

S E C R E T

DESIGNATION SHEET

AIR FORCE Fifth Air Force

COMMAND V Fighter Command

WING _____

GROUP _____

SQUADRON 35th Fighter Control Squadron
First Detachment

PERIOD 1 April to 30 April 1946

The security classification has been checked.

S E C R E T

P.R.C.

00061876

XXXXXXXXXXXXXXXXXX

HEADQUARTERS
FIRST DETACHMENT
35TH FIGHTER CONTROL SQUADRON
APO 929

22 May 1946

SUBJECT: Detachment History.

TO : Commanding Officer, V Fighter Command, APO 929.

1. Transmitted herewith Detachment History for First Detachment 35th Fighter Control Squadron, APO 929, for the period ending 30 April 1946.

3 Incls:

- 1 - Detachment History
- 2 - Report on Navigational Assistance
- 3 - Let Down Procedure

James W. Thompson, Jr.
JAMES W. THOMPSON JR
Major, Air Corps
Commanding
VFC 54029

S E C R E T

DETACHMENT HISTORY

FIRST DETACHMENT, 35TH FIGHTER CONTROL SQUADRON

PERIOD 1ST APRIL TO 30 APRIL

NARRATIVE

We will begin the report of our activities for the month of April by discussing the personnel situation. This seems a natural thing to do because the personnel problem is always one of the first magnitude. We were dealt quite a blow during the first part of April when we lost ten of our oldest and most experienced Officers. On the same shipment about the last six of trained Enlisted Men left. It was discouraging but we managed to survive. Our on the job training program has undoubtedly been the biggest factor in our continued operation because for some time now we have received no replacements, either Officers or Enlisted Men, who were qualified to be placed directly on the job. The amount of training that each man receives, of course, varies with the individual but each man has received a certain amount of "on the job training". Things are beginning to look up, however, we have received to date three Regular Army men who have had a certain amount of training and we are assured of having them for a considerable length of time. We are looking forward to the time when our personnel will be largely composed of Regular Army men which will decrease the personnel turnover that we have experienced up to the present.

Around the first of the month we had a bit of administrative juggling. We were relieved of our status as the 35th Fighter Control Squadron (Separate) and redesignated First Detachment, 35th Fighter Control Squadron. This did not affect us materially except for the placing of one of our Officers on

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duty with Headquarters. We are still under local control administratively and operationally, and the most apparent change was in our mailing address. I imagine there was quite a change in the Orderly Room procedures, but as a technical man, such things are beyond my scope.

Operationally, during the month of April, we handled two emergency let downs. There were only two that were actually termed "emergency" assists, of course as Camel Control becomes more familiar with the pilots we are called upon more and more as a navigational check. We also have taken over the duty of providing weather information to surrounding stations.

The first navigational assist during April occurred on the 6th at 1330 when Aircraft K-50716 was heard calling Ivory Tower. As K-50716 was unable to contact Ivory Tower, Camel interceded and proceeded to give the Aircraft the needed information. Camel found that K-50716 was off course and through the use of Radar and VHF, D/F vectored the Aircraft to within sight of Ashiya Airfield. Complete information regarding the assist will be found in Inclosure I.

The next emergency let down was given on the 20th at 1340, when Aircraft number 8128 from Itami bound for Ashiya called Camel and requested a let down. Camel through the use of its Radar and Communication facilities let 8128 down through the overcast in sight of Ashiya Airfield. See Inclosure II.

Probably the main topic of conversation at the present time is our proposed move to Shiganoshima. The move has been discussed at length for some number of months and most of us were of the opinion that it was one of those things that everyone talks about but no one does anything about. However, this time we must admit we were wrong. The Engineers have completed

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a road to the top and are now in the process of leveling the peak so that equipment may be installed. The road is passable for jeeps and small trucks but there is still a good deal of work to be done before it is in condition for our vans and large vehicles to travel over it. The Engineers must be given credit for the job they have done, although it will probably never be in the annals of history as an "engineering feat" it is a task of no small proportions. Most of the construction has been through solid rock which requires blasting and at numbers of places the road has been chiseled from the sheer side of a cliff. The new site should increase the effectiveness of our entire operation. Being approximately a thousand feet in elevation it should eliminate many of the permanent echos that are giving us trouble at the present time. The added elevation, considering that our present site is at sea level, will also materially increase the effective range of both our Radar equipment and Communications equipment. It is generally thought the new sitw will be ready for occupancy some time in June.

We have had another addition to our recreational world. A number of Officers and Enlisted Men with some ingenuity and lots of sweat from the old brawn have constructed a hardball diamond second to none in the area. To date, we have been having games among the various departments in our organization but soon hope to enter a team in the V Fighter Command League.

We are able to sum up the activities for the month of April by saying that things are looking up and should show a large amount of improvement in the near future.

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HEADQUARTERS
FIRST DETACHMENT
35TH FIGHTER CONTROL SQUADRON
APO 929

8 April 1946

SUBJECT: Report on Navigational Assistance.

TO : Commanding General, V Fighter Command, (Attn: A-3), APO 929.

1. On 6 April 1946 at 1330 during INST WX, K-50716 was heard calling Ivory Tower. After K-50716 had made three attempts to contact Ivory Tower with no success, Camel interceded. K-50716 informed Camel that he was 38 miles west of Omura and requested Omura weather: Omura weather not available; Nagasaki weather given. K-50716 informed Camel that he was in sight of Sasebo.

2. Due to excellent Radio reception Camel was certain that K-50716 was not over Sasebo. K-50716 was asked to describe the strip after which, Camel informed him that he was over Cannosu strip and that there were no facilities available there. Camel informed K-50716 that he would vector him to Ashiya.

3. K-50716 was given vector of 270 degrees and told to climb to 6000 feet. Passing over Camel Control at 2000 feet. A vector of 090 degrees was given. At this time no aircraft appeared on the scope. After five minutes flying time K-50716 was given a vector of 180 degrees and asked to turn on IFF. The IFF operator was unable to pick up a signal. K-50716 was then given a vector of 090 degrees. The AN/TPS 10 attempted to pick up aircraft but received no signal. K-50716 was asked to TX on "D" channel for a fix but pilot informed Camel that he had no "Dog" channel. The controller returned the D/F stations to Able-3 channel and received a one string bearing from Camel crystal placing the aircraft south east of Camel control. The aircraft was then given a vector of 360 degrees and told to tune his radio compass at 365 KCS and home to Ashiya tower. K-50716 was unable to pick up Ashiya Homer. At 1355 target indication appeared on the PFI scope 20 miles south east of Ashiya. A vector of 270 degrees was given and at 1400 aircraft sighted Ashiya strip. K-50716 landed at 1413.

FOR THE COMMANDING OFFICER:

Marvin E. Anding
MARVIN E. ANDING
2d Lt, Air Corps
Adjutant

HEADQUARTERS
FIRST DETACHMENT
35TH FIGHTER CONTROL SQUADRON
APO 929

24 April 1946

SUBJECT: Let Down Procedure for A/C 8128.

TO : Commanding Officer, V Fighter Command, APO 929.

1. At 1340 item on 20th April 1946 A/C C-46, 8128 called on Charlie Channel saying he was from Itami bound for Ashiya Eta 1400 at 8000 feet above the overcast. 8128 requested Camel to let him down through the overcast.

2. 8128 was instructed to turn on his IFF and Switch to Dog Channel transmitting for a fix. 8128 was fixed 75 miles north east on a bearing of 049 degrees from Camel Control. The first IFF indication placed 8128 65 miles on a bearing of 048 degrees. 8128 was homed to Camel Baker and vectored to a position 6 miles south east of Ashiya at 6000 feet. A vector of 340 degrees was given and as plane passed over Ashiya he began let down at 500 feet per minute. After four minutes, 8128 called and said he had broken out at 4000 feet with a visibility of four miles. At the end of 7 minutes a procedure turn was executed and a heading of 155 degrees given. 8128 was then instructed to tune his radio compass to 365 degrees and home to Ashiya. The visibility lowered as the aircraft approached the field. Ashiya tower sighted 8128 one mile from the tower headed directly toward the field. The tower then took over and landed him. He landed at 1435 item.

3. IFF and D/F were used to constantly check the aircraft's position and Dog Channel was used exclusively as periodic fixes were being taken. The AN/TPS 10 was standing by but its use was not necessary. Duty controllers were Lt. Eugene Wenger and F/O Harold W. Swanson.

FOR THE COMMANDING OFFICER:

Marvin E. Anding
MARVIN E. ANDING
1st Lt, Air Corps
Adjutant

PERSONNEL REPORT

	<u>EM</u>	<u>OFFICERS</u>
Personnel as of 1 April 1946	102	40
Personnel as of 30 April 1946	<u>103</u>	<u>29</u>
Gains	1	
Losses		11

Marvin E. Anding
MARVIN E ANDING
1st Lt, Air Corps
Adjutant

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*Classification changed to
CONFIDENTIAL
By Authority of E. Dwyer, Major
23 July 46.*

DESIGNATION SHEET

AIR FORCE: FIFTH AIR FORCE
WING : 315TH COMPOSITE WING
SQUADRON : 35TH FIGHTER CONTROL SQUADRON
DETACHMENT: 1ST DETACHMENT
PERIOD : 1-31 May 1946

Has security classification of material been checked? Yes

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HEADQUARTERS
FIRST DETACHMENT
35TH FIGHTER CONTROL SQUADRON
APO 929

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By authority of CG, 315 Comp Wg
2 July 1946

SUBJECT: Transmittal Of Detachment History.

THRU : Commanding Officer
315 Composite Wing
APO 929

TO : Commanding General
Army Air Forces
Washington 25, D.C.

1. In accordance with AR 345-105 and AAF Regulation No. 20-8, submit herewith Chapter 19 (May 1946) of the history of this organization, which has been inspected and verified by the undersigned.
2. The material submitted was prepared by 1st Lt. John W. Clancy, 0876544, Air Corps. Facts and observations included in the narrative and not otherwise credited are based on the personal knowledge and opinions of Lt. Clancy.

James W. Thompson Jr.
JAMES W. THOMPSON JR.
Major, Air Corps
Commanding

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HISTORY OF THE 1ST DETACHMENT
35TH FIGHTER CONTROL SQUADRON

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Chapter 19

(1-31 May 1946)

1st Detachment
35th Fighter Control Sqdn
315 Composite Wing
Fifth Air Force
United States Army

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DETACHMENT HISTORY

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FIRST DETACHMENT, 35TH FIGHTER CONTROL SQUADRON

PERIOD 1ST MAY TO 31 MAY

NARRATIVE

Operationally speaking, the Month of May began with a rush of activity that extended on throughout the whole month.

On the 1st of May Camel Control made probably the most valuable assist during its peace time life. With the aid given by Camel the rescue of twenty-four men was effected. The incident referred to occurred when Camel was given information to the effect that a C-46 #8339 was ditching. Contact was established with 8339 and his position ascertained by our Direction Finding Stations. Camel relayed the final position of 8339 to the Jukebox and Playmate searching the area. They were unable to locate either wreckage or survivors due to the extremely bad weather. Camel later had to give an emergency let down to the searching aircraft themselves. The Navy was contacted and a Destroyer sent to the scene. We were authorized to set up on 3310 KCS to act as liaison station with the Destroyer and Fighter Command Headquarters. The Destroyer finally located the four life rafts around midnight and the twenty-four survivors were picked up with out injuries. Complete details are given in inclosure #1.

Five days later on the 6th of the Month we were able to give assistance to a B-17 (Jukebox). The aircraft had been on a routine flight and upon returning found the weather had closed in and the pilot was unable to locate Ashiya Field. A routine let down was run and the aircraft brought safely in. Inclosure #2.

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The weather continued to be bad and Camel continued to bring them in. During the afternoon of the ninth four planes were given emergency let downs, probably establishing a record for let downs in one day.

Again on the 13th of May Camel was informed by Ashiya Operations that a C-47 was coming in on instruments and would probably need assistance in landing. Camel contacted the C-47 at 1201 and through the use of our Radar and Communications facilities brought the aircraft in at 1254.

Details are given in inclosure #3.

Construction on our new Operations site continued all through the month and very shortly it will be ready for occupancy. The foundations for all of the buildings have been laid and telephone lines are in the process of being installed. Due to the fact that we have to remain operational during the move and also the fact that we are handicapped by the lack of trained personnel, the actual move will be a rather involved process. However, it will be accomplished.

Probably the most important piece of construction as far as we all personally are concerned was the addition of a new 1000 gallon water tank. Prior to the erection of the new tank the water supply was limited and it usually managed to run out in the middle of a shower. The new tank has eliminated all of that and we all hope it is the first step in a Stateside plumbing set up that has been promised us.

Things are looking up as far as our living conditions are concerned. Plans have been submitted for an entire new camp site. The plans are very complete, covering the construction of new barracks, a theater, recreational hall and even a swimming pool. If the project is carried to completion it will make life in Japan a lot easier to take.

Something else in the line of construction that is a definite morale

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factor to a percentage of the men is the fact that dependent housing for this area is definitely under way. At the present time it will probably only affect some five percent of our Squadron personnel but that five percent have been looking forward to it with great anticipation. The advent of families moving in will probably mean a somewhat drastic change in our social life but it is my opinion and I think one that is shared by most everyone else that it will definitely be a change for the better.

In the field of Operations we have had a new addition to our already large amount of equipment. An Air Support Team came into being. This is a mobile radio unit comprised of four vehicles equipped with radios and two vehicles for supplies. The team is made up of two Officers and seventeen Enlisted Men and is to be used as a liaison Outfit between the Ground Forces and Air Forces. The Actual operation will be directing aircraft against what ever ground targets the Ground Forces might need assistance with. At the present time the team is understrengthened but we hope to obtain additional personnel in the near future.

In summing up the activities for the Month of May we are able to say that much was undertaken and much accomplished towards furthering the purpose of our organization. Much more could be done if we had the trained personnel but apparently that is so much wistful thinking and we leave May and enter June still faced with the personnel problem.

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HISTORY OF THE 1ST DETACHMENT
35TH FIGHTER CONTROL SQUADRON

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Chapter 19

(1-31 May 1946)

LIST OF INCLOSURES

1. Report of Ditching and Rescue Mission for C-46, 8339.
2. Emergency Let-Down Procedure.
3. Instrument Let-Down for C-47 Number 0792.
4. Personnel Report.

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H E A D Q U A R T E R S
FIRST DETACHMENT
35TH FIGHTER CONTROL SQUADRON
APO 929

1 May 1946

SUBJECT: Report of Ditching and Rescue Mission for C-46, 8339.

TO : Commanding General, V Fighter Command, APO 929 (Attention: A-3)

1. The following is a report of the operations of Camel Control during the ditching and the subsequent rescue of C-46, 8339:

1620 - Jukebox and Playmate Airborne to search for ditched C-46 off the coast of Korea.

1641 - Relayed from Chucker to Ashiya the position of A/C 8339 as 35 degrees thirty minutes north, one hundred twenty seven degrees east, altitude 9700 feet on a heading of one hundred fifty six degrees.

1645 - 8339 called Camel Crystal on Charlie Channel. No contact was established.

1647 - 339 called any station receiving his transmission. 339 gave distress call of Mayday.

1649 - Contact with 339 established and the following message received; "Fuel supply, twenty gallons, 19 passengers and five crew members aboard, altitude seven thousand feet, request steer to Ashiya."

1651 - Dextro was asked if 339 was A/C reported as ditching on the coast of Korea. Answer affirmative.

1653 - 339 told to change to Dog Channel and transmit for a fix. The D/F stations fixed the A/c eighty miles from Ashiya on a bearing of 305 degrees.

1659 - MEW unable to pick up target due to weather interference.

1701 - D/F stations were taking continuous fixes on transmissions of 339. At 1701 339 reported that only ten gallons of fuel remained. The D/F stations fixed the A/C 65 miles from Ashiya on a bearing of 300 degrees. Received the following information from 339; altitude 7000 feet, indicated air speed 120, rate of descent 1000 feet per minute.

1705 - 339 reports engines dead, air speed 120, altitude 2500 feet, surface winds and velocity were given to 339 for ditching.

1707 - Camel request transmission for a fix. 339 gives the following message; "Altitude now 1000 feet, in rain, air speed 120, short count for a fix given." Name of pilot give as Brandt, 317 Troop Carrier, Tachikawa. Pilot requested that Camel send message to 317 Troop Carrier at Tachikawa and inform Camel that he is leaving Dog Channel to prepare to ditch. Plane fixed at 34 degrees 15 minutes north, 130 degrees east. The MEW was still unable to pick up the aircraft.

1710 - Chucker and A-3 notified.

1714 - Playmate, A/C 946, contacted and fixed 20 miles from the coast line about thirty five miles from the scene of ditching. 946 reports weather too bad to land on water.

1718 - Camel request that Chucker dispatch a surface vessel.

1720 - Camel asked 946 to attempt to reach the scene of ditching. 946 informs Camel that he does not want to go out. Weather is still rough.

1722 - Attempt to contact Jukebox, A/C 494, no success.

1724 - 946 contacts 494 for Camel. 494 given information on the ditched aircraft and informed that Camel would vector him to the scene of ditching.

1728 - 946 relaying messages to 494. 946 and 494 told to change to Channel Dog and remain there.

1735 - 494 transmitted for a fix. A one string bearing from Camel Baker of 335 degrees was obtained.

1737 - 494 instructed to steer 155 degrees and turn on his IFF.

1743 - Received one string bearing from Camel Baker of 355 degrees.

1740 - 494 at angels 5. Camel instructs 494 to climb to angels 10.

1750 - 494 transmits for a fix. One string bearing from Camel Baker of 337 degrees obtained.

1752 - Radio reception now 5 X 4 with 494. D/F fix placed A/C 25 north of Ahiya.

1754 - 494 given heading of 270 degrees and informed that scene of ditching was 50 miles dead ahead.

1800 - Contacted 946 to inquire of gas supply. 946 had 1000 gallons. of fuel. 946 told to orbit his position and stand by.

1801 - Contacted 494 to inform him of island 5 to 10 miles from scene of ditching.

1802 - 494 fixed 34 miles from scene of ditching. 013 degrees from Crystal and 311 degrees from Baker. Ceiling now 2000 feet, visibility 1 mile.

1807 - Lost contact with 494, 946 requested to relay messages.

1809 - Again in contact with 494 and fix taken. 494 now 12 miles from scene of ditching. 494 sights island. Ceiling now 1000 feet, visibility less than 1 mile.

1811 - 494 instructed to search on west side of island for distance of at least 10 miles and then swing south.

1812 - 494 fixed directly over scene of last fix from 339. 494 sights Jap fishing boats. No life rafts or wreckage sighted.

1814 - 946 instructed to return to Ashiya Air Field.

1816 - 946 informs 494 that weather is rough at Ashiya and suggested that 494 drop search and return to Ashiya.

1817 - 494 requested steer to Ashiya. Steer of 090 degrees given.

1818 - Contacted Chucker and informed them that rescue planes were returning to Ashiya.

1819 - Contacted 494 to inquire as to area searched. 494 went 10 miles west of island and swung south.

1820 - Informed Chucker of same.

1822 - Attempt to contact Bird Dog. Unable to read Bird Dog.

1824 - 494 contacted and instructed to make his angels 6 and transmit for a fix. Fixed 30 miles north of Ashiya.

1827 - Steer of 175 degrees give 494.

1830 - Contacted Bird Dog and informed him that we were unable to read him.

1831 - 494 asked to transmit for a fix. 021 degrees from Crystal 320 degrees from Baker. 494 instructed to steer 180 degrees.

1834 - 494 instructed that he may let down as low as he wishes as long as he is contact and to fly the coast line to Ashiya. If unable to locate Ashiya within 10 minutes climb to angels 6 and give Camel a call.

1838 - 494 has coast in sight.

1841 - 494 sights field. Off Dog Channel to Tower frequency.

1844 - Chucker informs Camel that Destroyer is on its way. DM 28 will monitor 3310KCS.

1846 - Camel given authority to set up on 3310 KCS.

1847 - Boxer asked to relay message to 317 th Troop Carrier at Tachikawa. Boxer unable to do so.

1850 - Message relayed to Dextro for transmission to 317th Troop Carrier.

1855 - F/O Komah and Lt. Wuller off duty. Lt. Gladfelter to duty.

2. Camel Control became operative on 3310KCS at 2145 Item, 30 April 1946, on orders from A-3, V Fighter Command for the purpose of liaison between the Destroyer and V Fighter Command. Communications were first established between Q6N (Camel Control) and NUEZ (Destroyer) at 2155. Liaison between A-3, V Fighter Command and NUEZ was carried out until the rescue mission was complete. Q6N secured watch on 3310KCS at 0130 Item, 1 May 1946.

3. During the emergency ditching of C-46, 8339, no radar equipment was used. Communications were excellent and positions were taken by VHF Direction Finding Stations. The MEW, TPS-10 and CPX-1 remained operational throughout but weather and low altitude prevented their use.

FOR THE COMMANDING OFFICER:

CERTIFIED TRUE COPY

/s/ Marvin E. Anding
/t/ MARVIN E. ANDING
2nd Lt., Air Corps
Adjutant

Marvin E. Anding
MARVIN E. ANDING
1st Lt., Air Corps
Adjutant

H E A D Q U A R T E R S
FIRST DETACHMENT
35TH FIGHTER CONTROL SQUADRON
APO 929

6 May 1946

SUBJECT: Emergency Let-Down Procedure.

TO : Commanding Officer, V Fighter Command, APO 929.

1. On 27 April 1946, at 1100 Item, Army 494 (Jukebox, B-17) called "Camel Control" and requested a let-down procedure. The following is a transcript from the Controllers' Log of the Let-down:

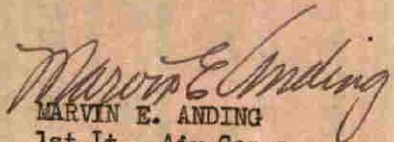
Let-Down of B-17 494

Time	Time	
	1100	B-17 494 called Camel Control for fix and let-down procedure at Ashiya Airfield.
	1103	Camel asked for long count. Position was 50 miles Northeast of Ashiya. Vector 240 degrees given to 494. Aircraft not visible on PFI.
	1110	Camel asked for another long count. Position was 30 miles East of Ashiya. Camel asked 494 to have IFF turned on. 494 at 6000'
	1113	Camel asked for another long count by 494. Position was 20 miles East of Ashiya. 494 visible on PFI but IFF does not show. Camel asked 494 to turn on Radio Compass to 365 K. C.
	1115	Camel asked for another count. Only one station, Baker, picked up transmission.
	1116	Camel asked for another count. Baker only gave bearing. 494 not visible on PFI and IFF was not picked up.
	1118	494 went past Ashiya and Camel gave vector 090 degrees to get aircraft back to Ashiya.
	1119	494 visible on PFI. Vector 120 degrees given 494.
	1120	494 just South of field turning on vector 330 degrees at 6000'

- 1123 494 heading 330 degrees descending at 500 feet per minute. Camel told aircraft about let-down procedure.
 - 1129 Camel told 494 to vector 285 degrees in first turn of procedure turn. Radio Compass went out at this time. IFF not picked up but 494 was visible onPPI.
 - 1130 494 able to see the water below. Altitude 1000 feet.
 - 1131 Camel gave vector 150 degrees.
 - 1132 Camel corrected vector to 140 degrees as 494 was drifting to west. 494 not visible on PPI.
 - 1134 Camel informed 494 that he was 5 miles from Ashiya.
 - 1135 494 had field in sight and turned IFF off on Camel's request.
 - 1136 494 switched to "C" channel and contacted Ashiya tower.
2. Army 494 landed at Ashiya Army Air Base at 1140 Item.

FOR THE COMMANDING OFFICER:

CERTIFIED TRUE COPY.


MARVIN E. ANDING
1st Lt., Air Corps
Adjutant

/s/ Marvin E. Anding
/t/ MARVIN E. ANDING
1st Lt., Air Corps
Adjutant

H E A D Q U A R T E R S
 F I R S T D E T A C H M E N T
 35TH FIGHTER CONTROL SQUADRON
 APO 929

13 May 1946

SUBJECT: Instrument Letdown for C-47 Number 0792.

TO : Commanding Officer, V Fighter Command, APO 929.
 ATTENTION: A-3.

1. On 11 May 1946 at approximately 1200 Army 0792, a C-47, called Camel Control on "A3" channel sayin he was on instruments and requested Camel to vector him to Ashiya Army Air Base. The following is a transcript from the controllers' log:

- 1151 - #0792, C-47; Dextro notified Camel to stand by - #0792 due in.
- 1201 - Contacted 0792; wanted letdown.
- 1203 - 0792 told to transmit for a fix. Bearing 295 degrees Baker; 335 degrees Crystal. 0792 positioned 45 miles N.W. of Camel Control.
- 1205 - 0792 told to vector 150 degrees. Make Angels 6000 feet.
- 1206 - 0792 was requested to make "Cockerel Crow".
- 1207 - 0792 told to tune Radio Compass to 365 kc and transmit for a fix.
- 1208 - 0792 fixed 44 miles N.W. of Ashiya. Bearing 292 degrees Baker; 333 degrees Crystal. IFF signal picked up.
- 1209 - 0792 down from seven Angels to six Angels.
- 1210 - Vector 125 degrees given 0792. Letdown procedure explained.
- 1212 - 0792 received latest weather and transmitted for a fix.
- 1214 - 0792 35 miles from Ashiya. Continued on vector of 125 degrees.
- 1217 - 0792 told to vector 130 degrees.
- 1225 - 0792 over Ashiya. Continue on vector of 130 degrees.
- 1228 - 0792 told to make procedure turn and Home on Ashiya.

BASIC: Instrument Letdown for C-47 Number 0792, dtd 13 May 1946.


- 1233 - 0792 over Ashiya, starting letdown of 500 feet per minute. Heading 330 degrees.
- 1237 - 0792 altimeter setting 29.81. Transmitted for a fix.
- 1238 - 0792 fixed 290 degrees Baker, 020 degrees Crystal, 15 miles N. W. of Ashiya.
- 1239 - Procedure turn executed.
- 1241 - Camel advised Ashiya 0792 on the way in.
- 1242 - 0792 requested to transmit for a fix.
- 1243 - 0792 at 1000 feet fixed at 12 miles N. W. of Ashiya.
- 1244 - Partial contact with water. Visibility 1 mile.
- 1246 - 0792 requested to transmit for a fix.
- 1247 - 0792 fixed 8 miles from strip.
- 1248 - Ashiya tower out.
- 1248 - 0792 transmits for a fix.
- 1249 - 0792 4 miles out. Heading 125 degrees. Instructed to make landing check.
- 1250 - Landing instructions give 0792 by Camel Control (Tower Out)
- 1252 - 0792 made contact with coast.
- 1253 - 0792 can see runway.
- 1254 - 0792 landed and gave Camel a call after wheels touched down.

2. IFF and D/F fixed were very good with the AN/TPS-10 remaining in a stand-by position. The MEW was inoperative throughout the problem due to weather interference.

FOR THE COMMANDING OFFICER:

CERTIFIED TRUE COPY.

/s/ Marvin E. Anding
/t/ MARVIN E. ANDING
1st Lt., Air Corps
Adjutant


MARVIN E. ANDING
1st Lt., Air Corps
Adjutant

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PERSONNEL REPORT

	<u>EM</u>	<u>OFFICERS</u>
Personnel as of 1 May 1946	103	29
Personnel as of 31 May 1946	<u>178</u>	<u>35</u>
Gains	75	6
Losses		

Marvin E. Anding
MARVIN E. ANDING
1st Lt, Air Corps
Adjutant

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