

RETURN TO RESEARCH STUDIES INSTITUTE U.S.A.F. HISTORICAL DIVISION ARCHIVERS BRANCH	X Sq. Ft. - 19 - NI (70 HT) JAN 1945
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19TH FIGHTER SQUADRON, AAF
318TH FIGHTER GROUP
SEVENTH AIR FORCE
ARMY AIR FORCES, PACIFIC OCEAN AREAS
A.P.O. # 244

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

JANUARY 1, 1945 - JANUARY 31, 1945

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. ORGANIZATION - NEGATIVE

P.R.C.

5. STRENGTH: (PERSONNEL)
1 JANUARY
OFFICERS - 67, F/O - 1
E/M - 229

31 JANUARY
OFFICERS - 65, F/O - 1
AND 1 W/O J.G.
E/M - 227

6. STRENGTH: (AIRPLANES)
1 JANUARY
25 P-47D'S
10 P-38L'S

31 JANUARY
24 P-47D'S
9 P-38L'S

7. LOSSES: (AIRPLANES)
1 P-38L CRASHED AT SEA OUT OF GAS
1 P-38L CRASHED ON TAKEOFF
1 P-47D-15 CRASHED ON TINIAN ISLAND

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COMBAT ACTIVITIES

ENEMY ACTIVITIES

JANUARY 1945

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

COMBAT OPERATIONS:

NINE ARMED RECONNAISSANCE MISSIONS WERE RUN AGAINST PAGAN ISLAND DURING THE MONTH OF JANUARY. A TOTAL OF THIRTY-SIX (36) SORTIES WERE DISPATCHED TO PAGAN, TWO OF WHICH WERE ABORTIVE DUE TO MECHANICAL TROUBLE.

THE RUNWAY AND TAXI-STRIPS AT PAGAN AIRFIELD REMAINED NON-OPERATIONAL DURING THE MONTH WITH NO EVIDENCE OF AN ATTEMPT TO REPAIR IT. ROADS ON THE ISLAND APPEAR TO BE WELL USED, AND THERE HAVE BEEN INDICATIONS OF RECENT TRACK ACTIVITY ON THE BEACHES. THE ONLY MOVEMENT OBSERVED WAS ON 21 JANUARY, WHEN THREE (3) JAPS WERE SPOTTED SEEKING COVER IN A CONCRETE FOUNDATION. (19TH FTR. MISSION REPORT #1-8)

ENEMY RESISTANCE CONSISTED OF MEAGRE SMALL ARMS FIRE AND ONE 40MM BURST ENCOUNTERED. BUILDINGS, FOX HOLES, AND GUN EMPLACEMENTS WERE STRAFED ON THE RECONNAISSANCE RUNS. 14,810 ROUNDS OF .50 CAL AMMUNITION WERE EXPENDED AGAINST THESE TARGETS. ALTHOUGH SMALL FIRES WERE STARTED, RESULTS REMAIN UNDETERMINED. (19TH FTR. MISSION REPORTS #1-2 TO #1-10)

THE FIRST LONG RANGE P-38 ESCORT MISSION OF THE MONTH WAS DISPATCHED ON 1 JANUARY. SIX (6) P-38'S, FOUR OF WHICH WERE FROM THE 19TH FTR. SQDN. AND TWO FROM THE 73RD SQDN., WERE TO ESCORT F-5'S TO IWO JIMA FOR PHOTO RECONNAISSANCE. B-24'S WERE USED FOR NAVIGATION ESCORT. AFTER REACHING PAJAROS ISLAND THE FLIGHT RAN INTO EXTREMELY BAD WEATHER AND WAS FORCED TO RETURN TO BASE. (P-38 PROV. SQDN. MISSION REPORT #1-1)

ON 2 JANUARY, WHILE LEADING AN ELEMENT ON COMBAT AIR PATROL, LT. MICHAEL DANYLO, SHOT DOWN A "MYRT" FIVE MILES NW OF MARPI POINT, SAIPAN. CONTACT WAS MADE WITH THE ENEMY AIRCRAFT AT 1255K, SOUTH OF TINIAN ISLAND. IT WAS FOLLOWED TO A POINT (5) FIVE MILES NW OF MARPI POINT, WHERE LT. DANYLO OPENED FIRE WITH A BURST OF 450 ROUNDS. THE JAP PLANE BEGAN TO SMOKE AND SPIRALED DOWN TO CRASH INTO THE SEA. (19TH FTR. MISSION REPORT #1-1)

BAD WEATHER PLAYED HAVOC WITH THE NEXT P-38 MISSION DISPATCHED TO IWO JIMA ON 16 JANUARY. EIGHT PLANES OF THE 19TH FTR. SQDN. AND FOUR PLANES OF THE 73RD SQDN. PARTICIPATED IN THIS ESCORT MISSION. THEY WERE TO ACT AS HIGH COVER FOR A STRIKE FORCE OF B-24'S, MAKING CONTACT WITH THE B-24'S OVER THE TARGET. AT A POINT 250 MILES S OF THE TARGET THE FLIGHTS ENCOUNTERED A WEATHER FRONT, AND WHILE GLIMBING THROUGH LOST ALL VISUAL AND RADIO CONTACT WITH B-29 NAVIGATIONAL ESCORT. THE FORMATION BECAME SCATTERED, AND WHEN FINALLY THE P-38'S BROKE THROUGH THE WEATHER THEY WERE ALL OVER THE SKY, NORTH OF THE TARGET BETWEEN KITA AND HAHA JIMA. LTS. ANDERSON AND BYRAM NEVER AGAIN MADE CONTACT WITH B-29'S OR OTHER P-38'S, AND ATTEMPTED TO RETURN TO BASE ALONE. BOTH PLANES BECAME LOST, AND IT WAS NOT UNTIL ABOUT 1800K THAT EITHER ONE WAS ABLE TO MAKE CONTACT WITH BASE. AT THAT TIME THEY WERE AWAY OFF COURSE AND LOW ON FUEL. P-61'S WERE VECTORED OUT BY CONTROL TO AID THEM IN GETTING IN. AT 2005K, LT. BYRAM WAS

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

ENEMY ACTIVITY - CONTINUED

BOGEY APPROACHED SAIPAN FROM THE NW. CAP WAS VECTORED FOR INTERCEPTION. THE BOGEY CAME TO WITHIN FORTY MILES OF THE ISLAND AND THEN TURNED NORTH. THE BOGEY WAS CHASED EIGHTY (80) MILES BY THE CAP WITHOUT INTERCEPTION. FLASH WHITE WAS ORDERED AT 1305K.

ON 15 JANUARY 1945 AT 1145K A SINGLE BOGEY WAS PICKED UP AT 150 DEGREES, SIXTY MILES FROM KAGMAN POINT ON COURSE 300 DEGREES AT AN ALTITUDE OF 12,000 FT. THE BOGEY CLIMBED TO 18,000 FT. AND HIGH ALTITUDE CAP WAS VECTORED FOR INTERCEPTION. INTERCEPTION WAS ACCOMPLISHED TEN MILES EAST OF TINIAN AND THE ENEMY PLANE IDENTIFIED AS A "MYRT", WAS SHOT DOWN TEN MILES WEST OF TINIAN AT 1202 AT AN ALTITUDE OF 16,000 FT. SEARCH BY CRASHBOATS FOR THE PARACHUTE OBSERVED DESCENDING FROM THE CRIPPLED PLANE WAS NEGATIVE.

19TH FIGHTER SQUADRON, AAF.

COMBAT DATA

22 JUNE 1944 - 31 DECEMBER 1945

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

COMBAT DATA FOR THE PERIOD 22 JUNE 1944 - 31 DECEMBER 1944

THE FOLLOWING COMBAT DATA COVERS THE COMBAT ACTIVITIES OF THE 19TH FIGHTER SQUADRON, DURING THE PERIOD 22 JUNE 1944, TO DECEMBER 31, 1944:

1. TOTAL COMBAT SORTIES DISPATCHED

JUNE	-	208	
JULY	-	700	
AUG.	-	276	
SEPT.	-	168	
OCT.	-	110	
NOV.	-	119	
DEC.	-	<u>57</u>	
		1635	TOTAL

2. TOTAL COMBAT SORTIES ABORTIVE

JUNE	-	4	
JULY	-	10	
AUG.	-	10	
SEPT.	-	12	
OCT.	-	0	
NOV.	-	0	
DEC.	-	<u>5</u>	
		41	TOTAL

3. TOTAL SORTIES, COMBAT AIR PATROL

JUNE	-	168	
JULY	-	628	
AUG.	-	494	
SEPT.	-	344	
OCT.	-	342	
NOV.	-	420	
DEC.	-	<u>504</u>	
		3500	TOTAL

4. TOTAL HOUR FLOWN

JUNE	-	782	
JULY	-	2,291	
AUG.	-	1,539	
SEPT.	-	1,377	
OCT.	-	1,516	
NOV.	-	1,366	
DEC.	-	<u>2,068</u>	
		10,939	TOTAL

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

COMBAT DATA - CONTINUED

5. TOTAL BOMB TONNAGE DROPPED (SHORT TONS)

JUNE	-	35.50
JULY	-	180.50
AUG.	-	86.50
SEPT.	-	22.00
OCT.	-	14.40
NOV.	-	14.00
DEC.	-	<u>.00</u>

352.90 TOTAL

6. IN ADDITION TO THE REGULAR TYPE GENERAL PURPOSE BOMBS LISTED IN PAR. 5, THIS SQDN. DROPPED THE FOLLOWING TONNAGE OF WING TANK FIRE BOMBS (WING TANKS FILLED WITH A MIXTURE OF NAPALM AND GASOLINE) FOR THE PERIOD 22 JUNE - 31 DEC. 1944.

50.07 - TONS

7. TOTAL ROUNDS OF AMMUNITION EXPENDED

A. .50 CALIBER AMMUNITION:

JUNE	-	165,225
JULY	-	505,710
AUG.	-	90,500
SEPT.	-	79,715
OCT.	-	37,690
NOV.	-	34,285
DEC.	-	<u>13,925</u>

927,050 TOTAL

- B. SQDN. IN ADDITION EXPENDED 929 RDS. OF 20MM AMMO.

8. TOTAL ROUNDS OF 4.5 INCH ROCKETS

JUNE	-	167
JULY	-	95
AUG.	-	0
SEPT.	-	198
OCT.	-	86
NOV.	-	35
DEC.	-	<u>0</u>

581 TOTAL

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

LOSSES FRIENDLY AND ENEMY.

1. 19TH FIGHTER SQUADRON CASUALTIES.

	<u>PILOTS</u>	<u>GROUND OFFICERS</u>	<u>ENLISTED MEN</u>
COMBAT -	5	0	0
OPERATIONAL -	0	0	0
UNKNOWN -	0	0	0
	<u>5</u>	<u>0</u>	<u>0</u>

TOTAL - 5 PILOTS.

2. 19TH FIGHTER SQUADRON AIRCRAFT LOSSES.

A. AIRBORNE:

COMBAT -	5 P-47D'S
OPERATIONAL -	9 P-47D'S
UNKNOWN -	0
TOTAL	<u>14</u>

B. NON-AIRBORNE:

ENEMY ACTION -	NONE
OTHER -	NONE

3. ENEMY AIRCRAFT DESTROYED (AIRBORNE)

	<u>PILOT.</u>	<u>SQDN.</u>	<u>PLACE.</u>	<u>TYPE, NO. A/c</u>
10-21-44	CAPT. CHAS. W. TENNANT	19TH	MINAMI ROCK	1 NICK
11-22-44	MAJOR DE JACK WILLIAMS	19TH	TRUK	1 ZEKE
11-22-44	1ST. LT. BOONE N. RUFF	19TH	TRUK	1 ZEKE
11-27-44	1ST. LT. WM. A. LOFLIN	19TH	IWO JIMA	1 ZEKE
11-27-44	1ST. LT. ROY A. JACOBSON	19TH	IWO JIMA	1 ZEKE
11-27-44	2ND. LT. STANLEY LUSTIG	19TH	TINIAN	1 ZEKE
12-19-44	CAPT. CHAS. W. TENNANT	19TH	IWO JIMA	1 ZEKE
	2ND. LT. HENRY M. STAMPE	19TH	IWO JIMA	1 ZEKE

TOTAL ENEMY AIRCRAFT DESTROYED - 7

BIOGRAPHICAL HISTORY
LT. WAYNE F. KOBLER
IN WHOSE
HONOR KOBLER FIELD,
SAIPAN HAS BEEN NAMED.

ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, AAF (CONT'D)BIOGRAPHICAL HISTORY OF LT. WAYNE F. KOBLER.

1ST LT. WAYNE FRANCIS KOBLER OF THE 19TH FIGHTER SQUADRON, THE FIRST ARMY PILOT TO LOSE HIS LIFE IN THE MARIANAS CAMPAIGN, WAS BORN 18 JANUARY 1922 IN PENOKEE, KANSAS THE SON OF MR. AND MRS. ARTHUR KOBLER. AFTER COMPLETING HIS PRIMARY AND SECONDARY EDUCATION IN PENOKEE HE MATRICULATED AT FT. HAYS STATE COLLEGE IN 1939.

ON 25 APRIL 1942, LT. KOBLER ENLISTED IN THE ARMY AIR FORCES AS AN AVIATION CADET BUT WAS ALLOWED TO CONTINUE HIS SCHOOLING UNTIL DECEMBER 1942 WHEN HE WAS CALLED TO BEGIN HIS BASIC TRAINING. FROM DECEMBER TO FEBRUARY 1943 HE WAS A STUDENT IN PRIMARY FLIGHT TRAINING AT DORR FIELD, FLORIDA. FROM THERE HE MOVED TO BUSH FIELD, GEORGIA WHERE HE COMPLETED HIS BASIC TRAINING IN APRIL 1943. THE COVETED COMMISSION AS A 2ND. LT. IN THE USAAF WAS FINALLY WON ON 30 JUNE 1943 AFTER HIS GRADUATION FROM ADVANCED FLIGHT SCHOOL AT SPENCE FIELD GEORGIA.

FOR A PERIOD OF TWO AND A HALF MONTHS LT. KOBLER GAINED FLYING TIME AND EXPERIENCE IN THE UNITED STATES AND ON 19 SEPTEMBER 1943 HE ARRIVED IN THE HAWAIIAN DEPARTMENT, ASSIGNED TO THE 318TH FIGHTER GROUP. TWO DAYS LATER, 21 SEPTEMBER 1943 HE WAS PERMANENTLY ASSIGNED TO THE 19TH FIGHTER SQUADRON WHICH WAS STATIONED AT STANLEY FIELD, OAHU, T.H. AN EXTREMELY LIKEABLE PERSON, LT. KOBLER EARLY SHOWED CHARACTERISTICS: GREAT POTENTIALITIES AS A FIGHTER PILOT AND AN HONEST EAGERNESS TO LEARN. IT WAS FELT THAT EVERY EFFORT SHOULD BE MADE TO KEEP THIS PROMISING YOUNG PILOT PERMANENTLY ASSIGNED TO THE SQUADRON.

DEVELOPING STEADILY AS AN OUTSTANDING MEMBER OF THE ORGANIZATION, LT. KOBLER RAPIDLY ASSIMILATED THE RIGOROUS STRATEGIC TRAINING CONDUCTED UNDER THE ABLE LEADERSHIP OF THE SQUADRON COMMANDER, MAJOR HARRY E. MCAFEE. THIS TRAINING CONTINUED THROUGH THREE SQUADRON MOVEMENTS, FROM STANLEY FIELD TO KUALOA FIELD TO BELLOWS FIELD. AT THE LATTER BASE FINAL PREPARATIONS WERE MADE FOR MOVING INTO THIS COMBAT AREA. DURING THIS PERIOD LT. KOBLER'S OUTSTANDING FLYING ABILITY AND RAPID PROGRESS RESULTED IN HIS PROMOTION TO THE RANK OF 1ST LT. TAKING EFFECT ON 6 APRIL 1944.

FLYING AS AN ELEMENT LEADER, LT. KOBLER WAS AMONG THE GROUP OF THE 19TH FIGHTER SQUADRON PILOTS LED BY MAJOR MCAFEE WHO WERE THE FIRST ARMY FLYING OFFICERS TO LAND AT ASLITO AIRFIELD, SAIPAN ON 22 JUNE 1944. FROM THAT DAY UNTIL JUNE 27TH, THE DAY OF HIS DEATH, LT. KOBLER FLEW 10 HOURS AND 55 MINUTES OF COMBAT FLYING INVOLVING ONE STRAFING MISSION OVER TINIAN ISLAND AND COMBAT AIR PATROLS OVER SAIPAN ISLAND.

LT. KOBLER CRASHED AND WAS KILLED ON A SCHEDULED ROCKET MISSION AGAINST GURGUAN POINT AIRFIELD, TINIAN ISLAND, ON 27TH JUNE 1944.

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

BIOGRAPHICAL HISTORY OF LT. WAYNE F. KOBLER. (CONT'D)

FLYING IN A SIX SHIP FIGHTER SWEEP AS CAPTAIN ROBERT T. VILES WINGMAN, LT. KOBLER WAS OBSERVED TO CRASH FOLLOWING HIS FIRST PASS ON THE TARGET AREA. HE WAS THE FIRST 7TH AAF. FIGHTER PILOT TO LOSE HIS LIFE IN THE MARIANAS CAMPAIGN.

LT. KOBLER WAS BURIED BY THE JAPANESE. THEY HAD MARKED HIS GRAVE WITH THE FOLLOWING "AMERICAN AIRMAN", KILLED 27 JUNE 1944". THE JAPANESE ALSO COVERED THE GRAVE WITH HIS PARACHUTE. THE GRAVE WAS LOCATED ON 26 AUGUST 1944, BY LT. COLE, BURIAL OFFICER, ISLAND COMMAND, TINIAN. LT. KOBLER HAS SINCE BEEN BURIED IN THE USMC CEMETARY, TINIAN ISLAND.

PERSONNEL SECTION

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

PERSONNEL:

ON 19 JANUARY 1945 AT 1410, LT. DONALD DOHERTY, 0763526 WAS TAKING OFF IN A P-38 ON A TEST HOP WHEN HIS LEFT ENGINE CAUGHT ON FIRE. THE PLANE CRASHED IN A BOMB DUMP AT THE EAST END OF THE FIELD.

AS A RESULT OF THE CRASH THE FLIGHT SURGEON, CAPTAIN ARTHUR D. MCKINLEY; ORDNANCE OFFICER, CLARK B. HEREFORD; EXECUTIVE OFFICER JOHN A. McDONALD; MEDIC CPL. ALDEN L. STEWART, AND MEDIC PFC LAWRENCE J. ROCHELEAU; WITH BASE CRASH CREW RUSHED TO THE SCENE OF THE ACCIDENT IN AN EFFORT TO RENDER AID TO THE PILOT.

WHEN THE PLANE CRASHED IT SPREAD BURNING GASOLINE OVER THE ENTIRE BOMB DUMP AREA. THIS BURNING GASOLINE CAUSED MANY BOMBS TO EXPLODE RESULTING IN THE DEATH OF SIXTEEN MEN, AND INJURIES TO TWENTY-FOUR. MOST OF THE MEN AFFECTED BY THE BOMB EXPLOSIONS WERE ATTEMPTING TO GET TO THE PILOT.

THE FOLLOWING PERSONNEL OF THIS SQUADRON WERE EITHER KILLED OR INJURED IN THE PERFORMANCE OF THEIR DUTY AT THE SCENE OF THIS ACCIDENT.

2ND LT. DONALD DOHERTY - 0763526 - PILOT - KILLED - IN CRASH.
1ST LT. CLARK B. HEREFORD - 01553466 - KILLED.
CAPTAIN ARTHUR D. MCKINLEY - 01684658 - SERIOUSLY INJURED.
CAPTAIN JOHN A. McDONALD - 0569211 - INJURED.
CPL. ALDEN L. STEWART - 39681104 - INJURED.
PFC. LAWRENCE J. ROCHELEAU - 11033827 - INJURED.

(SEE ENCLOSURE #1 - AIR INSPECTION REPORT AND ATTACHED PHOTO'S)

ON 24 JANUARY 1945, MAJOR LIONEL NEAL POOLE, 07005, USMC, WHILE FLYING A P-47D OF THE 19TH FIGHTER SQUADRON, ON AN ADMINISTRATIVE FLIGHT, ENCOUNTERED BAD WEATHER OVER TINIAN ISLAND, CRASHED AND WAS KILLED. MAJOR POOLE WAS A MEMBER OF THE STAFF AT AIR DEFENSE COMMAND, MARIANAS ISLANDS, SAIPAN. (SEE ENCLOSURE #2 AIR INSPECTION REPORT)

MAJOR DE JACK WILLIAMS, COMMANDING OFFICER OF THE SQUADRON RETURNED FROM LEAVE IN THE U.S. ON 19 JANUARY 1945. CAPTAIN CHARLES W. TENNANT, ACTING AS COMMANDING OFFICER IN THE ABSENCE OF MAJOR WILLIAMS RETURNED TO HIS DUTIES AS OPERATIONS OFFICER.

CAPTAIN BOONE N. RUFF RETURNED TO THE U.S. TO ATTEND INSTRUMENT SCHOOL AT BRYAN, TEXAS, ON 18 JANUARY 1945.

CAPTAIN ROY A JACOBSON RETURNED TO THE U.S. TO ATTEND GUNNERY SCHOOL ON 22 JANUARY 1945.

TWO ENLISTED MEN, M/S KRIEFALL AND T/S GIBSON RETURNED TO THE U.S. ON 13 JANUARY 1945 FOR REASSIGNMENT.

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

PERSONNEL: ✓

THE MORALE OF THE ORGANIZATION HAS BEEN GOOD DURING THE MONTH.

THE ROTATION POLICY IS WORKING AND THE FOOD HAS IMPROVED THUS
CAUSING A DEFINITE RISE IN THE MORALE. 1

CHRONOLOGICAL HISTORY

1 JANUARY - 31 JANUARY

1945

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

CHRONOLOGICAL HISTORY, 1 JANUARY - 31 JANUARY 1945.

1. FOUR (4) P-38'S 19TH FIGHTER SQUADRON ESCORTING F-5'S TO IWO JIMA MISSION FAILED TO REACH TARGET DUE TO BAD WEATHER. (P-38 PROVISIONAL SQUADRON MISSION #1-1)
2. WHILE ON C.A.P. LT. DANYLO SHOT DOWN A JAP 'MYRT' FIVE MILES NORTH WEST OF MARPI POINT AT 1255K. RED ALERT 0335 - 0505. ISLEY FIELD BOMBED WITH DAMAGE TO B-29'S.
3. FOUR (4) P-47'S ON A PAGAN ARMED RECONNAISSANCE MISSION, RUNWAY AND TAXI STRIPS ARE NON-OPERATIONAL. NO A/A ENCOUNTERED. AIRCRAFT RECOGNITION CLASS HELD FOR ALL OFFICERS. (1 HR) RED ALERT SOUNDED AT 0335, FLASH WHITE ORDERED AT 0424. ENEMY AIRCRAFT DID NOT ATTACK ISLAND. FLASH RED AGAIN ORDERED AT 0459, ONE ENEMY NICK OR IRVING SHOT DOWN BY P-61 OF THE 6TH NIGHT FIGHTER SQUADRON, THIRTY-FIVE MILES NORTHWEST OF SAIPAN AT 0532.
4. THIS WAS THE SQUADRON'S DAY TO STAND THE ALERT WITH EIGHT PLANES FROM 0615 TO 1815.
5. TRAINING AND TEST HOPS FOR THE DAY.
6. FOUR (4) P-47'S ON AN ARMED RECONNAISSANCE MISSION TO PAGAN ISLAND. RUNWAY AND TAXI STRIPS REMAIN NON-OPERATIONAL, NO A/A FIRE ENCOUNTERED.
7. THE SQUADRON MAINTAINED C.A.P. FROM 0615 TO 1815, ALSO POINT WILLIAM PATROL (HIGH ALTITUDE) TWO PLANES FROM 0615 TO 1815. FIVE (5) P-38'S FLEW TO GUAM TO BE READY FOR EARLY TAKEOFF FOR TRUK RAID ON 8 JANUARY 1945.
8. FIVE (5) P-38'S RETURNED FROM GUAM AS THE MISSION WAS CANCELLED. SQUADRON ON THE ALERT WITH TWO PLANES FROM 0615 TO 1815.
9. FOUR (4) P-47'S ON AN ARMED RECONNAISSANCE MISSION TO PAGAN ISLAND, RUNWAY AND TAXI STRIPS NON-OPERATIONAL, NO A/A FIRE ENCOUNTERED.
10. AIRCRAFT RECOGNITION CLASS HELD FOR ALL OFFICERS (PILOTS) 1 HOUR. C.A.P. AND POINT WILLIAM PATROL MAINTAINED FROM 0615 TO 1815.
11. THE SQUADRON MAINTAINED A TWO (2) SHIP PATROL OVER PT. X-RAY FROM 0615 TO 1815. MAINTAINED A 2 PLANE PATROL AT 20,000 FT. OVER SAIPAN. STOOD A FOUR (4) PLANE ALERT FROM 1200 TO 1815. SQUADRON WAS ON ALERT WITH 4 P-38'S FROM 0800 TO 1400.
12. FOUR (4) PLANES ON C.A.P. FROM 0615 - 1815, 4 PLANES ON ALERT 0615-1815, 4 P-38'S CONDUCTED A TRAINING MISSION LOCALLY. IN ADDITION 16 PILOTS HAD CHECKOUT FLIGHTS IN P-38'S.
13. FOUR (4) PLANES MAINTAINED C.R.P. OVER SAIPAN FROM 0615-1815 A FOUR PLANE ALERT FROM 0615-1815, 2 PLANE PATROL OVER PT. WILLIAM.

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

CHRONOLOGICAL HISTORY, 1 JANUARY - 31 JANUARY 1945, CONTINUED

14. SQUADRON FLEW 2 PLANE PT. X-RAY PATROL AND MAINTAINED 4 PLANE ALERT FROM 0615 TO 1815.
15. IN ADDITION TO 4 PLANE ALERT FROM 0615 TO 1815, 4 P-47'S FLEW A PAGAN RECONNAISSANCE MISSION WITH NEGATIVE RESULTS.
16. C.A.P. AND ALERT MAINTAINED FROM 0615 TO 1815 BY 8 PLANES. EIGHT (8) P-38'S FROM THIS SQUADRON PARTICIPATED IN AN ESCORT MISSION TO IWO JIMA. AS A RESULT OF BAD WEATHER P-38'S BECAME SEPERATED FROM THEIR NAVIGATIONAL ESCORT AND WERE FORCED TO RETURN ALONE. AS A RESULT OF NAVIGATIONAL DIFFICULTIES 1 PILOT WAS FORCED TO BAIL OUT OF HIS AIRPLANE COMPLETELY OUT OF GAS 20 - 25 MILES EAST OF SAIPAN. ANOTHER PILOT LANDED AT ISELY FIELD WITH BETWEEN 5 - 10 GALLONS OF GAS AFTER BEING AIRBORNE ALMOST 10 HOURS. PILOT THAT BAILED OUT WAS PICKED UP BY DD AN HOUR AFTER LEAVING HIS PLANE. (P-38 PROV. SQUADRON MISSION REPORT #1-5)
17. SQUADRON CONDUCTED PT. X-RAY PATROL AND ALERT WITH 8 PLANES FROM 0615 TO 1815. 4 P-38'S MAINTAINED 20,000 FT. PATROL FROM 1000 TO 1615.
18. EIGHT PLANES ON ALERT FROM 0615 TO 0800. 2 P-38'S ON ALERT 0615 - 1715. MAINTAINED "JOSEPHINE" (LIFE RAFT PLANE) ON ALERT FROM 0800 TO 1715. SIX (6) P-47'S FLEW ARMED RECONNAISSANCE MISSION TO PAGAN ISLAND AND STRAFED HANGER AREA STARTING A SMALL BRUSH FIRE. AIRFIELD NON-OPERATIONAL. (19TH FTR. SQUADRON MISSION REPORT #1-7).
19. CONDUCTED C.A.P., PT. WILLIAM PATROL, AND ALERT FROM 0615 TO 1815. TRAINING WAS ALSO CONDUCTED WITH P-38'S.
20. ALERT, PT. X-RAY ALERT, AND 20,000 FT. PATROL BY 8 PLANES.
21. EIGHT PLANES ON ALERT 0630 - 0800. 4 P-47'S FLEW ARMED RECONNAISSANCE OF PAGAN ISLAND WITH NEGATIVE RESULTS. THREE JAPS IN SHELTER STRAFED. (19TH FTR. SQUADRON M.R. #1-8) FOUR (4) P-38'S FROM THIS SQUADRON ESCORTED B-29'S TO TRUK. NO E/A SIGHTED. A/A MEAGER AND INACCURATE. (P-38 PROV. SQUADRON M.R. #1-7)
22. C.A.P. AND ALERT FROM 0615 TO 1815. LT. JACOBSON RETURNED TO THE U.S. TO GUNNERY SCHOOL.
23. ALERT AND PT. X-RAY PATROL 0630-1815. IWO JIMA MISSION SCHEDULED FOR THIS DATE CANCELLED. NEW TYPE RADIO CONTROLLED BOMB DEMONSTRATED AT KAGMAN PT. BY B-24'S. OPERATIONAL INFORMATION UNKNOWN AT THIS TIME.

ORGANIZATIONAL HISTORY, 12TH FIGHTER SQUADRON, AAF (CONT'D)

CHRONOLOGICAL HISTORY, 1 JANUARY - 31 JANUARY 1945. CONTINUED

24. ALERT 0630 - 0800 (8 PLANES).
6 P-38'S ESCORTED B-29'S AND B-24'S TO IWO JIMA. NO E/A OR SHIPPING OBSERVED AT TARGET. HEAVY INACCURATE A/A FIRE ENCOUNTERED. (P-38 PROV. SQUAD. M.R. #1-8)
4 P-47'S FLEW ARMED RECONNAISSANCE OF PAGAN ISLAND AND NO ACTIVITY OR MOVEMENT OBSERVED. NO A/A FIRE ENCOUNTERED. (19TH FTR. SQUAD. M.R. #1-9)
MAJ. LIONEL N. POOLE, U.S.M.C., AIR DEFENSE COMMAND DETACHMENT WAS KILLED WHEN HE CRASHED AT NORTH FIELD, TINIAN, WHILE FLYING A P-47D-15 FROM THIS SQUADRON. CAUSE UNKNOWN.
25. CAP AND ALERT CONDUCTED ON THIS DATE.
26. ROUTINE G.A.P. AND ALERT 0630 - 1815. (8 PLANES)
IWO JIMA MISSION (INDIANA #2) CANCELLED.
STAGE SHOW WAS HELD AT THE GROUP THEATRE. FAIR ORCHESTRA..
27. EIGHT PLANE ALERT 0630 - 1815.
FOUR PLANE ARMED RECONNAISSANCE OF PAGAN ISLAND. RUNWAY IS NON-OPERATIONAL. FLIGHT STRAFED SEVERAL SMALL BUILDINGS AND ALONG THE BEACH ON THE WEST SIDE OF THE ISLAND. (19TH FTR. SQUAD. MISSION REPORT #1-10)
28. ROUTINE G.A.P. AND ALERT 0615 - 1815.
THE FOLLOWING MEN WERE PROMOTED THIS DATE:
FROM 1ST LT. TO CAPT. ROY A. JACOBSON, BOONE N. RUFF
FROM 2ND LT. TO 1ST LT. JOHN F. DUNN, HENRY M. STAMPE,
EDWARD E. GRAY.
29. ROUTINE G.A.P. AND 20,000 FT. PATROL 0630 - 1815.
ISELY FIELD NO. 2 RENAMED "KOBLER FIELD". LT. KOBLER WAS THE FIRST PILOT FROM 7TH AIR FORCE WHO WAS KILLED IN ACTION IN THE MARIANAS CAMPAIGN. LT. KOBLER HAD BEEN A MEMBER OF THIS SQUAD. FROM THE 21 SEPTEMBER 1943, UNTIL THE TIME OF HIS DEATH. (SEE BIOGRAPHICAL HISTORY OF LT. KOBLER).
30. ROUTINE ALERT 0615 - 1815.
PAGAN RECONNAISSANCE MISSION SCHEDULED FOR THIS DATE CANCELLED.
EAST FIELD RENAMED "KAGMAN POINT FIELD".
31. ROUTINE G.A.P. AND ALERT 0615 - 1815.
SEVERAL P-38 TRANSITION FLIGHTS.

SUPPORTING DOCUMENTS

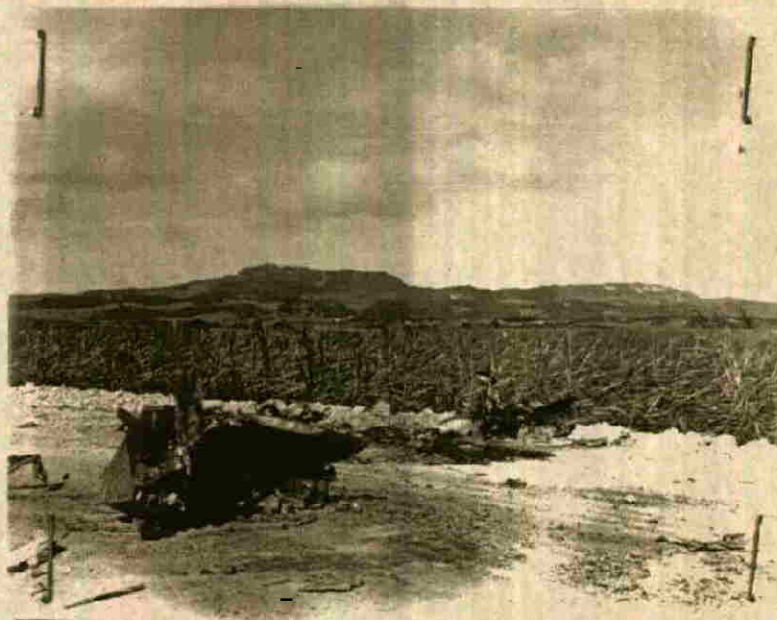
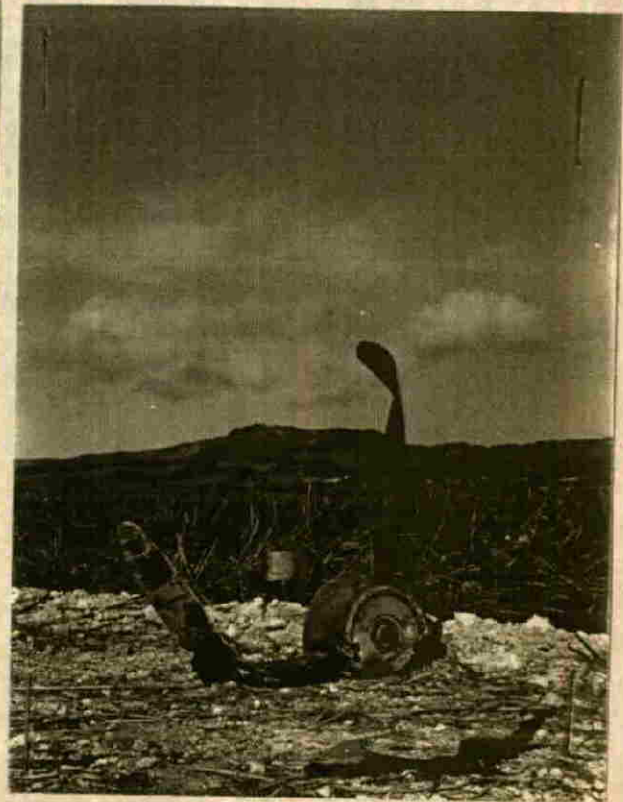
PHOTOS

ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, AAF.

PHOTOGRAPHS OF P-38 CRASH IN BOMB DUMP AT THE EAST END OF KAGMAN POINT FIELD, 19 JANUARY 1945.

PHOTOGRAPHS INDICATE EXTENT OF DAMAGE TO AIRCRAFT AND FRAGMENTATION OF BOMBS. NUMEROUS BOMB FRAGMENTS WERE SCATTERED OVER THE ENTIRE FIELD, SOME MORE THAN A MILE FROM THE DUMP. NOTE DAMAGE TO CRASH VEHICLES AND SIZE OF FRAGMENTS.







C O N F I D E N T I A L19TH FIGHTER SQUADRON AAF
A.P.O. #244

24 January 1945

SUBJECT: Analysis of Aircraft Accident.

TO : Air Inspector, Headquarters 318th Fighter Group, AAF, APO #244.

1. At 1038, 24 January 1945, Major POOL, Lionel Neal, 07005, U.S.M.C. crashed on the north air field, Tinian Island, in a type P-47D-15-RE airplane, AAF SERIAL No. 42-75785. The pilot was killed. The aircraft was completely destroyed. The weather was cloudy with an overcast at one thousand feet.

2. Reports of observers on the ground who witnessed the accident were of a general opinion that the aircraft was in a spin. The windup of the propeller was heard by the ground personnel when the aircraft was above the overcast. When the aircraft appeared through the overcast it was diving and turning to the right. The aircraft made a seventy degree turn before crashing on the runway. Observers stated the pilot was using plenty of throttle and seemed to be jacking the throttle. A few witnesses thought the aircraft might have been on fire as a flame came from underneath the fuselage shortly before the aircraft hit the ground. Jacking of the throttle will often cause a flame to emit from the waste gate with no serious effect. The majority of the witnesses agreed that the aircraft was not on fire before crashing, but that immediately upon crashing it exploded. There was very little left of the aircraft upon which an inspection could be made to determine the cause of the accident.

3. Major POOL was flying on the wing of Major EVERTON, L.D., U.S.M.C. when they approached a cumulus type cloud near the north tip of Tinian Island. Major EVERTON stated that he turned to go around this cloud but that Major POOL flew straight ahead. Major POOL called Major EVERTON on the radio and told him: "I'll meet you on the other side, I'm going on through". Major EVERTON heard nothing more from Major POOL.

4. The Form 418 was checked and there had been no recent write-up on the engine or controls. A twenty-five hour inspection had been completed on 21 January 1945.

5. The Pilot's total P-47 time was 12:00 hours. I believe the cause of the accident could be contributed to the inexperience of the pilot in the technique of instrument flying in the P-47 type airplane.

6. It is not known if there was any material failure. The cause of the accident is unknown.

JOHN E. VOOT,
Captain, A.C.
Air InspectorC O N F I D E N T I A L

19TH FIGHTER SQUADRON, AAF
APO #244

22 January 1945

C O N F I D E N T I A L

SUBJECT: Analysis of Aircraft Accident

TO : Air Inspector, Headquarters 318th Fighter Group, AAF, APO #244.

1. At 1410, 19 January 1945, 2nd Lieut., DOHERTY, Donald, 0763526 was taking off of East Field in a type P-38L-1-LO aircraft, AAF Serial no. 44-24449 for the purpose of testing the left engine manifold pressure regulator for surges. Immediately after becoming airborne, fire was seen coming from the vicinity of the supercharger and just forward of the left wheel well. The left engine quit a few seconds later and the aircraft, apparently out of control, made a diving turn to the left and crashed approximately twenty three hundred feet off the East end of the runway. The Pilot was killed. The aircraft is a total loss. At the time of the accident the weather was good. This flight by Lt. Doherty was the second flight for this aircraft on this day. The aircraft had been flown previously by Lt. GRAY. Lt. GRAY reported that the left engine had a manifold pressure surge but that otherwise the aircraft had operated satisfactory. To correct this malfunction the left engine manifold pressure regulator was flushed with gasoline. The engine was then given a ground power check and checked O.K. A One Hundred Hour inspection of the aircraft had been completed the previous day.

2. The burning aircraft crashed in a bomb storage area that was being replenished by two trucks of the 303rd Service Group. These trucks were severely damaged, and two enlisted men that were unloading the trucks were injured. They were moved out of the area before the first bomb explosion and taken to the 369th Station Hospital. When the aircraft crashed it spread burning gasoline over the entire area. The heat from the burning gasoline activated some of the bombs and exploded them while rescue crews were endeavoring to rescue the Pilot's body. The first bomb explosion occurred about ten minutes after the crash. The second and largest explosion followed in about five minutes. These two explosions occurred while there were many spectators in the area. There were four more explosions. The last occurred at about 1710. There were many casualties. The total is believed to be thirty two. This organization suffered the following: 1st Lieut., HEREFORD, Clark B., 01553466, Ordnance, killed; Capt. MCKINLEY, Arthur D. Jr. 01684658, Flight Surgeon, severely injured; Capt. McDONALD, John A. 0569211, Executive Officer, injured; Cpl. STEWART, Alden L. 39681104, Medic, injured; Pfc ROCHELEAU, Lawrence J. 11033827, Medic, injured. Two vehicles of this organization were affected by the bomb explosions; One 4 X 4-1/2 ton, Jeep no. W-20374765 is a total loss. One 4 X 4-3/4 ton, Ambulance, No. W-711838; major damage. Vehicles were transferred to 612th Engineering Squadron for survey.

3. Ground personnel reported that one of the engines backfired shortly

(Analysis of Aircraft Accident, cont'd page two)

after the take-off run was started. Fire was not observed until after the aircraft was in the air and the wheels were coming into the walls. Pfc ROCHELEAU was on the ambulance which was stationed about half way down the runway. He stated that the fire was coming from the small opening in the cowling just under the accessory section of the left engine. This opening is just forward of the fire wall that separates the wheel well and the accessory section. Pfc ROCHELEAU also stated that the flames at first were small but that they grew rapidly and soon covered the wheel well. He estimated the aircraft had approximately thirty feet of altitude when it passed the ambulance. Pfc ROCHELEAU and Cpl STWART, the other member of the ambulance crew, anticipating the crash of the aircraft, followed the aircraft in the ambulance. The tower Operator reported he called the Pilot and told him his left engine was on fire. He said he received the reply; "Roger, I see it". The fact that the pilot could see the fire substantiates somewhat, the reports of other witnesses that fire was also coming from the vicinity of the turbo supercharger. If the fire was coming from the opening in the cowling at the bottom of the accessory section, then also the fire could have come out of the six accessory section ventilation slits that are located in the top cowling at the aft part of the accessory section. These ventilation slits in the cowling are three feet forward of the turbo supercharger. The aircraft continued to climb straight ahead for some seconds after the fire was first seen. The left engine quit about the time the aircraft passed over the end of the runway. The aircraft then had about one hundred feet of altitude. As the left engine quit the left wing dropped quickly and the aircraft nosed down and crashed. Two witnesses to the crash thought that the pilot jumped from the aircraft just before it crashed. Other witnesses do not agree with them. The pilots body was found sixty five feet to the left and just slightly forward of where the wreckage of the gondola was lying. The pilots chute was open and strung out behind.

4. The wreckage was inspected the day after the accident when it was reported safe to enter the bomb storage area. Inspection of the throttle quadrant section showed both throttles retarded. The left throttle fully closed while the right throttle was about one inch open. Both throttle levers were bent towards the closed position which probably happened in the crash. Both propeller pitch controls were in the aft, high pitch, position. They also were damaged and the crash undoubtedly knocked them to this position. The left propeller feathering switch was in the feather position but the guard over this switch had been knocked off by some element so the switch may also have been knocked to the feather position. The left propeller motor had been knocked off of the propeller so nothing could be determined from the blade angles. The mixture controls were both locked in the auto lean position. If the take-off was made with the controls in this position the backfire, that was heard on the take-off run, could have been caused by this condition. The left engine was examined visually for indications of damage to the induction system. The carburetor and the impeller were completely separated from the engine. There were many bomb frag holes in the impeller housing and also in the intake manifold section, of the left engine. Inspection of the left reserve tank vent; the left engine carburetor vent line and tee coupling, showed the tank vent line badly smashed and the carburetor vent line ruptured and badly burnt. The tee was alright. The left main landing gear wheel and tire were found and showed no damage by fire.

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

1 January 1945

318TH FIGHTER GROUP MISSION REPORT # 1-1
P-38 PROVISIONAL SQUADRON MISSION REPORT # 1-1

1. A. Six (6) P-38's (All failed to reach the target - weather)
B. None
2. A. None
B. None
3. Photo Reconnaissance escort, Iwo Jima.
4. Capt. TENNANT, Lts. GIBSON, KENDLE, LIEBGOTT (Violet 1) - (19th Sqdn)
Lts. SHEPARD, BABCOCK. (Violet 2) - (73rd Sqdn)

Takeoff: 0759

Landed: 1400

The weather was good until flights reached Pajaro Island. After passing this island they encountered a bad weather front. They entered this front and flew through it for more than sixty miles encountering three related bad weather layers which extended from the ocean up to 8,000 and 12,000 feet.

At 1050 the flights turned back due to their inability to locate the deck under these weather conditions.

Almost immediately after turning back, the left engine on Violet 2-1's plane started cutting out and he was obliged to feather the prop. He and his wing man with one of the escorting B-24's returned directly to base. Violet 2-1 pancaked at Isely Field in order to take advantage of the longer runway.

While returning to base, Violet 1-1 observed an aircraft in the water off shore of the west side of Alamagan. The flight orbited the area for twenty minutes but saw no sign of life in the vicinity. The aircraft in the water was lying on its back with the tail missing and the wings so distorted that definite identification could not be made. The pilots believe that the wing was Davis type. They state that the plane was definitely a four engine monoplane, silver in color, and believe it to be a B-29. On shore near the wreck they saw a Yellow life raft and rations both strewn on the beach and piled up on a rock nearby. Following these observations they returned to base.

5. A. See narrative.
B. Loud and clear.
6. None
7. No ammo expended. 3,570 gallons gas.
8. None

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

2 January 1945

318TH FIGHTER GROUP MISSION REPORT # 1-12
19TH FIGHTER SQUADRON MISSION REPORT # 1-1

1. A. Two (2) P-47D's
B. One (1) MYRT
2. A. None
B. One (1) MYRT destroyed, confirmed.
3. Combat Air Patrol.
4. Lts. DANYLO, GIBSON. (Violet 85)

Takeoff: 1119 - Landed: 1312

At 1255K, Violet 85 made contact with enemy aircraft south of Tinian. It was followed to a point approximately 5 miles northwest of Marpi Point, where Violet 85 opened fire at 26,500 feet. After one long burst of 450 rounds of .50 cal. M/G, the aircraft spiraled down and crashed into the sea, emitting heavy black smoke and losing two parts of its cowling before striking the water.

The aircraft was black in color, large roundels aft of the canopy, which was long enough to contain a crew of three. It was a single radial engine, low wing, monoplane. Identification has been made by both pilots as a Japanese long range reconnaissance type MYRT. The aircraft crashed into the sea ten miles northwest of Marpi Point. The crash was observed by Violet 17.

5. A. .7 cirrus clouds at 32,000 feet. Visibility unlimited.
B. Loud but unreadable with Condor Base. Condor Base had a squeal like a siren.
6. None
7. 450 rounds .50 cal. M/G. 635 gallons gas.
8. None

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

3 JANUARY 1945

19TH FIGHTER SQUADRON MISSION #1-2
318TH FIGHTER GROUP MISSION #1-15

1. A. FOUR (4) P-47'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LT. BUNN, CAPTAIN LAFFORGE, LTS. BUNNING, ELENBER (VOILET 8)
TAKEOFF: 1529 LAND: 1734

PAGAN ISLAND WAS APPROACHED BY THE FLIGHT ON A COURSE OF 340 DEGREES AND ALTITUDE OF 300 FEET UNTIL IT REACHED A POINT TWENTY MILES FROM THE ISLAND. THE FLIGHT LET DOWN TO THE BECK WHERE IT STAYED UNTIL IT REACHED THE ISLAND.

HOPPING OVER THE MOUNTAIN IT MADE ITS FIRST PASS OVER THE RUNWAY AT 30 DEGREES. THE FLIGHT LEADER AND HIS WINGMAN CAME BACK AND RECONNOITERED FROM THE OPPOSITE DIRECTION FROM A MINIMUM ALTITUDE. ON THESE PASSES THEY FIRED INTO A CONCRETE HOUSE ON THE PENINSULA ON THE WEST END OF THE STRIP AND SET AFIRE SOME GRASS HUTS ON THE SIDE OF THE CLIFF DIRECTLY EAST OF THE RUNWAY. CLOSE TO THESE HUTS AN OPENING IN THE SIDE OF THE CLIFF WAS OBSERVED. IT IS BELIEVED TO BE AN ENTRANCE TO A CAVE. THE LIFE-GUARD ELEMENT RECONNOITERED THE EAST AND NORTH COAST.

THE RUNWAY IS INOPERATIONAL AND NO ATTEMPTS HAVE BEEN MADE TO REPAIR IT. THERE WAS NO EVIDENCE OF LIFE ON THE ISLAND.

5. A. 10/10 CUMULUS FROM 500 TO 6,000 FEET, STRATO-CUMULUS .9 AT 9,000 FEET. WEATHER PREVAILED GENERALLY FROM 20 MILES NORTH OF SAIPAN TO TARGET.
B. LOUD AND CLEAR.
6. UNKNOWN
7. 750 ROUNDS .50 CAL. 975 GALLONS GASOLINE
8. NONE.

TENNANT

(Analysis of Aircraft Accident, Cont'd Page Three)

5. This accident has shown the danger involved in using the take-off or approach lanes to an Air Field for such as a bomb storage area. It is recommended the take-off and approach lanes to the airstrip be cleared of stored bombs.

6. The cause of the accident was left engine failure due to fire. The origin of the fire is unknown.

JOHN E. VOGT,
Capt., A.C.,
Air Inspector.

C O N F I D E N T I A L

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

6 JANUARY 1945

19TH FIGHTER SQUADRON MISSION #1-3
318TH FIGHTER GROUP MISSION #1-24

1. A. FOUR (4) P-47'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. ANDERSON, RHODY, BARRETT, WILBE. (VIOLET 9)

TAKEOFF: 1445 LANDING: 1648

THE FLIGHT APPROACHED PAGAN ON A COURSE OF ZERO DEGREES AT 8,000 FEET ALTITUDE, LETTING DOWN TEN MILES FROM THE TARGET. NUMEROUS PASSES WERE MADE OVER THE AIRFIELD AND ISLAND. THE RUNWAY IS INOPERATIONAL AND THERE IS NO EVIDENCE OF ANY ATTEMPTS HAVING BEEN MADE TO REPAIR IT.

LT. ANDERSON AND LT. RHODY STRAFED A BUILDING WITH A BLUE-ISH TINTED ROOF LOCATED IN A GROVE OF TREES IN THE BASIN OF THE SMALL CRATER ON THE EASTERN EDGE OF THE NORTHERN PART OF THE ISLAND. THE BUILDING IS WELL CONCEALED AND DIFFICULT TO IDENTIFY. VERTICAL PASSES WERE NECESSARY TO HIT IT. THE RESULTS OF THE STRAFING COULD NOT BE OBSERVED.

A GRASS SHACK SOUTHEAST OF THIS CRATER AND SET IN A GROVE OF TREES CLOSE TO THE ROAD WAS ALSO STRAFED AND SEEN TO START SMOKING.

5. A. ENROUTE: .1 STRATUS AT 2,000 AND 5,000 FEET. .1 CIRRUS AT 20,000 FEET. VISIBILITY UNLIMITED.
OVER TARGET: .7 STRATO CUMULUS AT 1,000 AND 5,000 FEET NORTH OF PAGAN, RAIN SQUALS AND SOLID OVERCAST (CUMULUS) FROM BECK TO 20,000 FEET.
B. LOUD AND CLEAR.
6. UNKNOWN
7. 1,325 ROUNDS .50 CAL. 965 GALLONS GASOLINE
8. NONE.

TENNANT

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

9 JANUARY 1945

19TH FIGHTER SQUADRON MISSION #1-4
318TH FIGHTER GROUP MISSION #1-29

1. A. FOUR (4) P-47'S
B. NONE
2. A. NONE
B. NONE
3. RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. LIEGGOTT, CROCKER, DELP WISCHER (VIOLET 9)
TAKEOFF: 1450 LAND: 1650

FLIGHT APPROACHED PAGAN FROM THE WEST LETTING DOWN FROM 10,000 FEET FIFTEEN MILES OUT, ARRIVING OVER TARGET AT 1555.

SIX HIGH SPEED RECONNAISSANCE RUNS WERE MADE, ALTERNATING FROM EAST TO WEST AND NORTH TO SOUTH ACROSS THE ISLAND.

RUNWAY AND TAXI STRIPS OBSERVED TO BE NON-OPERATIONAL. NO ATTEMPT HAS BEEN MADE TO REPAIR THE FIELD.

DURING ONE RUN VIOLET 9-1 STRAFED FOXHOLES AND GUN EMPLACEMENTS EAST OF THE AIRFIELD.

NO SHIPPING OR OTHER ACTIVITY OBSERVED.

5. A. SOLID OVERCAST, BASE 1,000 FEET TOP 2,000 FEET.
B. LOUD AND CLEAR.
6. UNDETERMINED.
7. 400 ROUNDS .50 CAL. 895 GALLONS GASOLINE.
B. NONE.

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

12 JANUARY 1945

19TH FIGHTER SQUADRON MISSION REPORT #1-5
318TH FIGHTER GROUP MISSION REPORT #1-33

1. A. FOUR (4) P-47B'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LT. STROUD, CAPT. LEFFORGE, LTS. BARRETT, SHAFFER (VIOLET 7)
TAKEOFF: 1548 - LAND 1801

FLIGHT APPROACHED PAGAN ISLAND ON A HEADING OF 300 DEGREES, AT AN ALTITUDE OF 50 FT., ARRIVING OVER TARGET AT 1651. FOUR RECONNAISSANCE RUNS WERE MADE OVER THE AIRFIELD, AND ALSO THE NORTH AND EAST BEACHES. THE RUNWAY AND TAXI-STRIPS REMAIN NON-OPERATIONAL WITH NO INDICATIONS OF RECENT REPAIR WORK. NO MOVEMENT OBSERVED ON THE ISLAND. DURING THE SECOND RUN OVER THE AIRFIELD, VIOLET 7-4 OBSERVED ONE PUFF OF A/A FIRE, ACCURATE AS TO ALTITUDE, INACCURATE FOR DEFLECTION. BELIEVED TO BE 40MM, EMINATING FROM AREA SOUTH OF RUNWAY AND EAST OF HANGAR AREA. FLIGHT STRAFED AREA ON THIRD PASS. CULTIVATED GARDEN PLOTS OBSERVED ON PLATEAU SOUTH OF AIRFIELD.

5. A. .1 CUMULUS CLOUDS, BASE AT 2,000 FT.
B. LOUD AND CLEAR.
6. UNDETERMINED
7. 2625 RDS. .50 GAL. M.G. - 1,005 GALS. GAS.
8. VIOLET 7-3 (GREYHOUND "JOSEPHINE"). EQUIPPED WITH TWO FIVE MAN LIFE RAFTS ATTACHED TO BOMB SHACKLES.

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

15 JANUARY 1945

19TH FIGHTER SQUADRON MISSION #1-8
318TH FIGHTER GROUP MISSION #1-45 - 47

1. A. FOUR (4) P-47'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. STAMPE, RHODY, MATHIS, DOHERTY (VIOLET 10)

TAKEOFF: 1417

LAND: 1639

FLIGHT APPROACHED PAGAN FROM THE SE AT AN ALTITUDE OF 50 FEET, ARRIVING OVER THE TARGET AT 1520. FIVE LOW ALTITUDE RUNS WERE MADE OVER THE ISLAND. THE RUNWAY IS STILL NON OPERATIONAL, WITH NO EVIDENCE OF ANY RECENT REPAIR WORK BEING DONE.

MEAGRE SMALL ARMS FIRE RECEIVED FROM AREA NE OF SHOMUSHON VILLAGE. FLIGHT STRAFED AREA WELL.

AS A RESULT OF THE STRAFING RUNS SMALL FIRES WERE STARTED IN THE BUILDINGS SOUTH OF THE WEST LAKE, AND IN THE BRUSH ALONG THE CLIFFS SOUTH OF RUNWAY.

5. A. CAVU
B. GOOD
6. UNDETERMINED
7. 3,580 ROUNDS .50 CAL. 1,080 GALLONS GASOLINE
8. VIOLET 10-3 CARRIED TWO FIVE-MAN LIFE RAFTS SLUNG ON BOMB SHACKLES (GREYHOUND - JOSEPHINE) PILOTS OBSERVED FOUR TO SIX NEW SEMI-CIRCULAR EMPLACEMENTS ON BEACH DIRECTLY EAST OF RUNWAY.

TENNANT

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

16 January 1945

318TH FIGHTER GROUP MISSION REPORT # 1-43
P-38 PROVISIONAL SQUADRON MISSION REPORT # 1-5.

1. A. Twelve (12) P-38L's
B. None
2. A. One (1) P-38L (Lost at sea - Pilot bailed out and was picked up by DE at 2256.)
B. None
3. High cover for B-24 strike on Iwo Jima.
4. Lts. JACOBSON, BYRAM, LIEBGOTT, STAMPE. (Violet 12) - (19th Ftr. Sqdn.)
Capt. VOGT, Lts. ANDERSON, LOFLIN, DUNN. (Violet 13) - (19th Ftr. Sqdn.)
Lts. WILSON, MATTISON, SHEPARD, REDFIELD. (Violet 14) - (73rd Ftr. Sqdn.)

Takeoff: 1025 - Landed: 1815

Violet 12-1 developed a prop oscillation immediately after takeoff and pancaked at 1050.

Flights rendezvoused with 3 B-29's (navigational escort) over East Field at 1035, and picked up a heading of 334 degrees to Minami Island. At approximately 1235, the formation proceeded to climb to altitude from 10,000 feet. Upon reaching a point 250 miles south of Iwo Jima, formation encountered extremely bad weather. Radio contact with navigation escort was disrupted.

The formation became scattered, Violet 13-3 and 13-4 and 12-4 broke through the overcast approximately 70 miles north of Iwo Jima. Violet 12-1 let down through the overcast and came out 15 miles north of Iwo Jima, at an altitude of 500 feet. Violet 12-1 contacted Violet 13-1 and informed him of the ceiling. Violet 13-1 and Violet 12-3 let down through the overcast. Violet 12-1 and 12-3 strafed beached LSM's beached on the east coast with unobserved results, and received intense inaccurate automatic weapons fire from coast positions. All contact completely lost with Violet 12-2 and 13-2. No shipping or enemy aircraft sighted.

Violet 14-3, 14-4 let down through the overcast to the deck at approximately 1350, and sighted Haha Jima, about 30 miles northeast of them. They were joined by three other P-38's and took vector of 200 degrees hoping that this would bring them to Iwo Jima. Flying through hard rain and still on the deck, they abandoned the idea of reaching Iwo Jima and took vector of 160 degrees which brought them back to base. Violet 14-2 let down through the overcast and found himself over Kita Iwo. He took vector 180 degrees and after a few minutes sighted Iwo Jima from where he proceeded to Minami and rendezvoused with other P-38's.

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318th Fighter Group Mission Report # 1-43 -- CONTINUED

4. CONT'D

Violet 12-2 and 13-2, lost all contact with P-38's and B-29 escort. Forced to return to Saipan alone. At 2005, Lt. BYRAM, Violet 12-2, was forced to bail out of his airplane, 20 to 25 miles ~~northwest~~^{west} of Saipan. Airplane completely out of gas. Violet 13-2 landed at Isely Field at 2000.

5. A. Solid overcast from 500 feet to 24,000 feet in the vicinity of Iwo Jima. Icing condition existed at 18,000 feet.
- B. Communication good until formations entered overcast. All radio contact was then lost with navigation escort.
6. Undetermined.
7. 7,499 gallons gas. 250 rounds .50 cal. 8 rounds 20mm.
8. Radar installation observed on the volcanic cone on the south end of Iwo Jima. Bombers strike force was not sighted at any time during the mission.

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

21 JANUARY 1945

19TH FIGHTER SQUADRON MISSION #1-8
318TH FIGHTER GROUP MISSION #1-55

1. A. FOUR (4) P-47D'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. ANDERSON, SHAFFER, THOMAS, KENNEDY (VIOLET 7)

TAKEOFF: 1421 LAND: 1638

TWENTY MINUTES OUT ON COURSE TO PAGAN ISLAND, LT. KENNEDY (VIOLET 7-4) DEVELOPED TROUBLE WITH BELLY TANK. LT. SHAFFER (VIOLET 7-2) AND LT. KENNEDY RETURNED TO BASE AND LANDED AT 1448. REMAINDER OF FLIGHT APPROACHED PAGAN FROM THE WEST LETTING DOWN FROM 8,000 FEET. LT. THOMAS (GREYHOUND - JOSEPHINE) ORBITED OFF THE WEST END OF THE RUNWAY WHILE LT. ANDERSON MADE SEVERAL RECONNAISSANCE RUNS OVER THE AIRFIELD. RUNWAY IS STILL NON-OPERATIONAL, AND NO EVIDENCE OF RECENT REPAIR WORK OBSERVED. WHILE MAKING OBSERVATIONS OVER THE ISLAND LT. ANDERSON SPOTTED THREE JAPS WHO HAD TAKEN COVER IN A CONCRETE FOUNDATION SOUTH OF WEST LAKE. THREE STRAFING ATTACKS WERE MADE ON THE LOCATION WITH UNDETERMINED RESULTS.

NO OTHER ENEMY ACTIVITY SIGHTED DURING THE MISSION.

5. A. .8 CUMULUS, BASE 1,000 FEET, TOP 2,500 FEET.
B. GOOD
6. UNDETERMINED
7. 525 GALLONS GASOLINE, 850 ROUNDS .50 CAL.
8. NONE.

WILLIAMS

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

18 JANUARY 1945

10TH FIGHTER SQUADRON MISSION #1-7
318TH FIGHTER GROUP MISSION #1-50

1. A. FOUR (4) P-47D'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. STROUD, TRUMBOUR, BARRETT, ELENDER (VIOLET 7)

TAKEOFF: 1430 LAND: 1706

VIOLET 7 APPROACHED PAGAN ISLAND FROM THE SOUTH AT 1,500 FEET, FLEW PAST THE ISLAND AND RECONNOITERED THE BEACHES AT AGRIHAN ISLAND. UPON PASSING PAGAN A GREAT CLOUD OF DUST WAS OBSERVED RISING FROM THE HANGER AREA. RECONNAISSANCE OF AGRIHAN ISLAND WAS NEGATIVE. FLIGHT ARRIVED BACK OVER PAGAN AT 1600, OBSERVED WHAT APPEARED TO BE RAIL-ROAD TRACKS RUNNING FROM HANGER AREA SOUTH OF THE FIELD TO THE CENTER OF THE RUNWAY. FLIGHT STRAFED HANGER AREA STARTING A SMALL BRUSH FIRE EAST OF THE AREA. RUNWAY IS STILL NON OPERATIONAL AND THOUGH THERE WAS NO VISIBLE EVIDENCE OF REPAIR WORK BEING CARRIED OUT, THE APPEARANCE OF THE RAIL-ROAD TRACKS INDIGATE THE POSSIBILITY THAT SUCH WORK WILL BE CARRIED OUT IN THE NEAR FUTURE.

UPON RETIRING FROM PAGAN FLIGHT OBSERVED A 15-20 FOOT BOAT BEACHED ON THE SOUTH WEST BEACH AT SARIGAN ISLAND.

5. A. GAVU
B. GOOD
6. UNDETERMINED
7. 2,000 ROUNDS OF .50 CAL. 1,325 GALLONS GASOLINE.
8. LT. BARRETT FLYING IN NUMBER THREE POSITION ACTED AS "GREYHOUND JOSEPHINE", CARRYING TWO FIVE-MAN LIFE RAFTS SLUNG FROM THE BOMB SHACKLES.

TENNANT

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

24 JANUARY 1945

19TH FIGHTER SQUADRON MISSION #1-9
318TH FIGHTER GROUP MISSION #1-60

1. A. FOUR (4) P-47D'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. BYRAM, TOWNER, SHAFFER, WEBER (VIOLET 82)

TAKEOFF: 1515 LAND: 1730 OVER TARGET: 1605

FLIGHT APPROACHED PAGAN ISLAND FROM THE SOUTH AT 7,000 FEET. FIVE RECONNAISSANCE RUNS WERE MADE OVER THE ISLAND. RUNWAY REMAINS NON-OPERATIONAL AND NO ACTIVITY OR MOVEMENT WAS OBSERVED. FLIGHT DID NOT ENCOUNTER ANY A/A FIRE.

5. A. CAVU, OVER TARGET, 10 CUMULUS 1000 TO 6000 BETWEEN PAGAN AND BMATHAN.
B. GOOD
6. NONE
7. 1020 GALLONS GASOLINE.
8. NONE.

WILLIAMS

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

27 JANUARY 1945

19TH FIGHTER SQUADRON MISSION #1-10
318TH FIGHTER GROUP MISSION #1-65

1. A. FOUR (4) P-47D'S
B. NONE
2. A. NONE
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. CAPT. SLEPECKY, LTJ. KENNEDY, DANYLO, LA ROCHELLE. (VIOLET 4)

TAKEOFF: 1528 LAND: 1800

FLIGHT APPROACHED PAGAN ISLAND FROM 180 DEGREES, AT 3,000 FEET, ARRIVING OVER THE TARGET AT 1630.

FIVE RECONNAISSANCE AND STRAFING RUNS WERE MADE OVER THE AIRFIELD AND BEACH AREAS.

RUNWAY IS NON-OPERATIONAL AND THERE IS NO EVIDENCE OF RECENT REPAIR WORK. EXTENSIVE TRACK ACTIVITY WAS OBSERVED ON THE BEACH DIRECTLY WEST OF WEST LAKE. A BEACH MARKER AND FOUR TO FIVE LARGE BOXES WERE ALSO OBSERVED ON THIS BEACH. AREA WAS STRAFED WITH UNDETERMINED RESULTS. ROADS NORTH AND SOUTH OF THE AIRFIELD AND ALONG THE WEST SIDE OF THE ISLAND APPEAR WELL USED. FLIGHT ALSO STRAFED SEVERAL SMALL BUILDINGS AT THE NORTH END OF THE LAKE, STARTING SMALL FIRES.

5. A. .8 CUMULUS, BASE 1800 FEET TOPS 3,000 FEET.
B. GOOD.
6. UNDETERMINED.
7. 3,300 ROUNDS .50 CAL. 1020 GALLONS GASOLINE.
8. NONE.

WILLIAMS