

10-47

SQUADRON DIARY HISTORY - AIRSHIP SQUADRON THIRTY THREE

10 December 1942 - Airship Squadron 33 was this day commissioned at NAS Tillamook in ceremonies starting at 0910. Captain S. E. Peck, USN, Commander Fleet Airship Wing 31, read the commissioning directive and pronounced the squadron commissioned. Lieutenant Commander Emmett J. Sullivan, USN, read his orders and assumed command.

5 February 1943 - Airship K-31 was assigned to the squadron and operational training was commenced at the Auxiliary Airship Base at Eureka, California.

15 February 1943 - The K-31 landed at NAS Tillamook and made several operational training flights. This was the first visit of a lighter-than-air craft to NAS Tillamook. The airship departed on 17 February to resume operations at the Auxiliary Airship Base at Eureka, California. (See photo 1 in SQUHIS).

16 March 1943 - Routine patrols were started from NAS Tillamook with the airship K-31.

27 March 1943 - The K-31 in a high wind broke loose from the mooring mast and was ripped and deflated on the field. The envelope and car were damaged beyond repair and one engine received major damage. (See photos 2 through 5 in SQUHIS).

15 April 1943 - Airship K-33 arrived Tillamook from Moffett Field, and commenced operations with the squadron.

9 May 1943 - Airship K-39 arrived Tillamook from Moffett Field, and commenced operations with the squadron.

19-21 May 1943 - Extensive and exhaustive search was made by the two airships of this command in conjunction with PC 815 to detect the possible presence of a submarine about two miles off Cape Meares. Several strong magnetic contacts were obtained; however, it was finally concluded that the presence of a submarine was doubtful. (See photo 6 in SQUHIS).

23 May 1943 - Vice Admiral F. Jack Fletcher, USN, Commander Northwest Sea Frontier, and Rear Admiral Frank D. Wagner, USN, Commander Fleet Air Seattle visited the squadron. (See photo 7 in SQUHIS).

31 May 1943 - The K-31 arrived for operations with the squadron. This brought the total number of airships operating with the squadron to three. There were a total of 56 flights during the first month of sustained operations in Airship Squadron 33, of which 9 were search, 3 escort, 1 training, 36 patrol, and 7 patrol-utility.

2 June 1943 - A visual and magnetic submarine search was conducted inshore of Cape Meares by the K-33, pilot Lt. Comdr. Sullivan; results negative.

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10 June 1943 - The K-39, pilot Lt(jg) Steffen, investigated a magnetic contact 5 miles west of Falcon Rock; results negative.

13 June 1943 - The K-51, pilot Lt(jg) Steffen, investigated an oil slick at JPAX 022927 - JPEN 997984. A magnetic search was conducted; results negative.

15 June 1943 - Oil slick and bubbles were sighted by the K-51, pilot Lt(jg) Ralston. MAD search was conducted at JPAD 076150; results negative. An oil slick was sighted by the K-33, pilot Ens. Porteous, at JPAD 076103. A magnetic search indicated that the oil was not caused by the presence of a submarine.

17 June 1943 - Oil bubbles were investigated 33 miles SW of Cape Lookout by the K-33, pilot Lt. Keim; results negative. A magnetic search was made at JPAD 080020 by the K-39, pilot Lt(jg) Ralston; results negative. A MAD contact was made by the K-51, pilot Ens. Porteous, at JPAD 097191. The probable cause of the contact was the presence of two submerged wrecks.

19 June 1943 - Rear Admiral Charles E. Rosendahl, USN, Chief of Naval Airship Training, accompanied by Captain Maurice R. Pierce, USN(Ret), and Commander G. F. Watson, USN inspected the squadron. The K-51, pilot Lt(jg) Steffen, received a strong magnetic contact at JPAD 085310. Four bombs were released. The course of the contact, as marked by bronze slicks, appeared to be westward. A later wreck chart showed a wreck in this vicinity.

30 June 1943 - During the month of June 1943, the three airships of this command flew a total of 798 hours, a distance of 32,826 miles. There were a total of 89 flights as follows: 1 search, 1 escort, 75 patrol, 3 training, and 9 patrol-utility. There were no non-operational days during the month.

2 July 1943 - A submarine search was conducted in the area JPAD 075325 by the K-33, pilot Lt. McCann; results negative.

8 July 1943 - The K-39, pilot Lt. Keim, conducted a search of area JPAD 010030; results negative.

16 July 1943 - A magnetic contact was made by the K-39, pilot Lt(jg) Carton, at JPAD 096103. It is believed this contact was caused by the presence of a geologic formation.

18 July 1943 - The K-71 arrived and began operations with the squadron. This brought the total number of airships operating with the squadron to four. (See photo 7 in SQUADIS).

22 July 1943 - A magnetic contact was made by the K-33, pilot Lt(jg) Steffen, 8 miles west of Cape Falcon. It was determined that the contact was caused by a geologic formation.

23 July 1943 - The K-33 located a Coast Guard auxiliary boat lost at sea with a broken compass. The airship acted as a pilot vessel and brought the surface craft into port. (See photo 8 in SQUADIS)

31 July 1943 - The airships of this command flew 968.1 hours for a total of 37,090 miles during the month of July 1943. There were a total of 96 flights as follows: 1 search, 2 escort, 70 patrol, 9 training, and 14 patrol-utility. There were no non-operational days during the month.

1-3 August 1943 - The K-71, pilot Lt(jg) York, and the K-51, pilot Ens. Suhr, conducted an intensive submarine search off Tillamook Head; results negative.

3 August 1943 - The K-71 was ordered to search for a B-17 which had crashed. The wreckage was located by the airship on an inaccessible part of Cape Lookout and the information enabled searching parties to reach the spot and rescue a survivor. The K-33, pilot Lt(jg) Steffen, investigated an oil slick at JPX 055950; results negative. The K-71, pilot Lt. Comdr. Sullivan, investigated a magnetic contact at JPAD 050285; results negative.

12 August 1943 - The K-39, pilot Ens. Klick, conducted an anti-submarine search at JPAD 080085; results negative.

18 August 1943 - Airship K-71 was docked in Hangar "B" using the East door. This was the first airship to be moored in a hangar at NAS Tillamook. (See photos 9 and 10 in SQUAD). The K-79 arrived and began operations with the squadron.

31 August 1943 - The squadron moved its offices from the Administration Building to Hangar "B", having theretofore conducted all its operations from the Administration Building.

22 August 1943 - The K-51, pilot Ens. Porteous, investigated an oil slick at JPAD 020315; results negative.

28 August 1943 - The K-39, pilot Lt. McCann, investigated an oil slick at JPAD 051033; results negative.

31 August 1943 - The airships of this command flew 1319.7 hours during the month of August 1943 for a total of 52,133 miles. There were 125 flights as follows: 2 search, 5 escort, 92 patrol, 13 training, and 13 patrol-utility. There were no non-operational days during the month.

3 September 1943 - The K-33 arrived from Moffett Field and began operations with the squadron.

23 September 1943 - The K-33, pilot Lt. McCann, conducted a submarine search off Haystack Rock; results negative.

23 September 1943 - The K-71, Pilot Lt. Comdr. Sullivan, received an excellent MAD contact at the end of an oil slick at JPAD 087180. SC 536 was directed by the airship to conduct a sound search. It was concluded that a submerged wreck was the cause of the slick and contact.

30 September 1943 - During the month of September 1943, the airships of this command flew a total of 1488.2 hours for a distance of 80,303 miles. There were a total of 154 flights as follows: 2 search, 10 escort, 104 patrol, 23 training, and 15 patrol-utility. There were no non-operational days during the month.

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2 October 1943 - The K-33, pilot Lt(jg) Frey, investigated oil spots at JPAD 050265; results negative.

3 October 1943 - En route to Moffett Field, both engines of the K-33, pilot Lt(jg) Ralston, cut out and the blimp began to settle rapidly. In spite of the release of both slip tanks and four bombs, the airship struck the water. Only by the resourcefulness of the pilot was serious damage to the airship and possible loss of life averted. (See photos 11 and 12 in SQUHIS).

2-3 October 1943 - The K-71, pilot Lt(jg) Porteous, the K-79, pilot Lt. Johnston, and the K-51, pilot Lt(jg) York, participated in an intensive submarine search 34 miles, 240° true, from Yaquina Head. Three depth charges were released and a large quantity of diesel oil bubbled to the surface. It was later determined that this was a wreck.

3 October 1943 - The K-83, pilot Ens. Marriage, made a magnetic contact 3 miles west of Siletz Bay. It is believed that the contact was caused by the presence of a geological formation.

19 October 1943 - K-83, while on patrol, contacted an overturned barge and directed surface craft to the scene.

20 October 1943 - In conjunction with YMS 329, the K-51, pilot Comdr. Sullivan, while searching for a crashed YB, investigated a large patch of oil at 45° 54' N., 124° 3' W.; results negative.

21 October 1943 - K-83 sighted a half-submerged barge 48 miles west of Coos Bay and directed an AK to the scene.

31 October 1943 - 48,008 miles were flown during the month of October 1943; a total of 1246.6 hours. The total number of flights were 135 as follows: 6 search, 13 escort, 95 patrol, 14 training, and 7 utility-patrol. There were two non-operational days during October 1943.

10 November 1943 - A landing was made at NAS North Bend, Oregon to test the auxiliary airship facilities located there and to indoctrinate personnel in the handling of airships.

11 November 1943 - The K-71 was ordered to assist in a special search for an FM-1 forced down at sea 25 miles west of Astoria. The K-71 located the oil slick of the plane but the plane itself was not recovered. The K-51 relieved on station and continued the search until dark.

18 November 1943 - Captain T. G. W. Settle, USN, Commander Fleet Airships, Pacific made an inspection of the squadron. (See photo 13 in SQUHIS). The PC 537 developed a sound contact 8 miles NW of Necanic Head and made a depth charge attack. This command was ordered to cooperate with surface craft in conducting an anti-submarine search of this area. The K-39, pilot Comdr. Sullivan, the K-51, pilot Lt(jg) Suhr, and the K-83, pilot Ens. Lee, took part in the search; results negative.

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X 20 November 1943 - Unable to reach her home base or auxiliary bases due to heavy weather and lack of fuel, the K-71 made a forced landing on the beach 2 miles north of Long Beach, Washington, to an emergency landing party. After approximately 10 minutes on the ground, the ship became unmanageable because of strong gusts of wind, which resulted in the starboard propeller hitting the sand. Both engines were out and the ship ripped to prevent it from being blown to sea. (See photos 14 through 17 in SQUHIS).

21 November 1943 - The K-79 conducted an anti-submarine search 4 miles NW of Heceta Head; results negative.

30 November 1943 - The airships of this command flew during the month of November 1943 a total of 1105.8 hours for a distance of 41,520 miles. There were 113 flights as follows: 11 escort, 93 patrol, 2 utility-patrol, 4 training, and 3 search-patrol. There were 158 challenges of merchant vessels during the month. There were two non-operational days during the month when flying was suspended due to weather conditions.

3 December 1943 - The K-83 arrived and began operations with Blimp Squadron 33.

13 December 1943 - While on a routine patrol, Lt(jg) York sighted a target raft adrift. He reported it to Air Control, Astoria. A Coast Guard boat was sent to try to retrieve the raft.

15 December 1943 - The order was received to search for the raft referred to under entry of 13 December, as the Coast Guard had been unsuccessful in finding it. Ens. Richardson made contact with the raft and stood by until relieved by Lt(jg) Steffen at 1800. Lt(jg) Steffen was ordered to stand by the raft until relieved by the Coast Guard vessel BONHAM. Contact was again lost during the night due to strong winds and low visibility.

16 December 1943 - Ens. Gaebe contacted the raft above mentioned and stood by it until the Coast Guard boat retrieved it and took it in tow. The raft was about 10 feet high and 10 feet wide above the water with a large base and could very easily have become a serious hazard to shipping as it was drifting in the coastwise shipping lanes.

31 December 1943 - During the month of December 1943, the airships of this command flew a total of 1213.3 hours, a distance of 47,396 miles. There were a total of 140 flights as follows: 2 search, 7 escort, 90 patrol, 30 training, 1 test, and 10 patrol-utility. There were 175 challenges of merchant vessels during the month. There were three non-operational days during the month.

4 January 1944 - The K-89 landed to an emergency landing party at Quillayute, Washington and while attempts were being made to mast the airship, shifting winds caused it to roll and kite, bending both propellers and necessitating cutting both engines. Heavy gusts then tore the lines from the handling party and the hauling-in line from the winch of the mast. The airship became airborne, out of control and was ripped. (See photos 18 through 21 in SQUHIS).

7 January 1944 - During a routine patrol, an intense hydro-oxygen fire occurred in the battery compartment in the K-103, pilot Ens. Zeeller. Due



to the proximity of the fuel lines, it was readily apparent that the airship was in grave danger. The alertness of the entire crew and the individual initiative of WOODRUFF, F.R., CBM(AA), and HENSLEY, R.E., ARM2s, in removing the burning battery from its mount and jettisoning it, averted almost certain disaster. (See photo 22 in SQUHIS).

11 January 1944 - Captain T. G. W. Settle, USN, Commander Fleet Airships, Pacific visited the squadron. (See photo 23 in SQUHIS).

14 January 1944 - The K-83, pilot Lt(jg) Balston, searched for a downed TBF in the vicinity of the mouth of the Columbia River; results negative.

15 January 1944 - WOODRUFF, F.R., CBM(AA), and HENSLEY, R.E., ARM2s were commended at Squadron Personnel Inspection for their actions in extinguishing the fire referred to in the entry of 7 January 1944. (See photo 24 in SQUHIS).

18 January 1944 - The K-119 arrived from Moffett Field to begin operations with the squadron.

24 January 1944 - The K-119, pilot Lt(jg) Anderson, searched for downed P4F's in the vicinity of the mouth of the Columbia River; results negative.

31 January 1944 - The K-83, pilot Lt(jg) Frey, sighted an oil slick 2-3 miles, 240° true from Tillamook Light. A magnetic search was made; results negative. The airships of this command flew a total of 898.4 hours and 35,141 miles during the month of January 1944. There were a total of 137 flights as follows: 5 escort, 76 patrol, 2 patrol-utility, 3 search, 39 training, and 3 test. There were 139 challenges of merchant vessels during the month. There were four non-operational days during the month.

7 February 1944 - K-79, pilot Ens. Lee, was notified by an AK of an ill seaman aboard her. The airship transmitted this information to NAS, Tongue Point. The airship stood by until a seaplane dispatched by NAS, Tongue Point, removed the ill man from the merchantman.

14 February 1944 - The K-51, pilot Ens. Davis, sighted a buoy adrift. The Coast Guard was notified of its position.

29 February 1944 - Comdr. E. J. Sullivan in the K-83 accompanied by Lt.Comdr. W. R. Peeler and Lieut. A. S. Arnold, attended commissioning ceremonies at NAAP Quillayute, Washington. Comdr. Sullivan made one of the principal addresses. (See photo 25 in SQUHIS). There were 136 flights during the month of February 1944 as follows: 15 escort, 91 patrol, 29 training, and 1 test. Total flight hours were 1151.8 and total miles flown were 48,413. A total of 165 challenges of merchant vessels were made during the month. There was one non-operational day during the month.

10 March 1944 - The K-103, pilot Lt(jg) Levin, and the K-51, pilot Ens. Adrale, in conjunction with the SC 772, developed sound and magnetic contacts about 10 miles west of the entrance to Willapa Bay. Communication with Air Control, Northwestern Sea Frontier, confirmed the conclusion that the contacts were probably caused by the presence of a sunken tanker.



13 March 1944 - Coast Guard surface craft were directed to two bodies from a crashed aircraft of VS-50 by the K-103, pilot Lt. Engel, about 12 miles west of the mouth of the Columbia River.

14 March 1944 - Lt. Comdr. William R. Peeler, USN, read his orders as Commanding Officer of the squadron, relieving Commander Emmett J. Sullivan, USN, who had been its Commanding Officer since the time of commissioning. (See photos 26 through 28 in SQUHIS).

31 March 1944 - There were 179 flights during the month of March 1944. The total flight hours were 1502.1; total miles flown were 59,084. The flights were as follows: 16 escort, 104 patrol, 3 patrol-utility, 1 search, 1 search-patrol, 5 test, and 49 training. There were 178 challenges of merchant vessels during the month. There were two non-operational days during the month.

14 April 1944 - Airships K-20 and K-87 arrived from Moffett Field, bringing to eight the number of airships operating in this command. (See photo 29 in SQUHIS).

15 April 1944 - Operations were started from expeditionary bases at NAS North Bend, Oregon and NAS Quillayute, Washington. One airship and two crews were based at each of these stations. (See photos 30 and 31 in SQUHIS).

23 April 1944 - The K-103, pilot Lt(jg) York, escorted the BB MISSISSIPPI from a point 250 miles due west of Tillamook to 47° 45' North. The duration of this mission was 23.7 hours; 1017 miles were flown.

28 April 1944 - The K-79, Pilot Lt. Caine, assisted the AK MAXIM GORKI in picking up three men in life rafts from downed aircraft 90 miles due west of Cape Alva. (See photos 32 and 33 in SQUHIS).

30 April 1944 - The K-79, pilot Lt(jg) Buhr, directed a searching party to a crashed RCAF Ventura in the vicinity of Cowichan Lake, Vancouver Island, B.C. During the month of April 1944, the airships of this command flew a total of 1843.9 hours for a total distance of 64,280 miles. There were 213 flights as follows: 15 escort, 130 patrol, 1 search, 64 training, 1 utility, and 2 test. The squadron had one non-operational day during the month.

1 May 1944 - Five airships of this command provided continuous coverage for the BB's WASHINGTON, MARYLAND, and COLORADO from 90 miles southwest of the Straits of Juan de Fuca to the 42nd parallel. (See photo 34 in SQUHIS).

27 May 1944 - The K-87, pilot Lt(jg) Richardson, located the body of a fisherman whose boat had capsized near the entrance to Tillamook Bay. Coast Guard surface craft were directed to the body by the airship. (See photos 35 and 36 in SQUHIS).

31 May 1944 - The K-83, pilot Lt(jg) Priest, after having completed an escort of the CVE MAXIM ISLAND to the Straits of Juan de Fuca, was unable to land at its original destination, NAS Quillayute, due to poor visibility. After a 30 hour flight in which strong headwinds were encountered, the airship was safely docked at NAS Tillamook.



31 May 1944 - During the month of May 1944, the airships of this command flew a total of 1823.2 hours for a total of 73,053 miles. There were a total of 234 flights as follows: 20 escort, 157 patrol, 10 patrol-utility, 39 training, 7 test, 1 miscellaneous. There were no non-operational days during the month.

2 June 1944 - Captain Charles S. Kerrick, USN(Ret), Commander Northwestern Sector, Western Sea Frontier, visited the squadron and made a training flight with the Commanding Officer in the K-79.

3 June 1944 - Airship K-51 was delivered to NAS Moffett Field, California for ultimate operations with Blimp Squadron 31 based at NAS Santa Ana, California.

4 5 June 1944 - Airship K-20 departed on the first leg of a ferry flight to NAS Hitchcock, Texas for transfer to Fleet Airships, Atlantic. While conducting search operations for possible survivors of a crashed RCAF plane on Vancouver Island, airship K-83 crashed in mountainous country approximately 15 air miles southwest of Nanaimo, B.C. No injuries to personnel were sustained. The envelope sustained major damage; little damage was done to the engines and car. (See photos 37 through 39 in SQUHIS).

6 June 1944 - In conjunction with units of Fleet Air Seattle, airships K-119, K-103, and K-79 participated in training exercises with the CVE WINDHAM BAY. VC squadrons conducted simulated attacks on the CVE. The airships provided coverage for the WINDHAM BAY from the Straits of Juan de Fuca to the 42nd parallel, and served as air-sea rescue escorts.


17 June 1944 - Rear Admiral C. E. Rosendahl, USN, Chief of Naval Airship Training and Experimentation, Captain H. N. Coulter, USN, Commander Fleet Airships, Pacific, and Commander John Shannon, USN, Special Assistant (LTA), Bureau of Aeronautics, made an informal inspection of the squadron. (See photo 40 in SQUHIS).

20, 21, 22, 23 June 1944 - On the report of a visual sighting of an unidentified submarine by an SBD based at NAAS North Bend, Oregon, airships of this command were dispatched to the scene of the reported sighting. Extensive visual and magnetic search was made in the vicinity of JAN EX 0583; results negative. Airships of this command conducted a search and hold-down for a period of 55 consecutive hours.

22 June 1944 - Mr. C. L. Anderson of the Washington State Department of Fisheries accompanied Lt. Caine in the K-119 for the purpose of determining an effective procedure for fish spotting and reporting.

25 June 1944 - Airship K-71 searched for the body of a drowned swimmer in the vicinity of Tillamook; results negative.

26 June 1944 - Airships K-103 and K-119 participated in a search for the pilot of a crashed plane out of NAS Astoria, Oregon; results negative.

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29 June 1944 - While a mooring mast was being maneuvered at NAS, Quillayute, Washington, Ensign Ernest M. Babb, USNR, fell from the tractor platform and one of the wheels of the mast passed over a portion of his body. Painful but not serious abrasions and lacerations were received by Ensign Babb.

30 June 1944 - During the month of June 1944, airships of this command flew a total of 1747.1 hours for a distance of 63,391 miles. There were a total of 203 flights as follows: 31 escort, 124 patrol, 1 patrol-utility, 2 search, 31 training, 8 test, 1 utility, and 5 miscellaneous. 165 merchant vessels were challenged during the month. There were no non-operational days during the month.

4 July 1944 - The K-119, pilot Lt. Cairns, participated in a war bond "drive", flying over Salem, Portland, Hillsboro, and other Oregon cities. The K-71, pilot Ens. Mackey, was undocked and became airborne 11 minutes after receiving notice of an airplane crash at sea.

14 July 1944 - As a part of a ComFleet Air Operation Training Order, one of the airships of this command was scheduled to make a landing on the OVA BOUAINVILLE. The exercise was cancelled due to weather.

17 July 1944 - The K-103 and the K-79 provided daylight coverage from the Straits of Juan de Fuca to the 48th parallel for Task Group 12.8 consisting of BB's WEST VIRGINIA and MISSISSIPPI and DD's 586, 587, 592, and 547. While on an operational training flight, the K-71, pilot Lt. Condr. Kohn, received a message to search for a plane crashed ten miles south of the mouth of the Columbia River. A search was conducted for a period of one hour in conjunction with a crash boat, at the expiration of which time the airship was ordered to return to base; results negative.

21 July 1944 - Rear Admiral Ralph Wood, USN, Commander Fleet Air Seattle, visited the squadron. (See photo 41 in SQUITE).

25 July 1944 - The K-79, pilot Lt(jg) Zinkel, stood by for rescue operations while the planes of VC-93 made practice runs on the CL RALEIGH.

26 July 1944 - On the report of a visual sighting of an unidentified submarine by a Russian AK, the K-119, pilot Lt(jg) Marriage, was sent to an area approximately 200 miles due west of the mouth of the Columbia River. An extensive search was conducted for four hours, results negative.

31 July 1944 - During the month of July 1944, airships of this command flew a total of 1883.4 hours for a total distance of 80,444 miles. There were 191 flights as follows: 45 escort, 63 patrol, 6 patrol-utility, 1 search, 1 search-patrol, 63 training, 6 utility, and 4 test. There were no non-operational days during the month.

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4 August 1944 - As a part of ComFairSeattle Training Order 3-44, an airship of this command was scheduled to land on the CVE MUNDA. The training exercise was cancelled. However, three airships provided coverage for the MUNDA. The commanding officer of the carrier ordered Ensign Bailey, the pilot of the K-119, to land on the carrier. The landing was accomplished without incident and a message was handed to the K-119 for forwarding on reaching its base. (See photo 41A in SQUHIS).

8 August 1944 - At 0201 T while entering Tillamook Bay under conditions of reduced visibility, the K-119 struck the water in the shoal area of the bay, resulting in the shearing off of the lower forward portion of the car. On striking the water both engines were out and due to the loss of three bombs on impact, the airship free ballooned to 1200 feet. The port engine was then started and the airship returned to base without further incident. (See photos 42 through 44 in SQUHIS).

12 August 1944 - The K-119, after having received temporary repairs, was flown to NAS Moffett Field for completion of repair work.

14 August 1944 - The K-103, pilot Lt(jg) Chrysler, made a flight from the expeditionary base at NAS Quillayute to NAS Tillamook on one engine, the exhaust stack of the other engine having burned out.

The K-71, pilot Lt(jg) Richardson, while on routine patrol was ordered to search for a capsized fishing boat off Neceta Head. The vessel was sighted before the arrival of the K-71.

16 August 1944 - The K-87 and the K-71 provided continuous coverage for Task Unit 12.7.1, consisting of the BB MEN MEXICO, CV YORKTOWN, and DD's DALE, PARRAGUT, and ALBYN, from a point 350 miles SW of Cape Flattery into the Straits of Juan de Fuca.

17 August 1944 - On receiving a report that an RCAF Beechcraft had crashed about 20 miles NE of Grays Harbor, the K-71 was sent to this vicinity and conducted an extensive search in a 300 square mile area. The crashed plane was subsequently discovered in another area.

18 August 1944 - The K-79 conducted a search in conjunction with two coast guard boats for a swimmer in the vicinity of Twin Rocks. Results negative.

19 August 1944 - The K-87 and the K-79 provided coverage for Task Unit 12/7/2, consisting of BB COLORADO and DD's STEPHETT and WILSON, from a point 320 miles SW of Cape Flattery into the Straits of Juan de Fuca.

The K-71 conducted a search for the body of a swimmer ten miles west of Tillamook Rock. Results negative.

30 August 1944 - While on patrol the K-71 was ordered to search for two men in a dory from an army crash boat. The dory was sighted before the arrival of the airship.

31 August 1944 - During the month of August 1944, airships of this command flew a total of 1241.5 hours for a total distance of 52,008 miles. There were 134 flights as follows: 24 escorts, 1 escort patrol, 70 patrol, 2 search, 1 search patrol, 27 training, 1 utility, 4 test, and 4 miscellaneous. There were no non-operational days during the month.

*Chronology 10/30/44*

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SQUADRON DIARY HISTORY - AIRSHIP SQUADRON THIRTY THREE - FOR SEPTEMBER 1944.

Air-sea-land rescue exercises were conducted as follows by this command, employing gear consisting basically of a winch and a modified Mark IV life raft. (See photos 45 through 49 in SQUHIS).

11 September 1944 - The K-79, pilot Lt. Comdr. Peeler, retrieved 200 lbs. ballast from the mat.

12 September 1944 - The K-79, pilot Lt. Comdr. Peeler, retrieved a man from the mat.

13 September 1944 - The K-79, pilot Lt. Comdr. Peeler, picked up a man adrift at sea in a life raft. On a later run on the same day the K-79 retrieved a man swimming at sea.

14 September 1944 - The K-79, pilot Lt. Comdr. Peeler, retrieved a man from a small field.

8 September 1944 - The K-87, pilot Lt(jg) Suhr, during a period of approximately 3½ hours, took for short flights 61 of the personnel based at N.A.A.S., Quillayute, Washington.

18 September 1944 - The K-103, pilot Lt(jg) Chrisler, was ordered to search for a fisherman's body in the vicinity of Cape Foulweather, results were negative.

19 September 1944 - The K-119, having received repairs at NAS Moffett Field, returned to this squadron and resumed operations.

22 September 1944 - The K-71, pilot Lt(jg) Chrisler, while on an operational training flight, was ordered to conduct a search for a crashed plane in the vicinity of the Nehalem river. After a search for an hour, the K-71 was ordered to return to base on receipt of information that the report of the loss of the plane was erroneous.

Salvage of the K-83 was completed during the month by the removal of the car from the scene of the crash in the vicinity of Nanaimo, B.C., and its water transit to NAS, Moffett Field. (See photos 50 through 54 in SQUHIS).

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23 October - 1944 - Memorial services for the officers and men killed in the crash mentioned under entry of 17 October were held in Hangar "B".

At personnel inspection on this date, the Commanding Officer commanded Lt. Lawrence B. Caine, A-V(G), USNR, for being the first to volunteer to be "rescued" by the use of the air-sea-land rescue gear developed by this squadron.

25 October - 1944 - A flight of 28 hours, 7 minutes, the longest in the history of this squadron, was completed on this date by the E-103, pilot Gustafson. The E-103 had started a routine patrol at 0700 on 24 October, a heavy fog reduced visibility to zero in the vicinity of NAS Tillamook, making it impossible for the airship to land until 1106 on 25 October.

27 October - 1944 - The E-119 made an overland flight to Portland, Oregon to participate in Navy Day ceremonies conducted there.

28 October - 1944 - Operations were suspended at NAAS North Bend, Oregon, which had been used as an auxiliary base, due to expected weather conditions.

16 October 1944 - Admiral Charles E. Rosendahl, USN, Chief of Naval Airship training and Experimentation, and Captain F. M. Coulter, USN, Commander Fleet Airships, Pacific, visited the squadron.

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1 and 2 November 1944 - On receipt of information from Commander Northwestern Sector, Western Sea Frontier of the possible presence of an enemy submarine in coastal waters patrolled by this command, airships of this squadron conducted an exhaustive search, extending as far as 250 miles seaward, while on patrol.

6 November 1944 - While engaged in patrol the K-87 sighted what appeared to be a capsized LCM thirty-one miles off Hecata Head. Air Plot Astoria was immediately notified. The airship stood by for two and one half hours until ordered to return to base.

9 November 1944 - The K-71 was sent to a point three miles west of Cape Arago to assist in rescue operations for a downed plane, results were negative.

13 November 1944 - The K-119 conducted a search for the body of the pilot lost in the crash mentioned under entry of 9 November on receipt of a report that shore lookouts had seen a body in the surf, results were negative.

15 November 1944 - The K-103 conducted a search for a downed RCAF PBY north of Grays Harbor. Results were negative. The K-119 took photographs of NAAS Shelton in preparation for the use of that station as a base from which to conduct radar calibration tests.

21 November 1944 - The K-103 assisted Coast Guard surface craft in a search for a fisherman washed overboard in Grays Harbor. Results were negative.

24 November 1944 - The K-119 was ferried to NAS Moffett Field, California for major overhaul.

27 November 1944 - The K-79 returned for operations with this squadron after major overhaul at NAS Moffett Field, California. The K-87 was ordered to and did sink an overturned life boat which was a hazard to navigation.

30 November 1944 - The K-71 departed for NAAS Shelton, Washington to be used as a temporary base for radar calibration flights to be made in the vicinity of Puget Sound Navy Yard.

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SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY THREE

24 January 1945 - The K-119, temporarily based at N.A.A.S., Shelton, conducted radar calibration tests of search and gunnery installations for USS TENNESSEE (BB 43), and exercises with Fleet Radar School, Puget Sound Navy Yard. The K-79 made a special flight with a representative of the Federal Bureau of Investigation to search for fragments of a Japanese paper balloon in the vicinity of Netarts Bay, results were negative.

25 January 1945 - The K-119, temporarily based at N.A.A.S., Shelton, conducted radar calibration tests of search and gunnery installations for USS SANGAMON (CVE 26), and exercises with Fleet Radar School, Puget Sound Navy Yard.

26 January 1945 - The K-119, temporarily based at N.A.A.S., Shelton, conducted radar calibration tests of search and gunnery installations for USS SANGAMON (CVE 26), and exercises with Fleet Radar School, Puget Sound Navy Yard.

27 January 1945 - The K-79 conducted a training flight to test and indoctrinate personnel in the use of instrument landing control unit. The K-87, while on a patrol flight, was requested by SS M. H. WHITTIER to transmit a message on landing to Tidewater Associated Oil Co., Portland, Oregon, to have certain sums of money available to the SS M. H. WHITTIER on her arrival in port. The request was complied with. The K-119 conducted exercises with Fleet Radar School, Puget Sound Navy Yard.

29 January 1945 - Two training flights with different crews were made by the K-79 to test and indoctrinate personnel in the use of instrument landing control unit.

30 January 1945 - Two training flights with different crews were made by the K-79 to test and indoctrinate personnel in the use of instrument landing control unit.

31 January 1945 - The K-107 and K-105, temporarily based at N.A.A.F., Eureka, were docked in Hangar B, after a flight from Eureka to NAS Tillamook. The flight was necessitated by reason of high winds on the field at N.A.A.F., Eureka. Strong southerly winds made a flight to their home base, NAS Moffett Field, not feasible.

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SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY-THREE

1 February 1945 - While providing coverage for USS SUMANNEE (CVE 27), The K-119 received a blinker message for retransmission. K-87 conducted radar calibration for USS FRANKLIN (CVE 13) in vicinity of Puget Sound Navy Yard.

2 February 1945 - The K-37, K-79 and K-71 conducted an intensive search covering an area from the coast to approximately ten miles seaward from the Straits of Juan de Fuca to the 42nd parallel for a crashed PBY. Results were negative. K-87 conducted operations with radar laboratory, Puget Sound Navy Yard.

3 February 1945 - K-79 conducted search for crashed PBY from Tillamook to Heceta Head. Results were negative. K-87 conducted operations with radar laboratory, Puget Sound Navy Yard.

4 February 1945 - K-87 conducted search for crashed PBY in vicinity of Heceta Head. Results were negative.

6 February 1945 - The K-79 returning from an escort of USS JERAULD (APA 176) was forced to land at NAAS Quillayute due to high winds. K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

7 February 1945 - Airships of this command were grounded due to the most severe gale recorded in this area for thirty-four years. Gusts reached 70 knots in operating areas.

8 February 1945 - K-79 arrived at NAS Tillamook, having successfully ridden out the severe storm mentioned under entry of 7 February on the field at NAAS Quillayute. Gusts in excess of 50 knots were recorded on the air speed indicator during the riding out.

14 February 1945 - K-103 arrived from NAS Moffett Field after major overhaul. K-79 conducted operations with radar laboratory, Puget Sound Navy Yard. K-103 conducted a search in the vicinity of Long Beach, Washington for possible survivors of the capsized fishing vessel, Republic. Results were negative.

15 February 1945 - K-119 conducted a search for a mine reported by a Russian merchant ship in the vicinity of 47° 30' North, 129° 15' West. Results were negative. While on the search mission the K-119 sighted a cork life raft at JPAC 354253. Report of the sighting was made to Air Plot, Astoria. K-71 while on patrol sighted an empty life raft at JPAD 021242. The sighting was reported to Air Plot, Astoria. K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

16 February 1945 - K-103 while on patrol sighted an empty life raft 8 miles west of Destruction Island. Report of the sighting was made to Air Plot, Astoria.

SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY-THREE

18 February 1945 - K-79 made a training flight to test and indoctrinate personnel in the use of instrument landing control unit.

19 February 1945 - K-79 made a training flight to test and indoctrinate personnel in the use of instrument landing control unit.

20 February 1945 - Rear Admiral Charles E. Rosendahl, USN, Chief of Naval Airship Training and Experimentation, visited this squadron. (See photo 56 in SQUHIS). Two training flights with different crews were made by the K-79 to test and indoctrinate personnel in the use of instrument landing control unit.

21 February 1945 - Air Control, Northwestern Sector passed information to this command that the Coast Guard lookout at Cape Sebastian reported hearing a shot presumably from small arms, and shortly thereafter heard noises like submarine motors which lasted for fifteen minutes. In accordance with Air Control's request, the K-87 was sent to this area and conducted an intensive visual and magnetic search. Results were negative.

22 February 1945 - K-71 relieved the K-87 and conducted a submarine search between the 42nd and 43rd parallels approximately 25 miles off Cape Sebastian. Results were negative. K-79 conducted a night search in conjunction with the Coast Guard vessel SHAWNEE off Cape Sebastian for an enemy submarine. Results were negative.

23 February 1945 - K-71 conducted a night search of the Cape Sebastian area for enemy submarines. Results were negative. K-37 at request of USS COLBERT (APA 145) relayed her position to Commander Northwestern Sector, Western Sea Frontier on landing.

24 February 1945 - K-87 conducted radar calibration for USS SHIELDS (DD 596) and also conducted operations with radar laboratory, Puget Sound Navy Yard. K-37 conducted a night search of the Cape Sebastian area for enemy submarines. Results were negative.

25 February 1945 - K-37 conducted a night search of the Cape Sebastian area for enemy submarines. Results were negative.

26 February 1945 - K-71 conducted a night search of the Cape Sebastian area for enemy submarines. Results were negative.

27 February 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard. K-119 conducted a night search of the Cape Sebastian area for enemy submarines. Results were negative.

28 February 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard. K-119 took off on a night search of the Cape Sebastian area for enemy submarines.

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SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY-THREE

1 March 1945 - K-119 completed a night search of the Cape Sebastian area for enemy submarines, results were negative. K-119 took off on a night search of the Cape Sebastian area for enemy submarines. The search was completed 2 March 1945. Results were negative. K-87 was requested by JOC, Seattle to locate LST 853 and relay her position. This mission was accomplished.

2 March 1945 - K-119 conducted a night search of the Cape Sebastian area for enemy submarines. Results were negative.

3 March 1945 - K-87 conducted search for mine in vicinity of 43° 30' N., 127° 23' W. Results were negative.

4 March 1945 - K-37 conducted search for mine in conjunction with patrol of Xray 5. Results were negative. K-79 conducted search for mine in conjunction with patrol of Xray 6. Results were negative. K-87 search Cape Blanco area on report of emergency IFF signal. Results were negative.

5 March 1945 - K-37 conducted search for mine in conjunction with patrol of Xray 5. Results were negative. K-103 conducted search for mine in conjunction with patrol of Xray 6. Results were negative.

6 March 1945 - K-103 conducted search for mine in conjunction with patrol of Xray 6. Results were negative. K-87 conducted operations with radar laboratory, Puget Sound Navy Yard.

7 March 1945 - K-37 conducted search for mine in conjunction with patrol of Xray 6. Results were negative. K-103 conducted search for mine in conjunction with patrol of Xray 5. Results were negative. K-87 conducted operations with radar laboratory, Puget Sound Navy Yard.

8 March 1945 - K-103 conducted search for mine in conjunction with patrol of Xray 6. Results were negative. K-119 conducted search for mine in conjunction with patrol of Xray 5. Results were negative. K-87 conducted operations with radar laboratory, Puget Sound Navy Yard.

10 March 1945 - K-87 conducted radar calibration for USS ALABAMA (BB60) and also operations with radar laboratory, Puget Sound Navy Yard. On flight from NAS Tillamook to Puget Sound Navy Yard two life rafts were sighted in vicinity of mouth of Willapa Bay. Air Plot, Astoria was notified.

11 March 1945 - K-119 and K-71 conducted search for YF 923 in vicinity of 46° 08' N., 126° 35' W. Results were negative.

12 March 1945 - K-37 was ordered to search for YF 923 in vicinity of JPAD 0016. YF 923 was subsequently located by a PBM 38 miles west of Grays Harbor. K-103 and K-119 stood by YF 923 until relieved by a Coast Guard vessel.

SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY-THREE

13. March 1945 - K-87 conducted radar calibration for USS ALABAMA (BB60) in vicinity of Puget Sound Navy Yard.

15 March 1945 - On this date a directive was received from Commander Northwestern Sector to discontinue anti-submarine patrols. Accordingly, the function of this command will be to provide coverage for escort missions, to conduct searches pursuant to intelligence received and to conduct utility flights such as radar calibration, air sea rescue, and weather observation. K-103 located tug VALLEY FORGE and tow and transmitted position to Air Plot, Astoria. K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

16 March 1945 - K-119 conducted radar calibration for USS ALABAMA (BB60) and also operations with radar laboratory, Puget Sound Navy Yard.

18 March 1945 - K-103, while making approach to base on return from flight, crashed into Tillamook Bay. No injuries to personnel were sustained. Major damage was received by the airship. Cause of the accident was attributed to 90% personnel, 10% weather.

20 March 1945 - K-79 and K-87 were ordered to search for a YMS between Tillamook and Yaquina Head. The search was discontinued when the YMS was subsequently discovered in the Straits of Juan de Fuca. K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

21 March 1945 - K-79 conducted search for YR 71 which was located and position transmitted to Air Plot, Astoria. K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

22 March 1945 - K-87 conducted search for and located SS SEGUIN and YR 71. Air Plot, Astoria and Coast Guard were notified. K-71 conducted search for and located YR 70 which had broken loose from SS SEGUIN. The Coast Guard was notified and the airship stood by until relieved by ATR 24.

23 March 1945 - K-119 conducted calibration for USS MONTEREY (CVL 26) and operations with radar laboratory, Puget Sound Navy Yard.

24 March 1945 - K-87, while on an air sea rescue patrol, was requested by 3 LCS's to give them their position. This request was complied with.

26 March 1945 - K-119 conducted radar calibration for USS NASHVILLE (CL43).

27 March 1945 - Rear Admiral J. J. Ballentine, USN, Commander, Fleet Air Seattle, visited the squadron.

28 March 1945 - K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

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SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY-THREE

29 March 1945 - K-87 conducted operations with radar laboratory, Puget Sound Navy Yard. K-119 conducted flight to photograph and observe torpedo firing, Navy Torpedo Range, Keyport, Washington.

31 March 1945 - K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

Due to weather there were two non-operational days during the month. Weather data recorded at NAS Tillamook indicated that in the month of March there were 29 days with precipitation. Total precipitation was 11.4 inches. Wind in gusts up to 48 knots was recorded.

May 10 - 1945

SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY-THREE

2 April 1945 - K-87 sighted a floating mine four miles off the entrance to Grays Harbor, Washington. Air Control, Northwestern Sector, Western Sea Frontier was notified and the K-87 was directed to obtain photographs and to standby pending the arrival of surface craft. Coast Guard surface craft arrived but were unable to detonate the mine. The K-87 then attempted to explode the mine, firing approximately 250 rounds of .50 calibre. At least one direct hit was scored but detonation did not occur. The K-119 relieved the K-87 and after firing about 50 rounds of .50 calibre was successful in exploding the mine. The mine was subsequently identified by the Mine Disposal Officer, 13th Naval District as being a Japanese Type 93 Model 1 mine. By Commander Fleet Airship Wing 3 speed letter received this date the K-103 was transferred from this command to Commander Fleet Airship Wing 3 as of 18 March 1945.

3 April 1945 - On the report of civilians sighting a submarine off the mouth of the Salmon River, Oregon, Air Control, Northwestern Sector, Western Sea Frontier directed this command to conduct a search. The K-87 and K-71 searched the area. Results were negative. K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

5 April 1945 - K-37 and K-87 conducted a search for mine in vicinity of JPEX 0589. Results were negative. K-119 conducted radar calibration for USS LAMSON (DD 367) in vicinity of Puget Sound Navy Yard.

6 April 1945 - K-119 conducted radar calibration for USS HARADEN (DD 585) in vicinity of Puget Sound Navy Yard. K-87 conducted operations with radar laboratory, Puget Sound Navy Yard.

7 April 1945 - K-119 conducted radar calibration for USS ROWAN (DD 782) and also operations with radar laboratory, Puget Sound Navy Yard.

9 April 1945 - K-37 and K-87 conducted search for mine 40 miles west of Yaquina Head. Results were negative.

10 April 1945 - K-37 conducted search for mine in vicinity of 44° 47' N., 125° 00' W. Results were negative. K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

11 April 1945 - K-37 conducted search for mine 15 miles due west of Cape Lookout. Results were negative. K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

12 April 1945 - K-71, while on an air-sea rescue patrol, received a message from the SS MAHIMAH for relay to the offices of the Matson Line in Seattle, Washington regarding the arrival time for the ship. K-119 conducted radar calibration for USS CHAPETTE (DD 581). K-87 conducted operations with radar laboratory, Puget Sound Navy Yard.

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SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY-THREE

13 April 1945 - K-87 conducted radar calibration for USS SIBONEY (CVE 112). K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

14 April 1945 - K-119 conducted radar calibration for USS CONNER (DD 582). K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

15 April 1945 - K-119 conducted radar calibration for USS BURNS (DD 588).

16 April 1945 - K-37 searched area in vicinity of JPAD 0631 on report of receipt of IFF code 5 signal. Results were negative. K-79 conducted radar calibration for USS BELL (DD 587).

17 April 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

18 April 1945 - This command, together with other units under the operational control of Commander Northwestern Sector, Western Sea Frontier, participated in a communications drill. K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

19 April 1945 - K-79 conducted radar calibration for USS TICONDEROGA (CV 14).

20 April 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

21 April 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

24 April 1945 - K-87 made two flights for the purpose of demonstrating air-sea rescue gear to RCAF observers. An officer of this command was successfully "rescued" from Tillamook Bay during the demonstration. K-79 conducted radar calibration for USS VELLA GULF (CVE 111). K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

25 April 1945 - K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

26 April 1945 - K-37 and K-79 conducted radar calibration for USS TENNESSEE (BB 43). K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

28 April 1945 - K-119 sighted an empty life raft 5 miles NW of Destruction Island. Air Plot, Astoria was notified. K-87 participated in exercises with the Canadian War Loan Drive. K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

There were no non-operations days during the month. Weather data recorded at NAS Tillamook indicated that in the month of April there were 25 days with precipitation. Total precipitation was 6.37 inches. Wind in gusts up to 35 knots was recorded.

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SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY-THREE

1 May 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

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2 May 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard. K-119 sighted buoy adrift 10 miles NW of Destruction Island. Air Plot, Astoria was notified. K-119 stood by until arrival of surface craft.

3 May 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

4 May 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

5 May 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

8 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

9 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

10 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

13 May 1945 - K-71 and K-119 conducted search of coastal area from Yaquina Head to Cape Blanco for lost B24. Results were negative.

14 May 1945 - K-37 conducted radar calibration for USS LEXINGTON (CV 16). K-71 conducted a flight over Seattle, Washington in connection with the opening of the 7th War Bond Drive in accordance with OpNav speed letter Op-34-A1 serial 041438 of 2 May 1945.

15 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

<sup>search</sup>  
~~search~~ 16 May 1945 - By order of JOC, NorWesSec, WesSeaFron, an intensive search was conducted by the K-87 and the K-71 for a German submarine desiring to surrender off the Washington Coast. Results of the search were negative. Later the radio message alleged to have been received from the German submarine was proven by JOC, NorWesSec, WesSeaFron to be a hoax. K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

17 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

18 May 1945 - K-37 conducted radar calibration for USS SARATOGA (CV 3). K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

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SQUADRON DIARY HISTORY - BLIMP SQUADRON THIRTY THREE

19 May 1945 - K-37 conducted radar calibration for USS LEXINGTON (CV 16). K-87 conducted radar calibration for USS SARATOGA (CV 3). K-119 conducted operations with radar laboratory, Puget Sound Navy Yard and radar calibration for USS LEXINGTON (CV 16).

20 May 1945 - K-119 was ordered in flight to proceed to the scene of a PBV crash at 48° 15' N., 125° 30' W., and obtained pictures of another PBV making rescue of pilot.

21 May 1945 - K-71 conducted radar calibration for USS GURKE (DD 783).

22 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard and photographed an area in vicinity of Aberdeen, Washington in conjunction with a geological survey for the U.S. Army Engineers, Ft. Lewis, Washington. K-87, while escorting the USS LEXINGTON (CV 16), received a message from them to be transmitted to NPG, Mare Island, California.

23 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

24 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

25 May 1945 - K-37 conducted radar calibration for USS SIBONEY (CVE 112). K-79 conducted operations with radar laboratory, Puget Sound Navy Yard.

26 May 1945 - K-37 conducted radar calibration for USS KULA GULF (CVE 108). K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

29 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

30 May 1945 - K-37 conducted radar calibration for USS SIBONEY (CVE 112).

31 May 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

Pursuant to Commander, Northwestern Sector, Western Sea Frontier dispatch 052241 of May 1945, airships of this command conducted intensive day and night anti-submarine patrols from 5 May to 7 May inclusive, along shipping lanes from the 42nd to the 45th parallel.

Installation of AN/ASQ-2B (Mark 6 MAD) in the K-79 was completed on 14 May. Crews of this squadron have conducted several flights since that date for the purpose of indoctrinating personnel in the use of this gear.

There was one non-operational day during the month. Weather data recorded at KAS Tillamook indicated that in the month of May there were 21 days with precipitation. Total precipitation was 3.9 inches. Wind in gusts up to 38 knots was recorded.

2 June 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

4 June 1945 - K-37 conducted radar calibration for USS WASP (CV 18). While conducting calibration on the USS WASP (CV 18), the CITIZENSHIP antenna installation was placed in the blimp at the request of Puget Sound Navy Yard for Lieut. H. W. Grisler, from BuShips (code 918) to conduct special tests in the development of directional IFF equipment in conjunction with the AN/UPA-2 equipment on board the USS WASP (CV 18).

5 June 1945 - K-37 conducted radar calibration for USS WASP (CV 18). K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

6 June 1945 - K-37 conducted radar calibration for USS WASP (CV 18). K-27 conducted operations with radar laboratory, Puget Sound Navy Yard.

7 June 1945 - K-37 conducted radar calibration for USS WASP (CV 18). Lt. Harrington, BuShips (code 918), flew in the K-37 and conducted EK suppression tests in conjunction with radar calibration of the USS WASP (CV 18). K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.

8 June 1945 - K-37 conducted radar calibration for USS WASP (CV 18) and the USS SALERNO BAY (CVE 110). Lt. Harrington, BuShips (code 918), continued EK suppression tests in conjunction with radar calibration of the USS WASP (CV 18). K-27 conducted operations with radar laboratory, Puget Sound Navy Yard.

10 June 1945 - K-27 took photographs of training exercises conducted by VC-76 and VC-80 with the USS WASP (CV 18). A message was received by blinker from the USS WASP (CV 18) in regard to the results of the torpedo runs to be relayed to Fleet Air Seattle.

11 June 1945 - K-37 conducted radar calibration for USS SALERNO BAY (CVE 110).

12 June 1945 - K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

13 June 1945 - K-79 conducted operations with radar laboratory, Puget Sound Navy Yard. K-37 conducted a flight over Portland, Oregon in connection with the 7th War Loan Drive in accordance with ComNavSec despatch 051945 of June 1945.

14 June 1945 - K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

15 June 1945 - K-37 conducted operations with radar laboratory, Puget Sound Navy Yard.



16 June 1945 - K-87 conducted operations with radar laboratory, Puget Sound Navy Yard.

18 June 1945 - At 1830 Z, the K-27 returning from an escort mission, sighted and reported the fishing vessel "NORTH CAPE" flying distress signals, 18 miles bearing 295° from Tatoosh Island. This information was relayed to Surface Control via Air Control Seattle, and the Coast Guard surf boat CG 34343 was dispatched from Neah Bay, Washington. The K-27 assisted the surf boat to the rendezvous, stood by until the tow line was made fast at 2015, and then proceeded to Tillamook.

19 June 1945 - K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

20 June 1945 - K-71 conducted operations with radar laboratory, Puget Sound Navy Yard. K-85, while on a ferry flight from Moffett Field, California, received a blinker message from a tanker 20 miles southwest of Cape Blanco, informing them of the presence of a Japanese free balloon at 40,000 feet. This message was relayed by the K-87 to NAS, Tillamook.

21 June 1945 - K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

22 June 1945 - K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

23 June 1945 - K-71 conducted operations with radar laboratory, Puget Sound Navy Yard.

26 June 1945 - K-27 conducted operations with radar laboratory, Puget Sound Navy Yard. K-119 conducted radar calibration for USS SWANSON (DD 443).

27 June 1945 - K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

28 June 1945 - K-119 conducted operations with radar laboratory, Puget Sound Navy Yard.

29 June 1945 - K-119 conducted operations with radar laboratory, Puget Sound Navy Yard. K-29 conducted a flight over Eugene, Oregon in connection with the 7th War Loan Drive in accordance with ComInCH despatch 291635 of June 1945.

30 June 1945 - K-27 conducted radar calibration for USS NEW JERSEY (BB 62). K-85 and K-119 conducted radar calibration for USS MINNEAPOLIS (CA 36). K-27 conducted operations with radar laboratory, Puget Sound Navy Yard.

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## BLIMP SQUADRON 33 HISTORY

JULY 1945

### PART I - CHRONOLOGY

- 1 July - K-37 flight over North Bend, Oregon in connection with Seventh War Loan Drive.
- 2,3,4,5, July - Radar Calibration flights for USS NEW JERSEY.
- 4 July - K-112 flight over Seattle, Washington in connection with Independence Day Celebration.  
K-85 flight over Salem, Oregon in connection with Seventh War Loan Drive.  
ComNesSeaFrom announced modification of air coverage plans in waters of NesSeaFrom.
- 6 July - K-71 and K-79 reported forest fire southeast of NAS Quillayute, Washington.
- 7 July - K-85 made practice landing on deck of USS PUGET SOUND.
- 8 July - K-112 escorted SS MATSONIA from West Point, Washington to the pier at Seattle in connection with celebration for homecoming veterans.
- 10 July - K-85 reported forest fire about 25 miles southeast of NAS Astoria.
- 15 July - K-112 escorted USS PITTSBURGH and photographed the damaged ship.
- 17 July - K-37 sighted and reported first Tuna run of the season.
- 25,26 July - Intensive search for survivor of FM-3 reported crashed at sea.
- 27 July - ComNorWestSec, NesSeaFrom modified the time period of blimp ASR patrols.
- 28 July - K-115 reported fishing boat ashore south of Tillamook.
- 28,29 July - K-79, K-115 searched in conjunction with U.S. Cutter BONHAM for vessel reported in distress.



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## BLIMP SQUADRON 33 HISTORY

SEPTEMBER 1945

### PART I - CHRONOLOGY

- 29 August - ComUSF announced that ships in USF waters would not be given air coverage 10 days after official announcement of surrender of Japan.  
First man detached from ZP33 in accordance with Navy demobilization plan.
- 1 September - Comdt. PSNY requested from CNO that two blimps be retained in the area for continuance of utility work.
- 1-2 September - K-115 and K-79 searched for survivors of SB2C.
- 5 September - K-27, with special radio gear installed made HF/DF calibration flight for USS Enterprise.
- 8 September - K-119 flown to Moffett Field for deflation and long time storage.
- 7 September - LTA Equipment removed at NAS, Astoria.
- 13 September - Services discontinued at NAS, North Bend, Quillayute, and Shelton.
- 18 September - K-79 assisted Coast Guard in locating fishing boat King Salmon in distress.
- 24 September - Assist. Director of Dept. of Fisheries, State of Washington, expressed appreciation for fish spotting service.
- 28 September - ComNorthWestSeaFront cancelled his Operations Plan NWB-AIR 2-45.

This is one we have in file  
Wayne Jensen





Organization ZP-33 Nickname \_\_\_\_\_  
Commissioned 10 December 1942 Decommissioned 10 November 1945  
Former Designation NONE Later Designation NONE  
Tail Code \_\_\_\_\_ From \_\_\_\_\_ To \_\_\_\_\_ New Code \_\_\_\_\_  
CAG



TO:  
( ) Wayne Jensen

Approved 22 December 1944 Discontinued 10 November 1945