

FEB 1945

SAT. 19(VII)-HI  
Feb-45

DECLASSIFIED  
DOD DIR 5200.9

SCANNED BY ACD  
2004

P.R.C.

DECLASSIFIED  
DOD DIR 5200.9

756-1

63243-1

<b>REGISTER OF PERSONNEL HANDLING SECRET MATERIAL</b>		DATE 15 Sept 1953
DIVISION	OFFICE <b>Archives Branch, Bldg. 918</b> <b>Historical Division</b> <b>Research Studies Institute</b> <b>Maxwell AFB, Alabama</b>	
SUBJECT & DESCRIPTION OF INCLOSURES  SQ-FI-19 (VII)-HI, February 1945, (6243-15)  19th Fighter Squadron, Organizational History		NO. OF INCLOSURES

INSTRUCTIONS: The above described Secret document has been received in this office this date. The circulation of this material will be limited to the minimum number of persons necessary for completion of the required action. The names of all persons handling or having knowledge of the subject document will be recorded below as indicated. The document will be returned to the Top-Secret Control Officer (Room \_\_\_\_\_) for record prior to dispatch from this office or other disposition. This form will not be removed from the subject document except by him when forwarding.

NAME	DATE	TIME	PURPOSE	ALL PAPERS ATTACHED
<i>George Robinson</i>	<i>9/15/53</i>	<i>1115</i>	<i>Processed for Circulation</i>	<input checked="" type="checkbox"/>
<i>John D. Taylor</i>	<i>9/16/53</i>	<i>1040</i>	<i>Research</i>	<input type="checkbox"/>

MEMORANDUM FOR THE RECORD

P.R.C.

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

DECLASSIFIED  
DOD DIR 5200.9

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

February 1, 1945 - February 28, 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;

Maj. De Jack Williams awarded the DFC, 1st, 2nd, and 3rd clusters to Air Medal:  
The following officers of this Squadron were awarded the DFC and Oak Leaf Clusters:

Distinguished Flying Cross  
2nd Lieuts. Richard H. Anderson, Howard H. Barrett, Earl R. Bach, John J. Delp, Hal H. Dunning, Claude J. Shaffer.

1st Oak Leaf Cluster  
2nd Lt. Richard H. Anderson

2nd Oak Leaf Cluster  
Capts. Charles W. Tennant, Michael Spepecky Jr., Roy A. Jacobson, Boone N. Ruff.  
1st Lts. Otho N. Kendle, William A. Loflin.  
2nd Lts. Stanley J. Lustic, Michael Danylo.

3rd Oak Leaf Cluster  
Capts. Roy A. Jacobson, Boone N. Ruff, Charles W. Tennant.

4th Oak Leaf Cluster  
Capt. Charles W. Tennant

The following non-flying officers received awards

Bronze Star  
Capt. John A. McDonald  
1st Lts.\*Clark B. Hereford, J. Eldridge Price

\*Posthumously

DECLASSIFIED  
DOD DIR 5200.9

00155331

ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, (Cont'd)

4. Organization - Negative

5. Strength: (Personnel)

1 February

Officers 65 - F/O 1 - W/O jg 1  
Enlisted Men 227

28 February

Officers 67 - F/O 1 - W/Ojg 1  
Enlisted Men 245

6. Strength: (Airplanes)

1 February

24 P-47D's  
9 P-38L's

28 February

24 P-47D's  
9 P-38L's

7. Losses: (Airplanes)

None

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

## Narrative History:

During the month of February five long range missions were dispatched against the enemy at Iwo Jima and Truk. One of these missions was the most successful mission ever completed against the Japanese by the 318th Group.

The first of these missions took place on 3 February 1945 when twenty P-38's of the 318th Group escorted five F-5's of the 28th Photo Recon. Squadron to Iwo Jima. The 19th Fighter Squadron had four planes participating in the mission (see Mission Report #2-1). After takeoff and rendezvous with B-29's as navigation escort four spare P-38's left the formation and returned to base. While approaching the target on the deck, Lt. Duket of the 353rd Squadron crashed at sea seventy miles east of Minami Rock, cause unknown.

The P-38's accompanied the F-5's across the island at low level. gun emplacements and other installations were strafed. One F-5 was shot down by Jap A/A. Anti-aircraft fire was intense throughout photo run. Four Jap single engine aircraft were observed airbourne, but due to their altitude it was impossible for our aircraft to attack. the mission was highly successful and the F-5's returned to base with excellent photo coverage of the target.

On the February 6th, fourteen P-38's of the 318th Group were ordered to escort one squadron of B-24's to Iwo Jima. Four P-38's of the 19th Fighter Squadron participated. When the formation reached Pagan Island they encountered a solid overcast, the top of which was 10,000 feet. Proceeding north the mission ran into a second solid overcast, the base of which was 14,000 feet. The formation continued, flying between the two overcasts. When one hundred (100) miles from the target, the weather closed in completely and the planes bucked a head wind.

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

Narative History (CONT'D)

The formation was forced to return to base, mission uncompleted.

(see Mission Report #2-2)

In the course of tactical operations of a unit there is one mission that usually stands out as the most successful. This was the case on February 10th, when four P-38's of the 19th Fighter Squadron, and four from the 333rd Squadron escorted an F-5 to Iwo Jima on a photo reconnaissance mission. (See Mission Report #2-3), Shortly after takeoff one plane from the 19th Squadron developed engine trouble and returned to base. The spare ship from the 333rd Squadron also returned after flying about one hour on course. The remaining six P-38's, one F-5, and navigation escort of two B-24's continued to the target. The formation approached the target on the deck in an effort to surprise the enemy. As the P-38's and F-5 began their run on the island they observed enemy aircraft taking off from airfield #1. A total of seven (7) Betty's and three (3) Zekes were observed airbourne. Four (4) Betty's and one Zeke were destroyed (confirmed) and one (1) Betty damaged. Lt. Stampe (19th Fighter Squadron) shot down a Betty, Lt. Donohue (19th Fighter Squadron) shot down a Zeke, and Lt. Loflin (19th Fighter Squadron) damaged a Betty. The remaining three Betty's were shot down by pilots of the 333rd Fighter Squadron.

Upon completing the strafing and photo run across the island Lt. Loflin strafed an enemy DD off the east side of the island. Many hits were observed on the hull and superstructure. The DD returned intense medium A/A fire which was ineffective. All of our aircraft return to base.

P-38's were again dispatched on a combined escort and fighter sweep

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

Narative History (CONT'D)

against enemy installations at Iwo, on February 15th.

Fifteen planes of the 318th Group participated of which six (6) were from the 19th Fighter Squadron. Two planes returned to base, one because of mechanical trouble and one due to weather (73rd Squadron). The raid was accomplished in two waves. The first wave consisted of Major Williams flight (19th Fighter Squadron) who approached the island from the north. This flight encountered two (2) Zekes but were unable to shoot them down. One Zeke sustained some damage when attacked by Lt. Besche (73rd Squadron). The Japanese pilots seemed to be very experienced and were able to evade P-38 attack.

After this flight attacked the Zekes, the B-24's with the remainder of the P-38's as escorts bombed the island from 18,000 feet. One P-38 (73rd Squadron) received extensive damage upon landing at base due to failure of the landing gear. A parked P-51 was also damaged by the P-38. (See Mission Report #2-5)

The last long range P-38 mission of the month was completed on 21 February when eighteen planes of the Group escorted four (4) PB4y-1P's on a photo reconnaissance and fighter sweep to Truk. Six (6) planes of the 19th Fighter Squadron participated in the mission. This attack was staged through Guam. (See Mission Report #2-6). Upon reaching the target three flights strafed the airfield on the northwest coast of Moen Island, where two fires were started south of the runway in the revetment area. Meagre, heavy, medium and light A/A was encountered by our pilots without damage to aircraft.

Other tactical missions during the month were directed against

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

Narative History (CONT'D)

enemy by-passed islands in the Marianas chain. Five routine four (4) plane missions were dispatched against Pagan Island. The runways and taxi strips remain non-operational. There has been no evidence that the enemy has attempted recent repair work on any of the installations on the island. Returning pilots state that Pagan Island looks more like a "graveyard" with each passing day. Many of these men remember when the Japs on the island threw everything in the book at them.

On February 20th, the 24th Infantry on Tinian Island, called for an Air Support mission against Japanese soldiers still active on that island. The enemy troops were concentrated in a very inaccessible cliff area at Masalog Point. Twelve planes were to be used from the 19th Ftr. Sqdn., armed with 2 x 110 gal. drop tanks filled with Napalm.

The mission was finally cancelled due to some unknown reason by higher headquarters, and instead the bombs were dropped the 21 Febuary on a large wooded area on the west coast of Pagan Island. The bombing pattern was excellent and large fires were started in the wooded area. (see mission report #2-6)

Lt. Shaffer, while on a test hop on February 20, observed a wrecked B-29 on Anatahan Island, seventy-four (74) miles north of Saipan. Upon his return to base, he immediately reported this fact to S-2. The 73rd Bombardment Wing was contacted through Group headquarters and it was learned that this was one of the B-29's reported missing. The following day, four (4) P-47's of the 19th Ftr. Sqdn., supported the landing of friendly troops by an LCI on the island. (see mission report #2-8)



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

## Narrative History (Cont'd)

Enemy air activity during the month was negative in the Marianas area. This fact is very difficult to understand, especially in view of the repeated B-29 raids on the Japanese homeland. Certainly the Jap Airforce has enough strength to run raids against our bases here in the Marianas. This question is constantly brought up by the pilots during discussions on enemy tactics.

Tech orders and other publications, have been received by the squadron on the P-47N, with which the entire group is to be equipped. After pilots and the engineering section had read all the available information on this planes, it has been stated by all the personnel that the P-47N would be a much better plane than the P-47D. In view of the superior job done by the "D", the "N" should really be an outstanding plane in this theatre. This squadron has had exceptionally good luck with the P-47, especially as far as maintenance is concerned. A very high percentage of aircraft have been kept in commission by the entire group during the Marianas campaign. It is believed that the record established by the three squadrons in the group, stands with the best of them in the entire airforce.

On the 23rd of February, Brig. Gen. Ernest M. Moore, in a Group ceremony, presented officers of this Sqdn. a total of twenty-eight decorations for meritorious achievement in flight and military achievement in combat operations against the enemy. (see frontpiece) The ceremony took place here at Kagman Point field amid the roar of our aircraft being dispatched on Combat operations against the enemy.

Brig. Gen. Moore arrived at this field earlier in the month

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

## Narrative History (Cont'd)

with elements of the 15th Fighter Group, who are now based on this field awaiting movement to Iwo Jima. Each of the three squadrons of the 318th Ftr. Gp. will be host to a squadron of the 15th Gp. This squadron has been assigned the 45th Ftr. Sqdn. and every effort is being made to make their stay here as comfortable as possible. They have full use of our officers club, baseball field, basketball court, and other facilities.

ORDNANCE - ARMAMENT SECTION

From February first to the tenth the Armament section dropped seventy-two (72) guns from P-47 and P-38 type aircraft. These guns were brought into the shop, where they were cleaned, and given a thorough check. All worn parts were replaced by Ordnance.

The armorers checked all guns and cameras before Pagan and Iwo Jima missions, immediately upon returning the guns are again checked, cleaned, and reloaded with ammunition delivered by Ordnance. A total of 3,450 rds, was fired over Pagan and no stoppages occurred. Over Iwo Jima 1,560 rds of .50 cal. and 300 rds. of 20MM were fired. On this latter mission our planes shot down two Jap planes and damaged one. One stoppage occurred on a 20MM due to crystalize firing pin breaking on the last round.

During this period we had three maintenance days on which the Armorers bore-sighted an average of four P-47 or P-38 type aircraft per day.

On 5 February Sgt. Alvin Underwood left for the mainland to attend an Armament Inspector School. This brings the total number of men in this section absent on the mainland, to eight. The total strength of the section according to the T/O is 44. At present

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

## Narrative History (Cont'd)

due to men home on furlough, sick in the hospital, etc., the section is operating with 27 men.

Between February eleventh to the twentieth the Armament section again dropped seventy-two (72) guns to be cleaned, and given a thorough check. They also cleaned guns and reloaded 3,130 rd., after two Pagan missions and one Iwo mission. The Ordnance had one fire-bomb mission and had to modify 24 igniter fuzes. All the above ammunition was delivered and checked for short rounds by the Ordnance section. No stoppages were encountered.

All GUNS, machine, cal..50, Br., M2, AC, fixed in both P-38 and P-47 type aircraft were modified. This modification consisted of installing a new Accelerator Stop. WD OFSMOW #A38-B13 was thus complied with.

During the last eight days of the month the Armament section dropped forty-eight (48) guns this period. All were cleaned, and checked for worn parts. Parts that were worn were replaced by the Ordnance section.

A total of 4,115 rds., of cal. .50 and 263 rds. of 20MM was fired on missions over Pagan, Anatahan, and Iwo Jima. No stoppages were encountered.

The Ordnance section received two stellite barrels, to be used in a field test. This test is being conducted to determine the life of the stellite barrel. According to test conducted back in the States, but not under combat conditions, the barrel should out-last eight ordinary barrels.

WD OFSMOW # A38-W9 was complied with. This work order consisted of adding an extra spring, belt holding to the gun to improve feeding.

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

## Narrative History (Cont'd)

COMMUNICATIONS SECTION

Although February is a short month, a lot of work was accomplished during this month. After many weeks of making plans for the improvement of the C.P. the issue finally became a reality. S/Sgt. Sharon, Cpl. Howard, and PFC Walker took over the task of redecorating. The top half of the walls were painted white and the bottom half were olive drab. A cabinet was built for classified equipment (IFF's or airborne radar) and new bulletin boards were installed: all this being set off by a new fluorescent lamp. The total expenditures for this project were: nine (9) quarts of white lacquer, one (1) gal. of white enamel, three (3) gallons of olive drab, one (1) quart of varnish, one (1) pint of red enamel, and five (5) working days.

On February 1st, S/Sgt. C.R. Latimer left the organization for a thirty (30) day hospitalization furlough to U.S. after being away from home for five (5) years, he was thrilled but scared at the thoughts of returning.

The section received four (4) Radio Sets, AN/TRC-1 from the Base Signal Supply. This equipment consists of thirty-two (32) boxes. Cpl. Christman assembled one of these sets in the C.P. and communications between the other two Squadrons and Group was established. The purpose of this set is for ground to ground communications. This equipment may prove especially useful in the early stages of a campaign.

S/Sgt. Brockman was selected to attend Communications Inspectors School. He was relieved of Flight Chief and Sgt. Virzi was appointed to take over during his absence. S/Sgt. Brockman left the Squadron on February 5th to attend Communications Inspectors School at

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

## Narrative History (Cont'd)

Orlando, Florida. He left on an LB-30 from Kagman Point Field at 0630 am.

On the thirteenth of the month P-51's arrived from Guam. This section was appointed to assist the 45th Ftr. Sqdn. radio men during their stay.

During the month Flight "B" won the baseball series, 4 to 3. The Brooklyn fighting spirit was outstanding on the part of both teams throughout the series.

On the 19th February a Communications Inspection was conducted by S/Sgt Hutton of the 318th Ftr. Gp. Sgt. Stockley, the section inspector, accompanied S/Sgt Hutton on the tour of inspection. The Inspection report was classified as "Good".

During the remainder of the month, notice was received that T/Sgt. Tykvard, George E., will be the replacement for T/Sgt. Carroll Walker formerly section head; Pvt. Little was promoted to the grade of P.F.C.; Radio team wallops the 45th Ftr. Sqdn. to the tune of 10 to 1; and Sgt. Stockley and Cpl. Giglio conducted month inspection of all aircraft.

ENGINEERING SECTION

During the month of February, Engineering personnel managed through their diligence, efficiency and "plain hard work" to keep 94 % of all planes in commission at all times. No planes were lost either operationally or through mechanical failures.

Major Lessels of the 7th A.F. was here on a inspection tour, thoroughly inspecting all forms - 41B, 60A, 60B and all Tech orders, in addition to Correspondence and Airplanes. It is our belief that he was more than satisfied with the ability of this section

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

## Narrative History (cont'd)

in keeping up to Air Corps standards.

Twelve (12) airplanes were sent to the 612th Engineering Sqdn. for repairs and rerigging, and one engine was changed during the month.

INTELLIGENCE SECTION

The Intelligence Section continued its Orientation Program with lectures to the enlisted personnel, and the maintenance of an Information - Educational Center, where the Sqdn. personnel have begun to show a great deal of interest in the current situation. A file of Orientation publications and unclassified Intelligence material is also made available at the "I & E" center.

The Intelligence training of the pilots continued through the month of February with short lectures on Dumbo Procedure, Fighter Directive Vocabulary, Enemy Aircraft, and Evasion and Escape.

The use of Kodachrome film in gun cameras on tactical missions has proven unsatisfactory as far as intelligence value is concerned. This is true due to the fact that it takes anywhere from ten days to three weeks for the film to be developed in the rear area, therefore the film loses its immediate value, that of confirming aircraft kills, immediate confirmation of enemy aircraft destroyed, and positive identification as to type, which has always been the role of gun camera film. A long lapse in time between the mission and the return of the developed film to the squadron, defeats this purpose. However, the film does have a secondary value. It is of historical value, and can also be used for public relations releases, but these other uses are of very minor importance when compared with the tactical value of the film.

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

Narrative History (Cont'd)

PHOTOGRAPHIC SECTION

During the month of February a list of articles and equipment, authorized by Tech Orders, but not on hand, or in the last stages of wear, was made up and turned into Tech Supply. This list is believed to cover all equipment that will be needed to keep the Photo section operating at the peak of efficiency in the event of a move.

For each tactical mission, Kodachrome film was installed in the airplanes, the gun cameras first being checked to see that they operated correctly. On returning from a mission, the film pack was removed and turned into Group to be processed elsewhere as our Lab. is not equipped to handle this type of film.

In the last three weeks, approximately fifteen pilots have had their pictures taken beside their airplanes. Each pilot is given three or four prints of his photograph within four days from the time the photograph was taken. All the pilots in the squadron now have photographs of themselves, the last few being printed the latter part of the month.

During the presentation of medals held during the third week of February, the Sqdn. photographer was present and photographed everyone receiving an award.

Gun camera films, upon being received from processing in Hawaii, were shown to the members of the squadron as soon as possible. The last films were exceptionally good, showing clearly the markings of enemy airplanes, fires and landscape details and were thought to be superior to the standard black and white gun camera film.

CHRONOLOGICAL HISTORY

1 Febuary - 28 Febuary

1945



## ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, AAF (Cont'd)

Chronological History, 1 Febuary - 28 February 1945.

1. PFC Lawrence Rochleau returned to duty from hospital completely recovered from injuries sustained in bomb explosion the 19th January at Kagman Pt. Field.  
Softball game played between officers and enlisted men.,  
Score: Officers 4 - Enlisted Men 2  
Routine Combat Air Patrol and Alert maintained.
2. Large parking area for airplanes being cleared, preparatory to the arrival of P-51's from the 7th Fighter Command, staging through Saipan enroute to Iwo Jima.  
Orientation lecture delivered to the enlisted men by Lt. Townsend, Orientation Officer. Subject was, "the Pacific situation" as it is today.  
Four (4) P-47D's performed Pagan Reconnaissance Mission - results negative.
3. Four (4) P-38's escorted F-5 (Photo. plane) to Iwo Jima. Capt. Lafforge of this squadron made a forced landing at Isley Field as a result of damage caused by releasing wing tanks. One F-5, escorted by another squadron of this group, shot down over Iwo Jima. The 333rd Fighter Squadron in addition, lost a P-38 and pilot, 50 miles south of Monami Island.
4. Routine CAP and Alert
5. In addition to CAP and Alert, 4 P-47D's made reconnaissance of Pagan Island. Results negative.
6. Four P-38's escorted B-24's on Iwo Jima mission, but were obliged to return from a point 100 miles from Saipan as a result of bad weather.
7. Four P-38's scheduled for Iwo Jima escort mission did not take off as a result of weather.  
Tracking and Calibration missions performed as part of Squadron training program.
8. 4 P-38's scheduled for this date cancelled because of weather.  
4 P-47's made reconnaissance flight over Pagan Island.
9. P-38 mission again scheduled for this date cancelled.  
Routine CAP and Alert
10. 4 P-38's Escorted F-5 to Iwo Jima. Lt. Stampe shot down one "Betty" and Lt. Donohue shot down a "Zeke". Lt. Rickard also in the same flight was forced to return.-engine malfunction.  
Routine CAP and Alert
11. Pagan Reconnaissance mission scheduled for this date cancelled.  
Maintained 8 P-47's and 2 P-38's on alert all day.
12. Routine CAP and Alert, 2 P38's on alert all day.

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

## Chronological History (Cont'd)

13. 4 P-38's scheduled for Iwo Jima Escort Mission - Cancelled  
Ten P-51's landed at Kagman Field from Guam. This is the  
first contingent of aircraft from the 15th Ftr. Gp.
14. Pagan strike scheduled cancelled because of weather. Remain-  
ing planes of the 15th Ftr. Gp. landed here today.
15. Routine CAP and Alert, in addition high altitude patrol
16. Received information today that the U.S. Fleet was shelling  
Iwo Jima. CAP and Alert maintained.
17. Pagan strike cancelled as Field was closed as a result of  
a 73rd Sqdn. plane crash. Plane crashed into a tent killing  
four men.
18. Task Force still pounding Iwo Jima. Received notice from  
Group that a tentative Truk strike was scheduled for 21st.
19. Announcement made that Marines had landed on Iwo Jima after  
Fleet had pounded the Island for three days.  
2 ship 20,000 ft. patrol over Saipan. 8 ship alert all day.
20. Napalm bomb mission scheduled for 0900 cancelled.  
Pagan Reconnaissance mission - Negative.
21. 12 P-47's dropped a total of 24 Napalm bombs (110 gals) on  
Pagan Island. 4 P-47's in the pm made a reconnaissance flight  
over Pagan and reported that fires started in the am by Napalm  
bombs were out. Pagan still remains inoperational.  
6 P-38's performed Escort & Fighter Sweep over Truk with 12  
other P-38's. No Enemy aircraft sighted.  
4 P-47's gave air support to LCI that landed a rescue party  
to locate survivors of B-29 at Anatahan Island.  
Sqdn softball team lost a 18 inning night game to AC Engineers.
22. Report of very heavy fighting by the Marines at Iwo Jima.  
8 ship alert and 2 ship tracking mission
23. Presentation of medals to pilots of this Gp. at Kagman Pt.  
Field. Normal CAP and alert.
24. 8 plane CAP and 4 plane alert
25. Lt. Liegen (ground Officer) transferred to Oahu. 8 plane alert
26. Pagan reconnaissance mission - Negative. Meeting of all  
enlisted personnel for lecture on Security.
27. Routine 4 plane CAP and 4 plane alert.
28. 8 plane alert, 2 plane 20,000 ft. patrol 2 plane tracking mission

SECRET

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

SECRET

Auth: CO 318th Ftr Gp AAF  
Initials: J.H.T.  
Date: 1 March 1945

In reply refer to:  
319.16

1 March 1945.

SUBJECT: Intelligence Report.

TO : See Distribution.

1. The following report covers the operations of the 318th Fighter Group, AAF, during the period 1 February 1945 to 28 February 1945 inclusive.

- a. Total Sorties (Combat) Dispatched.
- |                            |     |
|----------------------------|-----|
| 19th Fighter Squadron      | 69  |
| 73rd Fighter Squadron      | 67  |
| 333d Fighter Squadron      | 72  |
| 6th Night Fighter Squadron | 0   |
| TOTAL                      | 208 |
- b. Total Sorties (Combat) Abortive.
- |                            |    |
|----------------------------|----|
| 19th Fighter Squadron      | 5  |
| 73rd Fighter Squadron      | 12 |
| 333d Fighter Squadron      | 8  |
| 6th Night Fighter Squadron | 0  |
| TOTAL                      | 25 |
- c. Total Sorties (CAP) Dispatched.
- |                            |       |
|----------------------------|-------|
| 19th Fighter Squadron      | 431   |
| 73rd Fighter Squadron      | 486   |
| 333d Fighter Squadron      | 401   |
| 6th Night Fighter Squadron | 143   |
| TOTAL                      | 1,461 |
- d. Total Hours Flown.
- |                            |       |
|----------------------------|-------|
| 19th Fighter Squadron      | 1,270 |
| 73rd Fighter Squadron      | 1,276 |
| 333d Fighter Squadron      | 1,290 |
| 6th Night Fighter Squadron | 360   |
| TOTAL                      | 4,196 |
- e. Bomb Tonnages Dropped.
- |                        |      |              |
|------------------------|------|--------------|
| *19th Fighter Squadron | 8    | (short tons) |
| *73rd Fighter Squadron | 8.5  | (short tons) |
| TOTAL                  | 16.5 | (short tons) |

\* All bombs dropped were wing tanks filled with Napalm.

f. Total Rounds of Ammunition.

.50 Caliber Ammunition.

19th Fighter Squadron	12,005
73rd Fighter Squadron	4,580
333d Fighter Squadron	7,700
TOTAL	24,285

SECRET

- 1 -

SECRET

SECRET

Intelligence Report, 1 March 1945, Continued.

20mm Ammunition.

19th Fighter Squadron	589
73rd Fighter Squadron	552
333d Fighter Squadron	<u>507</u>
TOTAL	1,648

## g. Our Casualties.

Killed	2	(See remarks below)
Wounded	0	
Missing	<u>0</u>	
TOTAL	2	

## REMARKS:

- 3 Feb. 2nd Lt. DAVIS G. DUKET, O-692144, was lost 70 miles east of Minami Rock when he, for some unknown reason, was forced to ditch his airplane. The flight had let down to the deck and was flying at an altitude of approximately 50 feet when Lt. DUKET called in over the radio stating that he was in trouble. He pulled up slightly, released his remaining external tank, and ditched. The plane nosed over as soon as it hit the water, and although one of the escorting B-29's reported seeing a life raft, it is believed that the pilot never cleared the plane as an extensive search proved unsuccessful in locating any trace of pilot or plane.
- 10 Feb. Captain CYRUS M. BIRNEY, O-428800, was lost over Iwo Jima while on an escort mission. Witnesses report that Capt. BIRNEY's plane had been hit by A/A. He left the formation smoking badly and was attacked by an enemy ZEKE. When last seen, Capt. BIRNEY was in a shallow, high speed, controlled dive and his plane was emitting smoke. At this point, the enemy fighter was observed to break off the attack and head toward Iwo Jima. Interception was made and destruction of the enemy ZEKE accomplished. Search of the area for trace of Capt. BIRNEY or his plane was negative.

## h. Our Aircraft Losses.

Combat	3 P-38L's	(See remarks below)
Operational	1 P-47D	(See remarks below)
Other	<u>0</u>	
TOTAL	3 P-38L's 1 P-47D	

## REMARKS:

- 3 Feb. P-38L No. 44-24452 was lost at sea 70 miles east of Minami Rock. For complete details, see remarks under Par g. above. (Lt. DUKET)
- 10 Feb. P-38L No. 44-24453 was lost off Iwo Jima. See remarks under Par g. above. (Capt. BIRNEY)

SECRET

Intelligence Report, 1 March 1945, Continued.

- 15 Feb. P-38L No. 44-24451, piloted by 2nd Lt. VICTOR C. BESCHE, was damaged beyond repair when forced to make a bolly landing on return from a strike on Iwo Jima. The landing gear would not lower and lock into position due to failure of the hydraulic system. It is believed that failure resulted from damage done by 20mm hits received over target.
- 18 Feb. P-47D No. 43-25457, piloted by 2nd Lt. J. T. SPIVEY, was completely destroyed by fire when the left tire blew out on take-off causing the plane to veer sharply to the left, hitting the base of the control tower and a tent immediately adjacent which was used by the base MP's as a headquarters. The plane caught fire immediately and burned. Four men of the 364th Service Group who were in the tent hit by the plane were either killed by the impact of the plane when it struck the tent or died as the result of burns from the fire that followed.

## 1. Enemy Aircraft Destroyed. (Airborne)

<u>DATE</u>	<u>PILOT</u>	<u>SQDN</u>	<u>PLACE OF DESTRUCTION</u>	<u>NO. &amp; TYPE A/C</u>
2-11	Capt. Judge T. Wolfe	333d	Iwo Jima	2 Bettys
2-11	1st Lt. Everett L. Balkum	333d	Iwo Jima	1 Betty
2-11	1st Lt. Henry M. Stampe	19th	Iwo Jima	1 Betty
2-11	2nd Lt. John R. Donohue	19th	Iwo Jima	1 Zeke
2-11	1st Lt. Wayne A. Duerschmidt	333d	Iwo Jima	1 Zeke
2-11	F/O Harry W. James	333d	Iwo Jima	1 Zeke

For the Group Commander:

*Fredrick H. Deamant*  
 FREDERICK H. DEAMANT  
 Major, Air Corps,  
 S - 2.

DISTRIBUTION:

- 3 Copies - Director of Intelligence, AAFPOA
- 3 Copies - CTF 93.
- 3 Copies - CTU 94.4.1
- 3 Copies - A-2, Seventh Air Force
- 3 Copies - A-2, VII Fighter Command
- 3 Copies - Each Sqdn., 318th Gp.

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

SECRET

Auth: CO 318th Ftr Gp AAF  
Initials: J.H.T.  
Date: 1 March 1945In reply refer to:  
319.16

1 March 1945.

SUBJECT: Intelligence Report.

TO : See Distribution.

1. The following report covers the operations of the 318th Fighter Group, AAF, during the period 1 February 1945 to 28 February 1945 inclusive.

a. Total Sorties (Combat) Dispatched.		
19th Fighter Squadron		69
73rd Fighter Squadron		67
333d Fighter Squadron		72
6th Night Fighter Squadron		0
TOTAL		<u>208</u>
b. Total Sorties (Combat) Abortive.		
19th Fighter Squadron		5
73rd Fighter Squadron		12
333d Fighter Squadron		8
6th Night Fighter Squadron		0
TOTAL		<u>25</u>
c. Total Sorties (CAP) Dispatched.		
19th Fighter Squadron		431
73rd Fighter Squadron		486
333d Fighter Squadron		401
6th Night Fighter Squadron		143
TOTAL		<u>1,461</u>
d. Total Hours Flown.		
19th Fighter Squadron		1,270
73rd Fighter Squadron		1,276
333d Fighter Squadron		1,290
6th Night Fighter Squadron		360
TOTAL		<u>4,196</u>
e. Bomb Tonnages Dropped.		
*19th Fighter Squadron	8	(short tons)
*73rd Fighter Squadron	<u>8.5</u>	(short tons)
TOTAL	16.5	(short tons)

\* All bombs dropped were wing tanks filled with Napalm.

f. Total Rounds of Ammunition.

<u>.50 Caliber Ammunition.</u>	
19th Fighter Squadron	12,005
73rd Fighter Squadron	4,580
333d Fighter Squadron	<u>7,700</u>
TOTAL	24,285

SECRET

- 1 -

SECRET

SECRET

Intelligence Report, 1 March 1945, Continued.

20mm Ammunition.

19th Fighter Squadron	589
73rd Fighter Squadron	552
333d Fighter Squadron	<u>507</u>
TOTAL	1,648

## g. Our Casualties.

Killed	2 (See remarks below)
Wounded	0
Missing	<u>0</u>
TOTAL	2

## REMARKS:

- 3 Feb. 2nd Lt. DAVIS G. DUKET, O-692144, was lost 70 miles east of Minami Rock when he, for some unknown reason, was forced to ditch his airplane. The flight had let down to the deck and was flying at an altitude of approximately 50 feet when Lt. DUKET called in over the radio stating that he was in trouble. He pulled up slightly, released his remaining external tank, and ditched. The plane nosed over as soon as it hit the water, and although one of the escorting B-29's reported seeing a life raft, it is believed that the pilot never cleared the plane as an extensive search proved unsuccessful in locating any trace of pilot or plane.
- 10 Feb. Captain CYRUS M. BIRNEY, O-428800, was lost over Iwo Jima while on an escort mission. Witnesses report that Capt. BIRNEY's plane had been hit by A/A. He left the formation smoking badly and was attacked by an enemy ZEKE. When last seen, Capt. BIRNEY was in a shallow, high speed, controlled dive and his plane was emitting smoke. At this point, the enemy fighter was observed to break off the attack and head toward Iwo Jima. Interception was made and destruction of the enemy ZEKE accomplished. Search of the area for trace of Capt. BIRNEY or his plane was negative.

## h. Our Aircraft Losses.

Combat	3 P-38L's (See remarks below)
Operational	1 P-47D (See remarks below)
Other	0
TOTAL	<u>3 P-38L's</u> 1 P-47D

## REMARKS:

- 3 Feb. P-38L No. 44-24452 was lost at sea 70 miles east of Minami Rock. For complete details, see remarks under Par g. above. (Lt. DUKET)
- 10 Feb. P-38L No. 44-24453 was lost off Iwo Jima. See remarks under Par g. above. (Capt. BIRNEY)

SECRET

Intelligence Report, 1 March 1945, Continued.

- 15 Feb. P-38L No. 44-24451, piloted by 2nd Lt. VICTOR G. BESCHE, was damaged beyond repair when forced to make a bolly landing on return from a strike on Iwo Jima. The landing gear would not lower and lock into position due to failure of the hydraulic system. It is believed that failure resulted from damage done by 20mm hits received over target.
- 18 Feb. P-47D No. 43-25457, piloted by 2nd Lt. J. T. SPIVEY, was completely destroyed by fire when the left tire blew out on take-off causing the plane to veer sharply to the left, hitting the base of the control tower and a tent immediately adjacent which was used by the base MP's as a headquarters. The plane caught fire immediately and burned. Four men of the 364th Service Group who were in the tent hit by the plane were either killed by the impact of the plane when it struck the tent or died as the result of burns from the fire that followed.

## 1. Enemy Aircraft Destroyed. (Airborne)

<u>DATE</u>	<u>PILOT</u>	<u>SQDN</u>	<u>PLACE OF DESTRUCTION</u>	<u>NO. &amp; TYPE A/C</u>
2-11	Capt. Judge E. Wolfe	333d	Iwo Jima	2 Bettys
2-11	1st Lt. Everett L. Balkum	333d	Iwo Jima	1 Betty
2-11	1st Lt. Henry M. Stampe	19th	Iwo Jima	1 Betty
2-11	2nd Lt. John R. Donohue	19th	Iwo Jima	1 Zeke
2-11	1st Lt. Wayne A. Duerschmidt	333d	Iwo Jima	1 Zeke
2-11	F/O Harry W. James	333d	Iwo Jima	1 Zeke

For the Group Commander:

*Fredrick H. Deamant*  
 FREDERICK H. DEAMANT  
 Major, Air Corps,  
 S - 2.

DISTRIBUTION:

- 3 Copies - Director of Intelligence, AAFPOA
- 3 Copies - CTF 93.
- 3 Copies - CTU 94.4.1
- 3 Copies - A-2, Seventh Air Force
- 3 Copies - A-2, VII Fighter Command
- 3 Copies - Each Sqdn., 318th Gp.



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

SECRET

Auth: CO 318th Ftr Gp AAF  
Initials: J.H.T.  
Date: 1 March 1945In reply refer to:  
319.16

1 March 1945.

SUBJECT: Intelligence Report.

TO : See Distribution.

1. The following report covers the operations of the 318th Fighter Group, AAF, during the period 1 February 1945 to 28 February 1945 inclusive.

- a. Total Sorties (Combat) Dispatched.
- |                            |            |
|----------------------------|------------|
| 19th Fighter Squadron      | 69         |
| 73rd Fighter Squadron      | 67         |
| 333d Fighter Squadron      | 72         |
| 6th Night Fighter Squadron | 0          |
| TOTAL                      | <u>208</u> |
- b. Total Sorties (Combat) Abortive.
- |                            |           |
|----------------------------|-----------|
| 19th Fighter Squadron      | 5         |
| 73rd Fighter Squadron      | 12        |
| 333d Fighter Squadron      | 8         |
| 6th Night Fighter Squadron | 0         |
| TOTAL                      | <u>25</u> |
- c. Total Sorties (CAP) Dispatched.
- |                            |              |
|----------------------------|--------------|
| 19th Fighter Squadron      | 431          |
| 73rd Fighter Squadron      | 486          |
| 333d Fighter Squadron      | 401          |
| 6th Night Fighter Squadron | 143          |
| TOTAL                      | <u>1,461</u> |
- d. Total Hours Flown.
- |                            |              |
|----------------------------|--------------|
| 19th Fighter Squadron      | 1,270        |
| 73rd Fighter Squadron      | 1,276        |
| 333d Fighter Squadron      | 1,290        |
| 6th Night Fighter Squadron | 360          |
| TOTAL                      | <u>4,196</u> |
- e. Bomb Tonnages Dropped.
- |                        |                          |
|------------------------|--------------------------|
| *19th Fighter Squadron | 8 (short tons)           |
| *73rd Fighter Squadron | 8.5 (short tons)         |
| TOTAL                  | <u>16.5 (short tons)</u> |

\* All bombs dropped were wing tanks filled with Napalm.

f. Total Rounds of Ammunition.

.50 Caliber Ammunition.

19th Fighter Squadron	12,005
73rd Fighter Squadron	4,580
333d Fighter Squadron	7,700
TOTAL	<u>24,285</u>

SECRET

- 1 -

SECRET

SECRET

Intelligence Report, 1 March 1945, Continued.

20mm Ammunition.

19th Fighter Squadron	589
73rd Fighter Squadron	552
333d Fighter Squadron	507
TOTAL	<u>1,648</u>

## g. Our Casualties.

Killed	2	(See remarks below)
Wounded	0	
Missing	0	
TOTAL	<u>2</u>	

## REMARKS:

- 3 Feb. 2nd Lt. DAVIS G. DUKET, O-692144, was lost 70 miles east of Minami Rock when he, for some unknown reason, was forced to ditch his airplane. The flight had let down to the deck and was flying at an altitude of approximately 50 feet when Lt. DUKET called in over the radio stating that he was in trouble. He pulled up slightly, released his remaining external tank, and ditched. The plane nosed over as soon as it hit the water, although one of the escorting B-29's reported seeing a life raft, it is believed that the pilot never cleared the plane as an extensive search proved unsuccessful in locating any trace of pilot or plane.
- 10 Feb. Captain CYRUS M. BIRNEY, O-428800, was lost over Iwo Jima while on an escort mission. Witnesses report that Capt. BIRNEY's plane had been hit by A/A. He left the formation smoking badly and was attacked by an enemy ZEKE. When last seen, Capt. BIRNEY was in a shallow, high speed, controlled dive and his plane was emitting smoke. At this point, the enemy fighter was observed to break off the attack and head toward Iwo Jima. Interception was made and destruction of the enemy ZEKE accomplished. Search of the area for trace of Capt. BIRNEY or his plane was negative.

## h. Our Aircraft Losses.

Combat	3 P-38L's	(See remarks below)
Operational	1 P-47D	(See remarks below)
Other	0	
TOTAL	<u>3 P-38L's</u>	
	1 P-47D	

## REMARKS:

- 3 Feb. P-38L No. 44-24452 was lost at sea 70 miles east of Minami Rock. For complete details, see remarks under Par g. above. (Lt. DUKET)
- 10 Feb. P-38L No. 44-24453 was lost off Iwo Jima. See remarks under Par g. above. (Capt. BIRNEY)

SECRET

Intelligence Report, 1 March 1945, Continued.

- 15 Feb. P-38L No. 44-24451, piloted by 2nd Lt. VICTOR C. BESCHE, was damaged beyond repair when forced to make a belly landing on return from a strike on Iwo Jima. The landing gear would not lower and lock into position due to failure of the hydraulic system. It is believed that failure resulted from damage done by 20mm hits received over target.
- 18 Feb. P-47D No. 43-25457, piloted by 2nd Lt. J. T. SPIVEY, was completely destroyed by fire when the left tire blew out on take-off causing the plane to veer sharply to the left, hitting the base of the control tower and a tent immediately adjacent which was used by the base MP's as a headquarters. The plane caught fire immediately and burned. Four men of the 364th Service Group who were in the tent hit by the plane were either killed by the impact of the plane when it struck the tent or died as the result of burns from the fire that followed.

## 1. Enemy Aircraft Destroyed. (Airborne)

<u>DATE</u>	<u>PILOT</u>	<u>SQDN</u>	<u>PLACE OF DESTRUCTION</u>	<u>NO. &amp; TYPE A/C</u>
2-11	Capt. Judge E. Wolfe	333d	Iwo Jima	2 Bettys
2-11	1st Lt. Everett L. Balkum	333d	Iwo Jima	1 Betty
2-11	1st Lt. Henry M. Stampo	19th	Iwo Jima	1 Betty
2-11	2nd Lt. John R. Donchuo	19th	Iwo Jima	1 Zeke
2-11	1st Lt. Wayne A. Duerschmidt	333d	Iwo Jima	1 Zeke
2-11	F/O Harry W. James	333d	Iwo Jima	1 Zeke

For the Group Commander:

*Fredrick H. Deamant*  
 FREDERICK H. DEAMANT  
 Major, Air Corps,  
 S - 2.

DISTRIBUTION:

- 3 Copies - Director of Intelligence, AAFPOA  
 3 Copies - CTF 93.  
 3 Copies - CTU 94.4.1  
 3 Copies - A-2, Seventh Air Force  
 3 Copies - A-2, VII Fighter Command  
 3 Copies - Each Sqdn., 318th Gp.

CONFIDENTIAL

CONFIDENTIAL

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

3 February 1945

CONSOLIDATED REPORT

P-38 PROVISIONAL SQUADRON MISSION REPORT # 2-1  
318TH FIGHTER GROUP MISSION REPORT # 2-3

1. A. Twenty (20) P-38L's (Four were spares and did not proceed to the target)  
B. Four single-engine aircraft.
2. A. One (1) P-38L (Operational)  
B. None
3. Escort Five (5) F-5's on photo reconnaissance mission to Iwo Jima.
4. Capt. OTTENSTEIN, Lt. DUKET, Capt. WOLFE, Lt. BALKUM. (Violet 31) - (333d)  
Lts. ERBELE, RIVAS, BOWEN, MONYELLE. (Violet 33) - (333d)  
Lts. AMON, BESCHE, BABCOCK, HEAGNEY. (Violet 32) - (73rd)  
Capt. MULLIGAN, Lt. BENNETT. (Spares) -- (Violet 35) - (73rd)  
Capts. SLEPECKY, LEFFORGE, Lts. DUNN, BARRETT. (Violet 34) - (19th)  
Lt. REDFIELD, F/O WALKER. (Spares) -- (Violet 36) - (73rd)

First Wave: -- Takeoff: 0850 - Over Target: 1230 - Landed: 1600

Second Wave: -- Takeoff: 0958 - Over Target: 1335 - Landed: 1624.

The first wave, composed of Violets 31, 32, 33, and 35, rendezvoused with four F-5's and three B-29's over East Field at 0900 and proceeded to the target at 10,000 feet. The two spares, Capt. MULLIGAN and Lt. BENNETT, turned around one hour out and pancaked at 1118. The remaining two flights continued to Iwo Jima with the F-5's and B-29's. They began dropping to the deck 200 miles from the target. When approximately 70 miles east of Minami Rock, Lt. DUKET called in, stating that he was in trouble. Immediately after, he dropped his second external tank, called "MAYDAY, MAYDAY", ditched, then the plane hit a wave and nosed over. One of the B-29's turned around and orbited the position where the pilot went in.

The rest of the formation continued to the target. The remaining two B-29's orbited Minami Rock while the P-38's escorted the F-5's on their photo runs. Lts. AMON and BESCHE escorted one F-5 on its photo run from southeast to northwest, just north of the south volcano. Lt. AMON observed one automatic weapons position and directed his strafing at it. Apparently, he was not successful in silencing it for his plane was hit on the right boom just in front of the rudder as he came off the target. The boom was almost completely severed. Lts. BABCOCK and HEAGNEY escorted one F-5 on its photo run from southeast to northwest across the area between Airfields No. 1 and No. 2. Both pilots strafed automatic weapons positions just east of the south part of the runway No. 2. The F-5 appeared to be hit by automatic weapons fire over the middle of the island. It burst into flames and crashed in the water 800 yards west of the shore opposite Airfield No. 1. Capt. OTTENSTEIN escorted the same F-5 that Lts. BABCOCK and HEAGNEY escorted, but made his strafing run

CONFIDENTIAL

- 1 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

P-38 PROVISIONAL SQUADRON MISSION REPORT # 2-1 -- CONTINUED

## 4. CONT'D

on the F-5's right. He strafed an automatic weapons position just southwest of the east Boat Basin. The pilot observed his tracers entering the position and believes that the installation was damaged. Capt. OTTENSTEIN also observed one ZEKE parked just north of Airfield No. 2. Capt. WOLFE and Lt. BALKUM escorted one F-5 on its photo run just north of airfield No. 2. Capt. WOLFE strafed the caves near the radio station northwest of Airfield No. 3. His fire entered the caves but he was over the vicinity before he could evaluate the damage. Lt. BALKUM strafed the radio station and observed his tracers hitting the installation. However, no fires were seen. When Capt. OTTENSTEIN, Capt. WOLFE and Lt. BALKUM completed their runs across the island, they orbited the position where the F-5 had crashed before proceeding to the rendezvous point. The pilots thought they observed an oil slick in the vicinity.

Lts. EREBELE, RIVAS, BOWEN and MONYELLE escorted one F-5 on its run across the east shore of the island, from northeast to southwest. They did not strafe. Continuously pointed medium antiaircraft from positions along the east coast from the boat basin to the south volcano, was moderate to intense and inaccurate. It was meager to moderate and accurate to inaccurate from positions east of the south tip of Airfield No. 2 and from positions north of the south volcano. Light A/A intense, accurate to inaccurate.

After the above action, the flights rejoined and rendezvoused with the B-29's at Minami Rock. They then proceeded on course for base.

The second wave, composed of Violets 34 and 36, rendezvoused with one F-5 and three B-29's over East Field at 1010. The entire formation climbed to 10,000 feet and proceeded on course 300 degrees. The spares, Lt. REDFIELD and F/O. WALKER, returned to base one hour from Saipan, pancaking at 1207. The formation started to let down to the deck 150 miles from the initial point which was located 60 miles southwest of Iwo Jima on a vector of 240 degrees. At the initial point the flight changed course to 60 degrees and headed into the target. The B-29's left the formation and proceeded to the rendezvous point -- Minami Rock. As the formation approached Iwo Jima, one single-engine enemy aircraft (possible TOJO) was observed at 600 feet, flying due east over the island. At about the same time, one A/A gun fired a single burst over the center of the island. It is believed this method is employed to alert Iwo Jima.

The F-5 made its photo run along the west coast with the four P-38's echeloned to his left. While making the run, Capt. SLEPECKY observed three single-engine enemy aircraft at 8000 feet over the island. Due to the distance involved, identification was difficult. Two single-engine planes were observed on the ground, in the southwest parking area of Airfield No. 1. The flight encountered meager to moderate, continuously pointed, inaccurate, medium A/A. Fire was observed to emanate from positions at the base of the south volcano and along the coast west of Airfield No. 1. After completion of the photo run, the flight rendezvoused with the B-29's at Minami Rock and proceeded to Base.

CONFIDENTIAL

- 2 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

## P-38 PROVISIONAL SQUADRON MISSION REPORT # 2-1 - CONTINUED

5. A. First Wave: -- Good enroute, over target and return, except for a solid overcast 200 miles from the target. Clouds, .4 scattered cumulus, 2,000 to 10,000 feet.  
 Second Wave:-- Poor enroute; clouds .8 to .9 from 22 degrees North to Iwo Jima. Over target and return; clouds, .7, 4,000 to 8,500 feet.
- B. First Wave: -- Poor between P-38's and B-29's. Only one B-29 could be contacted. The other two could transmit but not receive.  
 Second Wave:-- Loud and clear.
6. Undetermined.
7. Ammunition: --- 333d: 42 rounds 20 mm. 1,280 rounds .50 cal.  
 73rd: 261 rounds 20 mm. 1,500 rounds .50 cal.  
 19th: None
- Gasoline: ---- 24,100 gallons.
8. Captain LEFFORGE (Violet 34-2) received some damage to his tail assembly upon dropping the 300 gallon tank at the initial point.
- Photo runs, with exception of lost F-5, completed as scheduled.
- Three day Dumbo search for Lt DUKET proved unsuccessful.

SANDERS

CONFIDENTIAL

- 3 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

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

6 February 1945

CONSOLIDATED REPORT

P-38 PROVISIONAL SQUADRON MISSION REPORT # 2-2  
318TH FIGHTER GROUP MISSION REPORT # 2-8

1. A. Fourteen (14) P-38's (None reached the target)  
B. None
2. A. None  
B. None
3. Escort one squadron of B-24's to Iwo Jima.
4. Major FOJTIK, F/O JAMES, Lts. DUERSCHMIDT, FOSTER (Violet 31) - (333d)  
Major WILLIAMS, Lts. MATHIS, GRAY, MARCINKO, (Violet 32) - (19th)  
Capt. MULLIGAN, Lts. BENNETT, REDFIELD, F/O WALKER (Violet 33) - (73rd)  
Lt. KANE, Capt. BIRNEY (Violet 34) - (73rd)

Takeoff: 0810 - Landed: 1338

The four flights rendezvoused with the B-24's over Kagman Point Field at 0820. The formation proceeded on course to Iwo Jima, climbing to 14,000 feet. When they reached Pagan, they encountered a solid overcast, the top of which was 10,000 feet. As they proceeded north, they ran into a second solid overcast, the base of which was 14,000 feet. The formation continued, flying between the two overcasts. At 1110, when approximately 100 miles from the target, the weather closed in completely and the planes were bucking a head wind. They then turned around and headed for base.

5. A. Poor enroute and return. Clouds between base and Pagan -- .7 cumulus, 2,000 to 10,000 feet. Clouds north of Pagan -- .10 cumulus, tops, 10,000 feet and .10 alto cumulus, base 14,000 feet.  
B. Loud and clear.
6. None
7. 7,700 gallons gasoline.
8. None

SANDERS

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

8 FEBRUARY 1945

19TH FIGHTER SQUADRON MISSION #2-3  
318TH FIGHTER GROUP MISSION #2-10

1. A. FOUR (4) P-47D'S  
B. NONE
2. A. NONE  
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. CAPTAIN VOGT, LTS. CUNEO, BACH, TRUMBOUR (VIOLET 3)  
(GREYHOUND "JOSEPHINE")

TAKEOFF: 1430                      LAND: 1652

FLIGHT APPROACHED PAGAN ISLAND FROM THE EAST ON THE DECK,  
ARRIVING OVER THE TARGET AT 1528K.

GREYHOUND "JOSEPH" ELEMENT ORBITED OFF THE WEST SIDE OF THE  
ISLAND.

CAPTAIN VOGT AND LT. CUNEO MADE THREE CAMERA RUNS OVER THE  
AIRFIELD, AND THREE RUNS MAKING VISUAL OBSERVATIONS. THE AIRFIELD  
REMAINS NON-OPERATIONAL, WITH NO EVIDENCE OF RECENT REPAIR WORK.

ONE RECONNAISSANCE RUN WAS MADE OVER THE NORTH END OF THE  
ISLAND, WHERE LARGE BRUSH FIRES WERE OBSERVED.

CAPTAIN VOGT OBSERVED JAP PERSONNEL (THREE) STANDING ON THE  
RIM OF THE CINDER CONE NE OF RUNWAY. HIS ELEMENT STRAFED THE AREA.

5. A. .4 CUMULUS - 2,000 TO 3,000 FEET.  
B. GOOD
6. UNDETERMINED
7. 1,065 ROUNDS .50 CAL. 1,060 GALLONS GASOLINE.
8. NONE

WILLIAMS



CONFIDENTIAL

CONFIDENTIAL

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

10 February 1945

CONSOLIDATED REPORT

P-38 PROVISIONAL SQUADRON MISSION REPORT # 2-3  
318TH FIGHTER GROUP MISSION REPORT # 2-12

1. A. Eight (8) P-38L's. (Two did not reach the target)  
B. Five (5) to seven (7) BETTYS and three (3) ZEKES
2. A. None  
B. Four (4) BETTYS and one (1) ZEKE destroyed (confirmed) and one (1) BETTY damaged.
3. Escort F-5 to Iwo Jima.
4. Lts. LOFLIN, RICKARD, STAMPE, DONOHUE (Violet 31) - (19th Sqdn)  
Capt. WOLFE, Lts. SULLIVAN, BALKUM, MONYELLE. (Violet 32) - (333d Sqdn)

Takeoff: 0725 - Over Target: 1200 - Landed: 1545

The two flights rendezvoused with two navigating B-24's and one F-5 over Kagman Point Field at 0735. (One spare F-5 returned from a position one and one-half (1½) hours out). The formation then proceeded on course 330 to the initial point, 40 miles northwest of Iwo Jima, at 8500 feet. Lt. RICKARD had trouble with his manifold pressure and returned from a position one-half (½) hour out. He pancaked at 0819. Lt. MONYELLE, flying as a spare, returned from a position one hour out, and pancaked at 0932.

Approximately 200 miles from the "IP", the formation dropped down to the deck. Upon reaching the "IP", Capt. WOLFE and Lts. BALKUM and DONOHUE remained with the bombers, who continued north before circling Iwo Jima. Lts. LOFLIN, STAMPE, and SULLIVAN turned with the F-5 and began their run into Iwo Jima, approaching from the northwest on the deck.

Capt. WOLFE, with Lt. BALKUM flying his wing, spotted five to seven BETTYS which had just taken off and were heading north. Capt. WOLFE attacked one of the BETTYS, opening fire at maximum range and closing to 600 feet. The BETTY'S right engine caught fire and the plane hit the water. Capt. WOLFE then attacked a second BETTY, getting on his tail and opening fire at medium range. The BETTY'S left engine started to smoke and the tail gunner opened fire, hitting Capt. WOLFE's tail section. The BETTY then hit the water and exploded. Lt. BALKUM saw the two large columns of black smoke which resulted from Capt. WOLFE's kills.

Lt. BALKUM attacked a BETTY, opening fire at 200 yards from 90 degrees and closing to 50 feet. He turned out to prevent over-running the BETTY, and as he looked back he saw a fire and large column of black smoke where the BETTY hit the water. Capt. WOLFE also observed the fire and smoke caused by this crashed BETTY.

CONFIDENTIAL

- 1 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

P-38 PROVISIONAL SQUADRON MISSION REPORT # 2-3 -- CONTINUED

## 4. CONT'D

Lt. DONOHUE observed a ZEKE about 5 miles north of the island, heading for the bomber formation. As he pulled in behind the ZEKE, the ZEKE turned to the northeast. Lt. DONOHUE fired a burst from dead astern, setting the ZEKE on fire. The Jap made another turn to the left and headed for the deck while Lt. DONOHUE chandelled so as not to over-run him. The ZEKE continued flying on the deck even though he was burning badly. Lt. DONOHUE pulled in behind the ZEKE again and as the Jap pulled up into a stall, another burst was fired. The ZEKE then crashed in the water.

As the F-5 and the three P-38's approached Iwo Jima, Lt. STAMPE spotted a BETTY at 800 feet, 3 to 5 miles west of the island. Lt. STAMPE made a front quarter to 90 degree firing pass on the BETTY and pulled away as he observed the BETTY catch fire and crash in the water. Lt. LOFLIN observed the BETTY crash.

As the flight crossed Iwo Jima, Lt. LOFLIN observed a BETTY just becoming airborne from Airfield No. 1. Due to his position, he was only able to fire one short burst on the BETTY. He saw a number of 20 mm and 50 cal. hits on the plane. The extent of damage to this BETTY is undetermined. Lt. LOFLIN continued his run, strafing across the island. He then observed a Jap destroyer east of Airfield No. 1 and made one strafing pass on the ship and saw his tracers hitting the deck and superstructure. The destroyer returned intense medium A/A fire which was inaccurate.

Lt. SULLIVAN made his run across the north end of the island, from west to east. He did not pick up a target and therefore did not strafe.

Meager to moderate light A/A (inaccurate) and meager heavy A/A (inaccurate) was received from positions on the northwest part of the island.

After the above action, all planes rendezvoused with the B-24's at Minami Rock and headed for base.

5. A.. Good enroute, over target and return. Clouds .3 cumulus 3,000 to 3,500 feet.  
B. Loud and clear.
6. Undetermined.
7. Total ammunition -- 4,260 rounds 50 cal. 456 rounds 20 mm.  
Total gasoline consumption -- 4,000 gallons
8. In addition to the destroyer observed east of Airfield No. 1 another destroyer was spotted just northwest of the island, heading southwest. A Sugar Baker was also observed just north of Iwo Jima, heading north. An unidentified vessel, approximately 10,000 tons, was observed just north-east of the island, heading north. One BETTY was observed on runway C of Airfield No. 1. Lt. LOFLIN fired at this plane but observed no hits. F-5 observed an additional BETTY and 2 S/E aircraft parked along NE-SW runway of Airfield No. 2.

SANDERS

CONFIDENTIAL

- 2 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

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

PILOTS' STATEMENTS

(Group Mission Report # 2-12)

CAPT. JUDGE E. WOLFE - (Violet 32-1)

Lt. BALKUM and myself were flying with the two B-24s. As we were heading southeast from the IP to Iwo Jima, I spotted approximately five BETTYS which had just become airborne, heading north. I opened fire on one of the BETTYS from medium range and closed to 600 feet. The BETTY's right engine caught fire and the plane crashed in the water. I then got on the tail of another BETTY and opened fire from maximum range. The BETTY's left engine started to smoke and the tail gunner opened fire, damaging my tail section. The BETTY then crashed in the water. As I turned back toward the B-24s I observed Lt. BALKUM shoot down a BETTY. Immediately after, Lt. BALKUM called in on the radio, asking someone to confirm his kill.

Neither of the BETTYS I destroyed took any evasive action. Both were painted greenish blue and had no distinguishing markings other than the red roundels on wings and fuselage.

NOTE: The statement of tactics is at slight variance with mission report. This statement, however, is correct.

JUDGE E. WOLFE,  
Capt., Air Corps.

1ST LT. EVERETT L. BALKUM - (Violet 32-3)

I was flying Capt. WOLFE's wing as we were escorting the two B-24s from the IP to Iwo Jima. As we approached the island, heading southeast, I observed five to seven BETTYS heading north at 100 feet. I started after one of the BETTYS, which was to the right and behind the two Capt. WOLFE was attacking. While I was chasing the BETTY, I observed Capt. WOLFE shoot down his first BETTY. I opened fire on my BETTY at approximately 250 yards, from 90 degrees and closed to about 50 feet. I turned to the right to avoid over-running, and as I looked back I observed a fire and a large column of black smoke where the BETTY had hit the water. Just about this time, I observed Capt. WOLFE's second BETTY crash in the water. I then rejoined Capt. WOLFE and the two B-24s.

The BETTY I attacked took no evasive action. It was painted greenish blue and had red roundels on the wings and fuselage.

EVERETT L. BALKUM,  
1st Lt., Air Corps.

CONFIDENTIAL

- 1 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

PILOTS' STATEMENTS (Group Mission Report # 2-12) -- CONTINUED

1ST LT. HENRY M. STAMPE (Violet 31-2)

As I approached Iwo Jima, on the deck in escort of an F-5 on a photo run, I observed a BETTY about a mile and a half or two miles off the island, at an altitude of between 500 - 800 feet. He was headed NW from the island. The Jap was approximately in my line of flight. I only had to pull up a little to get a front quarter to 90 degree shot at him. As I fired I observed many hits in the nose and left engine. As I broke away I observed the Jap descending with smoke and flame pouring from the left engine and left wing.

I received no return fire from the Jap plane. The enemy plane was dark green in color and had the usual roundels on the fuselage and wings. I observed no other markings. After my firing pass, I continued across the island with the photo plane.

/s/ Henry M. Stampe,  
/t/ HENRY M. STAMPE,  
1st Lt., Air Corps.

1ST LT. WILLIAM A. LOFLIN (Violet 31-1)

As I approached Iwo Jima in escort of an F-5, I observed Lt. STAMPE attack a Jap BETTY as it was leaving the island. The Jap was about 500-800 feet in the air headed NW. Lt. STAMPE made a front quarter to 90 degree pass on him. As he fired the Jap plane started to pour smoke from its left engine. Shortly after this I observed a large puff of flame from this engine which spread all along the wing.

After this action Lt. STAMPE continued on his run across the island.

A few seconds later I glanced back and observed a large column of black smoke rising from the ocean in the vicinity of Lt. STAMPE's attack.

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

2ND LT. JOHN R. DONOHUE (Violet 31-3)

When the F-5 and P-38's turned at the IP to make the run on the island, I stayed with the navigation escort because my engines were rough.

As we continued north to circle Iwo, I observed a ZEKE coming off the island at an altitude of 200 feet. He was flying directly toward our bomber escort. I immediately headed for the Jap and when he saw me he turned away to the NE. I chased him for about five or ten miles, and pulled in astern of him. My first burst set him on fire and he headed for the deck. I had to chandelle to the left so as not to over-run him. When he got down to the deck he leveled out. I pulled in behind him and he pulled up into a stall. At this point I fired and he crashed into the sea.

CONFIDENTIAL

- 2 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

PILOTS' STATEMENTS (Group Mission Report # 2-12) -- CONTINUED

2ND LT. JOHN R. DONOHUE (Violet 31-3) - Continued

The ZEKE was green in color with the usual roundels on the wings and fuselage.

After this engagement, I rejoined the B-24s and returned to Minami Island to rendezvous with F-5 and other P-38s.

/s/ John R. Donohue  
/t/ JOHN R. DONOHUE,  
2nd Lt., Air Corps.

A TRUE COPY: -

*Fredrick H. Deamant*  
FREDERICK H. DEAMANT,  
Major, Air Corps.

CONFIDENTIAL

CONFIDENTIAL

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

15 FEBRUARY 1945

19TH FIGHTER SQUADRON MISSION #2-4  
318TH FIGHTER GROUP MISSION #2-18

1. A. FOUR (4) P-47's  
B. NONE
2. A. NONE  
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. LIEBGOTT, THURSTON, GIBSON, CROCKER (VIOLET 80)

TAKEOFF: 1512

LAND: 1800

IN APPROACHING PAGAN ISLAND, FLIGHT OVER ESTIMATED TIME OF ARRIVAL, AND DO TO CLOUD COVER FLEW PAST THE ISLAND FOR ABOUT FIFTEEN OR TWENTY MINUTES. UPON REALIZING THIS ERROR FLIGHT CHANGED COURSE AND RETURNED TO PAGAN ARRIVING OVER THE TARGET AT 1645.

TWO RECONNAISSANCE FLIGHTS WERE MADE FROM EAST TO WEST ACROSS THE AIRFIELD AND TWO RUNS OVER THE BEACHES.

THE RUNWAY AND TAXI STRIPS REMAIN NON-OPERATIONAL WITH NO EVIDENCE OF RECENT REPAIR WORK. NO MOVEMENT OBSERVED.

NUMEROUS BRUSH FIRES OBSERVED IN THE VICINITY OF MT. PAGAN.

5. A. .9 CUMULUS, BASE 2,500 FEET, TOPS 5,000 FEET.  
B. GOOD
6. NONE
7. 1,020 GALLONS GASOLINE.
8. NONE

WILLIAMS

CONFIDENTIAL

CONFIDENTIAL

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

15 February 1945

CONSOLIDATED REPORT

P-38 PROVISIONAL SQUADRON MISSION REPORT # 2-5  
318TH FIGHTER GROUP MISSION REPORT # 2-22

1. A. Fifteen (15) P-38Ls. (Two did not reach the target)  
B. Three (3) ZEKES
2. A. One (1) P-38L damaged while landing.  
B. One (1) ZEKE damaged.
3. Escort B-24s and fighter sweep -- Iwo Jima.
4. Maj FOJTIK; Lts. GOFF, BOWEN, GEORGE (333d Sq) (Violet 31)  
Maj WILLIAMS; Lts. MATHIS, GRAY, MARCINKO (19th Sq) (Violet 32)  
Maj ROESER (Gp Hq); Lt GALT (73rd); Capt VOGT, Lt MORRIS (19th)-(Violet 33)  
Capt MULLIGAN; Lts. BESCHE, BARNHILL (73rd Sq) (Violet 34)

Takeoff: 0715 - Over Target: 1125-1215 - Land: 1540

Violet 32 and 34 rendezvoused with three navigating B-24s over Marpi Point at 1,500 feet. They proceeded to their IP (a point northeast of Iwo Jima). Capt. MULLIGAN turned back from about 225 miles out due to his right fuel boost pump going out. He pancaked at 0945. Lt. BARNHILL became lost from the formation as they passed through an overcast approximately 600 miles out. He returned to base, escorted by Buzzard 3, pancaking at 1415.

After reaching the IP, the remaining five P-38s left the two B-24s and headed for Iwo Jima on the deck. Arriving over the target at 1125, Major WILLIAMS observed two ZEKES at 14,000 feet over the west coast of the island and one ZEKE at 7,000 feet over the center of the island. While climbing to intercept the two ZEKES at their altitude, the ZEKES made an attack on Major WILLIAMS' flight. The Jap pilots were aggressive and experienced. Major WILLIAMS' flight went into mutual support, and as the flight leader got on the tail of one of the ZEKES, he observed a ZEKE on the tail of a P-38. He immediately broke contact and went to the aid of the other P-38 pilot. As Major WILLIAMS got within range, the Jap broke contact and headed for the protection of the island's gun defenses. Upon sighting automatic weapons fire from the island, Major WILLIAMS broke off his attack and searched for the other two ZEKES. Lt. BESCHE, being the only pilot left in his flight (Violet 34), had joined Major WILLIAMS' flight. He saw one of the ZEKES break away out to sea and gave chase. He got on the ZEKE's tail and started firing from maximum range, closing to approximately 250 feet. He observed his tracers hitting all over the ZEKE, but it did not smoke or burn. The ZEKE finally dove under Lt. BESCHE's wing and he lost him.

After the above action, Violet 32 and 34 orbited the target area

CONFIDENTIAL

- 1 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

P-38 PROVISIONAL SQUADRON MISSION REPORT # 2-5 -- CONTINUED

## 4. CONT'D

until the strike force of B-24s completed their bomb run. They then proceeded to the rendezvous point, Minami Rock.

Violet 31 and 33 rendezvoused with the strike force of B-24s over East Field and proceeded to their IP (Minami Rock) at 10,000 feet. Upon reaching the IP, they left the bombers and proceeded to the target, climbing to 21,000 feet. They orbited the target area and soon heard Major WILLIAMS call in three ZEKES. They searched the entire area, but evidently none of the ZEKES came up through the overcast (which was at about 10,000 feet), because the search was negative. Major ROESER and Lt. GALT, hearing someone call in a ZEKE circling one of the airfields, dropped down through the overcast to investigate. They circled the island twice at 500 feet but saw no planes or other enemy activity. There was no shipping in the vicinity of the island. Violet 31 picked up the strike force of B-24s 40 miles west of Iwo and escorted them on their bomb run. The bombers were at 18,000 feet and the fighters at 24,000 feet.

After the bomb run, all P-38s rendezvoused at Minami Rock. Three B-24s from the strike force provided the navigation escort on the trip back to base.

Heavy and medium A/A was meager to moderate, inaccurate, and continuously pointed.

5. A. Good enroute and return except for a front encountered approximately 60 miles north of Saipan. Clouds averaged .2 scattered cumulus, 2,000 to 8,000 feet. Over target: poor; solid overcast at 10,000 feet.
- B. Loud and clear
6. None
7. Ammunition: 1,475 rounds cal. 50; 176 rounds 20 mm.  
7,100 gallons gasoline
8. One twin-engine aircraft observed on Airfield No. 2. Several large fires and long columns of black smoke observed between Airfields No. 2 and 3, after the bomb run. Lt. BESCHE's hydraulic system went out over the target; when he pancaked, his landing gear collapsed and his plane veered to the left, off the runway, damaging a parked P-51. Damage to the P-38 extensive but reparable. Total estimated mileage: 1775 statute miles.

SANDERS

CONFIDENTIAL

- 2 -

CONFIDENTIAL



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

20 FEBRUARY 1945

19TH FIGHTER SQUADRON MISSION #2-5  
318TH FIGHTER GROUP MISSION #2-26

1. A. FOUR (4) P-47'S  
B. NONE
2. A. NONE  
B. NONE
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. COX, RUST, BACH, KENNEDY (GREYHOUND-JOSEPHINE) (VIOLET 6)

TAKEOFF: 1443      LAND: 1655

FLIGHT APPROACHED PAGAN FROM THE EAST ON THE DECK, ARRIVING OVER THE TARGET AT 1515. RECONNAISSANCE RUNS WERE MADE OVER THE AIRFIELD AREA, AND THE BEACH AREAS. THE RUNWAY AND TAXI STRIPS REMAIN NON-OPERATIONAL WITH NO EVIDENCE OF RECENT REPAIRS.

A SMALL BRUSH FIRE WAS OBSERVED ENE OF RUNWAY. LT. COX OBSERVED MOVEMENT IN THIS AREA AND MADE A STRAFING PASS.

FLIGHT OBSERVED A DREDGED DITCH 50-100 FEET WIDE, RUNNING FROM DEEP WATER TO THE BEACH DIRECTLY WEST OF THE RUNWAY. EXTENSIVE GARDENING BEING CARRIED ON AT PAGAN. A/A FIRE NEGATIVE.

5. A. .2 CUMULUS, BASE AT 1,700 FEET, TOPS TO 4,000 FEET.  
B. LOUD AND CLEAR.
6. UNDETERMINED
7. 500 ROUNDS .50 CAL. 920 GALLONS GASOLINE.
8. UPON RETURN FLIGHT RECONNOITERED ANATHAN AS REQUESTED. OBSERVED CRASHED B-29 ON SOUTH-SLOPE OF HIGHEST POINT ON NE END OF THE ISLAND. NO MOVEMENT OBSERVED. FLIGHT WAS OVER ISLAND APPROXIMATELY 1600. OBSERVED U.S. LANDING CRAFT APPROACHING ISLAND FROM THE WEST, COVERED BY ELEMENT OF P-47'S. CRAFT WAS ONE QUARTER MILE OFF SHORE WHEN OBSERVED. NO ENEMY FIRE OR ACTIVITY OBSERVED.

WILLIAMS

CONFIDENTIAL

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

21 FEBRUARY 1945

19TH FIGHTER SQUADRON MISSION #2-6  
318TH FIGHTER GROUP MISSION #2-

1. A. 12 P-47D'S  
B. NONE
2. A. NONE  
B. NONE
3. FIRE BOMB WOODED AREA, PAGAN ISLAND.
4. MAJ. WILLIAMS, LTS. MORRIS R.A., ANDERSON, KEARNEY (VIOLET 1)  
LTS. LOFLIN, CROCKER, DUNN, THURSTON (VIOLET 7)  
LTS. PETTY, GUNEO, STAMPE, TOWNER (VIOLET 10)

TAKEOFF: 0837 - LAND: 1050

FLIGHTS ARRIVED OVER THE TARGET AT 0940. BOMB RUN WAS MADE FROM EAST TO WEST AT 1500 FT. WITH RELEASE AT 100-200 FT. NINETEEN BOMBS EXPLODED ON TARGET, THE WOODED AREA ALONG THE WEST COAST 500 YARDS SOUTH OF CLIFFS, SOUTH OF THE RUNWAY. ONE BOMB OVERSHOT TARGET AND EXPLODED IN THE WATER, THREE EXPLODED ON THE BEACH, AND ONE BOMB FAILED TO EXPLODE. FLIGHTS THEN STRAFED THE TARGET AREA.

THE NAPALM BOMBS CAUSED LARGE BRUSH FIRES IN THE TARGET AREA. THIS SIZE BOMB (110 GAL. DROP TANKS) COVERS AN AREA ROUGHLY 30 YARDS BY 50 YARDS.

NO A/A ENCOUNTERED OR MOVEMENT OBSERVED. AIRFIELD AND TAXI-STRIPS REMAIN NON-OPERATIONAL.

5. A. .2 GUMULUS 1,500 - 2000 FEET  
B. GOOD
6. LARGE FIRES STARTED IN TARGET AREA.
7. 24 X 110 GAL. NAPALM BOMBS - 2,120 RDS. .50 CAL. M.G.  
2,400 GALS. GAS.
8. NONE

WILLIAMS

CONFIDENTIAL

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

21 FEBRUARY 1945

19TH FIGHTER SQUADRON MISSION REPORT #2-7  
318TH FIGHTER GROUP MISSION REPORT #2-311. A. 4 P-47D'S  
B. NONE2. A. NONE  
B. NONE

3. ARMED RECONNAISSANCE OF PAGAN ISLAND

4. CAPT. LEFFORGE, LTS. WEBBER, \*BACH, WISCHER (VIOLET 2)  
\*GREYHOUND \*JOSEPHINE" (LIFERAFT PLANE)

TAKEOFF: 1453 - LAND: 1705

FLIGHT ARRIVED OVER THE TARGET AT 1557, APPROACHING FROM THE SOUTHEAST. THE GREYHOUND \*JOSEPHINE" ELEMENT ORBITED AT 4,000 FT. EIGHT MILES OFF THE SW TIP OF PAGAN.

CAPT. LEFFORGE AND HIS WINGMAN MADE THREE RECONNAISSANCE RUNS OVER THE ISLAND. THE RUNWAY AND TAXI-STRIPS REMAIN NON-OPERATIONAL WITH NO EVIDENCE OF RECENT REPAIR WORK. NO ENEMY MOVEMENT OR A/A OBSERVED.

ELEMENT ALSO RECONNOITERED AREA THAT WAS BOMBED WITH NAPALM ON THE MORNING MISSION. ALL FIRE HAD CEASED BURNING, AND THE AREA APPEARED SEVERELY SCORCHED.

UPON RETURN TO BASE FLIGHT RECONNOITERED ANATAHAN ISLAND AS REQUESTED. THE PILOTS OBSERVED THE B-29 WRECKAGE. THERE WAS NO MOVEMENT OBSERVED ON THE ISLAND EITHER FRIENDLY OR ENEMY. THE LCI WAS STANDING BY ON THE WEST COAST OF THE ISLAND.

5. A. .2 CUMULUS, BASES AT 2,000 FT., TOPS AT 5,000 FT.  
WIND FROM THE EAST AT 10 KNOTS.  
B. GOOD

6. NONE

7. 1,360 GALLONS GAS

8. NONE

WILLIAMS

CONFIDENTIAL

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

21 FEBRUARY 1945

19TH FIGHTER SQUADRON MISSION REPORT #2-8  
318TH FIGHTER GROUP MISSION REPORT #2-32

1. A. 4 P-47D'S  
B. NONE
2. A. NONE  
B. NONE
3. SUPPORT LANDING OF FRIENDLY TROOPS ON ANATAHAN ISLAND IN SEARCH OF B-29 WRECKAGE.
4. LTS. SHAFFER, ELENDER (VIOLET 80)  
LTS. MATHIS, GUNEO

1ST ELEMENT:	TAKEOFF 1208	-	LAND 1415
2ND ELEMENT:	TAKEOFF 1530	-	LAND 1800

LTS. SHAFFER AND ELENDER ARRIVED OVER ANATAHAN ISLAND AT 1230K. THEY OBSERVED AN LOI OFF THE WEST SHORE OF THE ISLAND AND APPROXIMATELY TWENTY FRIENDLY TROOPS ON THE WEST COAST.

THE ELEMENT BUZZED THE WRECKAGE LOCATED ON THE INSIDE OF THE CRATER, FIFTY FEET FROM THE HIGH POINT ON THE NE SIDE OF THE ISLAND. AS IT BECAME APPARENT THAT NEITHER THE LOI OR THE TROOPS COULD OBSERVE THE EXACT LOCATION THAT THE PLANES WERE BUZZING, LT. SHAFFER CALLED "CONDOR BASE" AND ASKED THEM TO CONTACT THE LOI AND HAVE IT MOVE TO THE NORTH SIDE OF THE ISLAND WHERE IT WOULD BE IN A BETTER POSITION TO OBSERVE THE PLANES BUZZING. THE LOI PULLED TO THE NORTH SIDE OF THE ISLAND. LT SHAFFER BUZZED THE WRECKAGE AND FIRED HIS GUNS INTO THE AIR AS HE PASSED OVER THE AREA. THE LOI FIRED A FLARE INDICATING THAT THEY UNDERSTOOD.

AT 1550 K, LTS. MATHIS AND GUNEO ARRIVED OVER ANATAHAN. THIS ELEMENT OBSERVED THE LOI ON THE WEST COAST OF THE ISLAND. NO MOVEMENT WAS OBSERVED ON THE ISLAND, EITHER FRIENDLY OR ENEMY. LT. MATHIS BUZZED THE WRECKAGE TO ASCERTAIN ITS EXACT LOCATION AND THEN DROPPED A MAP INDICATING THE LOCATION TO THE LOI. LT. MATHIS ALSO ASKED THE LOI TO FLASH REPLY BY "BLINKER LIGHT" IF THEY UNDERSTOOD WHERE WRECKAGE WAS LOCATED. AFTER LOI RECOVERED MAP, AN AFFIRMATIVE REPLY WAS FLASHED TO PLANES.

5. A. .3 GUMULUS, BASES AT 2,500 FT., TOPS AT 5,000 FT.  
B. GOOD
6. NONE
7. 900 GALLONS GAS., 265 RDS. .50 CAL. M.G.
8. NONE

WILLIAMS

CONFIDENTIAL

CONFIDENTIAL

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

21 February 1945.

CONSOLIDATED MISSION REPORT

P-38 Provisional Squadron Mission # 2-6  
318th Group Mission # 2-30

1. A. Eighteen P-38Ls.  
B. None.
2. A. None.  
B. None.
3. Fighter sweep on Moen Island and escort of four PB4Y-1Ps on photo reconnaissance mission to Truk.
4. Capt. WOLFE; Lt. MONYELLE; Capt. OBERT; Lt. DeYONKER (Violet 31) (333d)  
Capt. OTTENSTEIN; F/O JAMES; Lts. DUERSCHMIDT, RIVAS (Violet 34) (333d)  
Capt. NELSON; Lts. BYERS, SHEPARD, MILLER (Violet 32) (73rd)  
Capt. VOGT; Lts. DELP, LIEBGOTT, LUSTIG (Violet 33) (19th)  
Capt. SLEPECKY; Lt. RICKARD (Violet 35) (19th)

Takeoff from Kagman Point Field: 1536 (20 February)

Landed at Guam: 1630 (20 February)

Takeoff from Guam: 0635 (21 February)

Time over Target: 1045

Landed at Kagman Point Field: 1400

All flights rendezvoused with the four PB4Y-1Ps over the harbor and proceeded to Truk at 9,000 feet. Approximately 260 miles from the target, Capt. OTTENSTEIN's flight climbed to 25,000 feet and two of the photo planes climbed to 23,000 feet. The balance of the fighters climbed to 12,000 feet.

Upon reaching Truk atoll, Capt. WOLFE's flight, Capt. NELSON's flight and Capt VOGT's flight made a strafing run across North Field, Moen, from northeast to southwest. Capt. OTTENSTEIN and his wing man provided escort for one of the photo ships and Lt DUERSCHMIDT and his wing man provided escort for another photo ship, on their runs over Truk. Capt. SLEPECKY and his wing man remained over North Pass, covering the two remaining photo ships.

No enemy A/C were airborne but approximately seven enemy A/C were observed by the strafing P-38's. They were parked in the bunkers south of North Field, Moen Island, some appeared to be inoperational. At least five of the parked aircraft were successfully strafed; the pilots observed tracers hitting the fuselages and wings. It is believed that these planes had been degassed as they did not burn. One fire was observed in the vicinity of the parked aircraft as the pilots completed their strafing run. No other targets were picked up on Moen Island. Capt. VOGT and Lt. DELP strafed wharf installations on Falas Island. Their tracers hit the wharf but no fires were started.

Heavy, medium and light A/A was observed coming from south and southwest of the runway. It was all meager and inaccurate. The heavy A/A consisted of seven bursts approximately 2,000 feet below the altitude of the photo planes.

CONFIDENTIAL

- 1 -

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

P-38 Provisional Squadron Mission # 2-5 - Continued.

All Planes rendezvoused over North Pass and proceeded on course toward base, with one of the PB4Y-1Ps. 200 miles from Saipan, the photo plane gave the P-38s a vector and the fighters then proceeded to base alone.

5. A. .5 to .8 cumulus enroute and return, 1,500 to 8,000 feet. Over Target,  
.4 cumulus, 2,500 to 6,000 feet; .10 cirrostratus at 27,000 feet.  
B. Loud and clear. Could not contact Dumbo.

6. Undetermined.

7. 608 rounds 20 mm. 3,380 rounds .50 cal. 13,680 gallons of gas.

8. Approximately fifteen various size surface vessels (not over 5,000 tons) were observed in the fleet anchorage south of Moen Island. Condition and type undetermined, but appeared to be inoperational. Several 30 foot boats were seen north of Moen Island. A large column of smoke was also observed rising from Tol Island.

SANDERS

CONFIDENTIAL

- 1 -

CONFIDENTIAL

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

26 FEBRUARY 1945

19TH FIGHTER SQUADRON MISSION #2-9  
316TH FIGHTER GROUP MISSION #2-36

1. A. FOUR (4) P-47D'S  
B. NONE
2. A. NONE  
B. NONE
3. ARMED RECONNAISSANCE MISSION TO PAGAN ISLAND.
4. LTS. COX, WILDE, BACH, WEIR (GREYHOUND-JOSEPHINE) (VIOLET 6)

TAKEOFF: 1504

LAND: 1718

FLIGHT APPROACHED PAGAN FROM THE WEST ON THE DECK ARRIVING OVER THE ISLAND AT 1550. THE GREYHOUND-JOSEPHINE ELEMENT ORBITED ONE MILE SOUTHWEST OF THE ISLAND WHILE LTS. COX AND WILDE MADE RECONNAISSANCE RUNS.

TWO RECONNAISSANCE RUNS WERE MADE OVER THE AIRFIELD AND TAXI STRIPS. THE RUNWAY AND TAXI STRIPS ARE NON-OPERATIONAL WITH NO EVIDENCE OF RECENT REPAIR WORK.

TWO STRAFING RUNS WERE MADE ON TWO SMALL FRAME BUILDINGS AND A PILLBOX NORTHWEST OF THE AIRFIELD ALONG THE COAST. TWO SMALL FIRES WERE STARTED IN THE BUILDINGS.

NO A/A ENCOUNTERED.

5. A. .6 CUMULUS, BASES AT 1,500 FEET, TOPS 4,000 FEET OVER TARGET.  
B. LOUD AND CLEAR.
6. FIRES STARTED IN FRAME BUILDINGS ON WEST COAST OF ISLAND.
7. 980 GALLONS GASOLINE, 2,260 ROUNDS OF .50 GAL.
8. NONE

WILLIAMS