officer

INTELLIGENCE OFFICE 90TH BOMBARDMENT SQUADRON (L) 3RD BOMBARDMENT GROUP (L) YAFB MANEUVER AREA

22 August 1949

- 1. TEO 185 22 August 1949
- 2. To attack the Meiji Bldg and Dia Itdchi Bldg and Misawa Air Porce Base.
- 3. 90th Bomb Squadron (L): Sherman #1 and 2
- 4. 11 Baker 26's and 1 joined the formation at 1301
- 5. 1026 K 1029 K
- 6. 1555 K 1559 K
- 7. Lead ship of formation aborted on the run-up but rejoined the formation at 1301 K
- 8. 2 F-80's 10 miles North of Misawa at 1206 K 500' alt.
 1 F-80 5 miles North of Hei-saka after left Misawa area
 2 F-51's at 1525 K at 38 10 N 14105 B
- 9. In trail level at 6 o'clock, broke at 1000', not agges sive
- 10. None
- 11. None
- 12. None
- 13. None
- 14. 1157K, two stacker frieghtor at 41 10N 141 40E
 39 30N 142 05E Small freightor with super structure in rear of ship.
- 15. None
- 16. Photos taken in two ships and are forwarded with this report.
- 17. None
- 18. None
- 19. Enroute Bases ar 1200' tops at about 7 or 8000' 9/.0 coverage
 In target area Misawa; 5/10 scud bases 200' tops 7500'

Tokyo; 900' scud 3 mile in haze and smoke Return Cavu

- 20. A. Misawa AFB, Meiji Bldg and Dia Itchi Bldg.
 - b. Yes, was flown as breifed.
 - c. 1st flight: Misawa, 1209 at 500' 265IAS at 142 deg.

 Mejji, 1438 at 500' 255IAS at 330 deg.

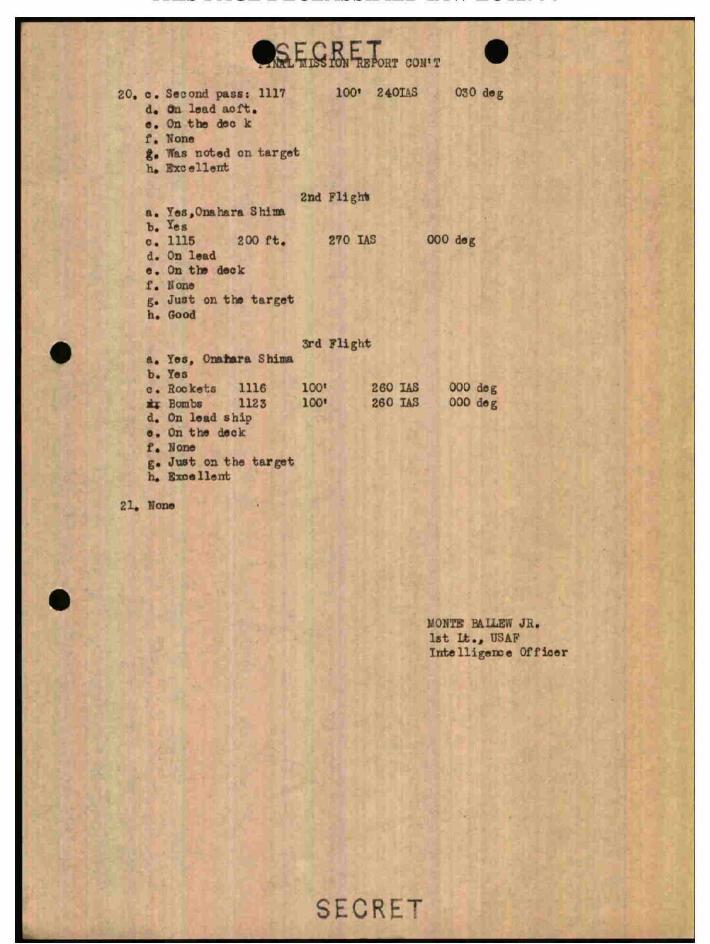
 2nd and 3rd flights were as above in first flight.

 4th flight: Misawa, 1211 at \$00' 240IAS at 110 deg.

Dia Itchi, 1444K at 500° at 245IAS at 275 deg

- d. None
- e. Low alt. to avert being picked up by radar.
- f. As in Item #8
- g. None
- h. Under conditions the results were excellent
- 21. Success of the mission was contributed partly to aircraft blocking Fighter radio frequency.

MONTE BALLEW JR. 1st It., USA F Intelligence Officer



THIS PAGE DECLASSIFIED IAW E012958

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

15 August 1949

FINAL MISSION REPORT

- 1. Mission #6 out of 10 15 August 1949
- 2. As prescribed in TFO 181
- 3. 90th Bomb Squadron (L)
- 4. Nine (9) B-26 Type Bombers
- 5. Take-off first and last aoft. First, 0849 Last, 0852
- 6. Landing time first and last acft. First 1305 Last, 1310
- 7. No aborts
- 8. No enemy or unindentified acft encountered
- 9. None
- 10. None
- 11. None
- 12. None
- 13. None
- 14. 1st Flight observations: small fishing boat was proceeding towards
 Miyako Jima Island in target area: tremendous amount of large shipping
 in the Tokyo Bay area. There was very little railroad and road activity
 except for an occasional tram or truck.

2nd Flight observations: Two boats with two mast each in the Chosi Point area. These boats appeared to be about 150 ft. long. There was also two fishing boats on the target area.

3rd Flight observations: small fishing boat at 0940 King 36 deg N 14215 E. Small Fishing Boat at 1126 King, 10 miles North of Onahara Shima. Coastal Freighters were sighted at 1148 King at 3505 N 14005 E. 30 30 small fishing boats were sighted 1 mile west of Kisarazu at 1115 King

- 15. 1st flight: Lead ship A channel was inop after take-off.
 - 2nd flight: None
 - 3rd flight: None
- 16. 1st flight: None
 - 2nd flight: None
 - 3rd flight: None
- 18. 1st flight: 28 rockets 2.25
 - 2nd flight: 23 " " " " "
 - 3rd flight: 21 " " " " "
- 19. ls t, 2nd and 3rd flight: Enroute weather was 5/10 couverage bases 1000 ft with tops at 3500 ft.

Return was 6 to 7/10 coverage with bases at 1000 ft with tops at 6500 ft.

1st Flight

a. Yes

20.

b. Yes c. First pass: 1113

100' 260 IAS 020 deg

SECRET

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

16 August 1949

FINAL MISSION REPORT

- 1. Mission # 2 out of 10 Was not Complete
- 2. As precribed in TFO 181
- 3. 90th Bomb Squadron (L)
- 4. 13 B-26 type Acft.
- 5. 0915 9917
- 6. 1150 1153
- 7. None
- 8. None 9. None
- 10. None
- 11. None
- 12. None
- 13. None
- 14. None 15. None
- 16. None
- 17. None
- 18. None
- 19. Over the base it as about 7/8 tenths bases 1000 ft. tops about 5000 ft. To target it was about 6 to 7/10 with tops 6500 ft. In target area over land 4 to 6/10 bases 1000 ft., over water 10/10 tops 300 ft bases on the deck. Fog layer was moving in over the range. Cumulus builds from the water up to about 8000 ft, and extented about 20 miles out to sea
- 20. Target attacked was to be Mito Range.
 - b. No. It was not flown according to brief due to inclement weather. Weather over the target was to low to bring a formation in and on the remainder of the route the builds were to high to carry the Formation over the route.
 - c. Never reached the target
 - d. None
 - e. None
 - f. None
 - g. None
 - he Unsatisfactory due to incompletion
- 21. None

MONTE BALLEW JR. 1st Lt., USAF Intelligence Officer

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

Wednesday, 24 August: 12 ships loaded with 100 lb General Purpose bombs for medium altitude mission: M112Al tail fuze...only fuze available...installed. Work load... cleaning guns from yesterday's strafing mission...made it necessary for section to work twelve hours: No chance for maintenance on malfunctioning bomb and firing systems.

Thursday, 25 August: Weather prevented mission from dropping G.P.'s: Thirty one (31) officers fired official .45 automatic course at range: Air installations section under Captain Slamon extremely cooperative in making necessary repairs on range and setting up targets: Firing could not have been accomplished without his aid.

Friday, 26 August: 9 ships with 100 lb G.P.'s hit target: Two loads returned because of faulty bombay-door micro switches: Switches should be replaced with new ones.

Saturday, 27 August: No load required for twelve-ship sea-sweep: Ten more airmen fired carbine Course A while mission was out: One more armorer returned to Yokota, leaving six (6) men in this section.

Monday, 29 August: 9 ships loaded with bombs, rockets, and ammo for low-level attack: Malfunctions on bombs and rockets unusually high: Still no time for proper maintenance on bombing and rocket systems: Section worked until midnight loading for last mission tomorrow: Bomb dump (ordnance) personnel did not deliver bombs and rockets on time: Undersigned was told they had to load the ammunition train which was due to return to Yokota that night: No provision was made to dispose of bombs and rockets that might be returned from tomorrow's mission: Very unsatisfactory situation.

Tuesday, 30 August: 9 ships with bombs, rockets, and ammo hit low-level target: Very successful as far as armament malfunctions are concerned:

Communications

Normal operations and routine work were affected 15 August, 1949 and functioned normally until the end of Maneuvers. Routine preflight, 25, 50, and 100 hr. inspections were performed, as well as T.O. Compliance 16-40AJ-119 was complied with on Aircraft No. 113-34222. With the aid of two radio operators 756's furnished by Croup Communications normal H.F. radio contact was set up between parent unit and unit in the field. Traffic con-

SECRET

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sisted of daily routine reports submitted by engineering, operations, and intelligence. A listening watch was kept 24 hours daily and normal operation was made from 0700K to 1630K weekdays. Utilizing the telephone lineman and the radio repairman 648 a switchboard was set up in the communications shop and field telephones were installed in operations, field kitchen, motor pool, orderly room, refueling unit, 399 sation, and engineering. Operations were normal and no difficulties were encountered. The only supply problem encountered was the result of crystals going bad but operations were not hampered. These crystals are now on requisition.

This section had only six of the eleven assigned personnel present for duty due to three men in school and two confined to home base. Group Communications two radio operators and 3rd. Communications Squadron three telephone

operators and radio repairman.

SECTION V LOADING AND RETURN TO HOME BASE

Engineering

Loading and return to the home base was largely a reverse procedure of the trip to Matsushima. Arrival of the trains at Yokota were staggered through two and a half days.

Supply

The first preparations for return to Yokota were made Monday, 29 Aug. A boxcar was loaded with cots, mattresses, and other equipment not needed for the balance of the maneuvers. A new loading ramp was built while we were at Matsushima, greatly easing all our loading problems. Supply completed loading, chocking and tying down by 1200 hrs. Tuesday, 30 Aug. The ground echelon left at 1735 hrs, arriving back at Yokota, Wednesday, 31 Aug 1949.

Armament

Difficulty was experienced in loading train in time alloted: Four of the six men were scheduled to return via air lift: At the last minute after the mission landed this section was busy clearing guns and rocket stations and did not have time to properly load equipment and get it on the train. Lack of personnel was the main factor. Too much haste in getting the trains out was the other.

Communications

The W/C and trailer were loaded with equipment and the vehicles were loaded on the train 30 August 1949. The train departed the maneuver site 31 August, 1949.

The H.F. radio net was terminated 0900, 30 August, 1949 and the equipment was loaded aboard the train for movement to Yokota.

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

SECTION VI

Engineering

None

Supply

It is recommended that all sections anticipate their needs in supplies and materiels at a more advanced date to prevent last minute requisitioning. This will also facilitate loading of vehicles.

Armament

That one camera repairmen be assigned to this section (MOS 941).

Communications

That all Shackle Messages forms be c refully screened before printed to insure correctness.

SECTION VIL

Engineering

The maintenance test was before the maneuver period due to a backlog of Major inspections and engine changes and corrison control.

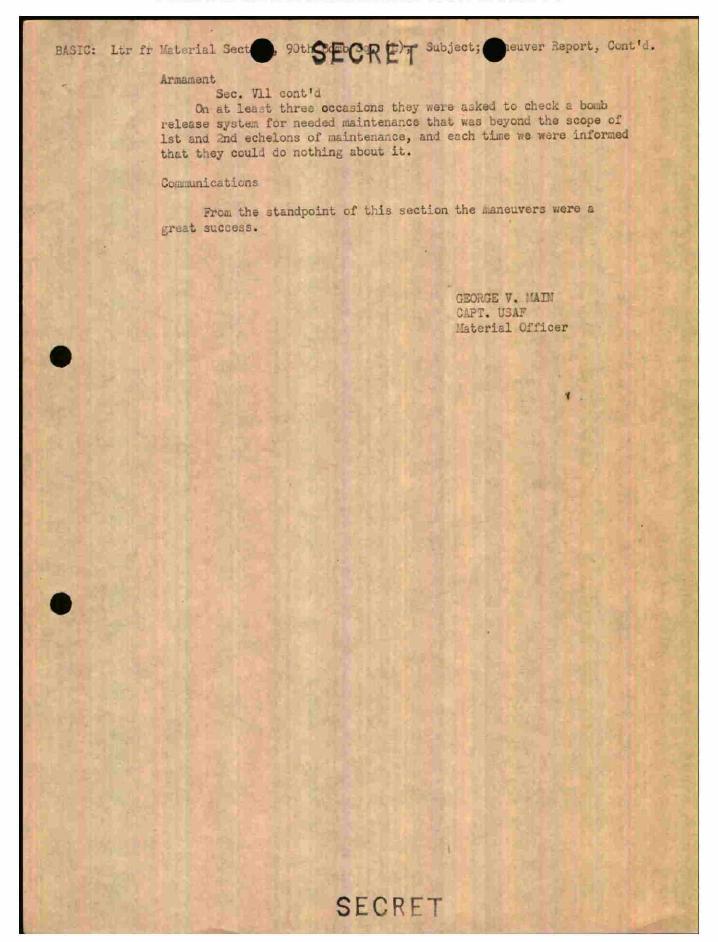
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Maneuvers seemed to move very smoothly with the exception of train schedules. There seemed to be tooo much side tracking and consequently the majouity of train sections did not arrive on schedule, causing undue delay in setting up camp and having hot meals for the men. Having hot meals nad having them on time seems to be one of the biggest morale factors.

Armament

It is evident in the above report that lack of personnel severly hampered armament maintenance and efficiency on the field maneuvers. With a section consisting of five gunners who are not fully trained armament repairmen, and two bombsight mechanics, who are not expected to do the type of work they did, it is impossivle to adequately maintain fourteen rocket stations, twelve fixed machine guns with their complicated charging and firing systems, and the intricate bomb release system on the B-26, and at the same time load nine and twelve ship mission with the above mentioned armament each day, or rven every other day. Third echelon armament maint nance which was supposedly provided by the supporting 3rd Maint. Sq. was practically non-existant. Either they did not have the equipment to perform the jobs that this section couldn't, or else they assumed we were capable of performing most of the repair work. The only good that they accomplished was the repair of a broken gun charging line...and then only after someone had been sent to the barracks to get them down to

the line.



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SECRET 90TH BOMBARDMENT SQUADRON (L) 3RD BOMBARDMENT GROUP (L) APO 328 31 August 1949 353. SUBJECT: Report on Ground Training : Commanding General TO Yokota Air Force Base APO 328 : Operations and Training Officer THRU 3rd Bombardment Group (L) Yokota Air Force Base APO 328 1. The following training was conducted by the 90th Bombardment Squadron during the month of August 1949. TRAINING LEVEL ATTENDANCE YAFB 50-1 90% 13% (Med Tng) 7% b. YAFB 50-2 85% (Small Arms Tng) c. FEAF 50-5 100% 16% (Aircraft Recignition) 90% 15% d. YAFB 50-5 (Chemica 1 Tng) FAF 50-5 100% 16% (Navigators Ing) f. FAF 50-6 NA NA (Intermn Ing) 15% 96% FAF 50-10 (Military Tng) 14% 90% FEAF 50-26 (Security) FOR THE COMMANDING OFFICER: MONTE BALLEW JR. 1st Lt., USAF Training Officer SECRET



90TH BOMBARDMENT SQUADRON (L)
MATERIAL SECTION
APO 328

3 September 1949

SUBJECT: Maneuver Report

TO: Maneuver Project Officer

The following information is in compliance with a letter your Headquarters dated 1 Sept 49, Subject: Maneuver Report.

SECTION I PLANNING AND PREPARATION

Engineering

The Maneuver Order ended all rumors concerning the date, location, and duration of the 90th Bomb Squadron's maneuver. This same order gave the go ahead signal for planning and preparation. Engineering's task pointed toward one goal, i.e., sixteen aircraft in commission for the trip to the maneuver area and as many in commission thereafter as practicably possible. The immediate project of getting all ships in commission cabled for extra hours of effort on all personnel in the Engineering Section. The secondary project of packing and stocking for the fifteen day maneuver period was more easily accomplished. This latter preparation consisted of completing fly-away kits, building a supply that would be equipped to Service Stock levels, and planning the distribution of equipment and supplies in such a manner as to be able to load it all on the allotted transporation -- three six by six trucks, one three quarter ton truck, one one quarter ton jeep, one one ton trailer, and a quarter ton trailer.

Supply

Vehicles with trailers were drawn from the Motor Pool on Friday, 12 Aug 1949. They were loaded with tools, equipment, records, supplies, and spare parts that were expected to be needed while on maneuvers. Supply preparations were comparatively simple this year due to maneuvers being held at this time of year and not necessitating extra bedding, stoves and etc. that are needed in colder weather.

Armament

Upon receipt of orders to prepare for maneuvers this section immediately made up an extensive list of parts and supplies for which a need was anticipated during the proposed two-week period in the field. Those parts and

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

supplies not on hand were placed on requisition, and all but a few items were received from Base Supply prior to departure. Those not received were parts or supplies which Base Supply has not had on hand for some time, and for which "due outs" were expected. The lack of certain items such as bombay-door safety switches (micro switches), and RS-2 rack selector switches severely hampered maintenance on the bomb release systems on several of the aircraft while in the field.

It was decided that one weapons carrier and one bombservice trailer would be sufficient to load the sectional
equipment for rail transportation to the maneuver site.
Coordination with Base Ordnance revealed that they would
load bombs, rockets, ammunition, fuzes, spotting charges,
arming wires, etc, as specified in the Field Order, for
rail transportation to the maneuver area. Small arms,
including carbines and pistols, were packed by this section and transported in boxes, rather than issue them to
personnel as has been done in the past.

It was anticipated that twelve (12) or thirteen (13) armorers would be available to go on maneuvers with this section. For the number of missions scheduled in the Field Order this number of personnel would have put a larger than normal work load on each man. During the week prior to departure three (3) men were transferred, leaving a total of eleven (11) men for duty.

Communications

Upon receipt of orders a through check was made of the service ability of Squadron communication equipment and COI's to insure completeness and quantity of supplies. M-209 Converters, 399 H.F. Radio Units, operators and message forms were secured from Group Communications. Telephone equipment and telephone and radio men were secured from 3rd. Communication Squadron.

SECTION II LOADING AND MOVEMENT

Engineering

On the evening of the 13th of August all aircraft were ready for flight. Earlier in the day the non-flyable equipment and the non-flying personnel had been loaded on the trains. The flying echelon departed at 1230 on 14 August and arrived at 1345. Advance parties had established

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SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

the area to be used for the various sections. It should be noted that upon arrival in the maneuver area there was a total of 500 flying hours available on the Squadron aircraft without need of major inspections. Sixteen aircraft made the flight to the area, two going out for inspection during the flight.

Supply

Supply vehicles were all loaded, chocked and tied down by 1200 hours, 13 Aug 1949. The ground echelon moved out about 1630 hours. Upon arrival at Matsushima Maneuver Area Sunday, 14 Aug, at 0930 hrs, coffee was served by the Student Mess Hall.

Armament

No difficulty nor undue incidents were experienced during loading procedures of sectional equipment.

One carbine was reported as being lost by a guard during the movement to the maneuver area. Also, four (4) armorers were involved in unauthorized firing of weapons issued for guard duty while enroute on the train.

All equipment arrived at the site in good condition, although a train delay hampered in setting up a shop at the site in time for mission preparations for the next morning.

Communications

All the equipment except a few V.H.F. receivers and transmitters were loaded on a W/C and one trailer for train movement to maneuver area. The supply and troop train left Yokota 13 August, 1949 and arrived Matsushima 14 August 1949.

SECTION III UNLOADING AND ESTABLISHMENT OF CAMP

Engineering

When Matsushima Airdrome was selected as the 90th's maneuver base, fortune smiled on the Engineering Section. Hangar space allotted was adequate to house all sixteen aircraft. The parking area was a spacious concrete ramp adjacent to the hangar. All sections of the Squadron were located within the big twin hangars. Conditions were ideal for establishing the close knit cooperation required for a successful maneuver.

Supply

The first trainload of vehicles and equipment arrived at 1130 hrs. Others came in during the afternoon, the last one arriving about 1730 hrs. Unloading was accomplished without accident. The Supply Office and storage was

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SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

located in the west and of Operations Office. Supply's boxcar was unloaded Monday morning. This included mattresses, cots, mosquito nets and various other supplies.

Armament

No difficulties were experienced in unloading or establishment of camp other than that mentioned above. A shortage of personnel in the supporting Ordnance Section made it desireable for this section to help in unloading the bombs, rockets, and ammo from the ammunition train to the dispersal area. This work was completed by 2300 hours on the first night at the site.

Communications

Immediately upon arrival the equipment was unloaded from the train and driven to the Matsushima site and the 399 set was put into operation. Due to one of the PE-95 Power Units being unserviceable contact with the parent unit wasn't made until 0700 hours, 15 August, 1949. The Communications Shop was set up in a portion of the hangar used by operations and engineering, and normal operations was established 15 August, 1949.

SECTION IV ACTIVITIES IN THE FIELD

Engineering

Weather was the worst enemy to be met on maneuvers. It prevented fulfillment of several schedules. Therein lay the root of almost all maneuver problems. Rain and idleness put planes out for minor main tenance. Even so, an average of fourteen ships were maintained in commission throughout the maneuver. Eight major inspections were pulled, including three "25-hour-after-engine-change" inspections. A total of 430 hours were flown in the sixteen days (664 hours for the month). There was one abortion. This record attests to the capabilities of the "flight maintenance" system employed on the maneuver.

The section averaged forty-eight men assigned with thirty-seven being present for duty in the area. A supply difficulty was encounted when A/C # 434300 had a push rod leak. Three push rods were at Service stock with the right stock pumber but of the wrong type, a A/C was sent to Yokota to pick up the right type but the push rods available at Yokota A.F.B. Service stock were also the wrong type. The above difficulty was corrected bay removing three push rods from a repairable R-2800-79 at Engine build up.

4

SECRET

BASIC: Ltr fr Material Section, 90th Bomb Sq. (L), YAFB, APO 328, dtd 3 September 49, Subject: Maneuver Report, cont'd.

Supply

Supply was able to furnish everything needed with the exception of knives, forks, and spoons to a few personnel who were short of the same. Tents were furnished to 3rd Food Service Squadron for use when the messing tables were set up. Fire extinguishers were put in the Quonset huts used by the airmen. Arrangements were made at Sendai for laundry facilities for the first week. Only a few men made use of this arrangement.

Armament

Monday, 15 August: Started loading 9 aircraft with bombs, rockets; at 0530 in the morning; ready by take-off time: Informed by ordnance section that spotting charges and fuzes were left in a box car standing at Yokota supply spur. Message sent by ordnance to have the car sent up.

Tuesday, 16 August: Twelve ships loaded by 0830 with bombs, rockets, ammo: Mission did not hit target because of weather: Same load to be used tomorrow.

Thursday, 18 August: Same twelve ships remain loaded: Four more loaded with same armament making total of sixteen for tomorrow: Weather remains bad.

Saturday, 20 August: Weather broke in afternoon: Nine ships had to be unloaded for nine-ship sea sweep: Four armorers, including section chief, returned to Yokota, leaving seven (7) men available for duty: Difficulty experienced in getting work done without tremendous workload on each individual: Twenty (20) airmen taken to small arms range after mission took off: Half completed ten of them on carbine Course A when mission returned: Had to stop firing because of large number of engineering personnel in firing order.

Tuesday, 23 August: 9 ships loaded by six men (one of the seven was on Mess Management) with bombs, rockets, and ammo; difficulty experienced with bombing system on two aircraft because of faulty bombay door safety switches. Ten men completed carbine Course A after mission took off and before it returned. Armament section consists of five gunners and two bombsight maintenance mechanics, all doing armament repairman work: A very unsatisfactory situation.

5

SECRET

BEADQUARTERS 3d Bomb Group (L), APO 328 4 Aug 1949 0001/Z

ANNEX #5 TFO 181

1. a. Omitted

- Omitted
 - Axes of Communications normal
 - Command Posts: Hqs 3d Bomb Group, norsel

90th Romb Squadron., Matsushima A/D

- (4) Existing communications facilities; (a) Low frequency Homer, refer Radio Facility Charts
 - (b) Telephone land lines through Johnson Field. (e) AAGS Operated Airdrome Control Tower, Refer Facility Charts.
- (5) Hige 3rd Bomb Caroup will furnish personnel and equipment to operate an H/F Radio net between Matsuchima and Yokota.
- 2. The 90th Bomb Sq will provide normal organizational maintenance and procurement of aircraft communication equipment; and provide communication supervision through the communication officer of all other communications facilities.
- 3. The 90th Bomb Sq will:
 - a. Provide Field telephone service at Matsushima t/D utilizing personnel and equipment furnished by the 3rd Communications Squadron if existing facilities are inadequate.

b. Provide runway control facilities utilizing radio jeep as furnished by Hqs. 3rd Bomb Group.

c. Provide H/F Radio Termination at Matsushims A/D utilizing personnel and equipment furnished by Hqs. 3rd Bomb Up to operate as follows:

(1) Prequency: 5725 Fee Primer. 5022 5

Frequency: 5725 Kes Primary, 5030 Secondary

(2) Hours of operation: 24 Hrs standby on Voice, with normal CW watch as scheduled by NCS

(3) MCS: Net Control will be at Mgs. 3rd Bomb Group.

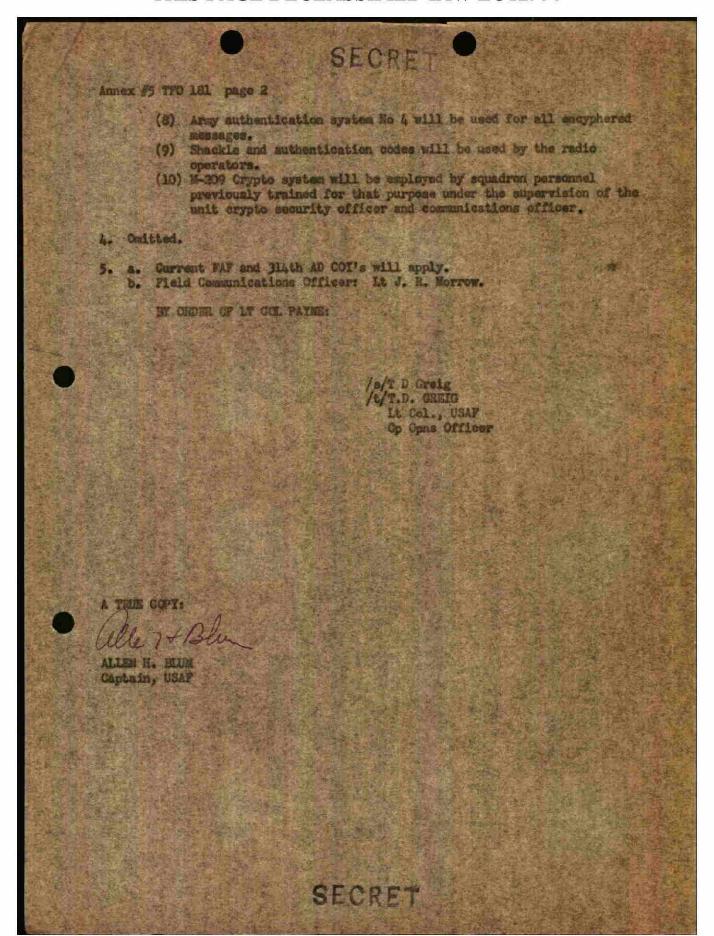
(4) Traffic will be limited to: Field Orders, Prag Orders, Aircraft movement reports, prearranged massage reports, and other high priority communications.

(5) All messages to be sent by radio will normally be signed by the Unit CO, Operation Officer, Adjutant, or communications officer.

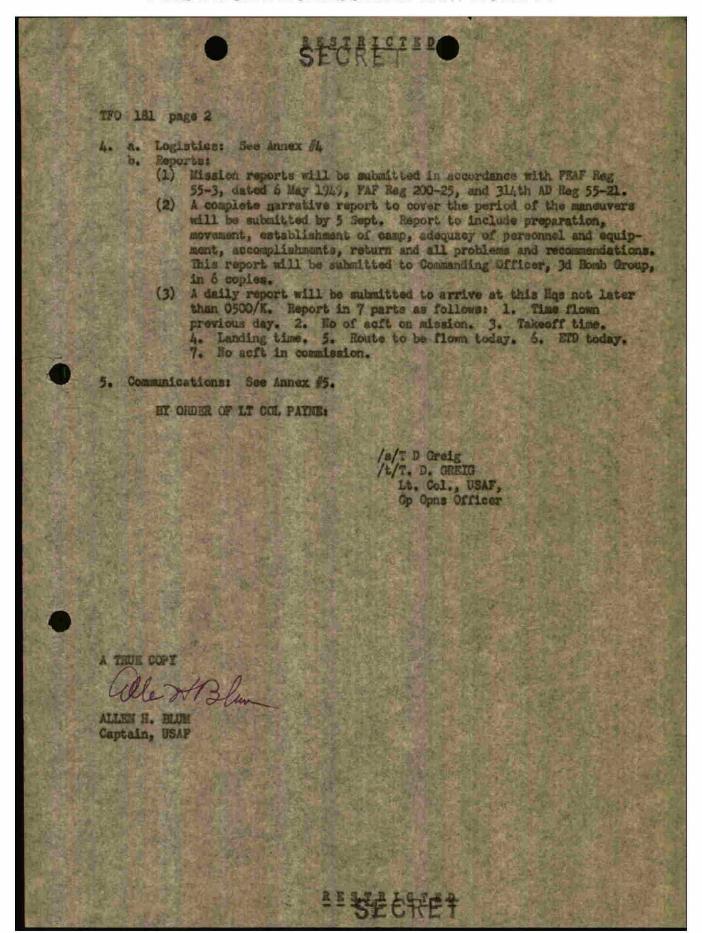
- (6) Prearranged message reports normally will be given highest priority and will be delivered to the radio operator as follows:
 - (a) Daily Operations Report no Later than 23002
 - (b) 15-1104 Report

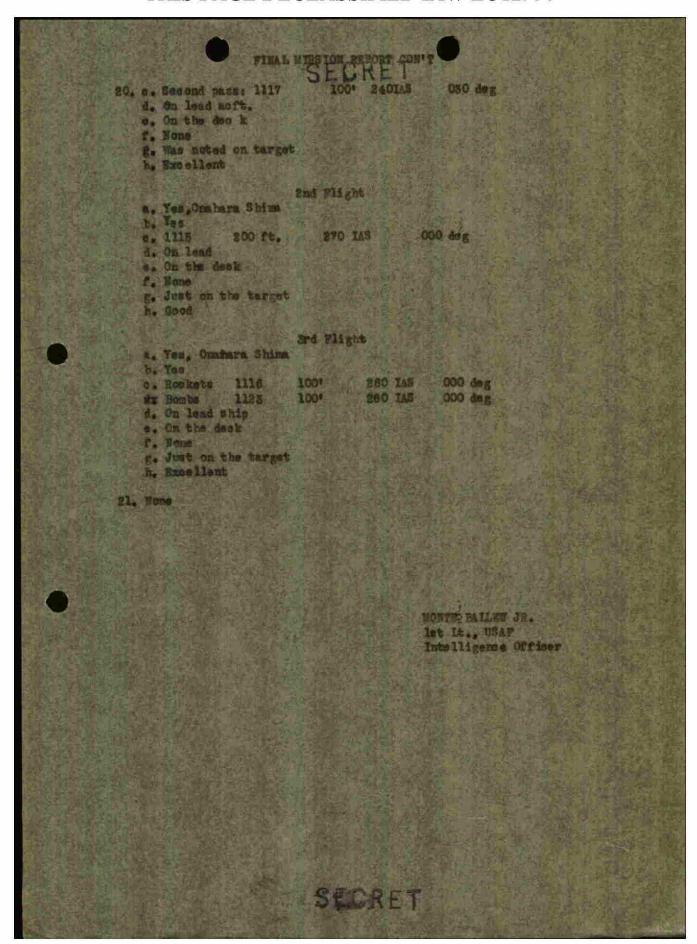
(c) Status Report (d) 15-9 Report 26000

(7) Only sircraft novement reports, Weather, or message specifically authorized and signed by the GO may be transmitted in the clear. All messages will be encyphered using M-209, and Shackle systems.

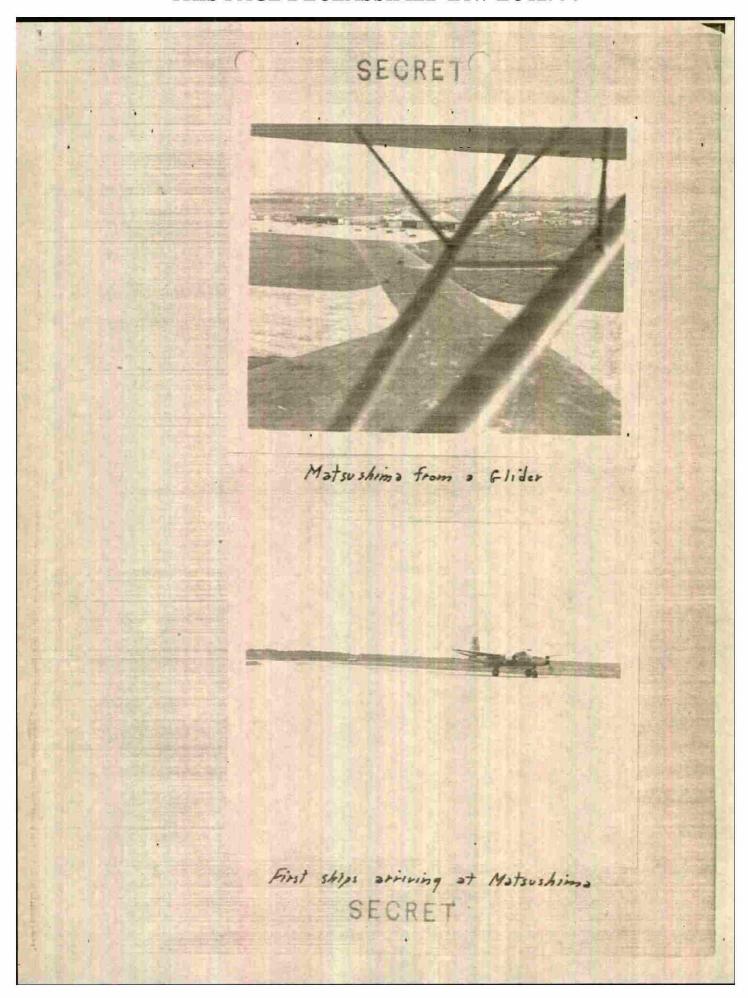


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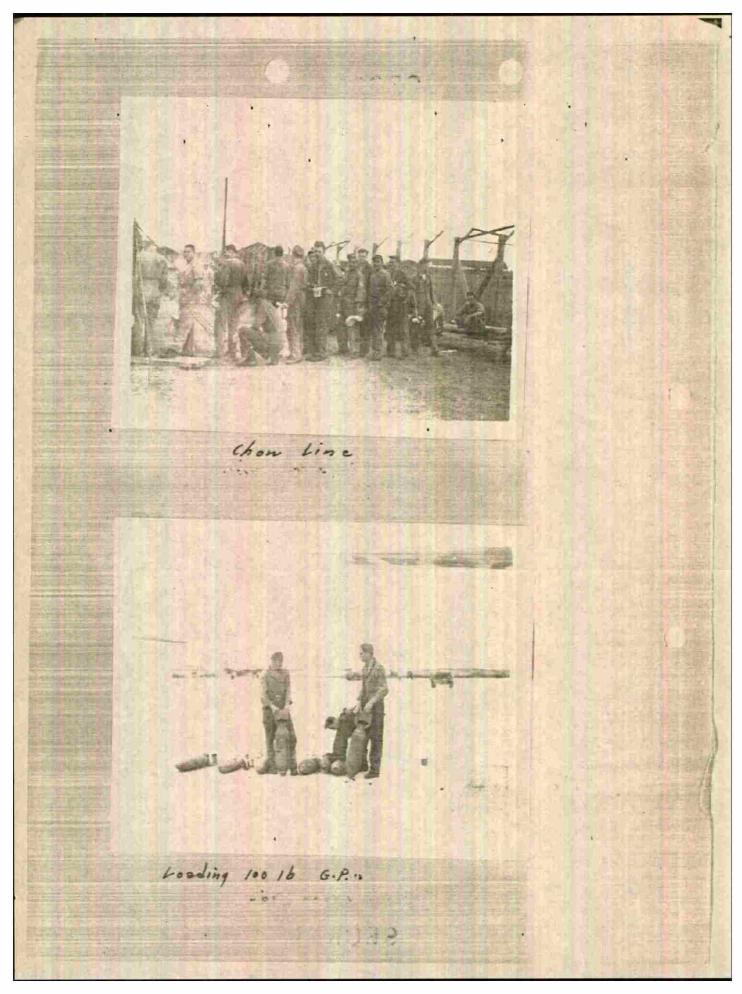




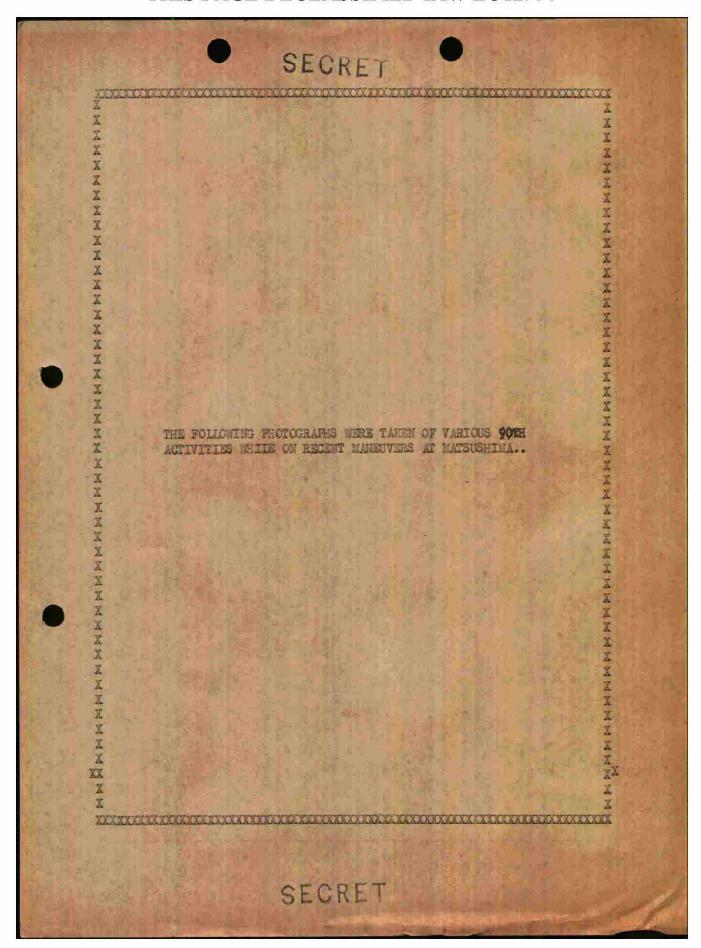
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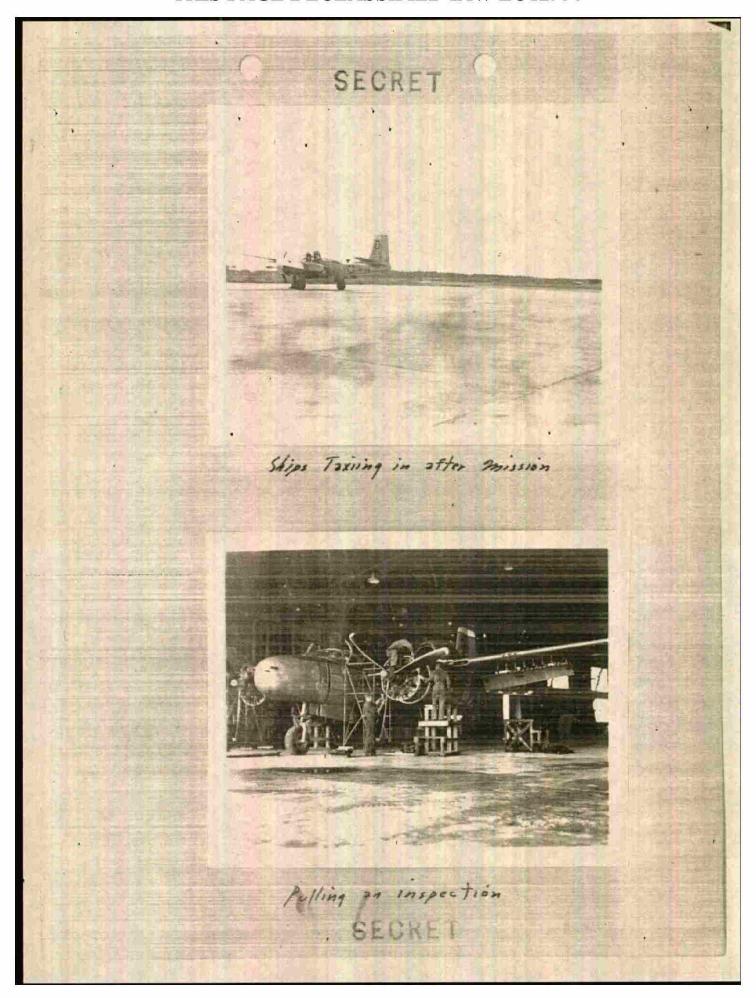
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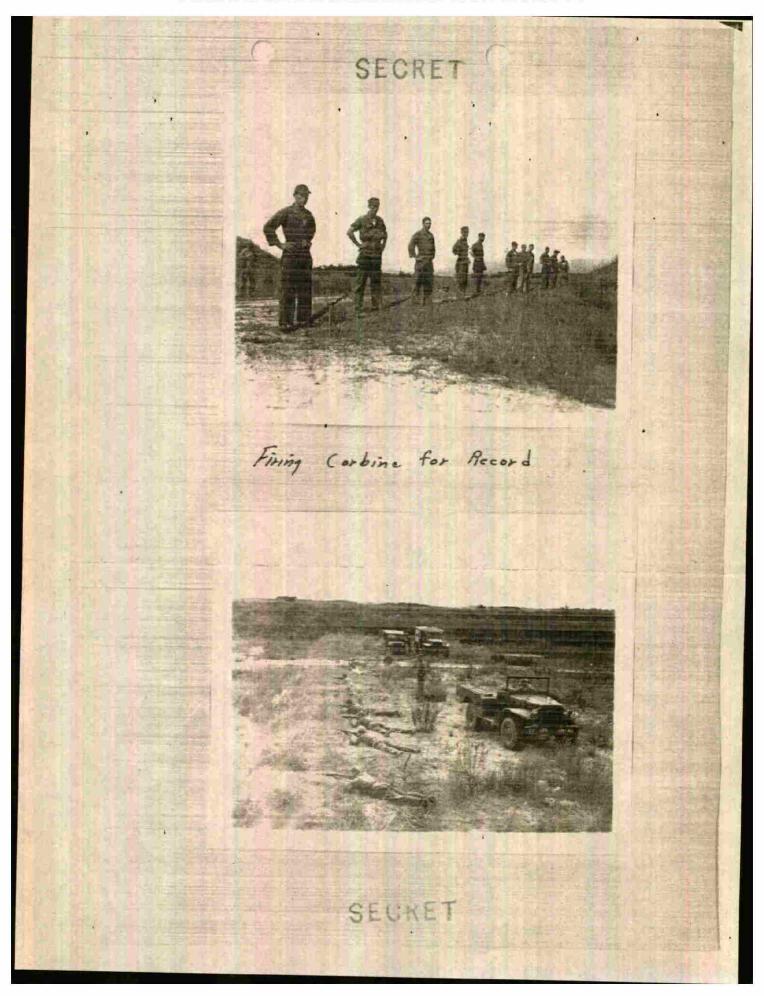
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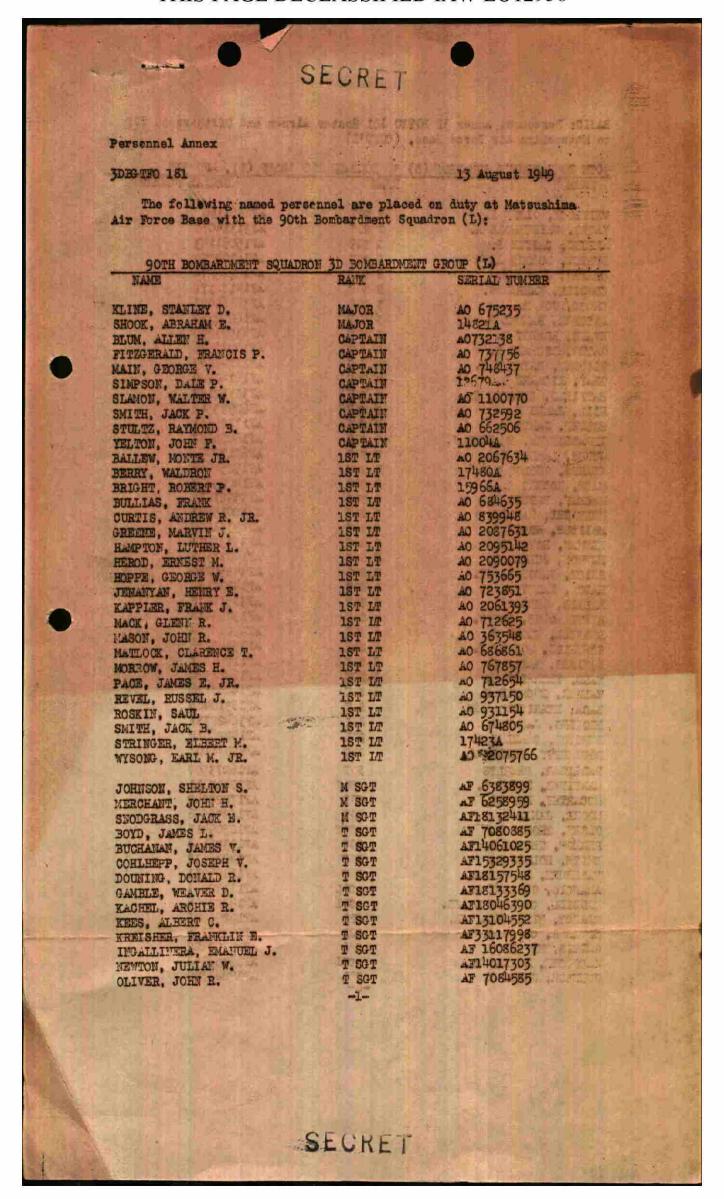
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	YATES. WHITTEHORE A.	T SGT 3 SGT	AF15061143
	ARTORD, CASTLE B.	5 SOT	AF16194292
	BURTON, MORRIS A.	5 802	AF18235274
THE PARTY	CHAFEY, JAMES E. COGDILL, WARRET G.	9, 900	AF14188171
	CROSS, JOE R.	S-802 S-80T S-80T	AF30564023
	DITTMER, SAINEL W.	3 907	AF16232358
	EVAPS, ROBERT 3.	S SOT	AF13021290
	GATES, ROCHARD L.	S SGT	AF17232576
	GLIDDEN, RAYLOND B.	SSOT	AF11148767
	GRAY, EI CEARD D.	SSGT	AF16146230
	HATFIELD, CHESTER L.	SST	AF36152182
	HILL, JAMES H.	SCT	£F6299556
	HOLDEN, JAMES II.	SSET	AF1.7225381
	INGALLINGA, ENABUEL J.	TISGT	AF16036237
	JONES, LARNIZ H.	S 507	AF 681 700 5
	KRARHS, GEORGE T.	S SGT	AF19256065
	MACK, ROBERT S.	S SGT	AF14083410
	McKRAF, POBERT E.	S SOT	AF35927813
	MELEDEZ, MARTIE	S SOT	AF18015493
	HOLIEGR, ERVIN J.	S SG-2	AF19331245
	HEMMAN, ROYAL R.	S SGT	AF35752978
	RESTON, JULIAN W.	8 507	AF14017303
	PRICE, JACOB B. JR.	S SOT	£F34650246
	RABOM, LARTY M.	s som	AF14230125
	RALLIS, GEORGE	S 50T	AF38514672
	RITTEL LOUSE, ROY F.	S SGT	AF13263416
	RUSSELL, FLOYD W.	S SGT	AT19004814
	SCHWILLE, ROBERT F.	S SOT	AF35543226
	SQUIRES, BASIL J.	S SGT	AT11056467
	WALD, FREDRICK M.	S SCT	AF16022326
	WALKER, BUCKWER H.	S SGT	F14267726
	BACA, ETARISTO	Set	AF18310485
	BROYLES, JAMES D.	SGT	AF36426737
	BUPSTON, CHARLES R.	SGT	AF14226412
	DOUGHERTY, PHILIP J.	SOT	AF6997810
	GALLIGAR, CHARLES	SOT	AF16073507
	MARTINEZ, DIXON B.	SGM	AF38412311
	MCCARTHY, DON EL.	SGT	AF17224742
	MOORE, JAMES C.	SCT	AF18295586
	OLSEM, THOMAS L.	SCT	AF12309415
	PERROW, THOMAS D.	SGT	AF19306144
	SMITH, HOLLIS L.	SGT	AF14226632
	MASHBURN, DESTER A.	SCT	AF18196931
	AHANCIO, GILBERT G.	CPL	AF11170463
	CAUDILL, CHARLES L. JR.	SPL	AF14309996
	Charcy, MILLIAN A. JR.	CPL T	AT18296705
1 7 X 7	EDMANDS, CLYDE E.	CPL	A715065335
	GATTIS, EDWARD W.	CPL	AF19307922
	JACOBSEN, DONALD E.	CPL	AF19335942
	JOHNSON, JAMES W.	CPL	AF19283724
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SECRET. BASIC: Personnel Annex 3D BGTFO 181 Roster Airmen and Officers on Edy to Matsushima A ir Force Base. (COPT'D) 90TH BOMBARDMENT SQUADRON (L), 3D BOMBARDMENT CROW (L), APO 328 SERIAL NUMBER AF19253724 AF15256343 AF12297309 LOVELACE, J. C. CPL OLSZOWY, HENRY J. CPL REISINGER, JOSEPH G. PL OPL OPL AF14257659 ROBINSON, JOHN L. AF19271895 SINOYS, BERRIE G. CPL CPL STOEBER, STALLEY AF13212625 TYSON, WARREN J. AF16230457 AF19142670 AF14272761 CPL CPL VICKER, ROBERT J. WILCOX, JAMES A. PFC PFC CABLE, PAUL L. AF12297154 CORREA, ALGEL L. OOK, HARVEY W. PFC AF13252951 GARAVET, PETER J. HARRIS, WARD H. KELLEY, BOB G. AF16298570 PIC AF16173159 PFC DEC PFC AF19328659 LECKLESS, IELSON F. AF16246135 MENSCHING, WILLIAM C. NIMARCHAN, ROBERT M. PFC AF32702265 AF16260413 AF16254490 PFC PRANO, VITO RICE, JAMES N. CPL PFC AF15357401 AF16296826 .F16276539 ROLLYSOF, DOWALD L. PFC SMITE, J.W. PFC TOMLIN, DONALD E. PFC PFC AF15255076 VIDRA, DOUALD J. AF13226845 WARTER, JOSEPH A. PFC PVT AF19238598 HUDSON, OTHA C. 3D BOMBARDHENT GROUP (L), APO 328 A0-411630 LT COL GREEG, THOMAS D. 3D INSTALLATIONS SQUADRON FOND (L) APO 328 AF19215540 T SGT DASTE, BERNARD C. AF38042857 DAVIS, WILLIAM Z. S SGT FARR, JESSE G. SR. AF34619669 S SGT 5 SGT AF13259757 GOOL, MALTER E. AF16052557 AF46056357 SGT MUNIE, FREDERICK OL SGT PHILLIPS, DELTON E. AF16314723 BRADEN, CARLTON E. CPL AF15209181 CPL DILLEY, JAMES D. AT15229385 AT18298005 KEITE, CURTIS A. CPL RHODES. CLYDE M. AF11130172 FARMANT, EDWARD F. BFC AF19204740 PEC HART, MOTRIS II. HODGES, LOY II. JOHNSON, GRAHAM JOHNSON, RICHARD F. PEC AF18222629 AT15232453 AF13252091 PEC PFC AF13209547 REITHEYER, JAMES J. SHITH, MARVIU B. PTC AT17192713 AF39215733 PVT LEICHTY, ROBERT H. SECRET

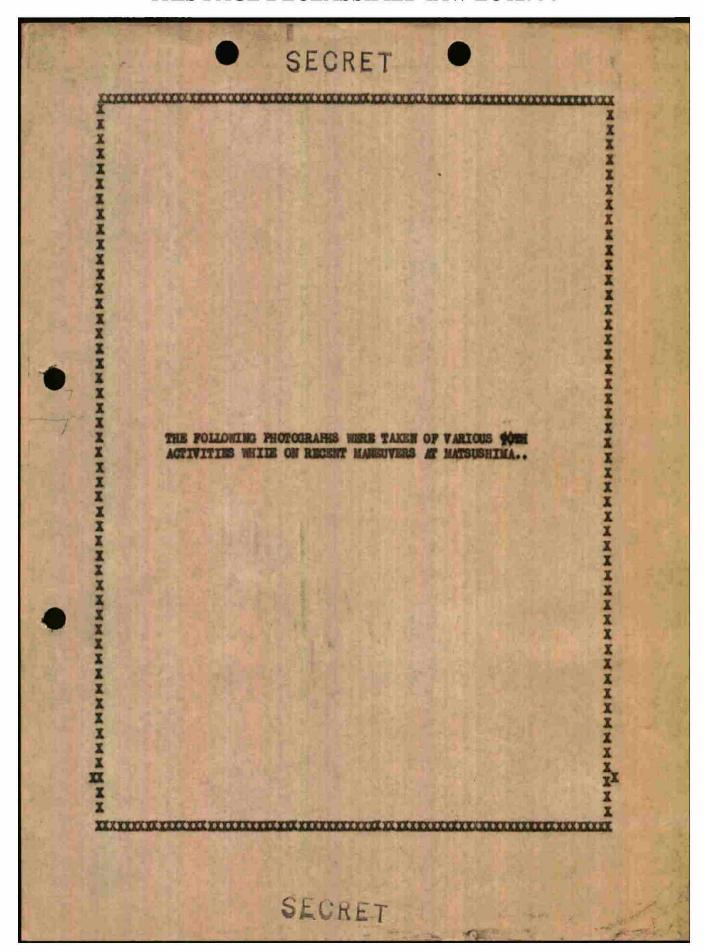
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PVT	AF15299962
CPL	AF15195195
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CPL	AF16252320
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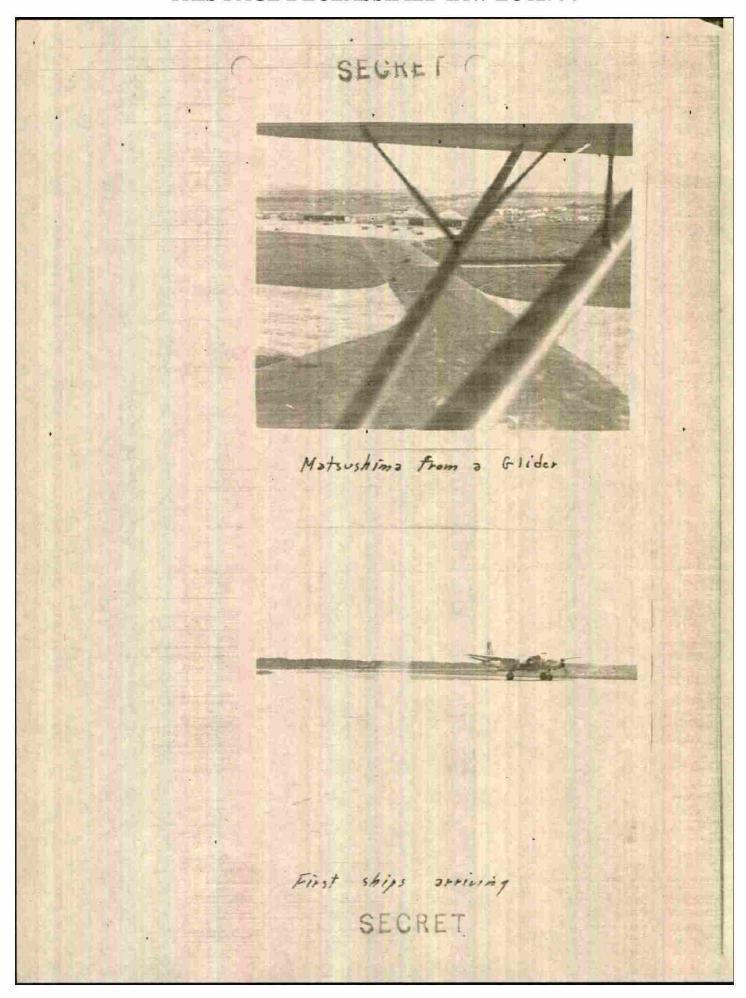
to Matsushina Air Force Base		
3D MAINTENANCE SQ (5875 (%)	27VK	- SERIAL HUMBER
HEWHOUSER, CLEOPAS L.	s sew	AP13168151
POWELL, WILBUR T. SPARKS, ARTHUR C.	S SGT S SGT	AF19038651
ROOKER, HERBERT T.	S SCT	AT 7082016 TA
CLARK, LEONARD L. COOPER, LISTE R.	SGT SGT	AF1 5185212 AF1 5250383
DELRASO, AMERICO	SGT	A1:33419612
MARKS, GROVER DEVAH, DEIDRYL C.	SGT	AF35692321 AF13266312
HALBASH, IEE R.	CPL	A716276199
MCLEAU, KENDUH B. WIELGUS, LEWIS B.	CPL	AF17±79426
RAME	RANK	Serial humber
BROCKSMITH, RAYMOUD F.	SOT	AF1 8305904
DOMANGIL, JOSEPH Q.	PFC	AF18501234
3D MOTIOR VEHICLE SQ BOMB (L)	APO 328	STRIAL TUMBER
EAKINS, RICHARD A.	CST LT	A0 763837
DOTSON, RICHARD A.	TI DIS	AU 939816
McJ.JIN, KENDETH R.	T SOT	AF16020521
BROOKS C.	S SGT	AF3233 5315 AF3424F508
PROJECTE, WILLIAM C. ERAZEAL, JOHN L.	S SGT SGT	AF441.87161
ZALEWSKI, THEODORE J.	S SGT	AF36395745
HEWITT, EVERTET N. HITE, LESTER C.	SGT SGT	AF12117494 AF13253811
DILLON, TRACY R.	SGT	AT44162055
DEW, JAMES R. WILSON, ERANK W.	CPL CPL	AF17224531 AF20952239
SASSMR, SIMON S.	CeL	AF34973259
SALDIVAR, RETUGIO JR. CRAIJ, LLOYD J.	OPL OPL	AF39943561 AF19301613
GALLUP, J. W.	CPL	AFIGISIOLI.
MATHEWS, JAMES E. HEADSPETH, GARLAND W.	OPL OFL	4716255474 4839474379
PIOLCIKE, ARTHUR H.	· PFC ,	AV16179188
IOZZIA, JOHN O.	P10 PFC	AF12295894 AF13216793
DURINE, RAYMOND E. CARR, LEE M.	PTO	231,3259198
PERKINS, TEDMAS E.	PEC	AT17201668
HEOWN, OR'N J. BOUMAN, JAMES J.	DEG.	A107259269
DOWES, JEEL A.	PVT	A#14275146 AF19309566
DAPEN, JAKETA L. JORGOU, LECA E.	PVI	JFL1176729
DELICATO, RICHARD E.	PVI -5-	AT 1117 8198

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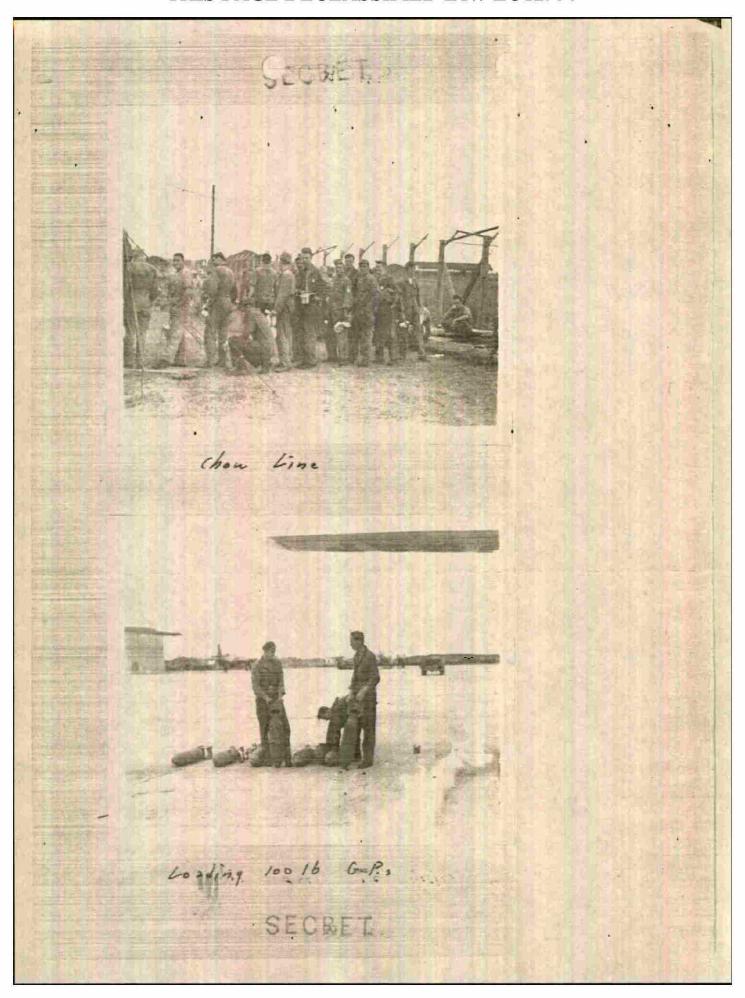
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Matsushima Air Force Base	(CONT.D)	
3D MOTOR VEHICLE SQ (I) CO	RAIK	SECTAL NUMBER
MURPHY, JOHT D. SORENSON, WILLIAM L. YARMELL, WILLIAM F.	PVT PVT PVT	AT14273027 AF39936611 AF17259912
3D SUPPLY SQ BOMB (E) APO	328	
HAME	RANK	SERIAL NUMBER
FOSTER, EVERETT E. JR.	. IST LT	A0673224
MATHEW, HAROLD W. TANNER, HAROLD B. MASSEIGLL, WILLIAM L. ONEY, CHARLES V.	M SCT S SGT S SGT SGT	AF 7002973 AF20915086 AF20408938 AF15262290
HARRISON, MOAH A. JR. BACA, RALPH J.	A CPL	AF14274086 AF17101602
HARRISON, HERBERT L.	CPL	AF148740E7
COLLINS, CLELAND A. FAUGEL, HARRY J.	CPL CPL	AF14273271 AF376,4894
PINNICK, EVERETT C. JR. STEVENS, HUSON W.	CPL PFC	AP16289274 AF13165107
BROWN, CHARLES R.	PVT	AF13253254
6TH PHOTO TECH SQ APO 328	RANK	SERIAL MOMBER
FASOF, HOBERT C.	CPL	AF11178093
STH TACH RECOND SQ (NP)	æ0 328	
NAME	R-DK	SERIAL ANUMBER
GRANT, PETER E. EGLINAS, FRAFK V. JR.	CPI- PFC	AF12293092 AF16298185
BY ORDER OF LT COLONEL PA	YNE	
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	1 Steen	18 El COUPE
	CLUM I Captain	De Sicone
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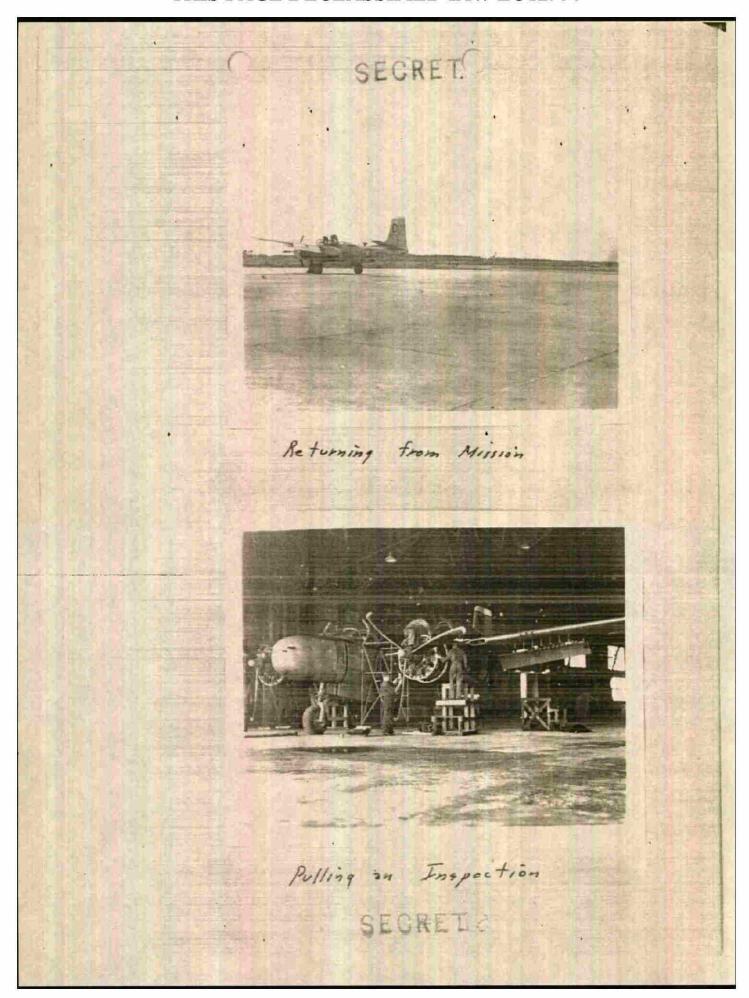
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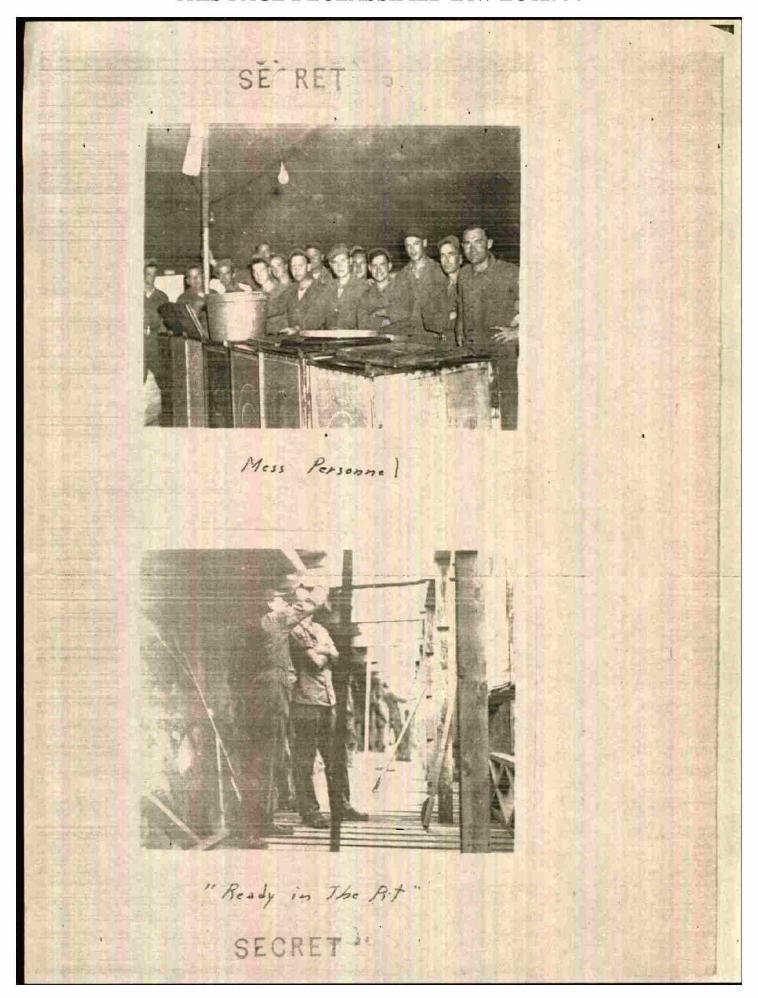
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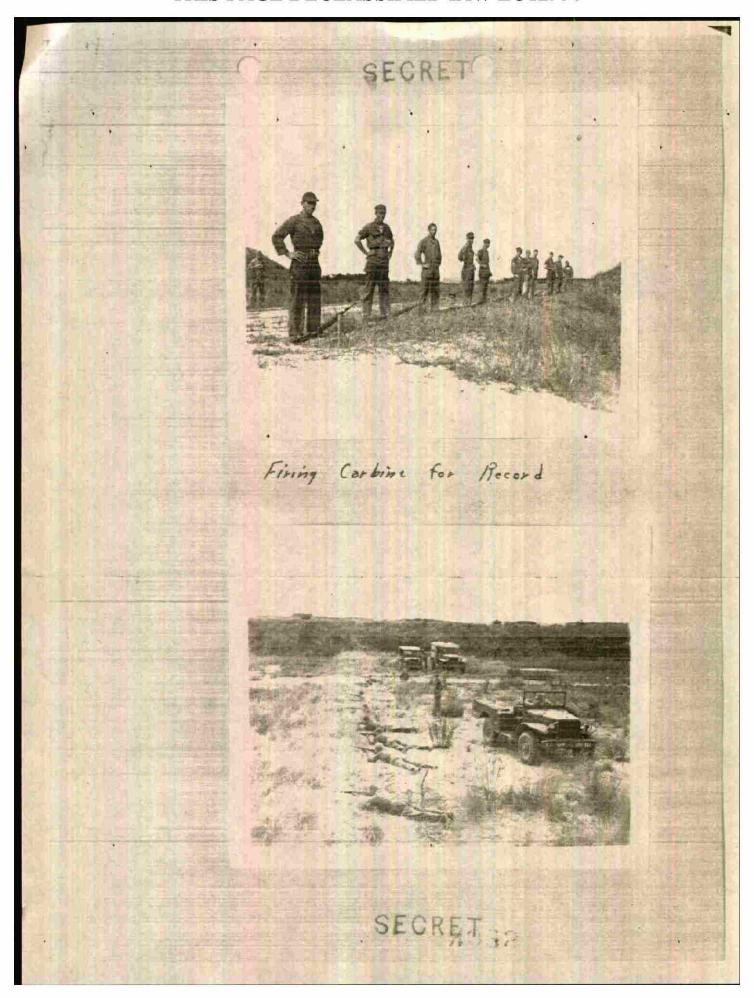
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