

433D TROOP CARRIER GROUP, AAF  
MONTHLY HISTORICAL REPORT  
JULY 1945

The month of July for the 433rd was filled with most every type of events that can happen to a Troop Carrier Group.

From the first day of the month the group area showed much progress and improvement in construction so on the last day of the month all members of the squadrons as well as group personnel were justly proud of their new home.

The Group Chapel, located in the center of the group area was considered the best looking building in the area. Chaplain Brown is credited with the work done on the chapel. With a few civilian workers under the Chaplains supervision the portable building was completed by the middle of the month. The sides were covered with sawale and bamboo. The altar was decorated with attractive lattice work which was designed by the local workers.

In the different squadrons new buildings were constructed or rearranged so as to be more convenient for all concerned. This improvement in the various squadrons were designed for maximum efficiency and the results from the new changes were happy for all.

The 70th Squadron completed an enlisted men's club which has proven to be a big morale booster for said squadron. The

club is equipped with booths, a bar, ping pong table, radio and reading material. The most popular part of the club is the bar, which dispenses cold "cookes" from 1030 to 2030.

The 70th Squadron officers also have started on a club for themselves. The building will be of the portable type and with the decorations planned for the inside, the club should be most attractive.

Other construction work was done by the squadron engineering departments. However as soon as everything was in working shape, the engineering received orders to move. New areas for the Engineering sections were designated closer to the air strip thereby eliminating considerable taxing time required to reach the strip from the old areas. All changes in building or rearranging had been done with the forethought of improving operations.

The largest part of our flights went on the long overwater hop to Okinawa. Although this 860 mile trip is the longest regular non-stop flight which we have made as a daily milk run, and although the weather has not been perfect by any means, we have had good luck on these flights without any accidents during the flights. During the first part of the month our planes usually had to fly through a cold tropical front situated half-way between Luzon and Okinawa. During the later part of the month this front caused typhoons and hurricanes with high velocity

winds which composed the routes of the flights to Okinawa sometimes grounding our planes for 3 days at a time. Furthermore, with the rainy season in effect over Luzon the Clark Field area was many times closed-in so the flights either could not get off in the morning or were delayed in their take-off.

Out of the 1068 trips made during July (1) 489 of them went to and from Okinawa and Ie Shima. The balance of the trips were mostly to places on Luzon.

#### TRAINING AT LIPA

During this month the 67th and the 69th Squadrons participated in maneuvers with the 11th Airborne division at Lipa. The 69th spent twelve days while the 67th spent ten days hauling gliders and dropping paratroopers. Inasmuch as only a very few of the old pilots who came overseas with the group were still here this training was new to most of the participating air crews. Due to this fact the formation flights during the first part of the Lipa training was not as good as could be desired. However, the pilots improved fast and during the last days they flew formations like veterans.

The time at Lipa was conducted very efficiently as a training school. The first phase in which the pilots renewed training was to drop bundles when signaled to release was given from

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ground control radio station. In this way they learned the relationship of the position of the plane to the panels or smoke signals on the ground. During these droppings the navigators at the same time practised coming in on the Eureka beacon. The next training period was taken up with glider haul training. The different feeding-in methods of connecting up gliders with the planes were practised. After take-off the problem was to get into formation by letting the lead plane go out for a certain length of time and make a  $180^{\circ}$ . The following planes were to take the same route for a steadily reduced length of time. Theoretically it should be possible by this method to have all the planes in formation when they again pass over the field. In practice it is quite difficult as everything has to work with clock work precision.

After some proficiency was reached in the single glider tow the next phase was the towing of two gliders per plane. For the new pilots who had only had little experience in glider towing, the thought of towing two gliders was not a very pleasant prospect. However, the exercise in which seven planes towed 14 gliders went off on schedule without any mishap.

The training at Lipa also included a large number of paratroop drops. As many of the C-46D's are equipped with double doors these planes were able to drop 36 paratroopers in two sticks,

one from each side.

Some discussion aroused from the fact that when paratroopers are dropped from C-46's, one-quarter flaps is used in order to reduce the speed. Some paratroopers reported that due to the turbulence created by this procedure the chutes would not open properly, as the shroud would flap up over the silk canopy and thereby forming two canopies. The descent of the paratrooper would be somewhat faster due to the improper unfolding of the chute causing a harder impact on landing.

One of the last problems called for a pre-dawn take-off with gliders. The route was laid out to go to Cavite, from there to southern tip of Bataan, then to Talin on western Luzon and back to Lipa. On the second leg just west of Cavite the flight ran into weather which made it impossible for some of the gliders to see their tow ship. Three of the gliders broke loose from their tow ships. Two of them crashed, killing all their occupants, while the third was able to land at Nichols Field.

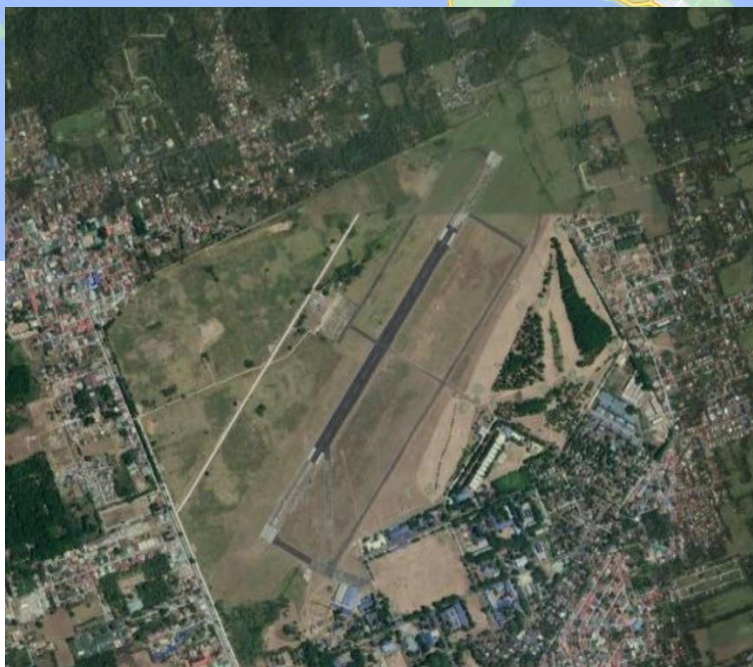
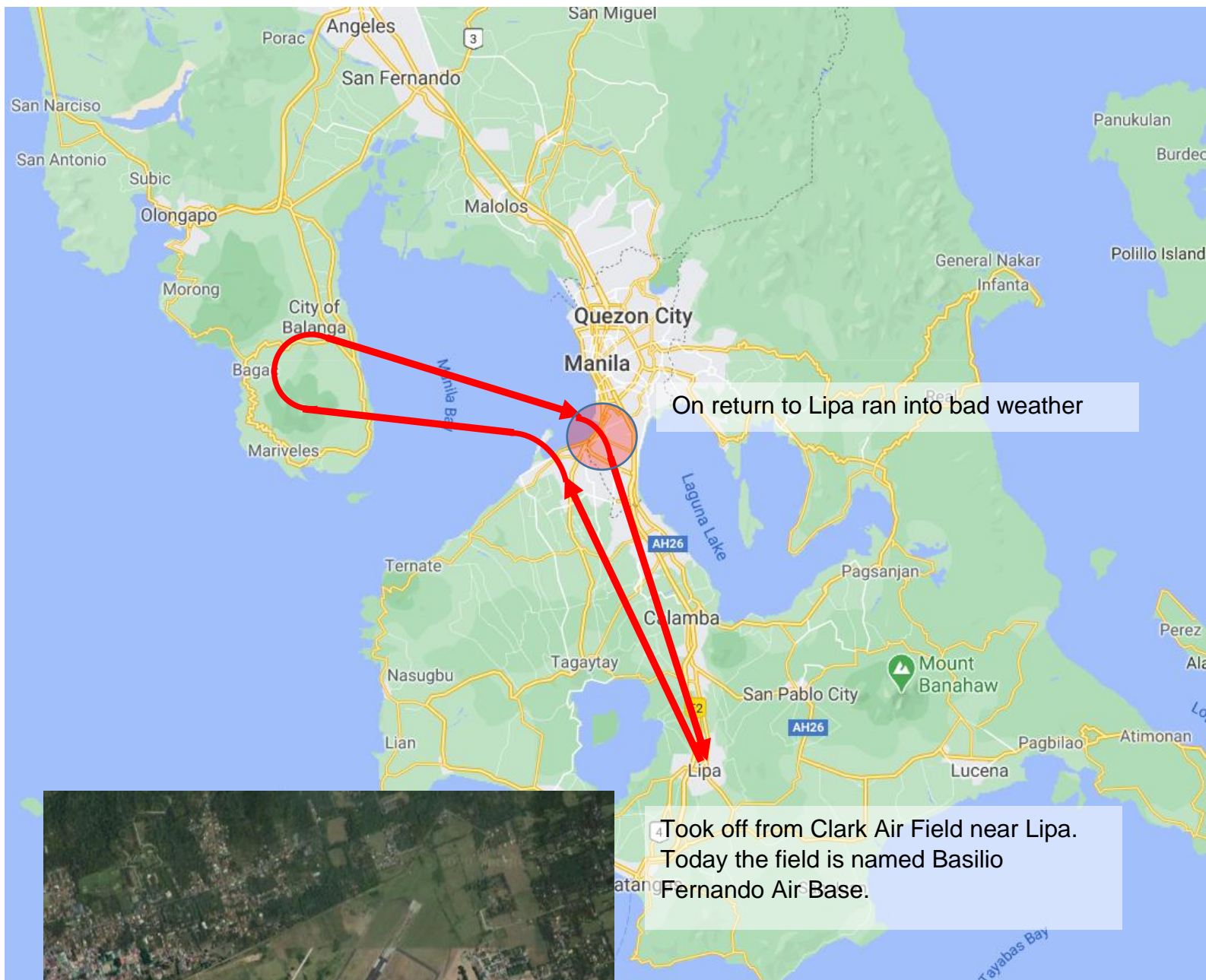
Due to the glider training the group totals for weight carried and for ton-miles dropped below the figures for June. The weight carried was 7,322,111 pounds and 1,970,639 ton-miles. The 70th was again the leading squadron with 646,786 ton-miles.(1)

A training program was initiated for dropping by means of the Rebecca-Eureka radar equipment. When returning from the

flights from <sup>to</sup> Okinawa the navigators were to tune in on the AN/APN-1 beacon which was set up in a field north of Clark Field. Each plane made two runs dropping small weighted parachutes with a rate of descent equivalent to that of a paratrooper's. These droppings although rather inaccurate in the beginning improved so that by the end of the month the chutes dropped very close to the radar jeep.



CG-4A glider #45-6063 landed in the area around Cavite and Paranaque and CG-4A glider #45-6060 landed in Manila Bay.



433<sup>rd</sup> Troop Carrier Group, Monthly Historical Report, July 1945, Maxwell AFB, Air Force Historical Research Agency Reel B0543 pages 922, Obtained by the National WWII Glider Pilots Association's research team Leon B Spencer Research Team. 11-22-2017. [ww2gp.org/luzon](http://ww2gp.org/luzon)

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