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P.R.O

HISTORY
 47th FIGHTER SQUADRON
 MAY 1945

14

DECLASSIFIED
 DOD DIR 5200.9

10000000

5-1382-51

47th Fighter Squadron, 15th Fighter Group, VIII Fighter Command, Army
Air Forces, Pacific Ocean Area.

P.R.C.

59-

1. Date of arrival and departure from each station occupied in this theater:

Negative.

2. Losses in action:

Negative.

3. Awards to and decorations of members of this organization:

Negative.

4. Organizational changes:

Negative.

5. Strength, Personnel:

a. First day of month: 68 Officers, 254 Enlisted Men.

b. Last day of month: 68 Officers, 252 Enlisted Men.

6. Strength, Aircraft:

a. First day of month: 27 P-51B's.

b. Last day of month: 28 P-51B's.

7. Losses, operational:

4 P-51B's.

DECLASSIFIED
DOD DIR 5200.6

100058550

5-1382-51

~~SECRET~~

ORGANIZATIONAL HISTORY

1 - 31 May 1945

During the month of May Squadron activities were confined more or less to routine business rather than to a succession of outstanding events as was the situation during the first three months on the Island. The inclement weather perhaps more than any other factor contributed to this condition.

Throughout the month there were thirteen missions flown, four to the Japanese mainland, seven to Chichi Jima and two interceptions. The weather played havoc not only with the flying but also prevented a great deal of maintenance from being carried out which would ordinarily have been possible. As a result, for the first two weeks there were difficulties encountered such as rough engines, corroded landing gear, down locks and hydraulic control valves. During the last week two airplanes landed and their tail wheels failed to lock down, the extent of damage causing both ships to be sent to the Service Group.

The efforts of the Communication Section were not hampered by weather or any other reason for without fail the planes were met after each flight and any defects in the performance of the radios, as observed by the pilots, were remedied immediately. Before each mission to Japan, each ship's radio DU and IFF were checked and regulated so that they would operate at top efficiency. Five new planes were assigned to the Squadron and each was equipped with the RT - 34/APS - 13 tail radar set. This equipment is now being removed to be replaced by DU installations. On 5 May, CWO Addington became the Section Head,

~~SECRET~~

Organizational History, 47th Ftr Sq,
AAF, 1 - 31 May 1945 contd.

replacing Lt. Oronsky.

The Armament Section in their firm belief of the old adage "spare the rod and spoil the child", took advantage of opportunities not to spare the rod and spoil the guns. Consequently most of their time was spent with a cleaning rod, oil brush and the proverbial "elbow" grease. On the other hand, circumstances necessitated frequent gun changes averaging more than five sets of guns daily. Pay off, only nine stoppages for the entire month. The five new P-51D-25NA's received toward the end of the month were equipped with the new K-14 computing gunsight. In conjunction with the general maintenance of the guns in the planes, all small arms weapons were inspected by the Ordnance Section and found to be in good condition. Lt. Leaver assumed the duties of the 15th Fighter Group Armament and Ordnance Officer during the mainland leave of Capt. Hlandford. Capt. Bright became temporary Armament Officer for the Squadron.

One of the most consoling bits of information to come from the Medical Section for the month is that there were no injuries resulting from aircraft accidents. Nor was there any undue prevalence of acute communicable diseases for this month. Ninety-five patients were seen, two hundred and thirty-seven treatments were administered. One of the patients was hospitalized at the 232nd General Hospital and three patients were admitted to quarters at Group Dispensary. Fifty-five man days were lost in hospitals and quarters.

Organizational History, 47th Ftr Sq,
AAF, 1 - 31 May 1945 contd.

Pilot status beginning of the month was fifty-seven. At the close there were fifty-one pilots assigned to the Squadron. Major Markham assumed command of the Squadron until Major Piper returned on the 20th from rest leave in Oahu. Capt. Obenshain became Operations Officer. Capt. Pepin, Lts., Sher, Scamara and Jennings also returned from Oahu on 8 May 1945. Additions to the pilots roster were Lt. Hutchinson and F/O Powell who were assigned to the Squadron on 10 May. Major Anderson was attached to our unit for flying only. In addition to these changes already made in personnel, on 23 May Capt. Powell became Operations Officer and Capt. Condrick, although still on DS in the mainland attending Gunnery School, was made Ass't Operations Officer. On 31 May Cpts., Obenshain, Pepin Down and Betner left for reassignment back to the states.

Total flying time for the month was 988:25 hours. Tactical time 595:05 and CAP time 163:45. Seven Chichi Jima strikes were performed by our Squadron during the month, bombing and strafing Susaki Airfield and radio stations there. Two major escort missions were conducted by our aircraft during the month, 19 May and 29 May. Two fighter sweeps were run during the month, 8 May and 25 May. Fighter sweep of 25 May our Squadron destroyed one Jap fighter on the ground and damaged 6 more also on the ground. Two special scrambles were performed. May 10, eight of our aircraft were scrambled to intercept bogies at 1700 but no enemy aircraft were sighted. Then again on the 28th, seven aircraft intercepted and escorted 506th fighter planes returning from Tokyo strikes. Training


HISTORY OF THE COMMAND SECTION

1 - 31 May 1945

An increased amount of activity coupled with the normal daily work in the Command Section kept the entire staff well occupied with their work for the entire month. Perhaps the biggest thing to happen was the advent of the Readjustment Plan. The work which involved bringing the officers' and enlisted men's Readjustment Cards up to date necessitated Sgts. Conn and Wilcox to really dig in so that each card in the organization would be complete and correct as of "R" Day. The work was exceptionally well done as shown by each man's initial approving his status on the card with a minimum of criticism from the men.

A mildly accepted action, in lieu of rotation for the old timers in the Squadron, was to see a quota allotted to the organization to send one officer and five enlisted men back to the Mainland for Temporary Duty Rest and Recreation. The officer returned to the Mainland was Major Strother, while S Sgt. Whidden, S Sgt. Geroli, S Sgt. Balasi, S Sgt. Mickle, and Sgt. Seick comprised the enlisted group. The officer and enlisted groups spent over thirty six months overseas before they were granted the well earned 45 days in the Mainland.

A seven day period, exclusive of travel time, of rest and recuperation on the Island of Oahu was granted to Captain Down, 1st Lieutenants Ayres, Bascus and Mitchell, and 2d Lieutenants Barlow and Soanara. These pilots well earned their rest period after completing several hazardous missions over the Islands of Japan and the Bonin group.



History of the Command Section,
47th Ftr Sq, AAF, 1 - 31 May
1945, contd

Felicitations were extended to some members of the Squadron when their promotion orders were received in the Squadron. Captain Theon E. Barkham was promoted to the grade of Major; 1st Lieutenants Bernard F. Bjorseth, Richard J. Condrick, and Henry G. Sanders were promoted to the grade of Captain; 2d Lieutenants Robert A. Worton, Allen B. White, Donald O. White, Emil A. Schroeder, Jr., and Roy E. June were promoted to the grade of 1st Lieutenant while Privates Anthony R. Getkoaky and Edward B. Nowisak were promoted to the grade of Private First Class.

During the month a change in command occurred when Major John A. Piper was relieved from duty as Commanding Officer of the Squadron and assigned to Headquarters and Headquarters Squadron, VII Fighter Command, AAF. Major Piper's successor was Major Barkham who has been a pilot officer in the Squadron for approximately twenty five months.

The balance of personnel was kept at an approximately even level during the month, the number of men leaving and new personnel being assigned to the Squadron being just about the same. One officer, Captain Richard H. Hintermeier, was reassigned to the mainland, while Captain Richard J. Condrick was attached to the AAF Instructors School, Foster Field, Texas. T Sgt. Argo M. Farrelle was the fortunate enlisted man to be rotated to the mainland just before the rotation policy for this theater was rescinded. Transferred from the Squadron were Cpl. Jack Malone who was assigned to the 15th Fighter Group and Pfc. Robert D. Adams who was assigned to the 549th Night Fighter Squadron. The gains for the Squadron during

History of the Command Section,
47th Ftr Sq, AAF, 1 - 31 May
1945, contd

the month consisted of Major Truman F. Anderson being attached for duty from Headquarters 15th Fighter Group, AAF, and the assignment of 2d Lieutenant Eric W. Hutchison and Flight Officer Harold E. Powell, all pilots. Enlisted men assigned as replacements for rotated personnel were N Sgt. John H. MacQuarrie, S Sgt. Lester J. Saucier, S Sgt. Harold R. Mattson, S Sgt. John B. Mauldin, and S Sgt. Lewis D. Dickorhoof. Assigned to this organization from the 15th Fighter Group, AAF, was Cpl. Kenneth E. Houchin.

The temporary absence of Major Strother from the Executive Officer's position placed Captain Ormal E. Kiesling in the position of Acting Executive while 1st Lieutenant Philip Grossky was relieved from Communications Officer to act as Squadron Adjutant. CWO Addington assumed the duties of Communications Officer. Other changes occurring in the Command Section were the assignment of Cpl. Charles E. Bush to File Clerk and Pfc. Charles A. Collier to Mail Clerk.

An unusual piece of excitement occurred to the Command Section during the period of high winds and rain, 14 - 15 May. The Command tent which was never in good shape, but still the best to be offered, could not weather the storm and consequently was blown over and damaged beyond repair. However, through the action of S Sgt. Nylis with the aid of the section's staff, all records, files, paper work and furniture were preserved to such an extent that the damage inflicted was negligible. Actually the storm did the section some good; as a result the section was given a spanking new squad tent, thirty two feet by sixteen feet, to work in.

~~TOP SECRET~~

HISTORY OF THE ENGINEERING SECTION

1 - 31 May 1945

During the month of May, T/Sgt. Argo M. Parrelle, who had been in the Squadron since it was organized was sent back to the States on rotation. S/Sgts., Mickle, Balosi, Whidden and Geroli also returned to the States for a 45 day furlough.

The first two weeks, the weather was rather damp and it was not possible to do much maintenance. The usual difficulties were encountered due to the damp weather, such as rough engines, corroded landing gear down locks and hydraulic control valves. During the last week two airplanes landed and the tail wheel failed to lock down. As a result the rudder and vertical stabiliser were damaged to such an extent that both ships were sent to the Service Group.

T/Sgt. Weibel and S/Sgt. Winiasz went to Guam to work on five new airplanes for the Squadron. These airplanes were delivered to Iwo and the following men were assigned as crew chiefs: S/Sgt., Pipek, Winiasz and Cnaidalka and Sgts., Carlton and Steffy. At the same time, three airplanes were transferred to the 45th Fighter Squadron. This brought the total assigned airplanes to 31 for the Squadron. We transferred two planes to the 490th Air Engineering Squadron for repair and lost one airplane which brought our total aircraft in the Squadron to 28 at the end of the month.

CLETUS J. OSTER,
Capt., Air Corps,
Engineering Officer.

~~TOP SECRET~~

HISTORY OF THE COMMUNICATION SECTION

1 - 31 May 1945

During the month of May the Communication Section of the 47th Fighter Squadron carried on its work of maintaining all communication equipment of the squadron. The planes were met after each flight and any defects in the performance of its radio, as noted by the pilot, were remedied immediately. Before each mission to Japan, each ship's radio, DU, and IFF was checked and regulated so that it would operate at top efficiency on the coming mission.

In order to keep a uniform schedule and to avoid confusion in changing shifts and furnishing men for various Squadron details, S/Sgt. McCain was assigned supervision of the Squadron teletype and switchboard. Cpl. Angelo Marino was assigned to the section and was assigned duty as a telephone switchboard operator.

On 5 May 1945 Chief Warrant Officer Addington became the Section Head. He replaced 1st Lt. Orensky who became Acting Squadron Adjutant.

During May, five new planes were assigned to the Squadron. These new planes were equipped with the RT-36/APS-13 tail radar set. This equipment is now being removed to be replaced by DU installations.

ERNEST E. ADDINGTON,
CWO., Air Corps,
Communication Officer.

HISTORY OF THE MEDICAL SECTION

1 - 31 May 1945

On 1 May 1945 Sgt. Moreno, Cpl. Malone and Pfc. Potter were transferred to Group Medical Section. Cpl. Malone was promoted to the grade of sergeant and placed in charge of supplies for the Consolidated Group Dispensary. Cpl. Houehia and Pfc. Rasmussen were transferred from Group to the 47th Fighter Squadron Medical Section.

There has been no undue prevalence of acute communicable diseases for the month of May. Ninety-five patients were seen, two hundred and thirty-seven treatments were given during the month. One patient was hospitalized at the 232nd General Hospital and three patients were admitted to Quarters at Group Dispensary. Fifty-five man days were lost in hospitals and quarters.

There were no injuries resulting from aircraft accidents during the month.

Conditions most commonly seen at the Dispensary are otomycosis and trichophytosis. These diseases are prone to occur in warm humid climates such as is present at Iwo Jima.

An unusual case of "Drug Sensivity" was observed this month. Cpl. Cousins was admitted to the Dispensary with a papular erythematous rash present only on the hands, forearms, feet and legs; there was no elevation in body temperature. The following day the rash had spread over the entire extremities and had begun to involve the trunk. At this time the patient's temperature was 101 degrees. He was transferred to the 232nd General Hospital. On the 4th day, since the onset of the disease, the

History of the Medical Section,
47th Pbr. Sq, AAF, 1-31 May 1945, contd.

papules had disappeared in the region of the extremities and purpuric areas were observed. On the 6th day the patients's temperature was normal and all the papules had disappeared, being replaced by purpuric areas. On the 7th day exfoliation was observed in the region of the extremities. Etiology was apparently increased sensivity to tincture of merthiolate used as a remedy for trichophytosis.

JACK LAPIDES,
Capt., M.C.,
Flight Surgeon.

[REDACTED]

HISTORY OF THE OPERATIONS SECTION

1 - 31 May 1945

Pilot status beginning of the month was 57 pilots. At the close of the month of May, there were 51 pilots assigned to the Squadron. Capt. Markham was the Squadron Commanding Officer until Major Piper returned from rest period in Oahu on the 20th. Operations Officer was Capt. Obenshain. Capt. Popin, Lts. Sher, Scamara and Jennings returned from Oahu also on May 6, 1945. Lt. Hutchison and F/O Powell were assigned to the Squadron on May 10. Lt. Sidebottom was off flying status the entire month being hospitalised. Lts. Grover, Cameron and Norton returned from Oahu rest period May 20th. Capt. Down, Lts. Ayres, Eaccus, Mitchell, Barlow and Scanlan were placed on D/S to Oahu for rest period. May 24 Major Anderson was attached to our unit for flying. May 28 Capt. Powell became Operations Officer with Capt. Condrick as Ass't Operations Officer. Capt. Condrick was still on D/S to the Mainland attending Gunnery School during the month. Capts. Obenshain, Popin, Down and Betnar left for reassignment back to the States May 31st. Five new aircraft were assigned to our Squadron on the 25th being flown from Saipan by our pilots. These new planes were P-51D-25NA models.

May 12, Operations tent was flooded with water following a heavy rainfall to a depth of four inches. Also Operations received a new Royal typewriter. Research was conducted by Operations regarding pilot missions and plane missions against the enemy. This information was to be painted on the Squadron's aircraft.

Total flying time for the month was 988:25 hours. Tactical time

[REDACTED]

50-FT-47-117
 May 1945

History of the Operations Section,
 47th Flr Sq, AAF, 1 - 31 May 1945, contd.

595:05 and CAP time of 163:45. Seven Chichi Jima strikes were performed by our Squadron during the month, bombing and strafing Susaki Airfield and radio stations there. Two major escort missions were conducted by our aircraft during the month, 19 May and 29 May. Three fighter sweeps were run during the month, 8, 24 and 25th of May. Fighter sweep of 25th May one Squadron destroyed one Jap fighter on the ground and damaged 6 more also on the ground. Two special scrambles were performed. On 10th of May, eight of our aircraft were scrambled to intercept bogies at 1700 but no enemy aircraft were sighted. Then again on the 25th, seven aircraft intercepted and escorted the 506th fighter planes returning to Iwo from Tokyo. Training of aerial gunnery and formations were flown during our free days.

ACCIDENTS

Time	Place	Pilot	Remarks
5-28-45 1740	S. Airfield Runway 24	Lt. H. R. Weaver	Pilot landed with right brake locked the left gear collapsed and the plane went over on to the left wing.
5-29-45 1402	S. Airfield Runway 5	Lt. L. P. Sher	Landing accident after returning from LRM. Plane was hit over target damaging the tail wheel. Holes in wings caused the plane to drop in and loop.

~~SECRET~~

History of the Operations Section,
47th Ftr Sq, AAF, 1 - 31 May 1945, contd.

Time	Place	Pilot	Remarks
5-30-45 0930	S. Airfield Runway 23	Lt. H. F. Liddell	Tail wheel either failed to lock or come down causing plane to veer to the right.
5-31-45	S. Airfield	Lt. E. A. Schroeder	Tail wheel would not unlock. Plane nosed up.

WALTER H. POWELL,
Capt., Air Corps,
Operations Officer.

Organizational History, 47th Ftr Sq,
AAF, 1 - 31 May 1945 contd.

of aerial gunnery and formations were flown during our free days.

ACCIDENTS

Time	Place	Pilot	Remarks
5-23-45 1740	S. Airfield Runway 24	Lt. H. R. Weaver	Pilot landed with right brake locked the left gear collapsed and plane went over onto the left wing. Pilot O.K.
5-29-45 1402	S. Airfield Runway 5	Lt. L. P. Sher	Landing accident after returning from LHM. Plane was hit over target damaging the tail wheel. Holes in wings caused the plane to drop in and loop. Pilot O.K.
5-30-45 0930	S. Airfield Runway 23	Lt. H. F. Liddell	Tail wheel either failed to lock or come down causing plane to veer to the right. Pilot O.K.
5-31-45 0949	S. Airfield Runway 5	Lt. E. Schroeder	Tail wheel would not unlock. Plane nosed up. Pilot O.K.

AUSTIN J. BISKY,
1st Lt., Air Corps,
Ass't, Intelligence O.

~~SECRET~~

HISTORY OF THE TECHNICAL SUPPLY SECTION

1 - 31 May 1945

The first half of the month of May was rather uneventful for Tech Supply, the reason being that the weather was such that there was little flying. Therefore the normal wear and tear and breakage of parts was minor.

Later in the month receiving of P-51B-25's caused a temporary difficulty in supply. The combat tank fittings were of a different size necessitating larger rubber grommets in the wings. These were eventually found to be merely larger sized packing O rings and were stocked with the 611th Material Squadron.

Pressure lines for the P-51B-25's are not at present stocked with the 611th Material Squadron and are being locally manufactured by the 490th Engineering Squadron.

The use of the 165 gallon tanks also had its accompanying troubles. These tanks require a different sized set of sway braces when used on P-51B's and also have to be locally manufactured pending receipt of sway brace kits from the Guam Air Depot. For this purpose Group Engineering had us order a large amount of material for local manufacture.

We have, as we've had before, had some difficulty in ordering parts which are in turn parts of major accessory assemblies. We overcome this difficulty to a certain extent by ordering the major assemblies to get the part desired. This is naturally not normal procedure, but was done to prevent grounding a plane for needed parts.

~~SECRET~~

JOHN R. EVANS,
2nd Lt., Air Corps,
Tech. Supply Officer.

HISTORY OF THE ARMAMENT SECTION

1 - 31 May 1945

May saw the Armament Section spend most of its time with a cleaning rod and an oil brush. Wet weather cancelled many scheduled long range missions and necessitated frequent gun changes.

T/Sgt. Nelson, the section's technical inspector, kept armorers in the gun changing habit with an average of more than 5 sets of guns a day. This system paid dividends in that there were only nine gun stoppages for the entire month.

Five new P-51D-25NA's were received toward the end of the month. These planes were equipped with the new K-14 computing gunsight.

Lt. Leaver took over the duties of 15th Fighter Group armament and ordnance officer during the mainland leave of Capt. Blandford. Capt. Bright became temporary armament officer for the Squadron.

Sgt. Swick, C Flight Chief, received a furlough and left for the States by plane.

THOMAS E. LEAVER,
1st Lt., Air Corps,
Armament Officer.

~~SECRET~~HISTORY OF THE ORDNANCE SECTION

1 - 31 May 1945

All small arms weapons were inspected by the Ordnance Section during the month. These weapons were found to be in good condition.

Ammunition expended during May are as follows:

Cartridge, Caliber .50, AG, belted, 1 AF-1 I - 1 AP - 1E - 1 T 28926	
Bomb, 500 lb., AN-M-64	48
Fuse, Bomb Nose, AN-M103	48
Fuse, Bomb Tail, AN-M101A2 (with .025 delay)	16
Fuse, Bomb Tail, AN-M101A2 (with non-delay)	32

ALBERT J. CARLETTI,
1st Lt., Ordnance,
Ordnance Officer.

HISTORY OF PERSONNEL SUPPLY

1 - 31 May 1945

The month of May has been very eventful for our Squadron Personnel Supply Section. All the up and downs, moans and cries of our enlisted men and officers have been smoothed out very efficiently. The most important factor however is the starting of the Q.M. Laundry. The laundry is Free of Charge which everyone welcomed with a bright smile and a full barracks bag of dirty clothes. The laundry started operation for the first time for the 47th Fighter Squadron on the 29 May 1945, and with very few minor exceptions, was a total success and a great help to all.

EUGENE A. BROADBENT,
1st Lt., Air Corps,
Supply Officer.

~~SECRET~~
HISTORY OF THE MESS HALL

1 - 31 May 1945

After three months of waiting, construction has started on the new Squadron mess hall. The 95th M.C.B. is doing the work and from all indications it will be one of the best this Squadron has ever had.

The Mess Hall we are using now was constructed by the men in the Squadron and is far too small to put out the meals we would like to, however, with our new and larger building we will be able to give the men the little extras that makes life on these unbearable islands worth living.

Routine duties were carried out with a slight improvement in food over last month.

EUGENE A. BROADBENT,
1st Lt., Air Corps,
Mess Officer.

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HISTORY OF THE TRANSPORTATION SECTION

1 - 31 May 1945

Activities for this section during the month of May are as usual. The drivers continuing their usual schedule between the maintenance area and living quarters.

Weekly inspections were completed as vehicles were due. As yet none of the squadron vehicles have become due for their 6000 mile inspection.

Two 1/4 ton 4 x 4 Fords were transferred to the 15th Fighter Group Headquarters.

Spare parts are still a problem, some vehicles have been deadlined due to this reason.

ALBERT J. CARLETTI,
1st Lt., Ordnance,
Automotive Officer.

~~SECRET~~HISTORY OF THE INTELLIGENCE SECTION

1 - 31 May 1945

On 2 May the S-2 Section moved bodily to an air raid shelter located in the officers living area. The shelter offers more space and is convenient for all officers. Immediately steps were taken to decorate the shelter and make it suitable for briefing.

A training program was instituted consisting of a series of lectures on the geography of Japan and on 30 of the most important airfields. Lt. Hisky is handling the role of lecturer very capably being naturally very talkative. Also recognition classes were started again for new pilots and are being planned for old pilots as well.

A Squadron briefing was conducted for every mission although in most cases the missions were never run due to weather. Interrogations were carried on as usual and photographs taken. Several are attached.

Due to exceptionally adverse weather conditions only four long range missions were run during the month. On 8 May the Squadron was part of high cover for the 21st Group strafing Hinomaru Airfield southeast of Tokyo. There was an overcast over the mainland except for breaks one of which were over the target area. The formation was forced down to 3500' by weather and over the airfield ran into the heaviest AA fire this Squadron has yet encountered. All of our pilots confessed that they said a little prayer when the AA opened up and was all around and in between them. Fortunately no plane from this Squadron was lost.

On 19 May an escort mission over Tadikawa was run. An overcast

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History of the Intelligence Section,
47th Ftr Sq, AAF, 1 - 31 May 1945, contd.

was encountered 25 miles off the mainland and the formation attempted to go through but had to turn around and return. Lt. Frick had engine trouble, got separated, went over the mainland, received flak and finally tagged on to a B-29 and managed to get away.

On 24 May, a strike force took off to strike Misaki Airfield but had to return on account of weather. The same mission was tried on the 25 May and many of our planes which had been standing out in rain for about a week developed various defects and had to return. Seven planes of this squadron strafed the target destroying one Tojo and damaging six. All of our planes returned.

On 29 May an escort mission was run over Iokohama with excellent results. Three Zeke, one Hamp and one Nick were destroyed. One Zeke and one Oscar were probables and one Oscar was damaged. All of our planes returned although the one Lt. Shar was flying was a little the worse for wear as it had 12 holes in it some 11 to 12 inches wide resulting from being on the wrong end of a Zeke. Lt. Shar's tail wheel was shot out so he made a rather definite ground loop on landing totally destroying the plane. He was uninjured.

In addition, seven missions were run to Chichi Jima with no particular results. Radio station #7 still serves as a good airdrop point but it is reported in excellent condition. Misaki Airfield is still inoperational and no planes were encountered. No enemy ships were seen. AN weapon fire is still considered dangerous at Chichi, although heavy

[REDACTED]

History of the Intelligence Section,
47th PIR Sq, IAF, 1 - 31 May 1945 contd.

AA fire is seldom seen.

The total number of planes destroyed by this Squadron and confirmed by the Group Claims Board since coming to two is 22 in the air and 3 on the ground as follows:

Capt. Bright	-----	4 ✓
Major Markham	-----	2 1/2
Lt. Grover	-----	2 1/2
Capt. Dorn	-----	2 1/2 (1 on ground)
Major Searney	-----	2 (Sp. Officer flying with 47th)
Lt. Casson	-----	2
Capt. Mintonsier	-----	3 1/2
Lt. Tyler	-----	1 1/2
Lt. Worton	-----	1
Capt. Condrick	-----	1
Lt. Bacous	-----	1
Lt. Sidbottom	-----	1 (on ground)
Lt. S. Jones	-----	1 (on ground)
Lt. Squicker	-----	1/2
Lt. O'Hara	-----	1/2
Major Piper	-----	1/2
		<u>25</u>

Added to the seven planes shot down by pilots of this Squadron on 7 December 1941 the total number of enemy aircraft destroyed is 32 as of the close of business at the end of May.

~~_____~~
HENRY O. SANDERS,
3 Capt., Air Corps,
Intelligence G,

~~CONFIDENTIAL~~
 15TH FIGHTER GROUP AAF
 A.P.O. # 86

1 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #5-1
 15TH FIGHTER GROUP MISSION #5-1

1. A. Four (4) P-51's of the 47th Fighter Squadron.
 B. None
2. A. None
 B. None
3. Dive Bomb and Strafe Chichi Jima.

Take Off: 0926 Over Target: 1025-1040 Pancake: 1120

Red Invader of the 45th Fighter Squadron, Yellow Invader of the 47th Fighter Squadron and Blue Invader of the 78th Fighter Squadron proceeded to Chichi Jima between 350 and 400 mph climbing gradually until reaching an altitude of 8,000' before approaching the island from the East. Before making run, Squadrons changed to string formation passing over the target with the 45th Fighter Squadron leading, 47th next and 78th last. Bombing and strafing run was started from 1800' at 375 mph with pull out at 1,000'. Because of the cloud coverage it was difficult to observe hits, however, Lt. Tyler managed to observe 4 direct hits on Radio Station #7 and Lt. White, A. observed 2 hits 200 yards West of the target. There was no enemy action or flak received. Flights rendezvoused over Minami Jima at 5,000' returning to Iwo Jima pancaking at 1120.

~~CONFIDENTIAL~~
47th Fighter Sq. Mission Rpt. #5-1
1 May 1945 cont'd.

5. A. 8/10ths cover, Visibility above overcast unlimited.
Visibility under overcast 12 miles.

B. Good.

6. Unknown.

7. 1663 rds. .50 cal. ammunition expended.

8 - 500 lb. AN-M-64 with AN-M-103 nose fuse .1 second delay.

AN-M-102A2 tail fuse .025 second delay.

445 gallons of gas consumed.

8. None.

~~CONFIDENTIAL~~

15TH FIGHTER GROUP AAF
A.P.O. # 86

1 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #5-2
15TH FIGHTER GROUP MISSION #5-2

1. A. Six (6) P-51's of the 47th Fighter Squadron.
B. None.
2. A. None.
B. None.
3. Strafe and Dive Bomb Chichi Jima.
4. INVADER RED: Capt. Brunette, F/O Jones, Lts., Tyler, Kiggins.
INVADER GREEN: Lts., O'Mara, Mitchell. (Josephine Escort).
Take Off: 1507 Over Target: 1600-1605 Pancaked: 1644

Invader Red of the 47th Fighter Squadron, Invader Yellow of the 78th Fighter, Invader Blue of the 45th Fighter Squadron, and Invader Green (Josephine Escort) of the 47th Fighter Squadron were airborne at 1500. Flights proceeded on a vector of 20 degrees, 245 mph. at 10,000' to Chichi Jima. Approaching from SW after reaching N end of airfield, Capt. Brunette rolled over and started his bombing-strafting run in element formation from 12,000' released at 6,000' and pulled out at 1,000'. Continuing on Invader Red Flight strafed in TA 18A BGL, 170V, 155 A. Direct hits were observed in TA 212 TX, 198 C. Other hits were observed on the east side of runway. Bursts of flak were seen at 5,000'.

~~CONFIDENTIAL~~
47th Fighter Sq. Mission Rpt. #5-2
1 May 1945 cont'd.

Red 1 received a dent in right aileron. Red 4 received a hit in spinner.

No enemy interception encountered. Flak was light but accurate. After completing run, flights met at rally point at 3,000', 5 miles S of Chichi Jima, returning at 10,000' at 200 mph. increasing to 300 mph. from Kita to Iwo Jima.

Green Flight orbited 5 miles W of Yagi Mt. increasing and decreasing altitude from 10,000' to 3,000'. Hits were observed in TA 212 T, 198 C and 184 C.

5. A. Cavu.

B. Good.

6. Undetermined.

7. 533 gals. of gas consumed.

4391 rds. of .50 cal. ammo expended.

8 - 500 lb. AN-M-64 bombs with AN-M-101A2 tail fuse non delay and AN-M-103 nose fuse instantaneous.

8. None.

[REDACTED]

15TH FIGHTER GROUP AAF
A.P.O. # 86

7 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #5-3
15TH FIGHTER GROUP MISSION #5-3

1. A. Four (4) P-51's of the 47th Fighter Squadron.
B. None
2. A. None
B. None
3. Bomb and Strafe Susaki Airfield, Chichi Jima.
4. INVADER BLUE: Lts., Bacus, Lindell, Need, Fitzgerald.

Take Off: 0930 Over Target: 1025-1035 Pancake: 1136

Invader Blue was airborne at 0930. After proceeding to Chichi Jima on a vector of 30 degrees at 10,000' at 230 mph, flight approached target, Susaki Airfield, from SE. Bombing and strafing run was started from 11,000' pulling out at 6,000'.

Lt. Fitzgerald, Invader Blue 4 observed five (5) hits and gray smoke from TA 212 R & W. Three (3) hits were long. Light M/G fire was received from TA 212 O & B. One black burst of flak was observed at 8,000' from TA 185 A & J.

Flight rendezvoused 5 miles S of Chichi and returned at 5,000' at 350 mph. pancaking at 1136.

5. A. Good.
B. Poor.
- [REDACTED]

████████████████████
47th Fighter Sq, Mission Rpt. #5-3
7 May 1945 cont'd.

6. Undetermined.

7. 496 gals. of gas consumed.

1008 rds. of .50 cal. ammo. expended.

8-500 lb. AN-M-64 bombs with AN-M-103 nose fuse instantaneous and
AN-M-101A2 tail fuse non-delay.

8. None.

~~SECRET~~
 15TH FIGHTER GROUP AAF
 A.F.O. # 86

8 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #5-4
 15TH FIGHTER GROUP MISSION #5-4

1. A. Sixteen (16) P-51's of the 47th Fighter Squadron.
 B. None.
 2. A. None
 B. None
 3. Cover for Strafing Mission on Kiseru Airfield, Tokyo Area.
 4. RED FLIGHT: Capt. Markham, Lt. Col. Rogers, Lts., Mitchell, Heintz.
 YELLOW FLIGHT: Capt. Brunette, Lts., Locke, Baldwin, Liddell.
 BLUE FLIGHT: Capt. Powell, Lts., Barlow, White A., Weaver.
 GREEN FLIGHT: Capt. Bright, Lts., Klesalg, Ryniker, Wagner.
- Take Off: 0925 Landfall: 1315
 Rendezvous: 0950 Rally: 1330
 D.P. : 1242 Landed: 1630

Over Target: 1300-1310

Squadron began taking off at 0921 and was airborne at 0925. There was an overcast over field from 700' to 900' and from 5,000' to 6,000'. Rendezvous Point was reached at 0940 and formation was on course at 0950. On the way to target there was a solid overcast at 14,000' and an undercast top varying from 6,000' to 10,000'. Speed to D.P. 210 to 215 mph. Arrived at D.P. at 1242 and formation orbited

[REDACTED]

47th Fighter Sq. Mission Rpt. #5-4
8 May 1945 cont'd.

until 1252 studying the weather. Arrived over Kisarazu at 1300 and found target visible through scattered clouds. Squadron height over target varied from 3,500' to 6,000'. Overcast was at 7,500'. Squadron was still in mutual support formation until about 2 minutes after arriving at target and when about 2 miles from the field, suddenly intense accurate flak was received which continued as long as Squadron was over target. Heavy A/W fire was received with tracers being seen between planes and 2 planes being hit. Flak was black and grey bursts and was tracking. Was slightly trailing generally accurate as to height. Flights separated to get out of flak. Flashes seen to E and N of field.

Other Group could be seen strafing field and several fires were observed on field. Also 2 twin engine planes were left unharmed. Other Group continued to strafe non-military targets civilians and towns.

Squadron continued to cover field until 1310 orbiting and varying direction and altitude. Flak bursts were all around even over bay. Bursts could be felt and heard in the planes. When all the other Group had left target, Squadron proceeded to alternate target which was socked in. On way to rally point Yellow Flight strafed 2 boats approximately 75' long off Hojima-Zaki with undetermined results. Rally point was reached at 1330 and Squadron all came home with Cyclone 2 at speed of 240 mph. On return trip weather was worse with overcast at 8,000', one undercast at 1,000' and another at 3,000'. Squadron flew from 8,000' down to deck. Landed at 1430.

[REDACTED]

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47th Fighter Sq. Mission Rpt. #5-4
8 May 1945 cont'd.

5. A. Going - Overcast 14,000' undercast top from 6,000' to 10,000'
Over Target - Hole over Kisaresu with scattered clouds at 3,000'.
Return - Overcast 8,000' undercast at 1,000' and 3,000'.
B. Good.
6. 2 boats 75' long strafed with undetermined results.
7. 6,451 gals. of gas consumed with average left per plane 85.5 gals.
3,790 rds. .50 cal. ammo expended.
8. Need at least 6 Navigating B-29's. Weather forecast grossly inaccurate. Altitude too low for cover. Many pilots deplored strafing of non-military targets by 21st Group. All pilots felt that they were extremely fortunate to get out without being hit by flak which had them bracketed.

~~SECRET~~
15TH FIGHTER GROUP AAF
A.P.O. # 86

10 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #5-5
15TH FIGHTER GROUP MISSION #5-5

1. A. Eight (8) P-51's of the 47th Fighter Squadron.

B. None.

2. A. None

B. None.

3. Interception.

4. RED FLIGHT: Capt. Powell, Lts., Weaver, June, Barlow.

YELLOW FLIGHT: Capt. Betner, Lts., Balak, McCormick, Kinsey.

Take Off: 1700

Parachuted: 1915

Both flights scrambled from stand by to point near altitude 10,000' took a vector of 350 degrees until almost to Kita Rock. Orbited there for 10 minutes. Took a vector of 270 degrees for 10 minutes and then orbited looking for bogie. No bogie was sighted so after 20 minutes, started a patrol East and West just south of Kita. Flew 15 minutes in each direction. At 1855 Red Leader requested permission to land before dark but permission refused because of alert on island. At 1905 ordered to land. DU'd to island and landed at 1915.

5. A. Clouds 3500' to 4,000' 3/10ths. Visibility 15 miles.

B. Good.

6. None

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47th Fighter Squadron Mission #5-5
10 May 1945 cont'd.

7. 1720 gals. of gas consumed.

8. None.

15TH FIGHTER GROUP AAF
A.P.O. # 86

11 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #5-6
15TH FIGHTER GROUP MISSION #5-7

1. A. Four (4) P-51's of the 47th Fighter Squadron.
B. None
2. A. None
B. None.
3. Dive Bomb and Strafe Radio Station No. 6, Chichi Jima.
4. INVADER YELLOW: Capt. Pepin, Lts., Sher, Scamara, Tillman.

Take Off: 0755 Over Target: 0905-0910 Landed: 0945

Flight was on course for Chichi Jima at 0810 and sighted Chichi at 0845. Yellow Flight was the first flight to make a pass and run was made from E to W in string of elements from altitude of 10,000' to 3,000' with release at 5,000'. First element continued out harbor entrance at 400 mph. and second element strafed Susaki Airfield on retiring observing no operational aircraft. Second element observed bombs of first element to be short. Second elements hits not observed. The only flak noticed was several bursts extremely inaccurate over the bay at 3,500' and one phosphorous bomb at the same place. Flights rendezvoused 5 miles S of Chichi and landed at 0945.

5. A. Cavu 2/10ths cover at 2,000'.
B. No trouble.

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47th Fighter Sq. Mission #5-6
11 May 1945 cont'd.

6. Undetermined.

7. 445 gals of gas consumed.

907 rds. .50 cal. ammo. expended.

8 - 500 lb. AN-M-64 bombs with AN-M-103 .1 second nose fuse

AN-M-102 .025 second tail fuse.

8. None.

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15TH FIGHTER GROUP AAF
A.P.O. # 86

19 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #5-7
15TH FIGHTER GROUP MISSION # 5-9

1. A. Sixteen (16) P-51's of the 47th Fighter Squadron.
B. None
2. A. None
B. None
3. Escort of B-29's Over Tachikawa, Tokyo.
4. RED FLIGHT: Capt. Obenshain, Lt. Col. Rogers, Lts., O'Mara, Dibelka.
YELLOW FLIGHT: Lts., Bjorseth, Elliott, Jennings, Jones, S.
BLUE FLIGHT: Major Wells, Lts., Fitzgerald, Schroeder, Frick.
GREEN FLIGHT: Capt. Pepin, Lts., Sher, Tyler, Seamara.

Take Off: 0806 Landfall: 1120 Rendezvous: 0820

Pancaked: 1332-1419

Squadron began taking off at 0806 and was airborne at 0810. Left Kita at 0840 on course. Half way up they encountered the strike force and flew up on their right 1,000' above. Most of the islands of the Nanpo Shoto were seen on the way up. Forty minutes from D.P. overcast seen ahead extending up to above 20,000'. Formation made an attempt to go around but it kept piling up in front so had to go in it. Fighters were separated from Navigating B-29's for about 10 minutes. Red, Yellow and Green Flights rejoined bombers at 21,000'. At 1115 a shore line

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47th Fighter Sq. Mission Rpt. #5-7
19 May 1945 cont'd.

was glimpsed momentarily. Invader 1 called at 1140 and Squadron made a 180 degree and started back for base. Flew through strike force of B-29's in overcast. Let down to 10,000' and returned at speed of 250 mph landing at 1330, 1332 and 1335.

The engine of Lt. Frick No. 4 of Blue Flight was cutting out as the formation climbed and he fell behind about a mile and couldn't contact Blue 1 on radio. The radio of Blue Leader had gone out. At 18,000' Blue Leader barely heard him and attempted to help Lt. Frick join a Dumbo by leading him to it. At this time all planes were in the overcast visibility $\frac{1}{2}$ mile at best. At this time Blue Flight couldn't see rest of Squadron and Lt. Frick in going over to B-29's couldn't see Blue Flight which tried to climb over the overcast and came out at 24,000' alone. Blue Flight received call from Red Leader that formation was returning so flew a vector of 168 degrees and 171 degrees to Hachijo. Called Navigating B-29's and Cloudhopper 4 said he would be back in 25 minutes at 13,000'. So flight orbited descending. Encountered a bomber flying East. Couldn't contact on radio but managed by sign language to convey this message that they wanted to return and the B-29 jettisoned bombs and led them home.. Also managed to get him on the radio finally. Landed at 1405.

Lt. Frick could not catch the B-29's that Blue Leader attempted to lead him to and was flying alone in the overcast with the engine cutting out. Was unable to DU. Encountered 4 planes of the 531st Squadron and

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47th Fighter Sq. Mission Rpt. #5-7
19 May 1945 cont'd.

attempted to tag on to them but couldn't keep up. Couldn't go over 185 mph at this altitude which was 18,000'. He then encountered 7 B-29's and followed them. By this time he was apparently well inland possibly over the target. Two flak bursts were received near the B-29's. He contacted a B-29 and after dropping its bombs it turned around and brought him back toward base for 10 minutes at which time they encountered Cyclone 4 in the overcast. Lt. Frick left the strike bombers and joined the Navigating B-29. They were then at 15,000'. Had to get B-29 to slow up so he could keep up. Below 10,000' was able to fly at 210 mph. When 15 minutes this side of Hachijo, they received call from Blue 1, 2, and 3 who were orbiting Hachijo. Started back after them and then heard Blue Flight contacting another B-29 so reversed course and returned to Iwo landing at 1419.

Premier Red 1 called in Green Dye Marker 10 miles East of Bayonnaise Rocks.

5. A. Weather - Overcast 100 miles from D.P. up to 24,000'. Stratus clouds. Visibility $\frac{1}{2}$ mile at times.
B. Good. Except for individual failures.
6. None
7. 5,180 gals of gas consumed. Aver. used per plane. 323.8 gals.
Aver. left per plane. 165.2 gals.
1020 rds. .50 cal. ammo. expended. (used to drop tanks)
8. None.

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15TH FIGHTER GROUP AAF
A.P.O. # 86

21 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 5-8
15TH FIGHTER GROUP MISSION # 5-12

1. A. Six (6) P-51's of the 47th Fighter Squadron.
B. None.
2. A. None.
B. None.
3. Dive Bomb and Strafe Radio Station No. 6 Chichi Jima.
4. INVADER RED: Capt. Bright, Lts. Sher, Jennings, Sczsara.

JOSEPHINE ESCORT: Lts. Tyler and Dibelka.

Take Off: 1443 Over Target: 1525 Pancaked: 1640

On take-off Lt. Dibelka hit a mud puddle thus losing control of the plane. Because of this he did not go on the mission. He was not injured and there was no damage to the plane.

Invader Red of the 47th Fighter Squadron, Invader Yellow of the 78th Fighter Squadron and Invader Blue of the 45th Fighter Squadron and Invader Green (Josephine Escort) of the 47th Fighter Squadron were airborne at 1443. Flights proceeded on a vector of 22 degrees, 230 mph at 10,000 feet to Chichi Jima. Flights flew 5 miles east of Chichi along the coast until starting their bomb run from SE on TA 243 G, H, L and M. All bombs were observed to hit in the target area. Josephine Escort confirmed this by observing large clouds of dust and smoke in target area.

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47th Fighter Sq. Mission Rpt. #5-8
21 May 1945 cont'd.

Flight continued on across the island in a north westerly direction strafing all the way. Reformated north west of the island and flew to Rally Point 5 miles south of the island. Joined Josephine Escort and proceeded back to base on east side of Haha Jima at a speed of 260 mph and an altitude of 5,000 feet. No flak was received on the mission. Radio tower in TA 263 E was observed to be completely burned out with the tower laying on the ground. Susaki Airfield appeared to be inoperational.

5. A. Good. Target clear with slight haze over island.

B. Good.

6. Unknown.

7. 550 gals. of gas consumed.

2264 rds. .50 cal. ammo. expended. 8 x 500# AN-M-64 Bombs with AN-M-103 .1 second nose fuse and with AN-M-102 .025 second tail fuse.

8. Suggest all flights join up after hitting target. Invader Red 1 observed TA 261 E to be in excellent condition and apparently never hit.

He thought it would be a good target for a future mission.

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 15TH FIGHTER GROUP AAF
 A.P.O. # 86

22 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 5-9
 15TH FIGHTER GROUP MISSION # 5-14

1. A. One (1) P-51 of the 47th Fighter Squadron.
 B. None.
2. A. None.
 B. None.
3. Escort to Josephine on Mission to Chichi Jima.
4. JOSEPHINE ESCORT: Lt. Dibelka.

Take-Off: 0620 Over Target: 0835-0845 Pancaked: 0935

Lt. Dibelka, flying escort to Josephine, was airborne at 0620 on a mission to Chichi Jima. Josephine and Escort were on course at 0735. Flight proceeded to Chichi on a vector of 10 degrees. At 0815 Haha Jima was spotted and the formation proceeded to Chichi down through the overcast and on the deck. The formation proceeded to the north along the coast at 300 feet. When reaching the northern part of the island the formation turned east and climbed through the overcast to 3,500 feet. Then turned west and flew over the islands. Unable to see due to the solid overcast they orbited for 15 minutes looking for an opening. At 0845 headed back for base. Pancaked at 0935.

5. A. 10/10ths base 500, tops 3,500 feet.
 B. Excellent with Dumbo B and base.

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47th Fighter Sq. Mission Rpt. # 5-7
22 May 1945 cont'd.

6. None.

7. No ammunition expended.

145 gals. of gas consumed.

8. None.

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15TH FIGHTER GROUP AAF
A.F.O. # 86

24 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 5-10
15TH FIGHTER GROUP MISSION # 5-15

1. A. Fifteen (15) P-51's of the 47th Fighter Squadron.
B. None.
 2. A. None.
B. None.
 3. Strafe Matsudo Airfield, Tokyo.
 4. RED FLIGHT: Lt. Col. Mitchell, Lts. Kriss, White A., Weaver.
YELLOW FLIGHT: Capt. Betner, Lts. Balak, Klessig, Kinsey.
BLUE FLIGHT: Lts. Ryniker, Locke, June, Jones S.,
GREEN FLIGHT: Capt. Brunette, Lts. Tillman, Baldwin, Van Zandt.
- Take-Off: 0909 Pancaked: 1309

Squadron began taking off at 0904 and was airborne at 0909. Rendez-
vous Point was reached at 0940 and formation was on course at 0950 at
9,000 feet. Formation had to keep climbing to 15,000 feet to keep on top
of clouds which kept building up. There was an overcast at 21,000 feet
and clouds up to 30,000 feet. Undercast and overcast appeared to meet
and dark blue clouds seen ahead when formation turned around at 1100.
B-29's had separated apparently flying individual instruments. Radio of
Lt. Col. Mitchell was out and prevented him from calling formation. Red

~~SECRET~~

47th Fighter Sq. Mission rpt. 5-10
24 May 1945 cont'd.

Flight landed at 1300, Yellow 1305, Blue 1308 and Green at 1310.

5. A. Weather - Undercast built up to 16,000 feet. Overcast coming down to 21,000 feet. Appeared to meet on course with clouds up to 30,000 feet. Visibility 10 miles, between layers. Clouds blue or black ahead.

B. Comm. - Someone apparently had DU on transmit jamming A Channel.

6. None.

7. Gas. - 3500 gals of gas consumed.

Ames. - None.

8. Squadron needs more briefing on SOP if Squadron Leaders radio goes out. B-29's were flying through tops of clouds. Could have flown same course over tops as Green Flight flew same course and was never in clouds although they could not see B-29's all the time. Green Flight 2,000 feet above.

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15TH FIGHTER GROUP AAF
A.P.O. # 86

25 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 5-11
15TH FIGHTER GROUP MISSION # 5-16

1. A. Seven (7) P-51's of the 47th Fighter Squadron.
B. One (1) Grace.
2. A. None
B. 1 Tojo destroyed by Lt. Jones, S. on ground.
1 Tojo damaged by Lt. Col. Mitchell on ground
1 Tojo damaged by Lts., White, A., and Weaver on ground.
1 Tojo damaged by Lt. Kriss on ground.
1 Tojo damaged by Capt. Brunette on ground.
1 Tojo damaged by Lt. Jones, S. on ground.
1 Tojo damaged by Lt. Tillman on ground.
3. Strafe Matsudo Airfield, Tokyo Area.
4. RED FLIGHT: Lt. Col. Mitchell, Lts., Kriss, White, A., Weaver.
YELLOW FLIGHT: Capt. Betner, Lts., Balak, White, D., Kinsey.
BLUE FLIGHT: Lts., Ryniker, Jones, S., June, Heintz.
GREEN FLIGHT: Capt. Brunette, Lts., Tillman, Baldwin, Van Zandt.
Take Off: 0951 Over Target: 1305 Rally: 1342 Landed: 1700
Squadron left rendezvous point at 1035 and climbed from 10,000' to 22,000'. The oxygen system of Capt. Marham was out so he returned and landed at 1110. Lt. Ryniker took his place. Red Reserve was dismissed

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47th Fighter Sq. Mission Rpt. # 5-11
25 May 1945, contd.

125 miles out and landed at 1113. At altitude the motors of Lts., June, Heintz and Baldwin were cutting out and they returned from 150 miles and landed at 1151 accompanied by Lt. Van Zandt a wingman. Lt. Eyniker's engine was cutting out so he returned from 200 miles and landed at 1200. Capt. Betner, Lt. Balak and Kinsey also had engine trouble and returned from 210 miles and landed at 1210. Lt. White D. was unable to contact formation and thought that there were 2 full flights and he was extra so he returned and landed at 1210.

Formation continued to climb up to 22,000' to get over front which extended from Nishino to Aoga. At EP at about 1245 and DP at 1300. Let down to 8,000' at turning point and arrived at target at 500'. Made a 360 degree turn and came in on Matsudo from SW. Pass was well coordinated with passes of other squadrons. A line of enemy planes believed to be Tojo's were sitting on field in a line diagonal to direction of the pass. Lt. Col. Mitchell observed hits on one and Lts., White and Weaver hit one and Lt. Kriss hit one. Green Flight was abreast of Red Flight and Lt. Jones set one Tojo afire and damaged one and Capt. Brunette and Lt. Tillman damaged one apiece.

A large gull winged Jap fighter went across the target at 90 degrees to the direction of pass just as our planes came in on target. There was no chance to hit it.

Tracers were observed coming W and E edges of the field. Several AA bursts were seen at 5500'.

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47th Fighter Sq, Mission Rpt. 5-11
25 May 1945 contd.

Both flights made a gradual climb to 8,000' going to E and passing over Toga Lake. Flights turned down peninsula in mutual support formation and zigzagged to lands end but saw no enemy planes. DU'd to rally point and left there at 1342 with Cyclone 2. Climbed to 19,000' on return trip but couldn't get over so came down through a hole and came out on deck 20 miles N of Kita. Landed at 1700.

5. A. Weather - front up to 22,000' from 150 miles out to 450 miles out. overcast at 40,000'. Over mainland very hazy. Vis. 6 miles.

B. Comm - Good.

6. One (1) Tojo destroyed - 6 Tojo's damaged.

7. 1628 rds. .50 cal. ammo. expended.

Total gas consumed 2,954, with aver. left per plane of 67 gals.

8. None

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 15TH FIGHTER GROUP AAF
 A.F.O. # 86

23 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 5-12
 15TH FIGHTER GROUP MISSION # 5-20

1. A. Seven (7) P-51's of 47th Fighter Squadron.
 B. None.
2. A. None.
 B. None.
3. Interception
4. YELLOW FLIGHT: Capt. Brunette, Lts. Van Zandt, Wagner, Balak.
 BLUE FLIGHT: Lts. White A., Weaver, Tillman.

Take-Off: 1630

Pancake: 1740

Scrambled from standby and sent on vector of 360 degrees to a point 20 miles north of island. Then on vector 330 degrees to investigate emergency IFF 12 miles ahead. Found B-29 with 24 P-51's returning from strike. Patrolled east and west 25 miles north of island. Intercepted another B-29 with 13 P-51's. Ordered further north and at 40 miles out patrolled east and west. No further interceptions. Pancaked 1740. Right wheel of Lt. Weaver's plane was locked on landing and he ground-looped damaging left wing and left gear. Pilot uninjured.

5. A. Two rain squalls 30 miles and 45 miles out. Ceiling zero to 1,000 feet. Top 4,000 to 15,000 feet. Visibility zero to 12 miles.
 Cloud coverage 8/10 and 10/10.

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47th Ftr. Sq. Mission Rpt. 5-12
28 May 1945 cont'd.

- B. Good.
- 6. None.
- 7. 490 gals. of gas consumed.
- 8. None.

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 15TH FIGHTER GROUP AAF
 A.F.W. # 86

29 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 5-13
 15TH FIGHTER GROUP MISSION # 5-22

1. A. Eighteen (18) P-51's of the 47th Fighter Squadron.
 B. Approx. 20 enemy aircraft: 6 Zekes, 9 Hamps, 4 Tojos or Jacks
 and 1 Nick.
2. A. One (1) P-51 damaged - Lt. Sher.
 B. 1 Zeke Destroyed - Capt. Bright and Lt. Petrouleas.
 1 Hump Destroyed - Lts., Norton and Tyler.
 1 Nick Destroyed - Lt. Cameron.
 2 Zekes Destroyed - Lt. Grover.
 1 Zeke Probable - Lt. Reed.
 1 Oscar Probable - Lt. Cameron.
 1 Oscar Damaged - Lts., Bjorseth and Olivier.
3. Escort over Yokohama.
4. RED FLIGHT: Capt. Powell, Lts., Sher, Norton, Tyler.
 YELLOW FLIGHT: Lts., Bjorseth, Olivier, McCorkle (45th F.S.),
 Singleton (45th F.S.).
 BLUE FLIGHT: Capt. Bright, Lts., Petrouleas, Scanara, Reints.
 GREEN FLIGHT: Lts., Cameron, Higgins, Grover, Reed.
 MAPLE RED: Lts., Ryniker F/O Powell, Lts., McCormick, Kinsey.
 Take Off: 0627 Over Target: 1000-1105 Rally: 1115
 Pencaked: 1420

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47th Fighter Sq. Mission Rpt. 5-19
29 May 1945 cont'd.

Squadron began taking off at 0627 and was airborne at 0632. Eighteen planes went on mission instead of 20 as scheduled leaving two abortives who were replaced by 2 planes from the 45th Fighter Squadron in Yellow Flight. See Flash Report on planes which returned.

Squadron left rendezvous point at 0658 on course. Went down to 2,000 feet to go under front which dissipated in area of Tori. Climbed to 20,000 feet over Naciljo where formation turned west to DP. Were 15 minutes ahead of time and made 2 orbits left of DP and started on course from DP over first Squadron of bombers at 10 o'clock.

RED FLIGHT: After turning back at the target this flight was engaged by 2 Tojos and 2 Zekes who were on the tail of Lt. Sher. Lt. Sher received hits in wings and tail. The element chandelled and lost the enemy aircraft. The second element attacked 2 Tojos who split S'd away with no damage. After reversing course 2 Hamps were seen making a pass on a B-29. Red Flight attacked and they dived away with undetermined damage. Ten miles from rally point 2 Hamps were observed and Red Flight attacked and destroyed one. Three more Hamps observed while on way to rally point. The Hamps had altitude on Red Flight and started a pass on them. Flight scissored and the Hamps broke off by diving away. Red Flight continued to rally point and joined a Navigator B-29. Landed at 1402.

YELLOW FLIGHT: While going into target saw 2 bogies low over Sagami Wan. Too far away to engage. Red Flight attacked these bogies which were single engine planes. Results not observed. Observed enemy aircraft

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47th Fighter Sq. Mission Rpt. / 5-13
29 May 1945 cont'd.

go down in flames after being attacked by Green Flight. Encountered moderate flak at 19,000' over target. Turned back under bombers to 15,000'. Went down to investigate dog fight. No chance to attack so continued to patrol. Made 2 runs escorting bombers and no attacks were attempted by enemy aircraft. Started for rally point and attacked an Oscar just across Tokyo Bay. Hits were observed and it was last seen going straight down. At rally point joined a strike bomber with four other P-51's and returned to Iwo at 1215. Bomber went through clouds and # 3 and # 4 were lost. Leader called and received reply from # 4 that they were on the deck. Nos. 3 and 4 came out over Dumbo 1 and joined a Cloudhopper and all planes from this flight landed at 1405.

BLUE FLIGHT: This flight was 3rd flight in formation on right of first squadron of B-29's. Received trailing flak before reaching target. Flak was directed at fighters. Turned back over bay and came back to Sagami River. No encounters. Returned to bay and observed 2 bogies coming from 12 o'clock below. Saw them too late to turn on them. Continued across the bay and saw 2 Zekes doing rolls and then attempting an overhead pass on bombers. Blue Flight attacked and destroyed one Zeke. At the same time 2 Zekes attacked Blue Flight from the rear and the flight went into a tight turn indicating over 400 mph. Zekes broke off. At this time Blue Flight was down to 11,000'. Six bogies were observed 6,000' above. Flight was not in position to climb into them. No. 1 was low on gas. DU'd to rally point and observed 2 Zekes make one pass at P-51's already there. Zekes kept going. Flight landed at 1350.

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47th Fighter Sq. Mission Rpt. # 5-13
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GREEN FLIGHT: Flight followed bomber stream over target and back to Fuji San and were returning to target before sighting any enemy aircraft. Five minutes before reaching target 20 single engine planes were seen and one was seen to blow up close to bomber formation 3 minutes before target. Considerable shipping was seen in bay and AA fire was received from the ships. One Oscar was seen 10 miles to the North and one Nick ahead of flight. Lt. Cameron made a pass closing in getting hits on right engine. Went down in flames. Nick confirmed by Lt. Higgins. A Hamp flying at 11 o'clock was observed and Lt. Cameron and Lt. Higgins observed hits but did not see plane hit the ground. Being low on gas and separated from his element Green 1 and 2 returned to base with a strike bomber landing at 1403. As Green 1 and 2 made pass at Nick Green 3 and 4 saw four Zekes making head on passes at bombers. Green 3 and 4 engaged Zekes and Lt. Crover shot down two which were confirmed by Lt. Reed. Lt. Reed observed hits on a third Zeke and it was last seen in a vertical dive. This Zeke is considered a probable. Being low on gas Green 3 and 4 returned to base with a strike bomber landing at 1405.

MAPLE RED: Maple Red Flight arrived at rally point to cover sub at 1020. Two ships who were supposed to be in trouble kept making simulated passes from side and stern. These were very annoying. Maple Red Flight supplied cover for Cloudhopper to rally point and sighting Boxkite 423 SW of rally point circled it at 4,000' elements in trail. An unidentified

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47th Fighter Sq. Mission Rpt. # 5-13
29 May 1945 cont'd.

aircraft was seen to go into the water 8 miles NW of Boxkite LZ at 1055.

At 1105 flight joined Cloudhopper 1 at 10,000' and left on course for base at 1115 landing at 1420.

5. A. Weather - Front 150 miles out base at 2,000'. Persisted to Tori Jima. Over target thin overcast at 25,000' making visibility 15 miles. Also hazy.

B. Comm. - Too much talk about tanks over mainland.

6. Yokohama was mass of smoke and flames. No damage by this Squadron.

7. 7217 total gals of gas consumed. Aver. left 88.3 gals per plane.

Aver. used 490.6 per plane.

8078 rds. .50 cal. ammo. expended.

8. Plane in distress circling Navigating B-29's at rally point should merely orbit and not make passes. All B-29's should be cautioned about going through clouds with P-51's on wing.

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 15TH FIGHTER GROUP AAF
 A.P.O. # 86

31 May 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 5-14
 15TH FIGHTER GROUP MISSION # 5-23

1. A. Six (6) F-51's of 47th Fighter Squadron.
 B. None.
2. A. None.
 B. None.
3. Dive Bomb Chichi Jima.
4. INVADER BLUE: Lts. O'Hara, Bibelka, Norton, Flessig.
 INVADER GREEN: Lts. Scamara and Kinsey (Josephine)

Take-Off: 0830 Over Target: 0920-0925 Pancake: 1020

Proceeded on vector of 22 degree at altitude of 10,000 feet to Chichi. Went up east side of island looking for target (Radio Station # 7). Target covered by 10/10 overcast with tops at 3,000 feet. Received order from Red 1 to hit Susaki Airfield. Yagi Point was visible and orienting themselves on this flight bombed Susaki through clouds with unobserved results. Release was at 5,000 feet and pull out at 3,000 feet on top of clouds. Rendezvoused east of Chichi at 5,000 feet and went over Ani Jima looking for shipping. None observed.

Josephine orbited 3 miles east of Chichi at 2,000 feet until rendezvous time. Could not observe results of bombings.

5. A. Clear to Chichi - Overcast 10/10 tops 3,000 feet.

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47th Ftr. Sq. Mission Rpt. 5-14
31 May 1945 cont'd.

B. OK

6. Unknown

7. Ammo: 322 rds. .50 cal. fired. 8 x 500# bombs Type AN-M-64 with nose fuse AN-M-103 .1 second delay, and tail fuse AN-M-101A2 .025 second delay. Gas: 680 gals. of gas consumed.

8. None.