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5-1709-30

HEADQUARTERS
488th BOMB SQUADRON (LIGHT)
POST OFFICE BOX # 1017
TULSA, OKLAHOMA

P.R.C.

9 January 1949

SUBJECT: Unit History

TO: Commanding Officer
340th BOMBARDMENT GROUP (LIGHT)
Tulsa, Oklahoma

Transmitted herewith is the Unit History of the 488th Bomb Squadron Light, for periods from activation through 30 June 1948 and 1 July 1948 through 31 December 1948.

1 Incl:
Unit History (4 cys)

LEON F. HATCHER
Capt., USAFR
Commanding

314.8

1st Ind

AML/RJL/cem

HEADQUARTERS, 340th Bomb Gp (Lt) P.O. Box 1017, Tulsa, Oklahoma 12 Jan 49

TO: Commanding General, 310th A.D.(B) Tinker AFB, Okla City, Okla

Forwarded

FOR THE COMMANDING OFFICER:

1 Incl:
Unit History (3 cys)

RAYMOND J LOWE
Lt Col., USAFR
Adjutant

00047386

5-1709-20

UNIT HISTORY

439th Bomb Squadron

TULSA, OKLAHOMA

1 July 1948 Through 31 December 1948

July of 1948 marked an all-time high for flight operations and related activity in the 488th Bomb Squadron. Three permanent T-6's were furnished from Tinker Field, Oklahoma and used extensively for training. This equipment helped stimulate interest, but by middle August a decline of attendance on the part of the Airmen was noticed. It appeared that this was caused by lack of training material, other than aircraft. Never the less, regular meetings were being conducted with general information being furnished in lecture form, and by film. In late August the squadron started flight formation training in preparation for Air Force Day.

On Saturday morning of Air Force Day, September 18, this squadron led the first mission, flying in close formation over Tulsa and nearby towns. A commendation for this activity was received from Commanding Officer, 2592nd Air Force Reserve Training Center, Tinker Air Force Base, Oklahoma City, Oklahoma, on 24 September 1948.

The 488th Bomb Squadron changed commanding officers in September when Captain Philip G. Mack received orders to attend service school, and since he resigned as C.O., Captain Leon Hatcher, operations officer, was appointed C.O. In October attendance began to further decline, and immediate action on the part of the squadron C.O. and others was taken to boost attendance and increase interest and efficiency. It was during this period that more responsibility was being gradually taken over by squadron personnel, chiefly because of the preparation for the annual inspection which was to take place November 17, 18 and 19. By reason of the preparation for the inspection, it was noticed that sections of the squadron, such as Engineer, Communications, armament, supply and command began to work together, and coordinate within sections.

Also in late October additional space in the paint hanger was made available, and all three squadrons and group headquarters met together.

One period for MOS training was set aside. A noticeable interest was aroused by this action.

All during October there were rumors that members of the organization would be paid for drill attendance. In early November this was confirmed by higher authority. Yet as drills took place, it was apparent that no pay would be forthcoming, because less than 50 percent of the squadron appeared for roll call when the squadron met. Again it was just a case of "too many dead heads". Usually the officer personnel attendance was about 75 per cent. In late November action took place to relieve the dead heads in hopes that attendance percentage would increase enough to let active members qualify for pay. During early December, after much effort to release the dead heads, orders were issued which cut the Airman strength down to authorized Class B strength. Despite strenuous effort, and much study regarding proper MOS assignments, the squadron still failed to have enough Airmen present for pay. On the last drill of the year, 67% of the officers and 53% of the Airmen were present. Only three more Airmen would have been required for the whole squadron to receive pay on the night of December 17. It is believed that vacations and coming of Christmas contributed to the small attendance.

Despite all the adversities during the latter part of the year, morale of personnel remained at a high level, and hope was voiced that attendance would be boosted enough to qualify for pay. In the meantime, many of the members of the squadron were recognizing that they were qualifying themselves for reserve retirements benefits, and promotions.

UNIT HISTORY

498th Bomb Squadron

TULSA, OKLAHOMA

1947 Through 30 June 1948

The 488th Bomb Squadron was reactivated as a reserve training unit on 4 November 1947, being designated as a Class C unit, and commanded by Major James R. Jarrell, III. At that time the unit was without a designated meeting place and without equipment for training purposes. The authority for the activation originated from the Commanding General, Tenth Air Force, Brooks Field, Texas. At this time the operations and facilities of the squadron were conducted from the National Guard hangar at the Municipal Airport while the administrative functions operated from the Talena Building in down town Tulsa.

Through the efforts of key individuals more suitable quarters were obtained by securing the surplus paint shop at Government Air Plant #3, located on the far east side of the Municipal Airport. This solved the current problem relative to a scheduled meeting place for classes, administration, and operations headquarters. There was no doubt that the move stimulated activity and interest in this unit.

Recognition of this interest took place when a regular Air Force Airman instructor was assigned to the squadron to aid in carrying out the administrative work of the squadron. This event came in April of 1947. During this time, and up to about a year later, the unit met on a rather irregular basis, often combining meetings with that of the Air Reserve Association. In March of 1948 the Commanding Officer of the squadron, Major James R. Jarrell, III, was ordered to school, and Captain Philip G. Mack assumed command.

On 22 April 1948 this unit was elevated to Class B status after a strenuous recruiting campaign for both officers and enlisted personnel. This recruiting effort met success by reason

of the outstanding work of the unit's officer personnel. Each officer obtained his quota of reservists to bring the squadron up to authorized strength. Recruiting of personnel was always a current objective in the 488th Bomb Squadron. During the occasions when recruiting was not being stressed, the subject was generally toward the matter of correct EGS assignments.

Around 1 May 1948 a number of different items began to arrive. First, a training library was furnished by higher authority. Then a link trainer, and engine mock-up arrived. Engine illustrations also came in. One of the best items was some radio communication equipment.

By June the squadron began having regular scheduled meetings twice each month. Attendance and enthusiasm of officers and enlisted personnel exceeded all expectations. Much was desired in the way of equipment, but in summing up the period from activation to 30 June 1948, the final note was one of hope and optimism.