

**SUMMARIES OF EVENTS**

**90TH SQUADRON**

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

31 January 1947

SUBJECT: Monthly Summary of Events, 90th Bombardment Squadron (L)

TO : Historical Officer, 3rd Bombardment Group (L),  
APO328

1. In compliance with 314th Composite Wing Regulation 45-1, dated 2 December 1946, and 45-1A, dated 13 January 1947, the following summary of events for the 90th Bombardment Squadron (L) is submitted for the month of January, 1947.

2. PERSONNEL.

a. Key personnel during the month were:

Major Lewis B. Weigold	Commanding Officer
Capt. Archibald R. Day	Adjutant
2nd Lt. Russell R. Stanbro	Assistant Adjutant
Capt. Donald D. Doyle	Operations Officer
Capt. James W. Nesbitt	Engineering Officer
1st Lt. James A. Lovat	Armament Officer
1st Lt. Frank S. Spain	Supply Officer
1st Lt. Viking H. Lian	Communications Officer
1st Lt. Milford G. Dunlop	Personal Equipment
1st Lt. Paul L. Morris	Physical Training

b. Numerically Squadron strength showed no change 31 January as compared with 1 January. The scoreboard read:

1 January	31 January
Officers	Officers
1 Major	1 Major
3 Captain	4 Captain
11 1st Lt	9 1st Lt
13 2nd Lt	8 2nd Lt
28 Total	22 Total
Enlisted	Enlisted
0 M/Sgt	1 M/Sgt
3 T/Sgt	2 T/Sgt
7 S/Sgt	10 S/Sgt
6 Sgt	5 Sgt
5 Cpl	15 Cpl
50 Pfc	46 Pfc
14 Pvt	12 Pvt
85 Total	91 Total

However, the operational effectiveness had been threatened. Missing from the December roster of key personnel at January's end were: Capt. Glen A. Cooley, former Operations Officer, transferred to Group Headquarters; 1st Lt Clyde N. Ellis, former Adjutant, also lost to Group; and 1st Lt Herbert C. Engelbrecht (at month's end, Captain), who had long been a mainstay on the line as Assistant and Operations Officer, now joined in the procession down the street to Group Headquarters.

c. Shifts of other personnel were necessitated by these losses. Capt. Donald D. Doyle left Supply to 1st Lt. Frank S. Spain, former Assistant Supply Officer, to take over as Operations keynoter. Capt. Archibald R. Day joined the Squadron to fill the vacancy behind the Adjutant's desk occasioned by the loss of Lt Ellis. Capt. Jack P. Smith, experienced A-26 pilot, combat veteran, joined the unit and went to work understudying Capt. Doyle in Operations.

d. Officers who had requested immediate discharge were relieved. 1st Lt. Donald Sunderman and 2nd Lt. Leo Frunka, both combat-ready A-26 pilots were thus lost. 1st Lt Jack Cropper, bombardier, accompanied the two pilots, leaving the Squadron with but two rated observers (both bombardier-navigators) assigned. Other pilots lost for return to ZI were 2nd Lts Fred Cartons, Glen Hudson, Robert Wolf and Harold Staggs. In compensation, two officers in addition to those previously mentioned were assigned, 1st Lt. Dixon Griffith (1092) and 1st Lt. Francis Fitzgerald (1062).

e. Enlisted strength was up by six (6) men over the preceeding month. However, replacements at the most balanced losses in essential MOS's. Critical were 750's, 747's, 612's 502's and 405's. The shortage of 914's was evinced by a vehicle shortage which isolated and stranded sections, slowing and at times completely halting operations. The Squadron continued to function without a First Sergeant, dividing his duties among orderly room clerks, senior non-commissioned officers, the Adjutant and the Assistant Adjutant. The orderly room had but one (1) qualified clerk-typist during the major portion of the month, the senior clerk having been returned to ZI; however, by sending one man to typing school and urging extra practice on the other, both were recommended for graduation from 521 to semi-skilled 405 by the decline of the month.

### 3. TRAINING AND ACHIEVEMENT

#### a. Administrative

(1) Administrative personnel underwent training during the month as well as initiating and conducting training for the rest of the Squadron. Emphasis was on the practical, and dividends were being realized as the month faded (see Par. 2, e., above).

(2) An extensive fire prevention program was in effect. Lectures in fire prevention and emergency fire fighting tactics were given by a qualified officer, a former municipal fireman. Procedure for evacuation of the barrack and action in case of fire were set up, explained rehearsed. Fire fighting equipment was brought to required strength, was regularly inspected.

(3) A series of venereal disease lectures, discussions and seminars were held throughout the month, under the direction of the Venereal Disease Control Officer in an effort to curb the VD rate. Nevertheless, the last week of January saw officers and non-commissioned officers of the Squadron pulling VD patrol until 0300 hours as additional duty, because the Squadron VD rate was excessive. And it was a case of "It's the poor as gets the blyme," since married personnel, staunch non-fraternizers, drew the miserable stint to 0300 while the character actually infected languished in a warm sack.

(4) Regularly scheduled physical training was being held three (3) hours per week. An Anteaalluvial PT field and a shortage of equipment made the circumstances of conducting organized athletics somewhat trying. By 1600, when PT was held, the ice and frost from the previous night had thawed and melted, making the field more suitable for snowshoe drill than touch football. On arrival at Yokota from Atsugi the 90th had been quartered for a short while in the Headquarters barrack. Later everything was moved to the Squadron's own quarters except its athletic equipment, leaving it with one rubber football. With forty-six (46) men on a side the proper term is Touche'Football.

(5) Familiarization lectures were given to officers and enlisted men on small arms and range procedure in preparation for their firing on the range.

(6) Three orientation lectures on the Japanese social system and the relation of the occupation force to the Japanese people were attended by all squadron personnel.

(7) For some time only semi-active, the Squadron's Welfare Committee was re-organized, new members elected, and at the end of the month was functioning smoothly, holding regular meetings to entertain suggestions and criticisms from the enlisted men concerning the general welfare.

(8) The mail room was completed, individual boxes having been installed in a separate room where mail call would not interfere with orderly room procedure, and regular mail distribution hours were established. All that was lacking was mail to distribute. (One officer whose family wrote regularly went forty-four (44) days without receiving a letter, gave up and went home.)

(9) Projects still pending were the acquiring of furniture for the day room, and final refinements on the dark room. The prospects for furniture were dim; the dark room was complete, an enlarger having been purchased with donations, needed a safe light to start producing pictures and serving as a recreational haven for Squadron personnel interested in photography.

#### b. OPERATIONS

(1) Flying training continued during the month and the end of January saw all pilots checked out and flying the A-26. All (both) navigators had completed two (2) Loran courses, and a large portion of the pilots had received this training; the remainder were scheduled to attend classes. Bombardiers had brushed up on bombing procedure and theory and had loosed a few bombs from medium altitude, bad weather precluding the dropping of more. All officers and gunners had fired several times during the month on the skeet and trap ranges, and were prepared to fire the .45 again. All minimum flying requirements for all personnel on flying status were met, including keeping abreast of the annual requirements for instruments, night flying, etc. Gunnery, transition, formation, and GCA missions were also flown in addition to the eight (8) reconnaissance flights at minimum altitude.

#### 4. MORALE AND DISCIPLINE

a. Morale was up over the previous few months. It was up relatively, definitely not having V-2ed. Living conditions had improved; the heat came on in the barrack and stayed on, even on cold nights; there was hot water some of the time, sometimes even when someone wanted to shave or shower. The theatre was showing 35 mm films, had heat and the usual boisterous wolf calls concomitant with the entrance of any buxom ingenue. No one could blame Special Services for the latter.

b. Everyone was fed up with Venereal Disease lectures. From basic soldiers, non-commissioned and commissioned officers came the query, "Where is this getting us? Where are the results of all this incessant haranguing on VDI?" For the 90th Squadron, the answer: In spite of two Base VD lectures, three additional VD lectures given when the Squadron's rate was excessive, and two more VD lectures conducted by the unit VD Control Officer, the last week of the month saw the Squadron's VD rate again in excess of 75 per 1000 per annum, and more lectures in progress.

c. There was continual complaining on the quality and quantity of the food being served enlisted men. Allegedly those who ate early fared much better than late comers, who got cold substitutes for original menu items which had been depleted. Officers who messed with the enlisted men to determine the accuracy of these claims found conditions in the mess hall below standards of cleanliness, but found the food to be the same as that served in the Officers' mess -- not good, but the best to be had at the time. However, officers and EM alike accused Japanese waiters and servers of shorting portions and refusing seconds to save food for themselves. ("So sorry, no seconds; there's hardly enough for the Gooks.")

d. Discipline was influenced by the apathy resulting from the expectation of being separated from duty by many officers and enlisted men. Chief problem was to find a means of stimulating interest in work which to these men was to be ended and forgotten forever within a few weeks. Close supervision seemed the solution, but kept responsible personnel hobbled.

e. The future held a portent of personnel losses which would cut operational efficiency. All draftees were soon to leave, many of whom had been trained and were holding key positions, especially in the Engineering Section. Short term enlistees were also ready to be returned to the ZI, and the same applied. Three year enlistees were being received as replacements, but they were unskilled, young, basic soldiers. An inevitable hiatus loomed between the separation of the experienced men and the completion of the training of the replacements. The hope of maintaining efficiency rested on the possibility of some previously trained, experienced men's being assigned. Furthermore, eight men were scheduled to graduate from aircraft mechanics school during the first week of February, but would need on-the-job experience before qualifying as even semi-skilled mechanics.

f. Foreboding though the vista seemed, previous long range planning would cushion the shock, and there was no expectation of the unit's being knocked out by imminent losses; it was prepared to ride the punch. The Squadron, truly, was still lying awake nights and yowling with growing pains; that is the way big boys are made.

*Russell K. Stanbro*  
RUSSELL K. STANBRO  
2nd Lt., Air Corps  
Historical Officer

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

AFPO 328  
31 January 1947

SUBJECT: Monthly Summary of Events, Operations Section.

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

1. In compliance with Regulation Number 45-1, Headquarters 314th Composite Wing, dated 17 December 1945, the following Summary of Events of the Operations Section for the month of January, 1947 is submitted.

2. Personnel:

a. During the month of January, Operations personnel were as follows:

Capt	Donald D. Doyle	Operations Officer
Capt	Jack P. Smith	Ass't Operations Officer
1st Lt	William L. Ford	Ass't Operations Officer
Pfc	Louis Galardo	Clerk
Pvt	Gustave W. Angelo	Clerk

b. The changes in personnel during the month were the losses of Operations Officer, Capt Glen A. Cooley and Ass't Operations Officer Capt Herbert C. Engelbrecht.

3. a. The following Officers were transferred out of the Squadron:

Capt	Glen A. Cooley
	Herbert C. Engelbrecht
1st Lt	Jack W. Cropper
	Clyde M. Ellis
	Donald W. Sunderman
2nd Lt	Fred Cartona
	Glen B. Hudson
	Leo B. Prunka
	Harold C. Staggs
	Robert F. Wolf

b. The following Officers were transferred into the Squadron:

Capt Archibald R. Day  
1st Lt Dixon P. Griffith  
Francis P. Fitzgerald  
Wayne L. Stephenson

4. The Squadron now has eleven A-26 and two B-25 type aircraft. One B-25 is reserved for Tow Target work while the other is used for Instrument Practice and Checks.

5. a. During the month flying has been stressed so as to give maximum effort toward fulfilling the requirements set down for a 1003 MOS. Particular emphasis was placed on getting all the pilots who are now in the Transition stage into the Advanced Crew stage. Night flying and Instrument flying have been continued so as to obtain the minimum yearly requirements without crowding them all into one month. At present all but four of the assigned and attached pilots have valid Instrument cards.

b. During the month 8 Reconnaissance flights were flown for a total of 35 hours and 30 minutes. These missions were all flown at minimum altitude over the island of Honshu.

c. The rest of the training was conducted with the following time accomplished in each phase: 48:30 in Transition; 119:10 in Formation; 71:10 in Navigation; 72:30 in Instrument; 22:20 in Bombing; 29:05 in Gunnery; 36:00 in Night; 9:15 in Simulated Combat.

6. Ground training has continued with furor. All navigators and some pilots have completed the Loran Course. Each pilot received two hours Link and several rounds of Sleet. An Armament and Gunnery Course was started for the Enlisted Men in the squadron who are to become Armorer Gunners.

7. a. Administration work has been heavy during the month due mainly to the changing over from the old "Form 5's" to the new. Lt. Ellis has set up a new filing system for Operations which enables you to obtain anything you desire in a moment. The Operations section has been handicapped by an inadequate supply of Regulations and Memorandums. Although a complete file has been requisitioned none have been received to date. In addition to administration difficulties is the problem of transportation. Although this proves to be only a minor handicap, it has cut the efficiency of the section slightly.



8. The Squadron now has all its pilots checked out in the A-26 type aircraft. Our engineering section has shown a remarkable improvement during the month. Three airplanes have been grounded because of parts shortage most of the month. If the change over of personnel does not effect us too greatly the squadron will soon be an efficient, combat ready low level attack squadron.

  
D. D. DOYLE  
Captain Air Corps  
Operations Officer

HEADQUARTERS  
90TH BOMBARDMENT SQUADRON, (L) AAF

APO 328  
31 January, 1947

SUBJECT: Monthly Summary of Events, Supply Section

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

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

2. During the month of January a shift and addition in personnel has taken place. Capt. D.D. Doyle was transferred to 90th Squadron Operations. 1st Lt. Frank H. Spain was placed on orders as Supply Officer. 1st Lt. Jack R. Cropper returned to the states for immediate release from the Army. 1st Lt. Dixon P. Griffith was assigned as Ass't Supply Officer.

3. Personnel of this section at present are as follows:

1st Lt. Frank H. Spain	Supply Officer
1st Lt. Dixon P. Griffith	Ass't Supply Officer
Pfc. Peter P. Pavelek	Supply Clerk

4. During the month of January activities of the 90th Squadron Supply have improved considerably. In compliance with 8th Army Circular 267, 95% of all personnel fully equipped.

5. T.O. & E. Requisitions have been resubmitted due to changes in Base Supply. Limited property available continues to curtail our overall combat readiness. T.O. & E. property is expected to show considerable gains during the month of February.

*Frank H. Spain*  
1ST LT. FRANK H. SPAIN  
SUPPLY OFFICER

**90TH BOMBARDMENT SQUADRON (L)  
3RD BOMBARDMENT GROUP (L)  
AFC 328**

31 January 1947

**SUBJECT: Monthly Summary of Events, Engineering Section**

**TO : Historical Officer, 3rd Bombarment Group (L), AFC 328**

1. In compliance with 314th Composite Wing Regulation 45-1, dated 2 December 1946, and 45-1A, dated 15 January 1947, the following summary of events for the Engineering Section, 90th Bombarment Squadron (L) is submitted for the month of January, 1947.

2. During the month key personnel were:

Captain James W. Nesbitt	Engineering Officer
1st Lt Stanley G. Smith	Asst. Engineering Off.
1st Lt Chester A. A. Smith	Asst. Engineering Off.
1st Lt David A. Jones	Asst. Engineering Off.
2nd Lt Lawrence L. Jackson	Asst. Engineering Off.
2nd Lt Claude V. Gibson	Tech. Supply Officer
M/Sgt Maurice J. Chappell	Line Chief
S/Sgt Anthony P. Dennis	Tech. Inspector

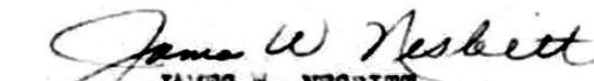
Gained during the month were M/Sgt Chappell, S/Sgt Dennis, S/Sgt Sherrod B. Lassiter and Cpl Stanley H. Hiatt, all of whom were previously trained, skilled technicians, the type of replacement sorely needed in the section. Lost for the major portion of the month was Lt Chester Smith, loaned out as Transportation Officer in an effort to remedy an acute vehicle shortage which had a noticeable effect on happenring action by the section by keeping it held closely to the flight line.

3. Chief step taken during the month was the reorganization of the section so as to have one consolidated inspection team and maintenance pool. The function of the inspection team was to perform all inspections, thereby employing skilled, dependable personnel at all times on this vital function. From the maintenance pool flight chiefs drew experienced mechanics as needed for maintenance work, spreading a limited number of qualified mechanics thinly but evenly over the entire maintenance program. S/Sgt Lassiter, because of his skill and experience, headed the inspection team. During the month the hanger neared completion, was in use as a permanent site of operations for the section. Tech Supply moved in permanently and was prepared to function provided a stock level could be established.

4. Supply shortages were acute. Attesting to this were two aircraft, grounded for the entire month awaiting parts. Ninety per cent of the aircraft flying were doing so simply because there were wrecked

airplanes on the field which could be cannibalized. Obviously this was but a stopgap measure. Insufficient Technical Orders, long requisitioned, further hindered performance of what should normally be routine duties; a striking example: Tech Supply did not have the parts catalogs with which to determine correct parts numbers when ordering. Revisions of parts catalogs were received the original of which was not on hand. The problem in general was three faceted: The Service Group was unable to perform its normal function due to its personnel and supply shortages. In turn the unit had its supply problem and its personnel attrition. Further, aircraft were old, despite the fact that very few hours had been logged against them. They were old in that they had been improperly stored over a long period of time, such chronic ailments as oilleaks developing due to seals having hardened.

5. The vista was foreboding. Draftees, many of whom had been trained to the point where they were crewing airplanes, were due to be returned to ZI immediately. Many short term enlistees were also soon, within the next two months, to become eligible for separation. Aircraft mechanic school graduates would not replace these men, for not only were these men too few in number, not only were they book knowledge mechanics who would require considerable on-the-job experience to develop the skill to qualify as maintenance men, but they also would be returned to the States for separation as soon as the men they were replacing. Without competent replacements the only solution appeared to be the imposing of even longer hours on the few available, qualified men, many of whom already were tiring, requesting furloughs, not to go on trips, but to merely "lie on my sack and rest."

  
JAMES W. NESBITT  
Captain, Air Corps  
Engineering Officer

ARMAMENT SECTION  
90TH BOMBARDMENT SQUADRON (L)  
A.P.O. 328

31 January 1947

SUBJECT: Monthly Summary of Events.

TO : Commanding Officer, 90th Bombardment Squadron (L)  
Attn: Historical Officer.

1. In compliance with Letter, Hqs. 3rd Bombardment Group (L), Subject: Submission of Reports; the following Summary of Events for the month of January 1947 is submitted.

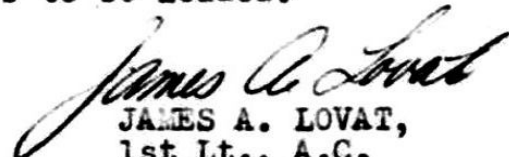
2. Key Personnel of the section were:

1st Lt. J.A. Lovat	Armament Officer
2nd Lt. F. Cartona	Ass't. Arm. Officer
S/Sgt. R.T. Miller	Section Chief
S/Sgt. N.V. Messer	Flight Chief
S/Sgt. R.K. Sykes	Flight Chief
S/Sgt. S.H. Monella	Flight Chief

3. Total strength at the end of the month was 1 ground Armorer (911), 8 Armorer Gunners (612) and 3 Potential Armorer Gunners. Three (3) men were assigned; Pfc. J. Valenzuela, Cpl. C. Spangler, Cpl. J. Monroe. One (1) man, Pfc. J. Valenzuela was reassigned.

4. During the month 23,790 rounds of Cal. 50 ammunition was expended and 80 practice bombs were dropped. Three (3) men were attending regular morning classes at the Armament School and 2 men took refresher courses in harmonization.

5. The past month saw the 7th Service Group make 3rd and 4th echelon repairs on some of the squadron airplanes but this section is still ordering, picking up ammunition and bombs, and carrying same out to airplanes to be loaded.

  
JAMES A. LOVAT,  
1st Lt., A.C.  
Armament Officer

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

31 JANUARY 1947

SUBJECT: Monthly Summary of Events, Communications Section.

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

1. In Compliance with Regulation 45-1, Headquarters, 314th. Composite Wing, APO 994, Dated 2 December 1946, the following Summary of Events for the Communications Section for the month of January is submitted.

2. The month of January saw one change in the personnel of this department. Lt. Staggs was relieved of his duties as assistant Communications Officer and was sent to the 4th. Replacement Depot to be returned to the states for discharge. PFC McGann was added to the enlisted personnel of this department and is working along with PFC Thornton. Lt. Lian was promoted from 2nd. Lt. to 1st. Lt. this month and is still in charge of the department.

3. The Communications department has had little trouble this month with maintenance. The Service Group is still carrying out the 2nd. and 3rd. echelon maintenance and thru this we are having aircraft grounded that otherwise would be in the air. We hope to have this situation taken care of just as soon as the spare parts and tuning equipment that is on requisition is received. The requisition has been in for three weeks and we expect it to be filled soon.

4. Lt. Lian is the Communications Officer and at present there has been no replacement for an assistant.

5. The Current strength is as follows.

1. One 1st. Lieutenant
2. Two PFC

*Viking H. Lian*  
VIKING H. LIAN  
1ST. LT., AIR CORPS,  
COMMUNICATIONS OFFICER

90TH BOMBARDMENT SQUADRON (L)  
3RD BOMBARDMENT GROUP (L) AAF  
APO 322

31 January 1947

SUBJECT: Monthly Summary of Events, Personal Equipment

TO: Historical Officer, 3rd Bombardment Group (L)  
APO 322

1. In compliance with 314th Composite Wing Regulation 45-1, dated 2 December 1946, and 45-1A, dated 15 January 1947, the following summary of events for the Personal Equipment Section is submitted for the month of January 1947.

2. Personnel during the month were:

1st Lt. Milford G. Dunlop	Personal Equipment Officer
PFC Clarence Griffith	Personal Equipment Technician
PFC Edward Sedlacek	Parachute Rigger
PFC Mark Hogue	Personal Equipment Technician

PFC Sedlacek was gained during the month.

3. Normal functions were carried out during the month. Some flying equipment was received and issued to flying personnel immediately. All personnel on flying status now have their own parachute harness assigned, back pack, quick-release type for pilots, chest type for bombardier-navigators and gunners. Large quarters for personal equipment are needed in order to obtain more efficiency.

*Milford G. Dunlop*  
MILFORD G. DUNLOP  
1st Lt., Air Corps  
Personal Equipment Officer