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333rd FS

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

Exhibit I f

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.

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

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.

A. Good enroute, over target and return. Clouds .3 cumulus 3,000 to 3,500 feet.

B. Loud and clear.

Undetermined.

Total ammunition -- 4,260 rounds 50 cal. 456 rounds 20 mm.

Total gasoline consumption -- 4,000 gallons

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 northeast 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.

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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.

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533RD FIGHTER SQUADRON AAF, 318TH FIGHTER GROUP  
SEVENTH AIR FORCE, ARMY AIR FORCES PACIFIC OCEAN AREAS

Exhibit IIIa

10 Feb 45  
Capt Judge E.  
Wolke after  
shooting down  
two Bettys



Exhibit IIIb

10 Feb 45  
F/O Harry W.  
James after  
shooting down  
one Zeke



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PROVISIONAL SQUADRON MISSION REPORT # 2-3 -- CONTINUED

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

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(Group Mission Report # 2-12)

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

JUDGE E. WOLFE,  
Capt., Air Corps.

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, 90 degrees and closed to about 50 feet. I turned to the right to avoid the B-24s, 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.

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

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 sparks 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 and with the photo plane.

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

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 at 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.

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 roll 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.

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

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

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

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

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

TRUE COPY: -

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

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