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SQ-FI-19(VII)-HI
(Nov-44)

19TH FIGHTER SQUADRON, AAF
318TH FIGHTER GROUP
VII FIGHTER COMMAND
SEVENTH AIR FORCE
ARMY AIR FORCES, PACIFIC OCEAN AREAS
A.P.O. # 244

ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, 318TH
FIGHTER GROUP, VII FIGHTER COMMAND, SEVENTH AIR FORCE.

NOVEMBER 1, 1944 - NOVEMBER 30, 1944

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Historical Division AAFPOA

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~~SECRET~~
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ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, 318TH
FIGHTER GROUP, VII FIGHTER COMMAND, SEVENTH AIR FORCE.

NOVEMBER 1, 1944 - NOVEMBER 30, 1944

1. DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATRE - NEGATIVE.
2. LOSSES IN ACTION - NEGATIVE.
3. AWARDS AND DECORATIONS - NEGATIVE
4. 12 ENLISTED MEN RETURNED TO THE UNITED STATES ON ROTATION PLAN.
CAPT. JOE FITZSIMMONS RETURNED TO THE UNITED STATES FOR REASSIGNMENT.
F/O SPAULDING, 2ND LTS. SITTON, STOLZ, GARDEN, GIBSON, J.P. MORRIS, DONAHUE, RICKARD, JOINED THIS ORGANIZATION THE 11 NOVEMBER, 1944.
LTS. KENDALL, FLAGERMAN, BACH, SHAFFER, KUMMICH, LICHTER, ENGLISH, CORNIA, DEPARTED FROM THIS STATION THE 13 NOV., 1944, AND WERE TRANSFERRED TO HQ. HQ. VII FIGHTER COMMAND.

5. STRENGTH: (PERSONNEL)

<u>1 NOVEMBER</u>	<u>30 NOVEMBER</u>
OFFICERS - 65 - F/O - 1	63 OFFICERS - 1 F/O
E/M - 241	229 E/M

6. STRENGTH: (AIRPLANES)

<u>1 NOVEMBER</u>	<u>30 NOVEMBER</u>
25 P-47D'S	25 P-47D'S
	12 P-38L'S

7. LOSSES: (AIRPLANES)

NEGATIVE
GAINS:
12 P-38L'S

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ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, AAF. (CONT'D)S E C R E T

COMBAT OPERATIONS:

DURING THE MONTH OF NOVEMBER, THE 19TH FIGHTER SQUADRON COMPLETED SIX MISSIONS AGAINST ENEMY INSTALLATIONS AND AIRFIELD AT PAGAN ISLAND. THE PURPOSE OF THESE MISSIONS WAS TO CONTINUE TO DENY THE ENEMY THE USE OF THE AIRFIELD FACILITIES AT PAGAN. A TOTAL OF EIGHTY-TWO (82) COMBAT SORTIES WERE FLOWN AGAINST THE ISLAND AND 31,440 ROUNDS OF 50 CAL. AMMUNITION, FOURTEEN (14) TONS OF BOMBS, AND THIRTY-FIVE (35) 4.5 IN. ROCKETS WERE EXPENDED AGAINST INSTALLATIONS ON PAGAN. ENEMY RESISTANCE ON THE ISLAND CONTINUED TO BE VERY SLIGHT. PILOTS ONLY ENCOUNTERED MEAGRE AND INACCURATE MACHINE GUN AND 20MM FIRE.

ON 18 NOVEMBER THE FIRST ESCORT MISSION BY P-38L'S OF THIS GROUP, (SEE MISSION REPORT #11-31) FIVE PLANES OF THE 19TH FIGHTER SQUADRON AND NINE (9) PLANES OF THE 333RD SQUADRON AND 73RD SQUADRON PARTICIPATED IN THE MISSION. THE MISSION WAS TO ESCORT TWO (2) F-5'S OF THE 28TH PHOTO. RECONNAISSANCE SQUADRON TO IWO JIMA. THE ENEMY WAS COMPLETELY TAKEN BY SURPRISE AND THE PHOTO RUN WAS COMPLETED WITHOUT INCIDENT; HOWEVER, AS THE FLIGHTS TURNED AND WITHDREW FROM THE TARGET, FOUR (4) SINGLE ENGINE ENEMY FIGHTERS WERE ENCOUNTERED. ONE OF THE ENEMY FIGHTERS DROPPED A PHOSPHORUS BOMB WHICH DID NO DAMAGE TO OUR PLANES. ALTHOUGH THE ENEMY FIGHTERS EXCHANGED PASSES WITH OUR PLANES, THEY HASTILY WITHDREW TOWARD IWO JIMA WITHOUT LOSS. ALL OUR PLANES RETURNED TO BASE.

ON 22 NOVEMBER, TWENTY-SIX (26) P-38'S OF THE 318TH FTR. GROUP ESCORTED TWENTY-SIX (26) B-24'S OF THE 30TH BOMB GP. TO TRUK ISLAND. EIGHT (8) PLANES OF THE 19TH FTR. SQUADRON PARTICIPATED IN THIS MISSION (SEE MISSION REPORT #11-33). P-38'S ENCOUNTERED EIGHT (8) ZEKES AND ONE (1) SINGLE ENGINE FLOAT PLANE OVER THE TARGET. OF THE THREE ZEKES DESTROYED, ONE ZEKE DAMAGED, AND ONE ZEKE PROBABLY DESTROYED, MAJOR DE JACK WILLIAMS AND LT. BOONE N. RUFF OF THE 19TH FTR. SQUADRON EACH ACCOUNTED FOR ONE ZEKE DESTROYED. THIS WAS THE FIRST "KILL" FOR BOTH MAJOR WILLIAMS THE SQUADRON COMMANDER, AND LT. RUFF. THIS MISSION WAS THE FIRST ESCORT OF BOMBERS OVER TRUK ATOLL BY 7TH AAF FIGHTERS.

THE NEXT LONG RANGE ESCORT MISSION WAS ACCOMPLISHED ON 27 NOVEMBER, WHEN EIGHTEEN (18) P-38'S OF THE 318TH FTR. GP. ESCORTED TWO SQUADRONS OF B-24'S AND ONE F-5 TO IWO JIMA. (SEE MISSION REPORT #11-42) SIX (6) P-38'S OF THE 19TH FTR. SQUADRON PARTICIPATED IN THIS MISSION. ONE (1) TWIN-ENGINE ENEMY AIRCRAFT AND FOUR ZEKES WERE ENCOUNTERED BY THE FIGHTERS OVER THE TARGET. TWO OF THE ZEKES WERE DESTROYED BY PILOTS OF THE 19TH FTR. SQUADRON. LT. ROY A. JACOBSON AND LT. WILLIAM A. LOFLIN WERE THE PILOTS WHO MADE THE "KILLS". THIS WAS THEIR FIRST SCORE AGAINST THE ENEMY. THE MISSION WAS HIGHLY SUCCESSFUL AND ALL PLANES RETURNED TO BASE.

A TOTAL OF ONE HUNDRED AND TWENTY-NINE (129) COMBAT SORTIES WERE FLOWN DURING THE MONTH AGAINST THE ENEMY. SORTIES TIME FOR THE MONTH WAS THREE HUNDRED AND SIXTY EIGHT HOURS AND FIFTY MINUTES (368:50). SIX HUNDRED NINETY NINE HOURS AND FIFTEEN MINUTES (699:15) OF COMBAT AIR PATROL WERE FLOWN

ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, AAF. (CONT'D)

S E C R E T

ENEMY OPERATIONS:

APPROXIMATELY NINE ENEMY BETTYS ATTACKED SAIPAN ON NOV. 3. FLASH RED WAS CALLED AT 0300391. FLASH WHITE CAME AT 030231 1. A LOW LEVEL BOMBING AND STRAFING ATTACK WAS MADE ON ISLEY FIELDS NO. 1 AND NO. 2. ONE BETTY WAS SHOT DOWN BY A/A, ONE BY A P-61 OF THE 6TH NIGHT FTR. SQDN., AND A THIRD EXPLODED OVER EAST FIELD, CAUSE UNKNOWN.

TWO ATTACKS WERE MADE BY ENEMY AIRCRAFT EARLY ON THE MORNING OF NOVEMBER 7. THE FIRST FLASH RED WAS CALLED AT 070047 1. ATTACK WAS NOT PRESSED AGAINST THE ISLAND. FLASH WHITE CAME AT 070142 1. THE SECOND FLASH RED CAME AT 070330 1 AT WHICH TIME BOMBS WERE BEING DROPPED ON TINIAN ISLAND. THIS RAID CONSISTED OF SIX AIRCRAFT. NO INTERCEPTION WAS MADE BY OUR NIGHT FIGHTERS. BOMBS WERE ALSO DROPPED ON THE NORTH PORTION OF SAIPAN, AND ISLEY FIELD NO. 2 WAS HIT BY ONE BOMB. FLASH WHITE CAME AT 070444 1.

ON THE MORNING OF NOVEMBER 24, ONE ENEMY AIRCRAFT WAS PICKED UP BY RADAR, 75 MILES FROM SAIPAN. COMBAT AIR PATROL WAS VECTORED FOR INTERCEPTION. ALTITUDE WAS FIRST ESTIMATED AT 15,000 FT. BUT CAP FAILED TO MAKE VISUAL CONTACT. ALTITUDE WAS THEN CORRECTED TO 28,000 FT. FLASH RED CAME AT 0915. AT THIS TIME A P-38 ON A TEST HOP (MAJ. ROESER, 318TH FTR. GP) WAS OVER SAIPAN AT 29,000 FT. HE SAW THE ENEMY AIRCRAFT AT 28,000 FT., INVESTIGATED, AND AT 0921 ATTACKED. THE JAP PLANE WAS SHOT DOWN ABOUT 5 MILES NORTH OF ISLEY FIELD NO. 1.

THE MOST CONCERTED ENEMY ATTACKS WERE MADE ON SAIPAN ON NOVEMBER 27. THE FIRST ATTACK CAME AT 270012 1, WHEN A LOW ALTITUDE PLANE STRAFED ISLEY FIELD NO. 1. FLASH RED WAS SOUNDED AFTER THE ATTACK HAD BEGUN. ABOUT THE SAME TIME TWO OR THREE TWIN-ENGINE BOMBERS ALSO MADE A BOMBING AND STRAFING ATTACK AGAINST ISLEY FIELD. TWO B-29'S WERE DESTROYED AND THREE DAMAGED.

FLASH RED WAS SOUNDED FOR THE SECOND TIME AT 1214 1. THE APPROACH OF VERY LOW-LEVEL ENEMY AIRCRAFT WAS DETECTED BY THE AIR WARNING SYSTEM. ALL AVAILABLE FIGHTER AIRCRAFT WERE SCRAMBLED FROM EAST FIELD. (SEE MISSION REPORT #11-9). FIGHTERS SHOT DOWN TWO ZEKES (CONFIRMED) AND ONE ZEKE (PROBABLE), IN THE VICINITY OF SAIPAN. ONE OF THESE ENEMY PLANES WAS SHOT DOWN BY LT. STANLEY J. LUSTIC OF THE 19TH FTR. SQDN. (SEE MISSION REPORT #11-48). LT. LUSTIC WAS ON CAP AT THE TIME AND WAS ORDERED BY CONTROL TO INVESTIGATE A BOGEY SOUTH OF SAIPAN. CONTACT WAS MADE AND BOGEY IDENTIFIED AS ENEMY. LT. LUSTIC PULLED IN BEHIND HIM AND FIRED, THE ENEMY DID NOT TAKE ANY EVASIVE ACTION AND EXPLODED IN MIDAIR.

SAIPAN A/A CLAIM TEN ENEMY AIRCRAFT SHOT DOWN. THE ENEMY MADE THREE PASSES ON ISLEY FIELD, DESTROYING THREE (3) B-29'S, DAMAGED THREE MORE, AND DAMAGED A C-47. FLASH WHITE CAME AT 1441 1.

ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, AAF (CONT'D)

ENEMY OPERATIONS - CONTINUED

SAIPAN WAS AGAIN ATTACKED ON NOVEMBER 29 BY EIGHT ENEMY AIRCRAFT. FLASH RED CAME AT 0049 I. HIGH LEVEL BOMB RUNS WERE MADE ON ISLEY FIELD NO. 1: HOWEVER, DAMAGE WAS NEGLIGIBLE. ENEMY MADE EXCELLENT USE OF WINDOW. SAIPAN A/A CLAIMED DAMAGE TO ONE AIRCRAFT.

TRAINING:

ON 13 NOVEMBER JOINT AIR DEFENSE EXERCISES WERE HELD WITH ARMY, NAVY, AND MARINE AIR UNITS PARTICIPATING (SEE MISSION REPORT #11-4). THE PURPOSE OF THE EXERCISE WAS TO TEST THE AIR DEFENSES OF SAIPAN AND TINIAN. THE NAVY AND MARINE UNITS BASED AT GUAM WERE TO ATTACK SAIPAN AND TINIAN, WHILE THE P-47'S OF THE 318TH FIGHTER GROUP DEFENDED THE ISLANDS.

DURING THE COURSE OF THE ATTACK TWENTY (20) P-47'S OF THE 19TH FTR. SQUADRON WERE SCRAMBLED. EAST FIELD WAS SUCCESSFULLY ATTACKED BY F-4U'S OF MARINE AIR UNITS. THEY CAME IN ON THE DECK FROM THE EAST UNDETECTED AND ATTACKED BEFORE A FLASH RED WAS SOUNDED. ATTACKING UNITS SUCCESSFULLY USED WINDOW THROUGHOUT THE EXERCISE. THERE WAS A GREAT DEAL OF CONFUSION CAUSED BY TINIAN AND SAIPAN CONTROLLERS CUTTING INTO EACH OTHERS BROADCASTS. IT IS FELT BY THE SQUADRON THAT THE P-47'S WERE SCRAMBLED TOO LATE TO EFFECTIVELY DEFEND THE ISLAND.

ON THE 11 OF NOVEMBER, TWELVE (12) P-38'S WERE ASSIGNED TO THE 19TH FIGHTER SQUADRON. THE LARGE MAJORITY OF THE PILOTS IN THE SQUADRON HAVE FLOWN SINGLE ENGINE AIRCRAFT FOR WELL OVER A YEAR, AND THE CONVERSION TO TWIN-ENGINE AIRCRAFT WILL TAKE A LITTLE TIME. THE FIRST FEW PILOTS CHECKING OUT IN THE P-38'S, AT FIRST DID NOT LIKE THEM, BUT AFTER SEVERAL HOPS THEY HAVE GRADUALLY BEGUN TO BELIEVE THEY ARE A MUCH BETTER AIRCRAFT THAN THE P-47, ESPECIALLY IN VIEW OF THE LONG OVER WATER MISSIONS THAT ARE FLOWN BY THE SQUADRON. AT THE END OF THE MONTH MOST OF THE FLIGHT AND ELEMENT LEADERS HAD CHECKED OUT IN THE P-38, AND ALTHOUGH THE PLANE IS DIFFERENT FROM ANYTHING EVER FLOWN IN THE SQUADRON, NO OPERATIONAL ACCIDENTS RESULTED.

FOUR HUNDRED AND TWENTY SIX HOURS AND FORTY MINUTES (426:40) OF TRAINING TIME WAS LOGGED BY THE SQUADRON CONSISTING OF AERIAL GUNNERY, PRACTICE BOMBING, AND ACROBATICS.

PERSONNEL:

TWELVE (12) ENLISTED MEN WERE RETURNED TO THE UNITED STATES DURING NOVEMBER IN ACCORDANCE WITH THE EXISTING ROTATION POLICY. IN VIEW OF THE FACT THAT THESE MEN WERE KEY MEN AND WITH THE ADVENT OF TWIN-ENGINE AIRCRAFT IN THE SQUADRON THIS PRESENTS QUITE A PROBLEM ESPECIALLY IN THE ENGINEERING SECTION WHO WERE ALREADY SHORT OF PERSONNEL. HOWEVER, REGARDLESS OF THE SHORTAGE OF PERSONNEL IN ANY SECTION, AND EXTREMELY HIGH PERCENTAGE OF PLANES ARE BEING KEPT IN COMMISSION IN COMPARISON WITH OTHER UNITS.

ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, AAF (CONT'D)

PERSONNEL - CONTINUED

CAPTAIN JOE FITZSIMMONS ONE OF OUR FLIGHT LEADERS RETURNED TO THE UNITED STATES FOR REASSIGNMENT. HE HAD BEEN A MEMBER OF SEVERAL FIGHTER SQUADRONS IN THE CENTRAL PACIFIC OVER A LONG PERIOD OF TIME. HIS PREVIOUS STATIONS INCLUDED MIDWAY, AND THE ISLAND OF OAHU.

IN AN EXCHANGE OF PILOTS, THE 19TH FIGHTER SQUADRON LOST EIGHT OLD P-47 PILOTS AND GAINED EIGHT P-38 PILOTS FROM OAHU.

LTS. KENDALL, FLAGERMAN, BACH, SHAFFER, KUMMICH, LICHTER, ENGLISH, AND CORNIA RETURNED TO THE VIITH FIGHTER COMMAND IN OAHU, IN THE EXCHANGE AND WERE SUBSEQUENTLY ASSIGNED TO OTHER UNITS THEREAT.

THE P-38 PILOTS GAINED WERE 2ND LTS. SITTON, STOLZ, GARDEN, GIBSON, J.P. MORRIS, DONOHUE, RICKARD AND F/O SPAULDING.

RECREATION:

THE SQUADRON HAS UNDER CONSTRUCTION AT THE PRESENT TIME A VOLLEY BALL COURT. THIS COURT AND THE BASEBALL DIAMOND, OFFER BOTH ENLISTED MEN AND OFFICERS A CHANCE TO PARTICIPATE IN MANY HOURS OF EXERCISE AND RELAXATION.

SEVERAL OF THE OFFICERS ARE CONSTRUCTING A FOURTEEN FOOT SAIL BOAT TO BE LAUNCHED IN MAGICIENNE BAY WHEN COMPLETED.


THE LACK OF GOOD BECHES ON THIS SIDE OF SAIPAN PREVENTS MOST OF THE PERSONNEL FROM GOING SWIMMING, ALTHOUGH SEVERAL HAVE ATTEMPTED IT BY DIVING OFF THE HIGH CLIFFS ALONG THE COAST AND SWIMMING IN THE DEEP POOLS AT THE BASE OF THE CLIFFS.

MOVIES ARE SHOWN IN THE GROUP THEATRE EVERY EVENING AND ALMOST ONE HUNDRED PERCENT OF THE SQUADRON ATTEND. TO DATE THE PICTURES HAVE BEEN EXCELLENT FIRST RUN FILM.

MORALE & HEALTH:

THE MORALE OF THE SQUADRON IS EXCELLENT ESPECIALLY SINCE THE ROTATION POLICY SEEMS TO BE FUNCTIONING AND SOME OF OUR PEOPLE ARE GETTING HOME.

THE HEALTH OF THE ORGANIZATION REMAINS GOOD ALTHOUGH FUNGUS HAS BEEN GIVING A NUMBER OF THE PERSONNEL TROUBLE. IN GENERAL, THE HEALTH OF THE SQUADRON IS MUCH BETTER THAN WAS EXPECTED BEFORE OUR MOVE INTO THE FORWARD AREA.


JOSEPH G. TOWNSEND
1ST LIEUT., A.C.
HISTORICAL OFFICER

19TH FIGHTER SQUADRON, AAF
A.P.O. #244

1 NOVEMBER 1944

19TH FIGHTER SQUADRON MISSION #11-1
318TH FIGHTER GROUP MISSION #11-1

1. A. SIXTEEN (16) P-47D'S
B. NONE
2. A. NONE
B. NONE
3. STRAFE BUILDINGS ON THE WEST COAST OF PAGAN, NORTH OF RUNWAY.
4. MAJOR WILLIAMS, LTS. SHAFFER, BACH, THURSTON (VIOLET 1)
LTS. STROUD, WEIR, FLAGERMAN, RUST, (VIOLET 10)
CAPT. TENNANT, LTS. BYRAM, GRAY, MAJOR ROESER (VIOLET 2)
LTS. LOFLIN, WILDE, STAMPE, TOWNER (VIOLET 7)

TAKEOFF : 0755 - LAND : 1022

FLIGHTS OVER TARGET AT 0850. VIOLET 2-1 AND 2-2 (JOSEPHINE SQUADRON DUMBO) ORBITED WEST OF THE ISLAND WHILE FLIGHTS STRAFED.

VIOLET 1 STRAFED SOUTHERN PORTION OF TARGET AREA. TWO PASSES MADE FROM E-W. RUNS STARTED AT 5,000 FEET, MINIMUM ALTITUDE 500 FEET. THIRD PASS WAS MADE ON WHAT APPEARED TO BE SHINTO TEMPLE ON BANDEERA HEADLAND. OBSERVATIONS IN TARGET AREA NEGATIVE.

VIOLET 10 STRAFED NORTH PORTION OF TARGET AREA FROM E-W, ALTITUDE 7,000 FEET DOWN TO 200 FEET.

VIOLET 7 STRAFED PILLBOX AND BUILDINGS IMMEDIATELY SOUTH OF WEST LAKE. RUNS WERE MADE FROM NE-SW.

VIOLET 2-3 AND 2-4 STRAFED CONCRETE BUILDINGS AND GRASS HUTS WEST OF SHOMUSHON VILLAGE.

RESULTS OF STRAFING UNDETERMINED.

RECONNAISSANCE OF ALL OTHER ISLANDS NEGATIVE.

5. A. .4 CUMULUS AT 8,500 FEET ENROUTE - CAVU OVER TARGET
B. LOUD AND CLEAR

6. UNDETERMINED

7. 9,560 ROUNDS .50 CAL. 4,110 GALLONS GASOLINE

8. HEAVY CONCRETE BUILDINGS OBSERVED STILL STANDING AT SHOMUSHON VILLAGE. OBSERVED WELL USED ROAD LEADING INTO WOODED AREA SOUTH OF WEST LAKE.

THREE LARGE BOXES OR PACKING CASES OBSERVED ON NARROW STRIP OF LAND SEPARATING WEST LAKE FROM THE OCEAN. PILL BOX ON WEST COAST WEST OF SHOMUSHON VILLAGE STILL IN TACT.

'SKYLARKER' CONTACTED VISUALLY AND BY RADIO.

WILLIAMS

19TH FIGHTER SQUADRON, AAF
A.P.O. #244

4 NOVEMBER 1944

19TH FIGHTER SQUADRON MISSION #11-2
318TH FIGHTER GROUP MISSION #11-15

1. A. SIXTEEN (16) P-47D'S
B. NONE
2. A. NONE
B. NONE
3. DIVE BOMB RUNWAY AND SERVICE APRON SOUTH OF RUNWAY PAGAN, ISLAND.
4. MAJOR WILLIAMS, LTS. BACH, BYRAM, DUNN (VIOLET 1)
LTS. JACOBSON, DUNNING, DECHARY, DELP (VIOLET 5)
LTS. PETTY, SHAFFER, MARGINKO, DANYLO (VIOLET 8)
C. PT. TENNANT, LTS. MATHIS, FLAGERMAN, LUSTIG (VIOLET 2)

TAKEOFF: 1315 - LAND: 1818

FLIGHTS OVER TARGET AT 1430. BOMB RUNS WERE MADE FROM E-W, FROM 7,000 TO 10,000 FEET WITH RELEASE AT 2,000 TO 4,000 FEET. NINE TO ELEVEN DIRECT HITS WERE OBSERVED ON EAST PORTION OF RUNWAY.

TWO BOMBS EXPLODED ON TAXI STRIP NORTH OF RUNWAY, AND TWO ON TAXI STRIP SOUTH OF RUNWAY. SIX BOMBS STRUCK EAST OF THE RUNWAY, JUST OFF OF THE TURNAROUND.

OF THE EIGHT BOMBS DROPPED ON THE SERVICE APRON SOUTH OF THE RUNWAY, FOUR BOMBS HIT THE CENTER OF THE APRON AND TWO EXPLODED ON THE EAST EDGE AND TWO ON THE WEST EDGE.

FOUR BOMBS WERE UNOBSERVED.

HOUSING ON WEST COAST OF ALAMAGAN ISLAND STRAFED ON RETURN TRIP WITH UNDETERMINED RESULTS.

NO A/A FIRE ENCOUNTERED.

5. A. ENROUTE - .4 TO .8 TOWERING CUMULUS AT 2,500 TO 4,500 FEET.
OVER TARGET - .6 TO .7 TOWERING CUMULUS AT 2,500 TO 4,500 FEET.
B. LOUD AND CLEAR.
6. RUNWAY AND SERVICE APRON RENDERED UNSERVICABLE.
7. 32 X 500# G.P. BOMBS W/INST. FUSES, 4,000 GALLONS GASOLINE
3,400 ROUNDS .50 CALIBER.
8. VISUAL CONTACT ONLY MADE WITH 'SKYLARKER' AT 1415 OVER ALAMAGAN, RECONN. OF ALL OTHER ISLANDS NEGATIVE.

WILLIAMS

19TH FIGHTER SQUADRON, AAF
A.P.O. #244

7 NOVEMBER 1944

19TH FIGHTER SQUADRON MISSION #11-3
318TH FIGHTER GROUP MISSION #11-22

1. A. TWELVE (12) P-47D'S
B. NONE
2. A. NONE
B. NONE
3. LAUNCH ROCKETS AND STRAFE BUILDINGS EAST OF RUNWAY, PAGAN ISLAND.
4. LTS. RUFF, KIMMICH, FLAGERMAN, LICHTER (VIOLET 6)
LTS. KENDALL, ENGLISH, COX, MORRIS (VIOLET 7)
LTS. PETTY, CUNEO, BARRETT, CROCKER (VIOLET 10)

TAKE OFF : 0803 - LAND : 1130

SHORTLY AFTER TAKEOFF LT. KENDALL, VIOLET 7-1 DEVELOPED BELLY TANK TROUBLE AND RETURNED TO BASE WITH HIS WINGMAN LT. ENGLISH, VIOLET 7-2. ELEMENT LEFT THE FORMATION IN THE VICINITY OF MARPI POINT, SAIPAN. FLIGHTS OVER THE TARGET AT 1005, VIOLET 6 FLIGHT AND VIOLET 7-3 AND 7-4 LAUNCHED 34 X 4.5 ROCKETS ON BUILDINGS DIRECTLY EAST OF THE RUNWAY. ROCKETS RUNS WERE MADE 8,500 FEET, NE TO SW, ROCKETS SALVOED AT 1,500 FEET. ROCKETS WERE OBSERVED TO BRACKET THE TARGET WITH NO DIRECT HITS OBSERVED.

LT. RUFF RETURNED TO BASE WITH ONE ROCKET WHICH FAILED TO FIRE. LT. FLAGERMAN JETTISONED ONE ROCKET AT SEA. VIOLET 7-1 AND 7-2 RETURNED TO BASE WITH A TOTAL OF TWELVE ROCKETS. TOTAL NUMBER OF ROCKETS CARRIED WAS FORTY-EIGHT (48).

VIOLET 10 STRAFED BUILDINGS SOUTHEAST OF GINDER CONE, AND BUILDING EAST OF SERVICE APRON SOUTH OF RUNWAY, WITH UNDETERMINED RESULT.

FLIGHTS STRAFED WOODED AREA NORTH OF RUNWAY STARTING A SMALL BRUSH FIRE.

WHILE STRAFING, FLIGHTS WERE FIRED UPON BY 12.7 MACHINE GUN, POSITION LOCATED SOUTH OF SHOMUSHEN VILLAGE AND WEST OF WOODED AREA. POSITION WAS SILENCED BY STRAFING.

MEAGRE, INACCURATE, MACHINE GUN FIRE ENCOUNTERED.
RECONN. OF ALL OTHER ISLANDS NEGATIVE.

5. A. .5 CUMULUS AT 1,200 TO 2,500 FEET OVER TARGET. WIND FROM 80 DEGREES, 8 TO 10 KNOTS.
B. 'SKYLARKER' CONTACTED BY RADIO AT ALAMAGAN.
6. UNDETERMINED
7. 35 X 4.5 ROCKETS - 4,800 ROUNDS .50 CAL. - 2,700 GALLONS GASOLINE
8. NONE.

WILLIAMS

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19TH FIGHTER SQUADRON, AAF
A.P.O. #244

13 NOVEMBER 1944

19TH FIGHTER SQUADRON MISSION #11-4
312TH FIGHTER GP. MISSION #11-

1. A. 20 P-47D'S
B. NONE
2. A. NONE
B. NONE
3. JOINT AIR DEFENSE EXERCISE OF SAIPAN AND TINIAN.
4. MAJ. WILLIAMS, LTS. DELP, GRAY, DANYLO (VIOLET 1)
LTS. JACOBSON, WISHER, DECHARY, CUNEO (VIOLET 5)
LTS. RUFF, TOWNER, BARRETT, WEIN (VIOLET 6)
LTS. LOFLIN, KEARNEY, STAMPE, WILDE (VIOLET 7)
LTS. STROUD, RHODY, DUNN, THOMAS (VIOLET 9)

TAKEOFF: VIOLET 1 & 5 - 0732
VIOLET 6,7,9 - 0744LAND: 0810
LAND: 0910

VIOLET 1 & 5 WERE SCRAMBLED BY CONTROL AT 0719, AIRBORNE 0732. BOTH FLIGHTS WERE ORDERED TO PT. WILLIAM, ALTITUDE 15,000 FT. FLIGHT ARRIVED ON STATION AT 0750 AND ORBITED FOR 10 MINUTES WHEN THEY WERE GIVEN A VECTOR OF 250 DEGREES. AFTER FLYING ON FOR A SHORT PERIOD THEY WERE ORDERED BACK TO TARE TO HUNT FOR BOGIES SOUTH OF THE ISLAND. FLIGHT WAS AGAIN GIVEN A VECTOR OF 270 DEGREES FROM TARE AND PICKED UP 2 TBF'S ON COURSE 180 DEGREES AT 1,000 FT. SEVERAL PASSES WERE MADE ON THE TBF, AFTER WHICH FLIGHT WITHDREW AND RETURNED TO TARE. VECTOR 310 DEGREES WAS GIVEN BY CONTROL AND FLIGHTS PICKED UP ONE PV COMING INTO LOTUS. PV WAS NOT ATTACKED AND FLIGHTS RETURNED TO ORBIT POINT.

VIOLET 6,7,9, WERE SCRAMBLED AT 0729, AIRBORNE AT 0743. CONTROL ORDERED VIOLET 6 TO PT. NAN, ALTITUDE 10,000 FT., VIOLET 7 TO PT. SUGAR, ALTITUDE 10,000 FT., AND VIOLET 9 TO PT. WILLIAM, AT 15,000 FT. AS VIOLET 6 WAS CLIMBING FOR ALTITUDE, LEADER OBSERVED 12 F4U'S EAST OF ISLEY FIELD, OFF PT. SUGAR, ENGAGED WITH SEVERAL P-47'S OF THE 333RD S.GDN. WHEN FLIGHT ARRIVED AT 6,000 FT., ALTITUDE, F4U'S BEGAN TO ATTACK FLIGHT AT 0755. AFTER THIS ENGAGEMENT F4U'S RETIRED WEST OF THE ISLAND AND CONTROL ORDERED FLIGHT TO ORBIT ISLEY FIELD AT 8,000 FT. FLIGHT ORBITED OVER FIELD FOR 30 MINUTES AND DID NOT OBSERVE ANY BOGIES (SIMULATED) DURING THAT TIME. FLIGHT ORDERED TO PANGAKE AT 0855. AS VIOLET 7 CLIMBED FOR ALTITUDE THEY OBSERVED 9 TBF'S AND 8 F4U'S APPROACHING THE ISLAND FOR THE SW AND UNDER ATTACK BY 4 PLANES OF 333RD S.GDN. FLIGHT ATTACKED THE F4U ESCORT AND BELIEVE THAT PARTICULAR RAID WOULD HAVE BEEN BROKEN UP. TBF'S AND F4U'S RETIRED SW AFTER ATTACK, AND VIOLET 7 TOOK UP STATION AT SUGAR, ALTITUDE 10,000 FT. ONE B-24 WAS OBSERVED APPROACHING ISLAND FROM SOUTH. FLIGHT CALLED CONTROL BUT RECEIVED NO ANSWER, SO THEY ATTACKED. FLIGHT ORDERED TO PANGAKE AT 0855. VIOLET 9 SCRAMBLED AND ORDERED TO ORBIT PT. WILLIAM AT 15,000 FT. FLIGHT REMAINED ON STATION AND WAS NOT USED BY CONTROLLER.

19TH FIGHTER SQUADRON MISSION #11-4 - (CONT'D)
318TH FIGHTER GROUP MISSION #11-

ORDERED TO PANCAKE AT 0855.

5. A. SCATTERED CUMULUS AT 1,800 FEET.
B. LOUD AND CLEAR.

6. NONE

7. 3,000 GALLONS GASOLINE.

8. EAST FIELD ATTACKED BY EIGHT F4U'S AT 0855. F4U'S APPROACHED FROM THE EAST ON THE DECK. FLASH RED RECEIVED AT 0856. AT 0719, EIGHT P-47'S SCRAMBLED, AIRBORNE AT 0732. AT 0729 TWELVE P-47'S SCRAMBLED, AIRBORNE AT 0744. ONE F6F DROPPED WINDOW AT 0752 OVER KAGMAN PT. AT 0817 2 PV'S BUZZED LOW OVER EAST FIELD HEADED IN THE DIRECTION OF ISLEY. DURING EXERCISE THERE WAS A GREAT DEAL OF CONFUSION CAUSED BY CONDOR AND GORAL BASES CUTTING EACH OTHER OUT DURING RADIO TRANSMISSIONS. P-47'S WERE SCRAMBLED TOO LATE TO EFFECTIVELY DEFEND THE ISLAND. CONTROL NEVER ORDERED FLIGHTS TO ATTACK PLANES MAKING RUNS ON ISLEY FIELD. FLIGHT LEADERS USED THEIR OWN INTIATIVE IN ATTACKING ENEMY FIGHTERS AND BOMBERS (SIMULATED).

FLASH WHITE RECEIVED AT 0840, ALL PLANES THIS SQUADRON PANCAKED AT AT 0910.

WILLIAMS

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19TH FIGHTER SQUADRON, AAF
A.P.O. #244

16 NOVEMBER 1944

19TH FIGHTER SQUADRON MISSION REPORT #11-4
318TH FIGHTER GROUP MISSION REPORT #11-28

1. A. 12 P-47D'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE AND STRAFING TARGETS OF OPPORTUNITY
PAGAN ISLAND.
4. LTS. LOFLIN, DELP, BARRETT, WILDE (VIOLET 7)
LTS. STROUD, RHODY, BECHARY, WISHER (VIOLET 10)
LTS. PETTY, DUNNING, MARCINKO, THURSTON (VIOLET 9)

TAKEOFF: 1220 LAND: 1436

FLIGHTS OVER TARGET AT 1312.
THREE STRAFING, RECONNAISSANCE RUNS WERE MADE BY ALL FLIGHTS,
LINE ADREAST OVER RUNWAY AREA. INITIAL ALTITUDE 4,000 FT.,
DOWN TO THE DECK, DIRECTION EAST TO WEST.
NORTH TAXI-STRIP APPEARED TO BE UNDERGOING REPAIRS. EAST HALF
OF RUNWAY APPEARS OPERATIONAL. EAST TO WEST ROAD BETWEEN
BARRACKS AREA NORTH OF RUNWAY AND WOODED AREA APPEARS WELL
USED. LARGE EARTH MOUND OBSERVED ON EAST EDGE OF WOODED AREA,
NORTH OF AIRFIELD. THIS MOUND APPEARED TO HAVE DOORS IN THE
SIDE AND BELIEVED TO BE POSSIBLE STORAGE INSTALLATION. OB-
SERVED 500-600 FOOT LEVEL AREA EAST OF BARRACKS AREA, NORTH
OF RUNWAY. TRACK ACTIVITY OBSERVED ON NORTH BEACH. SOUTH
TAXI-STRIP AND SERVICE APRON NON-OPERATIONAL.
SMALL FIRES STARTED AS A RESULT OF STRAFING OF WOODED AREA
NORTH OF RUNWAY AND 1,000 YDS. NE OF EAST END OF RUNWAY.
POSSIBLE MEGARE, INACCURATE, 20-40 MM A/A ENCOUNTERED: GROUND
FLASHES UNOBSERVED.

5. A. .4 CUMULUS AT 3,000 FT.
B. LOUD AND CLEAR.
6. UNDETERMINED
7. 10,670 RDS. .50 CAL. M.G. - 3,000 GALS. GAS
8. VISUAL CONTACT MADE WITH "SKYLARKER" OVER ALAMAGAN.

WILLIAMS

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18 NOVEMBER 1944

GROUP MISSION #11-31 (CONSOLIDATED)

1. A. FOURTEEN P-38L'S (TWO DID NOT TAKE OFF AND ONE RETURNED SHORTLY AFTER TAKEOFF.

B. FOUR SINGLE ENGINE FIGHTERS.

2. A. NONE

B. NONE

3. ESCORT TWO F-5'S ON PHOTO RECONNAISSANCE TO IWO JIMA.

4. MAJOR WILLIAMS, LTS. SITTON, MCCAUL, STOLZ (VIOLET 1)
CAPT. TENNANT, LTS. REDFIELD, AMON, SULLIVAN (VIOLET 2)
CAPT. OTTENSTEIN, LTS. ERBELE, DESTANCE, RIVAS (VIOLET 3)
LT. KANE, GARDEN (VIOLET 4)

TAKEOFF: 0602. LAND: 1357. OVER TARGET: 1010.

LTS. REDFIELD (VIOLET 2-2) AND AMON (VIOLET 2-3) DID NOT TAKEOFF DUE TO MECHANICAL TROUBLE. LT. KANE (VIOLET 4-1) RETURNED TO BASE SHORTLY AFTER TAKEOFF DUE TO HIS TRIM TAB HANDLE BREAKING OFF. LT. GARDEN (VIOLET 4) JOINED VIOLET 3 FLIGHT FOR THE MISSION.

THE THREE FLIGHT RENDEZVOUSED WITH THE TWO F-5'S AND FOUR B-26'S OVER MARPI POINT AT 0610. THEY CLIMBED TO 11,000 FEET, AND PROCEEDED TO PAJAROS ISLAND, ARRIVING THERE AT 0800. THE FLIGHTS GRADUALLY LET DOWN TO 200 FEET AND ARRIVED AT THE IP (23 55'N 140 40' E) AT 0945. THEY THEN PROCEEDED TO THE TARGET ON A VECTOR OF 35 TC, ARRIVING OVER TARGET AT 1005.

VIOLET 1 COVERED THE PHOTO RUN OF THE F-5 FLYING ALONG THE WEST SHORE OF IWO JIMA. FLYING AT 200 FEET, ECHELONED AWAY FROM THE ISLAND, VIOLET 1 ENCOUNTERED MEAGRE, INACCURATE AUTOMATIC WEAPONS FIRE EMANATING FROM COAST POSITIONS. WHEN THE FLIGHT WAS APPROXIMATELY ONE MILE NORTHWEST OF THE VOLCANIC CRATER, THE LEADER OBSERVED TWO SINGLE-ENGINE ENEMY AIRCRAFT DUE EAST OF AIRFIELD NO. 2, ALTITUDE 2,000 FEET HEADING IN A SHALLOW DIVE TOWARD THE ISLAND. VIOLET 1 LEADER CALLED IN THE BOOGIES TO THE OTHER FLIGHTS. AFTER COMPLETION OF THE PHOTO RUN, VIOLET 1 MADE A 180 DEGREE TURN AROUND THE NORTH END OF IWO JIMA AND HEADED FOR THE RENDEZVOUS POINT - MINAMI ROCK.

VIOLET 3 COVERED THE PHOTO RUN OF THE F-5 FLYING ALONG THE EAST SHORE OF IWO JIMA. THE FLIGHT CAME IN AT 50 FEET ALTITUDE IN A LINE ABREAST FORMATION. HALF WAY UP THE ISLAND, THEY TURNED OFF TO THE AND HEADED FOR MINAMI ROCK. AS THEY COMPLETED THEIR TURN, FOUR SINGLE ENGINE ENEMY FIGHTERS WERE OBSERVED HEADING FOR THE FLIGHT AT 2,000 FEET TO 3,000 FEET. ONE OF THE BOOGIES DROPPED A PHOSPHOROUS BOMB, WHICH EXPLODED WELL AHEAD AND ABOVE THE FORMATION. A SECOND ENEMY FIGHTER DIVED AND OPENED FIRE ON VIOLET 3-1 BROKE AWAY AND HEADED IWO JIMA. A THIRD ENEMY FIGHTER EXCHANGED PASSES WITH VIOLET 3-1 DIVED FOR THE DECK AND HEADED FOR IWO JIMA. VIOLET 2-2 OBSERVED FOURTH ENEMY FIGHTER AT 2,000 FEET, AND IN A CLIMBING TURN, OPENED FIRE AT MAXIMUM RANGE. THE ENEMY IMMEDIATELY BROKE AWAY TO THE NORTH AND RETIRED TO THE NORTH.

ALL THE ATTACKS BY THE ENEMY WERE UNAGGRESSIVE. NO A/A WAS OBSERVED BY VIOLET 3. ONE 2-ENGINE AIRCRAFT WAS OBSERVED ON NO. 2 AIRFIELD AT IWO JIMA. THE FLIGHT PROCEEDED TO MINAMI ROCK AFTER THE ENEMY INTERCEPTION AND ORBITED THE RENDEZVOUS POINT WHILE THE OTHER FLIGHTS REFORMED.

VIOLET 2 TURNED OFF 3 MILES SOUTH OF IWO JIMA AND, AS THE BALANCE OF THE FORMATION REACHED THE TARGET, STARTED TO CLIMB TO 5,000 FEET WHERE THEY ORBITED UNTIL VIOLET 3 LEFT THE ISLAND. VIOLET 2'S MISSION WAS TO PROVIDE HIGH COVER FOR THE F-5'S. VIOLET 2 AFTER COVERING THE WITHDRAWAL OF VIOLET 3, PROCEEDED TO THE SOUTH TIP OF IWO JIMA TO COVER THE WITHDRAWAL OF VIOLET 1. THEY THEN PROCEEDED TO THE RENDEZVOUS POINT MINAMI ROCK.

ALL THREE FLIGHTS LEFT MINAMI ROCK AT 1020 AND HEADED FOR BASE. THEY ARRIVED AT EAST FIELD, SAIPAN, AFTER FLYING A TOTAL OF 1,518 STATUTE MILES.

5. A. .3 CUMULOUS AT 3,000 FEET OVER TARGET. RETURN TO BASE, THE FLIGHTS RAN INTO A FRONT, BASE 600 FEET, TOPS 18,000 FEET, APPROXIMATELY 300 MILES NORTH OF SAIPAN.

B. LOUD AND CLEAR.

6. NONE

7. 420 ROUNDS GAL. .50. 63 ROUNDS 20MM. 7,315 GALLONS GASOLINE.

8. NO RADIO CONTACT MADE WITH DUMBOS. NO SHIPPING OBSERVED.

22 NOVEMBER 1944

318TH FIGHTER GROUP MISSION #11-33 (CONSOLIDATED)

1. A. TWENTY-SIX P-38L'S (ONE RETURNED SHORTLY AFTER TAKEOFF)
B. EIGHT ZEKES: ONE SINGLE-ENGINE FLOAT PLANE.
2. A. NONE
B. THREE ZEKES DESTROYED (CONFIRMED), ONE ZEKE DAMAGED, ONE ZEKE PROBABLY DESTROYED.
3. ESCORT TWENTY-SIX B-24'S OF THE 30TH BOMB GROUP ON BOMBING STRIKE TO TRUK.
4. MAJ. WILLIAMS, LTS. DONOHUE, RUFF, GIBSON. (VIOLET 1)
CAPT. TENNANT, LTS. SPAULDING, JACOBSON, MORRIS (VIOLET 2)
MAJ. HUSSEY, LTS. SMITH, AMON, BESCHE (VIOLET 11)
LTS. WILSON, HEAGNEY, SNYDER, BENNETT (VIOLET 12)
CAPT. PARK, LTS. SULLIVAN, EUSTIS, RIVAS (VIOLET 13)
CAPT. OTTENSTEIN, LTS. MONYELLE, FANCHER, ERBELE (VIOLET 3)
LTS. KANE, REDFIELD. (SPARES)

TAKEOFF: 0733. LANDED: 1511. OVER TARGET 1100 TO 1130.

LT. SMITH (VIOLET 11-2) RETURNED TO BASE AT 0915 DUE TO DIFFICULTY WITH HIS FUEL SYSTEM. ONE OF THE SPARE PILOTS, LT. REDFIELD TOOK LT. SMITH'S PLACE IN VIOLET 11 FLIGHT. LT. KANE, THE OTHER SPARE, TRAILED THE FORMATION ENROUTE TO THE TARGET.

THE SIX FLIGHTS RENDEZVOUSED WITH THE BOMBERS OVER ISLEY FIELD AT 0745 AND THE ENTIRE FORMATION PROCEEDED TO TRUK. THE BOMBERS FLEW AT 17,000 FEET, AND THE FIGHTERS AT 23,000 FEET. WHEN THE FORMATION REACHED THE REEF SURROUNDING THE TRUK ISLAND GROUP, THE BOMBERS CONTINUED SOUTH TO THEIR TARGETS AND THE FIGHTERS SKIRTED THE REEF TO THE EAST. THE PLAN WAS TO DRAW THE ENEMY FIGHTERS TO ATTACK THE BOMBERS AS THEY COMPLETED THEIR BOMB RUN.

VIOLET 1 OBSERVED MEAGRE TO MODERATE HEAVY A/A FIRE, BURSTING BETWEEN 18,000 AND 21,000 FEET. THE FIRE SEEMED TO BE OF THE BARRAGE TYPE. AS VIOLET 1 CAME IN FROM EAST-SOUTHEAST AT 23,000 FEET, ONE ZEKE WAS OBSERVED AT 22,500 FEET AT 2 O'CLOCK. VIOLET 1 LEADER ATTACKED THE ENEMY FIGHTER, WHO TOOK NO EVASIVE ACTION OTHER THAN A SLIGHT TURN. FOUR BURSTS WERE FIRED THE LAST AT 200 FEET DEAD ASTERN. THE ZEKE SEEMED TO STOP IN MID AIR AND THE TAIL SECTION WAS SHOT AWAY. IT ROLLED OVER AND STARTED TO DIVE FOR THE DECK AT AN ANGLE OF 70 DEGREES. SMOKE WAS ISSUING FROM THE FALLING PLANE. VIOLET 1 LEADER SAW THE ZEKE FALL TO WITHIN 1,000 FEET OF THE WATER WHERE HE LOST HIM DUE TO CLOUD COVER. VIOLET 1-2 WAS IN POSITION TO OBSERVE THIS ACTION AND DEFINATELY CONFIRMED THE ENEMY AIRCRAFT AS BEING DESTROYED. SHORTLY AFTER THIS ACTION, TWO ZEKES WERE OBSERVED OVER THE BOMBER FORMATION, ALTITUDE 17,500 FEET. AT THE SAME TIME VIOLET 1-3 CALLED IN ANOTHER ZEKE AND PEELLED OFF TO ATTACK. THE ENTIRE FLIGHT FOLLOWED AND DISCOVERED THE CALLED-IN BOGEY TO BE TWO ZEKES FLYING PARALLEL AND TO THE RIGHT OF THE BOMBERS. ONE ZEKE APPEARED TO ATTEMPT TO ATTACK THE BOMBER FORMATION WHILE THE SECOND ZEKE FLEW STRAIGHT AND LEVEL. VIOLET 1-3 TURNED LEFT TO HEAD OFF ONE OF THE ZEKES, WHO IMMEDIATELY STARTED TO CLIMB.

318TH FIGHTER GROUP MISSION #11-33 (CONT'D)

VIOLET 1-3 FOLLOWED THE ZEKE AND OPENED FIRE AT 600 FEET DEAD ASTERN. THE ZEKE EXPLODED IN MID-AIR AND WAS OBSERVED TO CRASH IN THE WATER. THIS ACTION WAS CONFIRMED BY VIOLET 1-4.

VIOLET 2 OBSERVED TWO ZEKES AT 23,000 FEET, ON THE PORT SIDE OF THE BOMBER FORMATION. VIOLET 2 LEADER ATTEMPTED TO INTERCEPT ONE OF THE ZEKES AS IT WAS MAKING A HEAD-ON PASS AT THE BOMBERS, AND WAS ABLE TO GET IN A FIVE SECOND BURST AT 1,200 FEET WHEN THE ZEKE SPLIT-SD FOR THE DECK. AT THIS TIME SOMEONE CALLED IN A FLOAT PLANE ON THE DECK. VIOLET 2 DOVE FOR THE DECK FROM 18,000 FEET BUT COULD NOT LOCATE THE FLOAT PLANE. HOWEVER A 50-60 FOOT BOAT WAS OBSERVED SOUTH OF ULIPERU ISLAND JUST INSIDE THE REEF, HEADING NORTH. VIOLET 2-1 AND VIOLET 2-2 STRAFED THE BOAT AMIDSHIPS AND AS THEY WITHDREW SMOKE ISSUED FROM THE SUPERSTRUCTURE.

VIOLET 11 AND VIOLET 12'S PLANES BECAME INTERCHANGED WHILE WAITING FOR THE BOMBERS TO HIT THE TARGETS. VIOLET 11 NOW COMPOSED OF MAJ. HUSSEY, LTS. SNYDER, WILSON AND HEAGNEY FOLLOWED THE BOMBER FORMATION ATTACKING ETEN ISLAND. THEY ATTACKED A ZEKE AT 16,000 FEET WHICH HAD STARTED TO ATTACK THE BOMBERS. VIOLET 1 GOT ON THE ZEKES TAIL AS IT PULLED UP SHARPLY TO THE LEFT. VIOLET 11-2 FIRED TWO SHORT BURSTS FROM 60 DEGREES WHILE VIOLET 1 STAYED ON THE ENEMY'S TAIL AND OPENED FIRE AT 600 FEET. VIOLET 11-1 SAW 20MM SHELLS GO INTO THE ZEKES LEFT WING ROOT AND THE PLANE WAS SMOKING AS IT BEGAN TO DIVE. VIOLET 11-3 SAW WING FALL OFF AND ZEKE EXPLODE. VIOLET 11-2, GETTING LOW ON GAS, WAS ORDERED TO RENDEZVOUS POINT. VIOLET 11-4 BECAME LEADER'S WING MAN AND SIGHTED ANOTHER ZEKE COMING OUT OF A LARGE CLOUD SOUTHWEST OF PARAM ISLAND. VIOLET 11-3 GOT IN ONE LONG BURST FROM DEAD ASTERN BEFORE THE ZEKE DIVED INTO ANOTHER CLOUD, HEADING FOR PARAM ISLAND.

VIOLET 12 FOLLOWED VIOLET 11 BUT DID NOT MAKE CONTACT WITH THE ENEMY. VIOLET 12-3, WHILE CIRCLING AT THE RENDEZVOUS POINT (NORTH PASS) SAW A ZEKE COME UP UNDER HIS LEFT WING. BOTH PILOTS ATTEMPTED TO GET ON THE OTHER'S TAIL, RESULTING IN A HEAD-ON PASS, DURING WHICH VIOLET 12-3 FIRED TWO SHORT BURSTS FROM 300 FEET. NO RETURN FIRE WAS OBSERVED. VIOLET 12-3 SAW SMOKE COMING FROM THE ZEKE AS IT BROKE OFF.

VIOLET 13 OBSERVED A ZEKE BETWEEN THE NORTH EDGE OF THE REEF AND MOEN ISLAND, AT 15,000 FEET. THE ZEKE WENT INTO A STEEP DIVE AND ENTERED A LARGE CLOUD BEFORE THE FLIGHT COULD ATTACK. VIOLET 13 THEN OBSERVED A SECOND ZEKE AT 10,000 FEET JUST NORTH OF MOEN ISLAND, HEADED EAST. VIOLET 13-1 AND 13-2 IMMEDIATELY ATTACKED. THE ZEKE TURNED SHARPLY AND HEADED WEST. VIOLET 13-1 AND VIOLET 13-2 FOLLOWED AND OPENED FIRE. BOTH PILOTS CLAIM HITS ON THE ZEKE, WHICH IMMEDIATELY DISAPPEARED IN THE CLOUD COVER.

VIOLET 3 REMAINED AT 23,000 FEET WHEN THE BOMBERS WENT INTO THEIR RUN, AND ORBITTED OVER THE WEST EDGE OF THE REEF. THEY OBSERVED A LIGHT COLORED (PROBABLY TAN) SINGLE-ENGINE FLOAT PLANE TAKING OFF JUST OUTSIDE OF THE SOUTHWEST PART OF THE REEF. VIOLET 3 DROPPED DOWN TO ATTACK BUT WAS FORCED TO CIRCLE SO AS NOT TO OVERSHOOT THE TARGET. WHEN THEY EMERGED FROM THE CLOUD COVER, THE FLOAT PLANE WAS NOT IN SIGHT. VIOLET 3 THEN PATROLLED THE WEST REEF.

ALL SIX FLIGHTS REJOINED AT THE RENDEZVOUS POINT (NORTH PASS) AT 1135 AND PROCEEDED TO BASE ACCOMPANIED BY THE BOMBERS.

308TH FIGHTER GROUP MISSION 1-33 (CONT'D)

5. A. GOOD ENROUTE AND RETURN, SCATTERED CUMULUS .3 TO .4 OVER TARGET.

B. GOOD, BUT READIBILITY SOMETIMES POOR - PROBABLY DUE TO THROAT MIKES.

6. THREE ZEKES DESTROYED (CONFIRMED). ONE ZEKE PROBABLY DESTROYED. ONE ZEKE DAMAGED. ONE 50 TO 80 FOOT BOAT DAMAGED.

7. 4,670 ROUNDS .50 CAL. 694 ROUNDS 20MM, 18,000 GALS. GASOLINE.

8. ALL ZEKES WERE PAINTED VERY DARK COLORS. THEY HAD A WHITE STRIPE ON THE VERTICAL STABILIZER AND ROUNDELS ON EACH WING.

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19TH FIGHTER SQUADRON, AAF
A.P.O. # 244

23 NOVEMBER 1944

SUBJECT: INDIVIDUAL PILOT NARRATIVE REPORT

TO : 318TH FIGHTER GROUP, S-2, A.P.O. #244

NARRATIVE REPORT OF 1ST LT. BOONE N. RUFF, VIOLET 1-3,
ELEMENT LEADER TO MAJ. WILLIAMS, TRUK ESCORT MISSION, 22 NOVEMBER 1944.

OUR FLIGHTS WERE AT 23,000 FEET, BOMBERS AT 18,000 FEET, AS WE REACHED THE NORTH PASS. THE FIGHTERS SKIRTED THE REEFS TO THE EAST, WHILE THE BOMBERS WENT IN ON THEIR BOMB RUN. WHEN OUR FLIGHT ARRIVED OVER NORTHEAST PASS, I OBSERVED ABOUT 5 BURSTS OF A/A (HV) AT 23,000 FEET AND AT 18,000 TO 19,000 FEET ABOUT 12 BURSTS. THE A/A APPEARED TO BE INACCURATE AS TO DEFLECTION BUT CORRECT FOR ALTITUDE.

THE FIRST ZEKE WE OBSERVED WAS ABOUT A MILE OR TWO EAST OF DUBLON ISLAND AT 20,000 FEET. HE WAS FLYING SOUTH AND WE HEADED IN HIS DIRECTION FROM THE EAST, PULLING IN BEHIND HIM. I BELIEVE HE DIDN'T SEE THE FLIGHT AT ALL. I OBSERVED MAJOR WILLIAMS FIRE AT HIM FROM ABOUT 20 DEGREES. HIS LEAD WAS ALRIGHT BUT THE FIRE WAS A LITTLE LOW. MAJOR WILLIAMS THEN PULLED IN BEHIND THE ZEKE AND FIRED AGAIN. I OBSERVED THREE LARGE PIECES OF THE JAP'S TAIL ASSEMBLY FALL OFF. IT ALSO SEEMED THAT SOME OF HIS SHOTS WERE HITTING THE LEFT SIDE OF THE FUSELAGE. THE JAP SEEMED TO STOP IN MIDAIR, AND THEN THE PLANE MADE AN UNCONTROLLED ROLL TO THE RIGHT AND FELL AWAY IN A STEEP DIVE. I WATCHED HIM FALL ABOUT A THOUSAND FEET. WHEN I LAST SAW HIM HE WAS GOING STRAIGHT DOWN, TRAILING SMOKE FROM HIS ENGINE COWLING.

AT THIS TIME WE CONTINUED EAST ACROSS THE LAGOON AND OBSERVED TWO ZEKES FLYING EAST AS THE BOMBERS WITHDREW FROM THE TARGET TO THE WEST ACROSS THE LAGOON. THE ZEKES WERE ON THE LEFT SIDE OF THE BOMBERS IN STRING AT 18,000 FEET. ONE WAS BEHIND THE OTHER QUITE AWAY. ONE ZEKE LOOKED LIKE HE TRIED TO MAKE A PASS AND THEN CHANGED HIS MIND. THE OTHER ZEKE MADE A PASS ON THE BOMBERS AND DISAPPEARED FROM VIEW. I CALLED THEM INTO VIOLET 1 AND ASKED PERMISSION TO GET THE ONE STILL IN VIEW. HE SAID ALRIGHT. I MADE A 90 DEGREE DIVING TURN TOWARD HIM. HE STARTED TO CLIMB. WHEN I HAD LOST A THOUSAND FEET, HE HAD CLIMBED A THOUSAND SO THAT WE WERE ON THE SAME LEVEL. HE CONTINUED TO FLY EAST IN A SLOW CLIMB. EVERY ONCE IN AWHILE HE WOULD MAKE A SLIGHT RIGHT OR LEFT TURN. IT APPEARED THAT HE WAS TRYING TO KEEP ME IN SIGHT. I PUSHED EVERYTHING FORWARD. IT TOOK ME ABOUT THREE MINUTES TO OVERHAUL HIM. I CLOSED WITH HIM OVER OZEN ISLAND. I PULLED IN ASTERN OF THE ZEKE TO WITHIN ABOUT 800 FEET. I FIRED ONE BURST DEAD ASTERN. THE ZEKE WAS HIT ON THE LEFT SIDE AND HE STARTED TO BURN. HE TURNED OVER TO THE RIGHT AND THE FIRE THEN BECAME MORE INTENSE. I FIRED AGAIN ON HIM AS I ROLLED WITH HIM. THE ZEKE THEN WENT INTO AN UNCONTROLLED DIVE. I DID NOT FOLLOW HIM DOWN AS I KNEW HE WAS DONE FOR. I OBSERVED THE PLANE CRASH IN THE LAGOON. AFTER THIS ACTION THE FLIGHT TURNED AND HEADED WEST ACROSS THE LAGOON. WE LET DOWN TO ABOUT 8,000 FEET, AS WE CROSSED THE LAGOON AND WE LOOKED FOR THE FLOAT PLANE THAT WAS CALLED IN. WE DID NOT LOCATE THE FLOAT PLANE

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INDIVIDUAL PILOTS NARRATIVE REPORT (CONTINUED)

AND PROCEEDED TO THE RENDEZVOUS POINT AT NORTH PASS.

BOONE N. RUFF
1ST LIEUT., A.C.

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19TH FIGHTER SQUADRON, AAF
A.P.O. # 244

23 NOVEMBER 1944

SUBJECT: INDIVIDUAL PILOT NARRATIVE REPORT

TO : 318TH FIGHTER GROUP, S-2, APO #244.

NARRATIVE REPORT OF LT. JOHN R. DONOHUE, VIOLET 1-2,
TRUK ESCORT MISSION, 22 NOVEMBER, 1944.

WHEN OUR FLIGHT ARRIVED IN THE VICINITY OF NORTHEAST PASS I OBSERVED ONE ENEMY ZEKE EAST OF DUBLON ISLAND, AT AN ALTITUDE OF ABOUT 22,000 FEET, HEADING SOUTH.

I WAS FLYING MAJOR WILLIAMS' WING AT THE TIME. MAJ. WILLIAMS CLOSED WITH THE JAP. I OBSERVED HIM GET ON HIS TAIL AND FIRE. HIS FIRE WAS ACCURATE AND LARGE PIECES OF THE ENEMY'S TAIL ASSEMBLY FELL AWAY. I ALSO OBSERVED TRACER FIRE ENTER THE FUSELAGE AROUND THE PILOT. THE PLANE WENT INTO AN UNCONTROLLED DIVE FOR THE DECK AND I DID NOT SEE HIM PULL OUT.

JOHN R. DONOHUE
2ND LT., A.C.

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19TH FIGHTER SQUADRON, AAF
A.P.O. #244

23 NOVEMBER 1944

SUBJECT: INDIVIDUAL PILOT NARRATIVE REPORT

TO : 318TH FIGHTER GROUP, S-2, A.P.O. #244

NARRATIVE REPORT OF LT. JESSE F. GIBSON, VIOLET 1-4,
TRUK ESCORT MISSION, 22 NOVEMBER, 1944.

I WAS FLYING LT. RUFF'S WING AS NUMBER 4 MAN IN VIOLET 1 FLIGHT. AFTER MAJ. WILLIAMS HAD SHOT DOWN ONE ZEKE, OUR FLIGHT CONTINUED EAST ACROSS THE ISLANDS AND OBSERVED TWO ZEKES AT 18,000 FEET IN THE VICINITY OF OUR BOMBER FORMATION AS THEY WITHDREW FROM THE TARGET.

LT. RUFF ASKED MAJ. WILLIAMS FOR PERMISSION TO ATTACK, WHICH WAS GRANTED. I FOLLOWED LT. RUFF IN A 90 DEGREE DIVING TURN TOWARD ONE OF THE ZEKES. HE STARTED TO CLIMB AND WE PULLED IN BEHIND AND FOLLOWED. THE JAP MADE SLIGHT TURNS TO THE RIGHT AND LEFT WHILE IN HIS CLIMB. LT. RUFF CLOSED WITH HIM AND FIRED. THE ZEKE STARTED TO BURN AND HE ROLLED OVER ON HIS SIDE. LT. RUFF FIRED AGAIN AND THE ENTIRE PLANE BECAME ENVELOPED WITH FLAME. I OBSERVED THE ZEKE CRASH IN THE TRUK LAGOON.

JESSE F. GIBSON
2ND LIEUT., A.C.

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10TH FIGHTER SQUADRON, AAF
A.P.O. # 244

23 NOVEMBER 1944

SUBJECT: INDIVIDUAL PILOT NARRATIVE REPORT

TO : 318TH FIGHTER GROUP, S-2, A.P.O. 244

NARRATIVE REPORT OF MAJOR D.J. WILLIAMS, VIOLET 1 LEADER,
TRUK ESCORT MISSION, 22 NOVEMBER 1944.

THE FIRST ZEKE I OBSERVED WAS EAST OF DUBLON ISLAND, AT AN ALTITUDE OF BETWEEN 20,000 AND 22,000 FEET, HEADING SOUTH - SOUTH-EAST. AFTER I SPOTTED HIM, HE TURNED INTO THE BOMBERS ABOUT THREE MILES AHEAD OF MY FLIGHT. I TRIED TO GET ON HIS TAIL. WHEN I HAD CLOSED TO WITHIN A HALF A MILE, HE BEGAN A GRADUAL TURN TO THE LEFT. WHEN I FINALLY WAS WITHIN RANGE MY FIRST SHOT WAS FROM 15 DEGREES. THE BURST APPEARED TO GO BENEATH HIM. I FIRED AGAIN FROM 800 FEET, A 10 DEGREE DEFLECTION SHOT. I OBSERVED HITS ON THE FUSELAGE NEAR THE PILOT. I THEN CAME IN FROM DEAD ASTERN FIRING FROM 500 FEET TO 200 FEET. I GOT DIRECT HITS ON HIS TAIL. LARGE PIECES OF THE TAIL FELL OFF AND THE PLANE APPEARED TO STOP DEAD IN THE AIR AND FALL AWAY OUT OF CONTROL. I PULLED UP OVER HIM AND TURNED LEFT AND OBSERVED HIM FALLING STRAIGHT DOWN TRAILING SMOKE. I WATCHED HIM UNTIL HE WAS WITH 1,000 FEET OF THE WATER. HE DID NOT REGAIN CONTROL OF THE PLANE DURING HIS FALL TOWARD THE DECK.

DE JACK WILLIAMS
MAJOR, A.O.

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19TH FIGHTER SQUADRON, AAF
A.P.O. # 244

22 NOVEMBER 1944

19TH FIGHTER SQUADRON MISSION REPORT #11-7
318TH FIGHTER GROUP MISSION REPORT #11-344

1. A. 12 P-47D1S
B. NONE
2. A. NONE
B. NONE
3. DIVE BOMB RUNWAY AND TAXI-STRIP, PAGAN ISLAND.
4. LTS. LOFLIN, TRUMBOUR, STAMPE, DE WEES (VIOLET 7)
LTS. PETTY, DUNNING, BYRAM, MARCINKO (VIOLET 8)
LTS. COX, DELP, DECHARY, LOSTIG (VIOLET 9)
MAJOR ROESER, LT. DANYL* ("JOSEPHINE" ESCORT)

TAKEOFF: 1412 - LAND: 1630

FLIGHTS OVER TARGET AT 1510. DIVE BOMB RUNS WERE MADE FROM 8,500 FT. ALL BOMBS WERE GENERALLY FROM EAST TO WEST OVER THE AIRSTRIP. FOURTEEN BOMBS WERE OBSERVED TO EXPLODE ON TAXI-STRIP NORTH OF THE RUNWAY, TWO BOMBS 100 YDS. NE OF TAXI-STRIP, SIX ON EAST END OF RUNWAY, AND TWO 100 YDS. SHORT OF EAST END OF RUNWAY. ENCOUNTERED MEAGRE, INACCURATE 40 MM FIRE FROM GUNS AT THE BASE OF THE CLIFFS SOUTH OF THE RUNWAY. ONE GUN LOCATED AT BASE OF CLIFF DIRECTLY SOUTH OF SERVICE APRON AND THE OTHER APPROXIMATELY 200 YDS. SE OF EAST END OF THE RUNWAY. NO FURTHER REPAIRS HAVE BEEN MADE ON RUNWAY SINCE LAST PHOTO COVERAGE. RECONNAISSANCE OF ALL OTHER ISLAND NEGATIVE. VIOLET 9 LEADER OBSERVED TWO JAPS IN THE WATER IN THE VICINITY OF THE BEACHED BARGES ON THE WEST COAST OF THE ISLAND SOUTH OF THE AIRSTRIP. A STRAFING RUN WAS MADE ON THE AREA WITH UNDETERMINED RESULTS.

5. A. .2 - .3 CUMULUS AT 1200-3000 FT.
B. LOUD AND CLEAR
6. RUNWAY AND TAXI-STRIP RENDERED UNSERVICEABLE.
7. 24 X #500 G.P. BOMBS W/INST. FUSES. - 3,000 RDS. .50 CAL. M.G.
2,500 GALS. GAS.
8. RUNWAY WELL CRATERED PRIOR TO ATTACK.

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19TH FIGHTER SQUADRON, AAF
A.P.O. #244

27 NOVEMBER 1944

19TH FIGHTER SQUADRON MISSION REPORT #11-10
316TH FIGHTER GROUP MISSION REPORT #11-30

1. A. 2 P-47D'S
B. NONE
2. A. NONE
B. NONE
3. DUMBO ESCORT OF FIGHTER OF THE 333RD FTR. SQDN. TO PAGAN IS.
4. LTS. THOMAS, MORRIS, R.A. (VIOLET JOSEPHINE)

TAKEOFF: 1531 -- LAND: 1755

VIOLET "JOSEPHINE" ACCOMPANIED FLIGHT OF FIGHTERS ON DIVE BOMB MISSION TO PAGAN ISLAND, ARRIVING OVER THE TARGET AT 1630. ELEMENT ORBITED OFF THE WEST END OF THE RUNWAY AT 8,000 FT. UNTIL IT BECAME APPARENT THAT FIGHTERS WOULD RENDEZVOUS EAST OF THE ISLAND. ELEMENT THEN PROCEEDED TO THE EAST COAST OF THE ISLAND WHERE IT ORBITED AT 8,000 FEET. AFTER COMPLETION OF MISSION ELEMENT RENDEZVOUSED WITH FLIGHTS AND RETURNED TO BASE.

5. A. .7 CUMULUS AT 8,000 FT.
B. LOUD AND CLEAR.
6. UNDETERMINED.
7. 500 GALS. GAS.
8. "VIOLET JOSEPHINE" - P-47 E DIPPED WITH 2-5 MAN LIFE RAFTS TO ACT AS EMERGENCY "DUMBO".

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19 TH FIGHTER SQUADRON, AAF
A.P.S. # 244

27 NOVEMBER 1944

19TH FIGHTER SQUADRON MISSION REPORT #11-9
318TH FIGHTER GROUP MISSION REPORT #11-

1. A. 24 P-47D'S - 2 P-38L'S
B. NONE
2. A. NONE
B. NONE
3. SCRAMBLE DURING RED ALERT TO DEFEND SAIPAN ISLAND AGAINST ENEMY ATTACK.
4. LTS. RUFF, TOWNER, MARCHINKO, WEBBER (VIOLET 4)
LTS. STAMPE, DANYLO, DECHARY, TAYLOR (VIOLET 10)
LTS. THOMAS, MORRIS, K.A. (VIOLET JOSEPHINE)
LTS. DUNN, GIBSON (GREYHOUND 18)
LTS. OOK, DE REES, BOHERTY, KENNEDY (VIOLET 2)
LTS. DELP, RUST (VIOLET 8)
LTS. LUSTIG, CONES, ELENDER, KEARNEY (VIOLET 8)
LTS. PETTY, DUNNING, BYRAM, LA ROCHELLE (VIOLET 6)

GREYHOUND 18: 2 P-38L'S - SCRAMBLED 1216 - LAND 1400

AFTER THIS ELEMENT BECAME AIRBORNE THE LEADER CALLED INTO CONDOR BASE WHO WOULD NOT ANSWER HIM. ELEMENT THEN PROCEEDED TO PATROL FROM A POINT 10 MILES NORTH OF MARPI POINT TO 10 MILES SOUTH OF AGUIJAN ISLAND. ALTITUDE OF PATROL FROM THE DECK TO 14,000 FT. NO ENEMY AIRCRAFT ENCOUNTERED AND RETURNED TO BASE AT 1400.

VIOLET JOSEPHINE: 2 P-47D'S - SCRAMBLED 1227 - LAND 1304

DUMBO ELEMENT SCRAMBLED BY CONTROL TO MARPI PT. ALTITUDE 1000 FT. AFTER ORBITING FOR A SHORT TIME ELEMENT WAS ORDERED TO SEARCH FOR P-47 PILOT SHOT DOWN BY FRIENDLY A/A OFF KAGMAN PT. A THOROUGH SEARCH WAS MADE OF THE AREA AND OIL SLICK OBSERVED. PILOT COULD NOT BE LOCATED. ELEMENT RETURNED TO BASE AFTER SEARCH.

VIOLET 10: 10 P-47D'S - SCRAMBLED 1235 LAND: 1359

FLIGHT SCRAMBLED TO WAFUTAN PT., ALTITUDE 10,000 FT. FLIGHT PATROLED OVER ISELY FIELD CLIMBING TO 19,000 FT. CONTROL ORDERED FLIGHT TO A POINT 40 MILES NORTH OF MARPI PT. AFTER ARRIVING THERE THEY WERE GIVEN A VECTOR OF 270 DEGREES FOR 20 MILES WHERE THEY PICKED UP A FRIENDLY PV. FLIGHT THEN RETURNED TO BASE AND LANDED AT 1359

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18TH FIGHTER SQUADRON MISSION REPORT #11-9 (CONTINUED)
318TH FIGHTER GROUP MISSION REPORT #11-

4. (CONT'D)

VIOLET 4: 4 P-47D'S : SCRAMBLED 1237 - LAND 1453

CONTROL SCRAMBLED FLIGHT AND ORDERED THEM TO ORBIT OVER EAST FIELD. FLIGHT PATROLLED OVER THE FIELD AT 4,000 FT. AFTER PATROLLING FOR A TIME AT 4,000 FT. THEY CLIMBED TO 12,000 FT. AND ORBITED OVER EAST FIELD AND ISELY FIELD. AFTER PATROLLING FOR AN HOUR AND A HALF, FLIGHT WAS ORDERED OUT ON A VECTOR OF 270 DEGREES FROM ISELY FIELD. ABOUT 5 MILES OFF SHORE CONTROL ORDERED FLIGHT BACK TO ISLAND AS BOGIE HAD TURNED FRIENDLY. CONTROL AGAIN SENT FLIGHT ON VECTOR 270 FROM ISELY. BOGIES REPORTED AT ALTITUDE OF 15,000 FT. VECTOR CHANGED TO 250 DEGREES THEN 230 DEGREES THEN 180. ON COURSE OF 180 DEGREES FLIGHT PICKED UP PB4Y 10 MILES OFF TINIAN. FLIGHT RETURNED TO NUTCHO PT. ALTITUDE 8,000 FT. WHERE THEY ORBITED UNTIL LANDING INSTRUCTION WERE RECEIVED.

VIOLET 6: 2 P-47D'S - SCRAMBLED 1317 - LAND 1544

ELEMENT ORDERED TO MARPI POINT AT 20,000 FT., WHERE THEY PATROLLED TO NAFUTAN PT. ELEMENT WAS VECTORED ON COURSE OF 180 DEGREES FROM LALO PT. CONTROL HAD BOGIE AT 30,000 FT. ELEMENT CLIMBED TO 27,000 FT. AND WHEN THEY REACHED A POINT 50 MILES ON COURSE WERE FORCED TO RETURN TO BASE LOW ON GASOLINE. SHORTLY AFTER TURNING BACK CONTROL STATED BOGIE HAD TURNED FRIENDLY AT 25,000 FEET.

VIOLET 9: 4 P-47D'S - SCRAMBLED 1342 - LAND 1504

FLIGHT SCRAMBLED TO GURGUAN PT., ALTITUDE 10,000 FT. CONTROL VECTORED FLIGHT FROM THERE ON COURSE OF 300 DEGREES WHICH WAS CHANGED TO 270 DEGREES. FLIGHT ORDERED TO CLIMB TO 12,000 FT. A B-24 WAS PICKED UP 20 MILES OUT ON COURSE. FLIGHT RETURNED TO ORBIT POINT WHERE THEY AGAIN RECEIVED A VECTOR OF 90 DEGREES. FLIGHT PICKED UP A TBF COMING INTO GURGUAN PT. AT 10,000 FT. FLIGHT THEN ORDERED TO RETURN TO BASE.

VIOLET 2: 4 P-47D'S - SCRAMBLED 1400 - LAND 1509

FLIGHT SCRAMBLED TO GURGUAN PT., ALTITUDE 15,000 FT. DUE TO DELAY IN TAKEOFF, LT. DE WEESE, VIOLET 2-2, COULD NOT LOCATE FLIGHT AND RETURNED TO BASE. AFTER FLIGHT HAD CLIMBED TO 8,000 FT. THEY WERE ORDERED TO PATROL ISELY FIELD AT 5,000 FT. CONTROL ORDERED FLIGHT TO KEEP SHARP LOOKOUT FOR BOGIES COMING IN LOW ON THE DECK. FLIGHT FLEW WEST FROM ISELY FOR A SHORT PERIOD AND INTERCEPTED A B-24 40 MILES OUT, FLYING TOWARD THE ISLAND. FLIGHT WAS THEN ORDERED TO PATROL WEST OF TINIAN & SAIPAN WHICH THEY DID AT VARYING ALTITUDES UNTIL ORDERED TO PANCAKE.

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19TH FIGHTER SQUADRON MISSION REPORT #11-9 (CONTINUED)
318TH FIGHTER GP MISSION REPORT #11-

4. (CONT'D)

VIOLET 8: 4 P-47D'S - SCRAMBLED 1400 - LAND 1500

FLIGHT SCRAMBLED TO GURGUAN PT., ALTITUDE 10,000 FT. FLIGHT WAS GIVEN A VECTOR OF 090 DEGREES. AFTER REACHING A POINT 25 MILES ON COURSE, ALTITUDE 18,000 FT., VECTOR WAS CHANGED TO 270 DEGREES AND FLIGHT RETURNED TO THE ISLAND. FLIGHT GIVEN VECTORS 180 DEGREES AND 360 DEGREES: NO BOGIES PICKED UP. RETURNED TO ORBIT POINT AND PATROLLED UNTIL ORDERED TO PANGAKE.

5. A. 4 CUMULUS WITH TOPS AT 7,000 FT.

B. GOOD

6. NONE

7. 5430 GALS. GAS

8. NONE

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318TH FIGHTER GROUP, AAF
A.P.O. # 244

27 November 1944

318TH FIGHTER GROUP MISSION # 11-48
19TH FIGHTER SQUADRON MISSION # 11-8

1. A. Two (2) P-47D's.
B. One (1) S/E enemy aircraft (ZEKE).
2. A. None
B. One (1) S/E enemy aircraft (ZEKE) destroyed, confirmed.
3. Combat Air Patrol.
4. Lts. LUSTIC, CUNEO. (Violet 8)

Takeoff: 1243 - Landed: 1322

While orbiting Marpi Point at 15,000 feet on Combat Air Patrol, Control ordered element to Gurguan Point at 20,000 feet. After arriving on station element was ordered to 27,000 feet. Element was then vectored on course 240 degrees which Control changed to 170 degrees and again changed to 240 degrees. When element was about 5 miles north of Rota, Violet 8-1 observed a plane circling Rota at 31,000 feet, but lost track of him shortly after sighting. Control then vectored flight to Saipan. Violet 8-1 again sighted the bogie 15-20 miles southwest of Gurguan Point at 28,000 feet. Altitude of Violet 8-1, 28,500 feet. The element stayed up sun and closed with the bogie. Bogie was identified as enemy and Lt. LUSTIC (Violet 8-1) pulled in astern of him and fired a four-hundred round burst. The enemy aircraft started to burn intensely and dive for the deck out of control and crashed at sea.

Element then returned to Gurguan Point and was ordered to orbit there at 18,000 feet. After orbiting for 15 minutes element was ordered to return to base.

5. A. .3 cumulus; tops at 7,000 feet.
B. Loud and clear.
6. None
7. 400 rounds .50 cal. ammo. - 500 gallons gas.
8. Identification of Jap plane confirmed by statement of Violet 8-2 who at first believed the plane had an inline engine. Further questioning revealed that plane had a radial engine and was identified as a ZEKE.

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318TH FIGHTER GROUP, AAF
A.P.O. # 244

27 November 1944

INDIVIDUAL PILOT NARRATIVE REPORTS
(Group Mission #11-48, 27 Nov. 1944)Lt. STANLEY J. LUSTIC (Violet 8-1)

While I was leading an element on Combat Air Patrol, orbiting Gurguan Point at 27,000 feet, I was given a vector of 240 degrees. When the element arrived in the vicinity of Rota I observed a bogie orbiting the island but I immediately lost him. He was about 31,000 feet. Control then vectored me back to Saipan.

I again spotted the bogie 15-20 miles southwest of Gurguan Point at 28,000 feet. My altitude was between 28,500 feet to 29,000 feet at the time. I pulled up sun from him and immediately observed that it was a S/E enemy plane. He had roundels on each wing and also on the fuselage.

Doing about 250 MPH I closed with him and fired a 400 round burst from directly behind him. He immediately burst into flame, his canopy fell off and he fell for the ocean. I saw him crash.

At first I wasn't sure whether it was a ZEKE or not because of the size of his canopy which floated by me, but I feel pretty sure now that it was due to the fact that it had a ZEKE wing and fuselage.

/s/ Stanley J. Lustic
/t/ STANLEY J. LUSTIC,
2nd Lt., Air Corps.

Lt. WILLIAM J. CUNEO (Violet 8-2)

While on Combat Air Patrol with Lt. LUSTIC, my leader, we were vectored by Control to Rota where we observed a bogie at 31,000 feet over the island. We lost him and Control then headed us back for Saipan. When we reached a point approximately 15-20 miles southwest of Gurguan Point, Tinian Island, I observed a bogie at 28,000 feet. Our altitude at that time was 28,500 feet. We pulled aside from him and identified him as enemy. Lt. LUSTIC pulled in behind him and fired. The enemy plane immediately burst into flame and crashed into the water. It was a single-engine plane which at first appeared to have an in-line engine but from the position I was in I couldn't be sure.

We heard another P-47 flight on the radio call in a parachute in the vicinity of the plane we shot down, but I didnot see it.

After he was shot down we reported in to Control. We continued to patrol at 18,000 feet over Gurguan Point.

A TRUE COPY:

C. L. Hoover
C. L. HOOVER,
Captain, Air Corps.

/s/ William J. Cuneo
/t/ WILLIAM J. CUNEO,
2nd Lt., Air Corps.

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318TH FIGHTER GROUP, AAF
A.P.O. # 244

27 November 1944

318TH FIGHTER GROUP MISSION # 11-42 (Consolidated)
19TH FIGHTER SQUADRON MISSION # 11-8
73RD FIGHTER SQUADRON MISSION # 11-11
333D FIGHTER SQUADRON MISSION # 11-12

1. A. Eighteen (18) P-38L's. (One (1) did not take-off; five (5) others did not reach the target)
B. One (1) twin-engine enemy aircraft; four (4) ZEKES.
2. A. None
B. Two (2) ZEKES (Confirmed)
3. Escort two squadrons of B-24's and one F-5 to Iwo Jima.
4. Lts. JACOBSON, RICKARD, LOFLIN, SITTON. (Violet 3)
Lts. WILSON, F/O WALKER, Lts. AMON, SMITH. (Violet 5)
Capt. PARK, Lts. SULLIVAN, STEPHENSON, F/O JAMES. (Violet 1)
Capt. OTTENSTEIN, Lt. ERBELE. (Violet 4)
Major ROESER, Lts. REDFIELD, STROUD, STOLZ. (Violet 2)

Takeoff: 0930 - Over target: 1320 - Land: 1700

F/O JAMES (Violet 1-4) bogged down in soft ground while taxiing and did not takeoff. Capt. PARK (Violet 1-1) could not get gas from his belly tank. He turned around 200 miles from base and pancaked at 1110. Lt. SULLIVAN (Violet 4-2) began losing power 225 miles from base. He returned, accompanied by Lt. STEPHENSON (Violet 4-3). They pancaked at 1145. Lt. WILSONS (Violet 5-1) right engine cut out right after takeoff. He pancaked at 0940. F/O WALKER (Violet 5-2) turned back at 1120 due to fuel pressure failure. He pancaked at 1305.

Violet 3 was to act as top cover for 3 B-24's who furnished the navigation escort. While orbiting between Minami Rock and Iwo Jima, Violet 3-1 observed one ZEKE make a head-on pass on the navigating B-24s, and pull away in a 180° turn. The ZEKE dropped two phosphorous bombs on the B-24's but did no damage. Violet 3-1 pulled in behind the ZEKE and fired three bursts, the last of which was effective. Pieces fell away from the enemy's tail section and fuselage and the ZEKE started to smoke. As the ZEKE rolled over out of control, Violet 3-2 fired a short burst as Violet 3-1 broke away. The ZEKE continued in a steep dive and was observed to crash at sea. This action was confirmed by Violet 3-2 and Violet 3-3. As the strike force of B-24's withdrew from the target, Violet 3-3 observed one ZEKE with 2 P-38's on his tail, headed for the island. The P-38's broke contact and withdrew whereupon Violet 3-3 and Violet 3-4 gave chase. The ZEKE was pursued to within 5 miles of Iwo Jima where he was overtaken by Violet 3-3. He shot away pieces of the ZEKE's tail assembly and started a fire in the right side of the engine housing. The ZEKE rolled over on his back, flaming, and disappeared in a cloud formation. Shortly after this, Violet 3-3 and Violet 3-4 observed a splash in the water below and an oil slick. After

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318TH FIGHTER GROUP MISSION # 11-42 (Consolidated) -- Continued

4. Cont'd.

this action, the flight reformed with the navigating B-24's and rendezvoused at Minami Rock.

Violet 5 provided medium cover for the strike force B-24's. They went up the west side of Iwo Jima as the bombers went over the target and made a 180° turn at the north tip of the island. They then returned to the south end of the island, crossed over and picked up the bombers as they came off the target, accompanying them to the rendezvous point.

Violet 4-1 and Violet 4-2 acted as high cover for the strike force B-24's. They S'd back and forth over the formation between 22,000 and 24,000 feet. Violet 4-1 spotted a twin-engine enemy aircraft (probably an IRVING) over the south edge of Iwo Jima, headed north at 21,000 feet. Violet 4-1 got on his tail and opened fire at 1,200 feet. After a short burst, all guns quit firing, so Violet 4-1 pulled away. Violet 4-1 and Violet 4-2 then approached the north tip of Iwo Jima where they ran into meager, inaccurate, heavy A/A. Then they headed for Minami Rock. Halfway between Iwo Jima and Minami Rock, a ZEKE was called in. Both Violet 4-1 and Violet 4-2 made an overhead, head-on pass. No hits were observed and shortly thereafter they observed this same ZEKE burst into flames from hits received by two P-38's which were on its tail.

Violet 2-1 and Violet 2-2, flying high cover for the strike force B-24's, observed a ZEKE diving toward Iwo Jima from Minami Rock. They were at 26,000 feet and realized the futility of chasing the ZEKE over the island. They patrolled at 26,000 feet until rendezvous time, when they joined the formation over Minami Rock.

Violet 2-3 and Violet 2-4 escorted the F-5, dropping from 18,000 feet to 50 feet. They covered the F-5 on its run along the east shore and never did see any A/A or enemy aircraft. They did not rendezvous at Minami Rock but rejoined the formation half way home.

5. A. Enroute: .4 cumulus, tops, 9,500 feet. Over target: .3 cumulus, tops, 9,500 feet. Return: .4 cumulus, tops, 9,500 feet.
B. Loud and clear.
6. No damage to the enemy on the ground.
7. 1,830 rounds .50 cal. ammo. 327 rounds 20mm ammo. 8,500 gallons gas.
8. The ZEKES were painted O.D. or very dark green. No special markings were observed.

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318TH FIGHTER GROUP, AAF
A.P.O. # 244

27 November 1944

INDIVIDUAL PILOT NARRATIVE REPORTS
(Group Mission #11-42, 27 Nov. 1944)

LT. ROY A. JACOBSON (Violet 3-1)

My flight was to protect the 3 B-24's who were acting as navigation escort for our fighters on this mission. We were about 5 miles north of Monami Island at 2,000 feet, when I observed a ZEKE make a pass on the escort B-24's and drop two phosphorous bombs. He made a head-on pass from above, broke away in a 180 degree turn. I pulled in behind the ZEKE and fired three bursts from close range. The last burst was good and I observed pieces fall away from his fuselage and tail assembly. As he turned over on his back he started to smoke and fall for the deck.

As I broke away I observed my wingman firing a short burst on the plane who was already falling for the deck. The ZEKE crashed in the water below us. After this action we continued to search the area keeping the escort B-24's in sight.

/s/ Roy A. Jacobson —
/t/ ROY A. JACOBSON,
1st Lt., Air Corps.

LT. ROBERT E. RICKARD (Violet 3-2)

I flew the wing position to Lt. JACOBSON, Violet 3 leader, on escort to Iwo Jima, 27 November 1944.

As we were orbiting over the escort B-24's north of Monami Island I observed a ZEKE attack the B-24's. He made a head-on pass and dropped phosphorous bombs.

Lt. JACOBSON pulled in behind the ZEKE and fired three bursts. I observed pieces of the ZEKE shot away. He began to smoke and just as Lt. JACOBSON pulled away I pulled in and got a short burst as the ZEKE fell for the deck. He crashed in the water.

The enemy plane did not take any evasive action. He was O.D. in color, with no special markings outside of the usual roundels that I could observe.

/s/ Robert E. Rickard
/t/ ROBERT E. RICKARD,
2nd Lt., Air Corps.

A TRUE COPY:

C. L. Hoover
C. L. HOOVER,
Captain, Air Corps.

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318TH FIGHTER GROUP, AAF
A.P.O. # 244

27 November 1944

INDIVIDUAL PILOT NARRATIVE REPORTS
(Group Mission #11-42, 27 Nov. 1944)LT. WILLIAM A. LOFLIN (Violet 3-3)

As the strike force of B-24's were coming off the Target, I observed a ZEKE with two P-38's on his tail headed for Iwo Jima. For some reason unknown to me the P-38's broke off the chase. I immediately headed for the ZEKE who at that time was in a 30-degree dive. I pushed everything forward and indicated better than 450 MPH to overhaul him. About 5 miles from Iwo Jima I fired a burst but I was still out of range.

Finally I pulled in astern of him and gave him a long burst. He took no evasive action. I observed hits on the fuselage and engine. Pieces of his tail were shot away and flame came out of the right side of the engine enveloping the cockpit. He rolled over on his back flaming and went into some clouds. I pulled away and observed a circle and oil slick below in the water where he had gone in. My wingman and myself then joined our flight and continued to give protection to the escort B-24's.

/s/ William A. Loflin
/t/ WILLIAM A. LOFLIN,
1st Lt., Air Corps.

LT. KENNETH S. SITTON (Violet 3-4)

I was number four man in Violet 3 flight, flying Lt. LOFLIN's wing. While protecting the escort B-24's in the vicinity of Monami Island, I observed a ZEKE headed for Iwo Jima, with two P-38's on his tail. They immediately broke contact. Lt. LOFLIN and I took up the chase and when about five miles from the island overhauled him.

Lt. LOFLIN closed with him and while he fired I observed pieces of his tail section fall away and his engine burst into flame. As he started to burn he rolled on his back and went into a cloud. We searched the area below and saw a splash in the water and a resultant oil slick.

We returned to our flight and continued to orbit.

/s/ Kenneth S. Sitton
/t/ KENNETH S. SITTON,
1st Lt., Air Corps.

A TRUE COPY:


C. L. HOOVER,
Captain, Air Corps.

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