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Sq. Resc. 3. HZ
+ July - Aug 1941
Flight 1501, 1502.

P.R.C.

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DESIGNATION SHEET

FIFTH AIR FORCE

3rd Emergency Rescue Squadron

Flight A
Flight B
Flight C-1
Flight C-2

8054th Boat Detachment

Tokyo Rescue Control
Fukuoka Rescue Control

For the Monthly Period of August, 1947.

The Security Classification has been checked.

P.R.C.

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Unit History
Section A

KEY PERSONNEL REPORT

Headquarters

Lt. Col. W.H. Vernon - Commanding Officer.
 Capt. A.O. Ungstad - Adjutant.
 Capt. W.H. Nichols - Operations.
 Capt. H.M. Daly - Supply.
 Capt. W.B. Hunter - Maintenance.

FLIGHT "A"

Capt. C.P. Spence - Commanding.

FLIGHT "B"

Capt. G.W. Stegemann - Commanding.

FLIGHT "C-1"

Capt. J.B. Chessington - Commanding.

FLIGHT "C-2"

Capt. L.M. Johnson - Commanding.

Tokyo Rescue Control Center

1 Lt. J.W. Brown

Fukuoka Rescue Control Center

Capt. N.B. O'Beirne

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Unit History
Section B

STRENGTH REPORT

BEGINNING OF PERIOD
1 August 1947.

	<u>Flying Personnel</u>	<u>Non-Rated Personnel</u>	<u>Total</u>
Officers	59	4	63
EM	80	250	340
Total	139	254	403

END OF PERIOD
31 August 1947.

	<u>Flying Personnel</u>	<u>Non-Rated Personnel</u>	<u>Total</u>
Officers	57	5	62
EM	87	258	325
Total	124	263	387

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TYPE AND NUMBER ASSIGNED AIRCRAFT

Unit History
Section CBEGINNING OF PERIOD
1 August 1947

<u>B-17</u>	<u>L-5</u>	<u>R-6</u>	<u>Total</u>
13	15	2	30

END OF PERIOD
31 August 1947.

<u>B-17</u>	<u>L-5</u>	<u>R-6</u>	<u>Total</u>
13	15	2	30

BOATS ASSIGNED, SIZE AND TYPE

Unit History
Section DBEGINNING OF PERIOD
1 August 1947.

<u>TYPE</u>	<u>II</u>	<u>III</u>	<u>IV</u>	<u>V</u>	<u>TOTAL</u>
Size	85'	63'	42'	38'	
Assigned	6	9	1	3	19

END OF PERIOD
31 August 1947.

<u>TYPE</u>	<u>II</u>	<u>III</u>	<u>IV</u>	<u>V</u>	<u>TOTAL</u>
Size	85'	63'	42'	38'	
Assigned	6	9	1	3	19

~~RESTRICTED~~

RESTRICTEDUnit History
Section E.**SUMMARY OF OPERATIONS**

Few emergency alerts were received by the 3rd Emergency Rescue Squadron for the month of August, 1947. Flying was mostly confined to Routine and training missions. Following is a brief description of all alerts and other operational activities:

All Flights of this Squadron provided rescue coverage for Aircraft participating in the Aerial Show on Air Force Day.

Flight C-1, Itazuke, flew a hospital patient to Itami on 5 August and also flew a calibration mission for Camel Control. On 6 August this flight also provided escort and cover for aircraft enroute from Itazuke to Okinawa.

Flights A, C-1 and C-2 provided Rescue Coverage for joint Army and Navy Air Sea maneuvers between the 12th and 15th of August, 1947.

On 13 August, an L pilot from Flight C-1 attempted to fly a patient from Ashiya to Itazuke when he became lost and was forced to make an emergency landing in a rice patty. Pilot and Patient were uninjured and aircraft undamaged.

On 15 August, Flight C-1 flew another Hospital patient to Itami.

On 19 August, Flight A dispatched an L-5 to pick up a P-51 pilot who had crash landed. Pilot was unhurt and flown to Johnson Field.

On 22 August, Flight C-1 provided rescue coverage for P-51's striking Korea.

On 27 August, Flight C-1 dispatched an L-5 to search for a pilot who had bailed out of a P-51. Pilot was spotted and picked up by Crash Boat.

Flight C-2, Itami, flew one evacuation in August. A Patient was flown from KOCHI on the Island of Shikoku, to Spring Field in Osaka.

Search missions, surveillance missions, escort missions and training flights brought the total flying time for the squadron to :

Flight A	438
Flight B	226
Flight C-1	UNK
Flight C-2	251
Total	-----

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Unit History
Section F

SUMMARY OF TRAINING

It is evident that Rescue Training has fallen off in the Squadron this month. A training plan is being drawn up to train crews in rescue work and in the near future, extensive activity will be expected along these lines. On-the-job-training continued as usual throughout the Squadron. Pilots and Navigators are attending Loran classes at the various Flights.

Flight C-1 reports an encouraging training program in that the Alert crews spend practically all their time when on alert duty, training either on the ground or by way of Flights. It is thought by the writer that this is an excellent method in obtaining close coordination between the Pilot and crew members.

SPECIFIC PROBLEMS.

Unit History
Section G.

No specific problems were reported by the Flights for the month of August, 1947.

Unit History
Section H.

ADDITIONAL DUTIES OF ORGANIZATION AND CONNECTED PROBLEMS.

No additional duties were given the Squadron for the month of August, 1947.

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Unit History
Section IINFORMATION ON RECREATIONAL ACTIVITIES AND STATION LIFE:

Flight A, 3rd E.R.S. - Toketa - Officers and Enlisted men's softball teams continued to be very active during the warm weather. The Officers' dining hall neared completion this month and is scheduled to open around the first of September. The EM moved to an old dilapidated barracks and the first impressions were very depressing; however, after a little renovating and "GI'ing", things looked brighter. Recreational vehicles are still not available and the train service remains very poor. On the whole living conditions at this base may be reported as satisfactory. A huge gymnasium is being constructed on the base. This, should be a great morale lifter. The men are anxiously looking forward to its opening.

Flight B, 3rd E.R.S. - Chitose - Recreational facilities are reported to be about the same this month, with the exception of a stepped up athletic program. Morale seems to continue on a high plane.

Flight C-1, 3rd E.R.S. - Itazuka - No report was received on the Station Life and Recreational Facilities at this Flight for the month of August. However, it is the opinion of the writer that activities are greatly hampered due to the lack of transportation for one thing.

Flight C-2, 3rd E.R.S. - Itami - The excellent recreational facilities at and near this station provides a very good off-duty program for all personnel, including DS. Morale continues at a high state.

SPECIAL PROJECTSUNIT HISTORY
Section J.

There were no special projects undertaken this month.

Unit History
Section K.EXHIBITS

There are no exhibits for the month of August.

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HEADQUARTERS
3RD EMERGENCY RESCUE SQUADRON
APO 328

KIA/c

22 September 1947.

SUBJECT: Letter of Transmittal.

TO : C.O.
Historical Officer
Hq. 314th Composite Wing
APO 994

30019

1. In accordance with AR 345-105, Unit History for July 1947 and August 1947 of the 3rd Emergency Rescue Squadron, 5th Air Force, with Headquarters at Yokota AAB, Honshu, Japan is herewith submitted.

2. Material submitted was prepared by 1st Lt. Kenton L. Ashworth, O-48130. Facts and observations included in the narrative, and not otherwise credited, are based on the personal knowledge and opinions of Lieutenant Ashworth.

FOR THE COMMANDING OFFICER:

Anton O. Ungstad
ANTON O. UNGSTAD
Capt., Air Corps
Adjutant.

2 Incls:

1. Unit History Jul'47 (Trip)
2. Unit History Aug'47 (Trip)

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DESIGNATION SHEET

FIFTH AIR FORCE

3rd Emergency Rescue Squadron

Flight A
Flight B
Flight C-1
Flight C-2

8054th Boat Detachment

Tokyo Rescue Control
Fukuoka Rescue Control

For the Monthly Period of July 1947

The Security Classification has been checked.

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Unit History
Section A

KEY PERSONNEL REPORT

Headquarters

Lt. Col. W.H. Vernon	- Commanding Officer.
Capt. A.O. Ungstad	- Adjutant.
Capt. W.H. Nichols	- Operations.
Capt. H.H. Daly	- Supply.
Capt. W.B. Hunter	- Maintenance.

Flight "A"

Capt. C.P. Spence	- Commanding.
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Flight "B"

Capt. C.W. Stegemann	- Commanding.
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Flight "C-1"

Capt. J.B. Chessington	- Commanding.
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Flight "C-2"

Capt. L.M. Johnson	- Commanding.
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Tokyo Rescue Control Center

1 Lt. J.W. Brown

Fukuoka Rescue Control Center

Capt. N.B. O'Beirne

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Unit History
Section A-1

"At A Glance"

The 3rd Emergency Rescue Squadron furnished two B-17 Crews for the purpose of ferrying aircraft from Middletown Pa., to JAMA (See Exhibits Section K)

This month saw the beginning of successful operation of our ground radio station. Radio Contact between Headquarters, Flights and Boat Sections, was established expediting a more expeditious and reliable means of communication.

Far Eastern Air Forces requested Fifth Air Force to send a representative to an Air Sea Rescue Conference held on the 10th of July in Washington, D.C. Capt. David C. Jones of Hq. 3rd Emergency Rescue Squadron, attended this conference and much was learned about the future of Air Sea Rescue in the Pacific.

A change in the location of 3rd ERS Headquarters took place this month with Headquarters moving to Yokota AAB APO 328. It is hoped that closer coordination and supervision of training and operation will be attained by this move and in the future, prove to be of great asset to the Squadron.

Captain William H. Nichols, assumed temporary command of the Squadron on 23 June 1947. Lt. Col. Wesely H. Vernon arrived from the states in July and assumed command of the Squadron on 28 July 1947. Colonel Vernon was commanding Officer of the 5th Emergency Rescue Squadron in the states and his long experience in Air Sea Rescue work will prove to be of great value to the Squadron.

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Unit History
Section B

STRENGTH REPORT

BEGINNING OF PERIOD
1 July 1947.

	<u>Flying Personnel</u>	<u>Non-Rated Personnel</u>	<u>Total</u>
Officers	69	7	76
EM	66	259	325
Total	135	266	401

END OF PERIOD
31 July 1947.

	<u>Flying Personnel</u>	<u>Non-Rated Personnel</u>	<u>Total</u>
Officers	59	5	64
EM	80	250	340
Total	139	254	404

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Unit History
Section C

TYPE AND NUMBER ASSIGNED AIRCRAFT

Beginning of Period
1 July 1947.

<u>B-17</u>	<u>L-5</u>	<u>R-6</u>	<u>Total</u>
13	15	2	30

End of Period
31 July 1947.

<u>B-17</u>	<u>L-5</u>	<u>R-6</u>	<u>Total</u>
13	15	2	30

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Unit History
Section D.

BOATS ASSIGNED, SIZE AND TYPE

Beginning of Period
1 July 1947.

<u>TYPE</u>	<u>II</u>	<u>III</u>	<u>IV</u>	<u>V</u>	<u>Total</u>
Size	85'	63'	42'	38'	
Assigned	6	9	1	3	19

End of Period
31 July 1947.

<u>TYPE</u>	<u>II</u>	<u>III</u>	<u>IV</u>	<u>V</u>	<u>Total</u>
Size	85'	63'	42'	38'	
Assigned	6	9	1	3	19

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Unit History
Section E.

SUMMARY OF OPERATIONS

The 3rd Emergency Rescue Squadron received several alerts during the Month of July. Following is a brief description of these alerts and other activities which took place during this period.

On 3 July '47, Flight "A" was alerted when P-61, No. 9585 was reported to have crashed near Mt. Fuji. Low ceiling in the vicinity of Mt. Fuji prevented a search at that area. However, two ERB-17's and two L-5's from Flight C-2 at Itami, conducted a thorough search along Airways and coastal route between Itami and Yokota. Two ERB-17's were dispatched from Yokota on the 4th but again bad weather and low ceiling prevented a thorough search. The crash was found at 1500 on the 4th of July '47 by the 1st Cavalry ground party.

On 8 July '47, Flight "A" was alerted to search for two P-51's overdue from Itami to Tachikawa. Crew was alerted and briefed but mission was called when the planes were found on the ramp after filing IFR Clearance to Tachikawa. The pilots had flown two hours locally and failed to close their flight plans.

On 10 July '47, Flight "A" dispatched an L-5 to Fuji Grand Hotel to evacuate a patient. Patient was flown to Yokohama, where he was picked up by an ambulance.

On 12 July '47, Flight "B" utilizing their Helicopter evacuated a soldier with ruptured appendix from Chitose to the 161st Station Hospital, Sapporo. (As seen in Exhibits, Section K).

On 15 July '47, and again on the 21st, two L-5's from Flight C-2 at Itami AAB evacuated two Polio Victims from Kochi. They were flown to Spring Field in Osaka and transferred by Ambulance to the 28th General Station Hospital.

On 17 July '47, an L-5 was alerted at Flight "A" to pick up medical Supplies for an emergency operation. Supplies were picked up at Yokohama and flown to Johnson Field. On the same day two L-5's were alerted to search for an airplane (AT-6), overdue. The AT-6 was found $4\frac{1}{2}$ miles SE of Johnson Field. The plane had a mid-air collision with a P-51 and was demolished. Both pilots were instantly killed.

Flight C-2, Itami utilized two L-5's on the 24th and 25th of July for the purpose of emergency evacuation. The first mission went to Okayama to evacuate a soldier that had fallen from a train and received severe head injuries. The second evacuation was from Takimatsu when a civilian became dangerously ill due to dehydration of the body. Both patients were flown to Osaka.

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Unit History
Section E

SUMMARY OF OPERATIONS (CONT'D)

On 26 July 1947 Flight C-2 Itami, was called upon to provide air transportation for a number of press correspondents who were accompanying a group of UIP; a B-17 was provided for transportation to Tokyo.

On 29 July 1947, Flight "A" Yokota- An L-5 picked up a P-51 pilot after he made a forced landing at an abandoned airfield. Pilot was not injured and was flown to Johnson Field. Also on the 29th of July Flight "A" alerted one ERE-17 to search for a P-51 which had been reported crashed and burned near Sendai. Thorough search was hampered by bad weather. Plane was found by Military Police. All flights provided rescue coverage for the Air Force Day Aerial Review on the 29th of July.

One ERE-17 is provided for maintaining Strip Alert at Kimpo AAB, Korea. The Alert Ship is furnished by Flights C-1 and C-2.

Search missions, surveillance missions, escort missions and training flights brought the total flying time for the month to :

Flight A	459	Hours	
Flight B	211	"	
Flight C-1	81	"	(No L-5 time reported)
Flight C-2	293	"	
	<u>1044</u>	"	

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Unit History
Section F.

SUMMARY OF TRAINING

On -the-job training and Emergency rescue training dominated the training program this month. Medical first aid training was given to boat crews by base Flight Surgeon. Flying Safety meetings were held by all Flights. Navigators have been attending on an average of two classes per week in Loran and Radar procedures and operation .

Unit History
Section G.

SPECIFIC PROBLEMS

From the reports of the outlying flights, Supply, with emphasis placed on boat parts, remains the number one problem, but some reports indicate problems in the administrative departments. The lack of trained clerk-typists has become a problem in some of the Flights. An influx of skilled 405's and some 502's would alleviate this problem.

Unit History
Section H.

ADDITIONAL DUTIES OF ORGANIZATION AND CONNECTED PROBLEMS.

The 3rd Emergency Rescue Squadron was called upon to furnish 2 B-17 crews for the purpose of ferrying 2 B-17 type aircraft from Middletown Pa. to JAMA (See Exhibits Section K).

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Unit History
Section I

INFORMATION OF RECREATIONAL ACTIVITIES AND STATION LIFE:

Flight A, 3rd E.R.S. - Yokota - The officers and enlisted men's Softball teams were very active during the month with wins and losses about even. A bus schedule has been set up by the base to provide transportation to and from the golf course on week-ends. Other than this, no recreational vehicles are available and the train service is very poor. Living conditions are reported satisfactory at this base.

Flight B, 3rd E.R.S. - Chitose AAB - Chitose Army Air Base has acquired a rest Hotel at Lake Skikatsu which is utilized for sending four enlisted men and four officers per week on a three day pass. The flight also has a quota of two enlisted men per week at the Noborabitu Rest Hotel. Fishing, sailing and motor boating are available. Moral is reported very high.

FLIGHT C-1, 3rd E.R.S. - Itazuke - There was no report from this Flight on the recreational facilities for the month of July.

FLIGHT C-2, 3rd E.R.S. - Itami - Recreational Activities consisted of Swimming, golfing, softball, football and D.S. No complaints have been received so it is the opinion of the writer that they are more or less satisfactory.

Unit History
Section J.

SPECIFIC PROJECTS

There were no specific projects undertaken during the month of July.

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Unit History
Section KEXHIBITS

A copy of an article in Stars And Stripes, dated 14 July is presented:
(Although not specifically mentioned, Flight "B" flew this mission.)

SOLDIER STRICKEN
BY APPENDICITIS,
SAVED BY 'COPTER.

SAPPORO, July 14 - Pfc Billy W. Hull, Springfield, Mo. today is recovering from an acute attack of appendicitis after a 13-minute flight in a helicopter Saturday morning which saved the stricken soldier's life, it was learned today.

Hull, reporting to the Chitose Army Air Base Dispensary suffering with a "stomach ache", was found to be ill with acute appendicitis. Immediate arrangements were made to fly him to the 161st Station Hospital in Sapporo where facilities were available for an emergency operation.

The helicopter, piloted by 1st Lt. Melvin R. Truman, Compton, Calif., took Hull to Sapporo where he was rushed to the hospital by ambulance for the operation.

Attached, copy of Ferrying Orders (Letter Order #964 Hq. 5 AF dtd 5 Jul'47.)
Attached, copy of Ferrying Orders (Letter Order #981 Hq. 5 AF dtd 9 Jul'47.)

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LO No 967CRA
HQ FIFTH AIR FORCE
APO 710
5 July 1947

SUBJECT: Temporary Duty Travel Orders.

TO : 1LT KENTON L ASHWORTH 0734169 (Pilot) 3d Emerg Rescue Sq APO 710
 1LT JAMES R MORRISON 0930565 (Co-Pilot) Flt "A", 3d ERS, APO 328
 1LT HUBERT A KUTSCH 0709407 (Nav) Flt "C-2" 3d ERS, APO 660
 M Sgt Charles E Parr 6388353 (Engr) Flt "A" 3d ERS, APO 328
 T Sgt John N Fawcett 32311042 (Radio Op) Flt "C-2" 3d ERS, APO 660
 S Sgt Charles S Hansen 19060393 (Asst Engr) Flt "A" 3d ERS, APO 328

1. You are placed on temporary duty and will proceed by first available government air transportation to Hq, Middletown Air Materiel Area, Middletown, Pa, with the least practical delay for the purpose of ferrying one (1) each B-17 type aircraft to this theater, and upon completion of this mission you will return to your proper stations.

2. Aircraft to be ferried is B-17G, AC No 44-8821, and is Article No 3 on Delivery Project 97592-R. This order with referenced radiograms will be your authority for taking delivery of subject aircraft.

3. You will proceed from your present station to Hq Air Transport Command, Tokyo, Japan, for transportation to the Zone of Interior. You will carry necessary flying equipment including parachutes. Pilot will radio Commanding General, Far East Air Materiel Command, APO 323, with information copy this headquarters, date of departure from Middletown Air Materiel Area. Departure from Zone of Interior for return flight will be from Fairfield-Suisan Army Air Base, Calif, at which station you will secure briefing for your flight. No repeat no delays are authorized. Upon return to this theater subject aircraft will be delivered to the Japan Air Materiel Area (Prov), JAMA Army Air Base, Tachikawa, Japan, APO 704. Commanding General, Japan Air Materiel Area (Prov) will notify Commanding General, Far East Air Materiel Command immediately upon arrival of subject aircraft.

4. Personal baggage not to exceed sixty-five (65) lbs, and excess baggage consisting of flying equipment not to exceed thirty-five (35) lbs is authorized each individual while traveling by air.

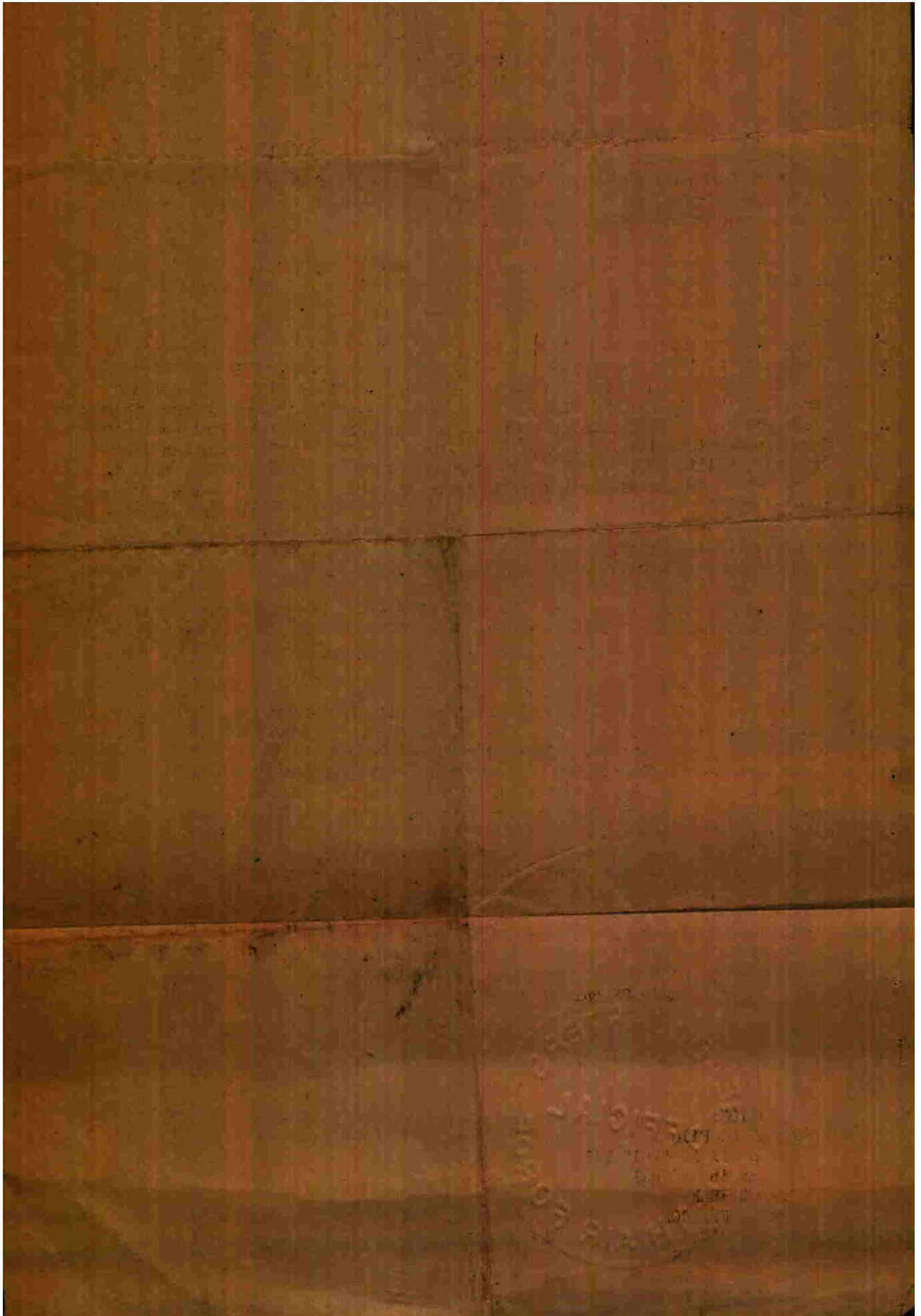
5. Travel directed is necessary in the military service. Travel by military aircraft, rail or government automobile is authorized. Per diem authorized. Par 31a, AR 35-4820 will apply for travel outside the continental United States, and Par 30, AR 35-4820 will apply for travel within the United States for each officer. For enlisted personnel, in lieu of subsistence, Sec II, AR 35-4810 will apply for periods of travel by air and necessary delays enroute. For periods of temporary duty and travel performed other than by air, monetary allowance in lieu of rations and quarters is authorized each enlisted person in accordance with Sec III, AR 35-4810. Use of government quarters and messing facilities where practicable for enlisted personnel is mandatory. P/A 791-1003 P432-02 800-309L216. Copies of all paid vouchers will be forwarded to the Commanding General, Fifth Air Force, APO 710, ATTN: B&F Officer. (Auth: Air Materiel Command radio ATK-744 dtd 20 Jun 47; FEAMCOM Rad FEAMX 75354 dtd 27 Jun 47; and FEAF Reg 33-5.)

BY COMMAND OF BRIGADIER GENERAL AGEE:

ROBERT E MALONY
Lt Col, AC
Adjutant General

DISTRIBUTION:

1 cy AG LO File
 1 cy ea Off AG "201" File
 25 cys ea individual
 2 cys CG FEAF
 2 cys CG FEAMCOM
 2 cys CG JAMA
 2 cys CG 3d ERS
 2 cys CG Yokota AAB
 2 cys CG Itami AAB
 2 cys B&FO
 2 cys UPO
 2 cys A-1
 2 cys A-3



LO No 981

JEM
HQ FIFTH AIR FORCE
APO 710
9 July 1947

SUBJECT: Temporary Duty Travel Orders

TO : CAPT ORAN W THOMPSON 0705484 (P) Flt A, Yokota AAB, APO 328
 LLT WILEY B SEWARD 0786831 (CP) Flt B, Chitose AAB, APO 919
 LLT JOHN P HARRIS 02098515 (N) Flt A, Yokota AAB, APO 328

T/Sgt Donald G Deering 36211684 (E) Flt C-2, Itami AAB, APO 660
 T/Sgt Raymond A Mitchell 14054436 (SE) Flt C-2, Itami AAB, APO 660
 Cpl Samuel D Blalick 6925666 (R) Flt A, Yokota AAB, APO 328
 (All assigned 3d Emergency Rescue Sq, APO 710.)

1. You are placed on temporary duty and will proceed by first available government air transportation to Hq, Middletown Air Materiel Area, Middletown, Pa, with the least practical delay for the purpose of ferrying one (1) each B-17 type aircraft to this theater, and upon completion of this mission you will return to your proper stations.
2. Aircraft to be ferried is Article No 5, a B-17, on Delivery Project 97592-R. This order with referenced radiograms will be your authority for taking delivery of subject aircraft.
3. You will proceed to Hq Air Transport Command, Tokyo, Japan, for transportation to the Zone of Interior. You will carry necessary flying equipment including parachutes. Pilot will radio Commanding General, Air Materiel Command and Commanding General, Far East Air Materiel Command, APO 323, with information copy this headquarters, date of arrival and departure from Middletown Air Materiel Area w/AC Serial No of aircraft being ferried. Departure from Zone of Interior for return flight will be from Fairfield-Suisan Army Air Base, Calif, at which station you will secure briefing for your flight. No repeat no delays are authorized. Upon return to this theater subject aircraft will be delivered to the Japan Air Materiel Area (Prov), JEM Army Air Base, Tachikawa, Japan, APO 704. Commanding General, Japan Air Materiel Area (Prov) will notify Commanding General, Far East Air Materiel Command immediately upon arrival of subject aircraft.
4. Personal baggage not to exceed sixty-five (65) lbs, and excess baggage consisting of flying equipment not to exceed thirty-five (35) lbs is authorized each individual while traveling by air.
5. Travel directed is necessary in the military service. Travel by military aircraft, rail or government automobile is authorized. Per diem authorized. Par 31a, AR 35-4820 will apply for travel outside the continental United States, and Par 30, AR 35-4820 will apply for travel within the United States. For each officer. For enlisted personnel, in lieu of subsistence, Sec II, AR 35-4810 will apply for periods of travel by air and necessary delays enroute. For periods of temporary duty and travel performed other than by air, monetary allowance in lieu of rations and quarters is authorized each enlisted person in accordance with Sec III, AR 35-4810. Use of government quarters and messing facilities where practicable for enlisted personnel is mandatory. P/A 791-1003 P432-02 S00-309L216. Copies of all paid vouchers will be forwarded to the Commanding General, Fifth Air Force, APO 710, ATTN: B&F Officer. (Auth: Air Materiel Command radio ATK-753 dtd 23 Jun 47; FEAMCOM Rad FEMEX 75376 dtd 1 Jul 47; and FEAF Reg 33-5)

BY COMMAND OF BRIGADIER GENERAL AGEE:

Robert E. Malony
 ROBERT E MALONY
 Lt Col, AC
 Adjutant General

DISTRIBUTION:

25 cys ea individual	2 cys CO Yokota AAB
1 cy AG LO File	2 cys CO Itami AAB
1 cy ea Off AG "201" File	2 cys CO Chitose AAB
2 cys CG FEAF	2 cys B&FO
2 cys CG FEAMCOM	2 cys UPO
2 cys CG JAMA	2 cys A-1
2 cys CO 3d ERS	2 cys A-3