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HISTORY
OF THE
66TH FIGHTER SQUADRON
ELMENDORF AFB, ALASKA

OCTOBER NOVEMBER DECEMBER

1949

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1 Hq AAC
1 Hq 57th Ftr Wing
1 Hq 57th Ftr Gp
1 Hq 66th Ftr Sqdn

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CHAPTER I

ORGANIZATION

The 66th Fighter Squadron was first activated as a part of the 66th Pursuit Squadron, 15 January 1941, at Mitchel Field, Long Island, New York. One year later the organization was changed to the 57th Fighter Group, including the 66th Fighter Squadron.

August 1942 found the 66th's P-40's and pilots off the coast of South Africa aboard the Aircraft Carrier U.S.S. Ranger. The pilots flew from the carrier to Lagos, thence to Palestine to join the Royal Air Force for desert fighter training. The crew chiefs had been flown to the theater.

First action against the enemy was in October, 1942, from Alexandria. Supporting General Montgomery's Eighth Army, the 66th moved across the Libyan Desert to Tripotania and into Tunisia, through the battles of El Alemain, Tobruch, Aghelia, Marble Arch, Tripoli, Marreth Line, and Souse.

Further action was against the islands of Lampeduse and Pantelleria, and Sicily. On D-Day plus 2 they were operating off Sicily. Two days later they were invading Italy, against odds of about six to one. While at Foggia the 66th received P-47's to replace the war-weary P-40's. These were the first P-47's to be used in the Mediterranean area.

In March 1944, the 66th moved to Naples in support of the American 5th Army. Operations in that area were drawing to a

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close, and after a time on Corsica, then back to Northern Italy, the Group was returned to the States and deactivated at Drew Field, Florida, 7 November 1945.

The 66th Fighter Squadron had the most confirmed victories of the 57th Fighter Group. The Group received three citations and battle credits for Egypt-Libya, Tunisia, Po Valley, North Appennines, Naples-Foggia, and Rome-Arno while serving with the Middle East Air Force, Ninth Air Force, and Twelfth Air Force.

The Squadron Insignia was approved 2 January 1942. The device represents a bird with all the fundamentals of an able, clean, and tough fighter.

Reactivated at Shemya, in the Aleutians, 15 August 1946, the 66th was equipped with P-38's. P-51's replaced them in October 1947 and the Squadron completed it's move to Elmendorf Field, Anchorage, Alaska. The Squadron became jet-propelled on August 27th, 1948, with the acquisition of F-80C type fighters and, with the start of 1949, became the first and only jet fighter squadron to operate on 100 octane gasoline. 1/

At present the Squadron is operating under TO & E 1-1233, utilizing five flights for flying personnel and seven sections for operations, maintenance, supply, and administration. Each pilot has additional duties connected with either a section or some type of administration. 2/, 3/

1/ Ref History, 66th Fighter Squadron, 15 Aug 46 - 31 Aug 46
(On file 57th Fighter Group Intelligence)

2/ Ref TO & E 1-1233, dated 24 Mar 48 (On file 66th Fighter Squadron Orderly Room)

3/ See EXHIBIT I, APPENDIX, Squadron Order No. 21, 66th Fighter Squadron, dated 21 Nov 49

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CHAPTER II

MISSION

The primary mission of this organization is to operate in conjunction with other squadrons of the 57th Fighter Group, to accomplish the mission of the group as defined in letter from Commanding General, Alaskan Air Command, Subject: Mission for the 57th Fighter Group, dated 20 August 1947. The following extract from the above cited letter quoted:

"The primary mission of this organization is to provide and maintain fighter aircraft defense and fighter aircraft support for such land, air, and naval units as may be directed by higher Headquarters."

During the quarter the secondary mission has been to prepare the Squadron as a whole for a mass movement to Whitehorse, Canada in connection with the forthcoming operation, "Sweetbair" as well as maintain high pilot proficiency and organizational efficiency-- insuring readiness to fulfill the primary mission if so directed.

OPERATIONS

Although there was a relaxation of the flying restriction toward the end of the quarter the flying time accumulated showed no marked improvement. This was due to inclement weather as well as the long Holiday Season. Most of the time was accumulated by the Squadron while on the test movement to Ladd AFB, Alaska. 4/

4/ Ref TWX - CG 57TH FTR WG ELD AFB FT RICH ALASKA, dtd 9 Nov 49
(On file 66th Fighter Squadron Operations)

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A concentrated gunnery program was utilized during October and November in order to qualify some of the pilots to attend an anticipated gunnery meet in Japan. This program was successful inasmuch as the scores were concerned, but the 57th Fighter Group was not represented at the meet which was held in December.

The B-26 assigned to the Squadron was out of commission during most of October. In order to facilitate the gunnery program during the first part of the quarter it was necessary to utilize the B-26 assigned to the 65th Fighter Squadron frequently. Through excellent cooperation on the part of the 65th Squadron and in spite of considerable inclement weather the program progressed very smoothly. The principal trouble encountered in flight was the tearing of the targets upon release. This, however, has been remedied as it was found that the tow reel had a bent shaft causing a bind upon release. It is anticipated that the gunnery program will be continued into 1950 with possible utilization of F-80's for tow ships.

The two T-6's and the T-7 assigned to the Squadron were transferred to Kelly AFB, Texas, and Bolling AFB, Wash., D.C., respectively. Two of the Squadron pilots ferried F-51's to Great Falls AFB, Mont., for assignment to National Guard Units.

Tests were initiated on four F-80's utilizing JP-3 fuel. It was proposed that these tests would facilitate determination of fuel consumption, range, power, and temperatures as compared

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with the results obtained using JP-1 and 100 octane fuels under the same conditions. There seems to be little difference in the performance of the three fuels-- however, the tests are not as yet complete. Due to an excessive amount of water in the JP-3 fuel considerable fuel filter icing necessitated curtailment of the tests temporarily. Unclean refueling and storage units as well as improper type filters were attributed as the trouble. On one of the later tests fifteen air starts were conducted at altitudes below 20,000 feet. Inspection of the airplane upon landing revealed that the turbine wheel was rubbing on the tail cone. The tail cone was replaced and the airplane was placed back in commission. It was also found on this test that rapid application of power usually resulted in a flame-out.

An alert signal was sounded on 28 October at 0430. Twenty minutes later the Squadron had four aircraft in the air twelve ready for take-off. The alert was a complete surprise, but careful planning on the part of operations and engineering personnel brought about a speedy and efficient scramble. No difficulties were encountered and after patrolling the local area for one hour the flight landed. The alert was called off at 1000. 5/

On 2 November the Squadron was on an alert status and accomplished three missions in connection with a tactical problem involving "enemy" activity at various points adjacent to Cook Inlet. A weather reconnaissance flight spotted the enemy action and reported it to Fighter Control. The second flight

5/ See EXHIBIT II, APPENDIX, Consolidated Operations Report, Hq, 57th Ftr Gp, dtd 28 Oct 49.

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proceeded to the area and made simulated strafing runs on the "enemy" inflicting heavy casualties. The third flight engaged in strafing of a small "enemy" concentration while on an armed reconnaissance mission. These activities are thoroughly discussed in the Squadron Mission Reports. 6/

On 10 November a sixteen ship formation was flown in preparation for a flight to be made in conjunction with the Armistice Day Parade in Anchorage. Sixteen aircraft of the squadron joined with thirty-two others of the 64th and 65th Fighter Squadrons and flew over the city on Armistice Day, 11 November. The 66th Squadron formed a "V" for VICTORY and passed over the city in review.

By far the most significant activity of the Squadron during the quarter was the move to Ladd AFB, Alaska, and the operations thereat. This move exposed the tactical value of the Squadron to climatic conditions comparable to those to be encountered while participating in Exercise, "Sweetbriar". It also provided experience in the movement of a squadron away from its parent organization as well as operating effectively with a minimum of support. A complete and detailed report is being prepared on this move and its preparation. This report will be included in the next quarterly history as a special project.

MAINTENANCE

During October the Engineering Section had to revert to

6/ See EXHIBIT III, APPENDIX, Squadron Mission Reports, dtd 2 Nov 49

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calendar inspections on the aircraft due to the flying restriction placed on the squadron. However, this situation was relieved in November as the permissible flying time was increased considerably by a relaxation of the restriction. A higher daily in-commission status was effected by a change in the type of inspection.

Engineering had what seemed to be the greatest difficulty in organizing their equipment for the alert movement. However, it was realized that theirs was by far the greatest problem. This problem was met and the outcome proved to be a highly efficient movement plan. The Engineering Section very definitely proved to be the backbone of the actual move.

The major problems encountered at Ladd AFB evolved from the use of JP-3 fuel. As has been previously discussed the presence of suspended water in the fuel caused numerous cases of icing on fuel filters and in fuel controls. Due to the contracting properties of different type metals, there were minor difficulties encountered with shock struts and other metal-to-metal seals.

Upon return from Ladd AFB all equipment was returned to its respective section and a general clean-up was made. In order to make room for the Bob Hope Show all equipment was removed from the hangar floor.

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During the holidays work call was by flights. Extreme cold weather was encountered over this period necessitating the removal of all aircraft batteries. As each flight reported for duty the batteries, which were stored in the hangar, were installed for an engine run-up. The run-up would bring the batteries up to full charge and they were again removed and stored in the hangar. As a precaution the tires were rotated on each of these "run-up's".

The detailed account of the Maintenance Section's activities at Ladd AFB will be contained in the special report which will appear in the next quarterly history.

COMMUNICATIONS

During the quarter the Communications Section completed several special projects in addition to conducting normal routine maintenance and inspections. Among these were the wiring of a cargo carrier to facilitate installation of radio set SCR-522 for use as sector fire control during base alerts, installation of a public address system in the hangar and operations office, and the preparation of a radio set to be utilized as ground control at Burwash Landing Strip during Exercise, "Sweetbriar".

The Section experienced no difficulties in organizing and packing equipment for the practice move to Ladd AFB. And upon return to Elmendorf a rapid and efficient reorganization was displayed.

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The cold weather has had only minor effect on the communications equipment in the aircraft. One minor trouble has been the freezing of contact points which in turn delayed the tuning of the radio sets.

ARMAMENT

As the gunnery program progressed during the quarter a total of 12,960 rounds of ammunition were expended, of this, 8,782 rounds were expended in air-to-air gunnery and 4178 rounds in air to ground. A total of 13,522 rounds of ammunition were loaded on aircraft for gunnery missions. Of this ammunition eighty-seven percent was expended indicating a continued decrease in malfunctions of armament equipment. This decrease is believed to be a result of continuous firing or "breaking in" of the guns. The use of new ammunition is also believed to be a contributing factor in the decrease of malfunctions.

An improvement has been made in the paint mixture with which the ammunition is marked for identification resulting in more accurate scoring of the aerial targets. This has been accomplished by increasing the wax content of the mixture thus providing a mixture which will not become hard and dry.

Seventy-two-- one hundred pound practice bombs were dropped in November. The loading crews attained a high degree of efficiency loading an aircraft in as little as ninety seconds.

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The policy of boresighting the guns every fifty hours has been adopted in hopes that the pilot's scores will have still more room for improvement. During cold weather the boresighting and harmonizing is being done in the hangar due to the short time personnel can work outside without gloves. This also eliminates the hazard of jacking up aircraft on slippery ice and snow covered ramps.

The facilities at Ladd AFB prevented actual firing during the operations at that base. The section encountered no difficulties in the performance of it's routine maintenance and inspections while there.

SUPPLY

During the first part of the quarter it was discovered that the Supply Section had not been receiving technical orders promptly. A new procedure was instigated, whereby Group S-4 sends all pertinent technical orders directly to the Technical Supply Section. This resulted in a large number of new technical orders and technical order changes arriving in the section on the same day. Efforts were concentrated to bring the UPREL up to date and make the necessary issues and turn-ins.

During October distribution was received on Group Regulation 66-4 dated 13 October 1949, which provides for the care and

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and maintenance of hand and shoulder weapons. Necessary forms were reproduced and a schedule was published.

The Supply Section had no unusual problems or difficulties in a practice move of the Squadron about the middle of the quarter. Each section was made responsible for moving TO&E equipment authorized to the Section. The major portion of Supply's equipment was the T.O. 00-30-71 kit. Footlockers were used for packing in lieu of nesting crates, which were not available.

Wing Armament inspectors checked all small arms assigned to the Squadron in November. This inspection disclosed that Supply had been rather lax in maintaining all pieces in serviceable condition. Immediate action was taken to turn in all reparable weapons, and they were returned shortly in serviceable condition.

The last ten days of November were devoted to securing supplies of all kinds necessary for a tactical squadron movement early in December. Due to the fact that no flyaway spare parts kit was available, it was necessary to assemble a quantity of spare parts based on the Engineering Officer's recommendation. The procedure used was that outlined in Part III AFM 67-1 for organizations on TDY. Full cooperation was received from Alaskan Air Depot on this project.

The first week in December was devoted to last minute preparations for the Squadron move to Ladd Air Force Base. One officer

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and one airman from the Supply Section were dispatched to Ladd to participate in the activities of the advance party. Much was learned during the actual maneuver at Ladd Air Force Base, and new procedures are being outlined to correct deficiencies. Details of the Section's activities will be in the special report on the Ladd AFB move previously mentioned. The period following the return from the maneuver was spent in unpacking and turning in of both used and unused aircraft parts to Service Stock.

A more liberal policy for movement of government-owned quarters furniture off the post was put into effect during December. In the future officers and airmen of the first three grades may draw through their squadron supply any furniture in quartermaster stock for use in their off base quarters. Several officers and airmen have taken advantage of this new regulation.

During the last month of the quarter major changes appeared in two Technical Order Kits, T.O. 00-30-19 and T.O. 00-30-45. Requisitions have been submitted to cover the T.O. 00-30-19 kit, and the requisitions for the T.O. 00-30-45 kit will be completed early in January.

PERSONAL EQUIPMENT

The normal functions of the Personal Equipment Section were accomplished during the quarter with no major difficulties encountered. The minor troubles experienced with some of the

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equipment was negligible and to be expected.

The breaking of seals on the B-12 parachutes which was mentioned in the last quarterly history has been brought to an absolute minimum. It is believed that this has been accomplished entirely through the care exercised by the pilots and other personnel who handle the parachutes.

There were several cases where failure of the headphone in the P-1 helmet was encountered. It was determined that all cases were due to faulty wiring which was in fact due to fair wear and tear.

There were also a few cases where the exhalation valve in the oxygen masks froze. Here again the individual pilot was invested with the responsibility of caring for his own equipment and thus preventing the accumulation of excessive moisture in his mask.

The Personal Equipment Officer gave a lecture in October on the proper clothing for winter flying in this theater as prescribed by AAC Reg 67-16-4. Compliance with the provisions of this regulation has been stressed since long before the set-in of cold weather. The Personal Equipment Officer states that from his observations all pilots are exercising maximum compliance. A lecture was also given on survival by the Personal Equipment Officer upon his return from the Arctic Indoctrination School at Marks AFB, Nome, Alaska.

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Tests have been conducted on the operation of the pocket stoves to determine their value to the pilots. As yet they have not proven to be worth carrying, but further tests are being conducted in hopes that they may be utilized to an advantage.

The issue of winter equipment has been completed to a safe operational level. One hundred percent issue will be accomplished when the equipment is made available by unit supply. In connection with this the bailout kits prescribed in AAC Reg 64-4, dated 2 Nov 49, were drawn and distributed to the pilots. This kit proved too large for use in the F-80 so with the approval of the Squadron Commander the pilots assembled from it's contents a kit which was suitable and adequate.

The Personal Equipment Section effected the practice move to Ladd AFB, with no difficulty. It's part in the operation was not effected by the cold weather as was most of the other section's.

ADMINISTRATION

During the quarter the Administrative Section accomplished the routine matters of administration with no major difficulties encountered. The minor difficulties were normal and to be expected.

The Squadron has experienced a large turnover of personnel which has, for the most part, been to the readjustment after the inauguration of the 18 month tour.

There were numerous promotions during the quarter with two officers being advanced to the grade of first lieutenant. Two

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airmen were promoted to T/Sgt, seven to S/Sgt, thirteen to Sgt, and twenty-five to Cpl.

The Squadron Adjutant states that the morale of the airmen is well above the average for the base. However, it is believed that discontinuance of the extra details, which the Squadron is called upon to perform, would improve the morale to an even higher degree.

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CHAPTER III

SUMMARY OF ACTIVITIES

The beginning of the quarter found the squadron operating at rather a slow pace due to the imposed flying restriction. The flying time authorized was used for the most part to continue the gunnery program with a concentration on air-to-air gunnery. November brought a relaxation of the flying restriction and in turn an increase in the proficiency training of the pilots in other phases of flying.

Since the beginning of the quarter sections have been planning and preparing for the forthcoming Operations, "Sweetbriar". In November a practice loading was effected on the hangar floor utilizing marked areas which represented to scale the space available in a C-54. In connection with this there was a maximum effort mission to simulate the movement of the Squadron's F-80's to the advance base.

On the 5th of December the squadron effected an actual mass move to Ladd AFB, Alaska. This was an ideal test of the movement plan as well as operational procedures and techniques as it exposed the squadron to climatic and operational conditions which are expected to be encountered on the actual operation at Whitehorse, Canada.

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Upon return from Ladd AFB reorganization was accomplished and then the squadron set about to enjoy the holidays by utilizing skeleton crews. During this period aircraft maintenance was stressed and efficiently effected with everyone doing his part.

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CHAPTER IV

FACILITIES

The Maintenance Section has been the hardest hit by the personnel shortage plaguing the Squadron. This shortage, however, is not acute even though the strength is only 83% of authorized TO & E. The Mess Section has been operating with a minimum of experience as there have been no replacements in the MOS of 060. One new mess steward has been assigned to the Section. The orderly room is also short on experienced personnel in administrative MOS's. This section has had a complete turnover in personnel during the quarter.

The Administrative Section has had some difficulty with finances. The new Career Compensation Act of 1949 is in need of much clarification as it is still causing considerable trouble in the payment of the airmen.

The repair of the quarters and barracks has been reduced to a bare minimum by the Air Installations Squadron due to the movement into the new quarters and the contemplated renovation which is due in the Summer of 1950.

Toward the first of the quarter the Supply Section had some difficulty in obtaining distribution of the proper technical orders to keep the Squadron up to date on it's organizational equipment. This discrepancy, however, was rectified by 57th Fighter Group S-4 in that the T.O.'s are now forwarded direct to the section whenever pertinent.

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CHAPTER V

RELATIONSHIP WITH OTHER AGENCIES

In November the facilities proposed to be utilized in the move to Whitehorse, Canada, on Exercise, "Sweetbriar", were tested the cooperation of the 54th Troop Carrier Squadron which is based at Elmendorf AFB. A C-54 was provided in order that loading techniques for certain items could be tested and proven or revised prior to an actual move. This experience proved invaluable when the time came for an actual move.

The actual move, which was to Ladd AFB, Alaska, was effected early in December with the 54th Troop Carrier Squadron again lending a helping hand by furnishing the necessary air carrier. The 54th Squadron's experience and excellent cooperation along with this Squadron's preparedness combined to effect a highly organized and efficient move.

Prior to the actual move to Ladd AFB contacts were made by liaison officers of the 66th Squadron with the A-1, A-3, and A-4 Sections and with the Base Operations Officer, all of the 5001st Composite Wing. Plans were discussed with each section and probable difficulties to be encountered during the operation were noted with possible solution. Cooperation of these sections was excellent.

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Cooperation of the other various organizations at Ladd AFB was very satisfactory. The Aircraft Warning Squadron operating inthe vicinity of Ladd AFB is to be commended on the high degree of cooperation with this Squadron which was exhibited.

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APPENDIX

CONTENTS:

- EXH I Squadron Order 21, 66th Fighter Squadron, 21 Nov 49
- EXH II Consolidated Operations Report, Hq, 57th Fighter Group, 28 Oct 49
- EXH III Squadron Mission Reports, 2 Nov 49

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66TH FIGHTER SQUADRON, 57TH FIGHTER GROUP
ELMENDORF AFB, FORT RICHARDSON, ALASKA

SQUADRON)

21 November 1949

ORDER 21)

1. Effective this date the following officers this organization are relieved from present duty assignment and assigned duty and additional duty as indicated.

NAME	RANK	SSN	DUTY ASCMT
COMMAND			
Popovich, Taras T.	Major	5234-A	Squadron Commander
PERSONNEL			
Ash, Ralph K.	1st Lt	16113-A	Squadron Adjutant
SUPPLY & MAINTENANCE			
Davis, Marion H.	Captain	AO 743423	Engineering Officer
Atkinson, Anderson W.	1st Lt	17339-A	Supply Officer
Howard, Ralph M.	2nd Lt	AO 590396	Ass't Supply Officer
OPERATIONS			
Wolfe, Fred J.	Major	AD 495832	Operation Officer
Evans, William R.	Captain	14076-A	Communication Officer & Movement Officer
A FLIGHT			
Culwell, Orrel	Captain	11277-A	Flight Commander
Ramos, Raoul C.	1st Lt	AO 776035	Ass't Flight Commander & Ass't Operations Officer
Luedeka, Robert H.	1st Lt	AD 2080847	Gunnery Officer
Starr, William R.	1st Lt	AO 2080932	Personnel Equipment Officer
Datz, Nolan R.	2nd Lt	AO 1903006	Defence & Demolition Officer
Voll, John J.	Captain	AO 705511	Ass't Engineering Officer
B FLIGHT			
Cosms, Merle M.	Captain	AO 737733	Flight Commander & Flying Safety Officer
Manning, Edsel L.	1st Lt	AO 719384	Ass't Flight Commander & CJT Officer
McConnell, Joseph Jr.	1st Lt	AO 2074493	Ass't Adjutant & Insurance Officer
Fullerton, William E.	2nd Lt	AO 1903205	Ass't Armament Officer & Ass't Class "A" Pay Agent

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EXH I

Squadron Order 21, 66th Ftr Sq, dtd 21 November 1949, Continued.

C FLIGHT

Faison, Edward L.	Captain	A3 814674	Flight Commander & Summer Court Officer
Deckman, Robert	Captain	12464-A	Ass't Flight Commander & Armament Officer
Bernhard, Thomas D.	1st Lt	AO 2098920	Training & Historian Officer
Brown, Walter W.	1st Lt	AO 2100773	Intelligence Officer
Loos, Albert G.	1st Lt	AO 2079390	Ground Safety Officer & Fire Marshall

D FLIGHT

Olden, William C.	1st Lt	AO 736316	Flight Commander & Instrument Officer
Rawson, John R.	1st Lt	AO 548677	Ass't Flight Commander
Roberts, Terrence A.	1st Lt	AO 2063200	Mess & AIP Officer
Williams, Marvin, J.	1st Lt	AO 776172	Class A Pay Agent & Fuel Project Officer
Barto, Raphael H.	1st Lt	AO 954883	Chemical Training Officer

2. The following Airmen this organization are placed on OJT as indicated

NAME	RANK	SSN	DATE	PMOS	Training MCS
Lowe, Ausmus W.	Cpl	AF34725424	1 Sept 49	060ask	060 sk
Blanchard, Robert L.	Cpl	AF16250403	1 Sept 49	060ask	060 sk
Grammes, Donald L.	Pfc	AF23868037	10 Nov 49	747-Aask	747-A sk
Herberts, Henry R.	Pfc	AF16276385	10 Nov 49	747-Aask	747-A sk
Roewer, Edward C.	Pfc	AF12283119	10 Nov 49	747-Aask	747-A sk
Holder, James G.	Pfc	AF12292580	10 Nov 49	747-Aask	747-A sk
Chantry, Donald E.	Pfc	AF19316677	2 Nov 49	754 ask	754 sk

3. NOLTA, Dilton A., M/Sgt, AF17 003 044, is appointed Line Chief this organization vice M/Sgt Eileen Merle W., AF17 101 518.

FOR THE COMMANDING OFFICER:

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RALPH E. ASF
1st Lt, USAF
Adjutant

OFFICIAL

RALPH E. ASF
1st Lt, USAF
Adjutant

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HEADQUARTERS, 57TH FIGHTER GROUP
ELMENDORF AFB, FORT RICHARDSON, ALASKA

57FGI

28 October 1949

SUBJECT: Consolidated Operations Report

TO: Commanding General
57th Fighter Wing
Elmendorf AFB, Ft Richardson, Alaska
ATTN: Intelligence Officer

1. Unit Identification: 57th Fighter Group.
2. Operations Report Number: VOOG 57th Fighter Wing
3. Period of Report: 0001 28 October 1949 to 2400 28 October 1949
4. Type of Mission:

	<u>No. of Missions</u>	<u>No. of Sorties</u>
Air Defense	3	12
5. Operational Summary:

a. The alert siren sounded at 0430, 28 October 1949. The 66th Fighter Squadron was operationally ready at 0439 with 4 aircraft and at 0442 with 12 aircraft. Three F-80's of the 66th Fighter Squadron were scrambled at 0456. 66th Fighter Squadron was relieved by 4 aircraft of the 65th Fighter Squadron at 0551. 65th Fighter Squadron was relieved by four aircraft of the 64th Fighter Squadron at 0630. 64th Fighter Squadron landed at 0723; termination aerial operations.

b. Claims: None

c. Losses: None

d. Enemy Activity: None

e. Weather: Between the hours of darkness and daylight. CAVU.

f. Pertinent Observation: None

g. Other Reports: Negative

6. Remarks: Communications were good. Some difficulty was encountered with windshield and canopy frosting. However, immediate application of defroster heat cleared the canopy sufficiently to permit a safe take-off.

FOR THE COMMANDING OFFICER:

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HARVEY E. HENDERSON

Lt Col, USAF

Operations Officer EXH II

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66TH FIGHTER SQUADRON, JLT
57th Fighter Group
ELMENDORF AFB, FT RICHARDSON, ALASKA

Date 2 November 1949

SUBJECT: Intelligence Mission Report

TO: Commanding General
57th Fighter Wing
Elmendorf AFB, Ft Richardson, Alaska
ATTN: Intelligence Officer

1. Operations Order Number #2-49, Hqs 57th Ftr, Gp- Date 2 Nov 49
2. Organization and Call Sign 66th Fighter Squadron, Ramrod Red.
3. Name of Flight Leader and Rank Coons, Merele M. Capt.
4. Type of Mission Weather Reconnaissance
5. Number and Type of Aircraft Airborne Four F-80C
6. Aborts and Reasons None
7. Narrative The flight took-off on a weather reconnaissance mission at 1003. Weather conditions were reported from Skilak Lake at 1019, at Point Redoubt at 1026 and at Skweenta at 1035. While making weather observations at Skilak Lake, a troop concentration was spotted. The flight leader estimated approximately 3,000 troops. No attack was made on the troops but the information was given fighter control. After reporting the weather at Skweentna the flight returned to the base, landing at 1049.
8. Claims
 - a. Aircraft:
 - (1) Destroyed None
 - (2) Probables None
 - (3) Damaged None
 - b. Transportation:
 - (1) Destroyed None
 - (2) Damaged None
 - c. Others: None

INCL. III

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EXH III

9. Losses:

a. Aircraft.

(1) Lost _____

(2) Damaged _____

None

None

b. Personnel.

(1) KIA. _____

(2) MIA. _____

(3) WIA. _____

None

None

None

10. Observations:

a. Weather. _____

b. Aircraft. _____

as reported by spot reports.

None

c. Transportation. _____

d. Others. _____

None

None

11. Opposition:

a. FLAK. _____

b. Aircraft. _____

Automatic weapons fire light and inaccurate.

None

c. Others. _____

None

12. Remarks: _____

Communication good.

FOR THE COMMANDING OFFICER: _____

Fred J. Hoff
 FRED J. HOFF
 Major, USF
 Operations, Officer

FORM: Intelligence Mission Report.

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66TH FIGHTER SQUADRON, JET
57th Fighter Group
ELMENDORF AFB, FT RICHARDSON, ALASKA

Date 2 November 1949

SUBJECT: Intelligence Mission Report

TO: Commanding General
57th Fighter Wing
Elmendorf AFB, Ft Richardson, Alaska
ATTN: Intelligence Officer

1. Operations Order Number #2-49, Hqs 57th Ftr. Gp. Date 2 Nov 49
2. Organization and Call Sign 66th Fighter Squadron, Ramrod Blue
3. Name of Flight Leader and Rank Faison, Edward L. Captain
4. Type of Mission Armed Reconnaissance
5. Number and Type of Aircraft Airborne 4 F-80C
6. Aborts and Reasons None
7. Narrative The flight was over the target at 1055. One regiment of Infantry was spotted on the South bank of Skilak Lake attempting a crossing. The troops were strafed and heavy casualties inflicted. Five tanks were attacked along the road to the North of Skilak Lake. After attacking the tanks the flight returned to Base.
8. Claims
 - a. Aircraft:

(1) Destroyed	<u>None</u>
(2) Probables	<u>None</u>
(3) Damaged	<u>None</u>
 - b. Transportation:

(1) Destroyed	<u>3 Medium tanks.</u>
(2) Damaged	<u>1 Medium tank.</u>
 - c. Others: Estimated 200 troops killed or wounded.

INCL. III

RESTRICTED

EXH III

9. Losses:

a. Aircraft.

(1) Lost _____

(2) Damaged _____

b. Personnel.

(1) KIA. _____

(2) MIA. _____

(3) WIA. _____

10. Observations:

a. Weather.

b. Aircraft.

Ceiling approximately 2,000 except 20 miles N.E. of target
where it was 2,300 with showers.

c. Transportation.

d. Others.

Five medium tanks moving North along road 4 mile
North of Kham River.

11. Opposition:

a. FLAK.

b. Aircraft.

Intensive weapons fire was heavy but inaccurate.

c. Others.

12. Remarks:

Communications good.

FOR THE COMMANDING OFFICER:

Fred J. Wolfe
FRED J. WOLFE
Major, USAF
Operations, Officer

FORM: Intelligence Mission Report

RESTRICTED
 _____TH FIGHTER SQUADRON, JPT
 57th Fighter Group
 ELMENDORF AFB, FT RICHARDSON, ALASKA

Date 2 November 1949

SUBJECT: Intelligence Mission Report

TO: Commanding General
 57th Fighter Wing
 Elmendorf AFB, Ft Richardson, Alaska
 ATTN: Intelligence Officer

1. Operations Order Number #2-49 Hqs 57th Ftr. Gr. Date 2 Nov 49
2. Organization and Call Sign 66th Fighter Squadron, Hammer Red.
3. Name of Flight Leader and Rank Coons, Merle M. Capt.
4. Type of Mission Armed Reconnaissance
5. Number and Type of Aircraft Airborne Four F-80C
6. Aborts and Reasons None
7. Narrative Red flight, 66th Fighter Squadron, took-off at 1545 on an armed reconnaissance mission. The flight reconnoitered the Blaga River and the area at mouth of the Big Susitna River, then up the river for ten or twelve miles, for possible targets of opportunity. Red Leader reported no activity in above areas. Proceeding to mouth of Little Susitna River the flight sighted one company of Infantry troops bivouacking approximately 1000 yds. west of the mouth. The enemy being well entrenched only light casualties are believed to have been inflicted.
8. Claims
 - a. Aircraft:
 - (1) Destroyed None
 - (2) Probables None
 - (3) Damaged None
 - b. Transportation:
 - (1) Destroyed None
 - (2) Damaged None
 - c. Others: None

INCL. III

RESTRICTED

EXH III

9. Losses:

a. Aircraft.

- (1) Lost None
 (2) Damaged None

b. Personnel.

- (1) KIA. None
 (2) MIA. None
 (3) WIA. None

10. Observations:

- a. Weather. Ceiling 2,000' over Big Susitna with rain showers 1,500'
 b. ~~Aircraft~~ over Baluga River with rain; 2,500' over little Susitna
raising to 5,000' overcast over home base.

c. Transportation. None

d. Others. None

11. Opposition:

a. FLAK. None

b. Aircraft. None

c. Others. Light small arms fire from enemy troops near mouth of Little
Susitna River.

12. Remarks: None

FOR THE COMMANDING OFFICER:

Fred J. Wolfe
 FRED J. WOLFE
 Major, USAF
 Operations, Officer

FORM: Intelligence Mission Report.