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Sg- RESC- Bx 15- HT
36 July 44-Dec 44

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SECURITY INFORMATION
SECRET

HEADQUARTERS
THIRTEENTH AIR FORCE
Historical Section
APO 719

SG-HRHC-B-15-H1
21 JULY 1944
R No 81 Sec H4

Rating A

REPORT ON UNIT HISTORY

Date 6 Apr 45

Checked by OBH

Name of Unit 15th AAF Emerg Rescue Boat Sq

APO 719

Period Covered 26 July through December 1944

An item checked in the column "Correct By Forwarding Supplement", or thus requested in the Remarks section, means that corrective action must be taken promptly (within 10 days) in accordance with par 13, Thirteenth Air Force Regulation No. 80-15, 14 August 1944.

CORRECT	
By Forwarding Supplement	In Next History

Expand narrative (par 10, Reg 80-15)

Describe briefly background of operations (par 10 a, Reg 80-15)

Describe difficulties encountered (par 10 g, Reg 80-15)

Include supporting documents, 2 copies for establishment of basic facts (par 11, Reg 80-15)

Furnish photographs, maps, 2 copies (par 13 f, Reg 80-15)

Identify photographs properly (par 13 f (1), Reg 80-15)

Reduce statistical information to Tables and Charts and include as appendices

More detailed information necessary on movements and location of unit's detachments

Mount Photographs on letter size paper

Remarks:

Very Good. On all supporting documents place sufficient information to enable the document to be replaced with the history in case they are separated (i.e. Name of unit, date of chart, month of history to which it is attached etc).

SECURITY INFORMATION
SECRET

Benjamin E. Lippincott

BENJAMIN E. LIPPINCOTT
Major, Air Corps
Historical Officer

1744

SECRET

HEADQUARTERS
15TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719

27 February 1945

SUBJECT: Organizational History 26 July 1944 to 31 December 1944.

TO : Commanding General, Thirteenth Air Force, APO 719
Attention: Historical Section.
THRU: Commanding Officer, 5230th Composite Rescue Group APO 719.

1. Outline Facts:

a. Organization of Unit.

(1) Original designation of unit: 15th AAF Emergency Rescue Boat Squadron.

(2) Mission: To patrol Waters along line of flight and to effect the rescue of personnel adrift at sea.

(3) Date & place of activation of unit: 26 July 1944 at Los Negros Island.

(4) Sources from which personnel are drawn, original cadre and fillers.

(a) Original boat personnel were drawn from the following organizations:

1st AAF Emergency Rescue Boat Crew - P-616 - Type III
13th AAF Emergency Rescue Boat Crew - P-110 - Type I
14th AAF Emergency Rescue Boat Crew - P-111 - Type I
15th AAF Emergency Rescue Boat Crew - P-112 - Type I
17th AAF Emergency Rescue Boat Crew - P-611 - Type III
18th AAF Emergency Rescue Boat Crew - P-612 - Type III
19th AAF Emergency Rescue Boat Crew - P-613 - Type III
24th AAF Emergency Rescue Boat Crew - P-399 - Type III
25th AAF Emergency Rescue Boat Crew - P-401 - Type III
26th AAF Emergency Rescue Boat Crew - P-404 - Type III
27th AAF Emergency Rescue Boat Crew - P-406 - Type III
28th AAF Emergency Rescue Boat Crew - P-407 - Type III
29th AAF Emergency Rescue Boat Crew - P-400 - Type III

(b) 1st Lt. Earl A. McCandlish, 01592417, Master of P-399 was made commanding officer of the organization. Cpl John W. Connaughton, 35696501 and Pfc John C. Chaney, 39540930, were trfd fr Hq Sq, XIII AF Sv C to serve as administrative personnel. 2d Lt Irving Karr, 0568846. was trfd fr the 6th Repl. Depot to serve as Adjutant soon after the activation of the unit. This brought the unit up to T/O strength.

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15th AAF Emergency Rescue Boat Squadron, 26 Jul 1944 to 31 December 1944.

(5) Activation, assignment, attachment, transfer, reorganization, redesignation of units, changes caused by T/O, etc.:

(a) This organization was activated by Section I, GO 89, Hq Thirteenth Air Force, date 26 July 1944 and operated under T/O [illegible]1-9[illegible]9, 15 Dec 1943. The organization had ten (10) type III Rescue Boats (63'), and three (3) Type I Rescue Boats (104'). Two Type IV Rescue Boats (42'), assigned to the XIII AF Sv C were operated and maintained by the squadron. At the time of activation P-400, P-401, P-404 and P-407 (all Type III Rescue Boats) were located at Los Negros, and 2d Lt Warren H. Kinser, 01591245, Master of P-404, was placed in command during the temporary absence of Lt. McCandlish. The rest of the boats were located at Guadalcanal and placed on T.D. with Lt McCandlish in command.

(6) Strength, personnel:

	Boat Personnel		Shore Personnel	
	EM	O	EM	O
* At beginning of period	80	29	2	1
Net increase or decrease	6	4	16	6
At end of Period	86	25	18	6
Total (EM & O)	111		24	

* C. O. held both position of boat and shore at same time.

(7) Strength, Boats:

(a) Number at beginning of period, by types:
10 - Type III
3 - Type I

(b) Net increase during period by types including number lost.

1. Through combat - None
2. Through Transfer: 9 - Type II & 2 Type III.

(c) Number at end of period by types:
12 - Type III
9 - Type II
3 - Type I

1. Two type III and nine Type II Rescue Boats assigned but not yet joined. (G.O. 342 and 356, Hq. FEAF, 1944)

(8). Names of key personnel & changes during period:

(a) Commanding Officer - 1st Lt. Earl A. McCandlish
Master, P-110 - WOJG Paul E. Roberts
Master, P-111 - WOJG Robert A. Calvert
Master, P-112 - 1st Lt. John W. Babcock
Master, P-399 - 1st Lt. Earl A. McCandlish

7 4 6

18th AAF Base Hq Rescue Boat Squadron, 26 July 1944 to 31 December 1944.

Master, P-400 - WOJG Marvin M. Polzer
Master, P-401 - 2d Lt. Lawrence A. [illegible], Jr.
Master, P-404 - 2d Lt. Warren M. Kinser
Master, P-407 - 2d Lt. Carl H. Luttig
Master, P-408 - WOJG John C. Crawford
Master, P-611 - 2d Lt. Woodrow J. Sewell
Master, P-612 - 2d Lt. Walter S. Volk
Master, P-613 - 2d Lt. Clyde E. Lorton
Master, P-616 - 2d Lt. Edward A. Barker
Adjutant - 2d Lt. Irvin Karr
Actg 1st Sgt - Cpl John W. Connaughton.

(b) Lt McCandlish relieved of command and Capt Maurice Grossmald, 0314[illegible]75, assumed command 14 Sept 44 (Par 3, SO 256, Hq AIII AF Sv C).

(c) Capt Grossmald relieved from assignment 21 Nov 44 (Par 2, SO 325, Hq Thirteenth AF), and 1st Lt. Lawrence H. Jenner, O2[illegible]999, assigned this organization (Par 11, SO 330, Hq Thirteenth AF) and assumed command effective 23 Nov 44 (Par 1, SO [illegible], Hq 5230th Comp Rescue Gp (P).

(d) 2d Lt. Robert E. Steele, 0[illegible]8 [illegible], assigned from 92d Repl. Depot 21 Nov 44 (Par 3, SO 325, Hq Thirteenth AF). Assigned to duties as Squadron Operations Officer.

b. Command relationships, including changes, with:

(1) Next higher headquarters.

(a) XIII AF Sv C (Sec I, GO 69, Hq Thirteenth AF, 26 Jul 44.)
(b) 5230th Composite Rescue Gp (P) (GO 115, Hq Thirteenth AF, 21 Oct 44).

(2) Subordinate Units:- None
(3) Other Services:- None.

c. Resume of movements:

(1) Date of arrival and departure from each station:
Squadron Headquarters activated at Los Negros on 26 July 44.
Departed Los Negros 13 Sept 44, arrived Hollandia 13 Sept 44.
Departed Hollandia 18 Sept 44, arrived Noemfoor 18 Sept 44.
Departed Noemfoor 20 Oct 44, arrived Morotai 20 Oct 44.
(For movements of boats see attachment.)

(2) Changes of station and purpose therefore.

(a) From Los Negros to Hollandia for temporary change of station to stage for movement to Noemfoor.
(b) From Hollandia to Noemfoor, permanent change of station.

(c) From Momfoor to Morotai, Permanent change of station.
(d) All changes of station for purpose of keeping boats in the most advantageous position, in relationship to Bomber Command and Fighter Command so as to be available for rescue work.

d. Names of campaigns participated in :

(1) Bismark-Archipelago Campaign (HD GO #10, 1944)-
(2) New Guinea Campaign (GO 18, USAFFE, 1945)

e. Chief military missions, service, engagements, with dates, places and name of commander participating: None

f. Losses in action (killed, wounded, missing, prisoner), giving names of personnel, with identification of place (or mission), circumstances and dates: None -

g. Awards to and decorations of members of reporting unit: None

15th AAF Emergency Rescue Boat Squadron 26 July 1944 to 31 December 1944.

2. Narrative Report.

On 26 July 1944 the 15th AAF Emergency Rescue Boat Squadron was activated. This was something new to the Thirteenth Air Force. There were thirteen (13) boat crews assigned to this new organization which were previously an organization in itself and dependent upon itself for administration and supplies. They were accused to shifting for themselves that it was a little hard for them to realize they were in a new organization and they seemed to resent this change.

During the first days of the 15th AAF Emergency Rescue Boat Sq there was very little actual change in the operation or the independence of the boat crews other than the consolidation of administration. July 26th found four type III (63') boats, (P-400, P-401, P-404 and P-407), present for duty at Los Negros. Three Type I (104') boats (P-110, P-111 and P-112) and six (6) Type III boats (P-399, P-403, P-411, P-412, P-416 and P-413) on TD at Guadalcanal with XIII Air Sv C. Lt. McCandlish, Master of P-399, was placed in command. Two Type II (78') boats (J-723 and J-724) assigned to XIII Air Sv C and Thirteenth AF were placed under control of the 15th AAF Emergency Rescue Boat Squadron for operation and maintenance only per SOP. Lt. Kinser, Master of P-404, was placed in temporary command at Los Negros during the absence of Lt. McCandlish who stayed with his boat at Guadalcanal. Lt. Karr and Cpl Cavanaugh joined the organization at their headquarters at Los Negros and made an attempt at straightening out all the squadron administration problems. Inasmuch as both Lt. McCandlish, Commanding Officer, and Lt. Kinser, acting Commanding Officer, were Masters of their boats, and there was only one officer and one enlisted man for shore personnel, it can readily be seen that insofar as the individual boats were concerned, they still had to shift for themselves.

Our squadron headquarters consisted of a borrowed pyramidal tent and our equipment which we have to work with consisted of one borrowed typewriter, one homemade file cabinet and one old footlocker which served as our field safe. Our personnel, one second lieutenant and one corporal. T/O & E 1-989, 15 Dec. 1944, authorized two (2) officers and two (2) enlisted men for shore personnel and equipped headquarters with one desk, two chairs, one typewriter and nothing else. With that equipment and personnel we were supposed to take care of an organization consisting of thirteen (13) boats thirty two (32) officers and seventy seven (77) enlisted men. Not a very encouraging situation.

At Los Negros we had four (4) boats present for duty, one of which was out of commission while awaiting a new engine. We had a very pleasant campsite near the water and boats tied up to a small dock. Most of the personnel quartered and messed on board, but there were a few sleeping and eating ashore. An Australian outfit (name and number unknown), stationed across the road to us were very friendly and helpful. Transportation was a large problem and they helped us out numerous times with trucks. They also furnished us transportation to the movies at night. The boats did not have any set patrols, but kept a constant radio watch with the tower to take any crashes. They were kept busy both in effecting rescues and evacuating wounded personnel from Manus where our forces were still fighting the Japs.

Guadalcanal presented a different story. There was very little actual rescue work to be done and the men were anxious to be moved to a more active location and start putting into practice what they had learned. For some reason their movement was delayed for a while. Meanwhile the boats were being used mostly for courier trips for XIII AF Sv C. The boats were tied up at Kukum Dock and the men built themselves a handy little place under the docks. Finally the orders to move arrived and there was a hustle and bustle to prepare for the movement. The orders read Hollandia.

Meanwhile the four boats at Los Negros were ordered to Nakaderre where the XIII Bomber Command was located. Squadron Headquarters remained at Los Negros still waiting for movement orders. That left the organization pretty well split up with boats spread all over the ocean from Guadalcanal to Hollandia, and later, Noemfoor. From here on there is a scramble of movements of different detachments and boats which can best be followed by the inclosed schedule of movement of each boat.

Headquarters had the unusual experience of being a boat squadron without any boats. There were present for duty one officer and one enlisted man present for duty. The rest of the organization was either on temporary duty or Detached service. Our boxes of typewriter and boats were returned to their respective owners, and our homemade filing cabinet shipped with spare engine parts. Our "Field Safe" was placed on board one of our boats for safe keeping. On 15 September movement orders arrived and we proceeded to Hollandia by C-47 to set up for our movement to Noemfoor. Headquarters quartered and messed with Hq Sq Thirteenth Air Force and didn't have much to do as we were still without any boats. On 19 Sept., after waiting fruitlessly for the arrival of boats form Guadalcanal, headquarters moved to Noemfoor via plane.

At Noemfoor we still did not have any boats until the arrival of P-401 and P-407 on Sept 24th. We found out from them that P-400 and P-404 were at Morotai awaiting dry-dock, but still we had no word of the boats from Guadalcanal.

Meanwhile Capt Greenwald was placed in command of the organization but squadron headquarters was not notified. Capt Greenwald located the Guadalcanal Detachment at Hollandia and then proceeded to Noemfoor to take command there. Soon after his arrival we moved to Morotai. Now the picture is beginning to brighten. Two boats at Noemfoor covering Bomber strikes from that island: Two boats at Sansapor covering fighter strikes: Three boats at Morotai covering Bomber strikes: and three boats at Biak awaiting dry docking.

Again Squadron Headquarters set themselves up in a borrowed pyramidal tent, but this time they were the proud possessor of their own typewriter. The filing cabinet never arrived but we now had a full-fledged field safe which was taken from P-33. We now had Capt Greenwald as our Commanding Officer and four enlisted men with old 403s.

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All shore personnel were quartered and messed with the 2d Emergency Rescue Squadron. The 5230th Composite Rescue Group was formed and the 15th and 2d were placed under their control. Bomber Command ceased operation at Noemfoor and the boats there were ordered to proceed to Morotai. P-613 hit a minerhead and proceeded to Biak for repair while P-612 made the trip without mishap.

On Nov. 27th Lt Jenner was transferred into the organization and placed in command Nov. 28th. Lt. Steele, having just completed CCS in Brisbane, was transferred into the organization and was made Squadron Operations Officer. The shore personnel grew increasingly with a few crew members given shore duty for physical reasons, and new enlisted men being transferred into the squadron. Plans were being made to move Squadron Headquarters to the beach near the boats for closer supervision. For the first time since the activation of the squadron the outlook was rosy.

Let us stop for a moment and start of with truth. Supplies! It takes spare parts to keep an engine running and the correct lubricants and fuel to keep it in good running condition. We had neither of these. It takes organization equipment and organization to operate a Squadron Headquarters. We had neither of these. Our first large supply problem came at Noemfoor. When P-101 and P-407 arrived at Noemfoor they were badly in need of engine parts. P-[illegible] and P-404 were at Woendi awaiting repairs and also needed spare parts. Of the six boats that left Hollandia no word was heard as yet. The supply officer was sent to Finschhafen which was the largest supply base for small boat parts. The trip was only partially successful and alleviated the situation only by a small degree.

When Squadron Headquarters moved to Morotai we were required to set up our orderly room, house our men and supply the boats, which were located about 8 miles away. To do this we had no tents to house our men or construct an orderly room and no vehicles to haul rations and supplies. The 2d Emergency Rescue Sq. was ordered to house our men temporarily and loaned us a tent for the Orderly Room. Transportation was our main problem at that time. For the first [illegible] weeks we were unable to procure any vehicles other than borrowing a jeep for an hour or two at a time. Inasmuch as our T/O and E did not call for any vehicles we could not draw any. When the 321st Serv Sq arrived on the island they were immediately contacted and acquainted with our situation. They agreed to give us one jeep from the I & R pool. This, together with a ½ ton trailer borrowed from the 2d Emerg Rescue Sq. was made to serve all transportation problems for the while. This gradually grew until we had a weapons carrier and another Jeep to our motor pool. Then one jeep and our weapons carrier were taken away from us and we were again in sad straits. Finally we managed to get another jeep and a command car. To this was added a 1½ ton truck and a panel delivery car given to us by 5230th Composite Rescue Group. All vehicles were from the 1557th I & R pool and most of them were not in running condition when

we received them. Only thru the diligent efforts of Sgt Dellapella, our motor pool sergeant, were we able to keep the organization on vehicles.

Meanwhile, we had managed to procure tents, cots and other organizational impediment necessary to operate Squadron Headquarters, all this equipment being over our T/E authorization.

More and more boats kept arriving at Morotai, and again the necessity for engine and deck parts arose. This time the Supply Officer was sent to Finschafen for supplies. Whereas the trip was successful insofar as deck supplies were concerned, no engine parts were available.

Another drawback for the maintenance of boats was the lack of a dry-dock. In order to fix boat shafts and screws and give the bottoms periodic paintings, the boats had to be taken out of the water. Ever since the arrival of the boats in this theatre the boat skippers had to borrow dry-dock facilities from the Navy or any other source which was available. This proved very unsatisfactory as the dry-dock owners always took care of their own boats first which left our boats out of commission sometimes for months at a time. This situation was alleviated somewhat during the early part of Nov 44, when an understanding was made between the 13 Air Force and the Navy here at Morotai for equal priority on use of their drydock. This was the most satisfactory arrangement ever made but was still not quite as satisfactory as having our own place.

At the end of the year drew around it found squadron headquarters preparing to move to the beach near the boats. Spare parts were still critical, but through the diligent efforts of our engineers we were able to always keep enough boats in commission to cover bomber and fighter strikes and to make rescues.

L. [illegible]ENGER
1st Lt., Air Corps
Commanding

IRVING KARR
1st Lt., Air Corps
Historical Officer

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HEADQUARTERS
15TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719

27 February 1945

Mission Report P-813

About the most interesting trip I can recall, happened at Guadalcanal, on July 12, 1944. The P-813, with full crew aboard, had just returned from dry dock at Carter City, where we had undergone minor repairs.

I would say we had been back no longer than a half hour, when we got a call of a crash. Our boat, along with the P-399, was assigned to the rescue, so we proceeded as directed by Kukum Tower.

The scene of the crash was approximately sixty miles from the base on the Eastern end of Guadalcanal about six miles inland. This is a thickly jungled area and unoccupied at the time by any of our troops. A C-47 with fourteen men aboard was our objective.

With the help of another C-47, we were directed to the scene of the crash by blinker light. Radio communications were not established, which only increased the difficulty. When finally we had gone as far as possible by water, we dropped anchor and a party from both boats was formed and proceeded to search ashore. The search was a difficult one due to the thick Jungle and progress was slow. We searched until dark and had found nothing, so we decided to make camp for the night rather than waste time returning to the boats, and resume our search in the morning.

After spending a sleepless night, due to the mosquitoes and the prevailing rain, we resumed our search at the first sign of dawn. Two more hours of desperate searching had lapsed when at last, two of our men sighted the crashed plane. Out of the fourteen men aboard, only one remained alive, the others were killed instantly. While medical care was given to the survivor, the others were buried close by. It was impossible to bring all of the bodies back to the base due to the lack of men and the thick jungle we had to go back through. The wounded man was put on a litter and returned to the boat and we proceeded back to our base. Upon arrival an ambulance took our patient and he was transferred to the 9th Station Hospital for further care.

I chose this instance because it was different from most rescues made by crash boats, due to the fact that much of it took place on land instead of water alone. Both crews behaved remarkably well and all did their jobs to their utmost efficiency I am proud to say our boat partook in this mission.

/s/Clyde E. Lorton
/t/CLYDE E. LORTON
2d Lt., Air Corps

A True Copy.

IRVING KARR, 1st Lt., Air Corps

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HEADQUARTERS
15TH AIR FORCE AIR-SEA RESCUE BOAT SQUADRON
APO 719

23 February 1945

Mission Report P-399

The call to perform mission of investigating crashed plane on beach, one quarter mile north of Galela Village, Halmahera Island, was received by this boat at 0935, 13 Dec 44. We arrived at the scene of crash at 1020 and was informed that Navy PBY was landing to take off injured pilot. The PBY was forced to take off immediately due to very heavy enemy fire from 20 (?) shore batteries. These batteries were set up to produce a cross fire. We were informed to use extreme care by circling planes as we moved in towards the beach.

On the first run in we found that the enemy did not open fire until we crossed a certain point about 100 yards from fire although we were still within their range. On the first run in we prepared to put life raft over the side and go in for the man, who was clearly seen on the beach, about 10 yards from the sea which was at low tide, lying near the wrecked plane. We saw him wave to a buzzing plane but it was apparent that he was very seriously hurt as he could not move to a small raft that was near him and could not inflate "life vest" and make an attempt to get to the water.

In order for strafing planes to locate gun emplacements it was necessary for us to fake runs in to the beach to draw their fire so that they could be spotted from the air. This was accomplished and the fighter coverage did a magnificent job of low altitude strafing, not only of the emplacements, but also of the entire area around the crashed plane. This boat continued to strafe beaches and woods back of plane and after faking movement out to sea, went on run into beach. The port engine quit due to, we found later, a cracked rotor in the distributor. We run into approximately 70 yards off and went aground in sand and mud. M/Sgt George Jopson and Cpl William Chaney jumped over the side and started to swim towards the beach. When they were approximately 20 yards from the boat snipers began to fire on them and the boat, mostly concentrating on the men in the water. The shore batteries were either knocked out or could not bring their guns to bear, temporarily. It was soon apparent that the two men in the water would not make the beach through the fire so they were brought back to the boat to go outside of the crossfire to formulate another plan to get the man off the beach. It was apparent that the enemy was using the pilot on the beach to decoy us into a trap. We called for PT boats to be sent out to lay down a smoke screen behind the crashed plane and to furnish us with additional fire power. At least 8 fighter planes continued to strafe gun emplacements. The P-40S came along side and Warrant Officers Roberts and Gray came aboard. Mr. Gray began work of getting port engine running. The PTs arrived and PT 162, Lt Miller in command, tied along side of this boat and the plan for screening was agreed upon. They were to lay off shore and to cover for

as we went in and put men ashore. PT 162 made a starboard strafing run and PT 365 laid the screen which was effective. PT 162 and P-399 drew heavy shore fire from both 90 MM and what is believed to be Mortars. We went in at full throttle and again ran aground. Again Sgt Jepson and Cpl Chaney swam toward the beach and as the tide had risen considerably we were within 50 yards of the beach, the fire was intense but they did not seem to get our range, firing over us and to our starboard. PT 365 suffered minor casualties to seven men due to shrapnel. Both the pilot and most of the plane was awash and Sgt Jepson called back that from every appearance the man was dead. Seeing that they could in no way help the man on shore, they were within 20 yards of him, they returned by lifeline to the boat and were hoisted aboard. We made a run and got outside of the fire zone receiving only one small hit from a small piece of shrapnel.

We conferred with the planes by radio to ascertain if they could judge the condition of the pilot. They made very low runs over him and reported back that they believed him dead. The PT skipper stated that he was of the same opinion and that he believed that there was nothing we could do for the pilot. We relayed this information to the control tower and were ordered back to the base at 1635.

I wish to point out the fine cooperation between tower, planes and surface craft and have commended the following men for the superior performance of their duty and for the bravery and courage shown in their action to complete this hazardous mission: T/Sgt George L. Jepson, Pilot: S/Sgt Homer L. Baker, Medic and gunner: S/Sgt Reuben Barzow, Radioman: Sgt Ronald Albrecht, cook and gunner: also Warrant Officers John Cranston, Paul Roberts, and James Gray. Sgt Wood aided although not a member of this crew gave very valuable assistance in this operation.

E. A. MC CANDLISH
1st Lt., Air Corps

A True Copy.

IRVING HARR
1st Lt., Air Corps

SECRET

HEADQUARTERS
15TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719

23 February 1945

Mission Report P-400

One of the interesting trips of the P-400 occured while stationed at Los Negros Island of the Admiralty Group. At noon time on 13, August 1944 we were directed to proceed to Cubanu Village to get a seriously wounded soldier located in that vicinity. The soldier was a member of a patrol operating about 14 miles inland from Cubanu village. Cubanu is located at the mouth of a river about 60 miles west of Los Negros Island. A native guide was furnished to direct us through the maze of reefs which lie between the two places. We had no one on board who could converse with the natives, but managed to get by on sign language. The first natives knew the waters only half way so it was necessary to stop and procure additional guides for the remainder of the trip. Upon arriving at the village we learned that a party of twenty natives had gone up the river to help bring out the wounded soldier. We laid to off the river mouth for about two hours when the party finally came into view. The patient was transferred aboard with considerable difficulty due to rough water, his critical condition, and the combined weight of the patient and litter which was about three hundred pounds.

The soldier had been shot at night by one of his own patrol when he failed to answer a challange. The bullet entered just above his heart and emerged from his back leaving a terrible wound. The patient was bathed, treated for shock, loss of blood, and his wounds cleaned and dressed while enroute from Cubanu to Los Negros Island.

The significant element of this mission is not the part played by the rescue boat, but the part played by the natives. The natives of this region are an intelligent and husky type. Without the guides we could not have traveled at more than one quarter speed because of uncharted reefs. By utilizing their knowledge of local waters we were able to travel at full speed most of the way. The same is true of the jungle rescue party. We understood the soldiers had traveled but a few hundred yards in four hours with their heavy burden through the jungle. On the other hand, when the native party took over they did not once stop in twelve hours and traveled over fourteen miles in that time. I consider the natives more than ourselves responsible for saving this mans life.

MARVIN C. FELSER
WOJG USA
Master P-400

A True Copy. IRVING RACE, 1st Lt., Air Corps

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HEADQUARTERS
15TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719

23 February 1945

Mission Report P-407

The P-407 with Lt. Carl H. Luttig in command was on duty at Los Negros from June 16, 1944 to August 31, 1944. While at Los Negros on July 31 the P-407 was at the dock waiting for General Street party to arrive but at 1200 the Generals aide called the trip off due to bad weather.

At 1220 we received a call that there was two crashes approximately 30 miles from Hyane Harbor on a bearing of 055 degrees magnetic. We were underway immediately for that position along with the P-401. Our E.T.A. was 1505 at the position of crash, at a speed of 26 knots. At 1300, Daddy, the operations sector informed us that a PBY had picked up one man, Lt Ryan, RAAF, and requested that the P-407 proceed to position 63 miles from Hyane, on same bearing. The P-401 was told to return to base. Our new E.T.A. was 1455.

At 1400, the PBY was overhead following and passed us on same course. At 1415 we sighted oil slick and saw PBY circling it. The weather was getting bad and the visibility was poor.

Our speed was 31 knots instead of 26 and we circled the oil slick and found debris and meat at 1430. We picked it up and upon examination found it to be flesh meat with ribs attached, and had an unusually sweet odor. We concluded that it could possibly be human flesh and reported it to Daddy.

At 1515 we received a call from PBY that they had sighted pilot on a raft but they could not land because of rough water and poor visibility. They gave us a course of 75 degrees and at 1530 we picked up the pilot F/O Barry, 79th Fighter Squadron. He was in very good condition and required no medical treatment.

At 1540 we were underway again on return to base, on course of 255 degrees. At 1555 we changed course to 235 degrees, E.T.A. 1915, speed 17 knots, the visibility was 50 yards in a driving rain. The wind was strong, blowing to our starboard and the seas was very choppy. At 1830 a sudden opening in the clouds revealed Manus abeam, and we changed course to 320 degrees for one or two miles. The visibility was now 40 yards and shore line was unknown so we proceeded on a course of 90 degrees.

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15th AAF Emergency Rescue Boat Squadron, APO 719, Mission Report P-407
28 Feb 45.

We then called Daddy for remote field lights to be turned-on to give us a target but we could not see them through the storm. Daddy gave us a Radar bearing which brought us within sight of the lights. Then we slowly worked our way along the coast line and into the narrow channel at Hyane Harbor with no visibility, moving directly into a steady down pour of rain. At 1930 we tied up at the dock and discharged our passenger to an ambulance.

A True Copy.

Irving J Rain

IRVING RAIN
1st Lt., Air Corps

1758

SECRET.

HEADQUARTERS
15TH AAF EMERGENCY RESCUE BOAT SQUADRON
APO 719

28 February 1945

Mission Report P-111

On the 16th of December 1944, at 15:30, we the crew of the P-111; Lt Col Ford, Lt. Jenner, PBY Pilot, crew chief, maintenance force and a Dutch interpreter left for Makalehi Island. The purpose of our mission was to salvage a forced down PBY. The plane was needed badly for rescue operations at Morotai. On the following morning at approximately 07:00 we spotted two Jap Bettys directly overhead. General quarters were sounded, the Japs kept on their course evidently not seeing us. At 08:00 we sighted what we believed to be a floating mine, our crew tried out their fifties sinking it. At 10:00 we arrived at Makalehi sighting our plane ashore.

The native chief of the island came aboard our craft, relating the following incidents prior to our arrival. The Japs had come in a motor launch from a neighboring island, armed with axes and other tools of destruction. They cut the cables, smashed the instrument panel and chopped holes throughout the fuselage. The Dutch interpreter gave the native chief our thanks while we made preparations for going ashore. The rafts were lowered and our party scampered down into them heading toward the wrecked plane. We found the plane in the condition the native chief so amply described. After finding every thing safe, the skipper secured from General Quarters. The crew chief and his force set to work to retrieve whatever parts or instruments they found salvagable.

Our next difficulty arose in finding anchorage. We had to go out to sea for a few miles and then drift, while we drew gasoline from 55 Gallon drums on deck. By this time we drifted too close to the reefs and had to repeat the same operation. At 15:00 all operations ashore were completed, equipment was loaded and our party boarded our craft. The native chief informed our interpreter that he had sent an emissary to inform the Japs of our departure. We hastily searched for the said native and located him at sea. We fired a few warning bursts above his sail, cutting him off from land. Apprehending him and turning him back with mission uncompleted. ~~Phil above their heads.~~ Our guide insisted that they all be shot for collaboration with the Japs. Nevertheless his wishes weren't fullfilled.

At 08:30, December 18th, a plane signalled us, we answered with the code letter of the day. He failed to acknowledge us and in turn we altered our course 30 degrees. At about this time shots were heard and fires seen on the horizon. We all concluded that these were Japanese barges, signalled by the Jap plane.

1758

15th AAF Emergency Rescue Boat Squadron, APO 719, Mission Report P-111, 26 Feb 45.

The Jap barges in their intent for the hill fired in all directions but ours. In the confusion of this melee we scurried off safely to our base.

/s/ Michael J. Bogacz
/t/MICHAEL J. BOGACZ
WOJG
Officer in Charge
P-111

A True Copy.

Irving Kerr

IRVING KERR
1st Lt., Air Corps

1760

CONFIDENTIAL

26th AAF AIR FORCE EMERGENCY
RESCUE BOAT CREW TYPE III

AFO 719
23 July 1944

MONTHLY INTELLIGENCE SUMMARY NO. 1

Period 1 July 1944 to 23 July 1944

I

INDIVIDUAL CASES: Negative.

II

RUMORS: Negative.

III

PROPAGANDA ACTIVITY: Negative.

IV

MORALE: The morale of this unit is fair with the exception of S/Sgt Ruben Barzow, ASN 32441899, who is being replaced. It is the opinion of the undersigned that the morale would be improved if the personnel believed that the United States would benefit materially by this war through the acquisition of territory containing natural resources.

V

UNIT COVERED BY THIS SUMMARY: 26th AAF Emergency Rescue Boat Crew Type III.

VI

POSITIVE SECURITY MEASURES: Negative.

VII

REMARKS: This organization is disbanded and redesignated as a part of the 15th AAF Emergency Rescue Boat Squadron, AFO 719, effective 26 July 1944.

WARREN H. KINSER,
2nd Lt., Air Corps,
Intelligence Officer.

CONFIDENTIAL

CONFIDENTIAL

15th ARMY AIR FORCE EMERGENCY
RESCUE BOAT SQUADRON

CONFIDENTIAL SUMMARY NO. 1 APO 719.

Period 26 July 1944 to 31 August 1944
Date 31 August 1944.

I.

INDIVIDUAL CASES: None.

II.

RUMORS: None

III.

PROPAGANDA ACTIVITY: None.

IV.

MORALE: Very Good.

V.

UNITS COVERED BY THIS REPORT: 15th Army Air Force Emergency Rescue Boat Squadron.
APO 719

VI.

POSITIVE SECURITY MEASURES: All classified material kept in safe place.

VIII.

REMARKS AND SUGGESTIONS: None.

IRVING HANK,
2nd Lt., Air Corps,
Intelligence Officer.

CONFIDENTIAL

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

HEADQUARTERS
16th AAF Emergency Rescue Boat Squadron
APO 719

[illegible] INTELLIGENCE SUMMARY NO. 2 APO 719

Period: 1 Sept 44 to 30 Sep 44.
Date 30 Sep 44

I.

INDIVIDUAL CASES: None

II.

[illegible]ORS: None.

III.

PROPAGANDA ACTIVITY: None.

IV.

MORALE: Very Good.

V.

UNITS COVERED BY THIS REPORT: 16th AAF Emergency Rescue Boat Squadron, APO 719

VI.

POSITIVE SECURITY MEASURES: All classified material kept in a safe place.

VII.

Remarks and questions: This headquarters was out of contact with the rest of the Squadron during the period covered due to movement of headquarters.

IRVING KARR,
2nd Lt., AC,
Intelligence Officer.

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

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

HEADQUARTERS
15TH AAF EMERGENCY RESCUE
BOAT SQUADRON
APO 719

MONTHLY INTELLIGENCE SUMMARY NO. 3 APO 719.

Period: 1 October 1944 to 31 October 1944.

Date 31 October 1944.

I.

INDIVIDUAL CASES: None.

II.

RUMORS: None.

III.

PROPAGANDA ACTIVITY: None.

IV.

MORALE: Very Good.

V.

UNITS COVERED BY THIS REPORT: 15th AAF Emergency Rescue Boat Squadron, APO 719.

VI.

POSITIVE SECURITY MEASURES: All classified material kept in a safe place.

VII.

Remarks and Questions: This headquarters was out of contact with the rest of the squadron during the period covered due to the movement of headquarters.

IRVIN KARR,
2nd Lt., AC,
Intelligence Officer.

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

CONFIDENTIAL

HEADQUARTERS
15TH AAF AIR-SEA RESCUE
BOAT SQUADRON

DAILY INTELLIGENCE SUMMARY NO. 5 APO 719

Period 1 December 1944 to 31 December 1944 DATE 31 December 1944

I.

INDIVIDUAL CASES: Sgt Rudy J. Kistner, 36480741, transferred to this command per par 8, SO #352, Headquarters Thirteenth Air Force. Informal Memorandum In Service Record requested A-2, XIII Air Force Service Command be notified when subject enlisted man was transferred. A-2 XIII Air Force Service Command notified but claimed no knowledge of enlisted man. A-2, Thirteenth Air Force notified with same result. Headquarters Squadron, Thirteenth Air Force contacted for previous file but none was found. Confidential Indorsement forwarded with Service Record referred to ltr., Hq USAFISPA, Office of the AC of S, G-2, APO 502, Subject: "Kistner, Rudolph J., 36480741." Assistant A-2, Thirteenth Air Force, Captain Guzick, indicated he would investigate matter Further. S-2, 63rd Composite Rescue Group notified of investigation. No positive action being taken other than close watch over personal mail of subject enlisted man until further information obtained.

II.

ACTIONS: None.

III.

PROPAGANDA ACTIVITY: None.

IV.

MORALE: Very good. More boats have arrived at this station and men are not required to work such long hours. A few rescues have been made and men have made some interesting runs. All this has helped to raise morale of troops.

V.

POSITIVE SECURITY MEASURES: All classified material kept in field safe. Charge of Quarters on duty in Orderly Room at all times.

VII.

REMARKS AND QUESTIONS: None.

IRVING HARR,
2nd Lt., Air Corps
Intelligence Officer.

CONFIDENTIAL

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 18th AAF Emergency Rescue Boat Squadron, P-616

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-616	Guadalcanal	6 Sept 44	Hollandia	2 Oct 44
P-616	Hollandia	24 Oct 44	Noemfoor	29 Oct 44
P-616	Noemfoor	24 Nov 44	Biak	24 Nov 44
P-616	Biak	18 Dec 44	Morotai	22 Dec 44

1766

SECRET

A/6/ljf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 13th and Base Under [illegible] Post Squadron, P-613

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-613	Guadalcanal	3 Sept 44	Hollandia	2 Oct 44
P-613	Hollandia	24 Oct 44	Samsapor	31 Oct 44
P-613	Samsapor	1 Dec	Morotai	1[illegible] Dec 44

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 10th AAF H'quarters Service Unit 3 weekly, P-612

UNIT	FROM	DEP. DATE	TO	ARR. DATE:
P-612	Guadalcanal	6 Sept 44	Hollandia	20 Oct 44
P-612	Hollandia	24 Oct 44	Samar	31 Oct 44

SECRET

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 15th AAF Emergency Rescue Boat Squadron, P-611

UNIT	FROM	DEP. Date	TO	ARR. DATE:
P-611	Guadalcanal	8 Sept. 44	Hollandia	2 Oct 44
P-611	Hollandia	24 Oct 44	Biak	26 Oct 44
P-611	Biak	31 Oct 44	Woendi Island	31 Oct 44
P-611	Woendi Island	2 Dec 44	Biak	2 Dec 44
P-611	Biak	18 Dec 44	Morotai	22 Dec 44

1769

SECRET A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 165th AAF Emergency Rescue Boat Squadron, P-407

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-407	Guadalcanal	6/3/44	Los Negros	6/17/44
P-407	Los Negros	8/31/44	Wadke	9/6/44
P-407	Wadke	9/23/44	Noemfoor	9/25/44
P-407	Noemfoor	11/2/44	Morotai	11/8/44

SECRET

A/C/ljf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 15T AAF Engineering Service Squadron, P-406

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-406	Guadalcanal	Sept 6, 44	Hollandia	Oct 2, 44
P-406	Hollandia	Oct 24, 44	Noemfoor	Oct 29,44
P-406	Noemfoor	Nov 24, 44	Morotai	Nov 28,44

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 14th [illegible] Bomber Group, Land, Squadron, P-40's

UNIT	FROM	DEP. DATE	TO	ARR. DATE:
P-40's	Los Negros	31 Aug 44	Noemfoor	3 Sept 44
P-40's	Noemfoor	23 Sept 44	Wakde	24 Sept 44
P-40's	Wakde	20 Oct 44	Morotai	23 Oct 44

1772

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: ~~EXCEL~~ 165th AAF Base Unit Squadron P-401

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-401	Admiralty Is. Los Negros	31 August 44	Wakde Is	6 Sept 44
P-401	Wakde Is	24 Sept 44	Noemfoor	26 Sept 44
P-401	Noemfoor	16 Oct 44	Biak	16 Oct 44
P-401	Biak	1 Dec 44	Morotai	21 Dec 44

1773

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 15th AAF Base [illegible] Squadron, P-400

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-400	Guadalcanal	6 June 44	Los Negros Is	17 Jun 44
P-400	Los Negros Is	31 Aug 44	Wakde Is	5 Sept 44
P-400	Wakde Is	24 Sept 44	Middleburg Is	12 Dec 44
P-400				

SECRET

A/6/ljf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 15th AAF Emergency Rescue Boat Squadron, P-399

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-399	Guadalcanal	6 Sept 44	Hollandia	2 Oct 44
P-399	Hollandia	24 Oct 44	Biak	31 Oct 44
P-399	Biak	29 Oct 44	Noemfoor	29 Oct 44
P-399	Noemfoor	1 Nov 44	Sansapor	2 Nov 44
P-399	Sansapor	6 Nov 44	Morotai	7 Nov 44

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 15th AAF Emergency Rescue Boat Squadron, P-112

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-112	Guadalcanal			
No Movement				

1776

SECRET

A/6/ljf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 15th AAF Emergency Rescue Boat Squadron, P-111

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-111	Russell	29 Sept 44	Guadalcanal	28 Sept 44
P-111	Guadalcanal	28 Oct 44	Morotai	12 Dec 44

SECRET

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 18th [illegible] Squadron, P-110

UNIT	FROM	DEP. DATE	TO	ARR. DATE
P-110	Guadalcanal			
	To Norumbt			

1778

SECRET

A/6/1jf

XIII AIR FORCE SERVICE COMMAND

MOVEMENTS: 15th AAF Emergency Rescue Boat Squadron

UNIT	FROM	DEP. DATE	TO	ARR. DATE
Activated			Los Negros	26 July 44
Squadron Headquarters	Los Negros	15 Sept 44	Hollandia	15 Sept 44
Squadron Headquarters	Hollandia	19 Sept 44	Noemfoor	19 Sept 44
Squadron Headquarters	Noemfoor	20 Sept 44	Morotai	20 Sept 44

Sq-Desc. 8. 15-111
Trav. 45

DECLASSIFIED
DOD DIR 5200.9

MICROFILMED
6255-24

SECRET RESTRICTED SQ-RESC-B-15-HI

HEADQUARTERS
THIRTEENTH AIR FORCE
Historical Section
APO 719

JAN 1945
SECURITY INFORMATION
SECRET

Rating B

Checked by CBH.

REPORT ON UNIT HISTORY

Date 6 Apr 45

Name of Unit 15th AAF Emerg Rescue Boat Sq

APO 719

Period Covered January 1945

An item checked in the column "Correct By Forwarding Supplement", or thus requested in the Remarks section, means that corrective action must be taken promptly (within 10 days) in accordance with par 13, Thirteenth Air Force Regulation No. 80-15, 14 August 1944.

CORRECT	
By Forwarding Supplement	In Next History

Expand narrative (par 10, Reg 80-15)

Describe briefly background of operations (par 10 a, Reg 80-15)

Describe difficulties encountered (par 10 g, Reg 80-15)

Include supporting documents, 2 copies for establishment of basic facts (par 11, Reg 80-15)

Furnish photographs, maps, 2 copies (par 13 f, Reg 80-15)

Identify photographs properly (par 13 f (1), Reg 80-15)

Reduce statistical information to Tables and Charts and include as appendices

More detailed information necessary on movements and location of unit's detachments

Mount Photographs on letter size paper

Remarks:

Refer to our recent conference in Group Hq with Capt Harper, etc. On all supporting documents, place sufficient information to enable the document to be replaced with the history in case they are separated (i.e. name of unit, date or chart, month of history to which it is attached, etc).

[redacted]

Benjamin E. Lippincott

1223-1

SECRET
SECURITY INFORMATION

BENJAMIN E. LIPPINCOTT
Major, Air Corps
Historical Officer

SECRET

[illegible]
[illegible] Squadron
APO 719

[illegible] February 1944

SUBJECT: Organizational History.

TO : Commanding General, Eighteenth Air Force, APO 719
Attention: Historical Section.
THRU: Commanding Officer, 5230th Composite Rescue Group, APO 719.

1. Outline facts.

a. Organization of unit.

(1) Original designation of unit.

(a) Same as previous report.

(2) Station.

(a) Same as previous report.

(3) Date and place of activation of unit.

(a) Same as previous report.

(4) Sources from which personnel are drawn, original cadre and fillers.

(a) Same as previous report.

(5) Activation, assignment, attachment, transfer prior activation, redesignation of units, changes should be S/O, etc.

(a) P-400 and P-39Q, attached for rations, quarters and administration from 14th Rescue Boat Squadron per Par 2, SO #6, headquarters 5230th Composite Rescue Group, 25 January 1944.

(6) Strength, Personnel.

	Boat Personnel		Shore Personnel	
	EM	O	EM	O
(a) At beginning of period	88	23	18	6
(b) Net increase or decrease	0	0	10	1
(c) At end of period	88	23	28	7
(d) Total (EM & O)	111		35	

SECRET

1784

165th AAF Base Headquarters and Squadron, 1 January 1941 to 31 January 1946.

(7) Strength, Power.

(a) Numerical [illegible] of period, by types.

1. 1a - Type III
2. 8 - Type II
3. 4 - Type I

(b) Any changes during period, by types, including number of hr.

1. Thrust output:
2. Thrust horsepower, rear, [illegible]: None

(c) Other material or personnel changes.

1. 1a - Type III
2. 8 - Type II
3. 4 - Type I

(8) Source of supply and method during period.

(a) Shift in previous ratio of following types:

1. 1a Liaison from Type [illegible] to Quartermaster Officer.
2. 1a Utility from Type [illegible] to Quartermaster Supply Officer.
3. 1a Trainer from Type [illegible] to Base Supply.

b. Changes in [illegible] ship [illegible] during period:

(1) [illegible] for Headquarters.

(2) [illegible]

(3) Subordinate units.

(a) None

c. Reasons for changes.

(1) Date of arrival and departure from each station.

(a) P-51 departed Morotai 15 January 1945, arrived Guiuan, Samar 16 January 1945, per par 1, SO #16, Hq Thirteenth AF.
(b) P-400 departed Samar 21 January, arrived Morotai, 22 January 1945, per par 1, SO #16, Hq Thirteenth AF.
(c) P-112 departed Guadalcanal 24 January 1945, enroute to Morotai, per par 1, SO #16, Hq Thirteenth AF.

1785

18th AAF Emergency Rescue Boat Squadron, 1 January 1945 to 31 January 1945.

(2) Changes of station and purpose therefore.

(a) None.

d. Names of campaigns participated in, with dates.

(1) None since last report.

e. Chief military missions, sorties, encounters, with dates, places and name of commander participating.

(1) None.

f. Losses in action (killed, wounded, missing, prisoner) giving names of personnel, with identification of place (or mission), circumstances and dates. None.

g. Awards to and decorations of members of reporting unit. None.

2. Narrative report.

a. During the [illegible] of January the [illegible] Squadron [illegible] from [illegible] Island to [illegible] Island. [illegible] Type I (), [illegible] Hospital, [illegible] Type III [illegible]. One Type III boats at Orotai, three or four were continually [illegible] ditching to look for [illegible] Hospital for repair. In addition to patrolling the waters, our boats were called upon for various duties such as evacuation of pilots and natives from nearby islands and other parts of Morotai; landing native troops on Halmahera; etc.

b. Three boats at Orotai were placed on duty daily. One made an orbit of west coast of Kaoe Island, one patrolled 10 miles off Cape Gila and one stood by on the dock for emergency calls. The boats at Sansapor did not have any daily patrols but kept constant radio watch and were available for any missions.

(1) Five persons were rescued from a B-25 crash at [illegible] Sansapor and Middleburg, seven sick people were evacuated to hospitals and several reported Snafus were investigated with no results.

c. Two Type II (85') boats were attached to us from the 18th AAF Emergency Rescue Boat Squadron and they were placed on patrols which relieved our boats somewhat. The Type II boats have a much lower range than the Type III boats and they were readily available for any long range missions.

d. On 17 January 1945 Squadron Headquarters moved from the 2nd Emergency Rescue ~~Boat~~ Squadron area to an area on the beach near where the boats were docked. Very little help was furnished by the Engineers so that few shore personnel available were forced to clean and construct the whole area manually, using only native tools and borrowed tools. This movement put Squadron Headquarters in a much more favorable position for better control of the boats. The morale of all though seemed to increase with the movement as it gave them an area of their own which they had built themselves.

1786

10th AAF Unor one-[illegible] Boat Squadron, 1 January 1945 to 31 January 1945.

[illegible]
1st Lt., Air Corps
Commanding

IRVING KAHN
1st Lt., Air Corps
Historical Officer

1787

CONFIDENTIAL

HEADQUARTERS
[illegible] Air Base Sq. Squadron
APO 745

[illegible] Bulletin No. 9

Period 1 January 1945 to 31 January 1945 DATE 31 January 1945

I.

[illegible] Good.

II.

[illegible] None.

III.

[illegible] None.

IV.

[illegible]: Very Good. Organization Headquarters has moved their area to the ocean boarding location of the boats. This enables much closer cooperation and association between crew and boat personnel. Both personnel are also able to participate in facilities in squadron area until the first time for many of them such facilities are available. The largest factor remaining is the filling from the canal of the rest of the area. Approximately 50 more boats to [illegible] running condition.

V.

[illegible] 10th AAF Emergency Rescue Squadron.

VI.

[illegible] All classified material kept in Vault safe and Chief of Quarters on duty in Orderly Room at all times. Daily security information distributed to boat Skippers.

VII.

[illegible] None.

[illegible] ZAHN,
1st Lt., Air Corps,
Intelligence Officer.

CONFIDENTIAL

1788

[redacted]

Sg-RESC-8.15-11.1
Feb-45

EX-1

DECLASSIFIED
DOD DIR 5200.9

[redacted]

62722-9

59-RESC-B-15-H 1

FEB 1945

[redacted]
HEADQUARTERS
THIRTEENTH AIR FORCE
Historical Section
APO 719

SECURITY INFORMATION

Rating B plus SECRET REPORT ON UNIT HISTORY Date 6 Apr 45

Checked by CBH

Name of Unit 15th AAF Emerg Rescue Boat Sq

APO 719

Period Covered February 1945

An item checked in the column "Correct By Forwarding Supplement", or thus requested in the Remarks section, means that corrective action must be taken promptly (within 10 days) in accordance with par 13, Thirteenth Air Force Regulation No. 80-15, 14 August 1944.

CORRECT	
By Forwarding Supplement	In Next History

Expand narrative (par 10, Reg 80-15)

Describe briefly background of operations (par 10 a, Reg 80-15)

Describe difficulties encountered (par 10 g, Reg 80-15)

Include supporting documents, 2 copies for establishment of basic facts (par 11, Reg 80-15)

Furnish photographs, maps, 2 copies (par 13 f, Reg 80-15)

Identify photographs properly (par 13 f (1), Reg 80-15)

Reduce statistical information to Tables and Charts and include as Appendices

More detailed information necessary on movements and location of unit's detachments.

Mount Photographs on letter size paper

Remarks:

See January Remarks.

1222-8

[redacted]

Benjamin E. Lippincott

BENJAMIN E. LIPPINCOTT
Major, Air Corps
Historical Officer

[redacted]
SECURITY INFORMATION

1783

SECRET

HEADQUARTERS
1ST MAP REPAIR DEPOT REGT AREA SQ ADJT
APO 713

8 March 1945

SUBJECT: Organizational History, 1 February 1945 to 28 February 1945.

TO : Commanding General, Thirteenth Air Force, APO 713
Attention: Historical Section.
THRU: Commanding Officer, 5250th Composite Rescue Group, APO 713.

1. Outline facts.

a. Organization of unit.

(1) Original designation of unit.

(a) Same as previous report.

(2) Mission.

(a) Same as previous report.

(3) Date and place of activation of unit.

(a) Same as previous report.

(4) Sources from which personnel are drawn, original cadre and fillers.

(a) Same as previous report.

(5) Activation, assignment, attachment, transfer, reorganization, redesignation of units, changes caused by T/O & E, etc:

(a) P-42B, (Type II) P-62T and P-62B, (Type III) and J-2011, (Type IV) boats joined this organization at Leyte. P-42B, P-62T and P-62B assigned this organization per SO 342, FMF, 25 Dec 44. No orders received on J-2011.

(6) Strength, Personnel.

	Boat Personnel		Shore Personnel	
	EM	O	EM	O
(a) At beginning of period	36	25	18	8
(b) Net increase or decrease	1	3	1	1
(c) At end of period	37	22	19	7
(d) Total (EM & O)	109		26	

SECRET

1793

15th AAF Emergency Rescue Boat Squadron, 1 February 1945 to 28 February 1945. —

(7) Strength, boats.

(a) Number at beginning of period, by types.

1. 12 - Type III
2. 9 - Type II
3. 3 - Type I

(b) Net increase during period by types, including number lost.

1. Through combat: None.
2. Through accident, wear, age or transfer: None

(c) Number at end of period by types.

1. 12 - Type III
2. 9 - Type II
3. 3 - Type I

(8) Names of key personnel and changes during period.

(a) Same at previous report with following changes:

1. Lt Kinser from Boat Skipper P-404 to Operations Officer.
2. Lt Steele from Operations Officer to Quartermaster Supply Officer.
3. Lt Barber from Boat Skipper P-311 to Tech Supply.

b. Command relationship including changes with:

(1) Next higher headquarter.

(a) None.

(2) Subordinate units.

(a) None.

c. Record of movements.

(1) Date of arrival and departure from each station.

(a) P-112 departed Guadalcanal 23 Jan 45, arrived Morotai 13 Feb 45.
(b) P-312 departed, Sansapor 12 Feb 45, arrived Morotai 13 Feb 45
(c) P-101, P-404, P-406, P-311 and P-316 departed Morotai 10 Feb 45 for Victor 3 Operation. Date of arrival and final destination unknown.

(2) Changes of station and purpose therefore.

(a) None.

18th AAF Base Unit Motor Boat Squadron, 1 February 1945 to 28 February 1945.

d. Names of campaigns participated in, with dates.

(1) Unit cited for participation in New Guinea Campaign per USAFPOA 30 No. 18, 1945.

e. Chief military missions, sorties, and awards, with dates, pilots and name of commander participating.

(1) None.

f. Losses in action (killed, wounded, missing, prisoner) giving names of personnel, with identification of place (or action), circumstances and dates. None.

g. Awards to and decorations of members of reporting unit. None.

2. Narrative report.

a. Something new for this organization presented itself this month. On Friday, 9 February 1945, we were given notice to have five boats join Victor 3 Convoy at Sansapor. At the same time we were notified that Fighter Command had closed operations at Sansapor and had no further use for our boats based there. P-312 was in bad condition and was ordered to return to Morotai, while P-313 was to remain at Sansapor and join Victor 3 Operations together with P-401, P-404, P-406 and P-311 which were being dispatched from Morotai.

b. There was quite a hustle and bustle in preparation of readying four boats for the trip in a matter of a few hours. Provisions had to be taken aboard, necessary supplies provided, gasoline, oil, etc, all had to be taken care of. This was finally completed and early morning of 10 February found the four boats on their way.

c. The rumors, as usual, were rampant as to the final destination of Victor 3. We knew it was a convoy and readying for an invasion someplace. Upon the arrival of the boats at Sansapor they contacted the convoy and reported to the convoy commander. It was learned, to their disappointment, that the convoy at Sansapor was Victor 4 Operations and the convoy commander would not accept them.

d. Lts Gaggioner and Snell, Masters of P-401 and P-311 returned to Morotai by plane and reported their predicament to squadron headquarters. After much debate they were ordered to return to Sansapor and return all five boats to Morotai. A few days later we were very surprised to see their return, without their boats, and they told us that all five boats were gone and no one could be found that knew their destination.

e. A few days later we learned that Victor 3 was at Biak and we assumed our boats had joined the convoy there. Lts Gaggioner and Snell flew

/.

to Biak only to miss the convoy by a few hours and again had to return to Morotai.

f. The next we heard of our five boats was a request from the Fifth Air Force to use our five boats at Mindoro for rescue work. The permission was granted. Still no word has been heard from the boats themselves.

g. Meanwhile rescue operations were going on as usual at Morotai. Even the five boats that went to Sansapor proved their worth while at anchor at Sansapor. The evening after they arrived two barges collided in the dark and one sank. Our boats went into action immediately and all personnel were rescued. In addition to this the following table is submitted:

Boat No.	Flight Personnel Rescued	Ground Personnel Rescued	Natives Evacuated	Corpses Brought in
P-612	2	0	0	0
P-611	0	0	2	0
P-592	3	4	0	2
P-404	0	5	2	0
P-401	0	5	0	2
P-356	2	0	3	0
P-112	0	1	0	1

h. A few new engines have arrived and maintenance has been kept busy getting the engines ready for installation in the boats. This has been made difficult by the lack of a crane to lift the engines and shift them around. Some engine parts also have arrived from Guadalcanal and Biak and has relieved the maintenance situation quite a bit.

i. Having a squadron area near the beach proved its worth this past month. We have had quite a bit of rain on the island and, while practically every other outfit was located in a sea of mud, we were sitting high and dry. The fine coral and drainage to the ocean does rid of the water as fast as the rain comes down.

j. The vehicle situation is getting quite serious and it is getting to be a question of just a short time when we will have to do without. Efficient operation of the squadron is already seriously handicapped by the lack of transportation and it is becoming more critical daily. Everything we can do has been done in an effort to relieve the situation.

k. Four new boats arrived at Leyte and Lts Lorton and Wolk were placed on Temporary Duty at Leyte to take charge of the boats there. The four boats were P-428 (Type II) P-627 and P-628 (Type III) and J-2011 (Type IV). P-428, P-627 and P-628 arrived from the U.S. per FEAF GO 342, 1944. No orders have been received on J-2011, which is a 100 ft salvage boat. The boats arrived with only a skeleton crew and the rest of the crew are spread all the way from Finschaven and attempts are being made to have them join their boats.

SECRET

15th AAF Emergency Rescue Boat Squadron, 1 February 1945 to 28 February 1945.

1. With the arrival of men, boats, new engines and spare parts, more and more boats are being put into operation and our scope of activities is increasing. Plans are being formulated for future operations in a more forward area and we are anxiously awaiting the arrival of the rest of our boats from the U. S..

L. [illegible] EBNER
1st Lt., Air Corps
Commanding

IRVING RAUER
1st Lt., Air Corps
Historical Officer

SECRET

797



Sp. Proj. B. 15. HT
MAY - 45

DECLASSIFIED
DOD DIR 5200.9





6126-13

SECRET

HEADQUARTERS
THIRTEENTH AIR FORCE
Historical Section
APO 719

MAR 1945

Rating A

Checked by GHH

REPORT ON UNIT HISTORY

Date 17 May 45

Name of Unit 15th [illegible]

APO 719

Period Covered March 1945

SECURITY INFORMATION
SECRET

An item checked in the column "Correct By Forwarding Supplement", or thus requested in the Remarks section, means that corrective action must be taken promptly (within 10 days) in accordance with par 13, Thirteenth Air Force Regulation No. 80-15, 14 August 1944.

CORRECT	
By Forwarding Supplement	In Next History
	X

Expand narrative (par 10, Reg 80-15)

Describe briefly background of operations (par 10 a, Reg 80-15)

Describe difficulties encountered (par 10 g, Reg 80-15)

Include supporting documents, 2 copies for establishment of basic facts (par 11, Reg 80-15)

Furnish photographs, maps, 2 copies (par 13 f, Reg 80-15)

Identify photographs properly (par 13 f (1), Reg 80-15)

Reduce statistical information to Tables and Charts and include as appendices

More detailed information necessary on movements and location of unit's detachments

Mount Photographs on letter size paper

Remarks:

Excellent job. Only two suggestions: (1) In mission reports be sure to always give the organization of rescued personnel; (2) could you add a table giving statistical information on rescues for month?

[redacted]

BENJAMIN F. LIPPINCOTT
Major, Air Corps
Historical Officer

6426-13

1222-9

[redacted]

SECURITY INFORMATION
SECRET

	Per Period		Per Period	
	C	O	C	O
(a) [illegible] period	37	22	13	7
(b) [illegible] or [illegible]	43	15	16	8
(c) [illegible] or period	130	37	34	8
(d) Total (C + O)	270		43	

1802

S E C R E T

1. [illegible] Squadron, [illegible]

(7) [illegible]

(a) [illegible]

1. [illegible] III
2. [illegible] II
3. [illegible] I

(b) [illegible]

1. [illegible]
2. [illegible]

(c) [illegible]

1. [illegible] III
2. [illegible]
3. [illegible] I

(d) [illegible]

a. [illegible]

(1) [illegible]

(a) [illegible]

(2) [illegible]

(a) [illegible]

c. [illegible]

(1) [illegible]

(2) [illegible]

(a) [illegible]

S E C R E T

1803

SECRET

[illegible]

2. [illegible]

3. [illegible]

4. Lack in [illegible] of [illegible]

5. [illegible]

(1) [illegible]

[illegible]

(2) [illegible]

[illegible]

(3) [illegible]

6. [illegible]

[illegible]

[illegible]

SECRET

1804

[illegible] AAF Emergency Rescue Boat Squadron, 1 March 1945 to 31 March 1945.

A not unusual [illegible] to [illegible] Capt [illegible] and F/O [illegible], [illegible] They had [illegible] with [illegible] rations after a trip to [illegible]. Our Lt [illegible], our Tech Supply Officer, [illegible] his [illegible] clothes [illegible] in which his vehicle [illegible] Air Corps Supply, or Ordnance, in an attempt to keep our boats operational. Our [illegible] located in the center of a large mud puddle.

Our vehicles did not like the situation much either. It was [illegible] to [illegible] because of the mouth [illegible] our [illegible] and neither did the Jeeps. [illegible] would be fortunate to keep two, out of our five vehicles, running. This situation is becoming more critical daily and soon our efficiency [illegible] lowered because of lack of proper transportation. Only through [illegible] of all concerned [illegible] able to operate at all. [illegible] Jeep and trailer [illegible] Service [illegible] truck is the only means of [illegible] freight to our door. [illegible] to our boats [illegible] half day to accomplish a half hour's work because they have to wait on the other man.

[illegible] finally [illegible] P-4[illegible], P-4[illegible], P-408, P-411, and P-416, [illegible] five boats which left [illegible] Victoria Operations, [illegible] and found at Palawan, [illegible] busy patrolling the [illegible] and furnishing rescue protection for pilots in that area. P-423, one of our new boats, proceeded from Leyte to Palawan to work with our boats there. P-427 and P-425, also newly arrived boats, proceeded from Leyte to Samar, to work with the 5th Bomb Gp and to furnish rescue protection for that area. P-416, previously ordered to [illegible] to be unloaded, [illegible] and is proceeding to [illegible] for unloading.

More [illegible] have arrived and P-407 changed its engines and is now operational. P-415 [illegible] on the line and now has one new engine and is awaiting its second [illegible]. We are still trying to convince [illegible] the importance of furnishing us with Navy Symbol [illegible] oil in order to maintain our engines properly. So far we have been [illegible] to obtain the necessary oil from the Navy but that source is not always reliable. Our engineers have been doing a marvelous job of keeping the engines operational and oftentimes have to make their own tools to work with. A block and tackle, a coconut log, a few pieces of line, and they do marvels lifting engines and other heavy objects.

Our communications section has grown with the arrival of 2nd Lt Guy R. Notte, [illegible], our new communications officer. He immediately went to work and before we knew it we had two communications enlisted men transferred in. A few pieces of equipment, an what is laughingly called an [illegible] board by our engineer, and our communications section is now a full-fledged, working part of the organization.

S E C R E T

13th AAF [illegible] Rescue Boat Squadron, 1 [illegible] 1945 to 31 [illegible] 1945

The boats still left at this station, together with Squadron Headquarters, are still waiting for [illegible] orders. [illegible] Of course, [illegible] heart of civilization [illegible] the Philippines [illegible] a little to do with the impatience of our men. We also hear stories of plentiful supplies in the Philippines and [illegible] supplies [illegible] Morotai.

Pictures of our area, when we first moved in, together with pictures taken a month later, are attached to [illegible] of our living conditions. [illegible] in mind that this was put up [illegible] of [illegible] inadequate tools and [illegible] low, I believe that this [illegible] deserves plenty of credit.

[illegible] of the [illegible], for our co-workers, [illegible], this month. [illegible] is always [illegible] friendly [illegible]. [illegible] out of [illegible]. For further details on these [illegible] reports. Our number of [illegible] with [illegible] (62) [illegible], twelve (12) military personnel [illegible] and five (5) [illegible].

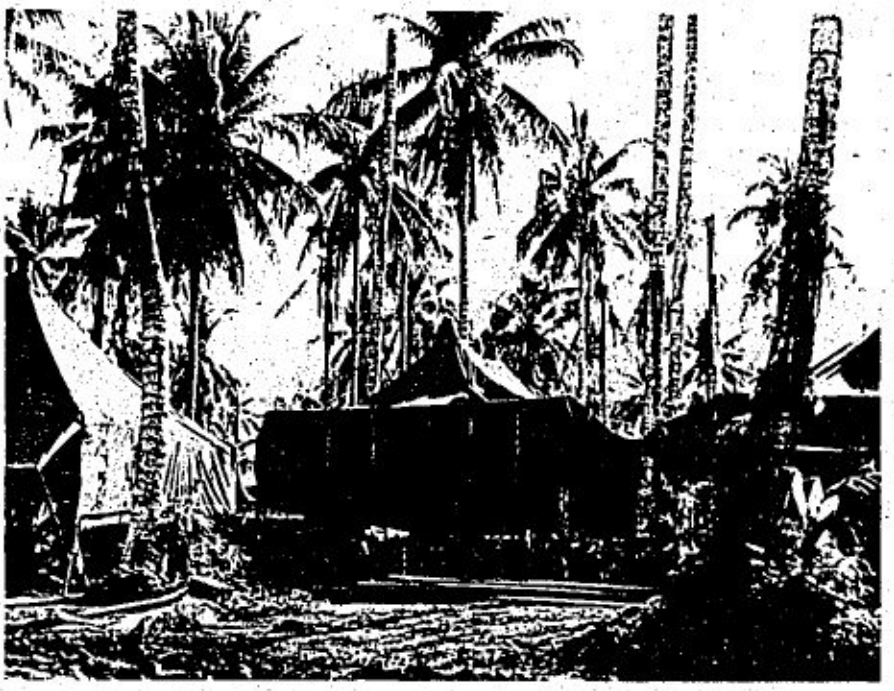
L. [illegible]
1st Lt., Air Corps
Commanding

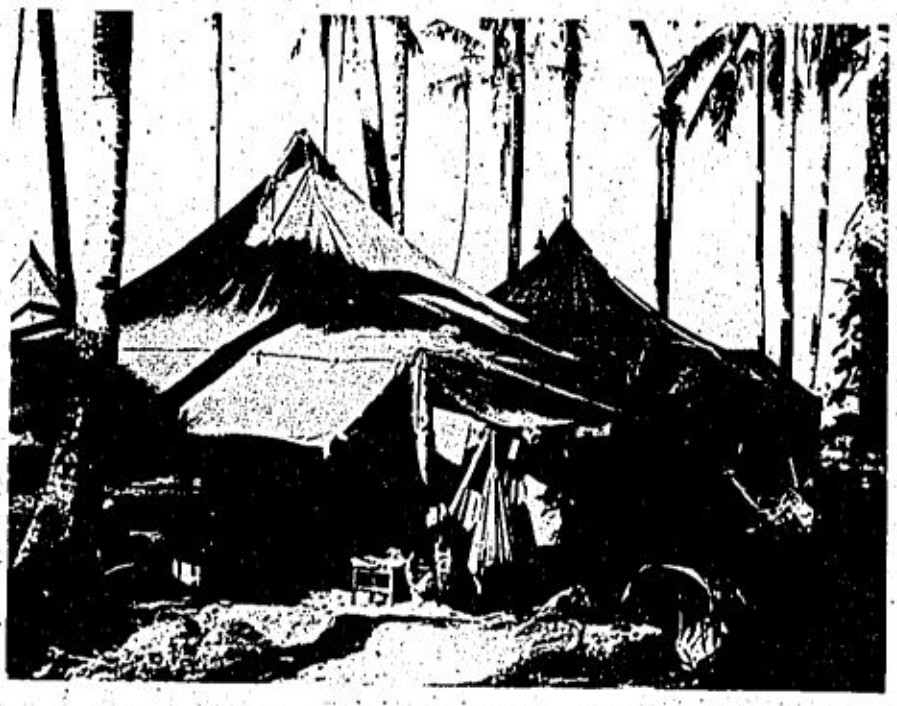
Irving Kain
1st Lt., Air Corps
Historical Officer

S E C R E T

1806









Udorly Room - [illegible] Bungalow for one
Bomb Squadron



[illegible] quarters - 15th AAF Emergency [illegible]
[illegible] Equateur



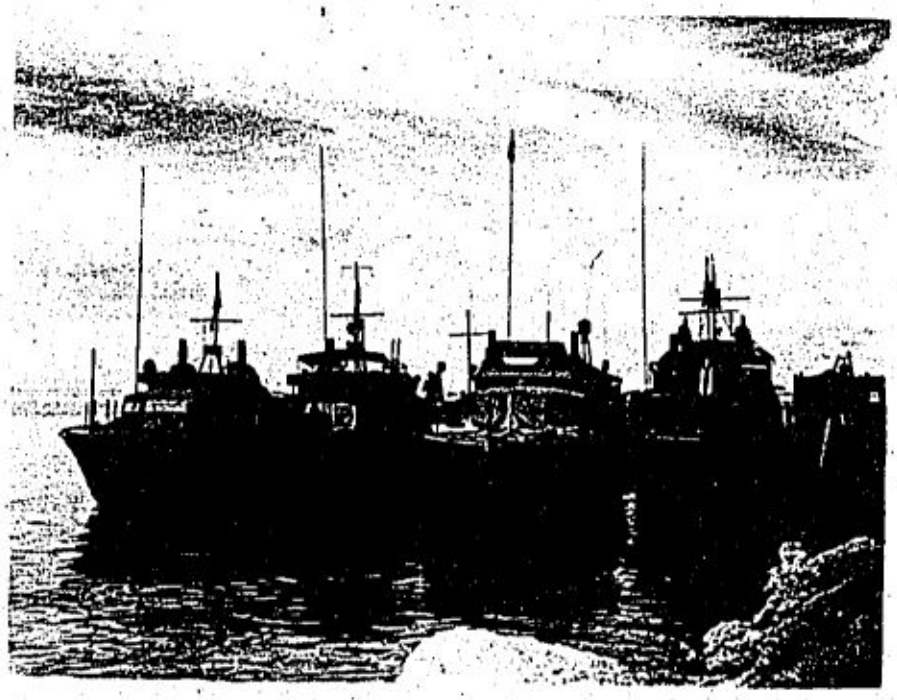
Orderly Room - 13th AAF Emergency Rescue
Boat Squadron

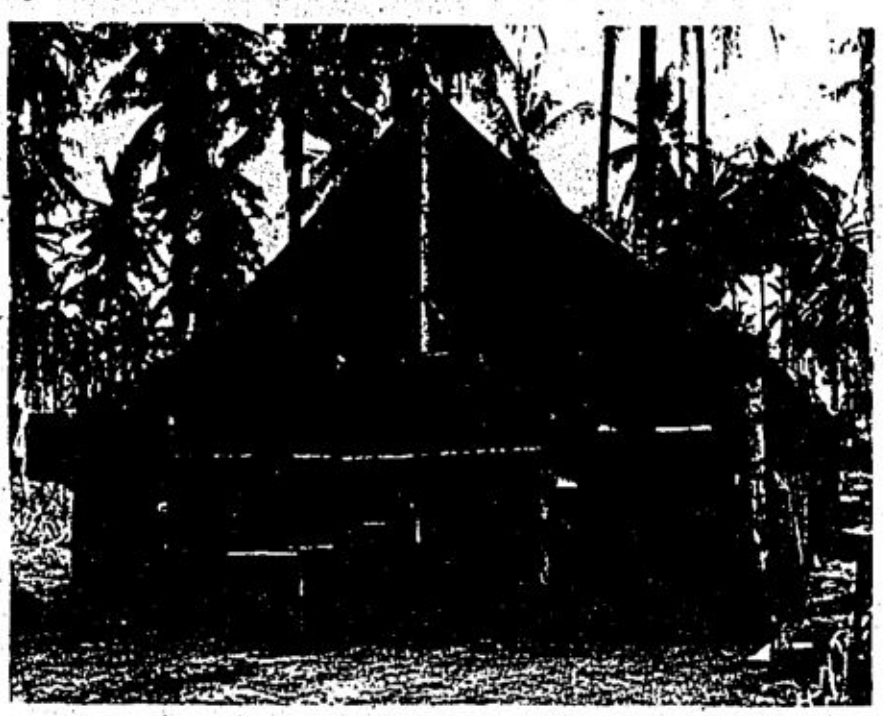




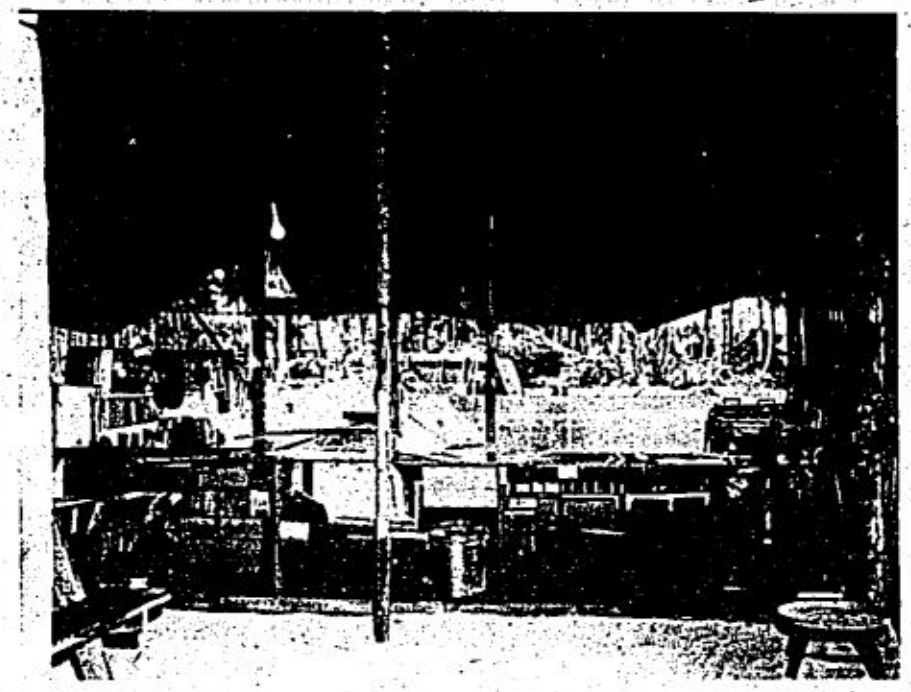


[illegible] - [illegible]
Rescue Boat Lyndhurst





Communal market - [illegible]
[illegible]





[illegible] ORDER)
:
NO. [illegible])

HEADQUARTERS
[illegible] AIR FORCE
APO [illegible] - [illegible] March 194[illegible]

Section

SILVER STAR--Awards. I

* * * * * *

I. SILVER STAR. By direction of the President, under the provisions of [illegible] approved [illegible] July 1918 (Bulletin [illegible]), a Silver Star is awarded by the Commanding General, [illegible] Air Force, to the following named [illegible]:

Corporal [illegible] (3[illegible]), Air Corps, United States Army.
Citation.
Home address: [illegible] L. [illegible], [illegible], Calif.

[illegible] (1[illegible]), Air Corps, United States Army. [illegible]
Home address: [illegible] (mother), [illegible]

The citation is as follows:

[illegible] Island, on [illegible] 194[illegible]. [illegible] Force.

* * * * * *

/s/ [illegible]
/t/ [illegible],
[illegible] General, U.S. Army,
Commanding.

[illegible]

A true copy.

Irving Kaar
I[illegible]
1st Lt., Air Corps

...L C.D.)

...

...

...

...

IV. ... By direction ... the Secretary, under the provisions of ... Order No. 9110, ... (as ..., ..., ...), a Special Order ... by the Commanding General, Army Air Forces, to the Public ... officers and civilians ...

...or ... Col. ... (deceased), Air Corps, Chief ... Army.
...ddress: Mr. Charles ... (brother), ... Ave., ..., Ala.

... Staff Sgt. ... (Silver S), Air Corps; ... Army.
...ress: Mrs. ... (wife), ... Cumberland, Md.

... Sergeant ... (Silver S), (deceased), Air Corps, United States Army.
...ddress: ... (father), ... Ave., ..., N.Y.

... Soldier (1st) ... (Silver S), Air Corps, United States Army.
...ddress: Mrs. ... (mother), ... Ave., Brooklyn, N.Y.

... Lieut. ... (Silver S), (deceased), Air Corps, United States Army.
...ddress: Mrs. ... (wife), ... Grand Ave., Bergenfield, N.J.

The citation is as follows:

... heroic ... to duty ... military ... conduct ... of ... Lieutenant ... and ... Soldier ... Each ... and ... of ... unconcern ... duty ... Their ... and ... Army ... Air Forces.

/s/ ...
/s/ ...
Lieutenant General, U.S. Army,
Commanding.

...

A True Copy.

Irving Rain
...Lieut., Air Corps

[illegible]

P-111
([illegible])

19 [illegible] 1945
([illegible])

Type of Patrol:
[illegible]

Area Patrolled or Visited:
[illegible]

[illegible]:

Personnel Aboard:

[illegible]:

Other Craft:
[illegible]

/s/ [illegible]
[illegible], USNR,
(Usher)

A True Copy.

Irving Kerr
[illegible], USNR

[illegible]

F-111 (Tail No.) [illegible] (Pilot)

Date of Patrol:
[illegible]

Area Patrolled or Searched:
Sapphire 20 [illegible]
West of strip

"Sharp" Security Condition:
Zero

Personnel Aboard:
One

Duration of Flight:
3 hrs.

Chronology:

13:40 SAFU reported at 12:[illegible] Russian position at SAFU [illegible]
[illegible] West Section.
13:50 SAFU reported 3 MIG's off strip 3/4 mile to [illegible]
13:50 Flight by Pilot and [illegible] to base.

3 [illegible] engaged
[illegible]:55 - 14 rds.
3 Spdn

[illegible] (Pilot) [illegible]

A True Copy.

Irving Kane
1st Lt., Air Corps

PATROL REPORT

P-111 (No. 15) — 25 [illegible] 45 (Date)

TYPE OF PATROL
Special

A. B. [illegible] (Leader)

"S. [illegible] REPORTS" NO. 1 (Name)

IN SOCIAL REGARD
None

[illegible]
3 hours

[illegible]
Capt. Harper and party [illegible] to base.

ISRAEL N. BOGACZ
(Leader)

A True Copy:

Irving Kaun
I. KAUN
1st Lt., Air Corps

1826

[redacted]

[redacted]
(Unit)

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

/s/ [redacted]
(Typed)
[redacted]

A true copy.

Irving Kane
1st Lt., Air Corps

[illegible]

[illegible] (D[illegible])

[illegible]

S[illegible] - [illegible]

[illegible]

[illegible]

[illegible] 17[illegible].

[illegible]

[illegible]

[illegible]

/S/[illegible]
[illegible], [illegible]

[illegible]

Irving [illegible]

1ST Lt., Air Corps

1 9 2 8

S E C R E T

Headquarters Twenty-sixth Squadron, 1 June 1943 to 02 hours 2nd June.

DAILY INTELLIGENCE REPORT

B-25C (Seattle) 30 May 43 (Date)

Type of Flight:
Searching Mission

Any Radio Contact or Signals:
None except as at 1113

Mechanical Condition:
Capt O'Connor, 1st Lt. Inf. Div
Capt Mitchell " " "
One Inf. Div also on each Plane.

Results of:
Mission

Other Planes:
Capt O'Connor & Capt Mitchell attached to B-25 Liaison Plane of Hq 9th Corps. Planes returned to Fayoo- Mohammed Ali Airdrome area.

/s/ W. I. A. Cochran
(Pilot)

1 Inc. Sop.

Irving J. Kane
1st Lt., Air Corps

SECRET

16th AAF Emergency Rescue Unit Symbol, 1 March 1945 to 31 March 1945.

Unit of Assignment.

P-38J (Type A.) 28-30 March 1945 (Date)

Type of Patrol:

Courtesy - Supplies to 6316-1100 23 March.
Special - Supplies to 2 U.S.-1515 27 March.

Area Patrolled or Searched:

Palau Islands

"3 Line" Message Received:

None - Small Plane Ab. Duck off
Palau Island radio that plane be kept off.

Enemy Aircraft Encountered:

None other than

Ammunition:

20 Arm - 1/2 Ltg.

Brief Narrative:

Left Mokmer Island 0715, 28 Mar. Started searching Duck-
ens steps as high level. Search 1 hr. 30 min. Started search at 0900.
Both P. Plane - 2. Flew in formation 5 hrs very close. Could not see over.
Started search about 11 hr. Continued search 4 hrs 30 min. Search
to 4 hrs. Could not see horizon. Spent 1 hr 1 Island. Flew 2 hrs
Spent 4 hrs 5 on Stern. Used all gas and left Palau - 1100, 29 March.
All Units under control of the Lt. Flew a good 5 hrs search pattern.
Flew 4 hrs 30 min.

Pilots

Ab.	Name	Org.	Ab.	Name	Org.
41-7456 P/L	Nunn, D. A.	11th AF	42-6[illegible] P/O	[illegible], L. T.	11th AF
41-7[illegible] P/L	O'Connell, W.M.	" "	42-[illegible]	[illegible], R.W.	"
42-6[illegible] P/O	Hardy, C.	" "	42-27702	Sandstrom, C. E.	"
41-7[illegible] P/O	Gourley, A.	" "	42-26240	Lt. McGarr, F. C.	"
42-6[illegible] P/O	Beckman, D. S.	" "	42-[illegible]	P/O Kish, S.	"
42-[illegible] P/O	[illegible], K. A.	" "	42-[illegible]	[illegible], J. L.	"
42-[illegible]	[illegible], A.	" "		[illegible], J. A.	16th

Also were the 6 Enlisted men passengers.
1 additional enlisted men added to party, making
a total of 10 persons. Special 23
Observer 1

/s/Evelyn Goodman
2d Lt., A
Pilot

"A" Duty Officer.

Irving Kane
1st Lt., Air Corps

1830

DAILY INTEL REPORT

4

P-112 (Boat No.) March 3, 1945 (Date)

Type of Patrol: Sunday, two miles south of strip

Area Patrolled or Searched: None

"SAFU" Reports Received: None

Personnel Rescued: None

Animals Sighted:

Other Remarks: Picked up this man in motor boat and turned him to navy.

/s/ [illegible] (Issuer)

A True Copy.

Irving D Lamm

IRVING D. LAMM
1st Lt., Air Corps

DAILY TASK[illegible] REPORT

P-112 (Mission No.) March 8, 1945 (Date)

Type of Patrol:

Sapphire 10 Standby.

Area Patrolled or Searched:

None

"SHARP" Reports Received:

None

Personnel Rescued:

None

Remarks:

Three hours

Other Remarks:

Carried 3 A.P. [illegible] supplies to be also 1 man for recreation. Brought back 1 Inf Man.

/s/J. M. PATCOCK (Pilot)

A True Copy.

Irving D. Carr
1st Lt., Air Corps

[illegible]

F-122 (Mission No.) — [illegible] 17, 1943 (Date)

Type of Patrol: Reconnaissance only

Area Patrolled or Searched: Oro

"S.A.R." Efforts Assisted: None

Personnel Rescued: 0 0

Enemy Kills:

Other Claims: Carried 4 persons on Col. Sorenson party.

/s/ [illegible] A. SCOTT (Author)

A True Copy.

[illegible]
1st Lt., Air Corps

A.A.F. Form No. [illegible]

2-112 (Base No.) — [illegible] 20, 1943 (Date)

Type of Patrol: [illegible]

Ar. Patrolled or Searched: [illegible]

"S. O." Signals Received: [illegible]

Personnel Involved: [illegible]

Results Had: [illegible]

Other Remarks: [illegible]

[illegible]

/s/ [illegible] (Pilot)

A True Copy.

[illegible]
1st Lt., Air Corps

DAILY LOG SHEET

P-112 (Plane No.)

March 22, 1945 (Date)

Type of Patrol: Search & Destroy (A.O)

Area Patrolled & or Bombed:

"A.A.C" Reports Received:

Personnel Injured:

Remarks:

Two hours.

C. O. Remarks:

Issued all ammunition to Guner that was in Northern end of Area 1.

/s/ J. A. McCOY (Pilot)

Area Judge.

Ludwig Kaan
1st Lt., Air Corps

DAILY STATUS REPORT

P-122 (Unit No)

March 26, 27, 1943 (Date)

STATE OF PATIENTS: Standing September 13

ADMITTED OR TRANSFERRED: None

DISCHARGED: None

DEATHS: None

DUTY STATUS: Three hours.

OTHER REMARKS: Surrgn Col. Ryder and party to Rio. Also transmit back 1 patient for hosp, three EM and 4 natives from Par state.

/s/ J. A. PATTON (Major)

A True Copy.

IRVING PARR
1st Lt., AC Corps

DAILY INTELLIGENCE REPORT

F-33D (Route No.) 12 Apr 43 (Date)

Type of Patrol: Search by Ruby Mac, I. Sapphire 15.

Area Patrolled or Searched: 0540 - ...l of Dri I. ...prox 6 Hr.

"SIGHTS" Reported/Observed: Smoke of a P-61 - ditched at 1004 (Agaro.) 12 Apr 43.

(0753) (0745) Personnel Rescued: 1st Lt. C. F. Fleeter - 0-738[illegible]- in rafts. 2nd Lt. R. H. Schmidt-0763787- One boat both pilots - of the 39th Fighter Sqdn.

Landing Time: 6 hr 45 min - (to station)

Pilots Debriefed: Lt Ribelin 1st Lt. F-33 - 1126
Lt. Schmidt " " F-33 1130

Lt Schmidt's ship was shot full of holes on one side- both pilots in fair condition- were in water approx 1½ hrs- Finder ship of search consist. in addition - 1st F-33's

/s/ [illegible] 1st Lt. AC
(Author)

A True Copy.

Irving Kern
1st Lt., Air Corps

DAILY LOG [illegible]

F-267 (Station) 5/31/42 (Date)

Type of Patrol: Special

Area Patrolled: Base to Post

Vessels Contacted: None

Personal Visited: LCT 267 - 20 men; LCT 281 - 20 men

Incidents: LCT 267 - 2200

Remarks: A/cr 0130 to find and guide two lost LCT's to base. Found them and brought them back inside channel to base. LCT's compass corrected. Ten aboard no meals all day (LC)

/s/ Carl [illegible], 1st Lt., AC (Master)

A TRUE COPY:

Irving Klein

Irving Klein, 1st Lt., AC.

SECRET

16th Air Transport Group Base Squadron, 1 March 1943 to 31 March 1943.

DAILY [illegible]

P-400 —
(Type & No.)

[illegible] 16 March 1943
(Date)

Type of Patrol:
[illegible]

Area Patrolled or Escorted:
As [illegible]

Time Leaving Station:
1400, 3/16/43 [illegible]

Personnel Aboard:

Flying Time:
3 hrs [illegible]

Other Remarks:
[illegible]

/s/ [illegible]
(Signature)

[illegible]

Irving Klein
1st Lt., A.C.
1st Lt., Air Corps

1939

1840

Irving Kane

1st Lt., Air Corps

[illegible]

[illegible] 17 [illegible], 194[illegible]

Type of Travel:
[illegible]

Are Travelling on U. S. Mail:
[illegible] Surface Service Ordered

"S.A.W." Reports Received:
[illegible] to 20 gallons used from supply to proceed to [illegible] to be piled by Pilferers.

Personnel Aboard:

Capt Wells, Morris J. 0-[illegible]
Lt. Carothers, Arthur [illegible], Jr. [illegible]
Lt. Mikel, William A. 0-[illegible]
T/O Tomlinson, Ronald [illegible]
Sgt. Allbright, J[illegible] L. Jr., [illegible]

Cargo Aboard:
[illegible]

Remarks:
Capt[illegible] to clear for [illegible]. Proceeded out [illegible] at [illegible] with Pilot. Proceeded to [illegible]. Ord. [illegible] to [illegible] the [illegible] personnel aboard to [illegible] or [illegible] any [illegible] were [illegible]. Left [illegible] Pilot. Proceeded out Morehead [illegible] at 1[illegible] Pilot [illegible] all [illegible] Army personnel [illegible] at [illegible]. Entered course [illegible] to [illegible]. [illegible] Pilot [illegible]. Anchored for [illegible] [illegible] the [illegible] boat dock. [illegible] at 11:[illegible].
While [illegible] at [illegible] [illegible] as follows:
[illegible] of the [illegible]
[illegible]
[illegible]
[illegible] allowable [illegible]
Personnel [illegible] U.S.N. [illegible] Station Hospital.

[illegible]
(Master)

Irving Kane
[illegible]
1st Lt., A.C.—Cargo

Irving Klaw ©

1945

[illegible]

[illegible] Squadron, [illegible] 1943 to [illegible] 1943.

DAILY [illegible]

[illegible] 19, [illegible]
([illegible]) ([illegible])

[illegible] Patrol:
[illegible]

Area Patrolled or [illegible]:
[illegible]

"[illegible]" [illegible]:
[illegible] hrs.

Personnel [illegible]:
([illegible])

[illegible]:
[illegible]

[illegible]:
[illegible] "[illegible]" [illegible]
[illegible] body [illegible]
[illegible]
Personnel [illegible]:
1. [illegible] Commander Passenger.
2. Lt. [illegible] Goddard, [illegible] 7th Fleet Passenger.
3. F/L [illegible] #41680, R.A.A.F [illegible] Sqdn. Darwin, Aust
Pilot.
4. F/O [illegible] #410527, RAAF. [illegible] Sqdn. Darwin, Aust. 1st Pilot.
5. F/O Willinsch, Frances, #432325, RAAF, 20th Sqdn. Passenger, Darwin Aust.
6. F/O Turner, Leslie, George #11009, RAAF, 432d Sq Darwin, Aust. Wireless Oper.
7. F/O Finlay, Keith, Harris, #410474, RAAF 432d Sq Darwin, Aust. Navigator.
8. [illegible] Sq Darwin, Aust. [illegible] Oper.
9. F/S [illegible] Sq Darwin, Aust. Flight Engineer
10. F/S [illegible] Sq Darwin, Aust. Passenger
11. F/S [illegible] Sq Darwin, Aust, Passenger.
12. [illegible] Sq, Darwin, Aust [illegible]
13. [illegible] Sq, Darwin, Aust. [illegible] Fitter.
F/O [illegible] officer [illegible]
[illegible]
[illegible]
[illegible]

/s/[illegible]
([illegible])

A True Copy.

Irving J. Karr
IRVING J. KARR
1st Lt, Air Corps

[illegible]

[illegible] Squadron, [illegible]

DAILY MISSION [illegible]

P-[illegible]
([illegible])

[illegible] ([illegible])

[illegible]:

[illegible]

[illegible]:

Sapphire [illegible]

"[illegible]" [illegible]:

None. At [illegible] [illegible]

PERSONNEL [illegible]:

[illegible], C/O [illegible]
[illegible]
[illegible] (C)

[illegible]:

2 hrs [illegible] min.

[illegible]:

[illegible]

/s/ [illegible]
([illegible])

A-True Copy.

Irving [illegible]

[illegible]
1st Lt., Air Corps

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

[illegible]
[illegible] AAF [illegible]
APO 71

[illegible] L [illegible]

Period 1 [illegible] January 1945 to 28 [illegible] 1945

I

ELEMENTAL BASIS: None

II

[illegible]: None

III

PRIMARY [illegible]: None

IV

[illegible]: Very good: [illegible] have been highly [illegible] personnel [illegible] Corps of [illegible].

V [illegible]: [illegible] AAF Base, [illegible] Unit Equipment.

VI

[illegible] WITH [illegible]: Objectives [illegible] Chart [illegible] Charts and Quarters on [illegible] Criteria [illegible] AAF [illegible].

VII

[illegible] AND [illegible]: None.

Irving Kane
[illegible]
1st Lt., Air Corps
Intelligence Officer

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

1948

13TH EMERGENCY RESCUE GROUP, THIRTEENTH AIR FORCE
APO 71

31 Mar 1945
date

BREAKDOWN OF SQUADRON

SQUADRON: 15th AAF Emergency Rescue Boat Squadron

UNIT	STRENGTH EM	STRENGTH OFF	COMMANDING OFFICER	FROM	DATE DEP'D	TO	DATE ARR	FURNISH RESCUE FACILITIES FOR	TIME AT LOCATION
P-627 (Attached)	5	2	WOJG Toole	Leyte	10 Mar 45	Samar	10 Mar 45	5th Bomb Gp	20 days
P-628 (Attached)	5	2	WOJG Whiteside	Leyte	12 Mar 45	Samar	12 Mar 45	5th Bomb Gp	18 days

1849

13TH EMERGENCY RESCUE GROUP, THIRTEENTH AIR FORCE
— APO 719

31 Mar 45
date

BREAKDOWN OF SQUADRON

SQUADRON: 15th AAF Emergency Rescue Boat Squadron

UNIT	STRENGTH EM	STRENGTH OFF	COMMANDING OFFICER	FROM	DATE DEP'D	TO	DATE ARR	FURNISH RESCUE FACILITIES FOR	TIME AT LOCATION
P-611	5	2	2d Lt Snell	Morotai	10 Feb 45	Palawan	1 Mar 45	XIII Fighter Comd	30 days
P-616	5	2	C"O Roberts	Middlebur;	15 Feb 45	Palawan	1 Mar 45	XIII Fighter Comd	30 days
P-401	6	1	1st Lt Waggener	Morotai	10 Feb 45	Palawan	1 Mar 45	XIII Fighter Comd	30 days
P-404	5	2	WOJG Jones	Morotai	10 Feb 45	Palawan	1 Mar 45	XIII Fighter Comd	30 days
P-406	6	1	C"C Cranston	Morotai	10 Feb 45	Palawan	1 Mar 45	XIII Fighter Comd	30 days

1850