

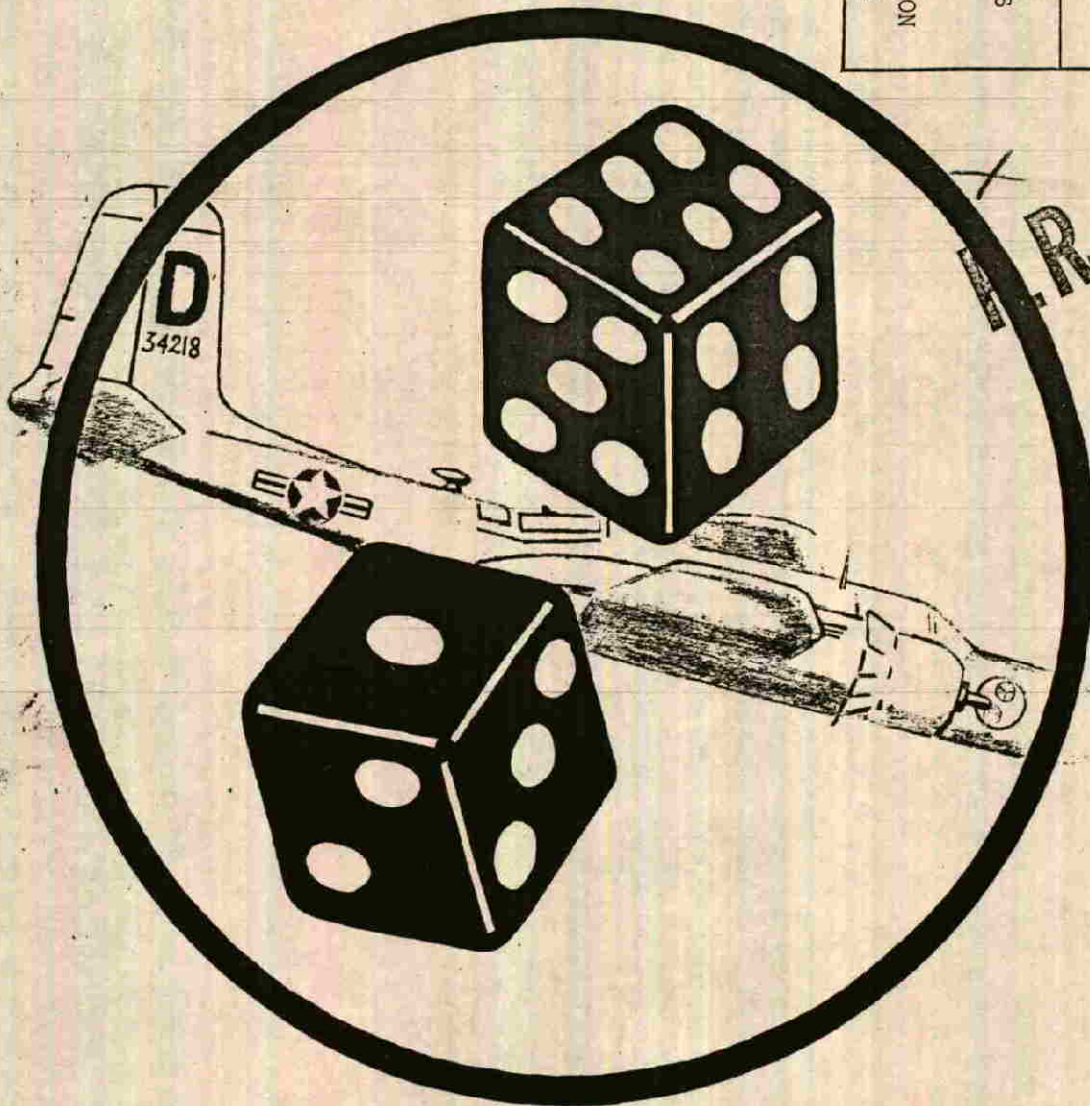
UNIT - HISTORY

DEC 1948

CATALOGED

RETURN TO
RESEARCH STUDIES
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SQ-BOMB-90-HZ
DEC 1948



A.R.C.

00044828

3RD BOMBARDMENT GROUP (L)

314 TH COMPOSITE WING

5TH AIR FORCE

Restricted

3RD BW A-2647

2-5935-134

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90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT WING (L)
APO 328

P.R.C.

31 December 1948

SUBJECT: Transmittal of Unit History

TO : Chief of Staff
United States Air Force

1. This history was compiled by 1st Lt. Francis P. Fitzgerald, with the clerical aid of S/Sgt. George A. Cook. Facts in the narrative have been gathered from reports submitted by section heads. Observations not otherwise credited are based on the personal knowledge and opinions of 1st Lt. Francis P. Fitzgerald.

Stanley D. Kline
STANLEY D. KLINE
Major., USAF
Commanding

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0-5735-134

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SECTION IV

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90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT WING (L)
APO 328

31 December 1948

SUBJECT: Unit History, 1 through 31 December 1948.

The 90th Bombardment Squadron (L) (Par-a-dice Squadron) continues to be one of the three squadrons comprising the 3rd Bombardment Group (L) stationed at Yokota Air Force Base, APO 328, Honshu Japan.

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PERSONNEL

Major Stanley D. Kline.....	Commanding Officer
1st Lt. Thomas A. Todd.....	Operations Officer
1st Lt. David A. Jones.....	Engineering Officer
1st Lt. Marvin J. Greene.....	Supply Officer
1st Lt. John C. Beale.....	Adjutant
1st Lt. Francis P. Fitzgerald.....	Armament Officer
1st Lt. James H. Merrow.....	Communications Officer
1st Lt. Lawrence J. Jackson.....	Tech. Supply Officer
1st Lt. Viking H. Lian.....	Asst Ops, and Flying Safety Officer
2nd Lt. Jackie L. Recter.....	Personal Equipment Off.
M/Sgt. Shelton S. Johnson.....	First Sergeant
M/Sgt. Gerald W. McPherson.....	Line Chief

2. TOTAL OFFICER STRENGTH as of 31 December 1948 was 27, as compared to 28 on the 30th of November.
3. TOTAL ENLISTED STRENGTH on 31 December was 119, compared to 120 on the 30th of last month.
4. PERSONNEL LOSSES DURING DECEMBER:

M/Sgt. Kermit A. Hall
T/Sgt. Richard T. Miller
T/Sgt. Edwin M. Neenan
Sgt. James C. Phillips
Cpl. Wade A. Hilliard
Pfc. Harold E. Loop

5. PERSONNEL GAINS DURING DECEMBER:

S/Sgt. Everett O. Thomas
Sgt. Richard D. Gray
Pfc. Edward W. Gattis
Pfc. James H. Rice
Pvt. Joe Mesa

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Section I (continued)

6. PROMOTIONS:

Sgt. Meris A. Burton....promoted to....S/Sgt.
 Sgt. Alfred R. Geelsby..promoted to....S/Sgt.
 Sgt. Robert F. Schnella..promoted to....S/Sgt.
 Sgt. Larry M. Rabon.....promoted to....S/Sgt.
 Cpl. James H. Helden.....promoted to.....Sgt.
 Cpl. Linwood Landers....promoted to.....Sgt.
 Cpl. Thomas J. Lessik...promoted to.....Sgt.
 Pfc. James F. Broyles...promoted to.....Sgt.

7. LEAVES AND FURLONGHS:

1st Lt. John C. Beale..... 5 days
 T/Sgt. Charlie E. Yarbrough...10 days
 S/Sgt. Clarence K. Blend.....10 days
 Sgt. Charles L. Nelson.....10 days
 Cpl. Jean G. Marcotte.....10 days

8. PERSONNEL ON TDY AND DS:

1st Lt. John R. Mason.....3 days to Misawa AFB
 1st Lt. Frank J. Kappler.....7 days to " "
 1st Lt. George V. Main.....7 days to " "
 1st Lt. Billy G. Turner.....7 days to " "
 T/Sgt. John E. Oliver.....7 days to " "
 S/Sgt. George A. Cook.....7 days to " "
 S/Sgt. Michael J. Saj.....7 days to " "
 S/Sgt. Robert A. Wiley.....7 days to " "
 Sgt. Larnie H. Jones.....7 days to " "
 Sgt. James H. Helden.....7 days to " "
 Sgt. George T. Kearns.....7 days to " "
 Pfc. Vincent G. Reed.....7 days to " "
 Sgt. Tauno Mehte.....12 Weeks to Johnson AFB
 Sgt. Robert Berkes Jr.....12 Weeks to Johnson AFB
 Cpl. James A. Wilcox.....12 Weeks to Johnson AFB
 Pfc. Bennie G. Simmons.....10 Weeks to Tachikawa AFB
 Pvt. Henry Olaszewy.....10 Days to Camp Gifu

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*Restricted*SECTION IIMAJOR ACTIVITIES

1. The second week of this month was marked by the annual inspection conducted by 5th Air Force. This year it took the form of Operational Readiness Tests wherein each unit of the Group was allowed a certain number of points for efficiency in the various activities such as engineering, operations, supply, personnel and administration, etc. The final tabulation or score was made for the Group as a whole, so it is not known just how the 90th stood in points. It is believed, however, on the basis of the number of aircraft in commission daily during the tests, that the 90th was at the top of the list. Four missions were flown during the week beginning the 6th of December. The first mission found all 16 of our B-26's in the air, in the Group formation which was led by Col. James R. Gunn, Jr., Commanding General of the 3rd Bombardment Wing (L), flying one of our ships. Each aircraft carried bombs, rockets, and Cal. .50 ammunition, which were dropped and fired on the One-Hara Shima Range. The attack was made in three ship elements approximately 30 seconds apart. The route out and back to base took 6 hours of flying. The other three missions each took between 5 and 6 hours of flying time, and each was a simulated Group Attack on various installations throughout the Japanese Islands. The 90th put 14 B-26's into each of the three Group formations. Col. Charles A. Lindbergh and Major General Partridge, C.G. 5th Air Force, were special observers who were present throughout the OMT.

During the 32 day period from the 8th of November 1948 through the 10th of December 1948, which included the field maneuvers and the Operational Readiness Test, the 90th flew a total of 1026 hours and 25 minutes. This figure gives a good picture of the all out flying accomplished by this organization during the past two months. The entire period remained unmarred by a single accident, major or minor. However, near the end of this period, on the 6th of December to be exact, Centralized Maintenance (PIM) was done away with completely, shifting the responsibility for maintenance and inspection, except 3rd and 4th Echelon, back to the squadron, after about 16 months of depending on PIM for major inspections. This fact, plus the maximum effort flying accomplished during the last two months put a load on squadron engineering that resulted in decreased numbers of aircraft in commission during the last half of the month. According to 1st Lt. David A. Jones, the Engineering Officer, the big problem was in the 100 hour inspections suddenly came due on many aircraft because of the inability to regulate flying time and staggering the inspections periods. It is believed, however, that when inspections are caught up and some of the pressure is relieved, as far as maximum efforts missions are concerned, the result of squadron maintenance will be better maintained aircraft, even though some flying time will be sacrificed. It's obvious that the sacrifice will be worth the result.

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Section II (continued)

Another factor which presented a problem in clearing up the 100 hour inspection lead the last of the month was the receipt of Radio cite MYM 474 which concerned the inspection of rear wing spar cap lips for cracks. The inspections were required at the next 100 hour inspection of each aircraft, and entailed the blocking up of the engines and removal of the stress panels. This extra work takes many additional man-hours.

2. December 31st rolled around with all assigned and attached pilots except one having completed the Air Force Regulation 68-2 requirements for the first half of the fiscal year. The one exception was due partially to the pilot concerned being off active duty for a period of time and then not being issued proper personnel orders upon return to active duty and subsequent assignment to this command. Also, being grounded for physical reasons was a factor in his not meeting the requirements.
3. Classified tracking missions were resumed this month. The squadron has not been ordered to perform this type of mission for over 9 months. Classified surveillance missions, with a small detachment operating from Misawa AFB, were also continued.

Search missions for a lost F-51 aircraft were begun on the 29th of December. The squadron scheduled as many aircraft as were in commission every day that weather permitted. At this writing the lost aircraft has not, to our knowledge, been located, and the search missions scheduled to be conducted by this squadron have not been cancelled. The areas being searched by the 96th are in the north central parts of Honshu.

4. Four pilots assigned and attached completed requirements for a 1983 MOS (B-26 pilot). They were: Maj. A. B. Ehoek, 1st Lt. J. H. Morrow, 1st Lt. J. R. Mason, and 1st Lt. M. Barry.
5. From 1st Lt. Frank Bullies, the squadron A. and B. Officer, comes the information that athletic and recreational activities took an upswing during the month as evidenced in greater participation in events, especially basketball. New uniforms and warm up jackets were purchased, adding some incentive for the basketball players to come out and wear the squadron colors and fight for its reputation. Though the team has gotten off to a bad start, great improvement is evidenced in every game.

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Section II (continued)

The bowling team is holding its own, having broken just about even in the games so far.

The day room in the squadron barracks was redecorated and repainted during December. New furniture is also on order. Plans are being made to show home movies there in the near future, and from past experience it is anticipated that the innovation will increase the morale of the airmen considerably.

6. A new pass system for airmen, initiated by base headquarters, went into effect during December. In substance it is as follows: The class A1 pass is given, initially, to those who have no record of 104ths, court-martials, reductions, or V. D. during the past twelve months. The pass may be kept on the person and is good at any time during off-duty hours, except to conform with curfew regulations. The Class A2 is issued to those airmen who have no record of 104ths, courts-martials, or reduction during the past six months, or V.D. during the past 12 months. The pass must be kept in the orderly room and must be signed out and in by the owner. The pass must be turned in at curfew time. The A3 pass is issued to those who have records of 104ths, courts-martials, or reductions in the past 90 days, or V.D. within the past twelve months. The holder of the A3 pass can use it only on week-ends and holidays. The squadron commander has the prerogative of withdrawing or rewarding the A1 and A2 pass at his own discretion.

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*Restricted*SECTION IIIMISCELLANEOUS

1. Captain James W. Nesbitt, who has flown with the 98th Bombardment Squadron (L) during the past 28 months, and who was engineering officer in the squadron for about 18 months, was transferred to the Zone of Interior, having completed his overseas tour of duty.

Captain Jerome N. Davis, operations officer for the past 18 months also departed for the Zone of Interior during December.

2. Operations personnel have installed a coffee bar in the operations building, complete with easy chairs. It will undoubtedly help to raise the morale and warm the stomachs of aircrew and line personnel during these cold winter months.
3. A new engineering office was started during the month inside the squadron hangar. The old office will be converted into a communications office and shop. The communications section has been in need of such facilities for some time.
4. B-26 #44-34254 was made ready during the latter part of the month for transfer to the "Grim Reapers", the 13th Bombardment Squadron of this Group, who are short on aircraft.

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90TH BOMBARDMENT SQUADRON (L)
 3RD BOMBARDMENT WING (L)
 APO 328

31 December 1948

ROSTER OF OFFICERS

Major	Stanley D. Kline
Captain	John L. Barber
Captain	Herman C. Mitchell
Captain	Jack P. Smith
1st Lt.	John C. Beale
1st Lt.	George R. Berry
1st Lt.	Waldron Berry
1st Lt.	Robert P. Bright
1st Lt.	Frank Bullias
1st Lt.	Fred Cunha
1st Lt.	Francis P. Fitzgerald
1st Lt.	Marvin J. Greene
1st Lt.	Ernest M. Herod
1st Lt.	Lawrence Jackson Jr.
1st Lt.	David A. Jones
1st Lt.	Frank J. Kappler
1st Lt.	Viking H. Lian
1st Lt.	John R. Mason
1st Lt.	Clarence T. Matlock
1st Lt.	George V. Main
1st Lt.	James H. Morrow
1st Lt.	Walter V. Slamon
1st Lt.	Thomas A. Todd
1st Lt.	Billy G. Turner
2nd Lt.	Andrew R. Curtis Jr.
2nd Lt.	Richard A. Dotson
2nd Lt.	Jakie L. Rector

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90TH BOMBARDMENT SQUADRON (L)
3RD BOMBARDMENT WING (L)
APO 328

31 December 1948

ROSTER OF ENLISTED MEN

M/Sgt. Carol O. Ashley
M/Sgt. Shelton S. Johnson
M/Sgt. G. W. McPherson
M/Sgt. John P. McPherson
M/Sgt. Jack E. Snodgrass
T/Sgt. James L. Boyd
T/Sgt. Donald R. Downing
T/Sgt. Albert C. Kees
T/Sgt. John E. Oliver
T/Sgt. Charles E. Yarbrough
S/Sgt. Clermont C. Allton
S/Sgt. Clarence K. Blend
S/Sgt. Norman L. Browning
S/Sgt. James V. Buchanan
S/Sgt. Norris A. Burton
S/Sgt. James V. Chafey
S/Sgt. Joseph V. Cohlepp
S/Sgt. Walter J. Collyer Jr.
S/Sgt. George A. Cook
S/Sgt. Joe R. Cross
S/Sgt. Hugh M. Foster
S/Sgt. Richard L. Gates
S/Sgt. Alfred B. Goolsby
S/Sgt. Stanley H. Hiatt
S/Sgt. James H. Hill
S/Sgt. Stanley J. Kaminski
S/Sgt. Paul G. Lesterr
S/Sgt. Willie G. Liles
S/Sgt. Larry M. Rabon
S/Sgt. Roy F. Rittenhouse
S/Sgt. Floyd W. Russell
S/Sgt. Garry V. Newsom
S/Sgt. Michael J. Saj
S/Sgt. R. F. Schnelle
S/Sgt. Basil J. Squires
S/Sgt. Everett O. Thomas
S/Sgt. Buckner H. Walker
S/Sgt. Glenn E. Whitlock
S/Sgt. Robert A. Wiley
S/Sgt. Vincent J. Wohlan
S/Sgt. Whittmore A. Yates

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90TH BOMBARDMENT SQUADRON (L)
 3RD BOMBARDMENT WING (L)
 APO 328

31 December 1948

ROSTER OF ENLISTED MEN

S/Sgt. Benedict A. Yoksa
 S/Sgt. Weaver D. Gambal
 Sgt. Robert E. Berkes
 Sgt. Kenneth L. Carrell
 Sgt. William E. Chambers
 Sgt. Forrest H. Cook
 Sgt. Richard Donavon
 Sgt. Frank Feysa
 Sgt. Raymond B. Glidden
 Sgt. John J. Gohring
 Sgt. Richard D. Gray
 Sgt. Kenneth E. Hamblin
 Sgt. James H. Holden
 Sgt. Robert K. Ivey
 Sgt. Larnie H. Jones
 Sgt. George T. Kearns
 Sgt. L. A. Landers
 Sgt. T. J. Lessik
 Sgt. Robert E. Mack
 Sgt. Robert H. Mauri
 Sgt. Franklin J. McDevitt
 Sgt. Tauno Mehto
 Sgt. Charles L. Nelson
 Sgt. John E. Peairs
 Sgt. Richard R. Pexton
 Sgt. George Rallis
 Sgt. Tommy W. Reed
 Sgt. Joseph H. Rogers
 Sgt. David T. Sisson
 Sgt. John F. Tierney
 Sgt. Everett E. Moore
 Cpl. Erasmus A. Angelo
 Cpl. Evaristo Baca
 Cpl. James R. Barfield
 Cpl. James D. Broyles
 Cpl. Charles E. Burston
 Cpl. Otha C. Hudson
 Cpl. Billy G. Maloney
 Cpl. Jean G. Marcotte
 Cpl. Joe Martinez

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90TH BOMBARDMENT SQUADRON (L)
 3RD BOMBARDMENT WING (L)
 APO 328

31 December 1948

ROSTER OF ENLISTED MEN

Cpl. Don E. McCarthy
 Cpl. Thomas D. Perrow
 Cpl. Marlin A. Robinson
 Cpl. John L. Robinson
 Cpl. Hollis L. Smith
 Cpl. James N. Wert
 Cpl. Herman White
 Cpl. Amancio Gilbert
 Cpl. Richard L. Coleman
 Pfc. Bernard A. Cook
 Pfc. Harvey W. Cox
 Pfc. Jack D. Culppepper
 Pfc. Edward W. Gattis
 Pfc. James W. Johnson
 Pfc. James C. Moore
 Pfc. Henry J. Olzowy
 Pfc. Vito Prano
 Pfc. Vincent Reed
 Pfc. James N. Rice
 Pfc. Donald L. Rollyson
 Pfc. Norman D. Rye
 Pfc. Bennie G. Simmons
 Pfc. Warren J. Tyson
 Pfc. Milford C. Zoubek
 Pfc. Howard J. Carpenter
 Pfc. Edmond F. Gaudet
 Pfc. Bob G. Kelly
 Pfc. John P. Mahoney
 Pvt. Joe Mesa
 Pvt. James D. Wilcox
 Pvt. Bertel H. Anderson
 Pvt. David A. Harbieri
 Pvt. Jesse H. Brown
 Pvt. Charles L. Caudhill
 Pvt. Donald E. Tomblin
 Pvt. Richard Williamson
 Pvt. Dixon E. Martinez.

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96TH BOMBARDMENT SQUADRON (L)
 3RD BOMBARDMENT WING (L)
 APO 328

31 December 1948

PERSONNEL ATTACHED FOR FLYINGPILOTS

Major Harris, W. D.
 Major Hensch, R. V.
 Major Predanevich, G.
 Major Sheek, A. E.
 Major Wade, R. E.

Capt. Alber, G. D.
 Capt. Krafka, E.
 Capt. Haggart, R. E.
 Capt. Nesbitt, J. W.
 Capt. Peace, S. M.
 Capt. Riley, J. F.
 Capt. Hagan, L.

1st Lt. Brown, J. B.
 1st Lt. Frest, J. C.
 1st Lt. Hampton, L. L.
 1st Lt. Hayslip, F. W.
 1st Lt. Heschele, J. N.
 1st Lt. McWilliams, J. S. Jr.
 1st Lt. W. H. Smith
 1st Lt. Whalley, W. L.
 1st Lt. Yelton, Y. F.
 1st Lt.

BOMBARDIERS

1st Lt. Phillips, E. M.
 2nd Lt. Reskin, S.

FLIGHT SURGEON

Capt. McMann, H. B.

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HEADQUARTERS
FIFTH AIR FORCE
APO 710

4 December 1948

SUBJECT: Flying Safety Achievement

THRU : Commanding General
314th Air Division
Johnson Air Force Base
APO 904

THRU : Commanding General
Third Bombardment Wing, Light
Yokota Air Force Base
APO 328

TO : Commanding Officer
90th Bombardment Squadron, Light
Yokota Air Force Base
APO 328

1. During a fourteen (14) month period ending 30 September 1948, the 90th Bombardment Squadron flew a total of 9,229 hours without a single major or minor accident. Inasmuch as the time was flown during missions including high, low level formation, bombing and gunnery, your accident-free record will compare very favorably with that of any similar unit throughout the Air Force today.

2. The attainment of this outstanding record reflects the high degree of efficiency and proficiency which you and the officers and men of your command have achieved. A continuation of this high standard will be a material contribution toward our goal of reducing to the minimum all flight accidents within the Fifth Air Force.

3. It is my desire that you extend to the officers and men of your command my personal congratulations on the outstanding Flying Safety record which the 90th Bombardment Squadron has achieved.

/S. E. PARTRIDGE
Major General, USAF
Commanding

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B.SIC: Ltr, Hq, Fifth Air Force, APO 710, Subj: "Flying Safety Achievements", dated 4 December 1948.

1st Ind

HEADQUARTERS, 314TH AIR DIVISION, APO 710, 13 December 1948

TO: Commanding General, 3rd Bombardment Wing (L), Yokota Air Force Base, APO 328

1. This squadron completed an additional two months and 1289 hours since 30 September, bringing the total time to more than 10,513 hours without a major accident.

2. It is a pleasure to add my congratulations to those extended here in by General Partridge.

s/THOMAS B. HALL
Colonel, USF
Commanding

2nd Ind

HEADQUARTERS, 3RD BOMB WING (L), APO 328, 13 December 1948

TO: Commanding Officer, 3d Bomb Group (L), Yokota Air Force Base, APO 328,

1. The 90th Bomb Squadron to date, 10 December 1948, has flown a grand total of 10,960 hours without a major accident. This includes the recent maximum effort Operational Readiness Test when your squadron had 16, 14, 14, 13 aircraft respectively to complete the four scheduled missions.

2. This is indeed an outstanding record that reflects on each individual of your organization.

3. It gives me great pleasure to add my congratulations to those of General Partridge and Colonel Hall.

4. Request this be brought to the attention of all members of your command.

s/ JAMES R. GUNY JR.
Colonel, USF
Commanding

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BASIC: Ltr, Hq, Fifth Air Force, APO 716, Subj: "Flying Safety Achievement", dated 4 December 1948.

3rd Ind

HEADQUARTERS, 3D BOMB BATTAL GROUP (L), YOKOTA AFB, APO 328, 23 Dec 48

TO: Commanding Officer, 90th Bomb Sq, 3 Bomb Gp (L), APO 328

1. It is with sincere pleasure that I add my commendation and congratulations to both you and your men for having attained such an outstanding flying safety record.
2. This record is indeed an achievement for which all members of your command can be justly proud.
3. Request that commendation be brought to the attention of all members of your command.

s/JOSEPH E. PAYNE
Lt Colonel, USAF
Commanding

4th Ind

HEADQUARTERS, 90TH BOMBARDMENT SQUADRON (L), Yokota Air Force Base
1 January 1949

TO: All Members of this Organization

1. The 90th Bombardment Squadron to date, has flown a grand total of 12,160 hours without a major accident.
2. This reflects on each individual and the work of this organization as a whole. A record like this could not be, if harmony and teamwork were not prevalent.
3. It gives me great pleasure to add my congratulations to those of General Partridge, Colonel Hall, Colonel Gunn and Lt Colonel Payne.
4. This commendation will become a part of each individual's 201 file.

Stanley E. Kline
STANLEY E. KLINE
Major, USAF
Commanding

MAILED 5 11 49 AT YOKOTA AFB APO 328
27 January 1949

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314TH

AIR DIVISION ACCIDENT SUMMARY



JAN 1949

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PUBLISHED BY THE DIVISION FLYING SAFETY OFFICE

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Captain Martin A. Foster, who has been so ably carrying the ball here at Division Flying Safety for over a year now, will probably be at sea, returning to the Z.I. as you read this. He turned over the reigns and woes of the Flying safety to your present editor, Captain William S. Matusz, about the ides of December. As a parting gesture, however, "Marty", (as he is affectionately know to his friends) figured we should run a "Mr Accident Man of 1948" item in this issue, what with the final returns for the year all in and neatly (?) filed away. So ----- he sat down one wednesday afternoon (on his own time) amidst reams of Form 14's --- extracted figure after figure from each form --- had them ricocheting off the ceiling with reckless abandon far into the night --- and finally came up with this: ----

"Mr Accident Man of 1948"

At the end of the year, we look pretty closely at all that's around us. It's the time of resolution for those whose lives are fairly dormant. (Naturally, those of us in the occupation are going to turn over that new leaf when we get back to the Z.I.) It's a good time for stock taking, inventory counts, and for profit counting.

We did a little auditing too, here in Flying Safety. We wanted to count up rates --- and juggle figures in an effort to determine just where the next accident is going to happen. 1948's figures have totaled this composite pilot who had 51 major accidents in 1948 and so ---- must needs be the man to watch over during 1949 --- just to keep his fingers clean. Lay your odds --- here is the man who will have the next accident.

He is a 1st Lt, probably stationed at Johnson Air Force Base, although the odds change only slightly that he may be from the north country. He is a Mustang pilot and he's almost 27 years old. He's flying regularly --- and flying hard. In fact, he's probably totaled over 1428 hours since graduating from flying school in April of 1944 ---- and he has throttle jockeyed more than 22 hours in the last 30 days. He is, more than likely, qualified in the MOS of the plane he's flying. He's logged over 200 hours time in it.

You know, you can take this composite figure of Mr Accident of 1948 ---- pin him to a wall and then measure his figure for size. Maybe he fits and maybe he doesn't ----- it's worth while taking a look.

The thing that surprised us was this man's experience. He's no junior birdman. By previous standards he'd be qualified to add the star to his wings in a couple months after his accident. So ----- he's not the lad just checking out ---- nor the desk bound, paper shuffling, pencil pusher. He's flying frequently. He is "current".

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Forward Cont'd.

We might draw a theorism from our look at our composite pilot. Experience builds confidence to maturity faster than it breeds respect. Like the old masters of sailing who know the wiles of elements but respect the sea, let us learn our air and planes --- but respect them.

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HEADQUARTERS
314TH AIR DIVISION
APO 994

RESTRICTED

SUBJECT: Flying Safety Summary for December.

TO : All Wings.

The total flying time for December again showed an increase over the previous month. This time a jump of almost 300 hours, to bring the 314th Air Division total for December up to 9,540:55. The accident column, conversely, took a sizeable drop, coming down from $7\frac{1}{2}$ in November to 2 accidents, believe it or not --- this brings the accumulative rate for December down to .21 accidents per thousand hours flown, a substantial improvement over November's rate of .83.

The 3rd Bomb Group takes top honors this month, having flown a total of 1757 hours in December, without an accident. Good Show ----.

Listed below is the months record of flying time and accidents, per unit:

ORGANIZATION	HOURS FLOWN	ACCIDENTS		RATE
		MAJOR	MINOR	
314th A.D. (total)	9,540:55	2	0	.21
35th Ftr Wg	3,660:30	1	0	.37
35th Ftr Gp	1,768:15	1	0	.56
39th Ftr Sq	563:20			
40th Ftr Sq	558:35	1	0	1.79
41st Ftr Sq	646:20			
339th Ftr Sq	352:45			
35th Air Base Gp	615:20			
314th A.D. Flt Sec	312:30			
8th Photo Recon Sq	442:55			
158th Liaison Sq "B"	169:45			
3rd Bombardment Wg	3,216:15			
3rd Bombardment Gp	1,757:00			
8th Bomb Sq	598:50			
13th Bomb Sq	505:40			
90th Bomb Sq	652:30			
82nd Tac Recon Sq	702:05			
31st Recon Sq	549:40			
3rd Rescue Sq "A"	180:45			
3rd Air Base Gp	None			
6114th Tow Target Unit	26:45			
49th Ftr Wg	2,664:10	1	0	.37
49th Ftr Gp	1,902:25	1	0	.53
7th Ftr Sq	681:15			
8th Ftr Sq	729:30	1	0	1.37
9th Ftr Sq	491:40			

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Time and Rates cont'd.

<u>ORGANIZATION</u>	<u>HOURS FLOWN</u>	<u>ACCIDENTS</u>		<u>RATES</u>
		<u>MAJOR</u>	<u>MINOR</u>	
3rd Rescue Sq "B"	153:45			
49th Air Base Gp	417:10			
6113th AW Flt	85:40			
6112th Base Unit	105:10			
*	*		*	

The 314th Air Division wound up the year of 1948 with 101,612 total hours flown. This is an increase of approximately 3,000 hours over 1947. Our overall accident rate showed a considerable drop over the previous year.

Particularly worthy of unit mention are the 31st Recon Sq, 158th Liaison Sq, 90th Bomb Sq and 82nd Tac Recon Sq. Not one of these organizations had a single Major accident during 1948, and the first two had no accidents of any kind throughout the year.

Presented herewith is a comparison of 1947 and 1948 flying time and accident rates for the 314th Air Division:

<u>YEAR</u>	<u>TIME</u>	<u>ACCIDENTS</u>		<u>RATES</u>
		<u>MAJOR</u>	<u>MINOR</u>	
1947	98,623:55	82(.83)	16(.16)	.99
1948	101,612:35	50.5(.50)	12(.12)	.62

The above figures show a definite downward trend in our accident rate. This good work must, at least in part, be attributable to a more intensified and aggressive accident prevention program during 1948. Let's increase our diligence two-fold in the coming year and make "49" the safest year yet.

Relative standing of units by accident rate, year 1948.

<u>ORGANIZATION</u>	<u>HOURS FLOWN</u>	<u>ACCIDENTS</u>		<u>RATE</u>
		<u>MAJOR</u>	<u>MINOR</u>	
<u>Wings:</u>				
1. 3rd Bomb Wg	41,703:40	8.5	2	.25
2. 49th Ftr Wg	22,622:55	17	2	.82
3. 35th Ftr Wg	37,286:10	25	8	.89
<u>Groups:</u>				
1. 3rd Bomb Gp	21,887:10	8	1	.41
2. 49th Ftr Gp	18,361:10	15	2	.93
3. 35th Ftr Gp	20,131:25	18	4	1.05
<u>Units:</u>				
1. 31st Recon Sq	7,042:10	0	0	.00
2. 158th Liaison Sq	1,981:50	0	0	.00
3. 90th Bomb Sq	7,359:40	0	1	.13
4. 82nd Tac Recon Sq	7,252:10	0	1	.14
5. 8th Bomb Sq	6,973:50	2	0	.29
6. 3rd Rescue Sq	4,347:45	1.5	0	.34
7. 49th Air Base Gp	2,666:25	1	0	.38

<u>ORGANIZATION</u>	<u>HOURS FLOWN</u>	<u>RESTRICTED</u> <u>ACCIDENTS</u>		<u>RATES</u>
		<u>MAJOR</u>	<u>MINOR</u>	
8. 339th Ftr Sq	3,882:30	2	0	.52
9. 314th Flt Section	3,487:55	1	1	.58
10. 41st Ftr Sq	6,829:30	4	1	.73
11. 35th A.B. Group	4,015:30	1	2	.75
12. 13th Bomb Sq	7,542:20	6	0	.79
13. 8th Ftr Sq	7,104:55	6	0	.84
14. 7th Ftr Sq	7,067:35	4	2	.84
15. 8th Photo Sq	3,674:55	3	1	1.08
16. 39th Ftr Sq	6,417:25	6	1	1.10
17. 9th Ftr Sq	4,199:05	5	0	1.19
18. 40th Ftr Sq	6,884:15	8	2	1.45
19. 3rd A.B. Group	446:35	1	0	2.24
20. 6113th A.W. Unit	340:25	1	0	2.91

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NARRATIVESBIRD DENTS

The pilot on an alert ground controlled flight, flying at 1200 feet collided with a large bird. Major damage was inflicted upon the left wing, necessitating 100 man hours of repair work.

Findings:

Messages have been forwarded through diplomatic channels to the Minister of Aviation requesting that a greater system of Avian flight control be inaugurated to prevent unauthorized aves flights within the local flying area and control zone of the 49th Fighter Wing.

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TIC-TAC-TOE

A flight of 3 F-51's was returning from a maneuver mission and landing at their staging base. The prevailing wind was 20 mph, gusty, from the one o'clock position. Number one man flow a larger than normal traffic pattern necessitating the use of power, on the final approach, by all three aircraft. As the pilot of the third Mustang neared the end of the runway, he experienced difficulty in holding the ship level, due to prop wash. He seemed to fly through it quickly, however, and continued his approach for a wheel landing. Just as he was about to touch down, he hit turbulence again and the ship was forced onto the runway in a nose low attitude, damaging the prop and causing a hard landing. The landing roll was then completed without further incident.

Findings:

It was the belief of the Board that the practice of teaching pilots in this squadron wheel landings was a contributing factor

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314th Accident Summary Cont'd.

because if the first two men in the flight had made normal, power-off approaches, the unsafe condition, (prop wash) would not have existed. The Board considered wheel landings as only "secondbest", in almost all cases.

A strong gusty wind from one o'clock to the runway at 20mph was believed to have been a contributing factor.

The Board findings were: 70% Pilot Error, 25% Supervisory Error and 5% Weather.

Comment:

After a most thorough and comprehensive review of the accident by this headquarters, the findings of the accident investigating board were not concurred in for the following reasons:

a. Weather was not believed to have been a cause factor. 20-25 mph headwinds or crosswinds are not abnormal and should not materially affect safe landing operation.

b. It was acknowledged by this headquarters that three point landings are preferred in most cases. However, it is the opinion of this headquarters that under certain conditions, main-wheel first landings are desirable and that the gusty wind conditions described in this case justified a wheel first landing.

It was recommended, by this headquarters, that the cause factor in this accident be placed at 100% Pilot Error.

All Wing Commanders in this command have been instructed that, in general, approaches and landings are being made at excessive speeds and that appropriate steps should be taken to correct this practice.

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COMMENTS AND DISCUSSION

A recent incident, involving a missing aircraft has provided all of us who fly with food for thought and prompts the mention, here, of a much-neglected and unwittingly-overlooked subject ----- that of personal equipment.

You're wondering what possible connection a missing aircraft has with personal equipment, right? - well, ---- let's look at it this way: ----- practically all of our flying in this theater is done over open water or rugged mountainous terrain, right? - OK, that eliminates, then the feasibility, in most cases, of crash landing or ditching aircraft, in the event of engine failure, weather, or other emergencies encountered in flight. Consequently, the burden, in our struggle for existence is thrown upon the personal equipment which we carry with us. For this reason, it behooves each and every one of us to take a greater interest in our personal equipment. The personal equipment officer can expound at length on the proper use of equipment, his enlisted men can maintain the equipment in A-1 condition, but all this has lost it's value if the pilots and aircrew members don't use or abuse their equipment.

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314th Accident Summary, Comments and Discussion Cont'd.

So let's carry a dinghy with us at all times when flying and know how to use it and it's related equipment properly. Let's wear a "Mae West" and check the CO² cartridges and air valves before each flight. In-flating a life vest with the air valves open, will not keep you afloat very long. Let's, -- and this is important particularly in fighter aircraft ---- wear sufficient clothing to survive in the event of winter bail --- outs. An F-51 cockpit is plenty warm even in Mid-winter with just a flying suit on, but the inconvenience of wearing a B-15 jacket is well worth it if you are forced to bail out over the mountains; --- Let's wear protective clothing in fighter type aircraft to prevent flash burns. --- Let's use oxygen on all night flights and carry a serviceable flashlight. To sum it all up, let's learn to use and use properly, all items of personal equipment which we are required to carry with us when we're flying.

What's that? - you say you got the point now? OK, you have it; OUT ---

MAINTAIN A MARGIN FOR SAFETY:

Flying Safety Office,
314th Air Division.

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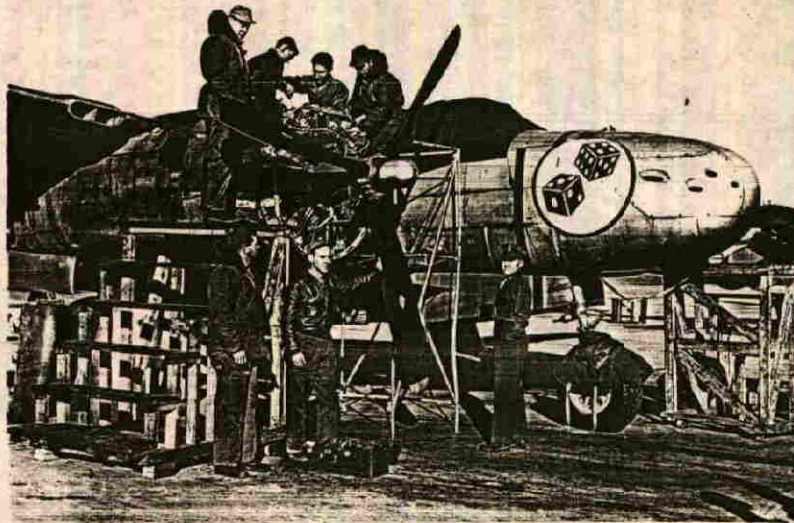
The photographs contained herein were taken by the
Yokota Air Force Base Public Information Office.
The negatives were loaned by that office so that
prints might be made for this unit history.

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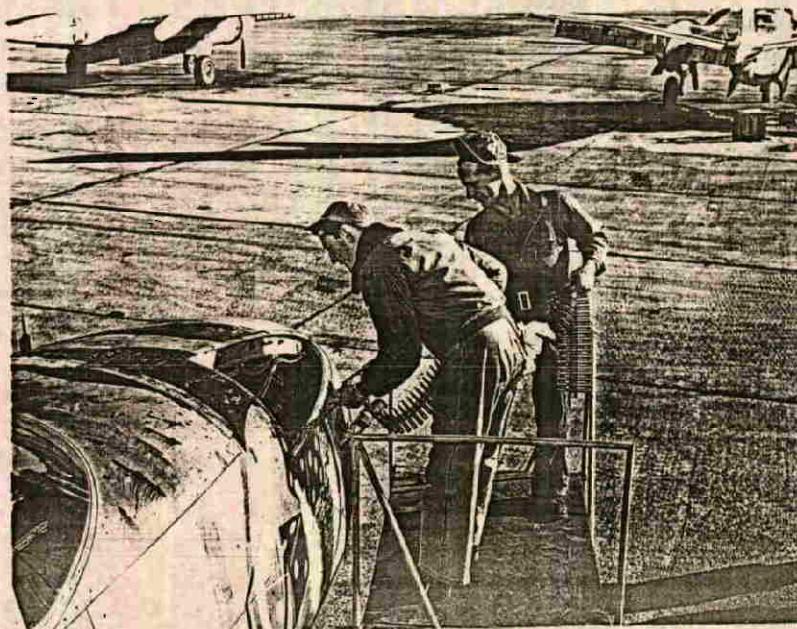
The photographs contained herein were taken by the Yokota Air Force Base Public Information Office. The negatives were loaned by that office so that prints might be made for this unit history.

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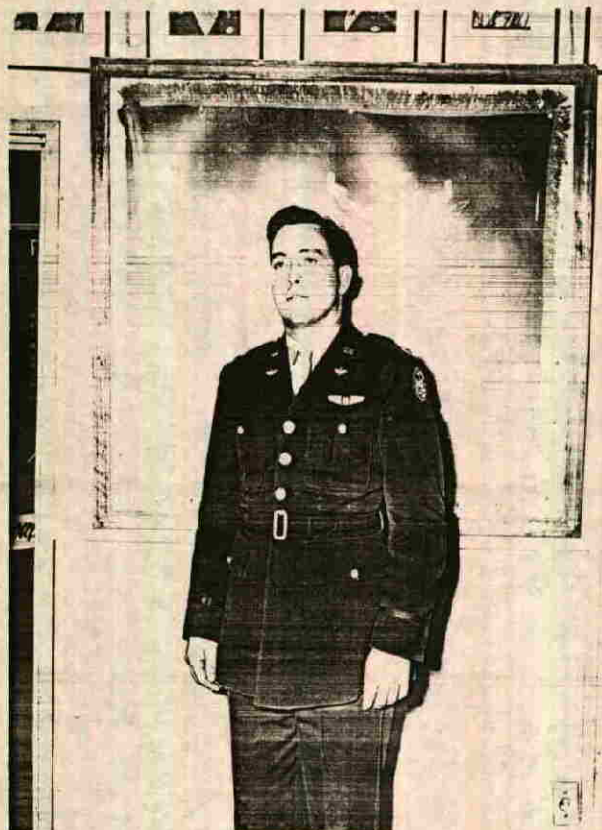


L. TO R. ON GROUND: T/SGT DOWNING, T/SGT BOYD, LT JONES. WORKING ON ENGINE: T/SGT KRES, SGT CARROL, CPL ANGLO, T/SGT YARBROUGH.

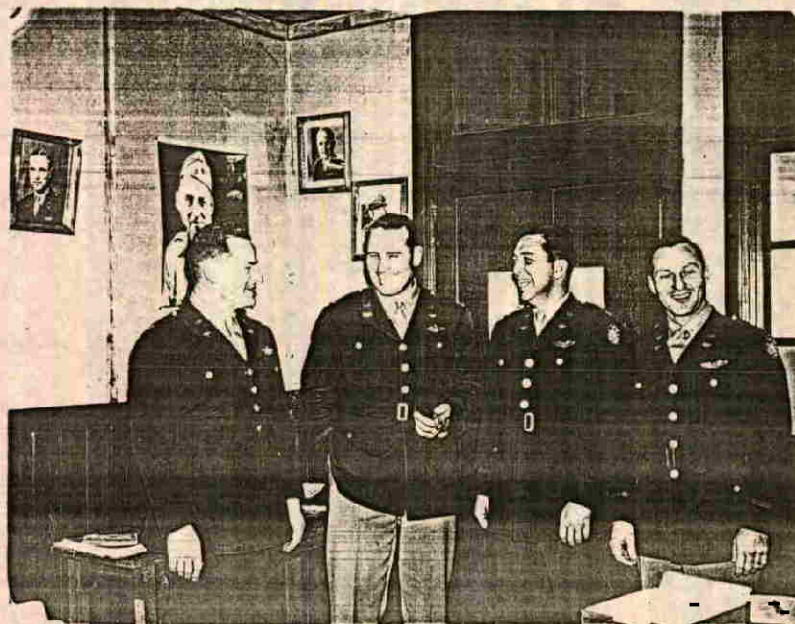


LOADING AMMUNITION: S/SGT WILEY, SGT PEARS.

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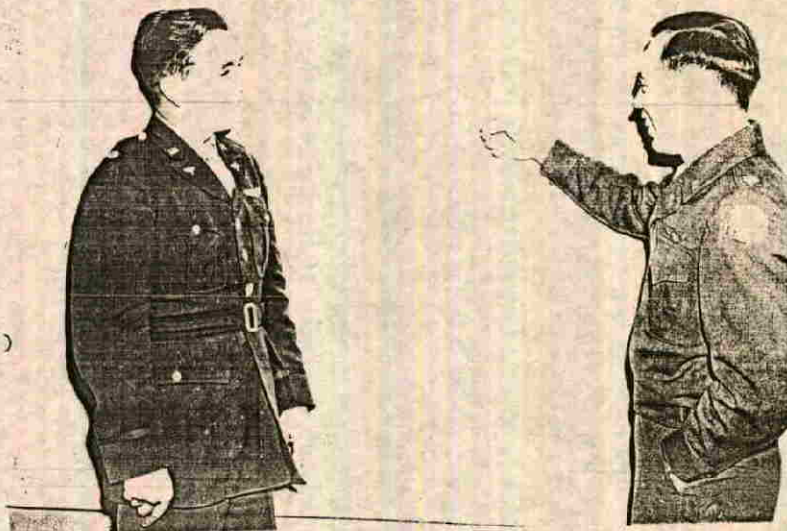
MAJ KLINE, C.O. 90TH



MAJ GROSS, C.O. 13TH, LT COL PAYNE, C.O. 3D BOMB GRP, MAJ KLINE, C.O. 90TH, MAJ PRICE, C.O. 6TH.

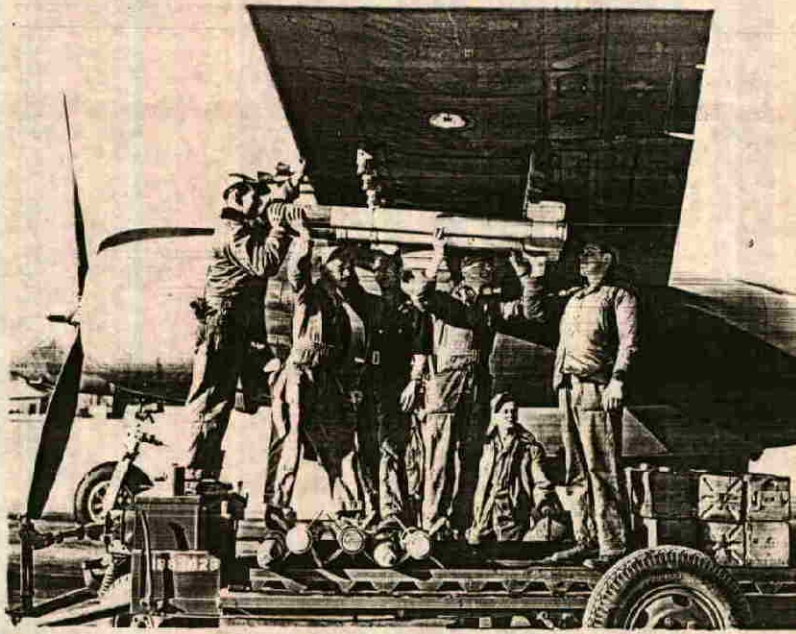


COMMANDING OFFICER, 3D BOMB GROUP, AND SQUADRON C.O.s: L. TO R., MAJ KLINE, MAJ GROSS, COL PAYNE, MAJ PRICE.

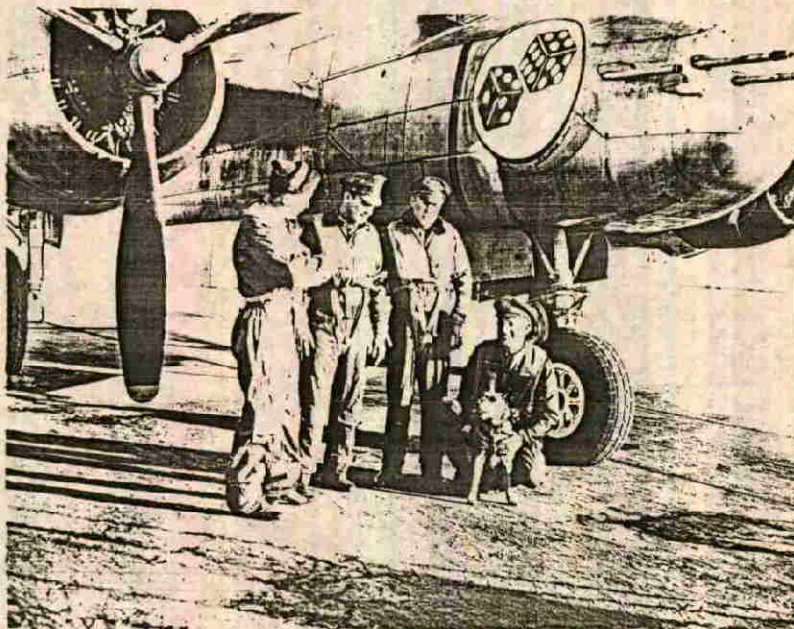


MAJ KLINE, MAJ SHOOK

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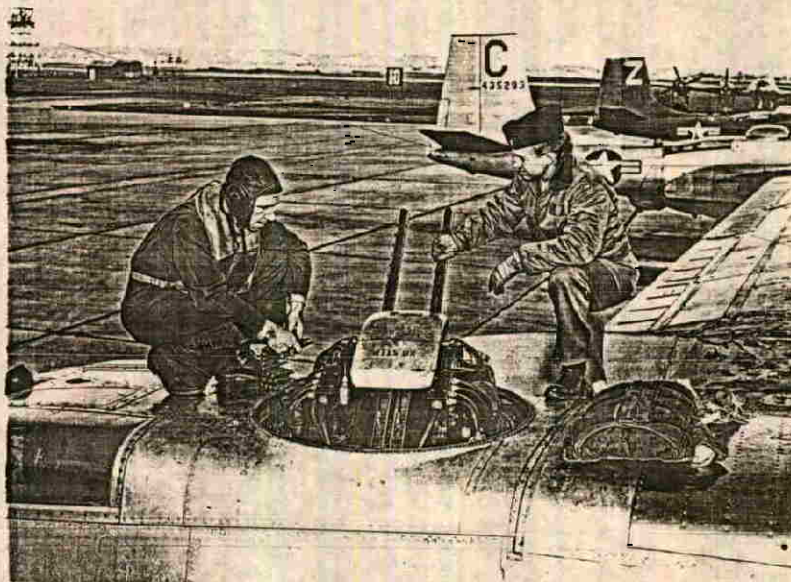
INCH HVARs: L. TO R. , S/SGT KAMINSKI, S/SGT ALITON, SGT PEARS, SGT TIERNEY, PFC RYE, HAMBLIN.



KLINE, LT CURTISS, LT RECTOR, LT JONES, AND LT COL PATRICK O'MALLEY (GROUP MASCOT)

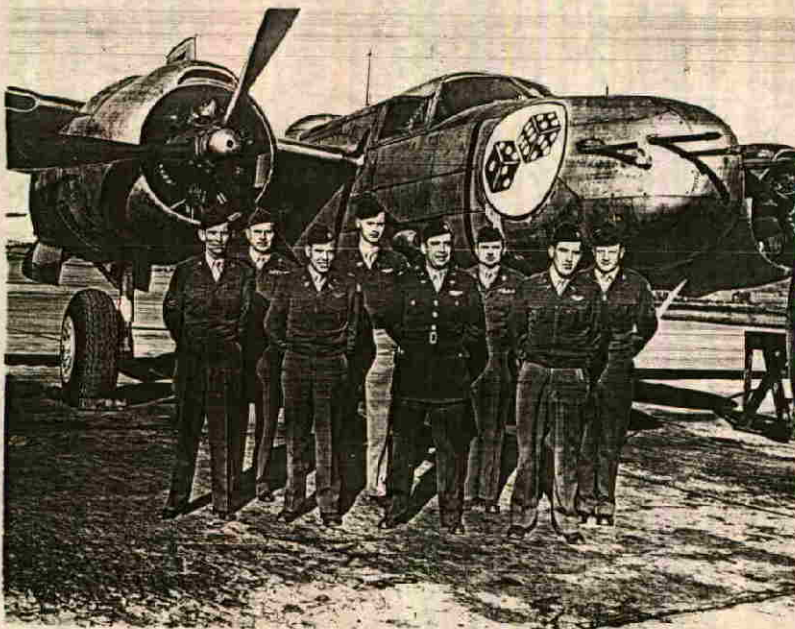


PFC RYE, SGT TIERNEY (FOREGROUND), S/SGT ALTON, PFC CARPENTER, SGT PEAIRS.

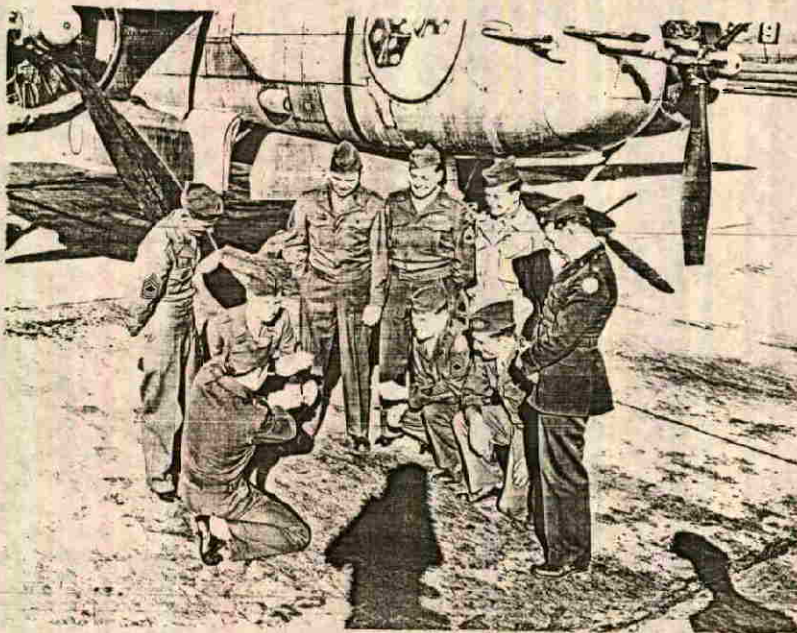


S/SGT LESTER, LT FITZGERAID.

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ARTING "OLDSIES" OF 3D BOMB GROUP: L. TO R., M/SGT MERCHANT (90TH), T/SGT ADAMS (8TH), MAJ SHOOK, (90TH), LT TURNER (8TH), MAJ KLINE (90TH), M/SGT JONES (8TH), CAPT MARTINDALE (13TH), /GT JOHNSON (90TH).



MAJ SHOOK, M/SGT MERCHANT, LT TURNER, M/SGT JONES, T/SGT ADAMS , M/SGT JOHNSON, LT CYBORSKI, CAPT MARTINDALE, MAJ KLINE.