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May-45

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ORGANIZATIONAL HISTORY
19TH FIGHTER SQUADRON, 318TH FIGHTER GROUP
SEVENTH AIR FORCE, ARMY AIR FORCES, POA
APO 245

MAY 1, - MAY 31, 1945

DECLASSIFIED
DOD Dir. 6200.30

MICROFILMED

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P.R.C.

19TH FIGHTER SQUADRON, AAF
318TH FIGHTER GROUP
SEVENTH AIR FORCE
ARMY AIR FORCES, PACIFIC OCEAN AREAS
A.P.O. # 245

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

May 1, 1945 - May 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
5. Strength: (Personnel)

1 May
Officers 68 - F/O's 2 - W/O 1
Enlisted Men 247

31 May
Officers 69 - F/O 1 - W/O 1
Enlisted Men 248

6. Strength: (Airplanes)

1 May
37 P-47N's

31 May
36 P-47N's

7. Losses: (Airplanes)

None

06055834

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

Narrative History:

The first sixteen days on Ie Shima were spent in preparing for the arrival of the Air Echelon. Three major tasks had to be completed before the outfit would be ready for combat operations. The cargo ship S.S. Hall Young, had to be unloaded; living and line areas had to be set up and functioning.

At the outset everything seemed to be against us, especially the weather. Unloading the S.S. Hall Young was especially difficult. The ship was still anchored where it had been hit by one of the "Kamakazi Boys" (See April History) at Nago Wan. All the cargo had to be transferred to LST's and hauled approximately sixteen miles to the transport area at Ie Shima. It was only at high tide that the LST's could get over the reef to discharge the cargo on the beaches. Due to the shortage of trucks on the island, unloading was slow. In addition to the lack of transportation facilities, the roads were washed out due to the heavy rains. Unloading crews worked day and night to get the cargo to the field. Fortunately a twenty-four hour break in the weather occurred, and operations speeded up.

Although the unit had to face numerous difficulties in setting up the camp area, the work went along rather well. Lumber for essential tent frames (Mess Halls, etc.) was difficult to obtain. However, being veterans of another operation, we managed to beg, borrow, and appropriate enough to take care of our needs.

The line area was set up and ready for operations several days prior to the arrival of the Air Echelon. The biggest problems on the line were the mud and the lack of adequate tentage. Nothing could be done about the mud, but additional tents were acquired from various supply organizations, by the use of the "barter" system. There never seem to be enough tents on any operation. Some of the squadron equipment was damaged in transit due to weather. Although the equipment was packed in waterproof paper, after laying for a time in two

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

Narrative History (Continued)

to three inches of water, the water finally seeped through.

During this period of building and construction the Japs also kept us busy both day and night. There were air raids every day, but fortunately the field did not suffer any damage. However, bombs were dropped on the island causing damage to other installations and personnel casualties. The daylight raids were primarily directed against shipping. This was the first occasion our unit had to see the KamaKazi Corps at first hand. Shipping in the transport area at Ie Shima was attacked on several occasions, and the more brave men of the outfit took ringside seats, those of us not so curious stayed in the foxholes, especially with enemy planes over head.

The air echelon arrived on May 16, led by Major De Jack Williams, the commanding officer of the 19th Fighter Sqdn. The flights left Saipan at 0640 escorted by B-29 (navigational escort), and arrived at Ie Shima at 1215. Distance travelled was 1,200 miles. The squadron made the hop without incident, although some bad weather was encountered.

On May 17 the pilots were briefed in detail on the situation in this area. Such things as the enemy order of battle, enemy capabilities, geography, friendly operations plan, fighter director code, air-sea rescue, location of other friendly fields, other friendly forces, shipping, and our part in the operation, were discussed. This session lasted three hours, and was supplemented throughout the remainder of the month by shorter meetings.

The month of May proved to be the most outstanding month in the history of the 19th Fighter Sqdn. to date. The first aces of the squadron came in to being when forty-one enemy aircraft were destroyed during the latter half of the month. The pilots are; 1st Lt. Richard H. Anderson, 1st Lt. Stanley J. Lustic, and Capt. John E. Vogt. Lt. Anderson was the first pilot to shoot down five planes, and all were destroyed on one mission. He is the first pilot in the 318th Fighter Group to accomplish this, and possibly the first on in the 7th AAF to shoot down five in one mission.

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

Narrative History (Continued)

Six strike missions were dispatched against the enemy at Marcus, Truk, and Kyushu, during the month.

The first mission was flown on May 2nd, when 16 P-47N's took ^{off} from Kobler Field, Saipan, on a fighter sweep against enemy installations at Marcus Island. About four hundred (400) miles on course to the target the squadron ran into extremely bad weather and were forced to return to base. (Mission Report #5-1)

On May 7th, 16 P-47N's from this squadron attacked barracks, radio station, and other buildings on the east coast of Moen, Truk Atoll, and airfield installations and shops at north Moen Airfield. The extent of the damage caused by the strafing attack was undetermined. Flights encountered meagre A/A fire and one P-47N sustained slight damage. (Mission Report #5-2 attached)

The first Group strike was run on May 24th, when thirty-two (32) planes attacked the airfields at Kanoya, Kushira, Miyazaki, and Nittagahara, all on the island of Kyushu, Japan. Twelve (12) planes from this squadron participated in a combined dive bomb, rocket, and strafing attack. Hangars, barracks, shops, a factory, railroad station, and train were attacked with a great deal of success, and the targets were left in a burning condition. Only one enemy aircraft was encountered and shot down by Lt. Spencer of the 73rd Ftr. Sqdn. This was one of the newer Jap fighters, a Jack. (See Consolidated Gp. Mission Report #5-13)

May 25th, was the most eventful day of the month. This was the day of the "Turkey Shoot". Twenty-eight (28) P-47N's from the 318th Group, were dispatched on a dive bomb and rocket mission against Japanese Airfields on So. Kyushu. The 19th Ftr. Sqdn. had sixteen (16) planes assigned to the mission. The formation ran into extremely bad flying weather in the vicinity of Amami O' Shima, and were forced to jettison their bombs and return to base. It was at this point that Lt. Anderson and his wingman became separated from their flight. As these two pilots let down through the overcast, they encountered thirty (30) Zekes flying on a southerly course for Okinawa. Lts. Anderson and Kennedy attacked and destroyed eight (8) Japs before they knew what was happening.

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

Narrative History (Continued)

Lt. Anderson got five (5) and Lt. Kennedy three (3). Meanwhile the remaining flights of the strike force ran into another Jap raid in the vicinity of northern Okinawa. The following is a list of the pilots and their kills:

Capt. Michael Slepecky	-	1 Oscar
Capt. Roy A. Jacobson	-	1 Oscar
2nd Lt. Robert J. Thurston	-	1 Val
1st Lt. Kenneth S. Sifton	-	1 Oscar
1st Lt. Charles W. Jackson	-	1 Val
1st Lt. Howard Barrett	-	1 Val
Capt. Lee G. Lefforge	-	1 Nate
		1 val

In addition to the sixteen (16) aircraft destroyed by the squadron on this mission, the 73rd Sqdn. destroyed six (6) aircraft. (See Gp. Mission Report #5-16 attached) The Jap pilots encountered, were unaggressive and believed to be members of the Kamakaze Corps on a shipping strike in the Okinawa area.

During the time the strike mission was engaged with the enemy, three (3) CAP flights were also committed. The following is a record of their kills:

Maj. Charles W. Tennant	-	1 Zeke & 1 Oscar
1st Lt. Stanley J. Lustic	-	3 Oscars
2nd Lt. George W. Trumbour	-	1 Oscar
1st Lt. Leon A. Cox	-	2 Oscars & 1 Val
2nd Lt. Robert A. Morris	-	1 Val
1st Lt. Jesse F. Gibson	-	1 Tony
1st Lt. John F. Dunn		1 Nate

(See 318th Gp. Consolidated Reports #15, 17, 18, attached)

Thus, on May 25th, the squadron destroyed twenty-eight (28) enemy aircraft, and made it's first ace, 1st Lt. Richard H. Anderson. We suffered no losses, and none of our aircraft were damaged during the encounter.

Our squadron again met with success on May 28th. This time we met the enemy over his homeland. Twelve (12) of our planes were dispatched on a "heckling mission" over So. Kyushu. Fourteen (14) Zekes were encountered airborne. These pilots were aggressive, and displayed excellent flying ability. Seven (7) Zekes were destroyed, and two probably destroyed by the following pilots;

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

Narrative History (Continued)

Maj. De Jack Williams	-	1 Zeke (destroyed)
		1 Zeke (probably destroyed)
1st Lt. Stanley J. Lustic	-	2 Zekes (destroyed)
2nd Lt. Vernon A. Wischer	-	1 Zeke (destroyed)
1st Lt. William H. Mathis	-	3 Zekes (destroyed)
1st Lt. Edward Gray	-	1 Zeke (probably destroyed)

The surprising thing about this mission is the fact that twelve (12) of our aircraft were over the Jap Empire and left there without a scratch. (See Gp. report #5-20)

A second "heckler mission" was over the Jap homeland in the late afternoon of May 28th. Twenty-eight (28) Zekes were encountered by seven (7) P-47N's, that had finally reached the Empire out of twelve dispatched. Five (5) planes aborted due to mechanical failure. The Jap pilots were excellent airmen, and had they managed to tap our planes at low altitude, could have made the mission costly for our forces. However, at 28,000 ft., the P-47N outperformed the Zekes. Pilots report that at this altitude, they could out turn and out climb the Zeke. Six (6) Zekes were destroyed, two (2) probably destroyed, and one (1) damaged, as a result of the engagement. The Zekes were destroyed as follows:

Capt. John E. Vogt	-	5 Zekes (destroyed)
		1 Zeke (probably destroyed)
2nd Lt. Phillip La Rochelle	-	1 Zeke (destroyed)
		1 Zeke (probably destroyed)
2nd Lt. James P. Morris	-	1 Zeke (damaged)

This was the first time our pilots encountered the enemy using a four plane flight, and two plane elements. (See Gp Mission Report #5-23)

In addition to the strike missions flown during the month, two unsuccessful search missions were flown up the chain of Ryukyu islands. Search was for pilots of the 333rd Ftr. Sqdn. A total of 1182 hours were flown, and 234 Combat Air Patrol sorties dispatched during the month of May.

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

Chronological History, 1 May - 31 May 1945

1. The only flying scheduled for this date were test hops in the vicinity of Kobler Field, Saipan. Construction of camp and line area continues at Ie Shima.
2. An Escort Mission to Marcus Island from Kobler Field, Saipan aborted. The only other flying by our planes at Kobler Field, Saipan, were test hops in the vicinity of Saipan. Construction of camp and line area continues at Ie Shima.
3. Engineering flights was the only flying by Sqdn. at Kobler Field, Saipan. No change at Ie Shima. Work still continues on line and camp area.
4. Training flights were flown at Saipan. S/Sgt. Hileman returned from 30 day furlough in U.S. Two M/Sgts. assigned this organization from the 13th Replacement Depot. Air raid alert at 0300. No damage to installations or personnel.
5. Training flights performed at Saipan. Ie Shima - No change. Air raid alert at 0215. No damage to installations or personnel.
6. Eighteen planes of this Sqdn. flew Fighter Sweep Mission to Truk Atoll, from Kobler Field, Saipan. Ie Shima - No change. Air raid alert 0230 and 0815 with no damage to installations or personnel.
7. No flying scheduled at Kobler Field, Saipan. Ie Shima - No change. Temporary messhall completed. Air raid alert at 0210. No damage to installations or personnel.
8. Training flights scheduled at Saipan. Ie. Shima - Construction of living area and line area continues.
9. No flying scheduled at Saipan. Ie Shima - Tents erected for all personnel.
10. Saipan - Sqdn. had twelve planes on the alert and three training flights. Ie Shima - No change. Air raid alerts at 0330 and 0815. No damage to personnel or installations.
11. Training flights scheduled at Saipan. Pilots cooperating in the maintenance work on aircraft. All pilots making every effort to familiarize themselves with the P-47N before departing for Ie Shima. Ie Shima - No change in situation. Construction work continues.
12. Training flights scheduled at Saipan. Ie Shima - Most of the squadron equipment has been hauled from the beach to the camp and line area. Boxes of equipment for tactical operations are being uncrated at the line area.
13. Situation at Saipan unknown. Ie Shima - Construction and setting up line area continues.
14. Sqdn. pilots continue flying training with P-47N at Saipan. Ie Shima - Camp construction still underway.

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

Chronological History, 1 May - 31 May 1945

15. Saipan - Training flights continue in P-47N's.
Ie Shima - Camp and Line area completed. A messhall, now the best on the island, completed.
16. Situation at Saipan unknown.
Kendle, Otho N., Townsend, Joseph G., Lofflin, William A., promoted from 1st Lt. to Captain.
Ie Shima.- Expecting our planes and pilots to arrive in the next day or two. No change in the general situation.
Additional promotions of officer personnel of this Sqdn. are as follows:
From 1st Lt. to Capt.; Stroud, Joe E.
From 2nd Lt. to 1st Lt.;
Bach, Earl R. - Dunning, Hal H. - Anderson, Richard H. - Danylo, Michael - Elender, Kenneth C. - Mathis, William H. - Rhody, Richard B. - Barrett, Howard H. - Delp, John J. - Marcinko, Charles S. - Shaffer, Claude J. - Carden, Ernest L.
From F/O to 2nd Lt.:
Spaulding, James E.
The above promotions were effective as of 6 April, 1945.
Sovich, George, was reduced from the grade of Sgt. to Pvt. by Special Court Martial. Thirty-one pilots and planes of the 19th Ftr. Sq. took off from Kobler Field, Saipan at 0640, and arrived at Ie Shima at 1215I, a distance of about 1,200 miles non-stop. Maj. Williams led the flight, and resumed command of the whole squadron on his arrival at Ie Shima.
17. First Red Alert of the day sounded at 1430 and the all clear at 1458. No damage to installations or personnel. There were several Red Alerts during the night, and the A/A at the end of the runway (south end) fired several times at enemy aircraft.
The remaining 6 planes which brought our strength up to 37 planes, arrived today at Ie Shima from Saipan at 1240.
Capt. Townsend, S-2 officer, had a meeting of all the newly arrived pilots in the Sqdn. Mess Hall and explained to them the procedure to be followed when under the control of the Air Defense Command in the Okinawa area. Pilots were also familiarized with all maps, communications, orbit points, reference points, etc. pertinent to air operations in this area.
18. There were four air raids from darkness last night until dawn this morning. No damage to personnel or installations. Following this was an air raid at 0740 with the all clear at 0755. However, anti-personnel bombs falling on Ie Shima killed one, and injured 12 others in the 612th Service Sqdn., adjacent to our camp area. Kadena and Yontan Airfields on Okinawa heavily bombed during the night. Last night a total of 5 enemy aircraft were destroyed by night fighters and A/A. The 333rd Ftr. Sq. lost a plane on takeoff due to loss of power. The same Sq. lost a plane returning from a night "heckler mission" to Kyushu, Japan.
19. There were no air raids, day or night, because of weather. The camp area was nearly washed away, but continued work saved the situation.
Planes grounded and night fighter planes took over Combat Air Patrols during the day as they are equipped with radar.
Ground personnel that had been left behind at Saipan to take care of the P-47N's have not arrived yet from Saipan and their absence has been severely felt as all available personnel are being used on the line to maintain the planes.
20. The 73rd Sqdn. lost a plane and pilot when taking off for a mission to

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

Chronological History, 1 May - 31 May 1945

to Japan. Plane just cleared the end of the runway, then hit a tree with one wing, resulting in the ignition of the wing tank and the plane crashing and burning fiercely.

The 19th lost a plane when the flight chief cut the gun, causing a backfire which ignited the plane. Total loss.

Crew chiefs, armorers, and other personnel that had remained at Kobler Field, Saipan, to maintain our newly acquired P-47N's, arrived today at Ie Shima by air, reporting an enjoyable trip.

First Flash Red last night sounded at 1830, as 3 enemy planes (suicide) attacked shipping in the harbor. The first plane approached from the east low on the deck, but it was taken under fire and splashed just off the bow of a cargo ship. The second approached high from the southeast, maneuvering and circling, to pick out his target. Then he swung back and forth until in position, then went into his dive. He under shot and missed his target, a cargo ship in the harbor. Debris and parts of the plane splashed clear up over the ship's superstructure. Very close-- The third plane made his approach low and from the north coming directly over our camp area. He was taken under intense A/A fire from both shore and ship batteries. In spite of intense fire he bored on in toward the harbor. Reaching his diving point, he pushed over and dove into an LST that was already beached, as it had been torpedoed two nights ago in air raid. These attacks were witnessed by all squadron personnel and comments were varied and many. Control reported that the planes were Oscars. However, nothing official is not as yet known. (These pilot's of the JAF who are expending themselves on suicidal missions are known as Kamikaze pilots, a group that voluntarily have committed themselves to the death defying task of sinking Allied shipping).

21. The first Flash Red (air attack eminent) of the day came at 1015. The plane was tracked in by radar to the vicinity of Ie Shima, and approaching the harbor, where considerable shipping was present, was shot down by Naval A/A. Type aircraft: Friendly F6F. The Sqdn. performed Combat Air Patrol from dawn to dusk. The Sqdn. Messhall received the fresh meat from the LST in the harbor that was torpedoed one night, and two days later attacked and sunk by a suicide plane.
22. One Flash Red last night which proved to be a PBM. Twenty Marine F4U's arrived last night, coming in really bad weather. All of them managed to land safely. This Sqdn. was ordered to maintain CAP in Okinawa area, but only one flight of 12 planes tookoff because of bad weather. The 318th Ftr. Gp. issued a warning that we might expect an attack by "rocket bombs" during the night. A submarine reported seeing some enemy planes (Betty's) land at Kyushu with that type of bomb. Two planes (enemy) were destroyed by night fighter, and A/A between 1955 and 2054.
23. Sqdn received orders to load 12 planes for a strike against Kyushu, to take off at 1330. The target Miyazaki A/F. The flight later cancelled as a result of weather. Sqdn. flew 2 CAP missions during the day. The planes loaded for the Kyushu mission in the A.M. remained armed with rockets all night for a tentatively scheduled mission for the 24th. During the night we had an air raid lasting an hour, and although no bombs were dropped on Ie Shima, a ship at Naha Anchorage was damaged.
24. 12 planes each from the 19th, 73rd, and 333rd Ftr. Sqdns. loaded with 500# bombs and rockets raided airfields on Kyushu. The strike was very successful with a lot of damage being done. (See Mission Report #5-2) Night Heckling Missions were scheduled but could not take off because of an air raid that lasted 8½ hours, and was the worst raid to date. This island

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

Chronological History, 1 May - 31 May 1945.

Received many bomb hits; A gasoline dump was hit and flamed and some supplies and a truck in the 364th Service Sqdn. destroyed. The score; 2 Zekes, 1 Oscar, 5 Vals, 1 Betty, 3 unidentified enemy aircraft destroyed.

25. 19th and 73rd Sqdn strike scheduled for Kyushu (12 planes ea.) tookoff at 0630. On the way to the target our planes ran into Jap planes headed this way. They jettisoned their strike load and proceeded to engage the enemy. (See 318th Gp. Consolidated Mission Report #5-16) The 19th came off very well having accounted for a considerable number of enemy aircraft. One of our pilots became an ace (5 planes) as a result of this engagement. (See Mission Report for individual scores) Several Jap planes broke through and one suicide plane just missed two transports out in the harbor at Ie Shima. Two suicide planes hit a DE between Ie and Okinawa and the last reports were that she was sinking, and was calling for help. Score: 19th - 27 confirmed and 1 probable; 73rd - 6; 333rd - 2.
26. No air raids last night because of weather. We received a report that Yontan Field, Okinawa was raided by Japs landing in Betty's and destroying aircraft - 1 C-54, 2 46's, 2 C-47's, and some Navy planes. This action occurred the night of the 24th. No personnel were killed.
27. The weather was closed in most of the day holding flying to a minimum. We did have an air alert in the morning but no planes came over this island. In the late afternoon the raids began. One at 1759, another at 1905 and the big one came around 2000, that lasted all night, ending at 0526 next morning. The island was bombed several times during the course of this raid. We were able to see two planes shot down by A/A. Radio reported that 10 enemy planes were knocked out of the air by A/A and night fighters. Again no sleep all night.
28. An alert began in the vicinity of 0800 during which time a twin-engine fighter broke through the CAP and crash-dived a ship in the harbor, killing 25 and injuring quite a few. Four Corsairs chased an Irving in towards the island but had to break off because of A/A. Radio reported 10 planes knocked out of the air by A/A and CAP. The 19th is conducting CAP over the Japanese island of Kyushu. The 19th is conducting CAP over the Jap is. of Kyushu. The first flight returned with 7 confirmed kills, and 2 probables. The next CAP flight over Kyushu accounted for 6 more confirmed, and two probables, making a total of 13 for the Sqdn. today. Capt. Vogt leading the second flight got 5 E/A. Navy or Marine TBF's arrived today.
29. No raids. Pilots had meeting in S-2 to discuss the events of the last few days, Tactics were emphasized and their employment in future air battles over Japan. Kyushu mission scheduled cancelled. In the evening 6 E/A were destroyed by A/A and night fighter.
30. 333rd Ftr. Sqdn. lost another plane on takeoff. The 19th's mission to Kyushu cancelled-weather; Capt Townsend (S-2 Officer) gave talk to enlisted men in Mess Hall. No air raids.
31. Runway is being inspected today and planes are grounded as a result of crack ups on takeoff. Hard rains continue to roads almost impassable. By the end of the month, Sqdn. operations were up to "par".

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19TH FIGHTER SQUADRON, AAF
A.P.O. #245

2 May 1945

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

1. A. 16 P-47N's
B. None
2. A. None
B. None
3. Fighter Sweep over Marcus Island. (Abortive)
4. Capt. Slopecky, Lts. Morris J.P., Sitten, Tomer (Gardania 1)
Capt. Leflin, Lts. Rhody, Lustic, Morris R.A. (Gardania 2)
Lts. Dunn, Weir, Stolz, Rickard (Gardania 3)
Lts. Gray, Trumbour, Andersen, Wischer (Gardania 4)

Takeoff: 1005 - Land: 1405

Flights rendezvoused with three B-29's (Navigational Escort) over Harpi Point, Saipan immediately after takeoff. Formation proceeded on course for Marcus. After flying on course for 400 miles, flights encountered extremely bad weather consisting of solid front from the deck to 28,000 ft. All flights returned to base. Mission abortive.

5. A. 10/10 cumulus from deck to 28,000 ft.
B. Lead and Clear
6. None
7. 6,400 gals. gas.
8. None

WILLIAMS

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19TH FIGHTER SQUADRON, AAF
A.P.O. # 245

7 May 1945

19TH FIGHTER SQUADRON MISSION REPORT #5-2
318TH FIGHTER GROUP MISSION REPORT #5-3

1. A. 16 P-47's
B. None
2. A. None
B. None
3. Fighter Sweep of Trak Atoll
4. Maj. Tennant, Lts. Elender, Anderson, Fischer (Gardenia 1)
Capt. Slepceky, Lts. Morris J.P., Sitten, Tomar (Gardenia 2)
Capt. Loflin, Lts. Rhady, Lustic, Morris R.A. (Gardenia 3)
Lts. Dunn, Weir, Stals, Trumbour (Gardenia 4)

Takeoff: 0606 - Land: 1239

Major Tennant, Capt. Slepceky and Capt. Loflin's flights rendezvoused with two (2) B-29's over Kebler Field, while Lt. Dunn's flight rendezvoused with a third B-29, also over the field. The plan was to have Lt. Dunn's flight approach Trak at 15,000 feet to alert the island and get the enemy fighters in the air. The remaining three flights were to skirt the island on the deck seventy miles to the west. Approach to be made on the deck from the south, with flights line abreast.

Flights arrived over the target at 1000K. Barracks, radio station, and other buildings were strafed on the east coast of Moen, and airfield and shops on Moen's north coast. No fires were observed.

Meagre, accurate, continuously pointed A/W fire was encountered on the strafing run. Plane flown by Lt. Morris J.P. was hit in the prop and right wing. Pilot returned safely to base.

5. A. .4 cumulus, tops 4,000 ft. base 1,000 ft.
B. Interflight communications poor
6. Undetermined
7. 10,000 rds. .50 cal. n.g. - 9,600 gals. gas
8. None

Williams

19TH FIGHTER SQUADRON, AAF
A.P.O. #245

22 May 1945

19TH FIGHTER SQUADRON MISSION REPORT #5-1
318TH FIGHTER GROUP MISSION REPORT #5-12

1. A. Four (4) P-47N's
B. None

2. A. None
B. None

3. Search Mission for missing Pilot.

4. Captain Leflin, Lts. Lustic, Merris, R.A. Wischer.

Takeoff; 0547

Land: 0927 Merris and Wischer
" 1138 Leflin and Lustic

Flight rendezvoused with PBM (Dumbo) at 0630I, 2,000 feet at Point Tare. Formation then proceeded north along the chain of islands, searching at an altitude of 500 feet.

After flight was two hours out Lts. Merris and Wischer were forced to return to base. Lt. Wischer had developed mechanical difficulty. This element landed at 0927.

Captain Leflin and his wingman continued with the PBM to the southeast coast of Kyushu where they searched offshore about ten miles.

Formation returned down the chain of islands, keeping slightly to the west of the islands.

Search negative, no sign of missing Pilot.

No enemy shipping or aircraft sighted.

5. A. .7 cumulus, base at 8,000 feet. Weather 10/10 at base, ceiling at 500 feet.
bB. Good.

6. None

7. 2,000 gallons of gasoline

8. Upon approach to Okinawa, Handyman tried to contact flight to give flight leader a message. His transmission was garbled and could not be understood.

WILLIAMS

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318TH FIGHTER GROUP, AAF
A. P. O. #245

24 May 1945

318TH FIGHTER GROUP MISSION REPORT # 5-13 (CONSOLIDATED)
 19TH FIGHTER SQUADRON MISSION REPORT # 5-2
 73RD FIGHTER SQUADRON MISSION REPORT # 5-3
 333D FIGHTER SQUADRON MISSION REPORT # 5-10

1. A. Thirty-two (32) P-47Ns. (One (1) did not reach the target)
 B. One (1) single-engine aircraft (probably JACK).
2. A. None
 B. One (1) single-engine aircraft (probably JACK).
3. Dive-bomb, strafe and rocket KANOYA Airfield, KUSHIRA Airfield, MIYAZAKI Airfield and NITTAGAHARA Airfield.
4. Maj. TENNANT, Lts. CUNEO, MARCINKO, TOWNER. (Cossack 101) - (19th)
 Lts. STAMPE, CROCKER, RHODY, GIBSON. (Cossack 105) - (19th)
 Lts. DUNN, WEBER, THOMAS, MATHIS. (Cossack 130) - (19th)
 Capt. NELSON, Lts. MARTIN, BARNHILL, CAMPBELL (Cossack 109) - (73rd)
 Lts. SPENCER, Col. OLDS, Lts. MILLER, ANDERSON (Cossack 113) - (73rd)
 Capt. MULLIGAN, Lts. FREEDMAN, VAUGHAN, F/O JAMES. (Cossack 117) - (333d)
 Lts. BOWEN, WEEKS, KEETON, WENZEL. (Cossack 121) - (333d)
 Lts. SADLER, PECKHAM, MONYELLE, STONE. (Cossack 126) - (333d)

Takeoff: 1310 - Over Target: 1520-1545 - Landed: 1802

Lt. DUNN had one rocket accidentally fire on takeoff, damaging a parked C-46. Lt. STAMPE returned to base and pancaked at 1414 due to mechanical difficulties. His bombs were jettisoned at sea and his rockets were returned to base. The balance of Cossack 101, 105 and 130 (eleven planes) proceeded to KANOYA Airfield on course of 030° at 11,000 feet. The flights dive-bombed hangars, runway and shops at KANOYA. Pushover was at 11,000 feet, release at 5,000 feet, angle of dive 60° at 450 MPH IAS. Hits were observed on hangars, shops and runway. Upon withdrawing from target, large fires were seen in the hangar area. Four BETTYS observed at completion of dive-bombing run in bunkers east of runway; these planes, which are believed to be dummies, were not attacked because intense A/W opened up at time of pull-out. Cossack 101, 105 and 130 retired along the railway at KOYAMA and strafed railroad station and a train consisting of four cars and an engine, and what appeared to be barracks installations in that area. The railroad station was set afire and the barracks were left smoking. Results of attack upon the train were unknown. The flights rendezvoused over AIRAKE WAN and proceeded to MIYAZAKI Airfield. Upon arriving in the vicinity of MIYAZAKI, they observed the field under attack by Navy F6Fs. The flights turned south without attacking and rocketed a large factory at MEIZU. Numerous hits were observed and upon withdrawal from the target, columns of smoke were seen. The flights retired to sea and attacked fishing boats and what appeared to be landing craft in the channel between O SHIMA and KYUSHU. Extent of damage to these craft was undetermined.

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318TH FTR. GRP. MISSION REPORT # 5-13 (CONSOLIDATED) -- CONT'D.

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Extent of damage to these craft was undetermined. Cossack 101, 105 and 130 then proceeded on course to base.

Cossack 109 and 113 provided high cover for Cossack 101, 105 and 130 during their attack on KANOYA Airfield and then approached their first target, KUSHIRA Airfield from 285°. The barracks area north of the airfield and revetments to the southeast were dive-bombed. Pushover was at 8,000 feet, release at 2,500 feet, angle of dive 45°, IAS was 350 MPH. Bomb hits were equally distributed between the barracks and revetment areas. Results undetermined. The flights retired eastward and headed up the east coast of KYUSHU toward MIYAZAKI Airfield but turned back upon observing that field under attack by Navy planes. They fired rockets and strafed what appeared to be a factory building near MEIZU and then strafed some 12 to 15 small boats off shore from MEIZU. The factory was left smoking and three or four 30-foot boats were hit with at least one being sunk. On their way back down the coast, Cossack 109 and 113 intercepted a single-engine Jap aircraft (probably JACK) headed north between TANEGA SHIMA and the southeast coast of KYUSHU. The bandit was at 2,000 feet. Capt. NELSON got on the Jap's tail and fired three short bursts before overrunning. Hits were observed in both wing roots and the fuselage near the cockpit. Lt. MARTIN followed up with deflection shots on the Jap's tail section. As the first element broke off, Lt. BARNHILL got on the bandit's tail and also obtained hits on the fuselage. As the Jap plane executed a chandelle, Lt. SPENCER opened fire, getting hits in the cockpit and vicinity. The Jap then went into a spin from approximately 2,500 feet and splashed about three miles from the KYUSHU mainland. No external tanks or bombs were observed on the bandit. As the flights started on course for base, the Dumbo requested that a radio station on KUCHINO SHIMA be strafed. Several small buildings and what appeared to be a lookout tower were thoroughly strafed although no fires were observed. Cossack 109 and 113 then proceeded on course for base.

Cossack 117 and 121 first attacked KUSHIRA Airfield. They dive-bombed airfield installations and fired rockets. Pushover was at 12,000 feet, release at 5,000 feet, IAS was 400 MPH and axis of attack was 020°. At least 4 bombs exploded on the runway, 6 to 8 hit in the hangar and barracks area, and the balance exploded in the immediate vicinity of the airfield. Several rockets hit among buildings in the target area. Six parked single-engine aircraft were observed on the runway, and although some bombs hit very close, no fires were started. The flights then fired rockets and strafed a small town just northeast of KUSHIRA Airfield, noting hits and several small explosions on medium sized buildings. Heading out to sea, they observed two radar stations on the tip of the peninsula on HI SAKI (south of ARIAKE WAN). Dropping to 1,000 feet, the planes fired their remaining rockets and strafed these installations. Both radar stations took a severe beating and are believed to have been completely destroyed. The flights then strafed several small boats in ARIAKE WAN, noting many hits and two or three probable sinkings. The boats were 20 to 30 feet long, probably fishing craft.

Cossack 126 rendezvoused with Rodeo 4 (PBM Dumbo) and escorted

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318TH FIGHTER GROUP MISSION REPORT # 5-13 (CONSOLIDATED) -- CONT'D

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the rescue plane to the vicinity of KURO SHIMA at 1,000 feet. Enroute to base, Rodeo 4 ordered the flight to strafe a radio installation on KUCHINO SHIMA. The flight strafed buildings, a beacon and two radio towers, destroying the beacon and damaging the buildings and radio towers.

Antiaircraft -- Meager, inaccurate; continuously pointed heavy A/A; moderate, inaccurate, continuously pointed medium A/A; and intense A/W was observed coming from positions east of Kanoye Airfield. Moderate, inaccurate, continuously pointed heavy A/A was received from positions around KUSHIRA Airfield. Moderate, inaccurate, continuously pointed medium A/A was received from the vicinity of MEIZU. Moderate, inaccurate, continuously pointed medium A/A was observed from positions in the vicinity of the two radar stations on the peninsula at HI SAKI. Meager, inaccurate, continuously pointed light A/A was received from near the radio station on KUCHINO SHIMA.

5. A. Good enroute, over targets and return. Clouds, .3 cumulus, 2,000 to 8,000 feet; .5 altostratus, base, 15,000, tops unknown.
B. Loud and clear.
6. See narrative.
7. 19th -- 24 x 500# GP Bombs, instantaneous nose and .025 tail fuses.
42 x 5" rockets. 13,100 rounds .50 cal. 4,675 gallons gas.
73rd -- 16 x 500# GP bombs, instantaneous nose and .025 tail fuses.
28 x 5" rockets. 8,109 rounds .50 cal. 3,600 gallons gas.
333d -- 16 x 500# GP bombs, instantaneous nose and .025 tail fuses.
32 x 5" rockets. 8,460 rounds .50 cal. 4,800 gallons gas.
8. Maj. TENNANT and Lt. TOWNER returned to base with one rocket each due to malfunctioning of releases. Lt. BARNHILL brought four rockets back to base, which he was unable to fire.
More complete photo coverage of the targets would have greatly assisted the briefing of this mission. It is also felt that the target areas were too numerous for the number of aircraft assigned.

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318TH FIGHTER GROUP, AAF
A. F. O. #245

25 May 1945

318TH FIGHTER GROUP MISSION REPORT # 5-16 - (CONSOLIDATED)
19TH FIGHTER SQUADRON MISSION REPORT # 5-2
73rd FIGHTER SQUADRON MISSION REPORT # 5-9

1. A. Twenty-eight (28) P-47N's,
B. Thirty (30) to forty (40) ZEKES, OSCARS, VALS, TOMYS, NATES.
2. A. None
B. Six (6) VALS - ~~five~~ (5) OSCARS - nine (9) ZEKES - one (1) NATE - two (2) TOMYS destroyed.
3. Dive bomb and Launch rockets at KURSHIRA Airfield, MIYAZAKI Airfield, KYUSHU, JAPAN.
4. Capt. SLEPICKY, Lts. MORRIS (JP), ANDERSON, KENNEDY. (Cossack 101)
(19th Ftr.)
Capt. JACOBSON, Lts. JACKSON, SITTEH, THURSTON. (Cossack 105)
(19th Ftr.)
Capt. RUFF, Lts. LA ROCHELLE, STOLZ, WEIR. (Cossack 109)
(19th Ftr.)

Capt. LEFFORGE, Lts. KEARNEY, BARRETT, WESCHER. (Cossack 126)
(19th Ftr.)
Maj. HUSSEY, Lts. BLACKWOOD, O'HARA, F/O MENZA. (Cossack 117)
(73rd Ftr.)
Capt. BENDER, Lts. SCHUH, YAEGER, WATKINS. (Cossack 121)
(73rd Ftr.)
Lts. SHEPARD, PEEK, SPIVEY, CLARK. (Cossack 125)
(73rd Ftr.)

Takeoff: 0630

Landed: 1006

Lt. SPIVEY returned immediately after takeoff because he was unable to keep from siphoning gas. Maj. HUSSEY returned to base from about 40 miles out because his automatic pilot was stuck in the on position.

Cossack 101, 105, 109, 9 planes of which were armed with two 500 lb. bombs, Cossack 126 with normal .50 cal. load in escort of Dunbe arrived in the vicinity of AGAMI O SHIMA at 0730I. Due to extremely bad flying weather bombs were jettisoned. The two elements of Cossack 101 became separated at TOKUNO SHIMA upon return trip. Capt. SLEPICKY and his wing man, Lt. J. P. MORRIS, orbited at OKIWAJIBU, waiting for Lts. ANDERSON and KENNEDY to join them. Meanwhile, Lts. ANDERSON and KENNEDY let down from 14,000 feet to the deck over the south tip of AGAMI. They observed approximately thirty (30) ZEKES flying in scattered Vee formations, altitude 2,000 feet, indicated airspeed 190, course 160 degrees.

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318TH FTR. GRP. MISSION REPORT # 5-16 (CONSOLIDATED), 25 May 1945, CONT'D.

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The ZEKES were equipped with wing tanks. The element attacked the ZEKES using water injection. Lt. ANDERSON claimed his first ZEKKE in a head on pass, flamed his second in stern shot, and pulled in behind a third, firing a five-second burst, and observed the ZEKKE crash into the ocean. The ZEKES did not use any evasive action other than slight turns. Lt. ANDERSON's fourth kill was made from the stern which a short burst was fired, ZEKKE smoking, rolled over on his back and dove into the ocean. Lt. ANDERSON splashed another ZEKKE with about a 30 degree deflection shot. It flamed and splashed. Upon attacking his sixth ZEKKE he ran out of ammunition. Lt. KENNEDY shot one ZEKKE down with a 70 to 40 degree deflection shot. ZEKKE at the time was in a wide gentle turn. Lt. KENNEDY's second kill was made on the ZEKKE who was in a shallow diving turn to the left. Lt. KENNEDY pulled in behind him, gave him a short burst and he flamed. Both Lt. KENNEDY and Lt. ANDERSON attacked two ZEKES who split, one going to the left and the other to the right. Lt. KENNEDY got in a 10 to 20 degree deflection shot on the ZEKKE turning to the right and spun him in, this ZEKKE was smoking before Lt. KENNEDY attacked. Capt. SLEPICKY and Lt. J. P. MORRIS returned to the north tip of Okinawa and orbited. They observed two OSCARS heading for North Okinawa about 1,500 feet. When the OSCARS saw the P-47's they turned north. Capt. SLEPICKY and Lt. MORRIS gave chase. One of the OSCARS turned into SLEPICKY and passed under the element. The other OSCAR headed for the deck. Capt. SLEPICKY followed him and splashed him with a stern shot.

Capt. JACOBSON's flight, Cossack 105, upon return to Okinawa from SAMI, patrolled the area from 20 to 60 miles northwest of the northern tip of Okinawa, at an altitude of 2,000 feet heading south southwest. The OSCARS had wing tanks and were very slow, indicating about 150 miles an hour. Capt. JACOBSON attacked one OSCAR who attempted to use very tight turns and jinking to avoid being shot down. Capt. JACOBSON fired one burst from dead astern and flamed the OSCAR. Lt. THURSTON sat on the tail of a VJL and flamed him. No fire was received from the VJL's rear gun position. However, there was no definite indication that the gunner was not present. Lt. SITTON attacked an OSCAR who made sharp diving turns to the left in an effort to outrun the P-47. This OSCAR then attempted to turn in to Lt. SITTON, who fired a short burst and flamed him. Both Capt. JACOBSON and Lt. JACKSON attacked another VJL at the same time. This VJL took no evasive action, both pilots got in a 5 degree deflection shot and the VJL flamed.

Capt. LEFFORGE, COSSACK 126, upon return to Okinawa sighted a HATE about 5 miles north of the island at 600 feet. HATE was dark blue in color, and carried wing tanks. Capt. LEFFORGE made a pass at from 45 to 15 degrees and flamed the HATE which exploded on hitting the water. A VJL was sighted in the vicinity of YORON SHIMA at an altitude of 1,200 feet, on a southerly course. Lt.

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318TH FTR. GRP. MISSION REPORT # 5-16 (CONSOLIDATED), 25 May 1945, CONT'D.

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BARRETT made the attack and the VAL attempted to turn into him. Lt. BARRETT was able to get in a 130 degree to 100 degree deflection shot and the VAL flamed. Lt. BARRETT received no return fire from the VAL. Another VAL was sighted 15 miles east of YORON SHIMA at 1,300 feet. When he saw the flight he started to dive for the deck. Capt. LEFFORGE made a high side pass from 90 to 100 degrees. VAL flamed and exploded.

Capt. RUFF, Cossack 109, and his flight upon returning to Okinawa made no contact and returned to base.

Cossack 117, 121, and 125 also started the return to base from the vicinity of NAMI O SHIMA on account of weather previously mentioned. The flights were unable to get clearance for landing and were ordered to patrol between Yoko and Taro. Capt. SMYDER and his flight were ordered by Control to be on the lookout for bogies and spotted a VAL headed north at 2,000 feet just off the north tip of Okinawa. Capt. SMYDER got on the VAL's tail and fired a long burst between 2 and 300 yards to the rear. The VAL exploded prior to splashing. As the action was concluded another VAL was spotted and Capt. SMYDER again got on the Jap's tail and again exploded and splashed the enemy. Both of these VALS were carrying wing tanks or bombs and were dark green in color. The last kill was made after a let down to 400 feet and while still cruising at this altitude the flight picked up two more bogies which were at first thought to be F4U's but were soon identified as TONYS when one got on the tail of each element of Capt. SMYDER's flight. They went into water injection and they high-speed climbed providing mutual support and were able to climb away from the enemy. Capt. SMYDER turned back on the first TONY and after a 15 minute tail chase caught him at YORON SHIMA, fired about an 8 second burst while the TONY took violent evasive action. The Jap plane started smoking, went into a spin, and crashed on YORON SHIMA. Lt. YAEGER gave chase to the second of these TONYS, closed to about 150 yards, and fired two short bursts. This TONY flamed and then spun in between the north tip of Okinawa and YORON SHIMA. Lt. YAEGER and his wingman then observed an OSCAR in the same vicinity and gave chase. The OSCAR evaded them but was picked up at once by Lt. PACK and Lt. CLARK. Lt. PACK shot the OSCAR down just off the north tip of Okinawa where he splashed and burned.

Lt. SHEPARD, leader of Cossack 125, became separated from the balance of his flight near OKINO ERABU SHIMA. He found a clearing in the weather just north of that island where he observed 20 to 30 enemy planes being engaged by several P-47s. He went into water injection as two ZEKES attacked him. These ZEKES were in turn attacked by two other P-47s just as another turned in front of Lt. SHEPARD and went to the deck heading north. Lt. SHEPARD chased this ZEEK for 5 miles, fired two bursts and the ZEEK splashed and burned. A PBM which was slightly in the rear of this action may be able to confirm the kill, if

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318TH FTR. GRP. MISSION REPORT # 5-16 (CONSOLIDATED), 25 May 1945, CONT'D.

4. Cont'd.

necessary to support gun camera film evidence. The TONYs and ZEKES described carried belly tanks but no bombs. One TONY was silver colored and the other planes were dark green.

The remainder of Maj. HUSSEY's flight stood by while the foregoing action was taking place but made no contact with the enemy themselves.

Of the last three flights named, Cossack 117, 121, and 125, none carried bombs and only seven planes were armed with rockets. Three of the latter jettisoned their rockets and the other four planes returned theirs to base.

After the foregoing action, all planes returned to base, pancaking at 1006.

5. A. .8 to .10 cloud coverage, bases varying from deck to 2,000 feet, and tops at about 14,000 feet.
- B. Loud and clear.

6. See narrative.

7. 11,600 gallons gas consumed.

19th Ftr. -- 11,995 rounds .50 cal. - 18 x 500 lb. bombs (instantaneous fuses).

73rd Ftr. -- 8,418 rounds .50 cal. - 12 x 5" rockets.

8. Claims will be verified as soon as gun camera film can be developed.

S.M.D.L.S.

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316TH FIGHTER GROUP, USAF
A.F.O. # 245

25 May 1945

19TH FIGHTER SQUADRON MISSION REPORT # 5-3
GROUP MISSION REPORT # 5-15

1. A. Four (4) P-47N's-
B. One (1) ZEKU, six (6) OSCARS.
2. A. None
B. One (1) ZEKU, four (4) OSCARS destroyed.
3. Interception on C.A.P.
4. Major TENNANT, Lts. TENDALL, LUSTIC, GILMAN. (Cossack 1)

Takeoff: 0743

-

Landed: 1009

While flying C.A.P. in the vicinity of the north tip of Okinawa, a ZEKU was observed on the deck, flying toward IZENA SHIM. Major TENNANT's flight, then at about 1,500 feet, gave chase and overtook the ZEKU while indicating 340 MPH. Major TENNANT pulled in behind the ZEKU and fired a short burst into him, he took no evasive action, exploded and hit the water. The ZEKU was green in color, had wing racks but no bombs or external tanks.

Immediately after this action Control gave flight a vector of 340 degrees from the north tip of Okinawa. When about sixty miles north-west of Okinawa the flight observed six OSCARS heading south-southwest at 1500 feet. Major TENNANT attacked one OSCAR from astern and flamed him. Lt. LUSTIC flamed three before the OSCARS knew what was happening. They took no evasive action and were easy targets. Major TENNANT pulled in behind another OSCAR and flamed him. This action took place at 0900L.

The OSCARS carried wing tanks and were dark in color.

5. A. 10/10 overcast at about 2,500 feet.
B. Good.
6. See Narrative.
7. 3,200 rounds of .50 cal. 1,550 gallons gasoline.
8. None

S.H.D.M.S

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318TH FIGHTER GROUP, USAF
A. F. O. #245

25 May 1945

19TH FIGHTER SQUADRON MISSION REPORT # 5-4
GROUP MISSION REPORT # 5-17

1. A. Four (4) P-47N's.
B. Three (3) OSCARS, two (2) VILS.
2. A. None
B. Three (3) OSCARS, two (2) VILS destroyed.
3. Interception from C.A.P.
4. Lts. COX, MORRIS (RA), BLANDER, TRUEBOUR. (Cossack 2)

Takeoff: 0743

Landed: 0950

Flight on patrol forty to fifty miles north of ILE SHAN, altitude 2,000 feet. Patrol area 20 miles east to west.

First enemy aircraft observed at 0800, an OSCAR heading south at 500 feet. Lt. COX attacked the OSCAR from the stern. COX fired a short burst and observed some hits. Lt. TRUEBOUR pulled in behind the Jap and made the kill; the OSCAR exploded as a result of hits in the wing root.

About three minutes later while the flight was flying east, they observed an OSCAR at two o'clock five miles at 2,000 feet. Lt. COX closed with him and made the kill with stern shots. The OSCAR used no evasive action.

A third OSCAR was observed flying north in the same vicinity, at 1,500 feet. Lt. COX attacked the Jap who was unaware of his presence. The OSCAR flamed and hit the ocean. The flight turned west at 1,500 feet and spotted a VIL at 5,000 feet at two o'clock. As flight climbed to altitude of the VIL he headed for the clouds. Lts. COX, TRUEBOUR and R. A. MORRIS all attacked the VIL out of range. MORRIS and COX followed him into the clouds. The VIL used a lot of evasive action consisting of tight turns, diving turns and jinking. As Lt. COX closed with him another VIL came in from a five o'clock position and made a firing pass on COX. COX continued his attack on the first VIL and splashed him as he made a sharp turn. The VIL who made a pass on Lt. COX was attacked by Lt. MORRIS. VIL flamed and split and into the sea.

VILS appeared to have bombs on wing racks, and were green in color. Pilots did not definitely observe rear gunner.

5. A. .9 to 10/10 curulus at 5,000 feet.
B. Good
6. See Narrative.

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7. 6,800 rounds .50 cal. 1,200 gallons gasoline.
8. None

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318TH FIGHTER GROUP, A.F.
A. F. O. #245

25 May 1945

19TH FIGHTER SQUADRON MISSION REPORT # 5-5
GROUP MISSION REPORT # 5-18

1. A. Four (4) P-47H's.
B. One (1) TONY, one (1) MATE.
2. A. None
B. One (1) TONY, one (1) MATE destroyed.
3. Interception from C...P.
4. Lts. DUNN, TOMMER, GIBSON, WEBER. (Cossack 3)

Takeoff: 0743

Landed: 1009

While patrolling from IZENA SHIMA to the north tip of Okinawa at 3,000 feet, a TONY was observed at 3,000 feet on course 180 degrees, 0745I. Lt. GIBSON pulled in behind him, fired a short burst and flamed him. The TONY's speed was 270 IAS and he took no evasive action.

A MATE was observed twenty feet off the water ten miles west of Point Tare heading south. As Lt. DUNN attacked the MATE the Jap turned into the flight and appeared as though he wanted to run. His evasive action consisted of tight turns to right and left. Lt. DUNN finally pulled in behind him and flamed the MATE with a long burst.

5. A. .9 to 10/10 cumulus 5,000 feet.
B. Good.
6. See narrative.
7. 4,145 rounds .50 cal. 1,200 gallons gasoline.
8. None

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318TH FIGHTER GROUP, AAF
A. P. O. #245

28 May 1945

19TH FIGHTER SQUADRON MISSION REPORT # 5-6
GROUP MISSION REPORT # 5-20

1. A. Twelve (12) P-47N's.
B. Fourteen (14) ZEKES (Airborne)
2. A. None
B. Seven (7) ZEKES Destroyed - Two (2) probably destroyed.
3. Heckling over Southern KYUSHU.
4. Maj. WILLIAMS, Lts. JACKSON, SITTON, THURSTON. (Cossack 121-124)
Capt. LOFLIN, Lts. R. A. MORRIS, LUSTIC, WISCHER. (Cossack 125-128)
Lt. GRAY, F/O HUNTER, Lts. MATHIS, LEWIS. (Cossack 129-132)

Takeoff: 0816 - Over Target: 0930-1100 - Landed: 1255

Lt. LEWIS, Cossack 132, did not take off due to mechanical trouble and F/O HUNTER returned to base shortly after take off for the same reason.

The flights approached KYUSHU from the East at 13,000 feet, and flew across the airfield at KANOYA and KUSHIRA. They turned right and headed north a few miles, and then came back towards the fields.

Nine ZEKES were observed taking off from East KANOYA Airfield. They took off toward the East and turned North and headed up a valley. Major WILLIAMS jettisoned his tanks and started down from 11,000 feet. Due to the fact that Major WILLIAMS' radio was out Lt. THURSTON, his number four man, did not follow. Five of the ZEKES Major WILLIAMS had in sight were in three ship and two ship formation. It appeared that they did not know the P-47's were going to attack them until they were fired upon. Major WILLIAMS fired a burst at the leader of the three-ship formation. The ZEKE was doing about 175 IAS, and Major WILLIAMS overtook him at about 400 IAS. The ZEKE's altitude was then about 100 feet. As Major WILLIAMS fired he observed many hits on the fuselage and wings. The ZEKE winged over to the right and went down. Due to his speed Major WILLIAMS did not see him crash as he overran him. Major WILLIAMS and Lts. JACKSON and SITTON climbed to 15,000 feet where all the flights were ordered to rendezvous. At about this time Major WILLIAMS' radio came back on and he ordered Capt. LOFLIN to go across the airfields again. As Capt. LOFLIN started towards the fields, Lt. MATHIS called in bogeys to the northeast. Major WILLIAMS attacked one of the 4-5 ZEKES reported. He took him under fire at 15,000 feet and chased him down to about 50 feet, at which altitude he scored hits in his belly and the ZEKE exploded. This action was confirmed by Lts. JACKSON and SITTON. During Major WILLIAMS attack the Jap used spins, rolls and wingovers as evasive action. All of the ZEKES had belly tanks.

(SCORE; One (1) ZEKE confirmed, one (1) ZEKE probable for Maj. WILLIAMS)

Captain LOFLIN's flight maintained 20,000 feet high cover over the flights attacking the ZEKES taking off from the East KANOYA Airfield. While observing this action, approximately fifteen bursts of heavy A/A were observed to emanate from the north of the field; A/A bursts at 20,000 feet.

At the time Major WILLIAMS ordered Capt. LOFLIN's flight to return to East KANOYA Airfield, four to five ZEKES were observed coming in from the North and Major WILLIAMS ordered LOFLIN to come on back. It was at this time that Capt. LOFLIN's flight dropped their wing tanks, and the ZEKES, who were carrying belly tanks, dropped theirs. The ZEKES were aggressive and turned into the P-47's. At this point there was quite a melee. The ZEKES formed a Luftberry, spun, rolled, dove and did wing-overs. Four of the ZEKES attacked Capt. LOFLIN and Lt. LUSTIC, his element leader, immediately went to his aid. Upon his attack two of the ZEKES pulled away and headed for the deck. Lt. LUSTIC fired at one of the two remaining ZEKES and parts fell away from his fuselage; he then flamed and crashed. The second ZEKE attacked, split-essed and LUSTIC followed him down to

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318TH FTR. GRP. MISSION REPORT # 5-20, 28 May 1945, CONTINUED

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3,000 feet where he flamed him. Lt. WISCHER attacked two ZEKES in the same area who were in mutual support; he attacked one of them head-on and as he fired he observed hits in the engine and wings. This action took place at 6,500 - 7,000 feet. The other ZEKE got on WISCHER's tail and fired at him. WISCHER was indicating 350 MPH when the ZEKE broke off trailing black smoke. It is believed that the ZEKE's engine overheated causing it to emit the smoke. Capt. LOFLIN confirms Lt. WISCHER's kill. Capt. LOFLIN was forced to leave the area due to radio and engine trouble. He continued to base alone. En-route he observed three ZEKES flying over AMAMI O SHIMA, from East to West and back again as if on patrol. He skirted the ZEKES and continued to base.

(SCORE: Two (2) ZEKES for Lt. LUSTIG; one (1) ZEKE for Lt. WISCHER.)

Lt. GRAY's element observed four ZEKES coming in from the northeast heading for KANOYA Airfield. These ZEKES believed to be some of those that had taken off from East KANOYA. Lt. MATHIS made a swooping turn to the East and, when he was behind the ZEKES, attacked. They apparently didn't know he was present until attacked. Lt. MATHIS fired at the first ZEKE from astern within range and he exploded. The second ZEKE destroyed was also attacked from astern. Lt. MATHIS attacked a third ZEKE and while firing at him all his guns except one stopped firing. He continued firing with one gun and observed pieces of the ZEKE's fuselage fall away and also start to burn. Lt. THURSTON saw this ZEKE explode at about 3,000 feet. Lt. GRAY attacked a ZEKE who tried to get a shot at him. He got in a long burst and observed flame from the ZEKE's belly tank, which finally fell away from the fuselage. This ZEKE started for the deck and was last observed still smoking.

(SCORE: Three (3) ZEKES confirmed for Lt. MATHIS; one (1) ZEKE probable for Lt. GRAY.)

5. A. Very hazy over KYUSHU, .2 strato cumulus at 20,000 feet.
B. Dumbo and escort jammed the air with too much chatter.
6. See narrative.
7. 11,416 rounds .50 cal. ammo. 5,000 gallons gasoline.
8. Small freighter being unloaded observed at southeast cove of KUCHINO ERABU at 1200.
Jap pilots very aggressive and showed excellent ability.
8 - 9 BETTYS observed on dispersal area West side of KANOYA Airfield.
5 S/E aircraft observed in the dispersal area at East KANOYA Airfield.

SANDERS

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318TH FIGHTER GROUP, M.F.
A. P. O. #245

28 May 1945

10TH FIGHTER SQUADRON MISSION REPORT # 5-7
GROUP MISSION REPORT # 5-23

1. A. Twelve (12) P-47N's.
B. Twenty-eight (28) ZEKES
2. A. None
B. Six (6) ZEKES destroyed; two (2) ZEKES probably destroyed, one (1) ZEKE damaged.
3. Heckling Mission over southern KYUSHU, JAPAN.
4. Capt. VOGT, Lt. LA ROCHELLE, Maj. RASMUSSEN, F/O HUNTER
(Cossack 175-178)
Capt. SLEPECKY, Lts. J. P. MORRIS, CARDEN, KENNEDY (Cossack 179-182)
Lts. COX, TRUMBOUR, ELENDER, TAYLOR. (Cossack 183-186)

Takeoff: 1348 - Over Target: 1515 to 1650 - Landed: 1930

Upon takeoff, Lt. KENNEDY was forced to jettison his wing tanks in order to get his plane airborne. He immediately returned to base and pancaked. Lt. ELENDER returned to base at 1405I after developing engine trouble, and F/O HUNTER also returned for the same reason at 1415 I.

Capt. SLEPECKY and his wingman, Lt. CARDEN, returned to base at 1734 I, after Capt. SLEPECKY had trouble with his turbo-supercharger while approaching KYUSHU.

Flights reached rendezvous and rally point, KUNO SHIMA, at 1505, and proceeded to the southwest tip of KYUSHU at 16,000 feet. The first observation made was a single engine aircraft taking off the field at BYU. This plane was lost from sight immediately after takeoff. The flights reconnoitered the airfields of KANOYA and East KANOYA, where they observed numerous twin-engine aircraft in the dispersal areas at both fields. A barrage balloon was observed at an altitude of between 4,000 to 5,000 feet, slightly northwest of East KANOYA field. Pilots observed a large factory in the same locality.

While orbiting over the airfields of KANOYA, and KAGOSHIMA BAY, 28 ZEKES were observed coming in from the northwest at 19,000 feet. They flew in formation much the same as ours, four ship flights, composed of two elements of two ships. The ZEKES attempted to form a large Luftberry circle over our flights, but before it could be completed the P-47's started to climb for altitude to the west.

Capt. VOGT's flight retained their wing tanks and climbed to 21,000 feet at 1,000 feet a minute, pulling 50 inches Hg. The ZEKES also started to climb. At 21,000 feet, Capt. VOGT's flight dropped its wing tanks and continued to climb west with full War Emergency Power, until they reached 28,000 feet and at this point they had a 500-1000 foot advantage over the ZEKES. The ZEKES broke up their circle and split-essed, scattering in all directions; however, some of them retained their two ship element. Just as they split up, Capt. VOGT and his wingman attacked. Capt. VOGT attacked a single ZEKE with a 30 degree deflection shot, giving him a short burst when in range. The ZEKE exploded. The ZEKE was dark blue or black in color and was indicating 250 MPH when hit. After breaking off and still in a shallow dive, Capt. VOGT attacked another ZEKE from the stern, and this ZEKE also exploded after a short burst. Capt. VOGT and his wingman, Lt. LA ROCHELLE, attacked a two plane element with another ZEKE slightly behind and to the left of the element. Capt. VOGT flamed the wingman with a stern shot; continuing to fire, VOGT lined up the leader and also flamed him with the same burst. Lt. LA ROCHELLE attacked the lone ZEKE with a burst from the stern. Hits were observed in the wing roots, then he burst into flame. Capt. VOGT observed this action, and also saw his wingman attack another ZEKE with a 90 degree deflection shot. Tracers were observed entering the fuselage, whereupon he rolled over on his back and headed for the deck smoking. Another ZEKE then tried to pull up into Capt.

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19TH FTR. SQDN. MISSION REPORT # 5-7, 28 May 1945, CONTINUED.

4. Cont'd.

VOGT, but he fired on the ZEKE as it stalled out. Hits were observed in the wings and canopy. As Capt. VOGT overran him he observed the ZEKE going down apparently out of control. Still another ZEKE meanwhile made a pass on Capt. VOGT who turned into him, both planes closed firing headon. The ZEKE exploded and burned. It is believed that the Jap would not have swerved to get out of the way, but would have continued on in for a midair collision. Capt. VOGT's five kills and one probable were observed by his wingman who remained with him throughout the entire action.

(SCORE: Capt. VOGT - Five (5) ZEKES destroyed and one probably destroyed; Lt. LA ROCHELLE - one (1) ZEKE destroyed, one (1) probably destroyed.)

Maj. RASMUSSEN and his wingman, Lt. J. P. MORRIS, attacked a four plane Jap flight. Both pilots attacked the number four man firing short bursts. The Jap broke out of formation in a wing-over and was not seen again. Immediately after this action this element broke off the engagement and went into mutual support. It was at this point that Maj. RASMUSSEN became very ill and could not continue the attack. His wingman remained with him.

(SCORE: Maj. RASMUSSEN, Lt. MORRIS - One (1) ZEKE damaged.)

Lt. COX's flight approached KYUSHU at 20,000 feet and became separated from Capt. VOGT's flight. Lt. COX's radio was bad and he did not hear Capt. VOGT call bogies in. This flight patrolled area from the city of Kagoshima to the east coast of KYUSHU.

No A/A received nor enemy aircraft observed by Lt. COX's flight. Two 300-foot ships and three 200-foot boats observed at Makurazaki. Flight finally received radio transmission from Capt. VOGT to return to rally point at Kuro Shima. Upon return to base flight again became separated from Capt. VOGT's flight in the vicinity of Tokuno Shima, and returned alone. When arriving at IE SHIMA the field was socked in; flight then went to Kadena Airfield and landed there at 1850 I.

When flight approached transport area near Kadena the ships opened fire. Flights pulled away blinking lights.

5. A. Weather enroute .4 to .5 cumulus from 2,000 to 4,000 feet, and .6 to .7 cumulus from 6,000 to 9,000 feet from base to Tokuno Shima. From Tokuno Shima to target weather good with about .1 at 4,000 to 5,000 feet.
Over target: .1 cumulus from 4,000 to 5,000 feet.
On return: Weather good until flights reached Tokuno Shima where it was very bad. There was a solid overcast with a ceiling from 100 to 500 feet.

B. Good

6. See narrative.

7. 5,400 gallons gas. - 4,400 rounds .50 cal. ammo.

8. P-47N's outperformed ZEKES at high altitude. Pilots report they could out turn them and out climb them, especially at 28,000 feet. When ZEKES were hit in the wing roots or belly they immediately flew up.

Recommend at least twenty (20) planes be assigned a mission of this nature.

Some of the Jap pilots engaged on this mission used excellent judgement and displayed good flying ability. However, as a whole, though their flying ability may have been good, their tactics were poor.

This is the first encounter by this Squadron where the Japs were observed using a four plane flight and two plane elements.

SLANDERS

19TH FIGHTER SQUADRON, AAF
A.F.O. #245

31 May 1945

19TH Fighter Squadron Mission #5-8
318TH Fighter Group Mission #5-27

1. A. Four (4) P-47's
B. None
2. A. None
B. None
3. Search for missing Pilots of the 333rd Squadron.
4. Lts. Stampe, Kearney, Gibson, Cornia (Cossack 101 - 104)

Takeoff: 1210

Land: 1505

Lt. Cornia did not take off due to radio trouble.

The search was started from the north tip of Okinawa, altitude varying from the deck to 500 feet, course 15 degrees. Flight searched the entire coast line of Yoron Shima, Okinoyerabu Shima, and Tokuno Shima and surrounding waters, on this leg of the mission. The runway at Tokuno Shima appears operational.

After flight returned to Ie Shima they continued searching north of Iheya Shima, Izana Shima and the surrounding waters.

Search negative, no oil slicks, rafts or debris observed.

5. A. Easy - .5 - .6 cumulus at 3,000 to 5,000 feet.
B. Good
6. None
7. 900 gallons gasoline.
8. None.

WILLIAMS

19TH FIGHTER SQUADRON, AAF
A.P.O. #245

31 May 1945

19th Fighter Squadron Mission Report #5-9
318th Fighter group Mission Report #5-28

1. A. 8 P-47N's
B. None
2. A. None
B. None
3. Search for three mission pilots of 333rd Fighter Squadron.
4. Lts. Cox, Taylor, Elender, Trumbour (Cossack 105 - 108)
Capt. Lefforge, Lts. Weber, Barrett, Slusser (Cossack 109 - 112)

Takeoff: 1400 - Land: 1710

Lt. Elender, Cossack 107, did not take off due to mechanical trouble. Both flights proceeded to the north tip of Okinawa. Lt. Cox's flight searched the area between Pt. Tare, and Tokono Shima, course 15° to 30°. Altitude of search was 300 - 500 feet. Flight observed snip's raft, containing 4 yellow oars, and 2 yellow canvas bags, Twenty miles from Pt. Okie, on course of 20 degrees. There was also a large amount of scattered debris in the vicinity. A native fishing boat in a half sunken condition, was observed 75 miles from Pt. Okie, on a course of 30 degrees.

Capt. Lefforge's flight searched the area between the north tip of Okinawa and ~~Iki~~ Iheya Shima, and then took up a heading of 340 degrees from that point searching 150 miles to sea, altitude 300-500 feet. Upon reaching a point 150 miles Iheya Shima, the flight made a 180 degree turn and picked up a heading of 175 degrees to base. This flight also observed raft reported by Lt. Cox's flight. Search for missing airmen - negative.

5. A. Very hazy enroute, .7 to .9 cumulus from 4,000 to 6,000 feet, solid front observed 140 miles north of Okinawa, consisting of 10/10 clouds from sea level to 7,000 feet.
B. Good
6. None
7. 2,124 gallons gas
8. None

WILLIAMS

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

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HEADQUARTERS
318TH FIGHTER GROUP, AAF
A.P.O. # 245

1 June 1945.

SUBJECT: Intelligence Report.

TO : See Distribution.

1. The following report covers the operations of the 318th Fighter Group, AAF, for the period 14 May 1945, the date on which the first mission was flown from the Group's new location in the Ryukyus, to 31 May 1945 inclusive.

a. Total Sorties (Combat) Dispatched.

19th Fighter Squadron	77
73rd Fighter Squadron	76
333d Fighter Squadron	81
TOTAL	<u>234</u>

b. Total Sorties (Combat) Abortive.

19th Fighter Squadron	7
73rd Fighter Squadron	5
333d Fighter Squadron	8
TOTAL	<u>20</u>

c. Total Sorties (CAP) Dispatched.

19th Fighter Squadron	234
73rd Fighter Squadron	205
333d Fighter Squadron	191
TOTAL	<u>630</u>

d. Total Hours Flown.

19th Fighter Squadron	1,182
73rd Fighter Squadron	1,165
333d Fighter Squadron	1,136
TOTAL	<u>3,483</u>

e. Bomb Tonnage Dropped.

19th Fighter Squadron	10.5 (short tons)
73rd Fighter Squadron	8.0 (short tons)
333d Fighter Squadron	6.0 (short tons)
TOTAL	<u>24.5 (short tons)</u>

f. Total Rounds of Ammunition.

.50 Caliber Ammunition.

19th Fighter Squadron	55,056
73rd Fighter Squadron	34,980
333d Fighter Squadron	46,900
TOTAL	<u>136,936</u>

5 inch Rockets.

19th Fighter Squadron	42
73rd Fighter Squadron	85
333d Fighter Squadron	70
TOTAL	<u>197</u>

g. Our Casualties.

(1) Killed	4	(for details see remarks under Par. h.)
(2) Wounded	0	
(3) Missing	5	(for details see remarks under Par. h.)
TOTAL	<u>9</u>	

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Monthly Intelligence Report, Continued.

h. Our Aircraft Losses.

(1) Combat	5	(See Remarks)
(2) Operational	6	(See Remarks)
(3) Other	0	(See Remarks)
TOTAL	<u>11</u>	

REMARKS:

- 17 May P-47N # 44-87821, piloted by 1st Lt. Alford J. Babcock O-686715, was lost at sea and the pilot presumably killed when he became separated from the rest of his flight as the result of a storm encountered enroute from Saipan to Ie Shima.
- 18 May P-47N # 44-87867, piloted by Capt. William D. Fancher O-794929, was lost at sea while on a Night Heckler Mission to Kyushu. Weather encountered was extremely bad resulting in pilot becoming lost. Pilot still missing.
- 20 May P-47N # 44-88108 was lost as the result of fire, when the right fuel tank siphoned gas and caught fire when the engine was turned off.
- 20 May P-47N # 44-87913, piloted by 2nd Lt. Rodney W. Selfridge O-715022, was completely destroyed by fire and the pilot killed when he could not attain flying speed on take-off. Plane was loaded with fire bombs which ignited when the plane crashed off the end of the runway.
- 21 May P-47N # 44-87046, piloted by 1st Lt. William T. Goff O-548854, was lost on a Night Heckler Mission when the pilot became lost due to extremely bad weather. Pilot still missing.
- 27 May P-47N # 44-88074, piloted by 2nd Lt. Thomas Graham O-831708, was damaged beyond repair (will probably be salvaged) when the pilot stalled in from 75 feet while landing. No injury to pilot.
- 28 May P-47N # 44-87978, piloted by 2nd Lt. Melvin L. Byfield O-762248, was completely destroyed when the engine cut out on take-off. Plane crashed and burned killing the pilot.
- 30 May P-47N # 44-87892, piloted by 1st Lt. James C. Reed O-25968, was completely destroyed by fire and the pilot killed when the engine cut out on take-off.
- 30 May P-47N # 44-87909, piloted by Major Winston H. Park O-660188;
 P-47N # 44-87956, piloted by 2nd Lt. Albert W. Heilman O-715534;
 P-47N # 44-87051, piloted by 2nd Lt. Duane D. Jones O-714928;
 were lost at sea when the pilots became lost in a solid weather front encountered while on a mission to Kyushu. All pilots are missing.

i. Enemy Aircraft Destroyed.

See copy of letter, Destruction of Enemy Aircraft, attached.

For the Group Commander



FREDERICK H. DEBANT
 Major, Air Corps,
 S - 2.

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HEADQUARTERS
318TH FIGHTER GROUP, AAF
A.P.O. # 245

1 June 1945.

SUBJECT: Destruction of Enemy Aircraft.

TO : See Distribution.

1. The following is a list of enemy A/C destroyed in aerial combat by the 318th Fighter Group, AAF, during the month of May 1945.

2. Monthly supplements will be issued regularly so that the list may be kept up to date.

<u>DATE</u>	<u>PILOT</u>	<u>SQUADRON</u>	<u>NO. & TYPE A/C DESTROYED</u>
5-24	1st Lt. WILLIAM B. SPENCER ✓	0-681726 73rd	1 JACK ✓
5-25	Major CHARLES W. TENNANT ✓	0-661396 19th	1 ZEKE ✓ 1 OSCAR ✓
5-25	1st Lt. RICHARD H. ANDERSON ✓	0-694214 19th	5 ZEKES ✓
5-25	2nd Lt. DONALD E. KENNEDY ✓	0-710717 19th	3 ZEKES ✓
5-25	Capt. MICHAEL SLEPECKY JR ✓	0-794515 19th	1 OSCAR ✓
5-25	Capt. ROY A. JACOBSON ✓	0-2054045 19th	1 OSCAR ✓
5-25	2nd Lt. ROBERT J. THURSTON ✓	0-827543 19th	1 VAL ✓
5-25	1st Lt. KENNETH S. SITTON ✓	0-798172 19th	1 OSCAR ✓
5-25	1st Lt. CHARLES W. JACKSON ✓	0-665567 19th	1 VAL ✓
5-25	Capt. LEE G. LEFFORGE ✓	0-441847 19th	1 MATE ✓ 1 VAL ✓
5-26	1st Lt. HOWARD H. BARRETT ✓	0-693217 19th	1 VAL ✓
5-25	Capt. JAMES R. SNYDER ✓	0-800063 73rd	2 VALS ✓ 1 TONY ✓
5-25	2nd Lt. KARL A. PACK ✓	0-774287 73rd	1 OSCAR ✓
5-25	1st Lt. HENRY J. YEAGER ✓	0-767381 73rd	1 TONY ✓
5-25	1st Lt. ROBERT L. SHEPARD ✓	0-807629 73rd	1 ZEKE ✓
5-25	2nd Lt. GEORGE W. TRUMBOUR ✓	0-767421 19th	1 OSCAR ✓
5-25	1st Lt. LEON A. COX ✓	0-807211 19th	2 OSCARS ✓ 1 VAL ✓
5-25	1st Lt. ROBERT A. MORRIS ✓	0-825487 19th	1 VAL ✓
5-25	1st Lt. STANLEY J. LUSTIG ✓	0-759036 19th	3 OSCARS ✓
5-25	1st Lt. JESSE F. GIBSON ✓	0-763553 19th	1 TONY ✓
5-25	1st Lt. JOHN F. DUNN ✓	0-811869 19th	1 MATE ✓
5-26	1st Lt. CARLTON O. BERRY ✓	0-762222 333d	1 JUDY ✓
5-26	1st Lt. JOHN A. DOOLING ✓	0-792971 333d	1 JUDY ✓

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Ltr. Destruction of Enemy Aircraft, Continued.

DATE	PILOT	SQUADRON	NO. & TYPE A/C DESTROYED
5-28	Major DE JACK WILLIAMS ✓	0-433765 19th	1 ZEKE ✓
5-28	1st Lt. STANLEY J. LUSTIC ✓	0-759036 19th	2 ZEKES ✓
5-28	2nd Lt. VERNON A. MISCHER ✓	0-2054111 19th	1 ZEKE ✓
5-28	1st. WILLIAM H. MATHEIS ✓	0-759040 19th	3 ZEKES ✓
5-28	Capt. JOHN E. VOGEL ✓	0-727593 19th	5 ZEKES ✓
5-28	2nd Lt. PHILLIP LA ROCHELLE ✓	0-824662 19th	1 ZEKE ✓
5-28	1st Lt. DRYTON F. RIVAS ✓	0-438797 333d	1 ZEKE ✓
5-28	Capt. JUDGE E. WOLFE ✓	0-661419 333d	1 ZEKE ✓
5-28	Capt. FRED J. STEPHENSON JR. ✓	0-797930 333d	1 ZEKE ✓
5-28	2nd Lt. DAN C. OWEN ✓	0-774286 333d	1 ZEKE ✓
5-31	2nd Lt. ROBERT J. STONE ✓	0-715638 333d	1 JUDY ✓

3. Recapitulation of planes destroyed during the month of May 1945.

19th Fighter Squadron	41
73rd Fighter Squadron	7
333d Fighter Squadron	7
TOTAL FOR PERIOD	55

For the Group Commander:

Frederick H. DeMent
 FREDERICK H. DEMENT
 Major, Air Corps,
 3 - 2.

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19TH FTR. SQDN. MISSION REPORT # 5-7, 28 May 1945, CONTINUED.

4. Cont'd.

VOGT, but he fired on the ZEKE as it stalled out. Hits were observed in the wings and canopy. As Capt. VOGT overran him he observed the ZEKE going down apparently out of control. Still another ZEKE meanwhile made a pass on Capt. VOGT who turned into him, both planes closed firing headon. The ZEKE exploded and burned. It is believed that the Jap would not have swerved to get out of the way, but would have continued on in for a midair collision. Capt. VOGT's five kills and one probable were observed by his wingman who remained with him throughout the entire action.

(SCORE: Capt. VOGT - Five (5) ZEKES destroyed and one probably destroyed; Lt. LA ROCHELLE - one (1) ZEKE destroyed, one (1) probably destroyed.)

Maj. RASMUSSEN and his wingman, Lt. J. P. MORRIS, attacked a four plane Jap flight. Both pilots attacked the number four man firing short bursts. The Jap broke out of formation in a wing-over and was not seen again. Immediately after this action this element broke off the engagement and went into mutual support. It was at this point that Maj. RASMUSSEN became very ill and could not continue the attack. His wingman remained with him.

(SCORE: Maj. RASMUSSEN, Lt. MORRIS - One (1) ZEKE damaged.)

Lt. COX's flight approached KYUSHU at 20,000 feet and became separated from Capt. VOGT's flight. Lt. COX's radio was bad and he did not hear Capt. VOGT call bogies in. This flight patrolled area from the city of Kagoshima to the east coast of KYUSHU.

No A/A received nor enemy aircraft observed by Lt. COX's flight. Two 300-foot ships and three 200-foot boats observed at Makurazaki. Flight finally received radio transmission from Capt. VOGT to return to rally point at Kuro Shima. Upon return to base flight again became separated from Capt. VOGT's flight in the vicinity of Tokuno Shima, and returned alone. When arriving at IE SHIMA the field was socked in; flight then went to Kadena Airfield and landed there at 1850 I.

When flight approached transport area near Kadena the ships opened fire. Flights pulled away blinking lights.

5. A. Weather enroute .4 to .5 cumulus from 2,000 to 4,000 feet, and .6 to .7 cumulus from 6,000 to 9,000 feet from base to Tokuno Shima. From Tokuno Shima to target weather good with about .1 at 4,000 to 5,000 feet.
Over target: .1 cumulus from 4,000 to 5,000 feet.
On return: Weather good until flights reached Tokuno Shima where it was very bad. There was a solid overcast with a ceiling from 100 to 500 feet.
- B. Good
6. See narrative.
7. 5,400 gallons gas. - 4,400 rounds .50 cal. ammo.
8. P-47N's outperformed ZEKES at high altitude. Pilots report they could out turn them and out climb them, especially at 28,000 feet. When ZEKES were hit in the wing roots or belly they immediately flew up.
Recommend at least twenty (20) planes be assigned a mission of this nature.
Some of the Jap pilots engaged on this mission used excellent judgement and displayed good flying ability. However, as a whole, though their flying ability may have been good, their tactics were poor.
This is the first encounter by this Squadron where the Japs were observed using a four plane flight and two plane elements.

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Intelligence Report, 1 June 1945, Continued.

353d Fighter Squadron:

June	0
July	419
August	238
September	172
October	78
November	157
December	70
January	64
February	72
March	16
April	0
May	<u>37</u>

TOTAL

1,323

6th Night Fighter Detachment:

June	19
July	11
August	1
September	0
October	0
November	21
December	15
January	7
February	0
March	0
April	Asgd <u>Seventh</u> A.F.

TOTAL

74

TOTAL SORTIES DISPATCHED

5,102

B. Total Sorties (Combat) Abortive.

19th Fighter Squadron:

June	4
July	10
August	10
September	12
October	0
November	0
December	6
January	6
February	5
March	0
April	0
May	<u>16</u>

TOTAL

69

73rd Fighter Squadron:

June	2
July	19
August	12
September	7
October	6
November	18
December	4
January	7
February	12
March	0
April	0
May	<u>15</u>

TOTAL

102

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Intelligence Report, 1 June 1945, Continued.

333d Fighter Squadron:		
June	0	
July	7	
August	8	
September	43	
October	2	
November	26	
December	0	
January	14	
February	8	
March	0	
April	0	
May	<u>5</u>	
TOTAL		<u>113</u>
TOTAL SORTIES ABORTIVE		<u>284</u>

C. Total Sorties, Combat Air Patrol.

19th Fighter Squadron:		
June	168	
July	628	
August	494	
September	344	
October	342	
November	420	
December	904	
January	632	
February	431	
March	420	
April	0	
May	<u>0</u>	
TOTAL		4,783

73rd Fighter Squadron:		
June	120	
July	664	
August	402	
September	376	
October	433	
November	425	
December	917	
January	599	
February	486	
March	408	
April	0	
May	<u>0</u>	
TOTAL		4,830

333d Fighter Squadron:		
June	0	
July	216	
August	454	
September	396	
October	371	
November	457	
December	1,003	
January	631	
February	401	
March	480	
April	0	
May	<u>0</u>	
TOTAL		4,409

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Intelligence Report, 1 June 1945, Continued.

6th Night Fighter Detachment:

June	12
July	71
August	37
September	68
October	80
November	108
December	133
January	148
February	143
March	122
April	

Asgd Seventh A.F.

TOTAL

922

TOTAL C.A.P.'s Flown

14,944

D. Total Hours Flown.

19th Fighter Squadron:

June	782
July	2,291
August	1,539
September	1,377
October	1,516
November	1,366
December	2,068
January	1,645
February	1,270
March	1,124
April	553
May	311

TOTAL

15,842

73rd Fighter Squadron:

June	604
July	2,337
August	1,496
September	1,271
October	1,404
November	1,253
December	1,932
January	1,441
February	1,276
March	1,047
April	725
May	215

TOTAL

15,001

333d Fighter Squadron:

June	0
July	1,080
August	1,378
September	1,439
October	1,443
November	1,443
December	2,253
January	1,580
February	1,290
March	1,314
April	493
May	371

TOTAL

14,084

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Intelligence Report, 1 June 1945, Continued.

5th Night Fighter Detachment:

June	52
July	178
August	137
September	232
October	313
November	315
December	396
January	422
February	360
March	268
April	

TOTAL

TOTAL HOURS FLOWN

2,67347,600

E. Total Bomb Tonnage Dropped.

19th Fighter Squadron:

June	35.50
July	180.50
August	86.50
September	22.00
October	14.40
November	14.00
December	0.00
January	0.00
February	0.00
March	0.00
April	0.00
May	0.00

TOTAL

352.90

73rd Fighter Squadron:

June	27.00
July	195.75
August	102.75
September	21.50
October	19.90
November	0.00
December	0.00
January	0.00
February	0.00
March	1.50
April	0.00
May	0.00

TOTAL

368.40

333d Fighter Squadron:

June	0.00
July	124.75
August	84.00
September	12.00
October	14.80
November	18.00
December	0.00
January	0.00
February	0.00
March	0.00
April	0.00
May	0.00

TOTAL

253.55

TOTAL TONNAGE G.P. BOMBS

974.85

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Intelligence Report, 1 June 1945, Continued.

In addition to the regular type General Purpose bombs listed above, the Group as a whole dropped the following tonnages of Wing Tank Fire Bombs (Wing tanks filled with Napalm and Gasoline).

July	77.75	
August	72.50	
February	16.50	
TOTAL		<u>166.75</u>
TOTAL TONNAGE OF ALL TYPES		<u><u>1,141.60</u></u>

F. Total Rounds of Ammunition Expended.

.50 Caliber Ammunition:

19th Fighter Squadron:

June	165,225	
July	505,710	
August	90,500	
September	79,715	
October	37,690	
November	34,285	
December	13,925	
January	15,510	
February	12,005	
March	3,850	
April	12,000	
May	10,000	
TOTAL		980,415

73rd Fighter Squadron:

June	77,145	
July	454,096	
August	97,640	
September	54,840	
October	41,420	
November	31,710	
December	12,291	
January	26,275	
February	4,580	
March	2,908	
April	22,080	
May	0	
TOTAL		824,985

333d Fighter Squadron:

June	000	
July	305,040	
August	87,284	
September	77,520	
October	39,035	
November	100,510	
December	22,380	
January	11,830	
February	7,700	
March	0	
April	0	
May	17,200	
TOTAL		668,499

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Intelligence Report, 1 June 1945, Continued.

6th Night Fighter Detachment:

June	000
July	480
August	000
September	000
October	000
November	000
December	1,185
January	340
February	0
March	0
April	

Asgd Seventh A.F.

TOTAL

TOTAL ROUNDS .50 CALIBER

2,0052,475,90420 MM Ammunition.

19th Fighter Squadron:

November	502
December	929
January	29
February	<u>589</u>

TOTAL

2,049

73rd Fighter Squadron:

November	613
December	753
January	202
February	<u>552</u>

TOTAL

2,120

333d Fighter Squadron:

November	123
December	1,388
January	259
February	<u>507</u>

TOTAL

2,257

6th Night Fighter Detachment:

June	244
July	171
November	412
December	1,347
January	<u>360</u>

TOTAL

2,534

TOTAL ROUNDS 20MM

8,9604.5 Inch Rockets:

19th Fighter Squadron:

June	167
July	95
August	0
September	198
October	86
November	<u>35</u>

TOTAL

581

73rd Fighter Squadron:

June	157
July	154
August	47
September	163
October	152
November	<u>71</u>

TOTAL

744

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Intelligence Report, 1 June 1945, Continued.

533d Fighter Squadron:		
June		0
July		0
August		0
September		216
October		30
November		20
TOTAL		266
TOTAL 4.5 INCH ROCKETS		<u>1,591</u>

SECTION IIMONTHLY TOTALS FOR THE ENTIRE GROUP

A. Total Sorties (Combat) Dispatched.

June	402
July	1,895
August	799
September	474
October	308
November	424
December	187
January	203
February	208
March	60
April	60
May	74
TOTAL	<u>5,102</u>

B. Total Sorties (Combat) Abortive.

June	6
July	36
August	30
September	62
October	8
November	44
December	10
January	27
February	25
March	0
April	0
May	36
TOTAL	<u>284</u>

C. Total Sorties Combat Air Patrol.

June	300
July	1,579
August	1,387
September	1,184
October	1,226
November	1,410
December	2,957
January	2,010
February	1,461
March	1,430
April	0
May	0
TOTAL	<u>14,944</u>

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Intelligence Report, 1 June 1945, Continued.

D. Total Hours Flown.

June	1,438
July	5,886
August	4,550
September	4,319
October	4,676
November	4,377
December	6,649
January	5,088
February	4,196
March	3,753
April	1,771
May	897
TOTAL	<u>47,600</u>

E. Total Bomb Tonnage (Including Fire Bombs).

June	62.50
July	578.75
August	345.75
September	55.50
October	49.10
November	32.00
December	.00
January	.00
February	16.50
March	1.50
April	.00
May	.00
TOTAL	<u>1,141.60</u> (short tons)

F. Total Rounds of Ammunition Expended (Combat Missions).

.50 Caliber Ammunition.

June	242,370
July	1,265,326
August	275,424
September	212,075
October	118,145
November	166,505
December	49,781
January	53,955
February	24,285
March	6,758
April	34,080
May	27,200
TOTAL	<u>2,475,904</u>

20MM Ammunition.

June	244
July	171
August	0
September	0
October	0
November	1,650
December	4,417
January	830
February	1,648
March	0
TOTAL	<u>8,960</u>

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Intelligence Report, 1 June 1945, Continued.

4.5 Inch Rockets.

June	324
July	249
August	47
September	577
October	268
November	126
TOTAL	<u>1,591</u>

SECTION IIILOSSES - FRIENDLY AND ENEMY

A. Our Casualties (All Personnel).

Killed	23
Wounded	22
Missing	3
TOTAL	<u>48</u>

B. Our Aircraft Losses.

(1) Airborne.

Combat	10 P-47D's 7 P-38's
Operational	24 P-47D's 4 P-47N's 2 P-38's 4 P-61's
Unknown	1 P-47D

(2) Non-Airborne.

Enemy Action	1 P-47D
Other	3 P-47D's
TOTALS	<u>39 P-47D's</u> 4 P-47N's 9 P-38's 4 P-61's

C. Enemy Aircraft Destroyed.

See copy of letter, "Destruction of Enemy Aircraft", attached.

For the Group Commander:

Frederick H. Deamant
FREDERICK H. DEAMANT
Major, Air Corps,
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HEADQUARTERS
318TH FIGHTER GROUP, AAF
A.P.O. # 245

1 June 1945.

SUBJECT: Destruction of Enemy Aircraft.

TO : See Distribution.

1. The following is a list of enemy A/C destroyed in aerial combat by the 318th Fighter Group, AAF, while based in the Marianas.
2. This letter supersedes letter, subject as above, dated 5 January 1945, and subsequent supplements.

<u>DATE</u>	<u>PILOT</u>	<u>SQDN</u>	<u>PLACE OF DESTRUCTION</u>	<u>NO. & TYPE A/C</u>
6-30-44	*1st Lt. DALE F. HABERMAN #2nd Lt. RAYMOND P. MOONEY	6th	Off Saipan	1 BETTY
7-6-44	*1st Lt. FRANCIS O. EATON #2nd Lt. JAMES E. KETCHUM	6th	Off Saipan	1 Betty
7-7-44	*2nd Lt. JEROME M. HANSEN #2nd Lt. WILLIAM K. WALLACE	6th	Off Saipan	1 Betty
10-21-44	Capt. CHARLES W. TENNANT	19th	Minami Rock	1 Nick
11-2-44	*1st Lt. FRANCIS O. EATON #2nd Lt. JAMES E. KETCHUM	6th	Off Saipan	1 Betty
11-3-44	Major WARREN K. ROESER	Hq	Pagan Island	1 Betty
11-22-44	Major DE JACK WILLIAMS	19th	Truk	1 Zeke
11-22-44	1st Lt. BOONE N. RUFF	19th	Truk	1 Zeke
11-22-44	Major JOHN J. HUSSEY	73rd	Truk	1 Zeke
11-22-44	Capt. WILSTON H. PARK	333d	Truk	1 ZEKE
11-24-44	1st Lt. OWEN R. McCAUL	73rd	Off Tinian	1 Irving
11-27-44	1st Lt. WILLIAM D. FANCHER	333d	Pagan Island	1 Zeke
11-27-44	1st Lt. JAMES A. DeYONKER	333d	Pagan Island	1 Zeke
11-27-44	1st Lt. WILLIAM 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 J. LUSTIG	19th	Off Tinian	1 Zeke
11-27-44	1st Lt. DONALD C. KANE 2nd Lt. ROBERT B. MILLER 2nd Lt. GLENN L. ANDERSON	73rd	Saipan	1 Zeke
12-5-44	Major WARREN K. ROESER	Hq	Saipan	1 Myrt
12-8-44	Major WARREN K. ROESER	Hq	Iwo Jima	1 Zeke
12-19-44	Capt. CHARLES W. TENNANT 2nd Lt. HENRY M. STAMPE	19th	Iwo Jima	1 Zeke
12-25-44	*1st Lt. DALE F. HABERMAN #2nd Lt. RAYMOND P. MOONEY @Pvt. PATRICK J. FARELLY	6th	Off Saipan	2 Bettys

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Destruction of Enemy A/C, 1 June 1945, Continued.

<u>DATE</u>	<u>PILOT</u>	<u>SQDN</u>	<u>PLACE OF DESTRUCTION</u>	<u>NO. & TYPE A/C</u>
12-25-44	*1st Lt. ERNEST R. THOMAS #1st Lt. JOHN P. ACRE	6th	Off Saipan	1 Betty
12-26-44	*2nd Lt. MYRLE W. McCUMBER #F/O DANIEL L. HINZ @Pvt. PETER DUTKANIOZ	6th	Off Saipan	1 Betty
12-26-44	*1st Lt. JAMES C. CRUMLEY #2nd Lt. JEAN B. E. E. DESCLOS @Pvt. OTIS H. O'HAIR	6th	Off Saipan	1 Betty
2-26-44	*2nd Lt. ROBERT L. FERGUSON #2nd Lt. CHARLES A. WARD @Sgt LEROY F. MIOZZI	6th	Off Saipan	1 Betty
12-27-44	2nd Lt. ROBERT H. RESER	73rd	Iwo Jima	1 Nick
1-2-45	2nd Lt. MICHAEL DANYLO	19th	Off Saipan	1 Myrt
1-2-45	*2nd Lt. DONALD T. EVANS #2nd Lt. NICHOLAS R. DeVITA @Cpl. RAYMOND L. GOLDEN	6th	Off Saipan	1 Betty
1-2-45	*F/O JOHN J. SZPILA *F/O ALFRED H. BORGES	6th	Off Saipan	1 Frances
1-5-44	2nd Lt. HORACE D. BENNETT 2nd Lt. GERALD J. HEAGNEY	73rd	Iwo Jima	1 Hamp
1-14-45	Capt. JOHN J. OTTENSTEIN	333d	Truk	1 Zeke
1-14-45	2nd Lt. DONALD F. RIVAS	333d	Truk	1 Zeke
1-14-45	1st Lt. MARSDEN J. DUPUY	333d	Truk	1 Zeke
1-15-45	Capt. WILMUR M. McCOWN	73rd	Off Tinian	1 Myrt
2-11-45	Capt. JUDGE E. WOLFE	333d	Iwo Jima	2 Bettys
2-11-45	1st Lt. EVERETT L. BALKUM	333d	Iwo Jima	1 Betty
2-11-45	1st Lt. HENRY M. STAMPE	19th	Iwo Jima	1 Betty
2-11-45	2nd Lt. JOHN R. DONOHUE	19th	Iwo Jima	1 Zeke
2-11-45	1st Lt. WAYNE A. DUERSCHMIDT	333d	Iwo Jima	1 Zeke
2-11-45	F/O HARRY W. JAMES	333d	Iwo Jima	1 Zeke
4-30-45	1st Lt. EARL H. HARBOUR	73rd	Truk	1 Emily

* Pilot
Radar Officer
@ Observer-Gunner

For the Group Commander:



FREDERICK H. DEAMANT
Major, Air Corps,
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