

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

FIGHTING SQUADRON FORTY-SEVEN

c/o Fleet Post Office  
San Francisco, California

22 February 1945.

VF-47/A12  
Serial 036

~~CONFIDENTIAL~~

From: The Commanding Officer.  
To: The Chief of Naval Operations. (Attention: The History Unit, OP-33-J-6).

Subject: Fighting Squadron Forty-Seven, History of.

References: (a) Aviation Circular Ltr. #74-44, Op-33-J-6-JEJ, Serial 356333, dated 25 July 1944.  
(b) Manual for Historical Officers NavAer 00-250-26.

Enclosures: (A) History of Fighting Squadron Forty-Seven, 15 May to 31 December 1944.  
(B) Squadron Roster and Departmental Organization.  
(C) List of Squadron Members, Ages, and Home Addresses.  
(D) Squadron Picture.  
(E) Biographical Data on Commanding Officer and Executive Officer.

1. Enclosures (A), (B), (C), (D) and (E) are herewith submitted as directed by reference (a).

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33 Room 2055

DATE 10: 11 MAR 1945

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*Walker Ethridge*  
WALKER ETHRIDGE

157539

**FIGHTING SQUADRON FORTY-SEVEN**

c/o Fleet Post Office  
San Francisco, California

VF-47/A12  
Serial 036

22 February 1945.

C O N F I D E N T I A L

"HISTORY"

(15 May 1944 to 31 December 1944)

Enclosure (A)



## FIGHTING SQUADRON FORTY-SEVEN

C O N F I D E N T I A L

c/o Fleet Post Office  
San Francisco, California

VF-47/A12  
Serial 036

### I. CHRONOLOGY

22 February 1945.

15 May 1944

Fighting Squadron Forty-Seven was commissioned at NAS, Atlantic City, N.J., with an authorized complement of 39 officers and 14 enlisted men. The authorized complement of planes was 24 F6Fs. From 15 May to 7 October the squadron operated under the administrative and operational command of Commander Fleet Aircraft, Quonset Point, Rhode Island.

Commander Walker Ethridge, USN, of Meridian, Mississippi, assumed command of VF-47 and CVLG-47 on the day of commissioning. Torpedo Squadron Forty-Seven was commissioned at NAS Quonset Point, Rhode Island, on 15 May 1944. Lieutenant Rudolph Karzmar, USNR, of Chicago, Illinois, reported as Commanding Officer of VT-47 on 3 July 1944 at N.A.A.F., Sanford, Maine.

28 June 1944

Two planes piloted by Ensign L. E. Scott, USNR, of Coal Center, Penn., and Ensign H. D. Baits, USNR, of Smithboro, Illinois, collided in mid-air while on a training flight from NAS, Atlantic City, N.J. Both pilots were killed.

1 July 1944

The squadron's base for training operations was transferred, as of this date from NAS, Atlantic City, N.J., to N.A.A.F., Sanford, Maine. Training was resumed on 4 July 1944.

7 October 1944

The squadron was detached from the Naval Auxiliary Air Facility at Sanford, Maine, and ordered to report to Commander-in-Chief, Pacific Fleet, on or about 15 October 1944.

19 October 1944

The squadron reported to Commander-in-Chief, Pacific Fleet via Commander Fleet Air West Coast at San Diego, California, and awaited transportation west.

26 October 1944

The squadron embarked aboard the U.S.S. ALTAMAHA for transportation to Pearl Harbor.

(Enclosure A)



## FIGHTING SQUADRON FORTY-SEVEN

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San Francisco, California

22 February 1945.

VF-47/A12  
Serial 036

### I. CHRONOLOGY

-----  
1 November 1944

The squadron arrived at Pearl Harbor and was transferred on the same day to the Naval Air Station, Puunene, Maui, T.H., where training operations were resumed under the administrative and operational command of Commander Air Force, Pacific Fleet.

20 December 1944

Ensign Dell Harvey Russon of Venice, California, crashed and was killed after dropping a live bomb in a training exercise off the coast of Oahu.

### II NARRATIVE

On the sunny morning of 15 May 1944, Fighting Forty-Seven was commissioned with a simple yet impressive ceremony held on the hangar apron at N.A.S., Atlantic, N. J. Captain J. M. Hoskins, USN, addressed the squadron briefly, and Commander Walker Ethridge, USN, the squadron and group commanding officer, who had reported that morning, made his first official appearance before the squadron.

Throughout the training period from 15 May to 31 December 1944, the squadron program has been characterized by approximately 50 hours of flying per month per pilot, by a regular ground school schedule five days each week, with special emphasis on recognition, survival, and operation intelligence, and by required athletics at least four days each week.

The squadron's authorized complement on commissioning was 39 officers and 14 men. This included 36 pilots, an ACI officer, an administrative officer and a gunnery officer. In June the complement was increased to 40 officers with the addition of a flight surgeon for the air group, and in August the complement was increased to 41 to permit addition of a recognition officer for the air group. No gunnery officer has ever been ordered to the squadron, but an aviation equipment officer has been assigned to the squadron since 18 August 1944. The enlisted complement was increased from 14 to 15 in September to include a photographer's mate.

VF-47 and VT-47 joined forces at Sanford, Maine, on 4 July 1944. CVLG-47 was the only group at this facility from then until the time of transfer to San Diego, 7 October, 1944.

Although there was a BOQ at Sanford, the majority of single and married men lived in cottages at Ogunquit on the ocean or at nearby Mousam Lake. It was during this period of close companionship, both at work and during free hours, that Fighting Forty-Seven built up the strong squadron loyalty and spirit which are now such integral parts of the squadron's being.



## FIGHTING SQUADRON FORTY-SEVEN

CONFIDENTIAL

c/o Fleet Post Office  
San Francisco, California

22 February 1945.

VF-47/A12  
Serial 036

### II NARRATIVE

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The squadron was based at Puunene, Maui, T.H. throughout the period from 1 November to 31 December. During this time the squadron has undergone a thorough-going training in all phases of squadron and group tactics, combat air-patrols, fighter direction, fixed gunnery, live bomb drops, rocket firing, air-ground support operations, and night and day field carrier landings. The proximity of other air groups in similar stages of training has permitted numerous combined operations and attacks on targets in the area. Likewise there have been many simulated attacks on fleet units operating in this area. Through arrangements with the Operational Intelligence section of ComAirPac, the air group has received special instructions in jungle survival, escape and evasion, ditching and air sea rescue, and evasive maneuvers against anti-aircraft.

At Puunene the officers and men of VF-47 have lived in small cottages surrounded by lawns and attractive flower beds. Social life naturally has been greatly reduced but the period at Puunene saw increased athletic activity on the part of all squadron members. Basketball, tennis, softball and touch football have been the chief sports, although many officers have done a good deal of swimming and sight-seeing on liberty days and Sundays. The squadron basketball team (known as The Green Weenies) led the station league with nine wins and no defeats from 1 November to 31 December 1944. A weekly squadron news and humor gazette also made its first appearance at Puunene and has served as a record highlighting the less serious side of squadron activities.

Fighting Forty-Seven has always been a particularly happy squadron. Rarely would one find a group of 40 officers and 15 men who get along as well as have the members of this unit. It is noteworthy that there has been a minimum of friction and cliques. Team spirit and strong squadron loyalty have been outstanding characteristics of the squadron. These were made manifest early when all squadron members made war bond allotments. For this 100% participation in the War Bond allotment program, the squadron received a special commendation from Commander Air Force, Atlantic Fleet. These same characteristics have been demonstrated again and again by the enthusiastic participation in all squadron projects, by the backing given athletic teams and by the numerous parties, clambakes, beer busters, etc. which the squadron has enjoyed as a group.

The squadron's tactical structure has been built about four 8-plane divisions. The section, flight and division leaders have been set, although the few supernumeraries have alternated with various of the regular wingmen. The squadron's departmental organization is shown on the squadron roster attached as Enclosure (B).



# Enclosure (B)

ROSTER OF OFFICERS  
NavPers 353 (12-43)

Ship, Station or Activity: FIGHTING SQUADRON FORTY-SEVEN

Date of  
Roster 1 January 1945

## Authorized Complement

Capt.	Comdr.	Lt. Comdr.	Lt.	Lt.(jg)	Ens.	Total	Total on Board
			G A	G A	G A		
		1	3 5	2 14	16	41	41

To: The Chief of Naval Personnel.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
File No.	See Inst. 2	Name (Last)(Initial)	Rank	Date of Present Rank	N.A. N.R. Class	M M O P B	M M O P B	Mo. at Sea	Primary Duty	Total Hours	Collateral Duties	Duties in Training	Pros. Date of Qualification	Courses & Qualifications
73557	DIF	ETHRIDGE, W. (n)	Comdr.	2-1-44	1934	8	8	8	Comdg. Officer	2600	Morale			09 WD WM
85347	DIF	CLANCY, A.H., Jr.	Lt. Comdr.	10-17-44	1940	8	8	8	Exec. Officer	1046	Ass't Morale	Comdg. Officer	Qual.	09 WD
206100		SHUNCK, W. (n)	Lieut.	9-23-42	(A)	6	6	2	Recog. Off.					92
207040		FRANKLIN, E. (n)	Lieut.	9-24-42	(MC)	5	5	5	Medical Off.					
247033		STURTEVANT, W.N.	Lieut.	2-4-43	(S)	7	7	2	Admin. Off					66
86124	DIF	REPLOGLE, M.C.	Lieut.	3-1-43	(A1)	8	8	8	H.T.A. NA	2680	Flight Off.	Exec. Off.	Qual.	09
101233	DIF	WRIGHT, J.W., Jr.	Lieut.	3-1-43	(A3)	8	8	8	H.T.A. NA	810	Gunnery Off.	Exec. Off.	Qual.	09
104017	DIF	HIBBARD, S.B.	Lieut.	10-1-43	(A1)	8	8	8	H.T.A. NA	2207	Ass't Flt. Off.	Exec. Off.	1-15-45	09
116216	DIF	WILSON, R.I.	Lieut.	4-1-44	(A1)	8	8	8	H.T.A. NA	1942	Comm. Off.	Exec. Off.	Qual.	09
116393	DIF	McCURRY, C.B.	Lieut.	4-1-44	(A1)	8	8	8	H.T.A. NA	1699	Material	Exec. Off.	Qual.	09
125007	DIF	BURSIK, V.D.	Lieut.	7-1-44	USN	8	8	8	H.T.A. NA	996	Engineering	Exec. Off.	Qual.	09
124795	DIF	CALTON, O. "B"	Lieut.	7-1-44	(A1)	8	8	8	H.T.A. NA	1690	Training Off.	Flt. Off.	Qual.	09
121961	DIF	LINDVALL, J.H.	Lieut.	7-1-44	(A1)	8	8	8	Ass't L.S.O.	1773		L. S. O.	3-1-45	09
124370	DIF	PODSEDNIK, R.L.	Lieut.	7-1-44	(A1)	8	8	8	H.T.A. NA	1711	Radio	Comm. Off.	Qual.	09
121933	DIF	SISLEY, J.F.	Lieut.	7-1-44	(A1)	8	8	8	H.T.A. NA	1942	Ass't. Mat.	Mater'l.	Qual.	09
140860		STETSON, D.M.	Lieut.	7-1-44	(A)	8	8	2	A.C.I. Off.		War Bond	Historical		14
116887		FRASURE, H.R.	Lieut.	10-1-44	(A)L	0	0	4	Admin. Off					



(Page 2)  
 ROSTER OF OFFICERS  
 NavPers 353 (12-43)

FIGHTING SQUADRON FORTY-SEVEN

1 December 1945

To: The Chief of Naval Personnel

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
File No.	See Inst.	Name (Last)(Initial)	Rank	Date of Present Rank	N.A. N.R.	M M O P	M M O P	Mo. at Sea	Primary Duty	Total Hours	Collateral Duties	Duties in Training	Pros. Date of Qualification	Courses & Qualifications
158240	DIF	ELZINGA, H.F.	Lt.(jg)	1-1-44	(A1)	8	8	8	H.T.A.	NA	1123	Navigation Flight	1-15-45	09
45991	DIF	BEGIN, D.R.	Lt.(jg)	1-1-44	(A1)	8	8	8	H.T.A.	NA	911	Ass't. Gunnery & Photog.	Qual.	09
223791	DIF	WESTBROOK, R.L.	Lt.(jg)	3-1-44	(A1)	8	8	8	H.T.A.	NA	1236	Ass't. Gunnery	Qual.	09
278204	DIF	TRIGG, L.H. Jr.	Lt. (jg)	8-1-44	(A1)	8	8	8	H.T.A.	NA	850	Ass't. Flight	Qual.	09
337242	DIF	CLAPP, W.C.	Ensign	12-1-43	(A1)	8	8	8	H.T.A.	NA	718	Welfare	Qual.	09
337701	DIF	DUVALL, B.A.	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	662	Safety Equip.	Qual.	09
247083	DIF	IGLESIAS, E. (n)	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	776	Ass't. Navigation	Qual.	09
347085	DIF	KRUG, C.T.	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	746	Propeller Engineering	Qual.	09
337731	DIF	LOSSON, H.M.	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	688	Athletic	Qual.	09
337736	DIF	McSWEENEY, E.F.	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	703	Ass't. Commun.	Qual.	09
346806	DIF	MAYHEW, M.A.	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	757	Ass't. Material	Qual.	09
338037	DIF	RAISON, F.C.	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	792	Ass't. Gunnery	Qual.	09
346817	DIF	STEPHANSKY, R. (n)	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	746	Fuel System Engineering	Qual.	09
337764	DIF	SYKORA, R. (n)	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	730	Ass't. Flight Operations	Qual.	09
337768	DIF	VEIOCK, T.I.	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	703	Ass't. Gunnery	Qual.	09
337769	DIF	WALLACE, R.M.	Ensign	12-16-43	(A1)	8	8	8	H.T.A.	NA	741	Ass't. Gunnery	Qual.	09
229530	DIF	GRAY, G.D.	Ensign	12-31-43	USN	8	8	8	H.T.A.	NA	785	Ass't. Engineer	Qual.	09
31872	DIF	WAGNER, D.F.	Ensign	1-24-44	(A3)	8	8	8	H.T.A.	NA	834	Hydraulics Engineering	Qual.	09
334819	DIF	SWISHER, O.L.	Ensign	1-25-44	(A3)	8	8	8	H.T.A.	NA	657	Ass't. Comm.	Qual.	09
348667		LEACOCK, W.R.	Ensign	1-31-44	(A)	4	4	2	Avia. Equipmant	Asst. Material		Material	Qual.	09
354795	DIF	RINK V.B.	Ensign	2-1-44	(A1)	5	5	5	H.T.A.	NA	591	Parachute	Qual.	09
351825	DIF	KOCH, J.L.	Ensign	2-1-44	(A1)	6	6	6	H.T.A.	NA	653	Ass't. Flight	Qual.	09
354690	DIF	CARPENTER, J.J.	Ensign	2-1-44	(A1)	5	5	5	H.T.A.	NA	440	Ass't. Engineer	Qual.	09
363711	DIF	ELDER, W.H.	Ensign	3-16-44	(A1)	5	5	5	H.T.A.	NA	602	Ass't. Engineer	Qual.	09

*Walker Ethridge*  
 WALKER ETHRIDGE Comdr., USN, Commanding



CONFIDENTIALVF-47/A12  
Serial 036

As of 31 December 1944.

LIST OF SQUADRON MEMBERS, AGES, AND HOME  
ADDRESSESOFFICERS

<u>NAME</u>	<u>RANK</u>	<u>AGE</u>	<u>ADDRESS</u>
ETHRIDGE, Walker (n)	Comdr. (USN)	31	Official: 1109 - 36 Ave., Meridian, Miss. 120 Frisco Dr., Warrington, Pensacola, Florida.
BEGIN, Donald R.	Lt. (jg)	24	12 School St., Salem, Mass.
BURSIK, Vlada D.	Lieut. USN	26	719 Milan Ave., Ravenna, Neb.
CALTON, Otis "B".	Lieut.	26	Columbia, Louisiana.
CARPENTER, James J.	Ensign	22	219 So. Pearl St., Albion, Mich.
CLANCY, Albert H., Jr.	Lt. Comdr. (USN)	25	215 N. 7th St., Albuquerque, New Mexico.
CLAPP, Walter C.	Ensign	20	4739 Powers Ferry Rd., Atlanta, Ga.
DUVALL, Benjamin A.	Ensign	20	4407 Springdale Ave., Baltimore, Md.
ELDER, William H.	Ensign	22	Toledo, Illinois.
ELZINGA, Howard F.	Lt. (jg)	29	Elsworth, Michigan.
FRANKLIN, Emil (n)	Lieut.	40	3016 N. 4th St., Milwaukee, Wis.
GRAY, George D.	Ensign USN	23	523 W. 6th St., Freeport, Texas.
HIBBARD, Samuel B.	Lieut.	26	1770 Emerson Ave., S., Minneapolis, Minn.
IGLESIAS, Edward (n)	Ensign	23	3175 Porter St., N.W., Washington, D.C.
KOCH, John L.	Ensign	23	Sullivan, Missouri.
KRUG, Charles T.	Ensign	24	274 Brookline Ave., Boston, Mass.
LEACOCK, William R.	Ensign	24	25 Tyson Rd., Worcester, Mass.
LINDVALL, John H.	Lieut.	24	439 Page Ave., Malvern, Ark.
LOSSON, Harry M.	Ensign	21	316 W. Dixie Ave., Elizabethtown, Ky.
MAYHEW, Myron A.	Ensign	22	5279 Emerson Ave., St. Louis, Mo.
MCCURRY, Claude B.	Lieut.	26	2428 - 36 Ave., N., Birmingham, Ala.
McSWEENEY, Eugene F.	Ensign	23	80 Brown St., Pawtucket, R. I.
PODSEDNIK, Raymond L.	Lieut.	28	Bynum, Texas.
RAISON, Francis C.	Ensign	22	Ellensburg, Wash.
REPLOGLE, Max G.	Lieut.	28	Coldwater, Kansas.
RINK, Victor B.	Ensign	24	Route 7, Wichita, Kansas.
SHUNCK, William (n)	Lieut.	37	Bloomfield Hills, Mich.
SISLEY, John F.	Lieut.	28	293 S. View Drive, Athens, Ga.
STEPHANSKY, Richard (n)	Ensign	20	103 Holmes St., N. Quincy, Mass.
STETSON, Damon M.	Lieut.	29	Hanover Center, Mass.
STURTEVANT, William N.	Lieut.	44	86 Kalorama Circle, Washington, D.C.
SWISHER, Oliver L.	Ensign	27	Bowling Green, Va.
SYKORA, Rudolph (n)	Ensign	21	Haugen, Wisconsin.

\*Those designated USN are so marked; all others are USNR.

Enclosure (C)



CONFIDENTIAL

As of 11 December 1944.

VF-47/A12

Serial 036

LIST OF SQUADRON MEMBERS, AGES, AND HOME  
ADDRESSES

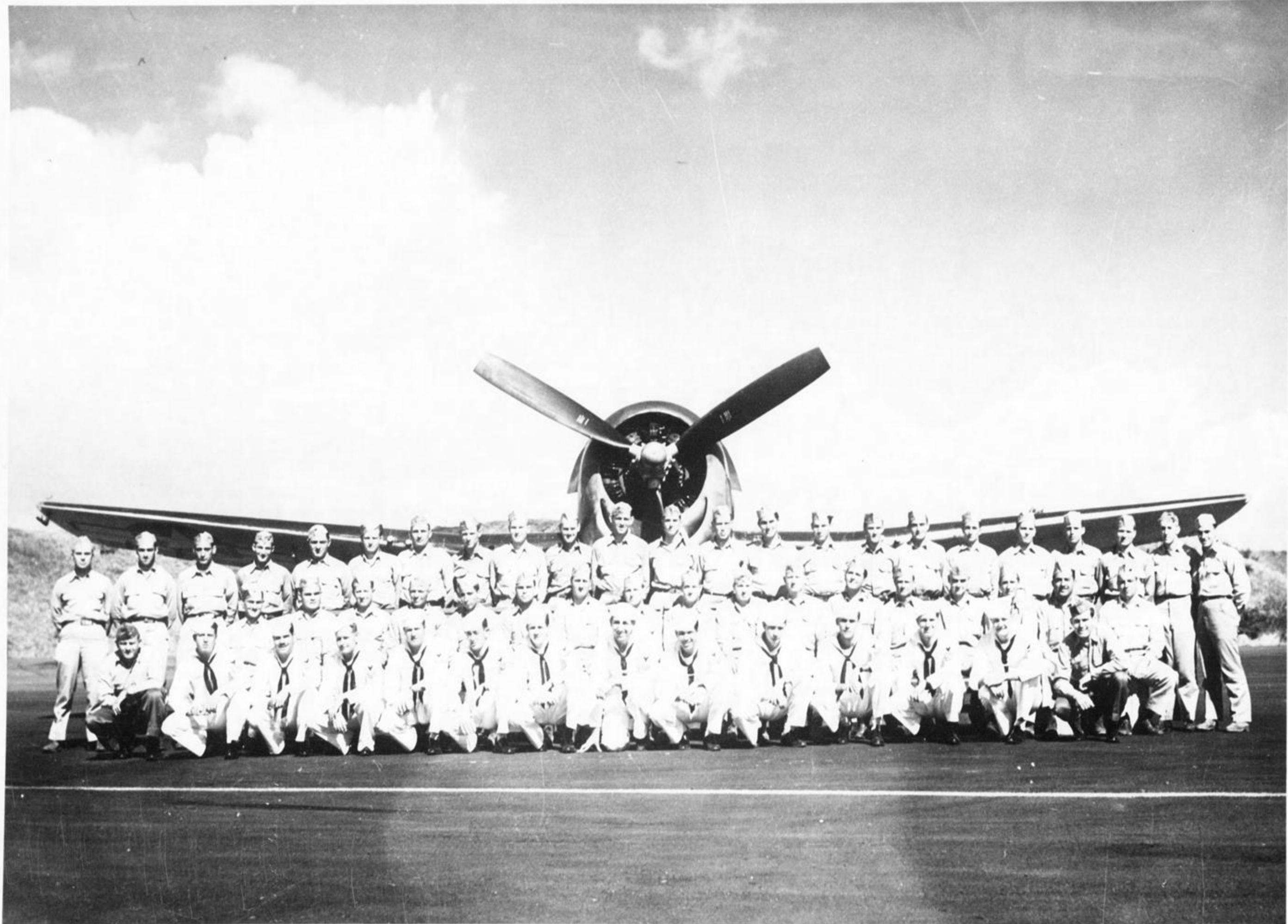
NAME	RANK	AGE	ADDRESSES
TRIGG, Locke H., Jr.	Lt.(jg)	23	114 Windmere Drive, Chattanooga, Tenn.
VEIOCK, Theodore I., Jr.	Ensign	23	412 - 16th St., New Brighton, N.Y.
WAGNER, Donald F.	Ensign	24	283 Beach St., Rochester, N.Y.
WAEELACE, Robert M.	Ensign	20	Sacramento, California.
WESTBROOK, Robert L. III.	Lt.(jg)	23	1408 West 6th, Pine Bluff, Ark.
WILSON, Richard I.	Lieut.	24	5627 Wilson Ave., Fresno, Cal.
WRIGHT, John W., Jr.	Lieut.	28	Edgewood Country Club, or father's address 2106 Kanawha Blvd., Charleston, W. Va.
FRASURE, Harold R.	Lieut.	25	636 E. Mulberry St., Lancaster, O.

ENLISTED MEN

BRADLEY, James S.	AMM3c, USN	19	543 E. Waldberg St., Savannah, Ga.
BURT, Everett G.	AMM2c,	20	325 Stark St., Deerlodge, Mont.
CUMMINGS, Henry C.	AOM1c, USN	30	3407 Brannon Ave., Chattanooga, Tenn.
DISHNER, John G.	AM2c, USN	21	2009 12th St., St. Petersburg, Fla.
DUGGAN, William M.	AMM1c,	24	4008 Greenlea Pl., St. Louis, Mo.
GLYNN, Ellis V.	AMM2c,	24	177 Park Ave., Willston Park, L.I. New York.
GREENSTEIN, Philip (n)	Y1c	34	3529 Ludgate Road, Cleveland, O.
KOCHER, Jerome T.	AEM1c	23	540 Dresden Ave., Steubenville, O.
MAID, Raymond R.	PhOM3c	19	4012 Clarence Ave., Berwyn, Ill.
ROTHMAN, Milton (n)	AOM3c	27	819 Hunts Point Ave., Bronx, N.Y.
SCHNEIDER, Elmer J.	ACMM(AA)	27	3333 St. Vincent St., Phila., Pa.
SIMS, Albert T.	AMM2c	22	1216 Spruce Ave., W. Palm Beach, Florida.
THORMAHLEN, William H.	ACRM(AA)	24	726 Franklin St., Napa, Calif.
TODD, Jack Melvin	PR1c USN	23	101 N. Jackson, San Angelo, Texas.
WERTS, Chester F.	ART1c	21	1429 56th Ave., Oakland, Cal.

Enclosure (C)

-27-  
Enclosure (C)



Fighting Squadron 47

[Enclosure (D)]



CONFIDENTIAL

FIGHTING SQUADRON FORTY-SEVEN

VF-47/A12  
Serial 036

c/o Fleet Post Office  
San Francisco, California

22 February 1945.

Commander Walker Ethridge  
USN.

Commander Walker Ethridge, USN, Commander of CVL Air Group 47 and also Commanding Officer of Fighting Squadron 47, was born 1 February 1913, at Meridian, Mississippi. He attended Meridian High School and spent one year at Mississippi State College, before entering the U. S. Naval Academy on 17 June 1930. He received his commission as an Ensign in 1934 and was assigned to the U.S.S. MISSISSIPPI from then until 1937. He took his flight training at Pensacola in 1937 and 1938, and subsequently served in Bombing Six from February 1938 to August 1940. From then until August 1942 he served as instructor, chief flight instructor and later as Executive Officer of VN 1D8-B at Pensacola. He was Assistant Air Officer on the USS. CORE in 1942 and 1943 and was subsequently Assistant Operations Officer on the staff of Commander Task Force 22 in the Atlantic Theater until May 1944.

He is married. His brother, George, is a Lieutenant in the United States Naval Reserve, and his sister, Martha, is a Yeoman Third Class in the WAVES. A second brother, Felton, is a Sergeant in the United States Army Air Corps. Commander Ethridge's official address is 1109 36th Avenue, Meridian, Mississippi, but he gives as his present home address; 120 Frisco Drive, Warrington, Florida.

Lt. Comdr. Albert H. Clancy, Jr.  
USN.

Lieutenant Commander Albert Harrison Clancy, Jr., USN, Executive Officer of Fighting Squadron Forty-Seven, was born 2 August 1919, at Santa Fe, New Mexico. He attended Albuquerque High School, and spent one year at the University of New Mexico. He entered the U. S. Naval Academy 13 July 1936. He received his commission as an Ensign in 1940. While at the Academy he was a varsity letterman in Cross Country and was captain of the team in 1939. From September 1940 to September 1942 he served in the gunnery department aboard the U.S.S. HONOLULU. He received his flight training at Pensacola, Florida, from October 1942 to April 1943 when he received his wings. He took his operational training in May and June 1943, and then served as an operational instructor at Melbourne and Sanford, Florida, from July 1943 to March 1944. He is married. His home address is 215 N. 7th Street, Albuquerque, New Mexico.

Enclosure (E)



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

17 September 1945.

VF-47/A12  
Serial 087

CONFIDENTIAL

From: The Commanding Officer.  
To : The Chief of Naval Operations. (Attention: The History Unit, Op-33-J-6).  
Via : (1) Commander Fleet Air Alameda.  
(2) Commander Fleet Air West Coast.  
Subject: Fighting Squadron Forty-Seven - History of.  
References: (a) Aviation Circular Letter No. 74-44, Op-33-J 6-JEJ, Serial 356333, dated 25 July 1944.  
(b) Manual for Historical Officers NavAer 00-25Q-26.  
(c) VF-47 Letter, Serial 036, dated 22 Feb. 1944, to Chief of Naval Operations, enclosing History for period 15 May 1944 to 1 January 1945.  
(d) Chief of Naval Operations Letter, 118433, OP-33-J-6-JEJ, dated 14 March 1945.  
(e) Aircraft Action Reports (ACA-ls), Air Group 47, No. 1 -121.  
Enclosures: (A) History of Fighting Squadron Forty-Seven, 1 January 1945 to September 1945.  
(B) Enemy planes shot down.  
(C) Ship Damage.  
(D) Awards.  
(E) Squadron members' home addresses.  
(F) Roster of Officers.  
(G) Losses during combat tour.  
(H) Letters of CAG-47, Serial 040 and 080, reporting on operations of Air Group 47.  
(I) Squadron Song Book.  
(J) Miscellaneous Photographs.

1. Enclosures (A), (B), (C), (D), (E), (F), (G), (H), (I), and (J) are submitted herewith. Enclosures (E), (I) and (J) are submitted only with the original of this letter.

*Albert H. Clancy Jr.*  
ALBERT H. CLANCY, Jr.



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

17 September 1945.

CONFIDENTIAL

HISTORY

1 January 1945 to 17 September 1945.

Enclosure (A)



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

PART I

CHRONOLOGY - 1 January 1945 to - September 1945

1 January 1945

Fighting Squadron Forty-Seven continued training operations at the Naval Air Station, Puunene, Maui, T. H., under the administrative and operational command of Commander Air Force, Pacific Fleet.

18 January 1945

Ensign George Gray, USN, of Freeport, Texas, was flying on a night navigation hop when his engine cut out. He was forced to ditch his plane about 85 miles southwest of Maui at 1917. Planes of VT-47, a PBY, and a crash boat searched all night but were unable to find him although a red Very Star was sighted in the area at 2230. Shortly after sunrise, however, Lieutenant William Collins, USNR, of Minneapolis, Minn., and Lt.(jg) Kenneth E. Wheeler, USNR, of East Providence, R. I., both VT-47 pilots, sighted Gray in his life jacket in the water. Lieutenant Collins dropped a liferaft which Gray swam to and climbed into. The destroyer Ringgold was directed to the spot and picked Gray up at 0900. Ensign Gray suffered no ill effects.

30 January 1945

Air Group 47 transferred base to the Naval Air Station at Kaneohe, Oahu, T. H., on order of Commander Air Force, Pacific Fleet. Training operations at Kaneohe continued under the administrative and operational command of Commander Air Force, Pacific Fleet.

2 March 1945

ComAirPac confidential dispatch 280538 (Feb.) ordered CVLG-47 to



report for duty to the U.S.S. Bataan at Pearl Harbor, Oahu, T. H. The air group completed transfer of base to the Bataan on 2 March 1945.

3 March 1945

The Bataan sortied from Pearl Harbor with the U.S.S. Franklin and the U.S.S. Intrepid en route to Ulithi, Caroline Islands. Training exercises were carried out en route.

13 March 1945

The Bataan and other ships of the Task Unit arrived at Ulithi and dropped anchor.

14 March 1945

The Bataan sortied from Ulithi and joined Task Group 58.2, Rear Admiral Ralph Davison, USN, commanding. Other carriers in the group were U.S.S. Franklin, U.S.S. Hancock, U.S.S. San Jacinto.

18 March 1945

After daily training flights and Combat Air Patrols en route to Japan, Fighting Squadron Forty-Seven went into action for the first time. The targets were Miyakonojo, Kagoshima and Izumi Airfields, Kyushu, Japan.

19 March

At 0656 a strike of 11 VF, 1 photo plane and 5 VT was launched against shipping in Kobe Harbor, Honshu. At 0707 while Bataan planes were rendezvousing the U.S.S. Franklin, 3100 yards to port of the Bataan, was hit by bombs from an enemy plane. Fires immediately broke out on the flight and hangar decks. The Franklin started a slow turn to the starboard; the Bataan took avoiding action by going to 30 knots and giving full right rudder. The Jap plane that had dropped the bombs on the Franklin was shot down after a 20 mile chase by Lieut. (jg) L. H. Trigg Jr. of VF-47, who pursued it through



the intense anti-aircraft fire of the Task Group. The strike group was recovered at 1133. Hits were obtained on a CVE at anchor, a CV under conversion, and a small merchant vessel. VF-47 CAP shot down one Tojo and one Nick in addition to the Myrt shot down by Lt.(jg) Trigg.

20 March

VF-47 pilots flew combat air patrol throughout the day furnishing air cover for the Franklin on retirement south of Kyushu. At 1456 Bataan's anti-aircraft batteries assisted in shooting down a Jill making a suicide attack on the Hancock. During the afternoon there were almost continuous bombing and suicide attacks. A near miss by an enemy plane on the Enterprise started fires on her flight deck. At 1652 a Judy crossing the Bataan's bow low to the water from starboard to port was taken under fire and knocked down by the ship's guns. The ship was hit by five inch shells of the group during this attack. One man was killed, 11 wounded. At 1708 another Judy diving on the Bataan was taken under fire by the ship's starboard batteries. The enemy plane dropped its bomb close aboard, started smoking and splashed 300 yards astern. A single plane attacked the Bataan from high up on the starboard quarter at about the same time, dropping a bomb so close aboard that the explosion caused a slight bulge at gun mount 11. The plane was smoking badly when it passed out of range.

At 1712 a CAP of all available Bataan planes was scrambled. Commander Walker Ethridge, USN, Commander Air Group 47, took off with this group and while gaining altitude perceived a Judy diving on the Task Group. He turned and pursued the Judy through intense flak of his own Task Group. His plane was hit by anti-aircraft, set afire and crashed into the sea.



Lt. Commander Albert H. Clancy, Jr., USN, 85347, Executive Officer of VF-47, became Acting Air Group Commander.

VF-47 CAPs for the day splashed a Tojo, a Judy and a Myrt.

21 March

Ensign Francis C. Raison, USNR, 338037, of Ellensburg, Wash., made an emergency landing after taking off on routine CAP. He failed to drop his belly tank before coming aboard and it fell off on the flight deck, bursting into flames. Ensign Raison was seriously burned. He was subsequently transferred to a hospital ship at sea and died 27 April at Guam.

The afternoon CAP assisted in shooting down one Frances.

22 to 29 March

The Bataan fueled on 22 March, transferred to Task Group 58.3, and proceeded to the vicinity of 25-N and 128-E to begin pre-invasion strikes in the Okinawa area.

Lt.(jg) Tony R. Royster, USNR, 173845, of Wichita Falls, Texas, Ensign H. J. Azbell, USNR, 395552, of Los Angeles, Calif., Ensign W. D. Lamborn, USNR, 395568, of Short Hills, N. J. and Ensign Jack Ezell, USNR, 395558, of Salt Lake City, Utah, joined VF-47 as replacement pilots.

During the period up until invasion day VF-47 planes attacked Minami Daito, Yontan, Katena and Machinato Airfields on Okinawa, bombed and rocketed amphibious craft revetments on southern Okinawa, also caves and AA emplacements, barracks buildings, factories, radio stations and other worthwhile targets.

29 March

Twelve VF and 9 VT were launched with orders to strike the enemy fleet reported in the vicinity of Southern Kyushu. The enemy fleet was not



found, but air group planes attacked Chiran Airfield, Southern Kyushu, damaging hangars, destroying one plane and damaging another. Two planes sent to Kagoshima Bay on a rescue mission with an OS2U set two luggers afire and destroyed two float planes in the bay.

30-31 March

VF-47 continued to make pre-invasion strikes against Okinawa and Minami Daito.

1 April

Okinawa invaded. VF-47 flew support missions throughout the day in conjunction with VT-47. Pilots bombed, rocketed and strafed gun positions, trenches, caves and other defense installations. On 2 April the Task Group fueled.

3 April

12 VF cratered airfield at Kikai and damaged two single engine planes on the field. While preparing to make a rocket run on the field the sweep was jumped by a group of enemy fighters. VF-47 planes shot down 4 Zekes and 3 Tojos. One Hellcat with its pilot, Lt.(jg) Robert L. Westbrook, III, USNR, 223791, of Pine Bluff, Ark., was missing after this engagement, shot down either by AA or an enemy plane. Ensign Oliver L. Swisher, USNR, 334819, of Balty, Va., had his plane damaged in the air battle and was forced to ditch on return to the Task Group. He was rescued in good condition by the DD Ault.

The VF-47 combat air patrol over the Task Group splashed 2 Nicks and one Tony during the day.

4-6 April

Sweeps and strikes made against Amami, Kikai and Tokuno. On 6 April the CAP shot down one Zeke.



7 April

An enemy Task Force of 1 BB, 2 CLs and 8 to 10 DDs was reported steaming south of Kyushu. All carriers in the Task Force were ordered to be ready to launch an attack. At 1016 the Bataan launched 12 VF with 2 five hundred pound bombs each and 9 VT carrying one torpedo each.

At 1211 a Kamikaze diving on the Hancock was taken under fire by Bataan's guns. The plane hit the Hancock starting fires aboard her. At 1420 a plane dove on the Essex but was shot down.

The strike was recovered at 1529. Results: 4 torpedo hits on the starboard side of the battleship, identified as the Yamato; one direct bomb hit on a CL, followed by an explosion with clouds of smoke; 2 direct bomb hits on a destroyer followed by explosions, smoke and flames; one direct bomb hit plus a very near miss on a second destroyer followed by an explosion, smoke and flames. On departure of strike, all 4 ships were dead in water and all subsequently sank. The VF-47 CAP shot down two Frances over the Task Force.

8-15 April

VF-47 flew support missions over Okinawa, strikes on Minami Daito, and numerous sweeps and patrols in the Amami, Kikai Tokuno area. During this period there were numerous attacks by Kamikazes on the Task Force. One Tojo was shot down south of Amami on 11 April.

16 April

8 VF of CAP 1, later joined by 8 more VF scrambled by the Bataan, engaged about 40 southbound enemy aircraft in the vicinity of Amami and Kikai islands. Results: 13 Zekes, 7 Tojos, and 2 Tonys shot down. Meanwhile the Bataan's CAP over the Task Force had shot down a Frances. Total: 23 enemy planes shot down by VF 47. One Bataan plane, piloted by Lt.(jg) Richard Stephansky, USNR, of North Quincy, Mass., was hit by AA of the Task Force



while returning to base. He was forced to ditch but was rescued in good condition by the destroyer CHARLES S. SPERRY. Ensign (now Lt.(jg)) Victor R. Rink, USNR, 354795, of Clearwater, Kan., was slightly wounded in the air battle. His plane, however, was seriously damaged, so that neither his tail wheel nor his flaps would operate properly. He landed aboard but at excessive speed, crashing through all barriers with the plane going over on its back. Ensign Rink was painfully injured but made a speedy recovery and was flying again within a month.

17 April

During the day the Bataan had one of its closest calls of the cruise. A radial engine Judy made a dive on the Bataan, apparently with suicidal intent. The enemy plane was hit repeatedly by 40 and 20 mm from the ship, but passed just aft of the island barely clearing the radar antenna, crashing in the water about 100 feet on the port beam. The deck was sprayed with fragments of the Jap plane.

On two occasions during the day's firing at enemy aircraft anti-aircraft shells from unknown sources hit the Bataan, causing casualties among personnel stationed on the forecastle and signal bridge. One man was killed and 14 wounded.

The morning RAPCAP shot down two Zekes.

The Bataan joined Task Group 58.4 at 1748..

18-25 April

VF-47 planes continued air support operations at Okinawa and patrols to the North in the vicinity of Amami, Kikai and Tokuno. A Judy was shot down at Kikai on 23 April.



26 April

The Bataan rejoined Task Group 58.3.

27 April - 8 May

VF-47 continued air support operations at Okinawa and patrols to the North as far as Yaku Shima. Patrol planes usually carried bombs and attacked targets of opportunity at Amami, Tokuno or Kikai.

9 May

Photographic mission obtained photos of Tokuno Airfield and Shitooke airfield, Kikai, and of shipping at Naze Ko, Amami. One F6F-5 of the photographic escort was shot down over Tokuno by anti-aircraft fire, crashing in flames in the water just off the beach. The pilot was Ensign Jack D. Ezell, USNR, 395558, of Salt Lake City, Utah, missing in action.

10 May

The Task Group fueled. At 1621 a scramble was launched for attack on Minami Daito where Jap planes had been reported. The Runway there was cratered and four single-engine planes strafed. Lt. Marion Marks, USNR, 86141, of Eugene, Oregon, Lt. Stanley F. Wear, USNR, 125257, of Ventura, Calif., Lt. Robert I. Talbot, USNR, 130298, of Cumberland, Wis., Lt.(jg) G. E. Avery, USNR, 315708, of Ft. Leavenworth, Kansas, and Ens. J. J. LaCava, USN, 397166, of Danbury, Conn., joined the squadron as replacement pilots, transferring aboard from the U.S.S. Bougainville.

11 May

At 1011 the U.S.S. Bunker Hill was hit by two enemy suicide planes. Fires were started aft of the island. The Bataan was forced to make emergency turns to avoid the Bunker Hill.

The Bataan's morning Target CAP over Okinawa shot down 10 Tojos, 1 Frances, 1 Zeke and 1 Hamp. Four other Bataan planes on the second TCAP shot



down a Betty carrying a Baka. Total for the day: 14. One Bataan plane was forced to make a water landing north of Okinawa. The pilot, Lt. Max C. Replogle, USNR, 86124 of Coldwater, Kan., was picked up in good condition by a Dumbo.

12 May

VF-47 planes provided TCAPs and a support mission in the morning. In the afternoon Task Group 58.3 began the run in for the next day's attack on Kyushu.

13 May

Steaming SE of Kyushu, 30-30N, 132-30 E.

A morning strike of 8 VF and 8 VT was launched at 0537 against Kikuchi Airfield, No. 334, Kyushu. Bataan planes joined Randolph planes. Two or more hangars destroyed. Numerous additional buildings in the hangar area were also damaged or destroyed by bomb hits.

The afternoon strike of 7 VF and 9 VT was launched at 1129 against Waifu Airfield, No. 335. Again Bataan planes joined those of the Randolph. The three main hangars were destroyed. Other buildings were damaged and set on fire.

14 May

The morning strike was launched at 0543 against USA airfield, No. 302, northern Kyushu. Shortly thereafter enemy planes appeared in the vicinity of the Task Force. Bataan's CAP splashed two Zekes and assisted a Randolph plane in splashing a third.

At 0659 the Bataan took a Judy under fire on the port quarter. The Judy dove on the Enterprise. Although hit by AA and burning the plane



crashed the Enterprise on or near the number 1 elevator. The Enterprise was on the Bataan's starboard beam, distance 3,000 yards. A fire started on the Enterprise.

At 0806 the Bataan shot down or assisted in shooting down a Zeke making a suicide dive on the ship. The enemy plane crashed 50 to 100 feet on the port quarter. A moment later the Bataan opened fire on a Tojo passing low overhead. The Tojo hit by AA fire from the Bataan and other units crashed close astern the Essex.

At 0812 other ships of the Task Group fired at a Zeke on the Bataan's starboard bow. From 0814 to 0815 five inch guns of other units fired at an enemy plane coming in on starboard quarter. The plane crashed in flame on the starboard beam. The Bataan then commenced firing to the starboard on a dive bomber which crashed in flames on the starboard quarter.

At 0816 the Bataan was hit by four 5 inch anti-aircraft shells, causing four holes 3 feet above the water line at the port quarter and starting a small fire. The fire was brought under control almost immediately. Casualties: 5 killed in action, 2 died of wounds, 27 others wounded.

The Usa strike group returned at 0927. Many buildings in the hangar and facilities area at the airfield were destroyed or badly damaged. Photos taken after the strike by VF-47 photo plane showed 75 to 80 per cent of the buildings in the area destroyed.

The afternoon strike took off at 1215 with the assigned target Kumamoto aircraft plant. Bataan planes again joined Randolph planes. The Commander Air Group 47 was strike leader. Reconnaissance over Kumamoto indicated that the aircraft plant had been previously damaged, so the two groups



were ordered to strike Army Air Depot facilities southwest of Waifu Airfield, No. 335, nearby. Numerous buildings and installations were damaged or destroyed. Six single engine planes and eight twins were strafed and hit by the strike. At least four of these were left smoking.

15 - 23 May

The Task Group steamed southward to a fueling area on 15 May. Fueling, replenishment and arming took place on 15 May and 16 May. On 17 May the Task Group returned to the Okinawa Theater for the usual support missions and patrols. These continued through 23 May.

24 May

At 1412 a sweep of 22 planes was launched from approximately 26-30N, 129-50E to patrol the island chain of the Nansei Shoto as far north as Kushira Airfield on Southern Kyushu with Essex planes. This sweep was recovered at 1843. Two of three airborne Zekes seen over Kushira airfield, No. 313, were shot down. No enemy aircraft were observed on the ground on the part of the airfield assigned to Bataan planes.

25-29 May

During this period the Bataan and Task Group 58.3 steamed southeast of Okinawa flying CAPs, TCAPs, and fueling. Bad weather held up air support operations.

At 2400 27 May the unit designation of Task Force 58 changed to Task Force 38. Task Group 58.3 become Task Group 38.3.

At 0957 29 May Task Group 38.3 departed from the operating area off Okinawa, proceeding to the rear base at Leyte Gulf, Philippine Islands.



1 through 30 June

The U.S.S. Bataan and Task Group 38.3 dropped anchor in the Leyte Gulf, Philippine Islands, June. Capt. W. C. Gilbert, USN, succeeded Capt. J. P. Heath, USN, as captain of the Bataan.

The Bataan fueled, replenished, rearmed and prepared for future operations throughout the month. A two day training cruise was taken on the 20th and 21st of June. The air group conducted ground training classes during the first part of the month, but otherwise this period was primarily one of rest and relaxation. Daily recreation parties were taken ashore to the Officers Club at Macarata, Samar.

Lt. Comdr. Albert H. Clancy, Jr., USN, was ordered to duty as Commander Air Group 47 on 20 June. He had been serving as Acting Commander Air Group 47.

1 July

Task Group 38.3, including the aircraft carriers U.S.S. Bataan, U.S.S. Monterey, U.S.S. Essex, U.S.S. Randolph and U.S.S. Ticonderoga, sortied at 0753. Rear Admiral G. F. Bogan, USN, commanded TG 38.3.

2 through 9 July

During this period while en route to Japan the Task Group conducted air training operations and gunnery exercises.

On 7 July one Hellcat was lost as a result of a water landing made necessary by engine trouble. The pilot, Lt.(jg) Richard Stephansky, USNR, 346817, was rescued uninjured by the DD Southerland. This was Stephansky's second rescue after a ditching.

10 July

The Bataan launched three fighter sweeps and two strikes against airfields in the Tokyo Bay area. Airfields assigned to the Bataan and other planes of the Task Group included those on the Chiba Peninsula, east of the



bay, and also the air base at Yokosuka, south of Tokyo on the west side of the bay.

Strike Able-1, composed of 7 VF and 1 VF(P) and 12 VF of the Randolph, took off at 0401 and attacked grounded aircraft at Mobara Airfield, 2781, and Miyakawa Airfield, 2780, with bombs, rockets and strafing. Four enemy planes were damaged by strafing at Mobara and five at Miyakawa. None was seen to burn. Results of rocketing and bombing undetermined.

Strike Charlie 3 and Strike Charlie 7 were composed of VT-47 planes joined with planes of the U.S.S. Randolph. No VF-47 fighters went on these two strikes.

The Strike Able-4 was launched at 0836 and was composed of 7 VF and 1 VF(P) of the Bataan and 12 VF of the Randolph. VF-47 planes on this strike strafed and hit six single engine planes at Yachimata Airfield, 2808, and 10 singles and one 4-engine bomber, closely resembling a B-24 at Miyakawa, 2780. Results of bomb drops could not be determined.

At 1418 a returned Bataan subcap, which had been orbiting over a lifeguard sub near the southern tip of the Chiba Peninsula, reported escorting the lifeguard sub to three survivors of a Monterey VT plane. All three were picked up by the sub.

Strike Able-6 was launched at 1346. It had the same composition as the other fighter sweeps of the day. Four of the fighters bombed Yokosuka Airfield, 298, while the other four VF remained at altitude to cover the photographic plane. Later the three VF with the photo plane rocketed Mobara Airfield with unobserved results. Flak at Yokosuka was intense and continuously pointed heavy fire. This area has one of the greatest concentrations of guns in all Japan....Three VF of the second fighter division landed back



on the Bataan late after covering the fourth fighter of the division while he made a water landing near the southern tip of the Chiba Peninsula. The pilot, Lieut. Robert I. Talbot, USNR, 130298, of Cumberland, Wis., by the submarine, USS Gabilan. Previous to his ditching Lieut. Talbot had reported having trouble with his propeller governor. His plane was not hit by flak. At the time Air Group 47 completed its cruise aboard the U.S.S. Bataan Lieut. Talbot had not been returned to the ship, so that further details are not now available.

11 through 13 July

VF-47 fighters flew combat air patrols only.

14 July

The Task Force had moved northward to the Hokkaido-North Honshu area. At 0341 the Bataan launched Strike Able-1 of 8 VF. The strike was unable to attack the primary airfield targets because of the low overcast of 1000 feet in the target area. Consequently the strike hit targets of opportunity. A Jake, Jap float plane, was destroyed on the beach north of Kabayama, northern Honshu. In the same area a sea-going dredge was run aground with 3 HVAR hits. A small merchant vessel (Sugar Dog size) was strafed and bombed. When the planes departed the ship was on fire and dead in the water with decks awash. A tug and two luggers were strafed.

Strike Charlie 4, composed of 2 VF and 7 VT of the Bataan was launched at 1302, with the Randolph as strike leader. Other fighter sweeps had been cancelled because of adverse weather conditions. The strike was directed to hit shipping targets in Hakodate Ko, and the Tsugaru Strait Area. The two Bataan fighters on this strike bombed a large merchant vessel (FTB or FTC) near Hakodate with unobserved results and strafed three small craft in the



strait. One of these smaller vessels was left burning, another smoking. Other results of this strike based on damage claims by the 7 VT planes include: Three medium-sized merchant vessels damaged in Hakodate Ko, one being left burning and the other two smoking. Two Sugar Dogs sunk, one Sugar Dog set aflame and a sea-going dredge (the one hit by the fighters the day before) left with its bow blown off, all in Tsugaru Strait. The strike also damaged the western warehouses at Hakodate, Target 975, with 3 bombs, and the lighthouse at Shiriya Saki was hit with rockets. The radio station at Zenikame Waza was destroyed by bombs. Flak was intense and accurate and of all calibers. Five of seven Bataan VT in the strike were hit. The fighters were untouched.

Lt. John W. Wright, Jr., USNR, 101233, of Charleston, W. Va., failed to return from a weather reconnaissance flight. The TBM, which was with him, also failed to return. For details, see narrative, Part II.

15 July

Strike Able-1 of 8 VF took off at 0341 to attack airfields on Northern Honshu. The assigned airfields were closed in, with a ceiling of 300 feet. Accordingly, the flight attacked targets of opportunity. A Sugar Dog was strafed and left burning southeast of Shiriya Saki, a lugger left smoking in Hakodate Ko, and a Sugar Dog damaged by strafing in Tsugaru Strait. An 8 car train was strafed and its locomotive blown up near Ohata. A radio station and lighthouse at Oma Saki and radar installations at Shiriya Saki were strafed and rocketed. Bombs were jettisoned because of the low ceiling over the target area.

Strike Able-4 of 7 VF and 1 VF(P) was launched at 0737. Again assigned airfields were closed in except for Yokote, 478, where photographic coverage



was obtained. No planes or installations were observed. Akita airfield, 451, was also reconnoitered, but there was no evidence of an operational field. An Emily, flying boat, was strafed and burned at its moorings on Lake Hachino in NW Honshu. Five locomotives were destroyed by strafing and rocketing in the vicinity of Yokote.

Strike Able-7, composed of only 3 VF and 1 VF(P), took off at 1335. As usual assigned airfield targets were closed in by low overcast, so the flight flew across Honshu and strafed a DE steaming off Noshira Minato on the west coast. The ship was hit by strafing but was missed by bombs and rockets of the three planes.

#### 16-17 July

The Task Force fueled on 16 July and then steamed ENE of Tokyo for strikes the next day in the Tokyo Plain area. On the 17th the Baker 2 strike of 3VF and 1VF(P) took off at 0547 to join the Randolph in patrolling and photographing airfields in the Tokyo Bay area. The strike was unable to reach the target area because of the persisting low overcast. All further scheduled strikes for the day were cancelled.

#### 18 July

The bad weather of the past few days showed slight improvement but low ceilings again prevailed. Nevertheless, the Baker 2 strike of 3 VF and 1 VF(P) finally was launched at 1237. Again the Randolph was the leader. This strike was unable to attack fields inland because of the weather but bombed and rocketed Konoike Airfield, 1465 with unobserved results. Oblique photographic coverage of the field was obtained.

Meanwhile 6 VT of Air Group 47 participated in the attack on the BB Nagato tied to a dock at Yokosuka Harbor. The Bataan VT hit AA positions



close to the ship with 500 lb. G. P. bombs equipped with VT fuses. AA in the area was reported to be the most intense encountered to date by planes of VT-47.

19 through 23 July

The Task Force replenished and refueled at sea. Bataan planes flew routine ASP and CAP flights, plus one training hop during this five day period.

24 July

The Task Force steamed in the vicinity of 31-30N and 135E, about 120 miles south of the southern tip of Honshu, in order to launch strikes against the Kure Area. Strike Charlie 3 of 7 VF, 1 VF(P) and 9 VT took off at 0849. Bataan planes were ordered to hit anti-aircraft positions in a coordinated attack on the BB Hyuga with Randolph planes. The Hyuga and other major units of the remaining Japanese fleet were anchored among the islands off Kure. Bataan planes dropped their bombs on AA positions on Kurahashi Shima and Nasake Shima as directed. Two VF and 1 VT dropped on the Hyuga itself as much of the flak in the area appeared to be coming from the battleship. Two of the TBM bombs burst above the deck of the Hyuga. Results of the VF drops could not be observed. On the return trip 3 luggers and 1 patrol craft were damaged in the Inland Sea by strafing. One VF of the strike assisted in splashing a Zeke in Bungo Suido, south of Shikoku.

The second Charlie Strike (#6) took off at 1440. It had the same composition as did the first. Bataan planes again bombed AA positions on Kurahashi Shima and Nasake Shima, and also bombed the Hyuga itself, which was badly damaged. One TBM bombed the CV ASO, anchored nearby, with unknown results. A Sugar Dog was left burning and in a sinking condition, 2 luggers and



3 sampans were left smoking, and a tug and 2 small craft were damaged by strafing--all in the Inland Sea.

25 July

The Task Group remained in the same area for additional strikes on warships in the Kure area. Bad weather, however, prevented any Bataan strikes from reaching the target. The target coordinator (Ticonderoga) ordered all planes of the Charlie 3 strike to return to base after they had run into a solid front. The afternoon strike was cancelled. The afternoon subcap of the Bataan assisted in the rescue of a Randolph pilot by the lifeguard sub, south of Shikoku.

26-27 July

The Bataan took on provisions, fueled and re-armed. VF-47 planes flew only routine patrols.

28 July

Bataan planes returned to strike warships at Kure. Strike Charlie 3 took off at 0748 with 7 VF, 1 VF(P) and 9 VT. The TBMs scored 8 hits with 500 pound GP bombs on the CA Tone at anchor in the harbor between Eta Shima and Nishinomi Shima. The ship was badly damaged by these hits and those by other participating air groups. The fighters were ordered to drop their bombs on AA positions as their part in the coordinated attack. They made their drops on a concentration of AA on the narrow neck of land between Eta Shima and Nishinomi Shima.

Strike Charlie 6, with the same composition as Charlie 3, took off at 1405 with orders to sink the Tone which had been reported still afloat. The Ticonderoga target coordinator, however, led the attacking units east of Kure in the Inland Sea and ordered them to strike shipping targets of opportunity.



The fighters and TBMs thereupon attacked and sank a Fox Tare Baker or Fox Tare Charlie (4,500 tons) off Iwai Jima. The ship was hit by at least six 500 pound GP bombs. The fighters strafed two luggers in Bungo Suido; one was left burning and one was left smoking.

29 July

The Bataan replenished. The fighters flew routine CAPs.

30 July

The Bataan steamed in the vicinity of 33~~4~~-30N and 138-30E for strikes against airfields in the Tokyo Bay area. Strike Easy 3, composed of 7 VF, 1 VF(P) and 9 VT, was launched at 0739 with a Ticonderoga strike leader. This strike attacked Tokorozawa Airfield, 1406, west of Tokyo proper. Dispersal areas were bombed and rocketed, but results could <sup>not</sup> be assessed because of the heavy cloud cover with haze below. Two VF and one VT were damaged by AA fire. On the return trip two VT bombed a factory about 9 miles SW of Mount Fuji, starting fires, while VF planes rocketed and set afire a factory 3 miles north of Gotemba, and damaged a railroad car with 2 HVAR hits. Photo coverage was obtained of Tachikawa Airfield, 1404, and Toyooka, 1408.

Strike Easy 6, composed of 8 VF joined with Ticonderoga VF, took off at 1412. Again Tokorozawa airfield was attacked with unobserved results. On the return flight 18 to 20 HVAR hits damaged a large unidentified industrial plant one-half mile east of Fuji airfield, with 3 more HVAR in an adjoining power house.

The afternoon subcap covered an outboard motor boat containing Lexington VF pilot and the crew of a dumbo which had been forced down trying to make a rescue in Sagami Wan, southwest of Tokyo Bay. The boat, which had been dropped



to the survivors from a rescue plane, was heading towards a lifeguard sub 3 miles away when the subcap was relieved. The occupants of the raft were later reported rescued.

31 July through 8 August

The Task Force retired east of Honshu and conducted fueling and replenishment operations. VF-47 flew only routine CAPs and required training flights.

9 August

On the morning of this date the Task Force was operating in the vicinity of 37-58N and 144-48E for another series of strikes on Northern Honshu. The Bataan launched its Easy-3 strike of 8 VF and 8 VT at 0716. Four of the VF bombed AA positions west of Misawa Airfield, 2888, while the remaining planes bombed and rocketed the north dispersal area at the airfield. The area was well covered and five unidentified planes were destroyed by bombs and one damaged by strafing. None was seen to burn.

The afternoon subcap, which orbited over a lifeguard sub off the east coast of Honshu, rocketed and set afire a Fox Tare Dog anchored in Miyako harbor with 2 HVAR hits. These were made by Lt. Samuel B. Hibbard, USNR. The ship was observed the next day to be resting on the bottom at the same location with its masts protruding above the water.

Strike Easy-6 took off at 1351. This strike was composed of 7 VF, 1 VF(P), and 8 VT. The VT again bombed the north dispersal area at Misawa. Four of the VF dropped on AA positions; the remaining VF formed the photo division. Except for one plane known to have been burned results of the bombing were unobserved. Three singles were damaged by strafing but did not burn.



10 August

The Task Force remained in the vicinity of Northern Honshu for a second day of strikes. Strike Easy-3 of 8 VF and 7 VT took off at 0713 to attack targets of opportunity in the vicinity of Aomori Bay. The Commander Air Group 47 led this hop. Bataan planes were joined by those of the Monterey. Results of this strike were: 7 Jakes were burned off Futago Shima in Aomori Wan; a Tare Baker 2 stack anchored off Moura Shima in the same area was rocketed and set afire; the Nonai oil storage tanks, target 995 were bombed, causing many large fires, accompanied by thick heavy smoke and big explosions; a large industrial plant 2 miles south of Miyako damaged by two bombs and 8 rockets after being attacked by the returning morning subcap.

The afternoon subcap covered a lifeguard submarine off the east coast of Honshu while it rescued a downed Randolph fighter pilot and the pilot and aircrewman of a downed Randolph Helldiver. Enroute back to base a factory building 3 miles southwest of Iwaizumi was strafed and rocketed with unobserved results.

Strike Easy-6, launched at 1334, was composed of 8 VF and 7 VT which joined with the Monterey group. Monterey led. Bataan planes were ordered to strike shipping in Ominato Harbor. Despite intense and accurate AA of all calibres, a destroyer was hit with two rockets; the Ominato oil storage area was bombed, and buildings at the Ominato Naval Base were damaged. There were many near misses on several other destroyers in the Harbor. Other targets hit by planes on this strike included: the Shirogane oil storage area where oil fires were started; the Hachinohe railroad marshalling yards which were bombed; three luggers damaged by strafing and rockets at Shirogane; and three small craft damaged by strafing at Obuchi Hama.

At about 2100 10 August while most of the pilots of VF-47 were at a movie, Deanna Durbin in "Christmas Holiday," in the wardroom, a communication



officer read the announcement that Japan had made a peace offer.

11 and 12 August

The Bataan replenished and fueled while all waited for an official announcement that the war with Japan was over. There were no flight operations, except for the landing of one replacement VF.

13 August

The Task Force was operating in the vicinity of 35N and 143E in order to make strikes against Tokyo. It had been expected that the day's strikes might be called off or that the Japanese surrender would be announced. At 0100 the day's strikes were called off, but by 0330 all strikes were again scheduled.

Strike Charlie-2 took off at 0606 with 7 VF, 1 VF(P) and 7 VT. The assigned target was the Tokyo Shibaura Electric Plant No. 1. Because of bad weather the Essex strike leader ordered planes to strike a large industrial plant at Hachioji, southwest of Tokyo. The plant was set on fire, but results were otherwise undetermined.

Strike Charlie-5 took off at 1135 with a composition of 7 VF and 1 VF(P). The Randolph led this strike. Kisarazu Airfield, 373, on the eastern edge of Tokyo Bay was bombed, and two hits scored with 500 pound GP bombs in the hangar area, leaving two fires. A radar station on the coast at Choja was thoroughly strafed and left smoking. A boat yard at Okitsu was rocketed, with one HMAR on one building, and one on each of two wooden vessels under construction.

The afternoon subcap, covering a lifeguard sub off Suno Saki at the tip of the Chiba Peninsula, covered an Army Dumbo while it rescued a pilot and two crewmen in Tokyo Bay.



14 August

The Bataan fueled. Flights consisted only of ferry operations.

15 August

On this date the Task Force was steaming in the vicinity of 33-45N and 142-30E in order to make further strikes on Tokyo. The first strike by Bataan planes was scheduled to take off shortly after 0500. No word had been received up until that time that the Japanese had officially accepted the allied definition of peace terms, so the strike was launched at 0524. The strike was composed of 7 VF, 1 VF(P) and 9 VT and was scheduled to strike electronic plants in the Tokyo Area.

At 0635 a message from CTG 38.3 stated: "Hold all strikes in readiness but do not launch until further ordered. Launch DayCap and RapCap." Then in short order the following messages were received: From CTF 38: "Com3rdFlt says recall all strikes." From Com3rdFlt: "We have received instructions from CincPac, CincPoa to suspend air operations." The war was over but the Bataan had planes en route to strike Tokyo.

The strike group was reached by radio, however, and told to return to base. All planes jettisoned bombs and returned to the Bataan, landing at 0822.

16-20 August

The Bataan cruised east of Tokyo in the fueling area. Only routine CAPs were flown.

21 August

Air Group 47 transferred at sea to an oiler and thence to the U.S.S. San Jacinto of Task Group 38.1, while Air Group 49 of the San Jacinto transferred at the same time to the Bataan.



22 August

Twenty-two fighters and nine VT flew in parade over Task Force 38 while photographs of the air armada were taken.

25 August

Fighters flew patrols over Northern Honshu and dropped packages at two Prisoner of War camps at Niigata and one at Naoetsu.

26 August

Patrols to Hokkaido were launched but bad weather over the island prevented the location of any Prisoner of War camps.

27 August

Fighters and torpedo bombers dropped packets on POW camps at Niigata, Fukushima and Iwake near Taira.

28 August

A new POW camp was located at 36-58.5N and 140-57E near Ena. Packets of supplies were dropped there.

29 August

Task Group 38.1 moved southward so that patrols could be launched over the Tokyo Bay area during the initial phases of the occupation. VF-47 planes flew channel patrols over the sea approaches, combat air patrols over the fleet (Task Force 31) in Sagami Wan, and over Atsugi Airfield, where U.S. Army planes were landing. Two prisoner of war missions dropped supplies on camps No. 264 and No. 265 near Ashio and on a third camp near Eimei.

30 August

Patrols and POW missions in the Tokyo area were repeated. Lt.(jg) Robert M. Wallace, USNR, had engine trouble while returning from the last patrol of the day and made an emergency landing at Yokosuka Airfield.



31 August

The San Jacinto was detached from Task Group 38.1 in the afternoon and proceeded south to rendezvous with Task Unit 30.8 preparatory to departure for the United States.

2 September

The San Jacinto rendezvoused 600 miles east of Kyushu with Task Group 30.8 at sea for fueling and formed Task Unit 30.3 with the U.S.S. Essex, U.S.S. Massachusetts, U.S.S. Astoria and others. Lt.(jg) Robert M. Wallace, USNR, was returned to the ship at 1730 by a troop transport which brought San Jacinto Marines back to the ship from Yokosuka.

3 September

The Task Unit set course for the United States.



14 September

The San Jacinto with Air Group 47 aboard arrived at N.A.S. Alameda. During the next few days the squadron remained at N.A.S. Alameda awaiting orders, leave or discharge, as the individual case might be. The squadron is scheduled to be decommissioned.



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

II NARRATIVE

Air Group 47 continued to operate during January and February under the operational and administrative command of Commander Air Force, Pacific Fleet. Training during January was at the Naval Air Station at Puunene, Maui, T. H., as during the previous two months. But on 30 January the group was transferred to the Naval Air Station at Kaneohe, Oahu, T. H. On 28 February the Air Group was ordered to report for duty aboard the USS Bataan at Pearl Harbor, Oahu, T. H. The Air Group completed transfer of base to the Bataan 2 March 1945.

The Bataan sortied from Pearl with the USS Franklin, USS Intrepid and escorts on 3 March and dropped anchor at Ulithi, Caroline Islands, ten days later. Training exercises were carried out en route and air group personnel had an opportunity to establish smooth working arrangements with the ship's personnel. The relationship was a cordial one from the start and became more so as time elapsed.

The Bataan sortied from Ulithi 14 March and joined Task Group 58.2, Rear Admiral Ralph Davison, USN, commanding. On 18 March the air group went into action for the first time, striking Miyakonojo, Kagoshima, and Izumi Airfields, Kyushu, Japan. This first strike day was a tense and busy one, but the fighters and torpedo bombers destroyed 16 aircraft, damaged 23 and seriously damaged hangars and facilities at all three airfields. Two TBMs were lost to AA.

Plans for 19 March were changed in the early morning, with Kobe shipping assigned as the target of the first strike in place of Kyushu Airfields.



While Bataan planes were rendezvousing, an enemy plane dove from the sky without warning and dropped its bomb load on the USS Franklin 3100 yards to port of the Bataan. Fires broke out immediately on the ship's hangar deck. The Franklin started a slow turn to the starboard. The Bataan took avoiding action by going to 30 knots and giving full right rudder. Meanwhile Lt.(jg) Locke H. Trigg, Jr., USNR, of Chattanooga, Tenn., who had taken off with the strike group, pursued the Jap plane that hit the Franklin. He chased the plane, identified by him as a Myrt, for 20 miles, pumping hot lead into it whenever he got it in his sights. The first part of the chase was through the intense anti-aircraft fire of the Task Group. He finally had the satisfaction of splashing the Myrt with several F4Us of the Franklin coming in at the finish. The Myrt was smoking and damaged before these other planes made their runs.

The strike scored hits on a CVE, a CV and a merchant vessel at Kobe. The early CAP of VF-47 shot down a Tojo and a Nick.

The Franklin was in desperate condition after being hit. Fires and explosions continued for hours, necessitating large and vigilant CAPs to protect the cripple from further Jap attacks. The 20th of March was a hectic day with Japanese suicide planes making one attack after another on ships of the Task Force. The Bataan, narrowly missed on several occasions by enemy planes, was hit by 5 inch shell fire of its own Task Group. One man was killed and 11 wounded. The VF-47 CAP for the day splashed a Tojo, a Judy and a Myrt.

At 1712 a CAP of all available Bataan planes was scrambled to meet a Japanese attack. Commander Walker Ethridge, USN, of Meridian, Miss., the Air Group Commander, decided immediately that he would be one of those to



scramble. He took off and was gaining altitude when a Judy dove on the Task Group. He turned and pursued the Judy through the intense flak of the Task Group, but his plane was hit by this AA, burst into flames and crashed into the sea. A destroyer went to the spot but found no evidence of a survivor. Commander Ethridge was reported as missing in action.

Lt. Commander Albert H. Clancy, Jr., USN, 85347, Executive Officer of VF-47, became Acting Air Group Commander. He was named Commander, Air Group 47, on 20 June 1945.

Fighting Forty-Seven suffered another casualty the next day, 21 March, when Ensign Francis C. Raison, USNR, 338037, of Ellensburg, Wash., <sup>a</sup>made an emergency landing. He failed to drop his belly tank of gasoline before landing and it fell off on the flight deck, bursting into flames and setting the plane on fire. Ensign Raison was seriously burned. He was subsequently transferred to a hospital ship at sea and died 27 April at Guam.

Love Day, 1 April 1945, had been set for the invasion of Okinawa, the greatest amphibious operation of the war. Consequently after retirement from Kyushu, the Task Force fueled and the Bataan was transferred to Task Group 58.3 for pre-invasion strikes in the Okinawa area. During the period from 23 March to 1 April VF-47 planes attacked Minami Daito Airfield, bombed and rocketed Yontan and Katena Airfields, amphibious craft revetments, coves, AA emplacements, barracks, factories, radio stations and other targets on Okinawa. On 29 March 12 VF and 9 VT were ordered to strike units of the enemy fleet reported to be in the vicinity of Southern Kyushu. The enemy fleet was not found, but Air Group 47 planes attacked Chiran Airfield, Kyushu, damaging hangars and destroying one plane. Two planes sent to Kago-shima Bay on a rescue mission with an OS2U set two luggers afire and destroyed



two float planes in the bay.

April was Fighting Forty-Seven's most active month. It opened on the first with the invasion of Okinawa, fighters and TBMs providing close air support for ground troops. Throughout the month the fighters flew support missions over Okinawa and made numerous strikes and patrols over Minami Daito, Tokuno, Kikai, Amami O Shima, Kakeroma Shima, all in the Nansei Shoto. Pilots averaged from 85 to 100 hours flying for the month. Most of these support missions became routine, with effective though often unobserved results being attained. The patrols became equally routine, but there was the ever present possibility of encountering a bevy of Japanese planes heading for the Task Force or ships at Okinawa.

The month had its high spots and its tragedies. On 3 April 12 VF cratered the airfield at Kikai and damaged two single engine planes on the ground. While preparing to make a rocket run on the field the sweep was jumped by a group of enemy fighters. VF-47 planes shot down 4 Zekes and 3 Tojos. One Hellcat with its pilot, Lt.(jg) Robert L. Westbrook, III, USNR, 223791, of Pine Bluff, Ark., was missing after this engagement, probably shot down by enemy AA or an enemy plane. Ensign Oliver L. Swisher, USNR, 334819, of Balty, Va., (since promoted to Lt.(jg)), had his plane damaged in the air battle and was forced to ditch on return to the Task Group. He was rescued in good condition by the DD Ault. The VF-47 CAP over the Task Force splashed two Nicks and one Tony on this same day.

The 7th of April was one of the Air Group's most eventful days. An enemy Task Force of 1 BB, 2 CLs, and 8 to 10 DDs was reported steaming south of Kyushu. All carriers in the Task Force were ordered to be ready to launch an attack. At 1016 the Bataan launched 12 VF with 2 five hundred pound bombs each and 9 VT carrying one torpedo each.



The enemy force was encountered southwest of Kyushu and coordinated attacks made by planes of all Task Groups. The battleship, identified as the Yamato, was attacked by the Bataan's VT, and 4 definite torpedo hits resulted. The fighters attacked one of the cruisers and two of the destroyers. Lt. John W. Wright, Jr., USNR, of Charleston W. Va., scored a direct hit on a cruiser. Lt.(jg) Richard Stephansky, USNR, of North Quincy, Mass., scored a direct hit on one of the destroyers, while Lt.(jg) Locke H. Trigg, Jr., USNR, of Chattanooga, Tenn., and Lt. Raymond Podsednik, USNR, of Bynum, Texas, scored direct hits on another destroyer. When Bataan planes left the area, all four of the ships hit by them were dead in the water. Anti-aircraft fire was intense during the attack and four Bataan planes were seriously damaged. All except one were able to fly back to base. The fourth was forced to make a water landing. The pilot, Lt.(jg) Trigg, was rescued uninjured by the destroyer, John W. Weeks.

Commander Task Force 58 reported that night that the Yamato, two cruisers and three destroyers had been sunk in this first and last battle of the East China Sea.

Meanwhile there was considerable action ~~in~~ around the force. At 1211 a Kamikaze diving on the Hancock was taken under fire by the Bataan's guns. The plane hit the Hancock, however, and started fires. At 1420 a plane dove on the Essex but was shot down. The VF-47 CAP splashed two Jap planes, each identified as a Frances, over the Task Force during the day.

The next big day for VF-47 was 16 April. Several air groups had run into large flights of Japanese planes in early April, but the Hellcats of Forty-Seven had had only one major encounter with airborne Japs on 30 April. One Tojo was shot down south of Amami 11 April and then all was quiet until 16 April.



An early morning CAP of 8 VF of Forty-Seven was vectored north of the task force to intercept a flight of Japs. Lt. Richard I. Wilson, USNR, of Fresno, Calif., leader of the 8 plane CAP, tallyhoed approximately 40 Jap planes in the vicinity of Amami and Kikai. He called for assistance but led his eight planes in to attack the Jap - even though outnumbered 5 to 1. A dog fight ensued with Bataan planes chalking up a terrific score. Lt. Wilson's two divisions knocked down 15 Japs, mostly Zekes and Tojos in short order. Lt. Commander Albert H. Clancy, Jr., USN, Air Group Commander, and Lt. Samuel B. Hibbard, USNR, had been scrambled with two more divisions of Bataan fighters. They joined the fray and their eight planes added seven more Japs to the total. And in the meantime Lt.(jg) Oliver L. Swisher, USNR, flying CAP over the Task Force, had shot down a Frances equipped with special jet or rocket propulsion cylinders. Thus the total for Fighting Forty-Seven's turkey shoot was 23 enemy planes shot down. The remainder of the attacking Japs turned homeward.

One Bataan plane, piloted by Lt.(jg) Richard Stephansky, USNR, was hit by AA of the Task Force while returning to base. He was forced to ditch but was rescued in good condition by the destroyer Charles S. Sperry. Lt.(jg) Victor B. Rink, USNR, of Clearwater, Kansas, then an Ensign, was slightly wounded in the leg and foot in the air battle. His plane, however, was seriously damaged, so that neither his tail wheel nor his flaps would operate properly. He landed aboard the Bataan but at excessive speed. His tail hook assembly broke off and he crashed into the barriers with his plane going over on its back. Rink was painfully injured but made a speedy recovery and was flying again within a month.



The next day the Bataan had one of its closest calls of the cruise. A radial engine Judy made a dive on the ship, apparently with suicidal intent. The enemy plane was hit repeatedly by 40 and 20 mm fire from the ship but passed just aft of the island, barely clearing the radar antenna and crashing in the water about 100 feet on the port beam. The deck was sprayed with fragments of the Jap plane.

On two occasions during the day's firing at enemy aircraft anti-aircraft shells from unknown sources hit the Bataan, causing casualties among personnel stationed on the forecastle and signal bridge. One man was killed and 14 wounded. No one from the air group was injured. The Bataan's morning Rapcap shot down two Zekes.

The Bataan left Task Group 58.3 and joined 58.4 at 1748 on 17 April. During the next few days VF-47 flew routine support missions over Okinawa and patrols in the vicinity of Amami, Kikai and Tokuno. On 26 April the Bataan rejoined Task Group 58.3 and continued support and patrol operations in the Okinawa area.

The eleventh of May was another eventful day. The Japs were on another rampage. At 1011 the USS Bunker Hill was hit by two enemy suicide planes. Fires were started aft of the island. The Bataan was forced to make emergency turns to avoid the stricken Bunker Hill.

The Bataan had sent a morning target CAP of 12 planes to Okinawa. The three divisions operating independently of each other shot down 10 Tojos, 1 Frances, 1 Zeke and 1 Hamp. Four other Bataan planes on the second TCAP of the morning shot down a Betty carrying a Baka (human bomb). One Bataan plane was forced to make a water landing north of Okinawa. The pilot,



Lt. Max C. Replogle, USNR, of Coldwater, Kansas, was picked up in good condition by a Dumbo.

Two days later Bataan planes returned to Kyushu to strike Kikuchi and Waifu Airfields. Hangars and installations were damaged and set on fire at both fields. The next day, 14 May, the Bataan launched an early morning strike against Usa Airfield, Northern Kyushu. Shortly after the launch enemy planes appeared in the vicinity of the Task Force. The Bataan CAP splashed two Zekes and assisted a Randolph plane in splashing a third.

At 0659 the Bataan took a Judy under fire on the port quarter. The Judy dove on the Enterprise. Although hit by AA and burning, the plane crashed the Enterprise on or near the number 1 elevator, starting a fire. The Enterprise was on the Bataan's starboard beam, distance 3,000 yards.

At 0806 the Bataan shot down or assisted in shooting down a Zeke making a suicide dive on the ship. The enemy plane crashed 50 to 100 feet on the port quarter. A moment later the Bataan opened fire on a Tojo passing low overhead. The Tojo, hit by AA fire from the Bataan and other units, crashed close astern the Essex.

At 0812 other ships of the Task Group fired at a Zeke on the Bataan's starboard bow. At 0814-0815 five inch guns of other units began firing at an enemy plane coming in on the starboard quarter. The plane crashed in flames on the starboard beam. The Bataan then commenced firing to the starboard at a dive bomber which crashed in flames on the starboard quarter.

A minute later, 0816, the Bataan was hit by four 5 inch anti-aircraft shells, causing four holes 3 feet above the water line on the port quarter and starting a small fire. The fire was brought under control immediately, but the following casualties resulted from the hits: 5 killed in action, 2 died of wounds, 27 others wounded.



The Usa strike group returned at 0927. Many buildings in the hangar and facilities area at the airfield were destroyed or badly damaged. Photos taken after the strike by a VF-47 photo plane showed 75 to 80 per cent of the buildings in the area destroyed.

The afternoon strike took off at 1215 with the assigned target Kumamoto aircraft plant. Bataan planes again joined Randolph planes. Commander Air Group 47 was strike leader. Reconnaissance over Kumamoto indicated that the aircraft plant had been damaged previously, so the two groups were ordered to strike Army Air Depot facilities southwest of Waifu Airfield nearby. Numerous buildings and installations were damaged or destroyed. Six single engine planes and 8 twins were strafed and hit by the strike. At least four of these were left smoking.

After the two days of strikes on Kyushu the Task Force returned to the Okinawa area for fueling and routine support and patrol missions. On 24 May VF-47 sent a 22 plane sweep to patrol the island chain of the Nansei Shoto and beyond to Kushira Airfield on Kyushu which they bombed. Two of three airborne Zekes encountered over the airfield were shot down. For the next four days Bataan fighters flew CAPs and TCAPs in the vicinity of Okinawa. Bad weather held up air support operations.

At 2400 27 May the unit designation of Task Force 58 changed to Task Force 38, Task Group 58.3 becoming Task Group 38.3. At 0957 29 May Task Group 38.3 departed from the operating area off Okinawa, proceeding to the rear base at Leyte Gulf, Philippine Islands.

The USS Bataan and Task Group 38.3 dropped anchor in the Leyte Gulf, Philippine Islands, 1 June. Captain W. C. Gilbert, USN, succeeded Captain J. P. Heath, USN, as Commanding Officer of the Bataan. During the month



of June the ship was replenished, rearmed and prepared for future operations.

The air group held ground training classes on the following subjects: Carrier and Fleet Doctrine, TFI-2, Contact Reports, Approach Procedure via Tomcats, Geography of Japan, New Calls and Communication Procedure, Air Sea Rescue Procedure, Arming and Fuzing of Bombs and Rockets, and other pertinent subjects. On 20 and 21 June Task Group 38.3 conducted air operation and training exercises east of the Leyte Gulf. These consisted of squadron and air group tactics, IBF runs on slicks, practice of the approach procedure, and coordinated attacks on the Task Group.

Throughout the period during which the Bataan was at anchor in the Gulf recreation parties were taken ashore daily to the officer's club at Macarata, Samar, and to the nearby Fleet Recreation Center for the men. The Macarata Club consisted of a large open air pavilion with tables and booths for drinking beer and stronger concoctions; and for exchanging the best stories of the war. There was also a beach with a raft and diving tower moored off shore. The club was attractively located in a small cove between two rocky hummocks. Tall palms provided shade from the hot sun, and most officers confined their visits ashore to drinking beer, taking an occasional swim, bartering with the natives for trinkets, and shooting the breeze with friends from other ships.

A few officers of the air group made special trips to Tacloban, Leyte, but this city was out of bounds for regular recreation or liberty parties. Lt. Commander Albert H. Clancy, Jr., Air Group Commander, made a special trip to Manila at the direction of the Task Force Commander to observe the results of bomb damage and the Japanese devastation of the city.

By virtue of staying in the Philippine Theater for over 30 days all members of Air Group 47 qualified for the Philippine Liberation Ribbon and were given certificates, signed by Captain W. C. Gilbert, USN, of the Bataan,



stating that they had so qualified.

Task Group 38.3, Rear Admiral G. F. Bogan, USN, Commanding, sortied from the Leyte Gulf 1 July 1945. Carriers in the group were: USS Bataan, USS Monterey, USS Essex, USS Randolph and USS Ticonderoga. On 10 July Task Force 38 cruised off Tokyo and launched strikes against airfields in the Tokyo Bay Area.

During the day the Bataan launched three fighter sweeps and two strikes against airfields on Chiba Peninsula, east of Tokyo Bay and one sweep against Yokosuka Air Base. Besides Yokosuka, airfields hit included. Mobara, Miyokana, and Yachimata. VF-47 planes damaged 25 Japanese aircraft on the ground. A midday subcap of VF-47 escorted the lifeguard south of the entrance to Tokyo Bay where three survivors of a Monterey VT plane were picked up.

The afternoon fighter sweep over Yokosuka encountered terrific AA, but no plane was hit. One of the VF-47 fighters, piloted by Lieut. Robert I. Talbot, USNR, 130298, of Cumberland, Wis., was forced to ditch after having trouble with his propeller governor. He was rescued by the submarine, USS Gabilan. Lt. Talbot was taken back to a rear area by the sub and did not rejoin the squadron during its cruise.

On 14 July the Bataan launched strikes in the Northern Honshu-Hokkaido area. These were the first carrier strikes in this section of Japan. The weather throughout the day was extremely poor, with a low overcast (below 1,000) over assigned targets. In many cases Bataan planes were forced to strike targets of opportunity, but these were plentiful. A Jake, Jap float plane, was destroyed on the beach north of Kabayama, northern Honshu. In the same area a sea-going dredge was run aground. Other shipping damaged



included 1 large merchant vessel (Fox-Tare Baker or Charlie) a Sugar Dog left burning, a tug and two luggers strafed. The VT planes of the air group had a field day against merchant shipping as is noted in the chronology.

At 0738 14 July a weather reconnaissance flight of 1 VF and 1 VT took off with orders to fly out 200 miles on a true bearing of 115 degrees. Observations were to be taken and a report made to CTF 38 aboard the Shangri-La by message drop. Lieut. John W. Wright, Jr., USNR, 101233, of Charleston, W. Va., piloted the fighter. Lieut.(jg) Clifford L. V. Fluitt, USNR, 351447, piloted the torpedo bomber. Also in the TBM were William R. Browning, CAERM, 382-14-18, USN, and Robert J. Thoms, AOM2c, 710-73-99, USNR. The F6F-5 was loaded with 400 gallons of gasoline, the TBM-3 with 435 gallons. No recovery time was specified. The two planes failed to return.

Efforts by the Bataan to establish communications with the flight and vector it back to base began at 1015. At 1135 communication was established with Lieut.(jg) Fluitt via an Essex CAP plane relay. Fluitt was directed to flash his emergency IFF and to fly on a SE course. No planes showing emergency IFF on the Bataan radar screen were observed to fly such a course. At 1230 the Essex relay plane was relieved by a Bataan plane. At 1240 Fluitt was directed via the relay plane to fly a heading of 330 degree. He acknowledged by keying his transmitter button. At 1255 Fluitt reported he had 80 gallons of gasoline. From then on no further transmissions from the flight were heard, although Fluitt occasionally acknowledged receipt of messages by keying his transmitter button. From 1315 on no further signals were received from the flight.



Throughout the afternoon and until long after the lost pilots' gas would have been exhausted, all friendly contacts were checked in the area where the flight might have been expected to be. A division of CAP was sent out to investigate all friendly contacts, and later that afternoon a search of the area was made by Bataan planes. The search, extended, was repeated again the next morning. Results were negative.

The Task Force remained in the vicinity of Northern Honshu and Hokkaido on 15 July and again launched strikes against aircraft and shipping. The weather continued bad.

VF-47 planes were unable to reach their assigned targets on their first sweep, so attacked targets of opportunity. A Sugar Dog was left burning southeast of Shiriya Saki, a lugger was left smoking <sup>in</sup> Hakodate Ko, and another Sugar Dog was damaged by strafing in Tsugaru Strait. An 8 car train was strafed and its engine blown up near Okata, and a radio station and lighthouse at Oma Saki, and radar installations at Shiriya Saki were strafed and rocketed.

The other two sweeps that day burned an Emily, a large Jap flying boat, at its moorings on Lake Hachiro, destroyed five locomotives by strafing and rocketing in the vicinity of Ohata, and strafed a DE off Noshira Minato on the west coast of Honshu.

After a day of fueling, the Task Force returned to the Tokyo area. On the 17th the Bataan launched only one photo division against the target area, but the weather was so bad that it was unable to reach its target. The next day, however, the photo division joined with Randolph planes and bombed, rocketed and photographed Konoike Airfield. That same afternoon



6 VT of the air group participated in an attack on the BB Nagato at Yokosuka. The ship was seriously damaged.

From the 7th to 24th Bataan planes flew only combat air patrols and anti-submarine patrols during fueling and replenishment. But on 24 July the Task Force steamed in the vicinity of 31-30N and 135E, near Southern Honshu, for strikes against warships in the Kure area. Bataan planes participated in two attacks on the hermaphroditic battleship Hyuga (BB-XCV), which was anchored near Nasake Shima. The battleship was sunk. Smaller craft damaged en route to and from the primary target included five luggers and a patrol craft, a Sugar Dog, five small craft, and a tug. Lt.(jg) Robert M. Wallace, USNR, 337769, of Sacramento, Calif., assisted in splashing a Zeke in Bungo Suido, south of Shikoku, while returning from one of the strikes.

Bad weather on 25 July prevented Bataan planes from reaching their targets. The afternoon subcap of the Bataan remained on station off Southern Shikoku for two and a half extra hours until a Randolph fighter pilot, who was orbiting over two other downed Randolph pilots in the Inland Sea, was able to fly to the lifeguard sub and ditch. This Randolph pilot had decided to orbit over his downed squadron mates as long as possible in the hope of assisting them in being picked up by a Dumbo. As a consequence, his fuel ran so low that he was unable to return to his ship. The extended patrol of the Bataan subcap pilots, Lt. Vlada Bursik, USN, and Lt.(jg) George Gray, USN, permitted him to stay over his squadron mates until the last minute and then quickly find the lifeguard sub with the assistance of Bursik and Gray. Without their assistance he would not have been able to find the sub on his limited gas supply. As it was, he ditched beside the



sub and was picked up immediately in good condition.

The Task Force, after fueling and replenishing, returned to the Kure area again 28 July. In the morning Bataan planes attacked the heavy cruiser, Tone, with the fighters hitting AA positions on Eta Shima. The Tone was seriously damaged by eight hits by 500 lb. bombs dropped by VT-47.

The afternoon strike 28 July hit targets of opportunity in the Inland Sea. Bataan fighters and torpedo bombers sank a Fox Tare Baker (or Charlie) of about 4500 tons off Iwai Jima. Two luggers were strafed, one was left burning and one was left smoking.

Two days later, 30 July, Bataan planes returned to Tokyo, striking Tokorozawa Airfield twice. An unidentified industrial plant was damaged near Fuji Airfield. Another factory was rocketed and set afire near Gotemba. Photo coverage of Tachikawa and Toyooka Airfields was obtained.

After this Tokyo strike day, the Task Force retired east of Honshu and conducted fueling and replenishment operations until the 8th of August. On the 9th of August the Task Force operated in the vicinity of 37-58N and 144-48E for another series of strikes on Northern Honshu. Bataan planes struck Misawa Airfield twice, damaging ten planes. A subcap attacked and set afire a Fox Tare Dog anchored in Miyako harbor. The next day this ship was found on the bottom at the same location with its masts protruding above the water.

On the 10th of August a Bataan strike of 16 planes burned seven Jakes off Futago Shima in Aomori Wan, set fire to a large Tare Baker (2 stack) off Moura Shima; and set fire to oil tanks at Nonai. A returning subcap rocketed a large industrial plant two miles south of Miyako.

In the afternoon Bataan planes bombed and rocketed several destroyers



in Ominato Harbor. One was definitely hit by two rockets. Other targets hit on this strike included. The Shirogane Oil Storage area where oil fires were started. The Hachinohe railroad yards bombed; three luggers and three small craft strafed.

At about 2100 10 August while most of the pilots of VF-47 were at the movie, Deanna Durbin in "Christmas Holiday", in the wardroom a shrill-voiced communication officer broke in with the announcement that Japan had made a peace offer. It looked as though VF-47 had made its last strike, but two days later after fueling the issue was still in doubt and on 13 August the Bataan launched two strikes against the Tokyo Bay area. The first bombed through a hole in the overcast and set afire a large industrial plant near Hachioji, southwest of Tokyo. The second strike bombed installations at Kisarazu on the east side of the Tokyo Bay.

The afternoon subcap over a lifeguard sub off Suno Saki at the tip of the Chiba Peninsula covered an Army Dumbo which made one of the most spectacular rescues of the war in Tokyo Bay. A pilot and two crewmen from the Ticonderoga had gone down inside the bay, northeast of Kisarazu. The two Hellcats, on subcap, piloted by Lt.(jg) Tony Royster, USNR, and Ens. Harold Azbell, USNR, scissored above the PBY dumbo while the pilot flew through the mouth of Tokyo Bay, northward past Yokosuka Naval Base where the Japs had one of their greatest AA concentrations in the Empire, and on in the spot where the three men were tossing about in their rubber raft. While one PBY landed to pick up the three survivors, the two Hellcats strafed a Jap destroyer that was firing at the PBY. The dumbo narrowly missed being hit, but managed to take off with the three rescued airmen and escape down the bay with the two fighters covering his retirement.



The Bataan fueled on 14 August while the entire Third Fleet and the world awaited an official announcement that the Japanese had surrendered. The next day, 15 August, strikes were ordered on Tokyo. The Task Force steamed in the vicinity of 33-45N and 142-30E. Seven Bataan fighters, a photo plane and nine torpedo bombers took off at 0524 and set course for Tokyo. Their target was an electronic plant in the Kawasaki area.

At 0635 a message from CTG 38.3 stated: "Hold all strikes in readiness but do not launch until further ordered. Launch Daycap and Rapcap."

Then in short order the following messages were received: From CTF 38: "Com3rd Flt says recall all strikes." From Com3rdFlt: "We have received instructions from CincPac, CincPoa, to suspend air operations."

The war was over, but 17 Bataan planes were en route to strike Tokyo. The strike group was reached by radio, however, and told to return to base. All strike planes jettisoned bombs and returned to the Bataan - landing at 0822.

During the next five days the Bataan cruised east of Tokyo in the fueling area while plans for the occupation of Japan crystalized. Bataan fighters flew routine CAPs.

On 20 August, however, the Air Group received long awaited orders for transfer to the USS San Jacinto. This transfer was accomplished at sea 21 August. Officers and men were moved first to an oiler and then to the San Jacinto of Task Group 38.1. Air Group 49, aboard the San Jacinto, was transferred to the Bataan at the same time.

It had been expected that the San Jacinto would proceed immediately to the U.S.A., but hopes were dashed when Air Group 47 was ordered to operate from the San Jacinto for an indefinite period. The first flight was



"operation Tintype" 22 August when 22 VF and 9 VT paraded over the fleet with other air groups of the Third Fleet while photographs were taken.

On 25 August patrols were sent over Northern Honshu to locate Prisoner of War Camps and to observe the status of Japanese aircraft on assigned airfields.

Three POW camps were located: one at Naoetsu and two at Niigata. Small packages of cigarettes and other useful items such as toothbrushes, razor blades, etc. were dropped at these camps. The TBMs dropped large specially prepared bundles by parachute. The camps were marked by large yellow or white letters, "PW," on the roofs of the buildings. Prisoners at the Naoetsu camp spelled out "Food" and "Smokes" on the ground. Pilots also observed various Japanese airfields on their flights to and from POW camps. In accordance with surrender terms, all aircraft were lined up on aprons and runways.

Patrols over Hokkaido were scheduled for 26 August, but bad weather prevented flights from reaching any of the POW camps. The next day, however, return trips were made to the two camps at Niigata and to two others, one at Fukushima and one at Iwake near Taira, all on Northern Honshu. On 28 August patrols over Northern Honshu continued. A new camp was located at 36-58.5N and 140-57E near Ena.

Task Group 38.1 moved southward on 29 August in order to assist in patrolling the Tokyo Bay Area during the occupation of Yokosuka Naval Base and the first landings at Atsugi Airfield by the Army. These patrols on 29 and 31 August consisted of special searches of channel approaches, combat air patrols over Atsugi Airfield, Tokyo Bay, and over fleet units in Sagami Wan. Two POW missions were flown each day over the mountainous area northwest of the Tokyo plain. Supplies were dropped on two camps near



Ashio, one at #264, 36-38N and 139-25E and the other, #265, at 36-40N and 139-27E. A third camp was also located at 36-01N and 138-12E near Einei.

At all of these camps prisoners waved and gesticulated wildly as Air Group 47 planes flew over head. Packets and bundles were dropped from altitudes of 150 to 300 feet and usually landed inside enclosures. The gates at some of the camps were open. At others prisoners demonstrated considerable independence. A photo taken just after one of the drops at Camp #265, mentioned above, disclosed two prisoners climbing over the gate to retrieve a bundle which had landed outside the enclosure. "Thanks" in Morse code was spelled out after one of these drops. Pilots got real satisfaction and pleasure out of these mercy missions and spent considerable time evenings in preparing packages for the coming day's flights.

Patrol activities for this air group were concluded 30 August. On that day Lt.(jg) Robert M. Wallace, USNR, had engine trouble when starting back toward base and was forced to land at Yokosuka Naval Base, occupied in the morning for the first time by U.S. Naval forces. He thereby became Air Group Forty-Seven's one man occupation force. He was returned to the San Jacinto 2 September by troop transport.

Task Group 38.1 retired to fuel 31 August and in the afternoon the San Jacinto with two destroyers, left the Task Group and proceeded on a southerly course to meet another fueling group 30.8. After fueling and taking on passengers the San Jacinto set course for San Francisco with Task Unit 30.3.



The San Jacinto with Air Group 47 aboard arrived at N.A.S. Alameda on 14 September. The air group disembarked and took up residence in BOQs at N.A.S. Alameda during the next few days while awaiting orders, leave, or discharge as the case might be.

The squadron and air group is scheduled to be decommissioned.



The Administrative set-up for a CVL air group is somewhat different than for a CV air group. In the case of Air Group 47, the air group commander also served as commanding officer of the fighter squadron. There was an administrative officer for each squadron, An ACI officer for each squadron, a radar officer for the VT, an aviation equipment officer, recognition officer and flight surgeon assigned to the group. This type of organization was closely knit and worked well.

The squadron administrative officer, Lt. Harold Frasure, USNR, handled all routing, correspondence and personnel matters. The recognition officer, Lt. Comdr. William Shunck, USNR, conducted a thorough program of recognition training for both VF and VT previous to the combat tour, but while aboard the Bataan he served as operations officer, liaison officer with the ship and also handled awards for the fighting squadron. On fueling days or during rest periods he conducted recognition classes, but there was no time for these when the squadron was actually operating. The Air Combat Intelligence Officer, Lt. Damon.M. Stetson, USNR, planned the training program in conjunction with Lt. Comdr. Shunck prior to the combat tour. While aboard the Bataan he handled briefing of pilots, interrogation after missions, flash reports, and action reports. He also served as war bond officer, squadron historian and public information officer. The aviation equipment officer, Lt.(jg) William Leacock, USNR, and flight surgeon, Lt. Comdr. A. Darrel Berry, USN, were equally available to both squadrons.

The character of Fighting Forty-Seven is exemplified by the excellent morale which persisted throughout a long six month tour of duty. Because of the sustained character of the Okinawa campaign and relentless Third Fleet raids of July and August the squadron put in far more combat time in its tour



of duty than have most fighter squadrons. But the pilots have remained a gay group. They have always tended to kid the more conventional tensions and worries of carrier warfare.

Early in their tour they began to lampoon the idea that pilots file silently from the ready room to man their planes. They never were that tense. Usually a wise acre would relieve any possibility of this by an appropriate wise crack. When the order, "Pilots, man your planes!", came over the squawk box, they would often in mock seriousness grab their plotting boards, come to attention, salute and then march from the ready room gaily chanting "The Stars and Stripes Forever."

Likewise no pilot in the squadron could ever get away with a sob story because he had the duty, an extra hop, or an early morning taxi assignment. Once he began his story, the entire group would begin to chant the lugubrious "Hearts and Flowers" while especially gifted tenors, basses and sopranos mimicked violin and bass fiddle players. No Sad Sack could continue his story in the face of such a performance.

An automatic record player in the ready room kept music in the air. Favorites which were played by the hour included "The Piano Stomp," "All 'Er Nothin'" from Oklahoma, "The A Train", "Moonlight Bay", "I'll Get By", "Dinah", "Two O'clock Jump", "Boogie Woogie", "Mop Mop", "There'll be a Jubilee", and "Sing a Tropical Song". Then there was the special post briefing favorite which was played in the minutes between final briefing and the order to man planes. It was: "Too Late to Worry - Too Soon to Cry."

The favorite books for men so far from home, women, and the gay life of training days were on the light and sexy side. "Forever Amber" and a



resurrected copy of "Studs Lonigan" made the rounds. H. Allen Smith's "Life in a Putty Knife Factory" and "Lost in the Horse Latitudes" were among the most popular. Others on the list included "McSorley's Wonderful Saloon", "Kitty", "Low Man on a Totem Pole", "God's Little Acre", and "Bedside Esquire".

The favorite games, as might be expected, were poker, acey-deucey, and cribbage. There was very little bridge. There was a big poker game nearly every night around a large round table covered by green pool table cloth in the ready room.

There were movies in the wardroom nearly every night aboard the Bataan. During July and August operations, however, reveille was usually between 0100 and 0230. On nights before strike days the movies were dispensed with, but pilots still managed to see three or four a week.

Fighting Forty-Seven was a singing squadron, too. At parties they inevitably ran through the list of favorites and ended up with "That was a very fine verse. Sing me another one, too." The success of their songfest was primarily the result of their own squadron songbook, called "A Pocket full of Rye" put out by Lt. John Sisley, USNR, of Athens, Ga., and Lt.(jg) Robert M. Wallace, USNR, of Sacramento, Calif.

The squadron's insignia was a gaily colored Fighting Cock, with a bloody razor tied to one leg. Early in the squadron's training period, however, it acquired the nickname, "Green Weenies." This was used almost as much as that of "The Fighting Cocks."

The combat and operational record of Fighting Forty-Seven is summarized as follows:

During the four months of actual combat the Fighting Squadron flew a total of 2792 sorties averaging 72.0 hours of combat flying per pilot per month.



The first month of combat each pilot averaged 99 hours of combat flying, and during the strenuous Okinawa campaign with its numerous support missions, CAPs and TCAPs, the fighter pilots flying regularly averaged 200.43 hours (13 March to June 1). The number of hours of flying during the Third Fleet operations against the main islands of Japan during July and August was somewhat less because of bad weather and more frequent retirement periods, but these operations were even more hazardous because of the concentration of AA at such targets as Yokosuka, Tokyo Airfields, Kure, Ominato and others. Moreover, the squadron continued heavy flying schedules after 15 August and particularly, while aboard the San Jacinto, at the end of the month while occupation forces were moving into the Tokyo area.

Of the 2951 landings made aboard the Bataan during combat operations by VF-47, there were only 11 barrier crashes for a percentage of 0.3 of one per cent. Of these only seven were due to pilot error, the rest being attributed to mechanical failures.

The combat achievement of VF-47 is summarized as follows:

Combat Missions (Including CAPs in which enemy aircraft were encountered)	- - - - - 113
Sorties	- - - - - 2792
Enemy Planes Shot Down	- - - - - 68
Enemy Planes Destroyed on Ground	- - - - - 28
Enemy Planes Damaged on Ground	- - - - - 86

Shipping Sunk: 1 destroyer, plus assists on a destroyer and light cruiser, 1 FTB, 1 FTD, 2 SDs (all merchant ships), and two luggers. VF-47 fighters also assisted in the sinking of the BB Yamato and BB-XCV Hyuga.



Shipping Damaged: 48 ships, including 1 LST, 1 DE, 1 Tare Baker 2-stack,  
1 DD, 1 PC, and many luggers. Also 41 smaller craft.

Locomotives Destroyed - 7.

Extensive damage to airfield facilities, factories, warehouses, barracks,  
AA positions and other enemy installations.

*Damon M. Stetson*

DAMON M. STETSON,

Lieut., USNR,

VF-47 Historical Officer.



FIGHTING SQUADRON FORTY-SEVEN  
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Enclosure (B)

Enemy Planes Shot Down

Enemy planes shot down are listed below with the dates, types, and pilots to whom credited:

Record of Planes

<u>Date</u>	<u>Type</u>	<u>Pilot</u>
3/19/45	Myrt	Lt.(jg) Locke Hickman Trigg, Jr., USNR.
3/19/45	Tojo	Lt. Samuel Bushnell Hibbard, USNR.
		Lt. Claude Berry McCurry, USNR.
		Lt.(jg) Benjamin Alfred Duvall, USNR.
3/19/45	Nick	Lt.(jg) Richard (n) Stephansky, USNR.
		Lt. Samuel Bushnell Hibbard, USNR.
		Lt. Claude Berry McCurry, USNR.
		Lt.(jg) Benjamin Alfred Duvall, USNR.
		Lt.(jg) Richard (n) Stephansky, USNR.
3/20/45	Tojo	Lt.(jg) Robert Lafayette Westbrook, III, USNR.
3/20/45	Judy	Lt. Samuel Bushnell Hibbard, USNR.
		Lt.(jg) Richard (n) Stephansky, USNR.
		Lt.(jg) Oliver Lee Swisher, USNR.
3/20/45	Myrt	Lt. Claude Berry McCurry, USNR.
		Lt.(jg) Oliver Lee Swisher, USNR.
3/21/45	Francis	Lt.(jg) Rudolph (n) Sykora, USNR.
		F4U (unknown)
3/29/45	Judy	Lt. Max Cummings Replogle, USNR.
3/29/45	Judy	Lt. Samuel Bushnell Hibbard, USNR.
		Lt.(jg) John Lloyd Koch, USNR.
4/3/45	Tojo	Lt.(jg) Edward (n) Iglesias, USNR.
4/3/45	Zeke	Lt.(jg) Donald Frank Wagner, USNR.
4/3/45	Zeke	Lt. Donald Robert Begin, USNR.
4/3/45	Zeke	Lt. Vlada Donald Bursik, USN.
4/3/45	Tojo	Lt.(jg) George Durant Gray, USN.
4/3/45	Tojo	Lt. Samuel Bushnell Hibbard, USNR.
4/3/45	Zeke	Lt.(jg) Oliver Lee Swisher, USNR.
4/3/45	Tony	Lt.(jg) Harry Mantle Losson, USNR.
4/3/45	Nick	Lt.(jg) Richard (n) Stephansky, USNR.
		Lt.(jg) Charles Theodore Krug, USNR.
4/3/45	Nick	Lt. John Franklin Sisley, USNR.
4/6/45	Zeke	Lt. Samuel Bushnell Hibbard, USNR.
4/7/45	Frances	Lt. Donald Robert Begin, USNR.
4/7/45	Frances	Lt.(jg) Donald Frank Wagner, USNR.
4/11/45	Tojo	Ensign William Huffman Elder, USNR.
		Lt.(jg) Edward (n) Iglesias, USNR.
4/16/45	Frances	Lt.(jg) Oliver Lee Swisher, USNR.
4/16/45	2 Zekes	Lt.(jg) Robert MacLean Wallace, USNR.
4/16/45	1 Tojo	Lt.(jg) Robert MacLean Wallace, USNR.
4/16/45	2 Tojos	Lt.(jg) Harry Mantle Losson, USNR.
4/16/45	1 Zeke	Lt.(jg) Harry Mantle Losson, USNR.



Record of Planes

<u>Date</u>	<u>Type</u>	<u>Pilot</u>
4/16/45	1 Tony	Lt.(jg) Charles Theodore Krug, USNR.
4/16/45	1 Tojo	Lt.(jg) Charles Theodore Krug, USNR.
4/16/45	1 Tony	Ensign William Davant Lamborn, USNR.
4/16/45	2 Tojos	Lt. Richard Irving Wilson, USNR.
4/16/45	1 Zeke	Lt.(jg) Theodore Ira Veiock, Jr., USNR.
4/16/45	2 Tojos	Lt. Howard Frank Elzinga, USNR.
4/16/45	1 Tojo	Lt.(jg) Eugene Francis McSweeney, USNR.
4/16/45	1 Zeke	Lt. Commander Albert Harrison Clancy, Jr., USN.
4/16/45	1 Zeke	Lt.(jg) James Jackson Carpenter, USNR.
4/16/45	2 Zekes	Lt. Samuel Bushnell Hibbard, USNR.
4/16/45	1 Zeke	Lt.(jg) Richard (n) Stephansky, USNR.
4/16/45	1 Zeke	Lt.(jg) Tony Robert Royster, USNR.
4/16/45	1 Zeke	Lt.(jg) Victor Burkhardt Rink, USNR.
4/17/45	1 Zeke	Lt.(jg) Walter Chase Clapp, USNR.
4/17/45	1 Zeke	Lt. John Wesley Wright, Jr., USNR.
4/23/45	1 Judy	Lt. Commander Albert Harrison Clancy, Jr., USN.
5/11/45	2 Tojos	Ensign William Huffman Elder, USNR.
5/11/45	1 Tojo	Lt. Otis "B" Calton, USNR.
5/11/45	1 Tojo	Ensign William Huffman Elder, USNR.
5/11/45	1 Tojo	Lt. Otis "B" Calton, USNR.
5/11/45	1 Tojo	Lt.(jg) Edward (n) Iglesias, USNR.
5/11/45	1 Tojo	Lt. Max Cummings Replogle, USNR.
5/11/45	1 Tojo	Lt. John Wesley Wright, Jr., USNR.
5/11/45	1 Tojo	Lt.(jg) Oliver Lee Swisher, USNR.
5/11/45	1 Zeke	Lt.(jg) Walter Chase Clapp, USNR.
5/11/45	1 Frances	Lt.(jg) Walter Chase Clapp, USNR.
5/11/45	1 Tojo	Lt.(jg) Rudolph (n) Sykora, USNR.
5/11/45	1 Hamp	Lt. Samuel Bushnell Hibbard, USNR.
5/11/45	1 Zeke	Lt.(jg) Tony Robert Royster, USNR.
5/11/45	1 Betty &	Lt. Richard Irving Wilson, USNR.
5/11/45	1 Baka	Lt. Howard Frank Elzinga, USNR.
5/14/45	1 Zeke	Lt.(jg) Theodore Ira Veiock, USNR.
5/14/45	1 Zeke	Lt.(jg) Eugene Francis McSweeney, USNR.
5/14/45	1 Zeke	Lt.(jg) Charles Theodore Krug, USNR.
5/14/45	1 Zeke	Ensign William Davant Lamborn, USNR.
5/14/45	1 Zeke	Lt.(jg) Charles Theodore Krug, USNR.
5/14/45	1 Zeke	(With Hoosier pilot)
5/24/45	1 Zeke	Lt.(jg) Oliver Lee Swisher, USNR.
5/24/45	1 Zeke	Lt. Samuel Bushnell Hibbard, USNR.
5/24/45	1 Zeke	Lt.(jg) Richard (n) Stephansky, USNR.
7/24/45	1 Zeke	Lt.(jg) Robert MacLean Wallace, USNR.
		(assisted by 4 VF of another squadron)



FIGHTING SQUADRON FORTY-SEVEN  
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Planes Officially Credited to Pilots of the Squadron  
 Are As Follows:

<u>Name</u>	<u>Rank</u>	<u>Totals</u>
BEGIN, Donald Robert	Lieut.	2
BURSIK, Vlada Donald	Lieut.	1
CALTON, Otis "B"	Lieut.	1½
CARPENTER, James Jackson	Lt.(jg)	1
CLANCY, Albert Harrison, Jr.	Lt. Comdr.	2
CLAPP, Walter Chase	Lt.(jg)	3
DUVALL, Benjamin Alfred	Lt.(jg)	1/2
ELDER, William Huffman	Ensign	3
ELZINGA, Howard Frank	Lieut.	2¼
GRAY, George Durant	Lt.(jg)	1
HIBBARD, Samuel Bushnell	Lieut.	7-1/3
IGLESIAS, Edward (n)	Lt.(jg)	2½
KOCH, John Lloyd	Lt.(jg)	1/2
KRUG, Charles Theodore	Lt.(jg)	3½
LAMBORN, William Davant	Ensign	1½
LOSSON, Harry Mantle	Lt.(jg)	4
McCURRY, Claude Berry	Lieut.	1
McSWEENEY, Eugene Francis	Lt.(jg)	1¼
REPLOGLE, Max Cummings	Lieut.	2
RINK, Victor Burkhardt	Lt.(jg)	1
ROYSTER, Tony Robert	Lt.(jg)	2
SISLEY, John Franklin	Lieut.	1
STEPHANSKY, Richard (n)	Lt.(jg)	3-1/3
SWISHER, Oliver Lee	Lt.(jg)	4-5/6
SYKORA, Rudolph (n)	Lt.(jg)	1½
TRIGG, Locke Hickman, Jr.	Lt.(jg)	1
VEIOCK, Theodore Ira, Jr.	Lt.(jg)	1¼
WAGNER, Donald Frank	Lt.(jg)	2
WALLACE, Robert MacLean	Lt.(jg)	3½
WESTEROOK, Robert Lafay- ette, III	Lt.(jg)	1
WILSON, Richard Irving	Lieut.	2¼
WRIGHT, John Wesley, Jr.	Lieut.	2



FIGHTING SQUADRON FORTY-SEVEN  
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Enclosure (C)

SHIP DAMAGE

In the East China Sea Action of 7 April 1945 the following pilots were credited with bomb hits:

1 Cruiser - Lt. John W. Wright, USNR.

1 Destroyer - Hits by both Lt. Raymond L. Podsednik, USNR, and  
Lt.(jg) Locke H. Trigg, Jr., USNR.

1 Destroyer - Lt.(jg) Richard Stephansky, USNR.

Both the cruiser and the two destroyers were sunk in this action.

A Fox Tare Dog was hit by two rockets fired by Lt. Samuel B. Hibbard, USNR, in Miyako Harbor, North Honshu, 9 August, and was found sunk the next day.

A Tare Baker (2 stack) was hit by two rockets fired by Lt. Comdr. Albert H. Clancy, Jr., USN, in Aomori Wan on 10 August and was left burning.

A destroyer was hit by two rockets fired by Lt.(jg) Rudolph Sykora, USNR, at Ominato, North Honshu, 10 August.

In the numerous attacks made by VF-47 fighters on merchant shipping and warships it was rarely possible to single out individual bomb and rocket hits. The record of damage done bespeaks the success of the squadron as a coordinated unit.



FIGHTING SQUADRON FORTY-SEVEN  
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Enclosure (D)

AWARDS

Only two officers of the squadron had been cited prior to the squadron's combat tour. These were Lt. Vlada Donald Bursik, USN, who held two Air Medals, and Lt. Marion O. Marks, USNR, who held a Distinguished Flying Cross and an Air Medal.

Lt. Howard F. Elzinga, USNR, Lt.(jg) Victor B. Rink, USNR, and William M. Duggan, AMMLc, USNR, have been awarded Purple Hearts for wounds received during this combat tour.

At the time this history was compiled awards recommended during this tour of duty had not been received. Except in a limited number of cases recommendations for Air Medals and Distinguished Flying Crosses were made on the basis of missions flown.

Recommendations for awards for special acts were as follows:

Clancy, Albert H., Jr., Lt. Comdr., of Albuquerque, New Mexico.

Recommended for Silver Star for leading his squadron against an enemy attack near Kikai 16 April in which 22 enemy aircraft were shot down.

Clapp, Walter C., Lt.(jg), of Atlanta, Georgia.

Recommended for 1 DFC for participating in battle of East China Sea 7 April; for a Gold Star in lieu of another for shooting down two planes 10 May.

Duvall, Benjamin A., Lt.(jg), of Baltimore, Md.

Recommended for a DFC for his part in East China Sea Battle 7 April.

Elder, William H., Ensign, of Toledo, Ill.

Recommended for a DFC for shooting down two enemy planes and assisting another pilot in shooting down a third 10 May.

Hibbard, Samuel B., Lt., of Minneapolis, Minn.

Recommended for a DFC for his part in East China Sea Battle 7 April; for another DFC for shooting down two planes 10 May.

Koch, John L., Lt.(jg) of Sullivan, Mo.

Recommended for DFC for his part in East China Sea Battle 7 April.



Krug, Charles T., Lt.(jg) of Boston, Mass.

Recommended for DFC for part in East China Sea Battle 7 April; for another for shooting down two planes 16 April.

Losson, Harry Mantle, Lt.(jg), of Elizabethtown, Ky.

Recommended for DFC for shooting down 3 enemy planes 16 April.

Mayhew, Myron A., Lt.(jg) of St. Louis, Mo.

Recommended for DFC for part in East China Sea Battle.

Podsednik, Raymond L., Lt., of Bynum, Texas.

Recommended for Silver Star for scoring bomb hit on destroyer in East China Sea Battle 7 April.

Stephansky, Richard, Lt.(jg), of North Quincy, Mass.

Recommended for Silver Star for scoring a bomb hit on a destroyer in East China Sea Battle 7 April.

Swisher, Oliver L., Lt.(jg) of Balty, Va.

Recommended for DFC for part in East China Sea Battle 7 April.

Sykora, Rudolph, Lt.(jg), of Haugen, Wis.

Recommended for DFC for part in East China Sea Battle 7 April.

Trigg, Locke H., Jr., Lt.(jg) of Chattanooga, Tenn.

Recommended for Silver Star for scoring hit on destroyer in East China Sea Battle 7 April. Recommended for DFC for shooting down plane that hit Franklin 19 March.

Wallace, Robert M., Lt.(jg), of Sacramento, Calif.

Recommended for DFC for shooting down three enemy planes 16 April.

Wilson, Richard I., Lt., of Fresno, Calif.

Recommended for DFC for shooting down two enemy planes 16 April.

Among the officers missing in action or missing the following were recommended for special awards on the basis of a single action:

Ethridge, Walker, Comdr., of Warrington, Pensacola, Fla.

Recommended for NC for his attempt to shoot down enemy plane diving on the Task Group on 20 March. This was the action in which his plane crashed in flames.

Wright, John W., Jr., Lt., of Charleston, W. Va.

Recommended for NC for leading the flight and scoring bomb hit on a cruiser in the East China Sea Battle 7 April.



<u>Enlisted Men</u>			<u>Recommended for</u>
GLYNN, Ellis V. Williston Park, L. I.	AMMlc	706-59-08	Navy and Marine Corps Medal

(Note: Glynn was transferred to the USS BATAAN, so did not return with the squadron)

Recommended Awards for Deceased or Missing  
Officers

ETHRIDGE, Walker Warrington, Pensacola, Fla.	Comdr., USN	73557	LM, NC
EZELL, Jack D. Salt Lake City, Utah.	Ensign, USNR	395558	DFC, AM(3)
WESTBROOK, Robert L., III, Lt.(jg), USNR Pine Bluff, Ark.		223791	DFC
WRIGHT, John Wesley, Jr., Lt.	USNR	101233	NC, DFC, AM(5)



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

Officers and men of the squadron have been recommended for awards as follows:

<u>OFFICERS</u>			
<u>Name</u>	<u>Rank</u>	<u>File No.</u>	<u>Recommended Awards</u>
CLANCY, Albert Harrison, Jr.	Lt. Comdr.	85347	LM, SS, DFC, AM(7)
AVERY, Glen Erwin	Lt.(jg)	315708	AM(2)
AZBELL, Harold James	Ensign	395552	DFC, AM(4)
BEGIN, Donald Robert	Lieut.	145991	DFC, AM(8)
BURSIK, Vlada Donald	Lieut.	125007	DFC, AM(6)
CALTON, Otis "B"	Lieut.	124795	DFC, AM(6)
CARPENTER, James Jackson	Lt.(jg)	354690	DFC, AM(7)
CLAPP, Walter Chase	Lt.(jg)	337242	DFC(3), AM(6)
DUVALL, Benjamin Alfred	Lt.(jg)	337701	DFC(2), AM(5)
ELDER, William Huffman	Ensign	363711	DFC(2), AM(5)
ELZINGA, Howard Frank	Lieut.	158240	DFC, AM(3)
GRAY, George Durant	Lt.(jg)	329530	DFC, AM(6)
HIBBARD, Samuel Bushnell	Lieut.	104017	DFC(3), AM(8)
IGLESIAS, Edward (n)	Lt.(jg)	347083	DFC, AM(6)
KOCH, John Lloyd	Lt.(jg)	351825	DFC(2), AM(5)
KRUG, Charles Theodore	Lt.(jg)	347085	DFC(3), AM(5)
LaCAVA, James Joseph	Ensign	397166	AM
LAMBORN, William Davant	Ensign	395568	DFC, AM(5)
LOSSON, Harry Mantle	Lt.(jg)	337731	DFC(2), AM(5)
MARKS, Marion Orvil	Lieut.	86141	AM
MAYHEW, Myron Alloysius	Lt.(jg)	346806	DFC(2), AM(5)
McCURRY, Claude Berry	Lieut.	116393	DFC, AM(4)
McSWEENEY, Eugene Francis	Lt.(jg)	337736	DFC, AM(5)
PODSEDNTK, Raymond Louis	Lieut.	124379	SS, DFC, AM(6)
REPLOGLE, Max Cummings	Lieut.	86124	DFC, AM(6)
RINK, Victor Burkhart	Lt.(jg)	354795	DFC, AM(6)
ROYSTER, Tony Robert	Lt.(jg)	173845	DFC, AM(6)
SHUNCK, William (n)	Lt. Comdr.	206100	BS
SISLEY, John Franklin	Lieut.	121933	DFC, AM(6)
STEPHANSKY, Richard (n)	Lt.(jg)	346817	SS, DFC, AM(6)
STETSON, Damon Mitchell	Lieut.	140860	BS
SWISHER, Oliver Lee	Lt.(jg)	334819	DFC(2), AM(8)
SYKORA, Rudolph (n)	Lt.(jg)	337764	DFC(2), AM(5)
TALBOT, Robert Irvin	Lieut.	130298	AM
TRIGG, Locke Hickman, Jr.	Lt.(jg)	278204	SS, DFC(2), AM(5)
VEIOCK, Theodore Ira, Jr.	Lt.(jg)	337768	DFC, AM(6)
WAGNER, Donald Frank	Lt.(jg)	351872	DFC, AM(7)
WALLACE, Robert MacLean	Lt.(jg)	337769	DFC(2), AM(6)
WEAR, Stanley Ford	Lieut.	125257	AM(2)
WILSON, Richard Irving	Lieut.	116216	DFC(2), AM(4)

NC - Navy Cross

LM - Legion of Merit

SS - Silver Star

DFC - Distinguished Flying Cross

AM - Air Medal

BS - Bronze Star



10 August 1945.

LIST OF SQUADRON MEMBERS, AGES, HOME AND LEAVE ADDRESSESOFFICERS

<u>NAME</u>	<u>RANK</u>	<u>AGE</u>	<u>ADDRESS</u>
CLANCY, Albert H., Jr.	Lt. Comdr. USN.	26	215 N. 7th St., Albuquerque, New Mexico. * 47 Cervantes Blvd., San Francisco, Cal.
AVERY, Glenn E.	Lt. (jg)	24	632 Thomas, Ft. Leavenworth, Kansas.
AZBELL, Harold J.	Ensign	21	540 W. 90th St., Los Angeles.
BEGIN, Donald R.	Lieut.	24	12 School St., Salem, Mass.
BERRY, Albert D.	Lt. Comdr. USN.	33	339 W. Center St., Fallon, Nevada.
BURSIK, Vlada D.	Lieut., USN.	26	719 Milan Ave., Ravenna, Neb.
CALTON, Otis "B"	Lieut.	26	Columbia, Louisiana.
CARPENTER, James J.	Lt. (jg)	23	219 So. Pearl St., Albion, Mich.
CLAPP, Walter C.	Lt. (jg)	21	4739 Powers Ferry Rd., Atlanta, Ga.
DUVALL, Benjamin A.	Lt. (jg)	21	4407 Springdale Ave., Baltimore, Md.
ELDER, William H.	Ensign	22	Toledo, Illinois.
ELZINGA, Howard F.	Lieut.	30	Ellsworth, Mich.
FRASURE, Harold R.	Lieut.	25	637 E. Mulberry St., Lancaster, Ohio.
GRAY, George D.	Lt. (jg) USN	23	Lake Jackson, Texas.
HIBBARD, Samuel B.	Lieut.	27	1770 Emerson Ave., S. Minneapolis, Minn.
IGLESIAS, Edward (n)	Lt. (jg)		3175 Porter St., N.W., Washington, D. C.
KOCH, John L.	Lt. (jg)	24	P.O. Box 268, Sullivan, Mo.
KRUG, Charles T.	Lt. (jg)	24	274 Brookline Ave., Boston, Mass.
LA CAVA, James J.	Ensign	22	39 Austin St., Danbury, Conn.
LAMBORN, William D.	Ensign	22	Lake Road, Short Hills, N.J.
LEACOCK, William R.	Lt. (jg)	24	25 Tyson Rd., Worcester, Mass.
LOSSON, Harry M.	Lt. (jg)	22	316 W. Dixie Ave., Elizabethtown, Ky.
MARKS, Marion O.	Lieut.	29	Rt. #2, Eugene, Oregon. * 888 Harmon Ave., Hamilton, O.
MAYHEW, Myron A.	Lt. (jg)	23	5279 Emerson Ave., St. Louis, Mo.
MCCURRY, Claude B.	Lieut.	26	2617 32nd Ave., N., Birmingham, Ala.
McSTEENEY, Eugene F.	Lt. (jg)	23	60 Brown St., Pawtucket, R.I.
PODSEDNIK, Raymond L.	Lieut.	28	Bynum, Texas. * Box 523, Hillsboro, Texas.
REPLOGLE, Max C.	Lieut.	28	Coldwater, Kansas. * 1217 Milan Ave., Coral Gables, Fla.
RINK, Victor B.	Lt. (jg)	23	Clearwater, Kansas.
ROYSTER, Tony R.	Lt. (jg)	23	1301 Burnett St., Wichita Falls, Texas.
SHUNCK, William (n)	Lieut.	38	166 N. Washington Ave., Battle Creek, Mich.
SISLEY, John F.	Lieut.	29	293 S. View Drive, Athens, Ga.
STEPHANSKY, Richard (n)	Lt. (jg)	21	103 Holmes St., N. Quincy, Mass.
STETSON, Damon M.	Lieut.	30	Hanover Center, Mass.
SWISHER, Oliver L.	Lt. (jg)	22	Balty, Va.
SYKORA, Rudolph (n)	Lt. (jg)	22	PO Box 78, Haugen, Wisconsin
TALBOT, Robert I.	Lieut.	24	Cumberland, Wisconsin.
TRIGG, Locke H., Jr.	Lt. (jg)	23	114 Windmere Drive, Chatanooga, Tenn.
VELOCK, Theodore I., Jr.	Lt. (jg)	23	412 - 16th St. New, Brighton, Pa.
WAGNER, Robert M.	Lt. (jg)	24	283 Beach St., Rochester, N.Y.
WALLACE, Robert M.	Lt. (jg)	20	2808 V St., Sacramento, Cal.
WEAR, Stanley F.	Lieut.	24	Rt. #1 Box 305 Ventura, Cal.
WILSON, Richard I.	Lieut.	25	5627 Wilson Ave., Fresno, Cal.

\* Leave and home address coincide except where leave address is marked with an \*.

All officers are USNR except those designated otherwise.



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

The following men were transferred to VF-47 from the Bataan for transportation back to the U.S.A. with the squadron:

<u>Name</u>	<u>Rate</u>	<u>Age</u>	<u>Address</u>
BALL, James R.	CPhom(T)	32	200 W. 54th St., N. Y. City.
CULBERTSON, Harry Hardy	AMlc, USNR	27	2435 S.W., 23rd St., Miami, Fla.
DAVIS, William Ermine	PRlc, USNR	33	210 - 10th St., Dunbar, W. Va.
GROSECLOSE, Vance Edward	AMM(C)lc(T)	25	R.R. No. 3, Somerset, Ky.
HEIFNER, William R.	ACRT(AA)(T) USNR	24	203 East 236th St., Wilmington, Calif.
LARDINOIS, Clifford J.	AEM2c, USNR	20	294 Second St., Algona, Wis.
McCOURTNEY, Carl H.	AMMlc, USN	23	26 Eastern Ave., Augusta, Maine.
OWENS, Paul R.	ARMlc, USNR	36	Buckhannon Pike, Nutter Fort, W. Va.
PATTON, Charles J.	CPRlc, USN	30	2648 No. Francisco Ave., Chicago, Illinois.
REICH, Russel P.	AFC2c, USNR	27	Route 4, Oconomowoc, Wis.
SEASTRUM, Henry E.	AMM2c, USNR	25	848 N. Main St., Jamestown, N.Y.
SNITMAN, Leon S.	ARM2c, USN	23	25 Kirby, Mobile, Alabama.
SPEARS, Samuel H., Jr.	ACMM(T), USN	25	261 Misenheimer Ave., Concord, N. C.

The other enlisted men who are returning with the Squadron are:

CUMMINGS, Henry C.	ACOM(AA)(T) USN.	29	2812 S. Cicero Ave., Cicero, Ill.
DUGGAN, William M.	AMMlc, USNR.	25	4008 Greenlea Pl., St. Louis, Mo.
GREENSTEIN, Philip (n)	Ylc(T), USNR.	35	3529 Ludgate Road, Cleveland, Ohio
SCHNEIDER, Elmer J.	ACMM(T)USNR.	28	3333 St. Vincent St., Philadelphia, Pa.
WERTS, Chester F.	ARTlc(T) USNR.	22	1429 56th Ave., Oakland, Calif.



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

The following men were detached from the squadron at the time the squadron was transferred from the BATAAN to the SAN JACINTO. They remained on the BATAAN, while a group of enlisted men of the BATAAN who had served outside the States for 18 months were temporarily attached to the squadron for return to the U.S.A.

<u>Name</u>	<u>Rate</u>	<u>Age</u>	<u>Address</u>
BRADLEY, James S.	ANM2c, USN	19	543 E. Waldborg St., Savannah, Ga.
BURT, Everett G.	ANM2c, USNR	20	325 Stark St., Deerlodge, Mont.
DISHER, John G.	AM1c, USN	21	2009 12th St., St. Petersburg, Fla.
GLYNN, Ellis V.	ANM1c, USNR	24	177 Park Ave., Willston Park, L.I.
KOCHER, Jerome T.	AE1c, USNR	23	540 Dresden Ave., Steubenville, O.
MAID, Raymond R.	PhoM2c, USNR	19	4012 Clarence Ave., Berwyn, Ill.
ROTHMAN, Milton (n)	AOM2c, USNR	27	819 Hunts Point Ave., Bronx, N. Y.
SIMS, Albert T.	ANM2c, USNR	22	1216 Spruce Ave. W. Palm Beach, Fla.
THORMAHLEN, William H.	ACRM(AA), USNR.	24	726 Franklin St., Napa, Calif.
TODD, Jack Melvin	PR1c, USN	23	101 N. Jackson, San Angelo, Texas.



## ROSTER OF OFFICERS

To: The Chief of Naval Personnel

Authorized Complement									Total On Board	
Capt.	Cdr.	Lt. Cdr.	Lt.	Lt. (jg)	Ens.	V.O.	(USMC)	Total		
		1	10	13	18			42	43	

1	2	3	4	5	6	7	8	9	10	11	12	13	14
File No.	See Inst. 2	Name (Last) (Initials)	Rank	Date of Present Rank	NA or NR Classif.	Mos. on Board	Mos. Pres. Duty	Mos. at Sea this Cruise	Primary Duty	Collateral Duty	Duties in Training for	Prospec. Date of Qualif.	Courses and Qualifications (See Instruction 3)
85347	DIF	CLANCY, A.H., Jr.	Lt. Cdr.	10-17-44	1940	15	4	15	VF-47 SQUADRON CO, VF-47; Naval Aviator	CAG-47; Morale	-	-	09, WD
86124	DIF	REPLOGLE, M.C.	Lieut.	3- 1-43	(A1)	15	15	15	Executive Officer; Naval Aviator	Asst. Morale	Commanding	9- 1-45	09
100593	DIF	BERRY, A.D.	Lt. Cdr.	3- 1-44	MC(USN)	3	3	4	Flight Surgeon	-	-	-	Grad. Avia. Sch. Med., Pensacola, Fla. 5-9-42
206100		SHUNCK, W.	Lieut.	9-23-42	(A)	13	13	13	Recognition Officer	Aide to Air Group Comdr.	-	-	92
86141	DIF	MARKS, M.O.	Lieut.	3- 1-43	(A1)	3	3	7	Naval Aviator	Operations Officer	Executive Officer	11- 1-45	09
104017	DIF	HIBBARD, S.B.	Lieut.	10- 1-43	(A1)	15	15	15	Naval Aviator	Asst. Flight Officer	Flight Officer	Qualif.	09
116216	DIF	WILSON, R.I.	Lieut.	4- 1-44	(A1)	15	15	15	Naval Aviator	Comm. Officer	Executive Officer	Qualif.	09
116393	DIF	McCURRY, C.B.	Lieut.	4- 1-44	(A1)	15	15	15	Naval Aviator	Training Officer	Executive Officer	Qualif.	09
125007	DIF	BURSIK, V.D.	Lieut.	7- 1-44	USN	15	15	15	Naval Aviator	Engineering Officer	Executive Officer	Qualif.	09
124795	DIF	CALTON, O. "B"	Lieut.	7- 1-44	(A1)	15	15	15	Naval Aviator	Flight Officer	Executive Officer	Qualif.	09
124379	DIF	PODSEDNIK, R.L.	Lieut.	7- 1-44	(A1)	15	15	15	Naval Aviator	Radio Officer	Communication Off.	Qualif.	09
121933	DIF	SISLEY, J.F.	Lieut.	7- 1-44	(A1)	15	15	15	Naval Aviator	Material Officer	Executive Officer	Qualif.	09
140860		STETSON, D.M.	Lieut.	7- 1-44	(A)	15	15	15	A.C.I. Officer	War Bond Officer	-	-	14
125257	DIF	WEAR, S.F.	Lieut.	7- 1-44	(A1)	3	3	7	Naval Aviator	Asst. Gun. Officer	Gunnery Officer	11- 1-45	09
116887		FRASURE, H.R.	Lieut.	10- 1-44	(A)L	7	7	11	Admin. Officer	-	-	-	-
130298	DIF	TALBOT, R.I.	Lieut.	10- 1-44	(A1)	3	3	7	Naval Aviator	Asst. Eng. Officer	Engineering Officer	11- 1-45	09
158240	DIF	ELZINGA, H.F.	Lieut.	5- 1-45	(A1)	15	15	15	Naval Aviator	Navigation Officer	Flight Officer	Qualif.	09
145991	DIF	BEGIN, D.R.	Lieut.	5- 1-45	(A1)	15	15	15	Naval Aviator	Gunnery & Photo. Off.	Executive Officer	11- 1-45	09
148204	DIF	TRIGG, L.H., Jr.	Lt. (jg)	8- 1-44	(A1)	15	15	15	Naval Aviator	Asst. Flight Officer	Flight Officer	Qualif.	09
173845	DIF	ROYSTER, T.R.	Lt. (jg)	9- 1-44	(A1)	4	4	7	Naval Aviator	Asst. Flight Officer	Flight Officer	10- 1-45	09
315708	DIF	AVERY, G.E.	Lt. (jg)	1- 1-45	(A1)	3	3	7	Naval Aviator	Asst. Eng. Officer	Engineering Officer	11- 1-45	09
337242	DIF	CLAPP, W.C.	Lt. (jg)	3- 1-45	(A1)	15	15	15	Naval Aviator	Welfare Officer	Communication Off.	Qualif.	09
337701	DIF	DUVALL, B.A.	Lt. (jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Safety Equip. Officer	Material Officer	Qualif.	09
347083	DIF	IGLESIAS, E.	Lt. (jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Asst. Nav. Officer	Navigation Officer	Qualif.	09
347085	DIF	KRUG, C.T.	Lt. (jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Propeller Officer	Engineering Officer	Qualif.	09
337731	DIF	LOSSON, H.M.	Lt. (jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Athletic Officer	Material Officer	Qualif.	09
337736	DIF	McSWEENEY, E.F.	Lt. (jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Asst. Comm. Officer	Radio Officer	Qualif.	09

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2. The following symbols shall be used when appropriate in column 2: D-Ordered Detached When Directed by Commanding Officer; \*D-Ordered Detached When Relieved; H-Treatment in Hospital; TO-Technical Observers; R-Ordered to Report- T-Temporary Detached Duty; U-Not Physically Qualified for Sea Duty; DIF-Duty involving Flying.

3. "Courses and Qualifications," column 14, should be designated by the appropriate codes shown in Enclosure (A) of BuPers Circular Letter No. 217-44, dated 31 July 1944. If an officer has completed any other course or school which is not listed, indicate the name of the course or school, the place and date of completion in column 14.



## ROSTER OF OFFICERS

To: The Chief of Naval Personnel

Authorized Complement									Total On Board
Capt.	Cdr.	Det. Cdr.	Lt.	Lt. (jg)	Ens.	W.O.	(USMC)	Total	

1	2	3	4	5	6	7	8	9	10	11	12	13	14
File No.	See Inst. 2	Name (Last) (Initials)	Rank	Date of Present Rank	NA or NR Classif.	Mos. on Board	Mos. Pres. Duty	Mos. at Sea this Cruise	Primary Duty	Collateral Duty	Duties in Training for	Prospec. Date of Qualif.	Courses and Qualifications (See Instruction 3)
VF-47 SQUADRON (CONT'D)													
346806	DIF	MAYHEW, M.A.	Lt.(jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Asst. Mat. Officer	Material Officer	Qualif.	09
346817	DIF	STEPHANSKY, R.	Lt.(jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Fuel System Officer	Engineering Officer	Qualif.	09
337764	DIF	SYKORA, R.	Lt.(jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Asst. Flight Officer	Operations Officer	Qualif.	09
337768	DIF	VEIOCK, T.I.	Lt.(jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	Asst. Gunnery Officer	Gunnery Officer	Qualif.	09
337769	DIF	WALLACE, R.M.	Lt.(jg)	4- 1-45	(A1)	15	15	15	Naval Aviator	1st Lieut.	Gunnery Officer	Qualif.	09
329530	DIF	GRAY, G.D.	Lt.(jg)	4- 1-45	USN	15	15	15	Naval Aviator	Asst. Engineering Off.	Engineering Officer	Qualif.	09
351872	DIF	WAGNER, D.F.	Lt.(jg)	6- 1-45	(A3)	15	15	15	Naval Aviator	Hydraulics Officer	Engineering Officer	Qualif.	09
334819	DIF	SWISHER, O.L.	Lt.(jg)	6- 1-45	(A3)	14	14	14	Naval Aviator	Asst. Comm. Officer	Communication Off.	Qualif.	09
348667		LEACOCK, W.R.	Lt.(jg)	6- 1-45	(A)	11	11	11	Avia. Equipment	Material Off.; JOOW	Material Officer	Qualif.	-
354795	DIF	RINK, V.B.	Lt.(jg)	6- 1-45	(A1)	12	12	12	Naval Aviator	Parachute Officer	Material Officer	Qualif.	09
351825	DIF	KOCH, J.L.	Lt.(jg)	6- 1-45	(A1)	13	13	13	Naval Aviator	Asst. Flight Officer	Flight Officer	Qualif.	09
354690	DIF	CARPENTER, J.J.	Lt.(jg)	6- 1-45	(A1)	12	12	12	Naval Aviator	Asst. Engineer Officer	Engineering Officer	Qualif.	09
363711	DIF	ELDER, W.H.	Ensign	3-16-44	(A1)	12	12	12	Naval Aviator	Asst. Engineer Officer	Engineering Officer	Qualif.	09
395552	DIF	AZBELL, H.J.	Ensign	6- 1-44	(A1)	4	4	8	Naval Aviator	Asst. Comm. Officer	Communication Off.	10-1-45	09
395568	DIF	LAMBORN, W.D.	Ensign	6- 1-44	(A1)	4	4	8	Naval Aviator	Asst. Nav. Officer	Navigation Officer	10-1-45	09
397166	DIF	LaCAVA, J.J.	Ensign	7- 1-44	USN	3	3	7	Naval Aviator	Asst. Material Officer	Material Officer	11-1-45	09

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3. "Courses and Qualifications," column 14, should be designated by the appropriate codes shown in Enclosure (A) of BuPers Circular Letter No. 217-44, dated 31 July 1944. If an officer has completed any other course or school which is not listed, indicate the name of the course or school, the place and date of completion in column 14.



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

Enclosure (G)

LOSSES DURING COMBAT TOUR

<u>Date</u>	<u>Name and Home Town</u>	<u>File No.</u>	<u>Location</u>
20 March	Comdr. Walker Ethridge, USN, of Warrington, Pensacola, Fla. (Originally from Meridian, Miss.)	73557	Shot down by AA over TG off Kyushu, Japan.
21 March	Ens. Francis C. Raison, USNR, of Ellensburg, Wash.	338037	Seriously burned after making an emergency landing aboard Bataan. Died 27 April at Guam.
3 April	Lt.(jg) Robert L. Westbrook, III, 223791 USNR, of Pine Bluff, Ark.		Missing after air battle near Kikai Jima.
9 May	Ens. Jack D. Ezell, USNR, of Salt Lake City, Utah.	395558	Shot down by enemy AA over Tokuno Jima.
14 July	Lt. John Wesley Wright, Jr., USNR, of Charleston, W. Va.	101233	Missing after weather reconnaissance flight.



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

Enclosure (H)

LETTERS FROM CAG-47 REPORTING ON OPERATIONS OF  
AIR GROUP 47

The two attached letters from Commander Air Group Forty-Seven, dated 21 April and 15 August, 1945, report on operations of the Air Group and Fighter Squadron. The 21 April letter outlines the basic tactics used by the group throughout the period of combat duty. The comments by Commanding Officer VT-47, listed as Enclosure (A) of the 15 August letter, are attached to the History of VT-47 and so are not enclosed with the fighter history.



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

VF-47/A16-3  
Serial 040

21 April 1945.

CONFIDENTIAL

From: Commander Air Group FORTY-SEVEN.  
To : Commander-in-Chief, U. S. Fleet.  
Via : (1) Commanding Officer, U.S.S. BATAAN.  
(2) Commander Task Group FIFTY-EIGHT POINT THREE.  
(3) Commander Task Force FIFTY-EIGHT.  
(4) Commander FIFTH FLEET.  
(5) Commander-in-Chief, Pacific Fleet.

Subject: Summary of Action of Air Group FORTY-SEVEN for Period  
18 March - 17 April 1945.

1. Air Group Forty-Seven went into action on 18 March 1945 in the attack on Kyushu and subsequently has taken part in nearly every important strike with the exception of the one on Kure.

2. The Fighting Squadron has shot down 47 enemy aircraft, their high day being 16 April 1945, when a group of 16 VF shot down 22 June planes in a pitched battle near Kikai without lose. At the same time a CAP division over the Task Force shot down a Frances, raising the total for the day to 23. Fighting Squadron Forty-Seven also claims one DD left dead in the water, another DD hit twice by 500 pound bombs, and a light cruiser hit by a 500 pound bomb during the fleet action in which the Yamato was sunk. Torpedo Squadron Forty-Seven claims four hits by torpedoes on the starboard side of the Yamato which materially aided in her sinking. Torpedo Squadron Forty-Seven also claims hits on a CVE and a CV in Kobe Harbor, these being confirmed by photographs. These are the only concrete claims made. It is impossible to assess the damage done to airfield and town installations made by numerous attacks on these installations by the Air Group on Kyushu, Minami Daito, Okinawa, Amami O Shima, Kikai, and Tokuno. The fighters have been used as much as fighter bombers as in their normal capacity. In the first month Air Group, Forty-Seven dropped a total of 286 tons of bombs of which 181½ tons were dropped by the fighters.

3. For the period 18 March - 17 April the pilots of Fighting Squadron Forty-Seven averaged 99 hours of combat flying. For the same period pilots of Torpedo Squadron Forty-Seven averaged 50 hours of combat flying.

4. The Air Group's personnel losses have not been high. The Torpedo Squadron pilots and two airmen were lost over Kyushu due to enemy A.A. fire. The Air Group Commander was lost over Task Group 58.2, shot down by Task Group A.A. while pursuing a Jap plane through the formation. Another fighter pilot was lost near Kikai, cause unknown, believed shot down by enemy fighters.



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5. Comments:

(a) TACTICS

Many coordinated attacks by groups were excellent but on some occasions the strike leaders showed very poor judgment in utilizing the safety factors at their command. These tactical considerations are many and if all of them cannot be used, as many as possible should be. These factors include steepness of dives, coordination of dives between VF and VT and between groups, position of sun, recovery direction, flak analysis, wind direction, direction of dive to give maximum leeway for hits. This is repetition but only in repeating known facts is the maximum damage going to be inflicted with the minimum loss to our own groups. The tactics used by Air Group Forty-Seven in delivering combined attacks or VF attacks are considered sound, as safe as they can possibly be, effective, aggressive, and certainly disruptive to enemy A.A. The number one consideration is altitude. Approach the target from at least 12,000 feet or higher, weather permitting. Judge the approach angle so that it is 90° to the attack direction. When fairly close to the target begin a high speed, gliding approach with VF and VT, respectively, in column, VF higher and inboard of VT to give the former a steeper, 60° or better, dive. The VT leader will give the attack signal when his group is abreast of the approach line and normal to it. As his group makes a simultaneous turn into the target, the VF makes a simultaneous turn in at a steeper angle and because of their greater speed arrive at the target ahead of VT by a narrow enough margin so that a high degree of coordination is accomplished and A.A. is split or hit. The direction of attack is picked to give retirement over water, a down sun run, a down wind run, ~~so~~ the most full deflection shots to the A.A. gunners. This set of tactics or any squadron tactics should be used for every run. Time and again it has been observed that a gun which hasn't fired for two days begins again the third. Treat every field or every target as a potential hotbed of A.A., even on return engagements after a light reception. Carelessness breeds danger. On one combined attack on Kikai airfield a VF squadron made a shallow gliding attack over the full length of the island. Two fighters were hit before they even reached the field, one crashed. It is felt that had this attack been a high speed, steep one, this loss would not have occurred. Because A.A. has become our major problem, each encounter with it must be treated with great respect, an intelligent approach, and complete briefing of all pilots.

On fighter sweeps over enemy airfields a more accurate account of the number of aircraft operational or even existent on the field may be had if each pilot is given a section of his own, or so many revetments to observe. In this way the pieces are put together for a total rather than having each pilot attempt an assay of the whole field which usually results in no information at all.



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Again the old hue and cry about torpedo planes being on strikes where enemy aircraft on the ground are the prime consideration. With a VF and VT combination only one attack on the field can be made if cover for the VT is mandatory after the attack. With VF alone, loaded with full ammo and rockets, repeated attacks can be made pinpointing aircraft in revetments which could not be damaged by a mass attack. It is disappointing to attack a field, see good planes in revetments on the recovery, and not be able to go back because of cover requirements.

Air battles still require conformity to the age old adage of staying together. VF-47 finds that in order to pick off the single Jap planes which always exist when a fight develops, divisions must break up into sections but it is mandatory that the section never split up. It is also good ball, as so many have previously recommended, to keep the fight in one locality, odd sections heading back into the middle of the melee so that mutual protection can be given everyone. The Japs still use the split "S" as their primary evasive maneuver. They still cannot be followed in this maneuver by the F6F. In air to air combat most of the kills were made by either small or no deflection shots. The Japs still appear to have developed no defensive tactics, the column being their most noteworthy formation.

The bombing accuracy of the fighters leaves something to be desired. I believe that if during the training period, a bombing training schedule were conducted which paralleled the rocket training program, a greater degree of interest would be aroused. I realize that a great deal of bombing is done in training in the Hawaiian area but in other than the Live Bomb flights on towed targets there are inadequate facilities for bombing where drop errors can be ascertained. A pilot loses interest with continual bombing when he can never accurately tell where his bombs fall.

Communications are still the same headache. Only with rigid Air Group discipline can the channels be kept clear of the many totally unnecessary transmissions.

The rendezvous problem for large combined strikes can be simplified if a standard procedure is set and followed. It is suggested that when all the carriers in a Group are sending strike groups on a combined strike, the different strike groups remain in their own rendezvous sector until each strike group is completely joined up, each carrier strike leader notifying the Task Group Strike Commander when his join-up is accomplished. Upon completion



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of all the join-ups, the Task Group Strike Commander then announces that his group is proceeding on course. All the groups head out on course and close in enroute. This does away with the confusion of all groups proceeding to the senior group's rendezvous area and circling while the normal join-up is being effected.

(b) MISCELLANEOUS

Groups should be indoctrinated to wait until they are clear of the Task Group formation before testing guns. On pre-dawn or dawn launches pilots should wait until it is light before testing guns. It is a weird feeling to see tracers filtering through your rendezvous area during a pre-dawn join-up.

Four water landings by VF pilots and two by VT pilots were all successful. Three fighter pilots got out of the cockpit with chute on and one with chute unbuckled. No difficulty was experienced in any case. It is recommended that pilots get in rafts immediately even if rescue is imminent. Two narrow escapes have occurred where pilots were pulled down by water-logged chutes when Mae Wests deflated. Pilots were attempting to save the chutes. This Air Group is using a new type of single-point-release harness with seat pack and spares are dwindling rapidly.

Availability of planes kept by ship's maintenance has been excellent. There is rarely more than one plane downed at a time and seldom that.

The Nylon suit has been banned from use by the VF squadron because of its inflammable nature.

The flight schedule for the month has been fairly rugged. However, with a routine of three or four days of operations and one day of fueling, it is felt that sufficient rest is given the pilots to continue the same routine indefinitely as far as physical endurance is concerned. No evidence of "pilot fatigue" has been noticed in this group. The one complaint is that seven or eight hours of flying under combat conditions in one day is too much. This is necessary when over 36 sorties are scheduled for the VF squadron. To obviate the necessity of two hops per day, it is recommended that the VT squadron be allowed 18 pilots and the VF squadron at least 40 pilots.

To go a step further, it is believed that a single 36 plane VF squadron could operate more efficiently and with just as much



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lethal sting as the present Air Group set-up aboard a CVL. Gone would be the spot difficulties and spare parts problem and yet the fighters could carry the same pay load on bombing missions and then revert to being fighters. On missions which required strings of 100 pounders or torpedoes the VT squadrons on the CVs could handle the job. Sweeps and strikes would be simplified tremendously using one type of plane with standard tactics.

The VT squadron is using wing tanks on all flights. This brings their range to a par with the fighters and causes no embarrassment due to fuel shortage. The stinger gun and stinger armor have been removed from all VT and bullet-proof windshields have been installed in the cockpits. Only one aircrewman is taken on strikes, alternating between the turret and the radar as necessary.

6. It is believed that frequent meetings of Air Group Commanders on fueling days or when circumstances permitted would serve to iron out many joint difficulties and also would permit trading more detailed information concerning targets and tactics.

A. H. CLANCY, Jr.  
Acting.

cc: Cominch (Advance copy)  
Cinopac  
Jicpoa  
Comairpac



FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

CAG-47/A16-3  
Serial 080

15 August 1945.

CONFIDENTIAL

From: Commander Air Group FORTY-SEVEN.  
To : Commander-in-Chief, United States Fleet.  
Via : (1) Commanding Officer, USS BATAAN.  
(2) Commander Task Group Thirty-Eight Point Three.  
(3) Commander Task Force Thirty-Eight.  
(4) Commander Third Fleet.  
(5) Commander-in-Chief, U. S. Pacific Fleet.

Subject: Report of Operations of Air Group Forty-Seven during the period 1 March 1945 through 15 August 1945.

Reference: (a) Pacific Fleet conf. ltr. 1CL-45.  
(b) ACA-1 Reports, Air Group Forty-Seven Numbers 1 through 121.

Enclosure: (A) Comments by Commanding Officer VT-47, on Operations 1 March through 15 August 1945.  
(B) Comments by ACI Officers, VF-47 and VT-47.

1. On 15 August 1945, the day hostilities ceased, Air Group Forty-Seven completed a 5½ month's tour of duty on board the U.S.S. BATAAN. During that period the Air Group hit targets on each of the four main Islands of the Japanese Empire, Kyushu, Honshu, Shikoku, and Hokkaido. In addition to that the ship and Air Group operated continuously for a period of 80 days at sea from 14 March to 1 June in attacks against Kyushu and the Nansei Shoto in support of the invasion of Okinawa. The results of a good many strikes made by the Group could not be assessed because of the nature of the targets, as in air support or because the opposition was so strong that visual reconnaissance could not be made. However, certain concrete results are listed below:

Air Group Forty-Seven's Combat Record

Combat Missions - - - - -	173
Sorites - - - - -	3553
Strikes by Air Group on Japan - - - - -	40
Strikes on Nansei Shoto Islands - - - - -	72
Planes Shot Down - - - - -	67½

During Air Group Forty-Seven's 5½ months tour of combat duty its planes participated in attack on 15 war ships which were sunk or damaged. The tonnage of these ships totals 194,900. Seventy-two merchant vessels, totaling 49,200 tons sunk or damaged. Among the major fleet units hit by the



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During Air Group Forty-Seven's 5½ months tour of combat duty its planes participated in attacks on 15 war ships which were sunk or damaged. The tonnage of these ships totals 194,800. Seventy-two merchant vessels, totaling 49,200 tons were sunk or damaged. Among the major fleet units hit by the group were: BB Yamato, BB Nagato, BB-XCV Hyuga, CA Tone, CV Ikoma, CV Aso, CVE Kobe, an Agano class cruiser, and several destroyers. The torpedo squadron has also been credited by Cominch with sinking one submarine in collaboration with four destroyers off Okinawa. Extensive damage was also done to airfield facilities, factories, warehouses, barracks, and other enemy installations.

2. LOSSES.

Losses for this period are deemed especially light. VF-47 lost five pilots, two of them from operational causes. VT-47 lost four pilots and four aircrewmembers, one crew being lost from operational causes. It is felt that the light losses incurred were due to the insistence that every target be treated as a heavily defended one and that sound, proven tactics be employed in each case. It cannot be too strongly stressed that weather permitting, the very minimum starting altitude for any attack should be 15,000 feet and against strongly defended targets such as those found in the Tokyo area, or Kobe or Kure, the minimum should be 20,000 feet. Too many strike leaders do not require this and as a result the striking groups end up too slow and too shallow in their attacks.

3. MORALE.

Only two pilots of VF 47 had to be grounded for a total of four days during the entire tour of duty with a diagnosis of fatigue. No VT-47 pilots were grounded. Exceptionally good pilot availability was kept up despite a continually heavy strike day schedule. The reason is felt to be due to the high spirit in the Group and the pilots' ability to inject humor into any serious situation which otherwise might have proved depressing. The good spirit which prevailed was due also to the excellent cooperation between the ship's officers of the Bataan and those of the Air Group.



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ship and only one serious casualty to a pilot who has since recovered and is back flying with the group.

Of the 746 landings made aboard the Bataan by VT-47 there were only five barrier crashes for a percentage of 0.6 of 1 per cent. One of these crashes was due to material failure.

The good record made is attributed to thorough training received in field carrier landings and qualification prior to coming aboard and also to the unremitting and patient efforts of the ship's landing signal officer, Lt. (jg) F. H. Johnson. His personal interest in each pilot of the Group paid dividends.

5. PHOTOGRAPHY.

With photographic reconnaissance becoming so important it is recommended that each CVL Fighter Squadron have four trained photographic pilots. The allowance is two. We had three, but with heavy strike schedules it is felt that four would be most efficient in rounding out flight schedules and leveling combat time. It is also suggested that these pilots be trained in the early formation stage of the squadron and then have routine photo missions weekly to keep them in trim and perfect their technique.

6. LARGER COMPLEMENT

It is suggested also that a 24 plane VF pilot complement be increased to 40 pilots. This allowance would usually obviate any pilot flying twice on a strike day.

7. MAINTENANCE.

The ship's maintenance division was excellent and availability was rarely under 100 per cent.

8. The record of the fighter squadron is summarized in somewhat greater detail:

Combat Missions (including CAPs in which	
enemy aircraft were encountered - - - - -	113
Sorties - - - - -	2792
Enemy Planes Shot Down - - - - -	67½
Enemy Planes Destroyed on Ground - - - - -	28
Enemy Planes Damaged on Ground - - - - -	86



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Shipping Sunk: 1 destroyer, plus assists on a destroyer  
and a light cruiser. 1 FTB, 1 FTD, 2 SDs  
and 2 luggers. VF-47 fighters also assisted  
in the sinking of the BB Yamato and BB XCV  
Hyuga.

Shipping Damaged: 48 including 1 LST, 1 DE, 1 Tare Baker  
2-stack, 1 DD, 1 PG, and numerous luggers.  
Also 41 small craft.

Locomotives - - 7.

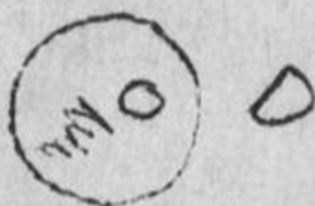
Extensive damage to airfield facilities, factories,  
warehouses, barracks, AA positions and other  
enemy installations.

A. H. CLANCY, Jr.



Enclosure (I)

EXETFUL



RYE



# THE COLLECTED SONGS

of



## INTRODUCTION

In the past year the Fighting Cocks have flown, drunk, and sung their way from Maine to the Nansei Shoto. During this time the catchy lyrics of John Sisley and Bob Wallace have helped to keep spirits high and parties gay. This collection of the Squadron's Own plus the Squadron's Favorites should help to lighten future evenings aboard the old Bataan in the Western Pacific. Kamikazes may come and go, but the Green Weenies of Fighting Forty Seven will go on forever. And perhaps on some not too distant day you'll turn to the guy beside you at a San Francisco bar and say, "Lesh sing!"

And he'll say, "Lesh!"

If he's the guy I hope he is, you'll soon be singing: ".....the sons-o-b's ARE on their knees so let's get drunk again."

DMS



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### DEDICATION

To the Fighting Cocks, alias the Green Weenies, of Squadron Forty Seven--spawners of the memorable Terrible Ten and the Big Assed Indians who will sing anything, this collection of ditties is dedicated.



ALMA MATER  
(Tune: Cornell's A. M.)

From Ogunquit's rocks and rye  
West to God knows where,  
We shall hold thy name on high  
Oh, thou green and fair.  
Weenie, Weenie, dear old Weenie  
Belching fore and aft,  
Keep a weather eye upon us  
Lest we get the shaft.  
Amen.

FIGHT SONG  
(Tune: Ramblin' Wreck)

I'm a Weenie green  
As you've ever seen  
From Fightin' Forty-seven  
I can't be late  
For I've got a date  
With Tojo's sons of heaven,  
So off we go  
With a TALLY HO,  
To hell with the Emperor's men,  
When the sons-o-b's  
Are on their knees  
We'll all get drunk again!



POOL DAYS  
(Tune: School Days)

Pool days, Pool days,  
Dear old Casu Pool days;  
Hands around glasses  
Instead of a stick,  
Brass rails for rudders  
And haze mighty thick.  
We had our queens  
And Yo-Ho-Ho,  
We mustered each nite  
At the old Chateau,  
And drank till we all got vertigo-  
Then pancaked and taxied back home.

DOWN 'EM ALL  
(Tune: Bless 'Em All)

Down 'em all, down 'em all,  
For any old reason at all--  
If the oil in your engine  
Will not overheat  
Just think up a lie  
For Ye Olde Yellow Sheet!  
So Green Weenies  
Let's throw in the towels,  
Leave the nite flying  
Up to the owls;  
Lets all have a squawk  
'Stead of flying we'll walk,  
So cheer up my boys  
Down 'em all.



THE ROAD TO PUUNENE  
(Tune: Road to Mandalay)

On the road to Puunene  
Where the Flying Weenies play,  
Where the quarters shake like thunder  
And the fire pumps blaze away,  
Oh, the road to Puunene  
Where the O-Club reaps our pay,  
And our guts are torn asunder  
Eating Spam three meals a day.

HAIL THE FIGHTING COCK  
(Tune: On To Burgundy)

Hail the Fighting Cock  
The leader of the flock-  
That game old bird we all adore!  
Search until you're blind,  
You'll not his equal find  
On this or any other shore.  
If you cross him  
He will quickly whirl,  
And you'll wish  
You'd been a baby girl.  
You who likewise think  
Sit down and have a drink  
And you who doubt it hit the door.



THOUGHTS ON C.A.P.

(Tune: California Here I Come)

San Francisco's gonna crack  
When the Weenies all get back-  
Our passion, we'll ration,  
Throughout the nite,  
Each sector, we'll vector  
Till--Tally Ho  
A blonde's in sight

We'll have a snake ranch everyplace,  
Drink John Walker by the case-  
"Top o' the Mark" our Poison Base,  
When we hit the beach again.

DREAM GIRL

(Tune: Sweetheart of S. Chi)

The girl of my dreams  
Is a certain girl  
Who used to cause me woe,  
I hit the sack  
And my mind drifts back  
To the gal who always said no:  
She knew all the ropes  
Like a deck-hand does,  
And she stopped me, I'll confess-  
But when in my dreams  
There's a change so it seems,  
My dream girl she always says yes.



GREEN WEENIE DANDY  
(Tune: Yankee Doodle Dandy)

I'm from Squadron Forty-seven,  
A cocky Fightin' Cock am I-  
A real Green Weenie  
From the old Bataan,  
Born with a wink in my eye:  
I've got a teeny Weenie Sweetheart  
Waiting in the U.S.A.  
Let the Jappies do their damndest  
Phooey on old Tojo!  
I am a Weenie all the way.

A LONG WAY  
(Tune: Tipperary)

It's a long way to San Francisco,  
It's a long way to go,  
It's a long way to San Francisco  
Where the Scotch and Sodas flow-  
Goodbye to Okinawa,  
Farewell old Kikai,  
It's a long long way to San Francisco,  
And God but I'm dry!



## DRINKING HYMN

(Tune: Battle Hymn of the Republic)

Mine nose has sniffed the odor  
Of some Scotch and Bourbon old,  
Mine hands have found some glasses  
To contain the liquid gold,  
So let's make haste, it's not each day  
Such treasures we behold,  
The whiskey's flowing on.

(Chorus-Glory, Glory)

Mine feet have pushed the rudders  
Of a Grumman fighter plane,  
Mine hand has pumped the throttle  
Till my wingman's gone insane,  
But for tonite let's skip the war  
And all the bottles drain,  
The whiskey's flowing on.

Mine nose has whiffed pure oxygen  
At thirty-thousand feet,  
I've landed from a C.A.P.  
With blisters on my seat,  
But for tonite let's skip the war  
And let our glasses meet,  
The whiskey's flowing on.

I've landed on a carrier  
A thousand times or more,  
I've got more time upon the sea  
Than most guys have ashore,  
But talking of my escapades  
Is something I abhor  
While whiskey's flowing on.

I've been to all the islands  
Of the Empire of Japan,  
I've seen the Kamikazes dive  
And get it in the can,  
I'd tell you more but modesty  
Befits a Navy man  
While whiskey's flowing on. (Chorus)



# THE CLASSICS





## BELL BOTTOM TROUSERS

Once I was a barmaid  
Down in Drury lane,  
My master he was good to me  
My mistress was the same;  
When along came a sailor  
As handsome as could be,  
And he was the cause  
Of all my misery.

Chorus: Singing Bell Bottom Trousers,  
Coats of Navy blue,  
He'll climb the riggin'  
Like his daddy used to do.

He asked me for a candle  
To light his way to bed,  
He asked me for a pillow  
To lay beneath his head;  
And I like an innocent maid  
Thinking it no harm  
Climbed into the sailors bed  
To keep the sailor warm. (Chorus)

He left me in the morning  
Before the break of day,  
He handed me a five pound note  
And unto me did say,  
"You may have a daughter,  
You may have a son,  
So take this my darling  
For the damage I have done". (Chorus)

(cont'd)



Now if you have a daughter  
Bounce her on your knee,  
And if you have a son  
Send the bastard out to sea! (Chorus)

The moral of my story  
As you can plainly see:  
Never trust a sailor  
An inch above your knee.

Singing Bell Bot-tom Trousers-  
And coats of Nav-ee Blue.

### I WANTED WINGS

I wanted wings  
Till I got the goddamn things,  
Now I don't want them anymore.  
They taught me how to fly  
And they sent me out to die,  
I've had a bellyful of war!  
Now you can save those Zeros  
For your goddamn heroes,  
For Distinguished Flying Crosses  
Do not compensate for losses  
Buster!

(Chorus)  
I wanted wings  
Till I got the goddamn things  
Now I don't want them anymore.

(cont'd)



I'll take the dames  
While the rest go down in flames,  
I've got no desire to be burned.  
Air combat's called romance  
But you haven't got a chance  
I'm not a fighter I have learned.  
You can save your Mitsubishes  
For those eager sons-of-bitches,  
For I'd rather kiss a woman  
Than be shot down in a Grumman!  
Buster! (Chorus)

I'm too young to die  
In a goddamn PBY,  
That's for the eager not for me;  
I'd never trust my luck  
To be picked up by a Duck  
After I'd crashed into the sea.  
I would rather be a bellhop  
Than a flyer on a flat-top  
With my hand around a bottle  
Not around a goddamn throttle  
Buster!

I wanted wings  
Till I got the goddamn things,  
Now I don't want them anymore!





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d

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THE

OLDIES



### WHEN YOU WORE A TULIP

When you wore a tulip  
A big yellow tulip  
And I wore a big red rose,  
When you caressed me  
'Twas heaven that blessed me  
What a blessing no one knows--  
You made life cheery  
When you called me dearie,  
'Twas down where the blue grass grows,  
Your lips were sweeter than julep  
When you wore a tulip,  
And I wore a big red rose.

### DAISY

Daisy, Daisy  
Give me your answer, do-  
I'm half crazy  
All for the love of you.  
It won't be a stylish marriage,  
I can't afford a carriage,  
But you'd look sweet  
Upon the seat  
Of a bicycle built for two.



## CLEMENTINE

In a cavern, in a canyon  
Excavating for a mine  
Dwelt a miner, forty-niner  
And his daughter Clementine.

(Chorus)

Oh my darling, oh my darling,  
Oh my darling Clementine,  
You are lost and gone forever  
Dreadful sorry, Clementine.

Light she was and like a fairy  
And her shoes were number nine,  
Herring boxes without topses  
Sandals were for Clementine.

Drove she ducklings to the water  
Every morning just at nine,  
Hit her foot against a splinter,  
Fell into the foaming brine.

Ruby lips above the water  
Blowing bubbles soft and fine,  
Alas for me, I was no swimmer  
So I lost my Clementine.

Now you Boy Scouts learn the moral  
Of this little tale of mine,  
Artificial respiration  
Might have saved my Clementine.

How I missed her, How I missed her,  
How I missed my Clementine,  
But I kissed her little sister  
And forgot my Clementine.



## THE SIDEWALKS OF NEW YORK

East side, West side  
All around the town,  
The tots sang "ring-around-rosie",  
"London Bridge is falling down".  
Boys and girls together,  
Me and Mamie O'Rorke,  
Tripped the light fantastic  
On the sidewalks of New York.

## THE OLD BEER BOTTLE

It was only an old beer bottle  
Afloating on the foam,  
It was only an old beer bottle  
A million miles from home;  
Inside it was a message  
With these words written on,  
"Whoever finds this bottle will find  
That the beers all gone".

The beer's all gone,  
The beer's all gone,  
"Whoever finds this bottle will find  
That the beer's all gone".



## IN THE EVENING BY THE MOONLIGHT

In the evening by the moonlight  
You could hear those darkies singing,  
In the evening by the moonlight  
You could hear those banjos ringing,  
How the old folks would enjoy it,  
They would sit all nite and listen  
As we sang in the evening by the  
moonlight.

## CARRY ME BACK TO OLD VIRGINNY

Carry me back to old Virginny;  
There's where the cotton and the  
corn and 'tatoes grow.  
There's where the birds warble  
sweet in the springtime.  
There's where this old darkey's  
heart an long'd to go.  
There's where I labored so hard  
for old Massa,  
Day after day in the fields  
of yellow corn.  
No place on earth do I love  
more sincerely  
Than old Virginny, the state where  
I was born.



## IN THE GOOD OLD SUMMERTIME

In the good old summer time,  
In the good old summer time,  
Strolling down the shady lane  
with you, baby mine.  
She holds your hand  
and you hold hers,  
And that's a very good sign--  
That she's you tootsy wootsy  
In the good old summer time.

## YOU TELL ME YOUR DREAMS

You had a dream dear  
I had one too,  
Mine was the best 'cause  
It was of you.  
Come, Sweetheart, tell me,  
Now is the time,  
You tell me your dreams,  
I'll tell you mine.

## THERE'S A LONG LONG TRAIL

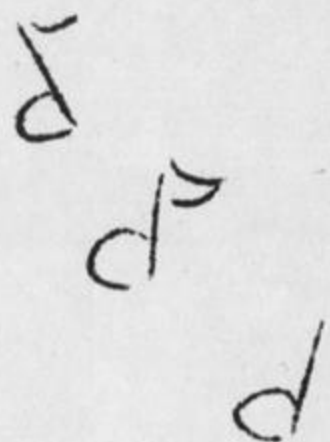
There's a long long trail awinding  
Into the land of my dreams,  
Where the nightingales are singing  
And the white moon beams.  
There's a long long nite of waiting  
Until my dreams all come true;  
Till the day when I'll be going  
Down that long long trail with you.



SURE



THE IRISH





## BRIDGET O'FLYNN

Bridget O'Flynn  
Where have you been?  
Sure it's a fine time  
For you to come in!  
You say you've been  
to the big parade--  
The big parade me eye!  
There never was a parade that took  
So long in passin' by.  
Look at your shoes,  
Oh, what a sin!  
Don't let your father  
catch you comin' in--  
Now stay away from  
those dancin' halls,  
There's no one there  
worth knowin' at all,  
That's where I met your father,  
Bridget Darlin'!

## HARRIGAN

H--A--double R--I  
G--A--N spells Harrigan,  
Proud of all the Irish blood  
That's in me,  
Divil a man can say a word  
Agin me!  
H--A--double R--I  
G--A--N you see,  
Is a name that no shame  
Ever has been connected with--  
HARRIGAN---that's me!



## PATTY MURPHY

The nite that Patty Murphy died  
I never will forget!  
Some of the boys got drunk that nite  
And some ain't sober yet!

The awful things we did that nite  
Still fill my heart with fear,  
They took the ice right off the  
corpse  
And put it on the beer!

)Chorus)  
Now that's how they showed  
their respect for Patty Murphy,  
That's how they showed  
their honor and their pride-  
their honor  
That's how they showed  
their respect for Patty Murphy  
On the nite that Patty--  
Now that's how they showed  
their respect for Patty Murphy,  
That's how they showed  
their honor and their pride-  
their honor  
That's how they showed  
their respect for Patty Murphy  
On the nite that Patty died.



## MAMIE RILEY

Oh Mamie Riley  
How do you do today?  
Oh Mamie Riley  
Going far away!  
Come kiss your daddy 'fore you go-  
Oh Mamie Mamie Mamie Riley!

Slide Kelly slide, you bastard,  
Casey's at the bat!  
Oh Mamie Riley  
Where'd you get that hat?  
Down in Kentucky,  
Old Black Joe-  
Oh Mamie Mamie Mamie Riley!

-----and a Green Weenie Extra

THERE'LL BE A HOT TIME!

One dark nite  
All the people were in bed,  
Mrs. O'Leary  
Took a lantern to the shed;  
The cow kicked it over  
And winked her eye and said,  
"There'll be a hot time  
In the old town tonite!"



## KATHLEEN

I'll take you home again, Kathleen  
Across the ocean, wild and wide.  
To where your heart has ever been,  
Since first you were my bonny bride.  
The roses all have left your cheek,  
I've watched them fade away and die.  
Your voice is sad whene'er you speak  
And tears bedim your loving eyes.

Oh, I will take you back, Kathleen,  
To where your heart will feel no pain,  
And when the fields are fresh and green  
I'll take you to your home again.

## IRISH EYES

When Irish eyes are smilin'  
Sure 'tis like a morn in spring,  
In the lilt of Irish laughter  
You can hear the angels sing.  
When Irish hearts are happy  
Sure the world seems bright and gay,  
And when Irish eyes are smilin'  
Sure they steal your heart away.

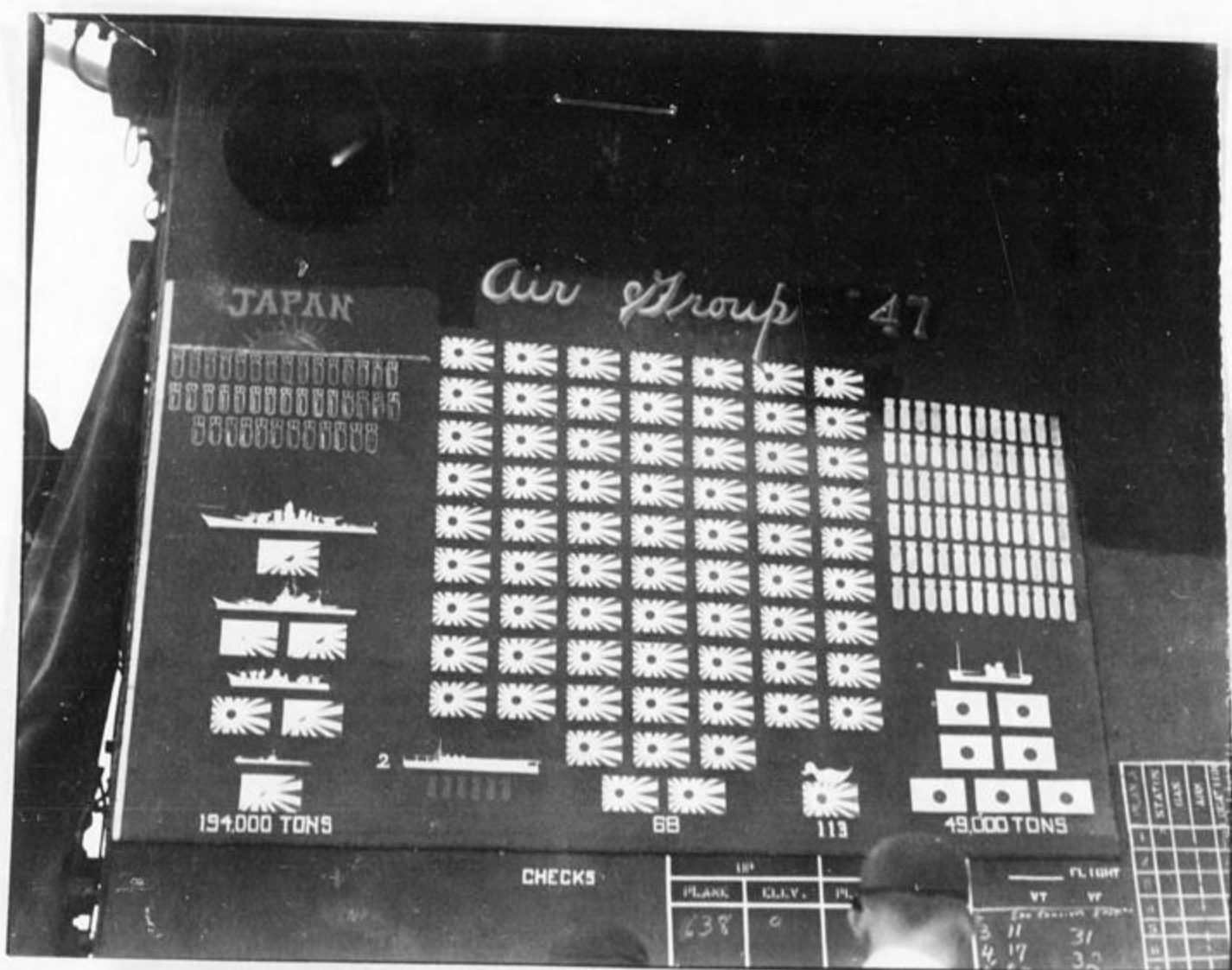


FIGHTING SQUADRON FORTY-SEVEN  
% FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

Enclosure (J)

Miscellaneous photos taken during VF-47's tour.





The record of Air Group 47 painted on the island of the U.S.S. BATAAN.



Several views of the Imperial Palace  
Grounds, Tokyo, follow. They were  
taken while VF-47 pilots flew patrols  
during the occupation.





















AUG. 27, 45-1640(-9) K-17-12"-1700' FUKUSHIMA POW CAMP HONSHU, 37°46'N-140°29'E (Co

Prisoner of War Camp at Fukushima, Honshu.



9875 EASTMAN REGULAR SAFETY

9875 EASTMAN REGULAR SAFETY

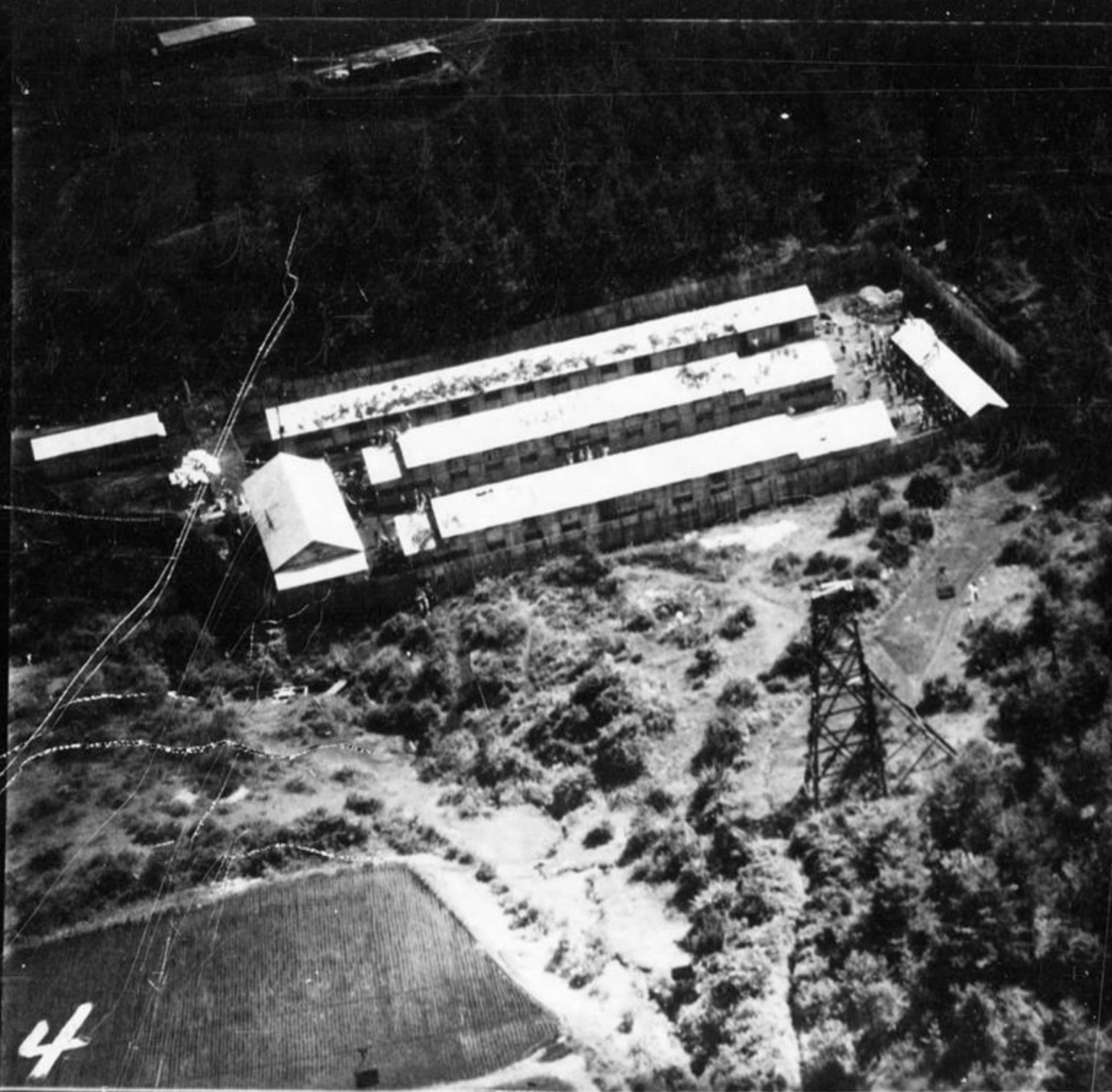
P.W.

40

SAN JAC 122-FV-156 AUG 29-45 0620(-9) K1712"3300' INDICATED RSHIO POW CAMP HONSHU

Second Prisoner of War Camp near Ashio, Honshu.





AN REGULAR SAFETY

2377 EASTMAN REGULAR SAFETY

4  
SAN JAC 44K AUG 29-45 1345 (-9) F-8 15" ALT VAR POW CAMP EIMEI TOWN HONSAU 36°01'N 138°11'E REST.

Prisoner of War Camp, Eimei Town.





2330 EASTMAN REGULAR SAFETY

61N JAC 47K-AUG. 27-45-1730(9)FB-15"ALT. VAR. IWAKE POW CAMP-37°02'N-140°50'E (CON F

Iwake Prisoner of War Camp, Northern Honshu.





SAN JAC 44K AUG 29-45 1345 (-9) F-8 15" ALT VAR POW CAMP EIMEI TOWN HONSHU 36° 01' N 138° 11' E REST.

Prisoner of War Camp, Eimei Town, Northern Honshu.





After hostilities ceased, 15 August, pilots of VF-47 flew Prisoner of War mercy missions over Northern Honshu and dropped supplies to the waving and excited prisoners. They spent part of each evening preparing packages for the next day's drops as shown above. Pictures of various camps are shown on the following pages.



Air Group 47 planes with other groups attacked the Hyuga, Japanese battleship at Kure 24 July. The first two photos following show the ship under attack. The third is a photo taken four days later after the ship had settled leaving her decks awash.

















Attack on Waifu, Kyushu, 13 May.





21

BATAAN-71V 6 APRIL 45 0800(-9) KI7-153.1 VARJ A TOKUNO A/F 405

Tokuno Airfield, first visited during the Okinawa campaign.



Air Group 47 planes attacked shipping in Kobe Harbor  
19 March. The results are shown in the following two  
photographs.

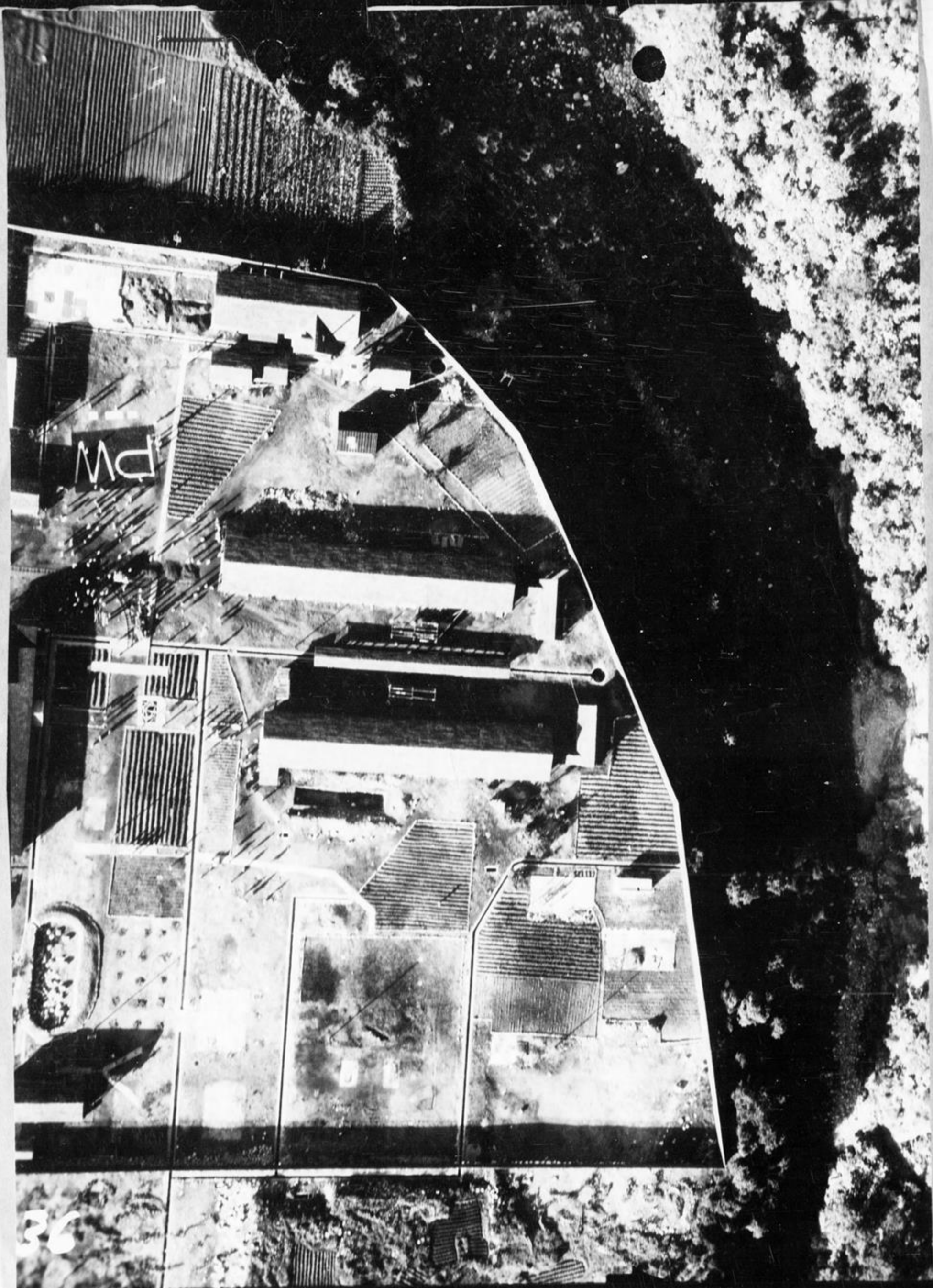












36  
SAN JAC 122-FV-156 AUG 29-45 0620(-9) K1712" 3300' INDICATED ASHIO POW CAMP HONSHU



FILE

UNITED STATES PACIFIC FLEET  
FLEET AIR ALAMEDA

*med*

FIRST ENDORSEMENT to  
VF-47 conf. ltr VF-47/  
A12 ser 087 dtd 17 Sep  
1945.

A12/95/km

Naval Air Station  
Alameda, California

( 01518 )  
CONFIDENTIAL  
CONFIDENTIAL

25 SEP 1945

From: Commander Fleet Air, Alameda.  
To: Chief of Naval Operations. (History Unit,  
Op-33-J-6).  
Subject: Fighting Squadron FORTY-SEVEN - History of.  
1. Forwarded.

Copy to:  
ComFair, W.C.

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03 Room 2055

*DA Clark*

D. A. CLARK,  
By Direction.

OCT 1945  
A12-1/FVF47  
20374