

~~SECRET~~

APR 19 1945  
R

72ND FIGHTER SQUADRON, AAF.  
APO #86  
SAN FRANCISCO, CALIFORNIA  
DECLASSIFIED  
DOD DIR 5200.9

~~RESTRICTED~~

19 May 1945

~~SECRET~~  
Organizational History, 72nd Fighter Squadron, 21st Fighter Group,  
VII Fighter Command, Army Air Forces Pacific Ocean Area.

April 1, 1945 - April 30, 1945

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

Negative.

2. Losses in action:

James H. Beattie, 2nd Lt., AC, O-741020 (air).  
Glenn W. Reagan, 2nd Lt., AC, O-711019 (air) missing.  
Harrison V. Parker, 2nd Lt., AC, O-2059824 (air).

3. Awards and Decorations:

P.R.C.

On the 11th of April 9 Officers and 2 EM were awarded the Purple Heart for wounds received while participating in action against the enemy in their "Banzai" attack against the 21st Fighter Group bivouac area. Per VII Fighter Command General Orders No. 14, paragraph 2. ( See exhibit #1 )

4. Organization:

Negative.

5. Strength, personnel:

April 1, 1945 - EM - 252                      Officers - 59  
April 30, 1945 - EM - 258                      Officers - 68

6. Strength, airplanes:

April 1, 1945 - 36 P-51-D-20's.  
April 30, 1945 - 29 P-51-D-20's.

7. Losses, airplanes:

7 P-51-D -20's, serial numbers: 44-63425, 44-63724, 44-63796,  
44-63902, 44-64014, 44-63284 and 44-63753.

7/9-9

00057214

6564-39

DECLASSIFIED  
DOD DIR 5200.9

~~SECRET~~  
~~RESTRICTED~~  
SECRET

Historical Division AAFPOA  
JUN 16 1945

*SECRET*72ND FIGHTER SQUADRON, AAF.  
APO #86  
SAN FRANCISCO, CALIFORNIA

19 May 1945

Narrative History for the Month of April 1945.

The first of April found the entire squadron living in sand bagged fox holes, living on "C" rations and still being able to do the numerous odd jobs that are necessary to keep the squadron functioning. On the 3rd of the month however, a new lease was put on life as the whole squadron moved into the new tent area. Within a few days all of the tents were wired for electricity and once again the men were able to enjoy electric lights and radios. Power was furnished by a unit brought from Oahu for this purpose. A small mess hall was soon erected and day by day the food improved. Ice cream, pie and cake and even fresh meat were found on the menu. A hot water shower was erected along with a day room, library and a movie theater in the 21st Fighter Group area. The spirits of the men improved with the improvements around them and they were ready to do their utmost on the line.

The move in the area wasn't the only move made during the month. All sections made from one to three moves on the line to make way for the expanding runway facilities. All the moves were made in a short time and none of the functions of the squadron were impaired. As we go into a new month we are looking forward to one more move - that of going into Quonset huts.

The month of April found the 72nd climaxing many months of arduous training and finally carrying the war to the enemy. Throughout the month the Japanese saw our planes overhead many times. With the whole-hearted cooperation of all the squadron, a rigid schedule was adhered to, which enabled our

(1)

*SECRET*



*SECRET*

Narrative History for the Month of April 1945 (continued).

planes to fly long over-water flights with a minimum of risk.

On the 7th of the month, 16 planes led by Maj. Imig, were airborne at 0700 for the first Army Fighter Escort Mission over the Japanese Empire. While in the target area, Tokyo, Captain Bregar destroyed a Nick, Captain Merritt destroyed a Tojo and a probable Tony, and Lt. Cotwals destroyed a Tojo. All planes returned to base at 1432 after completing a 7½ hour trip. A historic day for the Army Air Forces, the VII Fighter Command and the 72nd Fighter Squadron. (See exhibit #2). Continuing to harrass the Japanese, on the 8th of the month, 16 planes, led by Capt. Carlyle, flew a dive-bombing and strafing mission to Chichi Jima. The target was 10/10 covered so bombs were dropped by the aid of Dumbo radar. This is believed to be the first Fighter Bombing done by the aid of radar. (See exhibit #3).

On the 11th, 2nd Lt. A. G. Jones O-809156, crashed at the end of Central Airfield when his engine cut out, and on the 12th, 2nd Lt. L. A. Pendergrass O-722145, crashed when he undershot the field while returning from a CAF mission. Neither pilot sustained injuries. Both planes were total losses.

On the 12th of the month, 16 planes, led by Maj. Booth of the 21st Fighter Group, were airborne at 0804 for the second escort mission over Japan. Lt. J. H. Beattie O-741020 was lost over the target when his plane disintegrated while closing in on a Tojo. His parachute was not seen to open and he is considered lost in action. No enemy planes were shot down and the remaining 15 planes returned to base at 1520. (See exhibit #4).

April 16th is to be remembered as the squadron's "unlucky" day. Twenty-three planes were scheduled to go on a mission over Japan. Due to

(2)

*SECRET*

SECRET

Narrative History for the Month of April 1945 (continued).

the muddy runway and adverse weather conditions, 8 planes did not get off. These include Lt. Wallace, whose plane crashed and burned at the end of the runway and Lt. Brandenberger, who crashed his plane by retracting his landing gear in order to remain on the runway. Lt. Wallace suffered minor burns. Lt. Glenn W. Reagan O-711019 was lost in an overcast 70 miles out on course and is carried as missing. The remaining 8 planes went over the target and returned to base at 1715. (See exhibit #5).

On the 19th of the month, 18 planes, led by Lt. Col. Booth of the 21st Fighter Group, were airborne at 0700 for the squadron's first strafing mission over Japan, target - Atsugi Airdrome. This turned out to be a field day for the squadron. Ten (10) enemy aircraft were shot down. The breakdown as follows: 1 to Lt. Col. Booth and Lt. Parker; 1 to Lt. Skripek and Lt. Allard; 1 to Capt. Carlyle; 1 to Lt. Brown; 1 to Lt. Denman and Lt. Bradbury; 1 to Capt. Bregar; 1 to Lt. Stuart; and 1½ to Capt. Russell and 1½ to Lt. Brandenberger. All of our planes returned safely to base at 1455. (See exhibit #6). The following day, the 20th, 11 planes, led by Capt. Barker, flew a dive-bombing mission to Haha Jima. Bombs were dropped through occasional holes in the clouds. (See exhibit #7).

On the 22nd, the squadron went over Japan again. Fourteen planes, led by Maj. Imig, were airborne at 0841 to provide high cover for P-51's strafing Suzuka Airdrome. The flight was made without incident and all planes returned to base at 1518. (See exhibit #8). Lt. Skripek was slightly injured when his plane crashed and burned on landing on the 23rd. The crash was due to a strong cross wind. On the 26th, 17 planes, led by Capt. Barker, flew an escort mission to Kanoya, Japan. The flight was made without incident and all planes returned to base safely. (See exhibit #9). Finishing the month in an

SECRET



*SECRET*

Narrative History for the Month of April 1945 (continued).

appropriate manner, our squadron on the 30th, put 20 planes into the air and led by Lt. Col. Taylor of the 21st Fighter Group, proceeded to Tachikawa Airdrome, Japan, for our seventh mission for the month over Japan. The mission, a B-29 escort, was made without incident and all planes returned safely at 1444. A blow was dealt the squadron in the morning, in that 2nd Lt. Harrison V. Parker O-2059824 was killed when his plane crashed and burned on take-off. (See exhibit #10). As we start a new month, our promise to Japan is that there will be no let up by the 72nd. For a box-score of fighter kills by this squadron during the month of April, see exhibit #11. Capt. Eregar, pilot, and Lt. Gates, Communications Officer, went to Japan on a B-29 as observers on the 22nd and 30th respectively.

Personnel changes for the month were as follows: on the 5th, 1st Lts. Clifton E. Jones O-813170, William A. Robinson O-449798, Richfield J. S. Cameron Jr. O-676741, 2nd Lts. Vernon J. Schlosser O-835069, Robert S. Starr O-824783, Jack O. Stevens O-824785, William C. Wilkinson O-928787, Arthur Zellweger O-722199, James T. Richardson O-820414, Chester F. Fitzgerald O-824991 and F/O William C. Springer T-84076, all pilots, assigned to the squadron from 7th Fighter Wing. On the 6th, 1st Lts. Luckenbill and Merritt were promoted to Captain, and 2nd Lts. Beattie, Bell, Norton and Pachla were promoted to 1st Lts. On the 12th, one EM left for the mainland on an emergency furlough. On the 22nd, Capt. Walter R. Simonson O-662185 assigned from the 21st Fighter Group and Warrant Officer Bruce L. McClain W-2116751 assigned from the 531st Fighter Squadron. Also on the 22nd, 1st Lt. Edward H. Dibble O-791679 was transferred to the 531st Fighter Squadron and 1st Lt. Thomas H. LeCompte O-858065 transferred to the 21st Fighter Group. 6 EM, 3 on the 24th and 3 on the 26th were assigned from the 135th Replacement Battalion. On the 26th, one EM

(4)  
*SECRET*

*SECRET*

Narrative History for the Month of April 1945 (continued).

returned to squadron from emergency furlough on mainland. On the 28th, Capt. Russell and Lts. Bell, Brandenberger, Breabury and Wallace were placed on DS to AAFPOA Rest and Recreation Camp APO #953, and on the 30th Lt. Warren departed for the mainland on temporary duty to attend Fighter Gunnery Refresher Course at Foster Field, Texas.

On the 11th of the month, an order was received from VII Fighter Command issuing Purple Hearts to the officers and enlisted men who were wounded in the engagement with the enemy on March 26. The presentation of the awards was made by Brigadier General Moore on the 14th in the 21st Fighter Group area. (See exhibit #1).

The main duties of the Engineering Section for the month was to set up a complete maintenance section. A small tent hangar was erected and has been of great value due to the adverse weather encountered at this base. A power-check stand was made to anchor the planes while running at a high RPM. The Sheet Metal Section made modifications on all coolant air scoops. The modification enables the pilot to control the coolant temperature manually if his electrical system goes out. Modification 01-00-94 was also complied with. This included installation of ammunition door hold down bolts to prevent the wings from buckling. The Electrical Section erected a spark plug cleaning and adjustment stand and has enabled all the planes to use clean plugs for the very long range missions. A flush pump was made to flush out the impact tubes on the carburetors. The dust and sand had been causing trouble with the carburetors functioning until this flush pump was inaugurated. All of the men have been working long hours during the month and the squadron's achievements against the enemy show that their efforts were not in vain.

The Communications Section was hard at work throughout the month. A special crew of wiremen, installed electricity in all the tents in the

*SECRET*



*SECRET*

Narrative History for the Month of April 1945 (continued).

squadron living area. They also kept pace with the moving on the line and installed lighting facilities and phones for all sections as the new areas were set up. A new policy of checking airplanes with signal generators and milliameters before long range flights was inaugurated. It is apparent that the new process is justified as fewer radio troubles are now encountered enroute. A crew from the 2nd Communications joined with crews from other units and installed the homing adapter AN/ARA-8 ("DU") in all planes of the group. A new and interesting task was added to the section duties when it was called upon to check radio equipment in B-29's scheduled as navigators for our fighters to Japan. This duty continues.

Armament and Ordnance Sections report that their duties mainly consisted of keeping the planes' armament in condition. A total of 18,690 rounds of .50 caliber ammunition was expended and 30x500 G.P. bombs. A bore-sight stand was erected and 14 planes were bore-sighted. Thirteen planes were modified by replacing the N-9 type gunsight with the L-3.

A total of 1,248:45 hours were flown during the month. Of this total 1,199 were combat hours.

*James C. Van Nada*  
JAMES C. VAN NADA,  
Captain, Air Corps,  
Commanding.

(6)

*SECRET*

72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #1



C O P Y

HEADQUARTERS VII FIGHTER COMMAND AAF  
APO #86

GENERAL ORDERS)

11 April 1945.

NUMBER 14)

AWARD OF THE PURPLE HEART

1. \* \* \* \* \*

2. Pursuant to authority contained in paragraph 16, AR 600-45, 22 September 1943, a Purple Heart is awarded by the Commanding General, VII Fighter Command, AAF, to the following individuals for wounds received in action against the Japanese on \* \* \* \* Island, on 26 March 1945:

Second Lieutenant JAMES H. BEATTIE, 0741020, Air Corps, United States Army

Second Lieutenant CLARENCE H. BELL, 0762448, Air Corps, United States Army

First Lieutenant RALPH L. BRUNER, 0694043, Air Corps, United States Army

Second Lieutenant GARLAND R. COTTLE, 0763507, Air Corps, United States Army

Second Lieutenant WARREN H. ELLISON, 0763533, Air Corps, United States Army

Corporal BENJAMIN L. GAMBLE, 13089471, Air Corps, United States Army

Second Lieutenant HENRY J. KOKE, 02054132, Air Corps, United States Army

Second Lieutenant HARVE H. PHIPPS, 0758052, Air Corps, United States Army

Captain FRANK J. RODGERS, 0797715, Air Corps, United States Army

Captain JAMES C. VAN NADA, 0727509, Air Corps, United States Army

Sergeant HENRY H. WENDT, 30314339, Air Corps, United States Army

BY COMMAND OF BRIGADIER GENERAL MOORE:

C O P Y

C O P Y

VII Ftr Comd GO #14, 11 Apr 45 (Cont'd).

JAMES F. GARBER Jr.  
Lt. Col. Air Corps,  
Actg Adj Gen.

OFFICIAL:

s/ JAMES F. GARBER Jr.  
t/ JAMES F. GARBER Jr.  
Lt. Col. Air Corps,  
Actg Adj Gen.

DISTRIBUTION: "B"

PLUS:

1 - ea O & MM concerned.

-2-

C O P Y



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #2

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

7 April 1945

FROM: Commanding Officer 72nd Fighter Squadron

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

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

Squadron Mission 4-1.

21st Fighter Group Mission 4-1.

VII Fighter Command Mission Number 77.

Mission Report

1. a. 16 P-51D-20's  
b. 20-25 T/E and S/E aircraft (Nicks, Tojos, Zekes and Tonys)
2. a. None.  
b. 1 Nick and 2 Tojos destroyed - 1 Tony probably destroyed.
3. Escort B-29's - Field Order #31.
4. 

<u>RED</u>	<u>YELLOW</u>	<u>BLUE</u>	<u>GREEN</u>	<u>SPARE</u>
Maj. Spain	Maj. Imig	Capt. Barker	Capt. Russell	Capt. Carlyle
Lt. Booher	Lt. Decker	Lt. Cottle	Lt. Skripek	Lt. Lane
Capt. Bregar	Lt. Warren	Lt. Merritt	Lt. Dowds	Lt. Denman
Lt. Erickson	Lt. Norton	Lt. Gotwals	Lt. Brandenberger	Lt. Bradbury

Take Off: 0700

Over Target: 1055

Landed: 1432

Left Target: 1105

Sixteen (16) P-51's of the 72nd Fighter Squadron airborne at 0700 thence to Kita rock for rendezvous with navigational superforts. Flights then proceeded to rendezvous point at 1035 meeting the bomber stream. Red and Blue flights tacked on to the left flank, Yellow and Green flights tacked on to the right flank. Red leader could not determine the head of the bomber formation so he tacked on to the second group of bombers at 15,000 feet with the bombers at 14,000 feet. They then proceeded to the target area arriving at 1055 and remaining in the general area to approximately 1105. While in the target area several twin and single engine aircraft were observed making passes on the bomber formations, these were identified as being Nicks (two which were painted black) Tojos, Zekes and Tonys. The enemy fighters observed did not seem to be too aggressive in their attacks, the majority of the attacks pressed home by the enemy came from the stern and high. Red leader fired a short burst at a single engine aircraft slightly north of Tokyo Bay that was slightly below him diving away. He did not observe hits on the aircraft. The speed of this enemy plane seemed to be quite slow, probably around 250 or 275 mph. Red 2 observed one Nick making a pass on one of our aircraft so he pushed over and fired a three or four second burst closing to 500 feet on the Nick. His hits and results were unobserved. While over the target Red 3 observed a Nick approaching from about one o'clock at 15,000 feet so Red 3 turned sharply into him and fired approximately 300 rounds, causing the right engine to catch fire. Red 3's wing man, Lt. Erickson, also observed tracers entering the aircraft, plane burning and the pilot bailing out. This Nick was observed to have a gun firing from the rear gunners position. Red 4 followed Red 3 throughout this action.

Blue flight stayed at mutual support position with Red flight. A Tojo came diving to the left and through the formation so Blue leader pushed over

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

-1-



C-O-N-F-I-D-E-N-T-I-A-L  
72ND FIGHTER SQUADRON MISSION REPORT #4-1 (continued)

and to the left and followed the Tojo. Blue leader and his wing man got in short bursts and pulled back into formation, however Blue 4 remained in the dive and fired approximately 500 rounds at the Tojo. He observed his tracers going into the Tojo and then the Tojo started smoking and went into a spin as if it were definitely and completely out of control. At this time he saw the plane begin to burn so broke off the attack and attempted to rejoin with his element leader. Lt. Merritt, Blue 3, observed this Tojo burning and smoking badly so this plane is considered as destroyed. As Blue 3 and 4 started to rejoin, Blue 3 saw another Tojo to the left and pressed home an attack from about 30 degrees deflection to dead astern closing to about 100 yards. This aircraft was also aflame and smoking and is considered as destroyed. Immediately after this engagement, while still in the target area, Lt. Merritt, Blue 3, made a stern attack on a Tony firing a short burst and leaving it smoking. This is considered as a probable.

Yellow and Green flights in formation on the right of the bomber stream maintained their position until the bombers made a landfall on the west coast in Sagami Bay. At this point the flak on the bomber stream forced these flights to pull off to the right. The bombers proceeded inland north and Yellow and Green flights crossed over to Yokohama, they continued until directly over Tokyo Harbor. These flights had been forced to proceed well ahead of the bombers and at best attempted to make S turns and supporting turns to compensate for the difference in speed. These flights remained over Tokyo Harbor for approximately 10 minutes, circling and making supporting turns. Observation on shipping showed that there was a minimum present in the harbor. These flights were at an altitude of 16,000 to 17,000 feet and visibility was very good. There was also observed that there was complete absence of frontal attacks from Japanese fighter aircraft. There were a few diving attacks from above the bombers. These flights had gone as far as Chiba. Two airfields were observed below on two points of land south of Chiba. On one of these fields there was a large number of parked aircraft. During this time of flight five single engine fighters passed 3,000 feet below, but no attempt was made to engage. These flights were fired on from heavy guns in the vicinity of Chiba, the fire being meager, low and trailing. At no time did these flights attack enemy aircraft. From Chiba they took a vector of 133 degrees to their rendezvous point and arrived there before the first B-29s assembled after hitting their target. At rendezvous point submarine was noted on station. Yellow and Green flights rejoined up with the bombers and returned to base. Red flight and Blue 1 and 2 returned to base together, but Blue 3 and 4 arrived late at the rendezvous point so they flew back to base on the wing of one of the B-29s. Yellow 3 and 4 landed immediately after take-off, the reason being that landing gears on both planes would not retract.

The spare flight took off at 0730 and the main force was quite far out on course. Agate control and Cyclone were transmitting DU at the same time, therefore Capt. Carlyle could not differentiate between the two so returned to base with his flight. Lt. Lane, of the spare flight, did not take off because his engine cut out on take-off.

AA according to the observations of the pilots of this squadron ranged from moderate to intense over the target area. The concentration, as observed from the left flank, seemed to be predicted on the bomber stream as if it were walking down the stream. From the right flank the fire seemed to be meager, low and trailing. Color of the bursts was black. An undetermined number of single engine aircraft was observed above the bomber stream flying approximately the same course. Presumably these aircraft were dropping aerial phosphorous bombs as bursts were noted; however, most cases were observed wide of the formation. Red leader observed one Nick going down in flames at approximately 38 degrees 50 minutes - 138 degrees. Blue leader observed two Tojos going

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



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

## 72ND FIGHTER SQUADRON MISSION REPORT #4-1 (continued)

down over the target area, one of which the pilot bailed out.

5. a. Small front 75 miles north of Iwo Jima at 7,000 feet. At Smith no cloud cover at all. Over target cirrustratus at 20,000 feet. CAVU.  
 b. Excellent to and over target. Poor on return.

6. None.

7. 2,600 rds. .50 cal. ammo. 5,310 gals. gas.

8. On going into the target with the bombers it was difficult to determine the best way to take and maintain position with them to assure greatest effectiveness of the fighter mission. It is felt that speeds of bombers and fighters created difficulty even though fighters did maneuvers to cut down speed of the fighters. The fighters went out too far ahead of the bombers. With more missions it is believed this will be corrected. However, some action should be recommended to correct this problem.

---

Statements

Adolph J. Bregar Capt. AC 0-794193, over the city of Tokyo on April 7, 1945 at approximately 1100 a Nick approached from about 1 o'clock. I turned into him and fired a burst of about 300 rounds into him. I noticed no tracers going into him, but my wing man, Lt. Erickson, observed my tracers going in front of the Nick. A gun, which seemed to be firing from the rear of the cockpit was firing all the while I was making my attack. I noticed the right engine of the Nick burst into flames then I pulled off and rejoined my flight leader. Lt. Erickson saw the pilot of the Nick bail out.

William E. Merritt 1st Lt. AC 0-677097, followed Capt. Barker as he fired at a Tojo but did not fire. When I cleared my tail I saw my wing man following the Jap who was smoking badly. I turned back to cover Lt. Gotwals, but he broke off the attack. As we started to rejoin the flight, I saw a Tojo to the left of us, so attacked him. I fired from about 30 degrees deflection to dead astern closing to about 100 yards. When I broke off, the Tojo was aflame but I did not see it explode or the pilot bail out. Lt. Gotwals and I rejoined and started for the rendezvous point. On the way while still over the target I fired at a Tony, and followed for a short time. I left it smoking but did not see the plane crash or the pilot bail out, I claim this as a probable. Since we arrived late at the rendezvous point, we flew back to Iwo on the wing of one of the bombers.

Jacob W. Gotwals Jr. 1st Lt. AC 0-754100 after Capt. Barker broke off followed the Tojo down and fired about 500 rounds closing all the time and he started to spin and was smoking badly with flame coming out as I broke off to rejoin. Then I followed Lt. Merritt as he shot down a Tojo. Then we started to rejoin the flight. Lt. Merritt was in front and shot a Tony.

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



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #3

C-O-N-F-I-D-E-N-T-I-A-L  
 72D FIGHTER SQUADRON, AAF.  
 APO #36

8 April 1945

MISSION REPORT

72D FIGHTER SQUADRON MISSION # 4-2

1. a. 16 P-51D-20s.  
 b. None.
2. a. None.  
 b. None.
3. Dive bomb & strafe Chichi Jima - VII FC FO # 33.
4. RED- Capt. Carlyle, Lts. Bradbury, Denman & English.  
 YELLOW- Lts. Warren, King, Norton & Johnstone.  
 BLUE- Lts. Dickens, Wallace, Ellison & Czach.  
 GREEN-vLts. Walmer, Stuart, Bruner & F/O Ingalls.

Take-off: 0635                      Landed: 0825

Sixteen P-51s airborne at 0635 thence to primary target, Chichi Jima. On route these aircraft contacted Dumbo 1 and were told that their secondary target at Haha Jima was ten minutes ahead of them. During half of the trip the altitude was 7,500 feet after which they climbed to 10,000 feet. During the second contact with Dumbo 1 they were instructed to fly 348 degrees for 10 minutes which would put them just on the south end of Chichi Jima. The plan of attack for this mission had been to send two flights up on the east side and two flights on the west side of Chichi Jima in order to coordinate from 2 directions. The weather enroute and near the target area showed a complete overcast with base at 5,000 feet and top at 8,500.

Upon reaching the target at 0720 at 10,000 feet it was found to be completely covered with clouds preventing visual dive bombing so red leader contacted the dumbo and requested a vector to target area so that bombs could be dropped through the overcast. Dumbo used his radar and gave a vector of 340 degrees and notified the flights when over the S end of Chichi. Bombs were dropped 30 seconds later at 1022 from 10,000 feet. Flights were flying a tight box formation and bombs were dropped in train.

5. a. 10/10 coverage - tops 8,500 feet - bases 5,000 feet.  
 b. Excellent - Contacted Brother Agate and came home on DU.
6. Unknown.
7. 16x500lb GP bombs - 1,920 gals gas.
8. None....

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



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #4

72D FIGHTER SQUADRON, AAF.  
APO # 86

12 April 1945

## MISSION REPORT

72D FIGHTER SQUADRON MISSION # 4-3

1. a. 16 P-51D-20s.  
b. 8 to 10 T/E and S/E aircraft.
2. a. 1 P-51D-20.  
b. None.
3. Escort B-29s VII FC FO # 40.
4. RED - Maj. Booth, Lts. Bell, Bruner & Beattie.  
YELLOW - Maj. Imig, Lts. Lane, Walmer & Stuart.  
BLUE - Capt. Carlyle, Lts. English, Denman & Bradbury.  
GREEN - Lts. Warren, King, Norton & Johnstone.  
SPARE - Ltz. Dickens, Czach, Ellison & Wallace.

Take-Off: 0804

Over Target: 1145

Left Target: 1220

Landed: 1520

Twenty P-51s of the 72nd Fighter Squadron airborne at 0804 thence to rendezvous point at Kita at 0830 at 9,500 feet. Thence on course to rendezvous with bombing force, reaching the rendezvous point at 1130 at 11,500 feet. Red flight was high cover above the bomber stream about 17,500 feet. Red leader upon arriving at the rendezvous point could not determine the lead bombers so he tacked on to the group of bombers that had assembled and was preparing to go to the target. Red flight continued on course to the target area at 17,500 feet with the bombers between 12,000 and 13,000 feet, reaching there at approximately 1145. Shortly before reaching the target area Red leader observed three vapor streaks approaching the bombers from the north at 23,000 feet. Presumably these were enemy fighters, but no passes on the bomber formation were observed. Red 2 saw one S/E enemy aircraft north of the target area well out of range; however, he did not observe this fighter attacking the bombers. Red 3 and 4 remained with the flight until close to the target area, but became separated from Red 1 and 2 while scissoring due to haze and smoke over the target. The element tried to contact Red leader but was unsuccessful so they went to Mt. Fujiyama at 17,000 feet still trying to contact Red leader. This attempt was also unsuccessful so the element took a heading of 195 degrees to the rally point. After leaving Mt. Fujiyama they noticed a Tojo closing in from the rear very fast. In order to protect themselves the element started a 180 degree turn, but Red 4, 2nd Lt. James H. Beattie O-741020, instead of turning toward his element leader turned in the opposite direction. The Tojo upon seeing the element turn toward him did a split S and Red 3, Lt. Bruner, saw Lt. Beattie pull down after the Tojo closing fast. The enemy aircraft made a quick turn to the right and when he did Lt. Beattie attempted to follow him. While in this turn Lt. Beattie's aircraft seemed to disintegrate and the pilot was not observed by Lt. Bruner to bail out. Red 3 circled the immediate area for about 2 minutes and

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

-1-



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

72D FIGHTER SQUADRON MISSION #423 (continued)

observed the Tojo circling the wreckage at about 2,000 feet. Red 3 did not press home an attack on the Tojo as he considered it unsafe so he returned to the rally point and returned to base.

Blue flight while going into the target area from the rendezvous point flew on the left side of the bomber formation at approximately 17,000 feet. The flight remained together until the bombers made their turn over the target to the left on course. Blue leader observed one T/E enemy aircraft at about 20,000 feet flying parallel to the bomber formation while going into the target area. This enemy aircraft was not observed to make a pass on the bombers. Blue leader reports an enemy aircraft going down, smoking and spinning, on course just before reaching the target. The plane pulled out at approximately 18,000 feet, flew for about a minute then burst into flames and continued downward. Blue 1 and 2 flew on course with the bombers until Fujiyama was reached then took a 300 degree heading and returned to the rally point at 1240. Then blue 1 and 2 left the rally point at 1300 to return to base. At approximately 200 miles from base one P-51 was seen to pull out of formation, headed east and at the same time losing altitude. It was assumed to be heading for Vigilant. Squadron identification of this P-51 was not definite, but it is believed that this aircraft was from the 45th Fighter Squadron. Blue 3 and 4 after becoming separated from blue leader over the target went to Fujiyama and orbited at about 17,000 feet. While over Fujiyama one Tojo, painted silver, was observed slightly south of Fujiyama flying a course of 360 degrees at 20,000 feet. The element made no attempt to attack this enemy plane because it continued climbing to a high altitude. Blue 3 and 4 tacked on to yellow flight over Fujiyama and returned to the rally point.

Green flight upon arriving at the rendezvous point alone tried to join up with the other flights of the squadron and failing to make contact tacked on to the right of the bomber stream at an altitude of approximately 17,000 feet. At Neumazu this flight crossed over the bomber stream and flew along on the left side. Just north of Hiratsuka and east of Fujiyama a Nick was observed making a pass at the bomber stream above. This aircraft had come down from the right side of the bombers and a flight of P-51's were following him close behind. Green flight observed two phosphorous bombs which were dropped by this enemy aircraft the bursts of which were inaccurate. As the Nick came down from its dive green flight made an attempt to close and green 1 fired a long burst. The range was extreme and no hits were observed, however as the nick came down it rolled on its back and was observed to be on fire at which point it went out of sight. This aircraft could be credited to either the bombers or the P-51s following on the right side of the bomber stream. Before reaching Tokyo the flight made a left turn and tacked on to bombers returning from the target. From there they proceeded on a course of approximately 250 degrees as far as Fuji-gawa, north west of Fujiyama. A few enemy aircraft were observed and any attempt to turn into them caused them to turn off. From this point green flight tacked onto Cyclone Baker and returned to base, having met Cyclone Baker at the rally point.

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

(2)



## 72D FIGHTER SQUADRON MISSION # 4-3 (con't)

Yellow flight having arrived at the rendezvous point orbited and not being able to find the head of the bomber stream tacked on to two bomber squadrons somewhere near the center. This flight flew on the right flank of the bomber stream and above 17,000 feet. The course was followed to the target area during which time they had to scissor all the way in order to stay with the bombers. At the target the bombers flew northwest and yellow leader brought the flight in to the left and headed for Fujiyama. Since no activity was observed over the target no time was taken to orbit. From Fujiyama green flight proceeded to rally point and while crossing over Suruga Bay observed one T/E aircraft below and at 5,000 feet. No attempt was made to attack due to the necessity of arriving at rally point at the designated time. At the rally point almost all the bombers had left and green flight returned to base with Cyclone Charlie.

None of the 16 strike aircraft aborted so the spare flight landed base at 0946.

AA was meager to moderate, scattered, and bursting above the bombers and below our fighters who were top cover. Lt. Beatties aircraft was not observed to be hit by AA fire.

Rescue submarine was noted on station at rally point.

5. a. 10/10 coverage 3/4 of the distance to the rendezvous point; 9/10 coverage from there to the rendezvous point with the tops of the clouds at 10,000 feet. Over the target no clouds, haze up to 12,000 feet, visibility 5 to 6 miles.

b. None.

6. Good.

7. 1,445 rds. .50 cal. ammo. 5,660 gals gas

8. At the target red leader had trouble determining the lead bomber. It is recommended that lead bombers use smoke flares, or some similar method, with which to identify themselves. It is the opinion of these pilots that the bomber formation should be tightened up. On this mission, due to the length of the formation, protection could not be adequately given to the entire stream. At approximately 450 miles from base Cyclone A, B and C went off the air on Nan and could not be contacted further.

Recognition in some cases was extremely difficult. It is recommended that all P-51s be painted according to the squadron designation as one silver P-51 was nearly shot down due to difficulty in recognition between P-51 and Tony.

Major Imig found that better contact could be established between the P-51s and the bombers by flying on the beam of and slightly above the bombers. Major Booth reported that the bombers did not put out the information as to the distance and direction of the Dumbos as briefed....

C-O-N-F-I-D-E-N-T-I-A-L  
(3)



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #5

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

72ND FIGHTER SQUADRON, AAF  
APO #86.

16 April 1945

MISSION REPORT

72ND FIGHTER SQUADRON MISSION #4-4.

1. a. 22 P-51D-20's  
b. None
2. a. 3 P-51D-20's (2 lost operationally-1 missing) See narrative.  
b. None
3. Escort B-29's.

4. <u>RED</u>	<u>YELLOW</u>	<u>BLUE</u>	<u>GREEN</u>
Capt. Barker	Capt. Bregar	Lt. Booher	Lt. Merritt
Lt. Roberts	Lt. Pendergrass	F/O Wachter	Lt. Czach
Lt. Cottle	Lt. Dickens	Lt. Walmer	Lt. Gotwals
Lt. Ellison	Lt. Erickson	Lt. Dibble	Lt. Lane

RED RESERVE

Lt. Dowds  
Lt. Reagan  
Lt. Bruner  
Lt. Wallace

YELLOW RESERVE

Capt. Russell  
Lt. Brandenberger

Time of Takeoff: 1010  
Left Target: 1400

Over Target: 1345  
Landed: 1715

Fourteen P-51's of the 72nd Fighter Squadron airborne at 1010 thence to rendezvous point at 10,000 feet at 1015 to 1035. Disposition of other scheduled planes is as follows: eight did not take off due to engine out-outs. This includes Lt. Wallace, whose plane crashed on the end of the runway and burned, and Lt. Brandenberger, who, in order to prevent his plane going off the end of the runway, retracted his landing gear. Lt. Wallace got out with minor burns, and Lt. Brandenberger was uninjured. Of the fourteen planes airborne, five returned to base early, three due to mechanical, one to escort Capt. Russell whose radio was out, one because his wing man had gotten lost and the formation was too far ahead to catch up; and Lt. Reagan, the wing man, who was lost in the overcast. (Report on this at end of narrative).

The remaining eight planes joined at approximately 1145 and formed two flights, Red and Yellow, composed of: Red-- Lt. Booher, F/O Wachter #2, Lt. Ellison #3, Lt. Dibble #4; Yellow-- Lt. Dickens, Lt. Erickson #2, Lt. Cottle #3, Lt. Czach #4. The flights continued on course and reached the target at 1345, remaining there until 1400 thence back to the rally point at 1405 and back to base.

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



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

72nd Fighter Squadron Mission #4-4 (cont')

Contact was not established with the 15th Group so they were requested to give high cover to the B-25's that were hitting Kanoya. While in the target area no enemy aircraft were observed in the air or on the ground. One fire, a possible gas truck, was observed in the southwest corner of Kanoya field. The entire time over the target was spent doing mutual support by flights. Submarine at rally point was noted on station, and Dumbo #1 noted on station on return.

Lt. Glenn W. Reagan was lost in the overcast approximately 70 miles from base while climbing from 10,000 feet to 12,000 feet at 160 mph. According to Red Reserve Leader, he and Lt. Reagan ran into weather and went into a cloud at about 10,000 feet. Immediately thereafter Red Reserve Leader hit turbulence and his plane snapped up to about 60 degrees. He straightened out, flew instruments for approximately a minute longer, came out of the overcast and saw that Lt. Reagan was not on his wing. He immediately called Lt. Reagan on all channels but received no response. Red Reserve leader orbited the area for about ten minutes at 12,000 feet then returned on course to base. He notified both Brother Agate and Agate Base of the circumstances and a search of the area was initiated. Red Reserve #3 followed Red Reserve Leader into the overcast and reports seeing Lt. Reagan's plane snap over on its back and head straight downward. Shortly thereafter he called and asked Lt. Reagan if he was allright and thinks he received an answer from Lt. Reagan stating that he was allright; however, he is not sure that it was Lt. Reagan who answered him.

5. a. Enroute to target: 20 miles from Iwo encountered strong front with tops at 11,000 feet. Overcast for 300 miles out - high clouds. Haze, with visibility of 3 miles.

Over target: Visibility 3 miles - haze up to 15,000 feet. Could see the ground from 14,000 feet.

Return: Weather good. 15 minutes from Iwo, base of overcast at 500 feet.

b. Excellent. Red Leader received DU 150 miles out at 10,000 feet.

6. None.

7. 3,471 gals. of gas. No ammunition.

8. None.

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

72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #6



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

19 April 1945

FROM: Commanding Officer 72nd Fighter Squadron

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

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

Squadron Mission 4-5.

21st Fighter Group Mission 4-7.

VII Fighter Command Mission Number 4-126.

Mission Report

1. a. 20 P-51D-20's.  
b. 20 to 30 S/E and T/E enemy aircraft.
2. a. None.  
b. Eight (8) Irvings; two (2) unidentified S/E aircraft (possible Nates).
3. Strafing mission (ATSUGI Airfield) - VII FC FO #55.

4. <u>RED</u>	<u>YELLOW</u>	<u>BLUE</u>
Lt. Col. Booth	Capt. Carlyle	Capt. Russell
Lt. Parker	Lt. Brown	Lt. Holm
Lt. Decker	Lt. Denman	Lt. Bell
Lt. Skripek	Lt. Bradbury	Lt. Brandenberger

GREEN

Capt. Eregar  
Lt. Pendergrass  
Lt. Stuart  
Lt. Lane

SPARE

Lt. Warren  
Lt. Allard  
Lt. Norton  
Lt. Johnstone

Take Off: 0735 - 0741  
Left Target: 1150

Over Target: 1115  
Landed: 1439 - 1455

Nineteen P-51s of the 72nd Fighter Squadron and one from the 46th Fighter Squadron (which Lt. Col. Booth was flying) airborne at 0741 thence to rendezvous at 0815 and on course to target, reaching initial point, Mt. Fuji, at 12,000 feet at 1105. The squadron turned on course to target, Atsugi Airfield, arriving slightly north of there at 1115 at 6,000 feet. During this period six aircraft aborted making a total of thirteen aircraft from the 72nd over the target. Enemy aircraft were observed airborne so the squadron did not strafe the airfield as planned.

Red flight observed two Irvings flying west at 3,000 feet so peeled off and made a pass from the stern. Red leader fired a burst, knocked out the tail gunner who was firing back, started the left engine smoking badly and pulled over the aircraft. Red 3 also came in from the rear and fired into the Irving. He saw his hits going into the fuselage and canopy and at this time observed both engines smoking with reddish smoke pouring from the left nacelle. Red 4 fired bursts and hit the left wing. Both Red 3 and 4 saw this Irving crash and burn. Red 2 was following about 100 yards behind Red leader so fired on the Irving on the right, hits were observed and the Irving was seen smoking by Red 2. Red 3 and 4 pulled over and down and also fired

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

(1)



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

## 72D FIGHTER SQUADRON MISSION #4-5 (con't)

on this same Irving, closing all the way. Last seen this plane was observed by all three to be heading downward at about 1,000 feet, flaming and smoking badly. These two planes are considered destroyed. (See personal statements of Lt. Col. Booth, Lt. Parker, Lt. Skripek and Lt. Allard) After this engagement the element became separated from red leader and his wing man so red leader started for the rally point but observed 6-7 twin engine aircraft on a field slightly north and east of Atsugi Airfield close together in a staggered formation. Red leader strafed these aircraft and saw hits going into 4-5 of them. Red 1 and 2 continued south and strafed numerous two story barracks on the outer fringe of Yokohama, towers with personnel in them just west of Yokosuka, an apparent flak ship off Yokosuka air base and refueling piers out in the water. Thence to rally point at 1200, after requesting and receiving DU from one of the B-29s. After red 3 and 3 became separated from red leader they climbed to 2,500 feet and orbited. They saw a bogey (possibly Irving) with two P-51s on his tail traveling south. The bogey was at 1,000 feet with the P-51s closing in from above at a great distance. Red 3 didn't think that the friendly planes would be able to close fast enough to get the bogey so he pushed over and fired a burst coming from twelve o'clock. His hits were not observed. Red 4 did not follow his element leader as the two P-51s were closing too fast so rejoined with red 3 when he pulled up at 5,000 feet. The element flew over the Tokyo and Yokohama areas, changing course and altitude due to heavy, intense AA fire, and out to the rally point at 1150. Joined Cyclone Baker on course and returned to base.

When red leader gave the order to go after the enemy aircraft blue flight, which consisted of blue 1 and 2 and Lt. Coons of the 46th Squadron, attacked a flight of four Irvings which was beneath at about 2,000 feet making a pass from eight to six o'clock. Blue leader fired a five second burst at the number four plane, closing all the way and saw the right engine explode and the plane flip over on its back and go down. Blue leader opened fire from approximately 500 feet. Blue 2 confirms the above and Lt. Coons, of the 46th Squadron, verifies that this Irving crashed into the ground. On this pass blue 2 fired upon the number 2 enemy aircraft. This Irvings right engine also exploded, he flipped over and crashed into the ground causing a thick bluish smoke. This is verified by blue leader. Blue leader and his wing man continued after the number three Irving in the formation who had turned to the right. Hits were observed by both pilots and the Irving made a belly landing north and east of Atsugi. This plane was strafed while on the ground and it burst into flames. This plane is considered destroyed with blue 1 and 2 sharing in the kill. Blue 1 verifies that Lt. Coons shot down the number one enemy plane in the formation - - making a total of four enemy aircraft attacked and four enemy planes destroyed. (See personal statement of Capt. Russell, Lt. Brandenberger and Lt. Coons) Lt. Coons became separated from the flight after this action. Blue 1 and 2 after this strafed industrial areas and barracks west of Tokyo, and a flak ship in the bay off Yokosuka, continued down the bay through the channel at 4,000 feet and back to rally point.

After receiving the order from red leader to attack airborne aircraft yellow flight continued to fly on course past the target area at 4,000 feet, and above the cloud layer. It came into the open at 3,000 feet at a point 10 miles west of Tokyo. Located here were eight small airfields each about one mile square. On each of these fields 4 or 5 training airplanes were observed. Bogies were seen at 3 o'clock and the formation turned right, heading south. As the turn was completed an Irving appeared at 9 o'clock and yellow 1 and 2 turned quickly to make a pass. Speed caused them to overrun but the right engine was

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

(2)



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

## 72D FIGHTER SQUADRON MISSION #4-5 (con't)

burning. Yellow 3 and 4 came in and both fired long bursts and the enemy aircraft hit the ground. This plane is a kill shared by Yellow 3 and 4. (See personal statements of Lt. Denman and Lt. Bradbury). While attacking this aircraft, A/W was observed by this flight. After reforming, Yellow 1 spotted one single-place single-engine, low-wing monoplane and he fired until it was afire and was seen to hit the ground. This plane destroyed by Yellow leader. (See personal statement of Capt. Carlyle). Pulling up, another similiar type aircraft was sighted. Yellow 1 fired at it and overran. Yellow 2 fired and set it afire with flame shooting from cockpit to tail. Yellow leader saw this airplane burning badly and in approximately a 70 degree dive. This plane destroyed by Yellow 2. (See personal statement of Lt. Brown). At this point Yellow 1, 3 and 4 ran out of ammunition. The flight turned and flew north for three or four minutes at an altitude of 3,000 feet. At 3 o'clock and at 6,000 feet six Irvings were sighted. The flight turned and flew south and passed three Tojo's flying at 2,000 feet from west to east. At this point the flight was fired on from guns, the fire being of a barrage type which bracketed the flight. The bursts were inaccurate. At 3,000 feet the flight flew toward the rally point and northwest of Kawasaki where they were fired on by A/W. Yellow leader brought the flight down to the deck and before reaching Tokyo Bay, flew between smoke stacks of an industrial area believed to be in Kawasaki. As the flight reached the Bay, large shell fire was observed to explode in the Bay. Yellow 3 observed a light carrier with aircraft aboard, at the mouth of Tokyo Bay. From here the flight flew to the rally point and joined the navigational B-29's.

When the group leader gave the order to attack airborne aircraft, Green flight flew to a point northeast of the target area. Three Irvings were sighted at 3 o'clock and at an altitude of 1500 feet in formation. The enemy aircraft apparently did not see Green flight. Green 1 attacked and fired around 500 rounds. Parts were seen to fly off one of the engines and smoke streamed from the rear. Green 4 saw the aircraft explode as it hit the ground. Plane shot down by Green leader. (See personal statement of Capt. Bregar). Green 3 attacked a second plane of the enemy formation and tracers were seen to go into it between the left engine and the fuselage. Fire shot from the nacelle and the plane made a quick, sharp turn to the left. Green 4 verifies the fire coming from Green 3's bogie. (See personal statement of Lt. Stuart). Green 4 attacked the third aircraft. The range was extreme but tracers were seen to penetrate the airplane. Green 4 broke off without further observation to avoid losing contact with his flight. From here the flight rejoined and flew to the southwest corner of Yokohama. Four P-51's were seen strafing an industrial area. At this point Green leader started to go down to attack an Irving and saw four P-51's of this squadron making a pass on it. On the return to the rally point, while passing over Yokohama at 7,000 feet, Green flight was fired on by guns, meager to moderate, some bursts high and forward and some correct at altitude but trailing. Yokosuka air-base was observed and no aircraft were seen on the field. Green flight returned to rally point and joined navigational B-29's.

AA over Tokyo, Yokohama and Yokosuka areas, intense and accurate at 5,000 feet. Red leader observed black puffs at 1,000 feet south of Yokohama.

5. a. Over target, low clouds at 3,000 feet, high clouds at 16,000 feet.  
Very hazy. Visibility 3 to 4 miles.
- b. Excellent.
6. 4-5 T/E aircraft possibly damaged.

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

(3)



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

72D FIGHTER SQUADRON MISSION #4-5 (cont')

7. 11,230 rounds of .50 cal. ammo. 5,810 gals. of gas.

8. Enemy planes encountered on this mission were definitely not aggressive, and evasive tactics consisted merely of turning to either the right or the left. Possible flak ship observed moored in the Bay off Yokosuka. This ship was approximately 100 feet long and had two masts approximately 30 feet high. No radar screens were observed. Three guns of undetermined type were observed firing from the inside. One small aircraft carrier observed as set forth in narrative above.

Recommend that B-29's give distance and direction of air-sea rescue facilities on the half hour and when flights pass over the rescue points.

STATEMENTS

LT. COL. ELMER E. BOOTH, 0-396363:

The mission was flown as briefed up to the point where the 72nd was to make a 90 degree turn and start their strafing run. At this time I noticed between 20 and 25 enemy aircraft airborne. I called the squadron and told them to forget about the strafing run and go after the airborne aircraft. I spotted two Irvings west of us and took out after them. They were flying in close formation, the wing man on the left side of the leading plane. I started firing on the Irving on the left, knocking out the tail gunner, and kept on firing until I overran him. As I pulled away, the left engine was smoking and it started in a slight dive.

I noticed six or seven two engine aircraft on a small airstrip below and ahead of me. I started strafing them at approximately 1000 feet, but due to return fire I broke off at 500 feet. I noticed hits in and around the first four aircraft. From this point on, we went down to the deck and strafed several barracks.

2ND LT. HARRISON V. PARKER, 0-2059824:

I was flying number 2 position in Lt. Col. Booth's flight. We arrived at the point we were to start our strafing run when two twin-engine fighters were sighted in formation at about 2,000 feet altitude. Lt. Col. Booth and I began the pass with the element close behind us. Lt. Col. Booth fired at the plane on the left. I fired a good burst at about 10 degree deflection at the plane on the right setting it on fire. I observed black smoke streaming from this plane and the one Lt. Col. Booth fired at. When I last saw this plane it was flaming and smoking badly, going down at 1,000 feet. Red 3 and 4 fired at this plane as I pulled over it.

2ND LT. JOHN E. SKRIFEK, 0-820659:

The mission was flown as briefed up to the point where the squadron we were flying with was to turn on its strafing run. I was flying Lt. Col. Booth's element as Red 3, on a course of about 65 degrees when two twin-engine fighters believed to be Irvings, were spotted at 3 o'clock, low about 2,000 feet, on a course of about 270 degrees. A pass was started at this point with Lt. Col. Booth and his wing man, Lt. Parker, coming in from the right and Lt. Allard, my wing man, and I coming in about 100 yards behind the flight leader and at a 10 to 20 degree deflection from the left. Lt. Col. Booth fired at the trailing ship on the left of the two ship formation and Lt. Parker fired at the leader on the right. I observed Lt. Col. Booth's hits going into the target and when he pulled off, the left engine was trailing smoke and fire, and right engine

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

(4)



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

72D FIGHTER SQUADRON MISSION #4-5 (cont')

smoked and the plane started a slow gradual let-down to the left. Lt. Parker's target also trailed smoke and fire when he pulled off, and immediately my wing man and I started to fire. Due to our position, both planes were in our line of flight and I observed hits in his left wing, fuselage, canopy and right engine. I closed down to almost 30 yards and commenced firing the rest of the pass on the plane at the right, the leader, and observed hits in his left wing and nose section and fuselage. Lt. Allard's hits on the ship on the left were in his right wing and engine. The leaders ship was hit in the wings and fuselage. When we pulled off the leader's ship was seen going down at 1,000 feet and the one on the left dove into the ground and exploded and spread fire for some 300 yards.

2ND LT. ALBERT J. ALLARD, O-714838:

On April 19, 1945 I was flying Red 4 in Lt. Col. Booth's flight. The mission was to strafe Atsugi airfield. Just before reaching the target, bogies were sighted and we were told to attack. We were heading east at the time. Lt. Col. Booth attacked a flight of two twin-engine fighters heading west. I followed Red 3 as he was to make a pass on the plane to the right. Being too close to Red 3, I made a wing-over and took the Jap plane on the left. I fired a long burst almost dead astern. When I left it, red flame was coming out of the left engine and smoking badly. I believe I made strikes on the left wing and fuselage. I then slid to the right and fired on that enemy plane. When I left it, the plane was smoking badly and in a steep dive heading for the ground. When I left the plane on the right I did a high wing-over and noticed the plane that had been on the left crashing into the ground spreading fire for about 300 feet.

CAPT. HOWARD L. RUSSELL, O-797720:

I arrived at Fujiyama at 1055 in a box formation with the rest of the squadron. At Fujiyama I turned to a 60 degree vector, dropped belly tanks and flew for approximately 10 minutes. We sighted a turf airfield and a few flights of Irvings. The group commander called for an attack on these airborne planes and I saw Green flight pull off and attack a flight, downing one. At Kita I had called for a replacement for my numbers 2 and 3 men who had returned to base. Lt. Coons of the 46th Squadron joined me making my flight a composition of three planes. I pulled off after Green flight and hit a flight of four Irvings that were directly beneath Green flight. I fired a 5 second burst into the number 4 man and flamed his right engine causing him to burn and flip over on his back. As this plane was at an altitude below 1,000 feet, I claim this as destroyed. I next moved up on number 1 man in the flight, firing from 8 to 6 o'clock and observing hits. I did not see this plane crash at this time, but Lt. Coons continued after him scoring hits. I think this airplane was the one I saw belly land later in a field after being fired on by Lt. Coons. Lt. Brandenberger, I observed, was firing at the number 2 man in the flight scoring hits. I fired a short burst and observed no hits, but at this time I saw the right engine explode and the plane flipped over and crashed, exploding on contact with the ground. Lt. Brandenberger and myself next attacked the number 3 man scoring hits. I observed this plane crash into a belly landing in an open field. I strafed this airplane after it landed. Lt. Brandenberger saw this plane burn.

2ND LT. HORACE R. BRANDENBERGER, O-710646:

I was "Golfball Blue #2" flying Capt. Russell's wing. We arrived at Fujiyama mountain at 1055. From here we turned to the right proceeding to the point where we were to start our strafing run on the airfield. At this time approximately 12 Irvings were spotted below us. Capt. Russell and I and

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

(5)



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

72D FIGHTER SQUADRON MISSION #4-5 (cont')

Lt. Coons (who was the third and last man in our flight) made a diving turn to the right, making a pass on a flight of four Irvings who were approximately 2,000 feet altitude. Capt. Russell fired at the number 4 plane and I fired at the number 2 plane. After this pass in which we started firing at 500 feet and closing all the way, number 2 and number 4 Irvings both had their right engines afire and I saw both planes dive into the ground and explode. The passes started from about 50 degree deflection and closed to dead astern. After this, Capt. Russell and Lt. Coons fired on the Irving that had been flying number 1 position. Lt. Coons followed this plane firing a long burst while Capt. Russell and I started on number 3 plane who had turned to the right. Capt. Russell started firing and as soon as I was in position I started firing a long burst from about 20 degree deflection. We followed it a while at very low altitude firing intermittantly. I saw this plane make a belly landing in a field and burst into flames. Capt. Russell strafed it as we passed over it. Capt. Russell and I then went after the plane Lt. Coons was after and I saw this plane try to make a belly landing in a grass field. When it hit, it rolled over and I saw the left wing break off. After this, the three of us crossed over Tokyo where I observed Lt. Coons leaving the flight. Capt. Russell and I went down Tokyo Bay between two and four thousand feet varying out altitude and observing very close flak bursts. We strafed a small boat in the Bay with no observed damage and met the B-29's at about 1150.

2ND LT. JOSEPH D. COONS, O-809227 - 48th Fighter Squadron:

I verify the crash of the Irving which Capt. Russell claims to have destroyed on the mission of 19 April 1945 as set forth in his personal statement.

1ST LT. THOMAS W. DENMAN, O-806332:

On the 19th of April our squadron participated in a strafing mission on Atsugi Airfield near Tokyo. Before we could finish our run, bogies were sighted. We were heading southwest at the time, and our position was northeast of the field approximately twelve miles, at about 1,000 feet. When the bogies were called I saw two enemy training planes and a twin engine transport on my right flying low, and an Irving on my left at the same level. My flight leader and his wingman broke off for a pass at the Irving while my wingman and I stayed at our altitude to afford top cover. Capt. Carlyle, my flight leader, shot several bursts at the Irving leaving the right engine smoking intermittantly. When my flight leader and his wingman had completed their pass, Lt. Bradbury, my wingman and I closed in on the Irving from astern and shot all our ammunition into him. After expending my ammunition I followed him down until he crashed into a field. Lt. Bradbury, who stayed with me, also watched the Irving crash. I confirm that this aircraft was destroyed by Lt. Bradbury and myself.

2ND LT. JAMES W. BRADBURY, O-710038:

On April 19, 1945 while on a strafing mission of Atsugi Airfield, I was flying number 4 on Lt. Denman's wing in Capt. Carlyle's flight. As we flew east approaching the position for the target for our strafing run, bogies were called out at 3 o'clock. At that time we were approximately 10 miles northeast of the field. Turning south, our flight then spotted an Irving at 9 o'clock level, which we immediately went after. Capt. Carlyle and his wingman started a pass from approximately 1,000 feet while the element covered his pass. Overrunning the aircraft because of excess speed, Capt. Carlyle broke away, leaving the right engine smoking. At this time, the element started it's pass. The Irving, throughout the rest of these passes made evasive turns to the deck, during which time Lt. Denman and myself both made three or four passes each. I made approximately

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

(6)



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

72D FIGHTER SQUADRON MISSION #4-5 (cont')

three passes, firing moderate bursts from a deflection of 20 to 30 degrees. As I broke away from my third pass, I saw Lt. Denman also breaking off a pass and the Irving crashing in a plowed field, heading approximately north-west. Lt. Denman and myself each claim half of the destroyed aircraft. As I joined the flight a few seconds later, Capt. Carlyle was making a pass on an orange enemy aircraft. As he broke away, I saw the aircraft start burning and dive for the ground from about 700 feet. It exploded in the backyard of a house facing a paved road.

CAPT. JAMES H. CARLYLE, O-730375:

We were at 3,000 feet about 10 miles west of Tokyo on a vector of 60 degrees when bogies were called in at 3 o'clock. We turned right dropping in trail behind Lt. Col. Booth's flight. At this time we saw an Irving at 9 o'clock and turned into him. Upon seeing us the enemy aircraft dived to the ground. My wing man, Lt. Brown, and I chased him and I fired, flaming his right engine. We overran and my element leader, Lt. Denman and his wing man, Lt. Bradbury, dove in and fired, knocking the plane down. It hit the ground and exploded. I confirm this as a kill for Lt. Denman and Lt. Bradbury.

I then observed a single-seat low wing plane with fixed landing gear directly in front of me. I closed firing and saw it smoke as I overran it. After turning I saw the plane spinning down aflame. It hit the ground and exploded. My wingman observed the hits and saw the plane crash and explode. I claim this as a kill. We then sighted another plane of the same type at 2 o'clock fairly close. I fired a short burst and my guns stopped. As I passed the plane I saw my wingman's tracers strike the fuselage and the plane burst into flames at the cockpit. When I looked back I saw the plane in approximately a 70 degree dive at 1,000 feet, with the entire fuselage on fire. I confirm this as a kill for Lt. Brown.

2ND LT. HOWARD C. BROWN, O-829815:

On April 19, 1945 while flying wing man for Capt. Carlyle west of Yokohama we made an attack on a single plane, fixed landing gear, low-wing monoplane - either an obsolescent or a training plane. I observed Capt. Carlyle getting hits on this plane and when I passed over it I observed the pilot slumped over the stick, apparently dead. I then saw the plane catch fire, spin, crash into the ground and explode. I confirm this plane was destroyed by Capt. Carlyle. Shortly thereafter we sighted another plane of the same type at 2 o'clock. Capt. Carlyle joined me and fired on it overrunning it. The plane then was directly in front of me. He executed a snap roll and as he came out of the roll I opened fire at very short range. As I overran the plane, Capt. Carlyle said he observed the plane burst into flames and go down in a 70 degree dive at 1,000 feet. I claim this enemy aircraft as destroyed.

CAPT. ADOLPH J. BREGAR, O-794193:

At 1110 west of Yokohama while on a strafing mission on Atsugi, we spotted three Irvings at about 1,500 feet. Popeye 1 called to forget the airfield and get the airborne aircraft. I turned off with my flight and started after one of the Irvings. I began firing when I was about 1200 to 1500 feet off the Irving and closed to about 700 feet, firing about 500 rounds. I noticed my tracers going into the right engine of the Irving and also noticed pieces flying from the engine. Then the engine started smoking. This was seen by Lt. Pendergrass, my wingman, I then pulled up and turned over to come down after another Irving and I saw tracers and at least two of the 72nd planes after the aircraft, so I pulled off. My number 4 man saw the aircraft that I attacked crash into the ground.

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

(7)



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

72D FIGHTER SQUADRON MISSION #4-5 (cont')

2ND LT. ALFRED V. STUART, O-821800:

At 1110 on 19 April 1945 bogies were sighted at 3 o'clock at 1500 feet just west of Yokohama. Bogies were called out and Group leader ordered attack on bogies. Green flight leader turned to attack right bogie, I fired on the center one. I closed rapidly from the stern unobserved. I fired from about 1,000 feet down to 400 feet about a 3 second burst. I observed tracers going in between left nacelle and fuselage. The left engine began to smoke immediately. Then a sheet of flame shot out from the nacelle. As I was pulling up, he whipped sharply to the left as if out of control. My wing man, Lt. Lane, verifies that the airplane was smoking and burning badly. I pulled up to look for other bogies and joined my flight.

---

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

(8)



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #7

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

72D FIGHTER SQUADRON, AAF.

APO #86

20 April 1945

## MISSION REPORT

72D FIGHTER SQUADRON MISSION # 4-6

1. a. 11 P-51D-20s.  
b. None.
  2. a. None.  
b. None.
  3. Dive bomb & strafe - VII FC FO # 59.
  4. RED- Capt. Barker, Lts. Roberts, Bell & Klipp.  
YELLOW- Capt. Merritt, Lts. Robinson, Ellison & Holm.  
BLUE- Lts. D owds, Stevens, Bruner & C.E. Jones.
- Take-off: 1300                      Landed: 1445

Eleven P-51s of the 72d Fighter Squadron airborne at 1300 thence on course reaching Haha Jima at 1345. They flew up the E coast of Haha thence on course to Chichi Jima reaching there at 1400. During this time the flight was at an altitude of 12,000 feet. Chichi was closed in southe flight returned to Haha Jima which was also closed in, but with an occasional hole in the clouds. The flight let down to 11,000 feet while returning from Chichi to Haha.

Red leader found a hole over grid 365 and made a dive bombing run from NW to SE from 11,000 feet and pulled out at 7,000 feet. The bomb hits can not be pin pointed due to the 10/10 coverage. During the bombing run red flight flew a loose four ship formation and upon completion of the run they retired to the E, flew down the E coast, and reformed SE of the island. Red leader used DU from 15 miles off Haha to Kita Rock. While enroute to target red flight observed a friendly DD 75 miles off Iwo on course. Red flight landed at 1445.

Yellow leader followed red flight until the return to Haha Jima. When red leader started his bombing run yellow leader orbited to the left and found an opening over Yama Point. Yellow leader had let down to 9,000 feet and made a bombing run from that altitude pulling out at 5,000 feet. This bombing run was made from NE to SW and the bombs are thought to have hit in 402-B, 402-C and 414-X. Upon completing the bombing run yellow flight orbited to the left, flew down the E coast, and reformed S of the island. Yellow leader picked up DU when red leader called for it and used it until Kita was sighted. On the return trip yellow flight observed a DD and a PEY 50 miles from Iwo on course and a TBF near Kita at their altitude of 1,500 feet. Yellow flight landed at 1500.

On take off blue leader struck a hole in the runway causing his plane to swerve violently to the left for approximately 100 yards. Due to this fact he did not take off with his flight due to probable damage to his landing gear. Blue 3 thus moved up as blue leader making three planes in this flight. Blue flight stayed with red and yellow flights until ordered by red leader to make their bombing run through

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

(1)



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #8

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

72D FIGHTER SQUADRON, AAF.  
APO #86

22 April 1945

## MISSION REPORT

## 72D FIGHTER SQUADRON MISSION # 4-7

1. a. 20 P-51D-20s.  
b. 7 to 10 S/E A/C. (3 Oscars & 1 Tojo positively identified)
2. a. None.  
b. None.
3. High cover for fighter strike - VII FC FO # 62.
4. RED - Maj. Imig, Lts. Wilkinson, Norton & Decker.  
YELLOW - Lt. Col. Taylor, Lt. Bruner, Lt. Dowds, F/O Ingalls.  
BLUE - Capt. Barker, Lts. Roberts, Valner & Johnstone.  
GREEN - Lts. Dickens, Richardson, Ellison & A. Jones.  
SPARE - Capt. Merritt, Lt. Gotwals, Lt. Robinson & Maj. Chapin.

Take-off: 0836 - 0841  
Left Target: 1235Over Target: 1215 - 1235  
Landed: 1508 - 1518

Nineteen P-51s of the 72nd Fighter Squadron airborne at 0841 thence to rendezvous at 0915 at 10,000 feet, forming on the left side of the navigational B-29s. Left rendezvous point at 0930 on course to target. Green leader, spare 3 and blue leader aborted and landed early. Spare leader and spare 3 returned to base as they were not needed and blue 2 accompanied blue leader home. Major Chapin, flying spare as Chieftan 4, took over the lead of green flight throughout the remainder of the mission. The fourteen remaining aircraft made landfall at 1203 at 11,500 feet; however, landfall was not made as planned. Instead the bombers took them in over Osaka Harbor making it difficult to orient themselves to the target. Target area reached at about 1215 at 15,000 feet. The squadron remained over the target area providing high cover for about 25 minutes, flying courses to the S, W and back E in mutual support position by flights in which time no attacks were initiated on enemy aircraft, and none were made on our planes.

Approximately 8 to 10 bogies were observed in the target area. Three definitely identified as Oscars (2 painted black and one painted a grassy green with red stripes slanting from the fuselage to the trailing edge of the wing tips) and one Tojo. One large bi-plane painted a brilliant orange, west of the target at 10,000 feet observed, it had a very long wing and was moving very slow, probably a training plane. Enemy aircraft observed were out of range of the high cover and were definitely not aggressive. Approximately nine unidentified small ships were reported in Nagoya Harbor. Red 2 saw a silver plane crash in the inlet off Toba. (approx. 34 degrees 28' N - 136 degrees 49' E) This aircraft was not identified as being either enemy or friendly. Twelve fires

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

(1)



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

## 72D FIGHTER SQUADRON MISSION # 4-7 (con't)

were observed on the secondary target, presumed to be burning enemy aircraft and an undetermined number of aircraft were observed to be parked there. On the northern shore of Mikawa Peninsula, W of Toyohashi about 5 miles, a large work project was observed which appeared to be preparation for a landing ground. It seemed to be a large flat coral covered area. The squadron returned to the rally point at 1250 and back to base. DU problems with bombers at rally worked excellent.

5. a. Very hazy over target with a few scattered high clouds. Visibility 3 to 5 miles. To target - weather as briefed.

b. Excellent.

6. None.

7. No ammo - 5,119 gals of gas.

8. Due to the hazy condition at 14,000 feet over the target area observation was rather difficult; however, the vertical and oblique photographs helped a great deal in identification of the primary and secondary targets.

AA was practically nil and the only flak reported was approximately 7 bursts seen to explode at 14,000 feet over Matsuzaka...

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

(2)

72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #9



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

72D FIGHTER SQUADRON, AAF.

APO #86

26 April 1945

## MISSION REPORT

72D FIGHTER SQUADRON MISSION # 4-8

1. a. 19 P-51D-20s.  
b. None.
2. a. None.  
b. None.
3. Fighters will establish zones of security in the KANOYA and KOKUBU areas from 261100 to 261120 KING. VII FC FO #68.
4. RED - Capt. Barker, Lts. Starr, Cottle & Roberts.  
YELLOW - Lt. Booher, F/O Fleming, Lts. Walmer & Cameron.  
BLUE - Capt. Merritt, Lts. Robinson, Gotwals & Lane.  
Green - Lts. Dickens, Holm, Stuart & Jones.  
SPARE- Capt. Carlyle, Lt. English (abortive), Lt. Denman (did not take off) and Lt. Brown (abortive).

Take Off: 0655- 0703  
Over Target 1055

Left Target 1120  
Landed 1420

19 P-51's of the 72nd Fighter Squadron airborne at 0703 thence to rendezvous point from 0740 to 0755 on course to target, reaching departure point at 1045 at 17,000 feet. Lt. Denman of the Spare flight failed to take off and Lt. English and Lt. Brown, also of Spare flight, landed soon after take-off. Capt. Carlyle, Spare leader, joined the 46th Squadron but later rejoined with Red 1 and 2 shortly after reaching the target area.

Red 1 and 2 and Spare leader were over the target from approximately 1050 to 1115 and tacked on to a squadron of B-29's and patrolled the area from East to West; however, their course could not be traced due to the clouds which obscured the target and general land area. These three planes returned to the rallypoint at 1125 by using DU. Red 3 and 4, at 1055, returned to rally point due to excessive fuel consumption of the aircraft Red 3 was flying.

Yellow flight was over target from 1100 to 1120 flying at altitude of 15,000 feet. Occasional holes in the overcast permitted slight ground orientation and the flight flew north over Ariaki Bay and then flew on course of 270 degrees to Kagoshima Bay. Continuing south-east to what was approximately the assigned target area. After orbiting the flight proceeded to the rally point and while leaving the coast observed a portion of the bomber stream flying in a north-west direction and passing over Ariaka Bay at the same altitude of about 15,000 feet. There were no bogies observed.

Blue flight was over the target from 1100 to 1120 at altitude of 15,000 feet. After orbiting between layers of overcast and observing nothing in the target area this flight returned to rally point and tacked on to a navigational bomber. This flight did not have contact with ground and could not readily orient itself. The bomber stream was not seen at any time by this flight

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

(1)

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

72D FIGHTER SQUADRON MISSION # 4-8 (con't)

Green flight reached target area at about 1100 at 16,000 feet and patrolled over approximately 15 B-29s who were assumed to be making a bombing run toward the north-west; however, bombs were not observed to be dropped. This flight returned to the rally point at 1125.

No enemy aircraft were seen by any of these flights and AA was nil. Clouds prevented ground observation.

5. a. Over target, two layers of clouds, both 10/10 coverage - one at 14,000 feet and the other from 18,000 to 22,000 feet.

b. Excellent.

6. None.

7. No ammunition            7,140 gals of gas.

8. Requested that in the event of weather, B-29s dodge clouds instead of climbing through them as they did on this mission. Pilots were high in their praise of the excellent job the navigational bombers did with the DU at the rally point. It helped out a great deal on this mission because the clouds obscured the ground and made dead reckoning practically impossible...

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

(2)



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #10

C-O-N-F-I-D-E-N-T-I-A-L  
72D FIGHTER SQUADRON, AAF.  
APO #86

30 April 1945

MISSION REPORT

72D FIGHTER SQUADRON MISSION # 4-9

1. a. 20 P-51D-29s.  
b. None.
2. a. One P-51 & pilot - 2d Lt. Harrison V. Parker O-2059824.  
b. None.
3. Escort B-29s. VII FC FO # 74
4. RED - Lt. Col. Taylor, Lts. Parker, Decker, Brown.  
YELLOW - Capt. Carlyle, Lts. Zellweger, Norton & English.  
BLUE - Capt. Bregar, Lts. Fitzgerald, Erickson & Pendergrass.  
GREEN - Lts. Dowds, Stevens, Bruner & F/O Ingalls.  
RED RES. - Lts. Dickens, Klipp, Ellison & Eisele.  
YELLOW RES. - Lts. Denman, Schlosser, Johnstone & King.

Take-off: 0730-0738

Over Target: 1125-1145

Left Target- 1145

Landed: 1419-1444

Twenty-three (23) P-51s of the 72nd Fighter Squadron airborne at 0738 thence to rendezvous at 0830 at 10,000 feet, thence on course to departure point arriving there at 1110 at 15,000 feet. Red reserve 3 pancaked base at 0911 due to a rough engine and was replaced by yellow reserve leader, Lt. Denman. Red 2, 2d Lt. Harrison V. Parker, was killed on take-off and was replaced by yellow reserve 2, Lt. Schlosser.

Red reserve flight went to the rally point, as sub cover, at 1105. This flight, with Boxkite 41, orbited over the rally point between 300 and 500 feet due to the low ceiling. The remaining four flights upon reaching the departure point at 15,000 feet, did not see the bombers at any time. These flights flew at 20,000 feet up the peninsula from Iro-Saki, slightly east of Fuji-San, to the target area, turned, and came back across the west side of Tokyo Bay and Yokosuka thence to rally point at 1150. No bogies were observed in the air and AA was nil. Darkeyes 31 and 32, Bambino and Vigilant all were noted on course on return. Approximately seven (7) s/e, silver colored fighter aircraft were observed on airstrip on O-shima.

5. a. Over target 10/10 cloud coverage with tops at 8,000 feet. Over rally point, 9/10 coverage with base at 500 feet and tops at 7,000.  
b. Excellent.
6. None.
7. 1,650 rds. .50 cal. ammo. 8,095 gals gas.
8. None...

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



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBIT #11

72ND FIGHTER SQUADRON, AAF.  
APO #86  
INTELLIGENCE OFFICE.

Summary of enemy A/C destroyed, probably destroyed and damaged for the month of April 1945 by pilots of the 72nd Fighter Squadron. This report covers Squadron Missions Numbers 4-1 and 4-5.

ENEMY A/C - ALL

Type	Pilot Claiming	Squadron Mission No.	Credited by Claims Board	Destroyed	Probably Destroyed	Damaged
1	Nate Capt. James H. Carlyle	4-5 ✓	X	X		
1	Nick Capt. Adolph J. Bregger	4-1 ✓	X	X		
1	Irving Capt. Adolph J. Bregger	4-5 ✓	X	X		
1½	Irving Capt. Howard L. Russell	4-5 ✓	X	X		
1	Tojo Capt. William E. Merritt	4-1 ✓	X	X		X
1	Tony Capt. William E. Merritt	4-1 ✓	X			
½	Irving 1st Lt. Thomas W. Denman	4-5 ✓	X	X		
1	Tojo 1st Lt. Jacob W. Gotwals, Jr.	4-1 ✓	X	X		
1	Nate 2nd Lt. Howard G. Brown	4-5 ✓	X	X		
½	Irving 2nd Lt. John E. Skarjpek	4-5 ✓	X	X		
1	Irving 2nd Lt. Alfred V. Stuart	4-5 ✓	X	X		
½	Irving 2nd Lt. James W. Bradbury	4-5 ✓	X	X		
1½	Irving 2nd Lt. Horace H. Brandenberger	4-5 ✓	X	X		
½	Irving 2nd Lt. Harrison V. Parker	4-5 ✓	X	X		
½	Irving 2nd Lt. Albert J. Allard	4-5 ✓	X	X		
½	Irving Lt. Col. Elmer E. Booth *	4-5 ✓	X	X		
14	*21st Fighter Group)		13	13	1	
	TOTALS					

NOTE: No enemy A/C on the ground or enemy surface vessels was claimed by this squadron during the month of April 1945.



72ND FIGHTER SQUADRON, AAF.

APRIL HISTORY 1945

EXHIBITS #'s 12, 13, 14











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

REMARKS

Joined Squadron 30 January 1945.  
 Transferred to 531st Fighter Squadron, extract Special Order Hq, 21st  
 Fighter Group, Special Order #11, dated 22 April 1945.

CERTIFICATE

This is to certify that the entries on this form are a true  
 and correct record of the combat missions of Edward H. Dibble, 1st Lt.  
 for the dates shown. (Name, rank Serial No.  
 THE DATES SHOWN. 0-791679

*Paul J. Imig*  
PAUL J. IMIG, Maj., AC  
 (Name, rank)

22 April 1945  
 (Date)

72nd Fighter Squadron, AAF, APO #86  
 (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

CONFIDENTIAL

COMBAT MISSION RECORD

CONFIDENTIAL

PARKER, HARRISON, V.

2nd Lt.

0-2059824

(Name)

(Rank)

(Serial Number)

Date	Mission No		Type Mission	Target	Sortie Time	Total Sorties to Date	Abort Time	Cap Time	Inter-cept Time	Total Combat Time
	Sq	Gp								
1945 4/7			Cap (1)	OVER IWO JIMA	(2)	(3)	(2)	(2)	(2:44)	1:40
4/11			Cap	OVER IWO JIMA				1:20		3:00
4/17			Cap	OVER IWO JIMA				2:40		5:40
4/19	4-5	4-7	Fighter Sweep	ATSUGI - JAPAN	7:20	1				13:00
XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX

CONFIDENTIAL



