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Sg. FI-531-H
May-45

P.R.C.

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RESTRICTED

SQ-PL-531-H1
MAY 1945

B

Organizational History, 531st Fighter Squadron AAF, 21st Fighter Group AAF,
APO #86, VII Fighter Command.

May 1, 1945 - May 31, 1945

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

Negative

B. Losses in action (Personnel)

1st Lt. Robert H. Moody
2nd Lt. John W. Cox

P.R.C.

C. Awards to and decorations of members:

Per General Order #25, VII Fighter Command dated May 11, 1945 the following men were awarded the Purple Heart.

Award of the Bronze Star Medal.

2nd Lt. Paul E. Schurr
2nd Lt. Millard J. Smith
T/Sgt Theodore M. Dyer, Jr.

Award of the Air Medal.

Capt. Robert I. Mallin

Award of First Bronze Oak Leaf Cluster to the Air Medal.

Capt. Floyd L. Manning

Per General Order No. 42, Headquarters United States Army Air Force, Pacific Ocean Area, the following man was awarded the Bronze Star Medal.

T/Sgt Wendell D. Dugdale

D. Organization

Negative

E. Strength (Personnel)

1 May 1945: 72 Officers, 247 EM assigned, 3 attached.
31 May 1945: 70 Officers, 250 EM assigned, 3 attached.

F. Strength (Airplanes)

1 May 1945: 32 P-51D20s
31 May 1945: 31 P-51D20s

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Historical Division AAFPOA

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General History of the Organization
May 1, 1945 - May 31, 1945

Operations for the month of May were considerably hampered by adverse weather. During the first half of the month, local rains and fog kept planes grounded for many days, and weather between Iwo and Japan has been responsible for the numerous cancellations of missions during the last half of the month. Several successful missions were run during the month, however, and we may be sure that we are still a thorn in the enemy's side.

The announcement of the surrender of Germany brought no jubilation to the squadron, as it was accompanied by the news that there would be no more rotation or furloughs. Since this announcement, however, a small number of men have been returned to the States for discharge, a fact which has tempered the men's bitterness to some extent.

The two actual air raids and the several alerts which we had during May have pushed the tempo of foxhole - digging to a new high. The men have also acquired "gas-mask religion", as a result of a false report of a gas attack during the most recent air raid.

The Officers' Club in the living area is being rapidly brought to a stage of completion which should allow a house - warming in the very near future. The enlisted men again have the jump on the officers, having finished their day - room in a matter of about 10 days. The work was carried on under the supervision of 2nd Lt. Bennet J. Erickson, a pilot, and boasts a full concrete floor, wood walls, and a frame over which a squad tent serves as a roof. It is well furnished, and affords the men a convenient, comfortable spot to spend their leisure time.

HISTORY OF THE OPERATIONS SECTION
1 May 1945 - 31 May 1945

The first mission completed by the 531st during the month of May was on 8 May. 4 flights of 4 each P-51's took off from Iwo at 0920 and made landfall on Chiba Peninsula, Mito Area, at 1230. The squadron then proceeded to strafe Kisarazu Airfield, the primary target, destroying 1 highwing monoplane, probably destroying 1 Irving, and damaging 2 Bettys. Light flak was encountered in the airfield area, principally MG and AW. No airborne enemy planes were sighted, and all planes pancaked at base at 1615.

On 10 May at 1730, 18 planes were scrambled on GAP and proceeded to Chichi Jima to determine if enemy aircraft were operating from that base. Since no activity was noted, all planes pancaked base at 1900.

16 P-51's of the 531st joined with 36 other P-51's of the 46th and 72nd on 17 May to attack Atsugi Airfield, Tokyo Area. Takeoff was at 1001; rendezvous was made with navigating B-29's at Kita Rock. Landfall was reached at 1335 at 9000', whereupon Green flight accompanied the B-29's as sub-cover to the rally point. 3 flights made 2 strafing attacks on AA positions on the field perimeter, then acted as high cover for the other squadrons who were making low-level attacks. Many aircraft of various types were seen on the field. MG, AW, and small-arms fire was intense, but inaccurate. Two enemy aircraft were seen, one S/E which started a pass but broke off and looped, and a T/E which did not attack.

Yellow element, consisting of 1st Lt Robert H Moody, and 2d Lt John W Cox, were reported to have crossed the coast enroute to rally point, but failed to return to base. Intense AA, AW fire was encountered by various

flights at 4000' at the coast line.

On 19 May, 20 P-51's of the 531st joined with 32 P-51D's of the 46th and 72d to provide escort for B29's attacking Tachikawa Army Arsenal, Honshu, Japan. The squadron took off at 0807 and proceeded on course until 1115, when bad weather was encountered. It being impracticable to continue, the entire Squadron returned to base and pancaked 1340.

The weather, which for the entire month of May prevented best utilization of our strength, prevented completion of mission on 24 May. 52 P-51's of the 21st F G, including 20 of the 531st, took off at 0925 to attack Tokorozawa Airfield in Tokyo Area. At 1100 Squadron reversed direction, all planes pancaked at base 1246.

On May 26, the mission attempted on 24 May was completed. 20 P-51's of our Squadron joined with 32 of the 46th and 72d to attack tokorozawa Airfield. Takeoff was at 0952, and a climb was started at 22,000'. Upon reaching Fujiyama, the Squadron turned northeasterly and then approached the target from the north.

This mission was quite successful in view of the fact that the enemy was heavily damaged with no loss to ourselves. On the ground, our Squadron destroyed seven aircraft, probably destroyed 3 and damaged about 20. Heavy AA and AW fire was encountered at coastal areas and from airfield areas along route to and from target. It was accurate as to altitude, but burst to the side of the formations. Over the target intense and accurate Mg and AW fire was encountered, causing minor damage to 2 aircraft. (Returning to rally point 5 unidentified enemy aircraft were observed in the distance unsuccessfully attempting to close on a flight of 51's. They turned back before attacking or reaching rally point.) All 531st Aircraft pancaked base at 1700.

Another strike against Chichi Jima was carried out 26 May. 14 P-51's bombed shipping in the harbor and Radio Station #6 with unobserved results, because of cloud cover. All planes returned safely.

For the first time this month, on 29 May, our squadron engaged an aggressive enemy in the air. The net result was 3 EA destroyed, 1 probably destroyed, and 5 damaged while we lost neither plane nor pilot.

20 P-51's of our Squadron joined with 32 others of the 46th and 72d Squadrons to provide escort for B-29's attacking Yokahama. Takeoff was at 0621; landfall was made at 1040 at 20,000'. Here the Group orbited and started patrolling the bomber stream as the bombers flew toward the target. Only one EA, an Oscar, was sighted while on this patrol. Red four, F/O Armand G Bowley made a pass at him, observing hits in cockpit area, leaving the Oscar spinning toward the ground at 15000'. Red leader, Maj Harry C Grim, saw this plane crash. Red flight then left the bombers and flew over Tokyo Bay at 22000'. Over Chiba Peninsula, 7 Zekes were observed at 12000'. Red Leader and Red 2, 1st Lt Fred H Sickler, dived on them, but they half-rolled to the deck. A few minutes later, Red flight observed the same EA engaged with 3 or 4 P-51's at 3000'. Red leader dived in and fired at one Zeke, getting hits in wing root and rudder. He then fired into another at 100' range, setting it afire. The pilot bailed out and the Zeke crashed. Red 2, in a head-on pass, fired into the engine of a Zeke but it did not burn or crash. At 6000' on way to rally point, Red flight was jumped by 3 Zekes. The flight went into mutual support and scissored. Red 2 fired at a Zeke behind Red 3 and connected with hits in engine section. Red leader and Red 3 fired at a Zeke behind Red 2. Red leader's fire raked the length of the Zeke and

it was observed to crash by Blue leader, Capt William H Benton, Jr. Red 3 fired at another, observing hits in cockpit as it rolled over and started to spin. One Zeke made an upside-down pass at Red 2. Red 2's rudder was damaged by 20mm cannon fire, during the engagement.

Between target and rally point, yellow flight observed 2 S/E EA. Yellow leader, Capt Edwin B Crane, and Yellow 2, F/O Anthony J Gance, dived on them, with Yellow leader observing his fire to strike fuselage of EA before he broke off attack ~~at~~ at 13000'.

Green flight, led by 1st Lt Richard S Davis, followed a Zeke from 10000' to 5000' near the rally point, all flight members firing. Green 4, 2d Lt Roy K Shoemaker, observed hits in the tail section, but the Zeke skidded and turned down to the deck and escaped.

Heavy, moderate, inaccurate AA was encountered at 22000' with a few white phosphorus bomb bursts.

Capt William H Benton, Jr and 2d Lt Howard M Lane were perhaps very glad to see Iwo after this mission. They landed with 5 and 3 gallons of gas respectively.

The box score for the mission follows: Destroyed--2 Zekes, Major Grim; 1 Oscar, Lt Koke or F/O Rowley. Probably Destroyed--1 Zeke, Lt Koke. Damaged--1 Zeke, Major Grim; 2 Zekes, Lt Sickler; 1 S/E, Capt Crane; 1 Zeke, Lt Shoemaker.

Last mission for the month was a strike at Chichi Jima on 30 May. Shipping in the harbor and Susaki airfield were the targets. One of the bombs of Capt Willis E Mathews, Red leader, scored a direct hit on a small boat and sank it immediately. All our planes returned safely.

During the month, several pilots were given awards for their participation in the defense of the 21st Fighter Group bivouac area which was attacked by the Japs in a desperate banzai charge on the morning of 26 March. Lts. Millard J Smith, Paul E Schurr, and Capt Frederick J Gibson were awarded the bronze star for their part in this action.

Recognition was also given pilots of the 531st during the month for a professional job well done. Capts Frederick J Gibson, Howard J Kendall, and Floyd L Manning were each presented an Oak Leaf Cluster to the Air Medal. Captain Robert I Mallin received the Air Medal. Each of these pilots destroyed one enemy aircraft in the air.

The long-awaited rotation plan began to present itself this month, when Capts Frederick J Gibson, Thomas W Lewis, and Howard J Kendall were returned to the mainland for reassignment.

The "Moana Boys," or those who had gone to Oahu for rest and recreation late in April, returned somewhat refreshed, arriving between 19 May and 22 May. This contingent consisted of Capt. Charles G Bets and Lts Richard S Davis, Cecil C Drinnen, and Earl D Crutchfield, Jr. The next group took off immediately for the hot spots; they were Lts John F Galbraith, Conrad E Mattsen, Floyd E Rice, John M Wyles, and John M Tomlinson.

Capt Floyd L Manning (the luck dog) returned to the States on 20 May for a refresher course in aerial gunnery.

On 20 May, Maj Harry C Crim, Capt William H Benton, and Lt Henry J Koke went to Guam to fly back three new P-51D-25 aircraft, returning 25 May.

The 531st received several new pilots during the month. Those assigned were Capts. Edwin R Crane, Willis E Mathews, 2d Lts Otto G Knight, William B Lichter, William J Tomlinson, Jr., and F/O's Charles G. Pfost, Thomas H Whitney, and Anthony C Vonder Becke.

History of the Medical Section
May 1, 1945-May 31, 1945

1. Medical Activities.

a. During the month of May the new Central Air Field Provisional dispensary was constructed and put into operation on the flight line. This dispensary is to be used in the event of emergencies occurring on the air field. This unit will also serve as an auxiliary dispensary in the event that the 21st Fighter Group Consolidated dispensary suffers some mishap and will be out of operation for any length of time. In the future the new dispensary may be used for treating patients being evacuated by air from forward areas.

b. All medical installations mentioned in the History for April are functioning in a normal manner.

c. The number of dispensary treatments and hospitalizations of members of this squadron were more this month than usual.

d. The new 252nd General Hospital is now being utilized for medical consultations and most hospitalizations.

e. The general physical condition of the squadron personnel is satisfactory.

HISTORY OF THE ORDNANCE SECTION
1 MAY 1945 -- 31 May 1945

1. During the month (9) missions were accomplished with a total expenditure of (59,765 Rds.) of cal..50 AC, Ammunition, plus (44), 500 pound compound B demmolition bombs., complete with 100LA2 Tail Fuze and 103 Nose Fuze. Regular (50) and (100) hour inspections were conducted on all cal..50 MG. Cal..50 MG, equiped with chrome plated barrels, (4) ea., were fired with the following results, all barrels remained the same after firing on a average of (300 Rds.) per gun. Rocket launchers are being installed on all airplanes (6) per plane. The (5) inch rocket will be used.
2. During the month we had (2) Air Raids, no Ordnance equipment was expended. This month saw an improvement in the weather which made for better and easier operations.

HISTORY OF THE COMMUNICATIONS SECTION
1 MAY 1945 TO 31 MAY 1945

DURING THE FIRST PART OF THE MONTH OF MAY THE MOISTURE HAS STILL CAUSED QUITE A BIT OF TROUBLE WITH OUR VHF SETS IN THE AIRCRAFT. NOW THAT THE RAIN HAS NEARLY CEASED, THE DUST HAS TAKEN OVER. BUT IN SPITE OF THE INCLEMENT WEATHER AND THE DUST, THE SECTION HAS DONE VERY WELL IN KEEPING THE SETS IN CONDITION. VERY FEW AIRCRAFT HAVE HAD TO COME BACK FROM A MISSION BECAUSE OF RADIO TROUBLE.

THE SQUADRON HAS RECEIVED THREE NEW PLANES EQUIPPED WITH TAIL RADAR, AN/APS-13. THIS, HOWEVER, WILL NOT BE USED AND IS BEING REMOVED FROM THE PLANES.

NEW TELEPHONE LINES HAVE BEEN LAID FROM THE SQUADRON AREA TO THE 363RD SERVICE GROUP SWITCHBOARD. THIS HAD TO BE DONE BECAUSE OF THE CONSISTENT CUTTING BY HEAVY CONSTRUCTION EQUIPMENT IN OPERATION ON THE ADJACENT ROAD.

THREE UNCLE DOG HOMING (AN/ARA-8) UNITS HAVE BEEN RECEIVED FOR INSTALLATION IN OUR P-51S BUT THE INSTALLATION HAS BEEN DELAYED BECAUSE OF SHORTAGES IN THE KITS.

HISTORY OF SQUADRON HEADQUARTERS
 May 1, 1945 - May 31, 1945

On the first Squadron order for month of May Captain Mallin was detailed Squadron Operations Officer, and Lt. Drinnen Element leader, primary duty for both Officers. On May 1 five (5) EM, three (3) Medics 21st Fighter Group, and two (2) Fighter Control men were relieved from attached to organization and returned to parent organizations.

On 3 May Captain Gibson, Captain Kendall and Captain Lewis were relieved from assignment and returned to the mainland for reassignment after spending the necessary time in forward area for pilots.

The executive Officer, Captain Sibbernsen, left for T.D.R. & R. to the mainland for a period of 45 days, on 4 May Corporals Gray and Delaney were evacuated to rear area hospital.

On Squadron Order #11, dated 6 May Lt. Dibble was appointed element Leader and Lts. Gailbraith, Drinnen, and Provost were appointed Flight Commanders, primary duty for all Officers.

M Sgts. Janson, Hilton, T Sgts. Buckenberg, Francis and S Sgt Vershaw was assigned from 135th Replacement Deptt as rotational replacements. EM not yet joined. Record of events for period 1-7 May: Normal Squadron Duties in combat area. 8 May: Squadron engaged in strafing mission over Tokyo, Japan.

S Sgt. DeYoung, Sgts. Scott, Shubin and Cpl. White and Dickison departed by air for T.D.R. & R. to the Mainland for 45 day period. On 12 May Major Hudson and Lts. Miller, Smith, Anderson and Beckington, Officers WIA and MIA relieved from assigned and assigned to Hq. 21st Fighter Group. Seventeen (17) privates promoted to PFC. 13 May. Lt. Moody and Cox MIA.

Squadron History Cont'd.

17 May T Sgt's. LaBati, Maffett, Zorbas and S Sgt's Mize and Kus assigned from 135th Replacement Depot as Rotational Replacements.

Remainder of month was taken up in preparing for various missions against the Japanese Homeland and normal Squadron duties in Combat Area.

Three (3) Air Raids by Japanese planes was carried out against the Island. No casualties suffered by this organization.

HISTORY OF THE ARMAMENT SECTION

1 MAY 1945 - - 31 MAY 1945

THE FIRST PART OF THE MONTH WE MOVED OUR MAINTAINENCE AREA. WE NOW HAVE A BETTER AREA AND HAVE THREE TENTS INSTEAD OF TWO. ALL OF OUR TENTS BLEW DOWN DURING THE STORM BUT THE DAMAGE WAS VERY SLIGHT.

OUR MISSIONS HAVE BEEN SUCCESSFUL, AND OUR EQUIPMENT HAS FUNCTIONED VERY GOOD. OUR STOPPAGES FOR THIS MONTH ARE .0002.

THE SECTION GAINED FOUR NEW MEN DURING THE MONTH; M/SGT. JANSON, T/SGT. LA BATI, T/SGT. MAFFETT, AND S/SGT. KUS. WE LOST ONE MAN, PVT. BROWN. CPL. CALLEN HAS RETURNED TO DUTY AFTER BEING IN THE HOSPITAL OVER FIVE WEEKS.

History of the Engineering Section
May 1, 1945 - May 31, 1945.

1. The number of aircraft maintained by this squadron at the end of this month was twenty-eight P-51D-20 and three P-51D-25. The three new P-51D-25 aircraft were flown in from the Guam Air Depot. The average number of planes in commission for the month was twenty-four. Several aircraft were out of commission for a week because of damage sustained by enemy action.

Several new men joined the organization from the states. These engineering Personnel are replacements for the men sent back to the states for reassignment. The training and experience of these men was acquired in the Bomber Command. However, because of the long experience as mechanic, these men readily adapted themselves to our fighter aircraft.

3. On all missions to the Japanese Empire, several fighters are sent to protect the submarine that is used as a rescue craft. These fighters circle over the submarine and wait until all of our planes are on their wayback to our fighter base. In order to allow for the additional amount of gasoline expended, one hundred sixty five gallon combat tanks are installed on these ships. In as much as this type of tank was not used in this area on fighters before, no provisions were made for fuel fittings and sway braces. Aluminum tubing from wrecked B-29 bombers, made excellent fuel lines and plywood packing boxes were used for the sway braces. Cutting out the first few plywood braces to fit the wings was one of the few difficulties encountered.

The use of these tanks necessitated the change of several flaps, which were damaged when they were released in flight by the pilot.

4. Three of our P-51 fighters have been equipped with rail type rockets, three on each wing. The balance of the planes will be equipped in like manner as soon as the installations become available. Because of the fact that the rocket installation covers up the jack pad hole, a new type of jack pad was designed. This jack pad fits into the bomb shackle, where it will not interfere with the rail rockets.

Historial report Con't.

some difficulty was encountered in the installation of the control box which, according to the modification plans was to be mounted on the lower left of the instrument panel. This was unsatisfactory because the control box would interfere with operation of the aircraft. The pilot could not taxi the plane without kicking his shins off, nor did the installation give full left aileron movement to the control stick. After some experimentation, a special bracket was designed to minimize the interference of the control box.

The maintenance of our aircraft is being complicated by surface damage incurred over the target. Due to the excellence of our sheet metal section this damage is being repaired soon after the mission planes land. During this month three aircraft came back with damage that required extensive repairs in the wing and empennage. On one aircraft a shell entered the top of the fuselage. It is necessary to remove the radio equipment and coolant radiator to look for the shell. The spent shell was finally located in the fuselage tank, where it had entered after a circuitous path through the fuselage.

Our squadron is changing an engine in one of the P-51's. A new method of facilitating the engine change was attempted, with a great deal of success. The aircraft is put on wing jacks and the landing gear retracted. After the plane is lowered close to the ground. In this position the plane is low enough to disassemble without the use of any crew chief stand. A rough estimate of the time saved in using this method is about twelve hours.

9. The weather conditions at the present station are such as to cause excessive corrosion on all metal surfaces of the aircraft. This condition is further complicated by the fact that unsalted water is not too plentiful. However the corrosion is being combated by the use of chemicals and lacquer. A clear coat of the lacquer is applied after the surface has been thoroughly cleaned. Whether the clear lacquer will hold over a long period of time is a matter for the future to decide.

Historical Report Cont'd.

Present experiments indicate that it will serve our purpose well. .

HISTORY OF PERSONNEL SUPPLY SECTION
1-31 May 1945

Since report of previous month no new T/O & E has gone into effect but numerous additions have been made to T/E Number 1-27. Additions were published in pamphlet form and called Standard Special List of Equipment Number 1-27 (1). Items included had been previously authorized for issue by Air Forces Equipment Board, Pacific Ocean Areas.

No necessity for items of equipment above OEL allowances have been brought to the attention of S-4 Office during preceding month.

In combat zone Quartermaster supplies are normally handled through a Service Group. Supply functions in general could be speeded up by dealing directly with a Quartermaster Unit; thereby eliminating consolidation and handling of all supplies within the Service Group.

Supply procedures in general correspond to those in rear areas. Stocks of some items of Quartermaster clothing and equipment are low; thereby requiring that some critical items be marked "no stock" and back ordered. Substitutions in clothing sizes are being made extensively.

History of the Intelligence Section
May 1, 1945 - May 31, 1945

During the month of May 9 mission were flown. The full story of these raids is best told by the mission reports. These give a brief but accurate account of the raids. They are enclosed as supplements to this month's history. Mission report numbers are 5-1 through 5-9.

A combat report for the month of May is enclosed as a supplement to this month's history. It gives a complete and accurate record of A/C and shipping destroyed or damaged.

During the month two pilots were lost on the Very Long Range Mission. 1st Lt. Robert H. Moody and 2nd Lt. John W. Cox both on May 17 and are carried as missing in action. Capt. Fredrick J. Gibson, Capt. Howard J. Kendall and Capt. Thomas W. Lewis were returned to the states after having the required number of months in combat. All there Combat Mission Records are enclosed as supplements to this month's history.

The duties of the S-2 section were completely carried out for the month of May. The enlisted men were kept up on the news by a situation map in the day room which one part is for I&E. After missions an extract was put up for their information. Strip maps were made for all mission Very Long Range or Bonin strikes. Pilots were able to check there combat records as these are never allowed to fall behind. All information arriving in S-2 was put in a tent we have for the pilots and at night put in a safe. We feel our duties for the month of May were carried out 100%. It took many an extra hour at night to see these things done.

HEADQUARTERS VII FIGHTER COMMAND
Office of the Commanding General
APO #86

ACGGG/EA/305

In reply refer to:

19 May 1945.

SUBJECT: Commendation.

TO : Commanding Officer, 21st Fighter Group AAF, APO # 86.

1. On May 17th every airplane of the 21st Fighter Group, including reserve airplanes, which was scheduled for the mission on that date, took off on schedule. In spite of the fact that only forty-three (43) of fifty-two (52) planes scheduled for the strike actually completed the mission, the effort of your Group on that date warrants commendation.

2. Despite the fact that weather over the past few days had been extremely bad, with torrential rains on the two days preceding the mission, maintenance was accomplished in a highly efficient manner, and I desire to extend my personal appreciation and commendation to the maintenance personnel who made this mission possible.

3. I am especially pleased to forward this letter of commendation to a unit which has, from the start, been forced to operate under the most adverse field and weather conditions, has suffered under a banzai charge, and has functioned for a period without a service group or a ground echelon. I am proud of your efforts, and feel sure the 21st Fighter Group will have a splendid record over the Japanese Empire.

/s/ E. Moore
/t/ E. MOORE,
Brigadier General, U.S. Army,
Commanding.

1st Ind.

HEADQUARTERS 21ST FIGHTER GROUP AAF, APO #86, 21 May 1945.

TO: Commanding Officer, 531st Fighter Squadron AAF, APO #86.

1. It is with great pride that I pass this commendation on to those who have earned it, the airplane maintenance personnel. Without your highly efficient performance of duty that mission or any other to the Japanese Empire would fail.

2. With such outstanding work as this our organization cannot fail to make an enviable record in combat.

/s/ Kenneth R. Powell
/t/ KENNETH R. POWELL,
Colonel, Air Corps,
Commanding.

A TRUE COPY:

Leon F. Weir
LEON F. WEIT,
1st Lt., Air Corps.

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

COMBAT MISSION RECORD

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

Moody, Robert H.
(Name)

1st Lt.
(Rank)

0-806722
(Serial Number)

Date Year	Mission No		Type Mission (1)	Target	Sortie Time (2)	Total Sorties to Date (3)	Abort Time (2)	Cap Time (2)	Inter- cept Time (2 & 4)	Total Combat Time (3)
	Sq	Gp								
3-24			C A P	Over Iwo Jima				4:15		4:15
3-30			C A P	Over Iwo Jima				2:15		6:30
4-12			C A P	Over Iwo Jima				1:10		7:40
4-16			C A P	Over Iwo Jima				:45		8:25
4-17			C A P	Over Iwo Jima				1:25		9:50
4-19			C A P	Over Iwo Jima				1:10		11:00
4-21			Strafing	Akenogahara A/F Negoya Area, Japan			1:15	Spare Returned		12:15
4-25			C A P	Over Iwo Jima				:45		13:00
4-26	4-7	4-10	Zone of Secur- ity Escort	Kanoya Airfield, Kyushu	7:35	1				
4-30	4-8	4-11	Escort B-29s	Tachikawa Air Arsenal Tokyo Area, Japan	7:00	2				
5-7			C A P	Over Iwo Jima				2:40		15:40
5-8			C A P	Over Iwo Jima				1:30		17:10
5-13			C A P	Over Iwo Jima				2:20		19:30
Continued on 2nd Sheet										

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

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

REMARKS

Joined Squadron 1 April 1944.
 Promoted 1st Lt. 1 May 1944.
 Listed as Missing In Action 17 May 1945.

CERTIFICATE

This is to certify that the entries on this form are a true and correct record of the combat missions of ROBERT H. MOODY, 1ST LT. for the dates shown (Name, rank Serial No 0-806722)

HARRY C. CRIM, JR., MAJOR AG
 (Name, rank)

19 May 1945
 (Date)

531st Fighter Squadron AAF
 (Organization)

Commanding

FOOTNOTES

- (1) Missions followed by "X" have been used as basis for awards
- (2) Time to be obtained from Pilot's Form 1
- (3) Last entry represents credit sorties to date
- (4) All combat interceptions, including those turned friendly, where no contact with enemy has been made.
- (5) Does not include sortie time

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

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COMBAT MISSION RECORD

CONFIDENTIAL

Moody, Robert H.
(Name)

1st Lt.
(Rank)

0-806722
(Serial Number)

Date Year	Mission No.		Type Mission (1)	Target	Sortie Time (2)	Total Sorties to Date (3)	Abort Time (2)	Cap Time (2)	Inter- cept Time (2 & 4)	Total Combat Time (5)
	Sq	Gp								
				Continued from Sheet 1						
5-17	5-3	5-6	Strafing	Atsugi, A/F Tokyo Area, Japan		3				
<p>Lt. Moody was last seen by Capt. William B. Smith, 0-797924, on 531st Squadron Mission No. 5-3 of 5/17/45 leaving the area over the coast of Japan at the South tip of Chiba Peninsula, at Nojima-Saki, Honshu Japan. From this point he was heading toward the Rally Point. No other information is available on him. He is carried as missing in action.</p>										

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COMBAT MISSION RECORD

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Cox, John W.
(Name)

2nd Lt.
(Rank)

0-829941
(Serial Number)

Date Year 1945	Mission No.		Type Mission (1)	Target	Sortie Time (2)	Total Sorties to Date (3)	Abort Time (2)	Cap Time (2)	Inter- cept Time (2 & 4)	Total Combat Time (5)
	Sq	Gp								
3-30			C A P	Over Iwo Jima				2:15		2:15
4-12			Intercept	Over Iwo Jima					2:00	4:15
4-30	4-8	4-11	Escort B-29s	Tachikawa Air Arsenal	7:15	1				
5-8			C A P	Over Iwo Jima				1:20		5:35
5-13			C A P	Over Iwo Jima				2:15		7:50
5-17	5-3	5-6	Strafing	Atsugi, A/F Tokyo Area, Japan		2				
<p>Lt. Cox was last seen by Capt. Wm. B. Smith, 0-797924, on Squadron Mission 5-3 of 5/17/45 leaving the area over the coast of Japan at the South tip of Chiba Peninsula at Nojima-Saki, Honshu, Japan. From this point he was heading toward Rally Point. No other information is available on him. He is carried as MISSING IN ACTION.</p>										

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

REMARKS

Joined squadron 1 January 1945.
Listed as missing in action 17 May 1945.

CERTIFICATE

This is to certify that the entries on this form are a true and correct record of the combat missions of JOHN W. COX, 2ND LT. for the dates shown (Name, rank Serial No
0-829941

HARRY C. GRIM, JR., MAJOR AC
(Name, rank)

19 May 1945
(Date)

591st Fighter Squadron AAF
(Organization)

Commanding

FOOTNOTES

- (1) Missions followed by "X" have been used as basis for awards
- (2) Time to be obtained from Pilot's Form 1
- (3) Last entry represents credit sorties to date
- (4) All combat interceptions, including those turned friendly, where no contact with enemy has been made.
- (5) Does not include sortie time

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

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

COMBAT MISSION RECORD

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

LEWIS, THOMAS V.
(Name)

CAPTAIN
(Rank)

0-730543
(Serial Number)

Date Year 1945	Mission No		Type Mission (1)	Target	Sortie Time (2)	Total Sorties to Date (3)	Abort Time (2)	Cap Time (2)	Inter- cept Time (2 & 4)	Total Combat Time (3)
	Sq	Gp								
3/24			C A P	Over Iwo Jima				3:30		3:30
4/7	4-1	4-1	Escort B-29s	Tokyo			1:50			5:20
4-10	4-2	4-4	Bomb & Strafe	Chichi Jima - Haha Jima	2:25	1				
4-12	4-3	4-5	Escort B-29s	Tokyo			2:30			
4-16	4-4	4-6	Fighter Sweep	Kanoya Airfield, Kysushu Akenogahara Airfield	7:40	2				
4-22	4-6	4-9	Strafing	Nagoya Area, Japan	7:00	3				
4-26			C A P	Over Iwo Jima				2:00		9:50

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

THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958

Joined Squadron 26 April 1945.
 Promoted Captain 1 May 1945.
 Recommended for Purple Heart 9 April 1945. (Basic infiltration
 attack 26 March 1945.)
 Awarded Purple Heart 11 April 1945.
 Completed two (2) Very Long Range Missions from Luzon to Japanese
 Empire in P-51D.
 In strafing attack on Managahan Airfield, Baguio Area. Seven destroyed and
 (1) B-24 and one (1) Irving also damaged eight (8) other B-24s. 22 April
 1945, all on the ground.
 Recommended for Red Oak Leaf Cluster to Air Medal in lieu of 3rd Air Medal
 27 April 1945 (Basic strafing of Managahan Airfield 22 April 1945.)

THOMAS V. LEVIN, CAPT. A

0-730543

HARRY C. GRIM, JR., MAJOR AC

30 April 1945

58th Fighter Squadron A-7, APO 986

531st Fighter Squadron AAF 21st Fighter Group AAF VII Fighter Command AAF

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

REMARKS

Joined Squadron 24 April 1944
 Promoted Captain 1 May 1944
 Credited with one "Tabby" destroyed 19 April 1945
 Recommended for Bronze Star 16 April 1945 (Basis: Infiltration attack,
 26 March 1945)
 Completed two (2) Very Long Range Missions from Iwo Jima to Japanese
 Empire, in P-51D20.
 Recommended for First Oak Leaf Cluster to Air Medal in lieu of 2nd Air
 Medal. (Basis: One "Tabby" destroyed 19 April 1945)

CERTIFICATE

This is to certify that the entries on this form are a true
 and correct record of the combat missions of Frederick J. Gibson,
 for the dates shown. (Name, rank Serial No
 Capt. AC 0-730450

HARRY C. GRIFF, JR., MAJOR

(Name, rank)

30 April 1945

(Date)

531st Fighter Squadron AAF, APO 86

(Organization)

Commanding

POSTNOTES

- (1) Missions followed by "X" have been used as basis for awards
- (2) Time to be obtained from Pilot's Form 1
- (3) Last entry represents credit sorties to date
- (4) All combat interceptions, including those turned friendly,
 where no contact with enemy has been made.
- (5) Does not include sortie time

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

Joined Squadron 18 November 1944.
Promoted to Captain 6 April 1945.
Credited with one "TOPSY" destroyed in air 19 April 1945.
Completed two (2) Very Long Range Missions from Luzon to Japanese
Islands in P-51D.
Recommended for combat Gold Leaf Cluster to Air Medal in lieu of 3rd
Air Medal (Reason: one Topsy destroyed in air 19 April 1945).

Edward J. Kendall, Capt AD

0-577051

HARRY C. CHIN, JR., MAJOR AD

30 April 1945

31st Fighter Squadron AAF AFM 086

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

531st Fighter Squadron
Intelligence Office

Summary of enemy A/C and surface vessels destroyed, probably destroyed and damaged for the month of May 1945 by pilots of the 531st Fighter Squadron. This report covers missions with Squadron Mission Nos. 5-1 through 5-8.

ENEMY AIRCRAFT AIR

<u>Type</u>	<u>Pilot claiming</u>	<u>Squadron Mission No.</u>	<u>Credited by Claims Board</u>	<u>Destroyed</u>	<u>Probably Destroyed</u>	<u>Damaged</u>
1 Zeke	Major Harry C. Crim, Jr.	5-8		X		
1 Zeke	Major Harry C. Crim, Jr.	5-8		X		
1 Oscar	2nd Lt. Henry J. Koke	5-8		X		
1 Zeke	2nd Lt. Henry J. Koke	5-8			X	
1 Zeke	Major Harry C. Crim, Jr.	5-8				X
2 Zeke	1st Lt. Fred H. Sickler Jr.	5-8				X
1 S/E Radial type	Capt. Edwind Crane	5-8				X
Zeke	2nd Lt. Roy K. Shoemaker	5-8				X
Totals for May				<u>3</u>	<u>1</u>	<u>5</u>

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

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

Page two of Summary for month of May

ENEMY AIRCRAFT GROUND

<u>Type</u>	<u>Pilot claiming</u>	<u>Squadron</u> <u>Mission No.</u>	<u>Credited by</u> <u>Claims Board</u>	<u>Destroyed</u>	<u>Probably</u>	<u>Destroyed</u>	<u>damaged</u>
1 highwing monoplane	Major Harry C. Crim, Jr.	5-1		X			
1 Betty	Major Harry C. Crim Jr.	5-1					X
1 Betty	1st Lt. Wade W. Marsh	5-1					X
1 Nell	Capt. Floyd L. Manning	5-1					X
1 Unidentified T/E aircraft	Capt. Floyd L. Manning	5-1					X
1 Irving	1st Lt. William J. Fenker	5-1				X	
1 S/E Airplane	1st Lt. Fred H. Sickler	5-1					X
1 Sally	Capt. Robert I. Mallin	5-6		X			
1 Sally	Capt. Robert I. Mallin	5-6				X	
1 DC-3 Type	Capt. Robert I. Mallin	5-6					X
1 DC-3 Type	Capt. Willis E. Mathews	5-6		X			
2 Bettys	Capt. Willis E. Mathews	5-6					X

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

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

Page three of Summary for month of May.

<u>Type</u>	<u>Pilot claiming</u>	<u>Squadron</u> <u>Mission No.</u>	<u>Credited by</u> <u>Claims Board</u>	<u>Destroyed</u>	<u>Probably Destroyed</u>	<u>Damaged</u>
7 DC-3 Type	Capt. Willis E. Mathews	5-6				X
1 Tabby	2nd Lt. Paul E. Schurr	5-6			X	
1 DC-3 Type	2nd Lt. Rexford W. Parfitt	5-6				X
Tojo	2nd Lt. Rexford W. Parfitt	5-6				X
2 Bettys	2nd Lt. Jack Counts	5-6				X
1 Irving	1st Lt. William J. Fenker	5-6			X	
1 Nick	Capt. William B. Smith	5-6		X		
1 Sally	2nd Lt. William N. Steele	5-6				X
1 Sally	2nd Lt. Irvin P. Skensen	5-6				X
1 Betty	2nd Lt. John D. Thompson	5-6		X		
2 T/E	2nd Lt. John D. Thompson	5-6				X
Jack	1st Lt. Joseph M. Lindsay	5-6		X		
1 Zeke	1st Lt. Joseph M. Lindsay	5-6		X		

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

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

Page four of Summary for month of May.

<u>Type</u>	<u>Pilot claiming</u>	<u>Squadron</u> <u>Mission No.</u>	<u>Credited by</u> <u>Claims Board</u>	<u>Destroyed</u>	<u>Probably Destroyed</u>	<u>Damaged</u>
1 Dinah	2nd Lt. Theodore H. Fox	5-6		X		
1 T/E	2nd Lt. Theodore H. Fox	5-6				X
S/E unidentified	1st Lt. Edward H. Dibble	5-3				X
		Total for May 1945		<u>8</u>	<u>4</u>	<u>X</u> 33

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

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

Page five of Summary for month of May.

ENEMY SURFACE VESSELS

<u>Squadron</u> <u>Mission No.</u>	<u>Pilot(s) claiming</u>	<u>Type</u>	<u>Estimated</u> <u>Gross Tons</u>	<u>Sunk</u>	<u>Probably Sunk</u>	<u>Damaged</u>
5-6	Capt. Willis E. Mathews (2 other unidentified Pilots aided)	Sugar type tanker 150 feet	350			X
5-9	Capt. Willis E. Mathews	Barge type 40 feet	40	X		

TOTALS - 350 Gross Tons Damaged.
40 Gross Tons Sunk.

HERBERT C. SWIGERT
Capt., A.C.
Intelligence Officer

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

30 May 1945

FROM: Commanding Officer, 531st Fighter Squadron, AAF, APO #86

TO : Commanding General, VII Fighter Command, AAF, APO #86

THRU: Commanding Officer, 21st Fighter Group, AAF APO #86

531st Fighter Squadron Mission No. 5-9

21st Fighter Group Mission No. 5-14

VII Fighter Command Mission No.

MISSION REPORT

1. A. 14 P-51D20s
B. None
2. A. None
B. None
3. Dive Bomb and Strafe Chichi Jima Per VII Fighter Command F.O. #111.

4. Red Flight
Capt. Willis E. Mathews
2nd Lt. William B. Lichter
1st Lt. Edward H. Dibble
2nd Lt. Otto G. Knight (Abortive)

Yellow Flight
1st Lt. Joseph M. Lindsay
F/O Charles G. Pfost
2nd Lt. Rexford W. Parfitt
F/O George A. Zintak

Blue Flight
1st Lt. Albert B. Davis (Abortive)
2nd Lt. Dale F. Meyer
2nd Lt. Theodore H. Fox
2nd Lt. Harry E. DeRieux

Josephine Flight
2nd Lt. John C. Wilson
2nd Lt. Howard M. Lane
(Abortive)

Abortive:

Red four (4), 2nd Lt. Otto G. Knight O-835030, flying P-51D20, Serial No. 44-63968, abortive, crashed on take off. No injury to pilot.

Blue one (1), 1st Lt. Albert B. Davis, O-692138, flying P-51D20, Serial No. 44-63910, abortive, engine cut out on take off.

Josephine two (2), 2nd Lt. Howard M. Lane O-824660, flying P-51D20, Serial No. 44-63426, abortive hydraulic trouble, wheels would not retract. Pancaked 1430.

Time of Take Off - 1359 - 1413
Time over Target - 1500 - 1520
Time of Landing - 1615

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

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

Page two of 531st Fighter Squadron Mission No. 5-9

Narrative:

531st Fighter Squadron Airplanes were airborne 1359 - 1413 from Central Airfield, Iwo Jima. Josephine and 10 F-51Ds reached the target at 1500 remaining until 1520. They orbited over north end of Chichi and Josephine called out two targets. They were three or four ships 40 to 60 feet long in Futani Ko Harbor (245M) and Susaki Airfield.

Red three and four (original Blue 4) Dive Bombed and strafed Susaki A/F from 9500 to 3500 feet. One bomb hit was observed on left side of runway (approximately 212R).

Red one and two divebombed small boats in harbor (245M). Only one of Red one's bombs released and neither of Red Two's. Red one's bomb was observed to score a direct hit on one of the small ships and oil splashed and ship disappeared, although it did not burn. Red one and two then dropped their bombs that had failed to release on Susaki Airfield. Two of them were observed to strike the field at about 198W.

Yellow one and two bombed the shipping in Futani Ko scoring near misses.

Yellow three and four dropped their bombs observing one hit in building area at 212Y.

Blue one and two dive bombed and strafed the small ships, results unobserved and then made another strafing run at about 3000 feet on them.

A/A was observed as black burst from the hills to the east of Susaki Airfield. AA was slight and inaccurate and low to planes at 3500 feet. Other A was seen to come from dock area at Omura town. Also two small bursts were observed at 9000 feet, presumably AW. Other observations - New construction reported in progress in Takinoura Town Ani Jima (2970) with LST type vessel at the dock.

Susaki still appears cratered. Of the various wrecked airplanes on the field only one attracted attention as possibly operational. It was dark green in color, and in 1980 or D.

5. A. Communications - Good

B. Weather - Weather over target was changeable cloud coverage from 1500 to 6000 feet changing from 5/10s to 8/10s between 1500 and 1520.

6. Susaki Airfield further cratered. One 40 foot ship sunk.

7. Ammunition expended - 2550 rounds of 50 caliber.
20X500 6F - AN - M103, nose fuse, .10 sec. delay, AN - M 101 A2
Tail fuse .025 delay.
Gasoline consumed - 1236

8. None

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

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

29 May 1945

FROM: Commanding Officer, 531st Fighter Squadron, AAF, APO #86
 TO : Commanding General, VII Fighter Command, AAF, APO #86
 THRU: Commanding Officer, 21st Fighter Group, AAF, APO #86

531st Fighter Squadron Mission No. 5-8
 21st Fighter Group Mission No. 5-13
 VII Fighter Command Mission No.

MISSION REPORT

1. A. 20 P-51D20s
 B. 2 Oscars, 12 Zekes, 2 S/E Radial Type.
2. A. None
 B. Destroyed:
 - 2 Zekes - Major Crim
 - 1 Oscar - Lt. Koke or F/O Rowley
 Probably Destroyed:
 - 1 Zeke - Lt. Koke
 Damaged:
 - 1 Zeke - Major Crim
 - 2 Zekes - Lt. Sickler
 - 1 S/E Radial Type - Capt. Crane
 - 1 Zeke - Lt. Shoemaker
3. Fighter Aircraft of the 21st Fighter Group will escort B-29 bombers and patrol the bomber route while bombers attack the Yokohama Urban Industrial Area per VII Fighter Command F.O. #109.
4. Red Flight
 - Major Harry C. Crim, Jr.
 - 1st Lt. Fred E. Sickler
 - 2nd Lt. Henry J. Koke
 - F/O Armand G. Rowley
 Yellow Flight
 - 1st Lt. Cecil C. Drinnen (Abortive)
 - 2nd Lt. Dale F. Meyer (Abortive)
 - Capt. Edward B. Crane
 - F/O Anthony J. Gance
 Blue Flight
 - Capt. William H. Benton, Jr.
 - 2nd Lt. Howard M. Lane
 - 1st Lt. Frank L. Seymour, Jr. (Abortive)
 - 2nd Lt. Bennet J. Erickson (Abortive)

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

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Page two of 531st Fighter Squadron Mission No. 5-8

Green Flight

1st Lt. Richard S. Davis
 2nd Lt. Billie Griffin
 1st Lt. William J. Fenker
 2nd Lt. Roy K. Shoemaker

Spare Flight

1st Lt. Albert B. Davis
 1st Lt. Wade W. Marsh
 2nd Lt. Earl D. Crutchfield, Jr.
 2nd Lt. David M. Scotford

Time of Take Off - 0621 - 0627
 Time over Target - 1050 - 1110
 Time of landing - 1345 - 1414

Abortives:

Blue three (3), 1st Lt. Frank L. Seymour, Jr. O-767083, flying P-51D20, Serial No. 44-63674, abortive rough engine, one mag. out. Pancaked 0930.

Blue four (4), 2nd Lt. Bennet J. Erickson, O-830437, flying P-51D20, Serial No. 44-63731, returned as escort for Lt. Seymour. Pancaked 0930.

Yellow one (1), 1st Lt. Cecil C. Drinnen, O-806536, flying P-51D20, Serial No. 44-63963, abortive engine would not run on left external fuel tank. Pancaked 1134.

Yellow two (2), 2nd Lt. Dale F. Meyer, O-2059335, flying P-51D20, Serial No. 44-63384, escorted Lt. Drinnen back to base. Pancaked 1138.

Narrative:

Per VII Fighter Command F.O. 109, 16 P51Ds and 4 Spares of the 531st Fighter Squadron joined with the 46th and 72nd Fighter Squadron Airplanes to compose the 21st Fighter Group unit of 52 aircraft to escort B-29 bombers and patrol the bomber route while the bombers attacked Yokohama Urban Industrial Area.

531st Fighter Squadron airplanes were airborne 0621 to 0627 from Central Airfield Iwo Jima. They rendezvoused with B-29 navigators at 0648 and proceeded on course reaching the departure point, landfall, at 1040 at 20,000 feet. From here the flights orbited and waited for bombers to come in on way to target. Bombers were spread out in groups of 3 to 12 and fighter flights went in trail by flights, each tacking on to a bomber formation as it went in to IP at Fuji Yama. The flights then turned from Fuji Yama on vector over Yokohama and followed bombers

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Page three of 531st Fighter Squadron Mission No. 5-8

to target. When lead flight reached end of bomber stream a 180 degree turn was ordered and flights flew back and forth along bomber stream from 1050 to 1110 at 20,000 feet. No enemy aircraft were observed attacking bombers. Great fires observed in Target Area (Tokohama). Red three (3) and four (4) encountered 1 oscar while patrolling bomber route. After leaving Yokohama heading east and enroute to and at Rally Point a total of 15 enemy fighters were observed or encountered by the four flights. Several were aggressive in attacking our fighters and numerous fighter to fighter encounters occurred. None of our fighters were lost and all reached the rally point at approximately 1120 and all pancaked safely at Iwo Jima.

Individual Flight Narratives:

While Red Flight was patrolling bomber route, Red three (3) and four (4) sighted an Oscar at 17,500 feet. Red four (4) made the first pass observing his hits in cockpit area. Red three (3) then followed the Oscar down shooting into his cockpit and engine before breaking off at 15,000 feet, leaving the Oscar spinning toward the ground. Red one (1) observed this plane to crash between Yokohama and Atsugi. Red Flight left the bomber route, flying over Target and out over Tokyo Bay at 22,000 feet. At the north end of Tokyo Bay, Red Flight turned Southeast over Chiba Peninsula and saw 7 Zekes at 12,000 feet. Red one (1) and two (2) went down to 12,000 feet and the enemy aircraft half rolled to the deck. Red Flight then flew south and shortly noticed the same enemy aircraft engaged with three or four F-51s at 3000 feet. Red one (1) turned and dived in and shot at one Zeke, observing hits in wing root and top of rudder. Then Red one (1) drove up behind a second Zeke and fired into him at 100 foot range at 3000 feet altitude setting the Zeke on fire. The pilot bailed out and the Zeke crashed. Red two (2) in a head on pass at a Zeke saw his tracers striking the engine of section of a Zeke but it did not burn or crash. Red Flight then formed at 6000 feet and headed out toward rally point across the coast when three Zekes came up and jumped them from behind. As Red Flight members scissored Red two (2) fired at one on Red three (3) tail and observed his fire to strike in engine section in front of cockpit before he had to break off. Red one (1) and three (3) fired at a Zeke on Red two's (2) tail and Red one (1) closed to 500 feet observing his fire to strike from the engine cowling to the tail and the cowling to fly off. Blue one (1) reports seeing this plane crash. Red three (3) fired at another observing his hits in the cockpit and the plane rolled over and started to spin as Red three (3) broke off. One Zeke made an upside down pass at Red two (2) from under him and went on down and away. Red two's (2) rudder sqw damaged from 20MM cannon fire by a Zekes attack. Red Flight proceeded to rally point.

Yellow (1), (2), (3), (4) over target were respectively Crane (original Yellow 3), Gance (original Yellow 4) A.B. Davis (original Spare 1) and Marsh (original Spare 2). After Yellow Flight had left Yokohama for rally point, Yellow one (1) and Yellow two (2) at 20,000

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

Page four of 531st Fighter Squadron Mission No. 5-8

feet saw two single engined (radical) fighters and fired a long burst at them. Yellow one (1) observed his tracons to strike fuselage of the Jap aircraft as it dived away. Yellow one (1) broke off his attack at 13,000 feet and Yellow Flight continued to Rally Point.

As blue flight was making it's second run from IP to target, Blue one (1) switched to his right drop tank and had an airlock so headed south trying to get rid of it or get over water. Blue two (2) reported his plane was using excessive gasoline and went with Blue one (1) to rally point. Blue three (3) and four (4) patrolled bomber route and rejoined Blue one (1) and two (2) at Rally Point. Blue one (1) and two (2) landed with 5 and 3 gallons of gasoline respectively.

As Green Flight was about to tack on to a B-29 at rally point for return to Iwo a Zeke made a pass on someone and they gave chase. All four flight members fired long bursts at him through a wide range of deflection angles following his from 10,000 to 5000 feet and lower. They appeared to have a 300 mile per hour speed comared to his 200 miles per hour, but the Zeke skidded and turned and appeared to have much greater manouverability. Green four obtained hits in the tail section or near fuselage causing minor damage but the Zeke followed on down to the deck and escaped. Green one (1) observed a second Zeke and fired a long burst at him but broke off as another flight attacked him.

AA at 20,000 feet was heavy, moderate but inaccurate. A few white phosphorous burats were observed also.

5. A. Communications - Good
B. Weather over target - CAVU
6. None
7. A. Ammunition expended - 9375 rounds of 50 caliber
B. Gasoline consumed - 8023 gallons.
8. Dye Marker was observed 5 to 10 miles F.E. of Kita at approximately 1530. A F-61 was circling.
A B-29 observed in water 100 miles North of Kita at 10 degree heading. Several rafts observed in water. DD and Dumbo observed heading toward them.

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

C O N F I D E N T I A LStatements of Pilots on 591st Fighter Squadron
Mission No. 5-8DESTRUCTION OF TWO "ZEKES" AND DAMAGE TO A THIRD.Statement of Major Harry C. Crim, Jr. O-659669.

While flying over Chiba Peninsula at 12,000 feet saw seven Zekes engaged with 3 P-51s at 3000 feet. I dived in and shot at one Zeke, observing hits in the wing root and rudder. I claim this Zeke damaged. I then drove up behind a second Zeke and fired into him at 100 foot range and set him on fire and saw the pilot bail out. This plane was destroyed. Continuing to rally point just over the east coast of Chiba peninsula at 6000 feet three Zekes approached from six oclock. Red Flight scissored and I pulled up under two of them and fired at 90° def. shot of 1 to 1½ seconds at the second one getting hits on cowling back to tail and knocking the engine cwoing off. I did not see him crash but claim him as destroyed.

Harry C. Crim, Jr.
 Harry C. Crim, Jr. O-659669
 Major., Air Corps,

Statement of 2nd Lt. Henry J. Koke O-2054132

I saw a Yellow nosed P-51 turning low with a Zeke on his tail and Major Crim drove up at 3000 foot altitude behind him and at 1500 feet altitude at very close range fired into him. The Zeke burst into flames and crashed into the ground.

Henry J. Koke
 Henry J. Koke, O-2054132
 2nd Lt., Air Corps,

Statement of 1st Lt. Fred H. Sickler, Jr. O-678959

As Major Crim's wing man I observed one Zeke that he fired at approximately 3000 feet altitude crash.

Fred H. Sickler Jr.
 Fred H. Sickler, O-678959
 1st Lt., Air Corps,

Statement of Capt. William H. Benton O-886221

As I was heading toward Rally Pt. I looked back and could see several P-51s and Zekes milling around. I saw one crash in water just off the east coast of Chiba Peninsula. I alter identify the flight as Red Flight and the crashed plane as a Zeke shot down by Major Crim, Red Leader.

William H. Benton
 William H. Benton, O-886221
 Capt., Air Corps,

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

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

Page two of statements of 531st Fighter Squadron Mission No. 5-8

DESTRUCTION OF AN "OSCAR".Statement of 2nd Lt. Henry J. Koke 0-2054132

Red Flight was patrolling along the bomber route at 22,000 feet near Yokohama when an Oscar was sighted at 2 o'clock low at 17,000 feet. Red Flight leader informed Red Element to go get him. I could see that my approach on him would miss him so I reversed my turn once and then again so as to get in the proper position to fire at him. In the meantime my wingman had already made a pass on him. Damaged unobserved. I fired a second and a half burst at him. He turned over on his back and started to spin. I over ran him and watched him go spinning down. I claim he was destroyed.

Henry J. Koke
2nd Lt., Air Corps, 0-2054132

Statement of Major Harry C. Grim, Jr., 0-659669

While flying at 22,000 feet just south of the second bomber box in the target area I saw Red 3 and 4 make one pass each on a 3/E aircraft at about 17,000 feet. I observed no hits but plane tumbled and then spun completely out of control for several minutes. I saw it hit the ground south east of Atsugi airbase about half way to Yokosuka.

Harry C. Grim, Jr.
Major., Air Corps, 0-659669

DAMAGE TO TWO "ZEKES".Statement of 1st Lt. Fred H. Sickler, Jr., 0-678959

After the Red Leader's target burst into flames we started to pull up and reform. Red 1 and Red 3 observing two Zekes about one mile ahead and slightly above us turned into them firing and they broke off. As they were firing, a lone Zeke started to turn in behind Red 1 and Red 3 and I got a head on shot at him observing flashes around the Zeke's engine section which I presumed to be my bullets striking. I claim he was damaged. Climbing on out toward the Rally Point about one minute later, the elements of my flight scissored and I got another very long burst and deflection shot at another Zeke burning on Lt. Koke's tail. This Zeke met me head on until well within gun range and then broke off to my right in a gentle wing over. I observed my tracers going into the nose section of the Zeke. I claim he also was damaged.

Fred H. Sickler, Jr.
1st Lt., Air Corps, 0-678959

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

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

Page three of statements of 591st Fighter Squadron Mission No. 5-8

PROBABLE DESTRUCTION OF A "ZEKE".

Statement of 2nd Lt. Henry J. Koke O-2054132

We had just left the coast of Chiba Peninsula heading for Rally Point at 5000 or 6000 feet when we were attacked by three Zekes. We scissored. Lt Sickler fired at one on my tail. Major Crim and I followed around and fired at two on Lt. Sickler's tail. I fired into the lead plane and Major Crim fired into the back one. I did not observe any hits from my first burst. The Zekes separated then and Major Crim followed his on out and I kicked off on a wing picked up a little speed and pulled up again on same plane in a climbing turn and fired a three second burst from about 500 feet, observing hits in cockpit of same. The Zeke rolled over on his back and started to spin, as I stalled out and had to kick over on a wing to recover and so did not see him hit the ground I believe he spun in.

Henry J. Koke, O-2054132
2nd Lt., Air Corps,

DAMAGE TO 1 "ZEKE".

Statement by 2nd Lt. Roy K. Shoemaker O-2057036

As our flight (Green) was returning to rally point, a bogie was called out. We were in mutual support and the flight leader turned into a Zeke and made a pass, the Zeke pulled up, did a 180° turned and came diving back past us. Lt. Fenker and myself fired at him as he dove but the tracers fell short. The Zeke then made a diving left turn and I fired two more bursts, the first was low and behind, the second appeared to strike his rear fuselage and tail section. He broke off to the right, climbed back to 10,000 feet and continued for base. I claim the Zeke was damaged.

Roy K. Shoemaker
Roy K. Shoemaker, O-2057036
2nd Lt., Air Corps,

DAMAGE TO 1 S/E RADIAL TYPE.

Statement of Captain Edwin R. Crane O-728980

After leaving the target area I was letting down and headed for the rally point. I was weaving violently when I observed two single engine fighters diving in front of me. My wing man and I made a pass to the left putting him in trail. I fired a burst from about 60° to 90° deflection closing to about 1000 feet. I observed tracer hits on the lead plane's fuselage damaging it. Claim one damaged.

Edwin R. Crane
Edwin R. Crane O-728980
Capt., Air Corps,

A TRUE COPY OF MISSION REPORT
Herbert C. Swigert
HERBERT C. SWIGERT
CAPT. AIR CORPS,
S-2 OFFICER.

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

26 May 1945

FROM: Commanding Officer, 531st Fighter Squadron, AAF, APO #86.

TO : Commanding General, VII Fighter Command, AAF, APO #86.

THRU: Commanding Officer, 21st Fighter Group, AAF APO #86.

531st Fighter Squadron Mission No. 5-7
 21st Fighter Group Mission No. 5-10
 VII Fighter Command Mission No.

1. A. 14 P-51D20s
 B. None

2. A. None
 B. None

3. Dive Bomb and Strafe Chichi Jima Per F.O. #105, VII Fighter Command.

4. Red Flight
 Capt. William B. Smith
 F/O Anthony J. Gence
 Capt. Edwin R. Crane
 2nd Lt. Jack H. Honrath

Yellow Flight
 Capt. Willis E. Mathews
 2nd Lt. David M. Scotford
 2nd Lt. Earl D. Crutchfield, Jr.
 F/O George A. Zintak (abortive)

Blue Flight
 1st Lt. Richard S. Davis
 2nd Lt. Howard M. Lane (abortive)
 2nd Lt. Richard B. Woolley
 F/O Armand G. Rowley (abortive)

Josephine
 Capt. William H. Benton, Jr.
 2nd Lt. Bennet J. Erickson

Abortives:

Blue one (1), 2nd Lt. Howard M. Lane O-824860, flying P-51D20, Serial No. 44-63999, did not take off rough engine.

Yellow four (4), F/O George A. Zintak, T-126611, flying P-51D20, Serial No. 44-63787, abortive fairing doors would not close. Salvo bombs 15 to 20 miles north of island, dropped on safe, circled before dropping bombs. Pancaked 1430.

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

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Page two of 531st Fighter Squadron Mission No. 5-7

Blue four (4), F/O Armand G. Rowley, T-63035 flying P-51D20, Serial No. 44-63741, abortive rough engine and cut out at 2000 feet. Salvo bombs 15 to 20 miles out, dropped on safe, circled before dropped bombs. Pancaked 1425.

Time of Take Off - 1355
Time over target - 1445 - 1510
Time of landing - 1600

Narrative:

531st Fighter Squadron airplanes were airborne 1355 to 1405 from Central Airfield, Iwo Jima. They rendezvoused over the north end of the island at 5000 feet and started on course 020° at 1415. They flew at 10,000 feet to Haha, then turned to 360° to Chichi. Josephine and escort went down to 5000 feet to try to observe target through occasional holes in the undercast, while the remaining 9 planes remained above at 10,000 feet, circling and waiting. They orbited from the time of their arrival, 1445 to 1455, when two ships were called out in Futami Ko. One was a dredge at 246G, the other a 150 foot cargo boat of the Fox Tare type at 229M. The flights then made their runs on their targets, after which they rallied at the south tip of Chichi at 1510 and returned to base, letting down on the return trip from 8000 feet to 2000 feet for better visibility. Passing over Haha, they observed a portion of the northern tip of the island through a hole in the clouds, but saw no targets. Landed 1600.

Red Flight

Upon receiving the report from the Josephine element that there were two ships in Futami Harbor, Red flight dived SW to NE from 10,000 feet down to 2000 feet, releasing five of their eight bombs through a hole in the clouds at a dredge or barge in 246G. No results were observed. They pulled up and made a N-S run on radio station No. 6, which was momentarily visible, dropping their 3 remaining bombs. Again no results were observed. They made a strafing run at 2000 feet along the SE shore of Futami Harbor, thereafter climbing to 7000 feet to the rally point.

Yellow Flight:

Yellow flight made a pass on a warehouse area in 263Z, Yellow 2 dropping his bombs with unobserved results from 2000 feet. Yellow 3 then pulled up and made another run on the buildings, dropping his bombs through a hole in the undercast from 4000 feet, but could not see the bursts. Yellow leader then made a run on some buildings in 213S, observing one bomb land near to one building but no damage was observed. They then left the target area and rallied with the rest of the flights for the return to base.

Blue Flight:

Blue flight made one NW - SE bombing run on the 150 foot Fox Tare in 229M, dropping their bombs through a hole in the clouds from an altitude of 4000 feet. No results were observed. They then proceeded to the rally point and returned to base.

Josephine Flight:

One P-51D carrying a Josephine life raft, and another for escort, accompanied the bomb-carrying planes to act as target spotter. They crossed the northern tip of Haha at 4000 feet looking for targets, through a hole in the undercast, but

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Page three of 531st Fighter Squadron Mission No. 5-7

found no targets. Arriving at Chichi at 1445, they circled the island twice at 5000 feet. They noted a barge or dredge type vessel at 246G, and a 150 foot Fox Tare type cargo ship at 229M. They called the targets in to the top flights, and watched for results of the bombing runs. They observed two near misses on the ship at 229M, and one burst at 248M, but could not determine damage because of cloud coverage.

AA - None encountered.

5. A. Weather - Clear to Haha, then closed in from 4500 feet ground with high cirrus at 2000 feet. Over Target, thin overcast at 14,000 feet, solid undercast from 2000 feet down, with an occasional hole.

B. Communications - A DF - type tone heard in all radios on A & B channels (Love and Nan). Made it very difficult to understand all communications.

6. Undetermined.

7. Ammunition expended 750 rounds of 50 caliber
22 X 500 Lb. Bombs. M-103 Nose Fuse and M-101A2 tail Fuse.
Gasoline

8. Recommend that on future Chichi strikes a weather plane be sent an hour before the mission to ascertain cloud coverage, in order to determine whether or not the strike will be worth while.

A TRUE COPY OF MISSION REPORT

HERBERT C. SWIGERT
CAPT. AIR CORPS,
S-2 OFFICER.

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

25 May 1945

FROM: Commanding Officer, 531st Fighter Squadron, AAF, APO #86.

TO : Commanding General VII Fighter Command, AAF, APO #86.

THRU: Commanding Officer, 21st Fighter Group, AAF, APO #86.

531st Fighter Squadron Mission No. 5-6

21st Fighter Group Mission No. 5-9

VII Fighter Command Mission No. 152

MISSION REPORT

- A. 20 P-51D20s
B. In Air - 5 S/E
2. A. None
B. In Air - None
On Ground - Destroyed: 1 Sally, 1 D-C-3, 1 Dinah, 1 Nick, 1 Betty, 1 Zeke,
1 Jack. Probably Destroyed: 1 Sally, 1 Irving, 1 Tabby. Damaged: 9 D-C-3,
4 Bettys, 3 Sallys, 1 Tojo, 4 T/E type unidentified.
3. Fighter Aircraft of the 21st Fighter Group will attack targets on or about
Tokorozawa Airfield, Primary target; Chofu Airfield, secondary target, - both in
Tokyo Area, Honshu, Japan. Per VII Fighter Command F.O. #98 and Addenda 1.
4. Red Flight
Capt. Robert I. Mallin
Capt. Willis E. Mathews
2nd Lt. Paul E. Schurr
2nd Lt. Rexford W. Parifitt
- Blue Flight
Capt. William B. Smith
2nd Lt. William N. Steele
2nd Lt. Irvin P. Skansen
2nd Lt. John D. Thompson
- Yellow Flight
1st Lt. Charles Provost, Jr.
2nd Lt. Jack Counts
2nd Lt. John C. Wilson
2nd Lt. David C. Fuller
- Green Flight
1st Lt. Albert B. Davis (abortive)
2nd Lt. David M. Scotford (abortive)
1st Lt. Edward H. Dibble
2nd Lt. Theodore H. Fox
- Spare Flight
1st Lt. Joseph M. Lindsay
2nd Lt. James F. Wright
2nd Lt. Richard B. Woolley (abortive)
2nd Lt. Harry B. DeRieux (abortive)

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Page two of 531st Fighter Squadron Mission No. 5-6

Time of Take Off - 0952 to 0958

Time over Target - 1315

Time of landing - 1700

Abortive:

Spare four (4), 2nd Lt. Harry B. DeRieux, O-830424, flying P-51D20, Serial No. 44-63921, abortive engine cut out. Did not take off.

Green one (1), 1st Lt. Albert B. Davis, O-692138, flying P-51D20, Serial No. 44-63384, abortive after take off Ram Air Handle jammed in filter position resulting in loss of power and rough engine stayed with formation for 5 minutes trying fix it but was unable. Pancaked 1025.

Green two (2), 2nd Lt. David M. Scotford, O-830337, flying P-51D20, Serial No. 44-63770, engine cut out on right drop tank. Pancaked 1016.

Spare three (3), 2nd Lt. Richard B. Wobley, O-770508, flying P-51D20, Serial No. 44-63937, ordered back as spare by Flight Leader Capt. Mellin. Pancaked 1120.

Narrative:

Per VII Fighter Command F.O. #98, 16 P51Ds and 4 spare of the 531st Fighter Squadron joined with the 72nd and 46th Fighter Squadrons to compose the 21st Fighter Group unit of 52 aircraft to attack targets on or about Tokorozawa A/F and/or Chofu A/F, Tokyo Area, Japan.

531st Fighter Squadron Airplanes were airborne 0952 - 0958 from Central Airfield, Iwo Jima. They rendezvoused with the B-29 navigators over Kita Rock at 1025, climbed on course to 22,000 feet, to top the weather, reaching that altitude at 1115. The departure point was reached at 1250, by 16 squadron planes. 14 of them went on to attack the target and two, which were short of gasoline proceeded to Rally Point with navigator B-29s. Those attacking the target proceeded on a course toward Fuji Yama, passing it on the east and circling in a north easterly direction so that they made individual strafing runs by flights on it before reforming at the Rally Point at 1355 and returning to base where all planes pancaked at 1700.

Individual Flight Narratives follow:

Red Flight made their strafing pass on Tokorozawa A/F, on the deck crossing the field at about the middle of the north edge in a southwesterly direction. Red one (1) observed his fire to strike 2 Sallys. One which was seen burning is counted as destroyed and the second probably destroyed. Red two (2) strafed 2 T/E aircraft on north edge of the field, damaging them, and then on west edge of field lined up four DC-3 type and observed his fire to strike them, damaging all four, and he then strafed the hangar area. Red three (3) observed his fire to strike and damage two Sallys. Red four saw his fire hit in the fuselage and wing root of a DC-3, damaging it. After Tokorozawa A/F, Red Flight strafed some conical towers at the Reservoir southwest of the field and then made a strafing run across the

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northwest corner of Tachikawa A/F. Red one (1) damaged one DC-3 type. Red two (2) strafed five T/E, DC-3 Type, destroying one and damaging the other four. Red three (3) probably destroyed on Tabby type aircraft observing his hits in an engine and wing roots. Red four (4) damaged a Tojo. After leaving Tachikawa A/F, Red Flight circled west of Hachijo and Atsugi and crossed coast west of Hiratsuka. Red two (2) joined two other aircraft to strafe a tanker just south of Hiratsuka diving from 6000 feet down to 1000 feet on it. Extent of damage unobserved.

At departure point yellow one (1) stayed with the navigators as he was short on gasoline and proceeded to the rally point. The three remaining members of the flight continued to the target and strafed across Tokorozawa A/F from the east to the west. Yellow two (2) fired at one of three dummy aircraft before realizing what they were. Yellow three shot up an Irving at north end of the field, yellow four observing his fire striking it, and probably destroying it. Yellow four (4) crowded off north end of field shot up a radio shack, a power line and a large building. After leaving Tokorozawa yellow two strafed Toyooka A/F damaging a Betty on the east side of the field and another in a revetment on the west side and then rejoined other yellow flight members all of them strafing a large building, believed to be a power station as they were enroute to Rally Point.

Blue Flight strafed Tokorozawa A/F from the northwest. Blue one (1) destroyed a Nick leaving one engine burning on his strafing pass. Blue two (2) damaged one T/E in NS corner of the field. Blue three (3) damaged one Sally, under a camouflage net, on NW edge of the field. Blue four (4) damaged two T/E on his strafing pass. After strafing Tokorozawa, Blue four strafed across Yokota A/F and destroyed a Betty leaving it burning and strafed a power plant to the west of the field as the rest of Blue Flight strafed a factory at the west end of the two reservoirs that are about 5 miles SW of Tokorozawa A/F. Blue Flight then proceeded to the Rally Point observing a 150 foot ship just off Tateyama.

Green one (1) and two (2) aborted enroute to target and Spare one (1) and two (2) became Green one (1) and two (2). At Departure point, as Green two was short on gasoline, he stayed with the navigators and proceeded to Rally Point with them. Green 1, 2, and 3 proceeded to target. Green flight strafed the north end of Tokorozawa A/F, west to east. Green 1 (original Spare 1) hit one Jack and one Zeke, observing the Jack to blow up and sending a long stream of hits into the Zeke. Both are believed destroyed. Green three (3) concentrated his fire on a gun position on his strafing run. Green four (4) damaged an unidentified T/E Bomber and destroyed a Dinah. Green Flight then strafed and destroyed a transformer about 4 miles SW of Hachioji and then proceeded to Rally Point.

Five airborne, type unknown, enemy aircraft were observed in distance, pursuing a flight of P-51s enroute to Rally Point. The enemy A/C turned back before reaching the Rally Point or attacking our forces.

AA fire was encountered soon after landfall. Flying at 10,000 to 12,000 feet both heavy and AW fire was observed from the coastal areas and airfield areas adjacent to route in to Tokorozawa A/F. It was accurate as to altitude but burst to the side of the formations. On strafing runs over airfields, AW and machine gun fire was intense and accurate. Two airplanes were struck causing minor damage.

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After leaving targets, enroute to rally point heavy intense, accurate as to altitude AA fire in vicinity of Hiratsuka and Higasaki.

5. A. Weather - Enroute to Target and Return a front of 22,000 feet altitude between Kita and Bayonnaise Rocks. Over Target - Clear - visibility 8 to 12 miles.

B. Communications - Good

6. Listed in paragraph 4 in detail

7. Ammunition Expended - 27,200 rounds of 50 caliber.
Gasoline consumption - 7289 gals

8. At 1455 one F51 was seen to crash in water about 10 miles off Tori, heading 40 degrees. A navigator B-29 circled and dropped a five man raft. No other information obtained.

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

C O N F I D E N T I A LStatements of Pilots on 531st Fighter Squadron
Mission No. 5-6

DESTRUCTION ON GROUND OF ONE "SALLY", PROBABLE DESTRUCTION OF ONE "SALLY" AND DAMAGE TO A "DC-3 TYPE".

Statement of Captain Robert I. Mallin 0-727496.

I brought my flight in from the NE and strafed to the SW. On the north end of the field, fired at one reveted Sally. Hits were seen to enter it and fire observed starting. My wingman confirmed the fact that it started to burn. As I approached the west side of field I fired into another reveted Sally. Many hits were observed and I thought it started to burn. On the breakaway we passed over the north end of Yokota Airfield and I fired at one parked DC-3 type aircraft. Hits were observed but no fire observed.

Robert I. Mallin
Robert I. Mallin, 0-727496
Capt., Air Corps,

Statement of Captain Willis E. Mathews 0-729037.

On the first strafing run on the north eastern edge of Tokorozawa A/F, I saw Capt. Mallin (Red Leader) fire on and hit a twin engine bomber which he left burning.

Willis E. Mathews
Willis E. Mathews 0-729037
Capt., Air Corps,

DAMAGE TO 2 "SALLYS" ON TOKOROZAWA A/F AND PROBABLE DESTRUCTION OF 1 "TABBY" ON TACHIKAWA A/F.

Statement of 2nd Lt. Paul E. Schurr, 0-767402.

Upon strafing Tokorozawa A/F from North to South, on the edge of the field lined up were several aircraft, I picked out one Sally - fired into it - observed all in the center section of the Sally.

Crossing the field I found a second Sally lined up with several others along the side of the hangars. Hits were observed to contact the aircraft in the fuselage and wing root, but again no visible damage.

Leaving the primary target we crossed the country on the deck and ran into Tachikawa A/F. There I lined up on a Tabby and fired a long burst which ripped into the right engine and wing root section and probably destroying it.

Paul E. Schurr
Paul E. Schurr, 0-767402
2nd Lt., Air Corps,

DAMAGE TO A "DC-3 TYPE" ON TOKOROZAWA A/F AND DAMAGE TO A "TOJO" ON TACHIKAWA A/F.

Statement of 2nd Lt. Rexford W. Parfitt, 0-0804090.

Starting in a dive from 13,000 feet, I crossed our target from North to

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Page two of statements of Pilots of 531st Fighter Squadron Mission No. 5-6

South. On the north side there were several DC-3 type aircraft. Picking one of these I observed hits along the wing root and fuselage. As I passed over it, it was smoking. Continuing across the field I sprayed several other aircraft but failed to note any damage. Pulling off the target I continued strafing target of opportunity that circled a reservoir a small factory and several power lines no damage noted. As I passed over the north west corner of Tachikawa A/F I made some hits on a parked Tojo but was unable to see the extent of damage.

Rexford W. Parfitt
 Rexford W. Parfitt, O-0804090
 2nd Lt., Air Corps,

LARGE TO TWO "BETTYS" ON TAYOOKA A/F.Statement of 2nd Lt. Jack Counts O-714886.

On the 25th of May as I strafed an apparent mock up before realizing my error. Passing over the field before I had time to pick another target I continued on course and saw Yellow 3 & 4, go around a hill. Unable to follow I went around the other side of the hill to intercept Yellow 3 & 4. In doing so I passed over Tayooka A/F observing a number of A/C believed to be Bettys. I shot at one Betty on East side of field observing strikes and flying pieces, the plane did not burn. Another was fired at on the west side of the field, observed strikes on plane, but it did not burn.

Jack Counts
 Jack Counts, O-714886
 2nd Lt., Air Corps,

PROBABLE DESTRUCTION OF "IRVING" ON TOKOROZAWA A/F.Statement of 2nd Lt. John D. Wilson, O-770503.

After making the final turn for the east - west strafing of Tokorozawa field, I dropped our flight onto the deck and approached the NE end of the field over the plane dispersal revetments. There were no planes in these position. The first plane I observed was a twin engine fighter, which I believed to be an Irving. Parked at the NE end of the field, partially behind a tree or bush and with a thin camouflage net over it. I fired a 1 1/2 - 2 second burst at it from within 300 feet and observed almost all hits around the cockpit - canopy, center fuselage, and left engine and wing root. It did not flame, but considerable debris flew out from the hits. A light smoke was present, but I believe it was from the impact of the bullets and not burning fuel. I claim it as probably destroyed. On the other side of the field along my flight path, I saw another twin engine fighter, but too late to identify or fire at.

John D. Wilson
 John D. Wilson, O-770503
 2nd Lt., Air Corps,

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Page three of statements of Pilots of 531st Fighter Squadron Mission No. 5-6

Statement of 2nd Lt. David C. Fuller O-830444.

Coming down on the target I was flying Wilson's wing and observed him firing upon an Irving at the North end of the field. I could see several hits on the Irving and leaving the target could see some smoke as the result of Wilson's efforts; would claim the plane as a probable.

David C. Fuller
 David C. Fuller, O-830444
 2nd Lt., Air Corps,

Destruction of one "NICK" ON GROUND.

Statement of Captain William B. Smith O-797924.

My flight (Blue) strafed Tokorozawa A/F from the NE to the SW hitting the North end of the field. I observed one dummy on the East side of the field and saw one TE fighter believed to be a Nick on the far side in a revetment opened to the east I started shooting from the east side of the field with a direct head on pass and continued until I passed over the plane. I observed good hits on the fuselage and wing roots and saw the right engine burning as I flew over the revetment.

William B. Smith
 William B. Smith, O-797924
 Capt., Air Corps,

DAMAGE TO 1 "SALLY" ON TOKOROZAWA A/F

Statement of 2nd Lt. William N. Steele O-2059858.

Blue Flight began its strafing run from the NE to a south westerly direction I was flying blue 2 position. As we dove on the target I spotted a twin engine plane that I thought to be a Sally on the NE corner of the field. I fired two long burst and observed hits in the fuselage and around the wing roots and engine nacels section. As I passed over the plane I observed what I think was smoke arising from it. I then proceeded on a south westerly course and fired a burst on a factory and also a low building from which I was fired upon first. I then joined Yellow flight and proceeded to the rally point and home.

William N. Steele
 William N. Steele, O-2059858
 2nd Lt., Air Corps,

DAMAGE TO ONE "SALLY" ON GROUND.

Statement of 2nd Lt. Irvin P. Skansen O-770451.

Flying number three in blue Flight on the strafing attack on Tokorozawa Airfield. On a pass made from East to West I strafed what appeared to be a Sally under a camouflage net. The aircraft was sitting on the northeast

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Page four of statement of 531st Fighter Squadron Mission No. 5-6

boundary of the field I fired a bit low at first but corrected and observed hits in left nacelle and fuselage. Did not observe smoke or fire.

DAMAGE TO 2 "T/E" ON TOKOROZAWA A/F AND DESTRUCTION OF 1 "BETTY" ON YOKOTA A/F.

Statement of 2nd Lt. John D. Thompson O-810767.

As Blue four I strafed from the NE hitting a twin engine type A/C on the NE corner of field, damaging it, then hit a twin engine type A/C that was at the north end of hangar line in center of field damaging it. I then hit Yokota A/F and strafed a twin engine type A/C believed to be a Betty, it started to burn so claimed a destroyed.

John D. Thompson
 John D. Thompson, O-810767
 2nd Lt., Air Corps,

Destruction of 1 JACK and 1 ZEKE ON TOKOROZAWA A/F.

Statement of 1st Lt. Joseph M. Lindsay, O-692170

I was leader of Green Flight the strafing run was started from the north by a right diving turn onto the target. Green Flight crossed the target slightly behind Blue Flight and from a northwesterly to a southeasterly direction. Green flight strafed the north end of the target. On my initial dive on the target I spotted a S/E fighter aircraft believed to be a Jack and fired at it from about 3500 feet to the deck. This was a very long burst and I observed many hits in the engine and cockpit sections, I noticed numerous small explosions in the engine section and pieces flying off it, and when I pulled over it I noticed that it was smoking and started to burn. I would estimate about 300 hits in this plane. On the east side of the target I fired a long burst in to another S/E plane believed it to be a Zeke and observed many hits. I saw no fire, but believe it to be destroyed. Five miles off the target Blue one and myself destroyed a large electric power transformer.

Joseph M. Lindsay
 Joseph M. Lindsay O-692170
 1st Lt., Air Corps,

DAMAGE TO 1 T/E TYPE AND DESTRUCTION OF 1 DINAH ON TOKOROZAWA A/F.

Statement of 2nd Lt. Theodore H. Fox O-2057598

I was flying Green 4 position in the strafing attack on Tokorozawa A/F. I fired and observed hits on an unidentified T/E bomber on the NE corner of the field causing damage to the aircraft. Going on across the field I then opened fire on a Dinah in the center of the field observing many hits on the wings and engine nacelles setting the aircraft afire and destroying it.

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Page five of statements of 531st Fighter Squadron Mission No. 5-6

Theodore H. Fox
Theodore H. Fox 0-2057598
2nd Lt., Air Corps,

DAMAGE TO 2 "BETTY" DESTRUCTION OF 1 "DC-3 TYPE", DAMAGED 7 OTHER "DC-3 TYPE".

Statement of Capt. Willis E. Mathews 0-729037

On the first pass on Tokorozawa Airfield I hit two twin engine bombers Bettys on the north edge of the field getting a very long burst into one which in photos appeared to burn and damaging the other. On the other side of the field I lined up 3 Toppers getting good hits which damaged them. After leaving Tokorozawa I made a strafing run on Tachikawa and fired on 5 transports (DC-3 Type) aircraft damaging 4 when my fire hit them and destroying another which was seen to burn.

DAMAGE TO ONE T. T. T. T. T.

Statement of Capt. Willis E. Mathews 0-729037

After leaving the coast at 6000 feet I joined two other P-51s making a steep diving strafing run on a vessel I believed was a tanker as it was flat topped and about 150 feet long just off the coast at Hiratsuka. My pass was a steep dive and I observed my fire to disperse all over it. It was damaged but did not burn.

Willis E. Mathews
Willis E. Mathews 0-729037
Capt., Air Corps,

A TRUE COPY OF MISSION REPORT

Herbert C. Sigert
HERBERT C. SIGERT
CAPT. AIR CORPS,
S-2 OFFICER.

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

24 May 1945

FROM: Commanding Officer, 531st Fighter Squadron, AAF, APO #86

TO : Commanding General, VII Fighter Command, AAF, APO #86

THRU: Commanding Officer, 21st Fighter Group, AAF APO #86

531st Fighter Squadron Mission No. 5-5

21st Fighter Group Mission No. 5-8

VII Fighter Command Mission No.

MISSION REPORT

- A. 20 P-51D20
B. None
2. A. None
B. None
3. Fighter Aircraft of the 21st Fighter Group will attack targets on or about Tokorozawa Airfield, Primary Target; Chofu Airfield, secondary Target, - both in Tokyo Area, Honshu, Japan. Per VII Fighter Command F.O. #98.
4. Red Flight
Capt. Robert I. Mallin
Capt. Grover C. Sayer
2nd Lt. Paul E. Schurr
2nd Lt. Rexford W. Parfitt
- Yellow Flight
1st Lt. Charles Provost, Jr. (abortive)
2nd Lt. Jack Counts (abortive)
2nd Lt. John C. Wilson
2nd Lt. David C. Fuller
- Blue Flight
Capt. William B. Smith
2nd Lt. William F. Steele (abortive)
2nd Lt. Irvin P. Skansen (abortive)
2nd Lt. John D. Thompson
- Green Flight
1st Lt. Albert B. Davis (abortive)
2nd Lt. David M. Scotford (abortive)
1st Lt. Edward H. Dibble
2nd Lt. Theodore H. Fox
- Spare Flight
1st Lt. Joseph M. Lindsay
2nd Lt. James F. Wright
2nd Lt. Richard B. Woolley (abortive)
2nd Lt. Harry B. DeRieux (abortive)

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Time of Take Off - 0925 - 0932
 Time over Target - Did not reach target.
 Time of landing - 1246 - 1253

Abortive:

Blue three (3), 2nd Lt. Irvin P. Skansen, O-770451, flying P-51D20, Serial No. 44-63999, abortive, while taxiing down runway became stalled in a soft spot and required a tow to get out.

Yellow one (1), 1st Lt. Charles Provost, Jr. O-740914, flying P-51D20, Serial No. 44-63968, abortive oil temperature gauge out and rough engine. Pancaked 1008.

Yellow two (2), 2nd Lt. Jack Counts O-714886, flying P-51D20, Serial No. 44-63426, abortive coolant over heating. Pancaked 1035.

Blue two (2), 2nd Lt. William N. Steele, O-2059858, flying P-51D20, Serial No. 44-63915, abortive rough engine below 2300 RPMs. Pancaked 1125.

Spare three (3), 2nd Lt. Richard B. Wooley, O-770508, flying P-51D20, Serial No. 44-63937, escorted Lt. Steele back to base pancaked 1126.

Green one (1), 1st Lt. Albert B. Davis, O-692138, flying P-51D20, Serial No. 44-63933, abortive false oil leak reported, pancaked 1124.

Green two (2), 2nd Lt. David M. Scotford, O-830337, flying P-51D20, Serial No. 44-63770, escorted Lt. Davis back to base. Pancaked 1145.

Spare four (4), 2nd Lt. Harry B. DeRieux, O-830424, flying P-51D20, Serial No. 44-63921, abortive High gas consumption. Pancaked 1145.

Per VII Fighter Command F.O. 498, 16 P-51Ds and 4 spares of the 531st Fighter Squadron joined with the 72nd and 46th Fighter Squadron to compose the 21st Fighter Group unit of 52 aircraft to attack targets on or about Tokorozawa A/F, and/or Chofu A/F, Tokyo Area, Japan.

531st Fighter Squadron airplanes were airborne 0925 - 0932 from Central Airfield, Iwo Jima. They rendezvoused with B-29 navigators over Kita Rock at 0940 at 10,000 feet. At Kita, the weather was CAVU, cloud coverage 2/10s and low and scattered. Proceeding on course a front was encountered just South of Nishino at 1035. Cloud coverage was 10/10s but airplanes topped it at 14000 feet and proceeded on course. A build up in the front was encountered just South of Sofu with 10/10s coverage and tops of a lower cloud layer at 17,000 and higher cloud layer from 18,000 to an estimated 30,000. Red leader is not sure of position at time Squadron turned back toward base at 1100. Yellow leader reports it was at a point 100 miles east of Smith Island. It was somewhere east of course as on return squadron passed over Haha Jima where weather was 9/10s overcast and cloud tops at 6000 feet. All planes returned base safely. No enemy aircraft or shipping sighted.

5. A. Weather - See narrative paragraph 4.

B. Communications - Good

6. None

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7. Ammunition Expended - None Gasoline consumption
8. None

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Herbert C. Swigert
HERBERT C. SWIGERT
CAPT. AIR CORPS,
S-2 OFFICER.

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

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

19 May 1945

FROM: Commanding Officer, 531st Fighter Squadron, AAF, APO #86.

TO : Commanding General VII Fighter Command, AAF APO #86.

THRU: Commanding Officer, 21st Fighter Group, AAF APO #86.

531st Fighter Squadron Mission No. 5-4

21st Fighter Group Mission No. 5-7

VII Fighter Command Mission No. 147

MISSION REPORT

1. A. 20 P-51D20s
B. None
2. A. None
B. None
3. Fighter Aircraft of the 21st Fighter Group will escort B-29s on attack against the Tachikawa Army Air Arsenal, Honshu, Japan. Per VII Fighter Command F.O. #94.
4. Red Flight
Major Harry C. Crim, Jr.
1st Lt. Fred H. Sickler, Jr.
2nd Lt. Henry J. Koke
2nd Lt. Rexford W. Parfitt

Yellow Flight
1st Lt. Charles Provost, Jr.
2nd Lt. Jack Counts (Abortive)
2nd Lt. Herbert S. Straughn
2nd Lt. John D. Thompson

Blue Flight
Capt. William H. Benton, Jr.
2nd Lt. Howard M. Lane
1st Lt. Frank L. Seymour, Jr.
2nd Lt. John M. Tomlinson (Abortive)

Green Flight
Capt. Floyd L. Manning
2nd Lt. Billy Griffin
1st Lt. William J. Fenker
1st Lt. Wade W. Marsh

Sub Cover Flight
1st Lt. Joseph M. Lindsay
2nd Lt. Wade W. Fehr
2nd Lt. Earl D. Crutchfield, Jr.
2nd Lt. Roy K. Shoemaker
2nd Lt. Dale F. Meyer (Returned as spare)

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Page two of 531st Fighter Squadron Mission No. 5-4

Spare Flight

1st Lt. Albert B. Davis (Returned as spare)
 1st Lt. William G. Savidge
 2nd Lt. Floyd E. Rice

Time of Take Off: 0807 - 0815
 Time over Target: Target not reached
 Time of landing : 1340 - 1350

ABORTIVES:

Yellow two (2), 2nd Lt. Jack Counts, O-714886, flying P-51D20, Serial No. 44-63911, abortive Hydraulic leak, pancaked 0830.

Blue four (4), 2nd Lt. John M. Tomlinson, O-2054133, flying P-51D20, Serial No. 44-63999, abortive RPM surge, pancaked 0835.

SPARE:

Sub Cover (5), 2nd Lt. Dale F. Meyer, O-2059335, flying P-51D20, Serial No. 44-63384, order to return as spare by flight commander, Major Grim, pancaked 0905

Spare one (1), 1st Lt. Albert B. Davis, O-692138, flying P-51D20, Serial No. 44-63933, order to return as spare by flight commander Major Grim, pancaked 0850.

Narrative:

Per VII Fighter Command F.O. #94, 16 P51Ds and 4 spares plus 4 P-51Ds to act as cover for air sea rescue submarine of the 531st Fighter Squadron joined with the 72nd and 46th Fighter Squadron Airplanes to compose the 21st Fighter Group unit of 52 aircraft to escort B-29s on a bombing mission against Tachikawa Army Air Arsenal, Honshu, Japan. Per VII Fighter Command F.O. #94.

531st Fighter Squadron airplanes were airborne 0807 to 0815 from Central Airfield, Iwo Jima. They rendezvoused with B-29 navigators over Kita Rock at 0845. Weather over Kita Rock CAVU with 1/10s cloud coverage. Proceeding on course weather continued to be about the same until Aoga Island was passed. Reaching Hachijo Jima at approximately 1046 a front was encountered. Clouds here, were about 8000 feet tops and of 8/10s coverage. Proceeding on north the clouds continued to build up and after forty minutes of flying they found themselves in a pocket with a solid overcast immediately below them and a solid overcast immediately above them with visibility about three miles. The bomber stream was flying along also at this level. The pocket in which they were flying appeared to close up ahead of them. The bombers elected to fly through the weather and disappeared ahead into the clouds. The fighters were ordered to make a 180° turn, which they did, accompanied by the navigator bombers, and the navigator bombers set a course for base. At 1115 when the fighters change their course for one to the base, their exact position is uncertain as no land was visible but estimates place their position from 50 miles south of the tip of the peninsula west of Sagami Bay to 5 minutes flying time beyond the south tip of the peninsula. No separation was made with the B-29 Navigators. On return course, an altitude of 20,000 was maintained until reaching Hachijo, where the clouds had shelved down to 8000 feet. At Hachijo the fighters dropped to 10,000 and proceeded toward base at this altitude through very thin low clouds. 20 planes of the

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Page three of 531st Fighter Squadron Mission No. 5-4

531st Fighter Squadron completed the mission and all returned. No airborne enemy aircraft were observed, and no A/A fire was encountered.

5. A. Weather - Covered in paragraph 4.
B. Communications - Three report that they were unable to receive on "A" band.

6. None

7. Ammunition Expended - 900 rounds
Gasoline Consumed - 7659

8. On the course out, several pilots report seeing sea marker, directly east of Bayonnaise Rocks at 1042. Various estimates place the exact location 5 to 15 miles east of the Rocks.

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Herbert C. Swigert
HERBERT C. SWIGERT
CAPT., AIR CORPS,
S-2 OFFICER.

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

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

17 May 1945

FROM: Commanding Officer, 531st Fighter Squadron, A F APO #86.

TO : Commanding General VII Fighter Command, AAF APO #86.

THRU: Commanding Officer, 21st Fighter Group, AAF APO #86.

531st Fighter Squadron Mission No. 5-3
 21st Fighter Group Mission No. 5-6
 VII Fighter Command No.

M I S S I O N R E P O R T

1. A. 16 P-51D20s
 B. 1 unidentified type S/E Fighter, One unidentified type T/E.
2. A. 2 P-51D20s
 B. None
3. Fighter aircraft of the 21st Fighter Group will attack targets on or about Atsugi Airfield (Primary Target); Tachikawa Airfield (Secondary Target); or Chofu Airfield - all in Tokyo Area, Honshu, Japan. Per VII Fighter Command F.O #91.

Red Flight

Lt. Col. Elmer S. Booth
 2nd Lt. John C. Wilson
 2nd Lt. Conard E. Mattson
 F/O Armand G. Rowley

Yellow Flight

Capt. William B. Smith
 2nd Lt. William N. Steele
 1st Lt. Robert H. Moody
 2nd Lt. John W. Cox

Blue Flight

Capt. Robert I. Mallin
 Capt. Grover C. Sayer
 2nd Lt. Paul B. Schurr
 2nd Lt. Rexford W. Parfitt (Abortive)

Green Flight

Major Harry C. Crim, Jr.
 2nd Lt. Richard B. Wooley
 1st Lt. Frank L. Seymour Jr.
 2nd Lt. Theodore H. Fox

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Spare Flight

Capt. William H. Benton, Jr. (Abortive)
 2nd Lt. David C. Fuller
 1st Lt. Edward H. Dibble (Joined 72nd Fighter Squadron)
 2nd Lt. John D. Thompson (Abortive)

Time of Take Off - 1001 - 1009
 Time over Target - 1400 - 1410
 Time of Landing - 1700 - 1730

Spare three (3), 1st Lt. Edward H. Dibble, O-791679, flying P-51D20, Serial No. 44-63935, joined the 72nd Fighter Squadron formation about 1100, flying Red three position and completed the mission with them.

Abortive:

Spare one (1), Capt. William H. Benton, Jr., O-886221, flying P-51D20, Serial No. 44-63968, escorted Lt. Thompson back to base. Pancaked 1200.

Spare four (4), 2nd Lt. John D. Thompson, O-810767, flying P-51D20, Serial No. 44-64000, abortive weak radio. Pancaked 1205.

Blue four (4), 2nd Lt. Rexford J. Parfitt, O-804030, flying P-51D20, Serial No. 44-63413, abortive gas leak in cockpit, left gauge. Pancaked 1205.

Narrative:

Per VII Fighter Command F.O. #91, 16 P-51D20s and 4 spares joined with the 72nd and 46th Fighter Squadron to compose the 21st Fighter Group unit of 52 aircraft to attack aircraft in the air and on the ground at Atsugi Airfield (Primary) Target; Tachikawa Airfield (Secondary Target); or Chofu Airfield (Last Resort Target) - all in Tokyo Area, Honshu, Japan.

531st Fighter Squadron airplanes were airborne 1001 to 1009 from Central Airfield Iwo Jima. They rendezvoused with B-29s navigators over Kita Rock at 1030 and flew at 9000 feet to departure point (landfall), reaching there at 1335. At the departure point, Green Flight was assigned as sub cover flight, and accompanied the bombers to the Rally Point. The other three flights reached the I.P. at 1350, and the target, Atsugi Airfield at 1400 where they acted as high cover and also made two strafing runs before leaving the target area at 1410. They left Rally Point at 1430 and pancaked at Iwo 1500 to 1530.

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Flight Narrative Accounts:

Red and Yellow Flights made the first run on the target, Atsugi A/F, strafing down to 2500 feet, installations, AA positions, and aircraft on the S.E. corner of the field where about 100 aircraft were seen, among which were one L12 and many trainers. Extent of damage was unobserved. AA was from AW, machine gun and small arms fire and was intense but inaccurate, and most concentrated along the south end of the field. Following the strafing run the two flights pulled up to 6000 feet and acted as high cover. A large fire was observed in center of the south side of the field. Leaving Atsugi at 1410, they passed Fujisawa A/F noting that there was no aircraft on the field. Crossing the coast at Hiratsuka at 4000 feet they received intense AA fire from automatic weapons. A 150 freighter was observed in mouth of river at Hiratsuka. They left Rally Point at 1430 and proceeded to Iwo Jima. Yellow Element, 1st Lt. Robert H. Moody, O-806722 and 2nd Lt. John W. Cox, O-829941, failed to reach Iwo. They are reported as definitely having crossed the coast enroute to Rally Point and are believed to have reached the Rally Point although it is not positively known that they did. No other information is available on them. At 1455 a 46th Fighter Squadron airplane was observed smoking and losing altitude about 75 miles S of Rally Point.

Blue flight strafed Atsugi A/F along the north and from East to West and then reversed and made a second run from West to East both runs at about 3000 feet altitude. Their strafing fire was directed at aircraft, AA positions, and hangar buildings but extent of damage was unobserved. AA was intense but inaccurate. Aircraft of all types, among them Sallys and trainers, possibly 200 or more were observed on the field, with the greatest concentration in the N.E. corner. On Atsugi A/F, a highwing monoplane was observed in center of field burning, 3 aircraft were observed burning in the N.W. corner, and two or three little fires in the S.E. corner of the field were observed. Two ~~airborne enemy~~ airplane were observed in area. One, a brown colored unidentified type single engine fighter at about 7000 feet appeared to commit himself to a pass at them but cut it short as he turned it in to a loop and disappeared into clouds. The second enemy airplane, and unidentified type T/E came out of overcast but soon disappeared again.

Green Flight at departure point was ordered to take over sub cover flight duties and accompanied B-29 navigators to the Rally Point, where they flew cover for the air sea rescue submarine.

5. A. Weather - Over Target - 8/10s broken clouds at 6000 feet, overcast just south of target. Visibility - 5 miles.
6. B. Communications - Good.
6. Undetermined
7. Ammunition Expended - 7640
Gasoline Consumed - 5973

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8. On Atsugi Airfield, 200 or more airplanes were reported most of them dispersed on field and unrevetted. It is recommended that 20 or 30 B-29s, escorted or unescorted, be sent on a frag bombing mission. One pilot reports observing an airfield on Mii Jima, which he thinks was being constructed or undergoing improvement, suggesting the possibility that the enemy may be planning fighter interception of our aircraft enroute to base from the Rally Point.

A TRUE COPY OF MISSION REPORT

Herbert C. Swigert

HERBERT C. SWIGERT
CAPT., AIR CORPS,
S-2 OFFICER.

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

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

10 May 1945

FROM: Commanding Officer, 531st Fighter Squadron, AAF, APO #86.

TO : Commanding General, VI. Fighter Command, AAF, APO #86.

THRU: Commanding Officer, 21st Fighter Group, AAF, APO #86.

531st Fighter Squadron Mission No. 5-2
 21st Fighter Group Mission No. 5-5
 VII Fighter Command Mission No.

MISSION REPORT

1. A. 8 P-51D20s
 B. None
2. A. None
 B. None
3. Two flights of fighter aircraft, during air alert, dispatched to Chichi Jima to determine if any enemy aircraft were operating from there.
4. Red Flight
 Major Harry C. Grim, Jr.
 2nd Lt. Henry J. Hoke
 1st Lt. Charles Provost Jr.
 2nd Lt. Herbert S. Stroughan

Yellow Flight

Capt. Robert I. Mallin
 2nd Lt. Rexford W. Farfitt
 1st Lt. John F. Galbraith (abortive)
 2nd Lt. Wade W. Fehr (abortive) (Ordered back to CAP)

Time of Take Off : 1730
 Time over Target : 1810 - 1815
 Time of landing : 1900

Yellow three (3) 1st Lt. John F. Galbraith O-688814, flying P-51D20, Serial No. 44-63770, abortive rough engine. Pancaked 1810.

Yellow four (4) 2nd Lt. Wade W. Fehr, O-2059261, flying P-51D20, Serial No. 44-64010, ordered back to C.A.P.

Narrative:

Following an air alert, 18 aircraft, of 531st Squadron were scrambled on CAP. Two flights were then ordered to Chichi Jima to observe if any enemy aircraft were operating from that base. Reaching Chichi Jima at 1810, they flew around over the Suseki Airfield and Futami Ko Harbor at 5000 feet. No activity was observed. Landing field did not appear servicable, no planes on it appeared operational, and only a few small boats, all less than fifty feet in length were observed in harbor. Island was not strafed and no AA was received. On return Haha Jima was also observed and nothing unusual reported there

5. A. Weather - CAVU
 B. Communications - Good
6. None
7. Ammunition expended - None
 Gasoline Consumed - 555
8. None