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JUN-45

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

JUNE 1 - JUNE 30TH, 1945

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

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

1 June 1945 - 30 June 1945

1. Date of arrival at and departure from each station occupied in this theatre - Negative
2. Losses in Action:
 2nd Lt. George C. Slusser - Killed in action
3. Awards and Decorations - Negative
4. Organization: Negative
5. Strength: (Personnel)

1 June
 Officers 69 - F/O 1 - W/O 1
 Enlisted Men 248

30 June
 Officers 72 - F/O's 2 - W/O 1
 Enlisted Men 247

6. Strength: (Airplanes)

1 June
 36 P-47N's

30 June
 25 P-47N's

7. Losses: (Airplanes)

- 2 June - Two planes a total loss from aircraft accidents.
- 3 June - One plane lost to salvage. Trans. to 612 Service Sq.
- 7 June - One plane lost for repairs to 612th Service Sq.
- 8 June - One plane trans. to 73rd Fighter Sq.
- 10 June - One plane trans. to 612th Service Sq. - Replaced
- 14 June - One plane trans. to 612th Service Sq.
- 19 June - Four planes trans. to 333rd Fighter Sq.
- 27 June - One plane lost in combat

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

Narrative History:

During the month of June 1945, the Ie Shima air base expanded tremendously, until at the end of the month two runways were in operation and a third under construction. A total of three Army Fighter Groups, one Marine Fighter Group, a Marine Torpedo Sqdn. are now operating from this base.

All three Army Groups are part of the 301st Fighter Wing, and most of our strikes now consist of more than one group. This is the first time the 318th Group has participated in strikes in conjunction with other fighter groups here in the Pacific.

The squadron participated in strikes from the Sakishimas to Kyushu. A total of nineteen (19) enemy aircraft were destroyed, with a loss of one of our pilots due to enemy A/A. The following is a breakdown of the missions the sqdn. has performed during the month:

- 8 strikes against airfields and installations at Kyushu
- 3 strikes against shipping at Amami O'Shima
- 1 strike against shipping at Sakishima Gunto
- 6 photo escort missions to Kyushu
- 2 night heckler missions to Kyushu
- 4 Dumbo escort missions to Kyushu and Sakishima Gunto
- 8 Barrier combat air patrols at Amami O'Shima

Barrier combat air patrol was flown over Amami Gunto, 150 miles from this base in an effort to prevent the Japanese from getting through to the local defenses, and to deny them the use of the airfields at Tokuno and Kikai Shima. Three (3) Zekes were destroyed by this patrol on 22 June. The Zekes were on course from Okinawa, when shot down. Maj. Charles W. Tennant accounted for one of them, and 1st Lt. William H. Mathis got the other two. When attacked the Zekes were flying straight and level and apparently did not see the P-47's until too late.

In the absence of long range night fighters or bombardment aircraft, the 318th Group was required to perform night heckler missions over the Japanese homeland. These were the most hazardous missions ever thrust upon this Group. The weather was bad during the period, and the P-47's are poor instrument

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

Narrative History, (Continued)

planes even during operations, in daylight. Pilots find the "gyro" instruments very very poor, and many of the compasses erratic. Two of the best pilots in the group were lost on these missions due to weather. In most instances, the pilots could not pick up any landmarks enroute to the target, and the cloud cover usually lay over the island chain. All day, fighter pilots do the great majority of their flying by contact, and the night missions required them to fly by instruments and trust to luck. These missions were further complicated by the fact that Ie Shima was usually under enemy attack at takeoff time.

The first night heckler mission was dispatched by this squadron on June 6. This mission was flown by Maj. De Jack Williams, the sqdn. CO, and Capt. John E. Vogt, the assistant operations officer. The flight arrived over the target during a severe electrical storm. Rockets were launched at lights observed through the overcast. No enemy opposition or A/A was encountered. Upon return to base Maj. Williams had trouble with his landing gear. The gear would not lock in the down position and consequently upon landing it collapsed, causing severe damage to the plane. Fortunately Maj. Williams was not injured. (See Gp. Mission Report #6-16)

Two, Two-plane flights of P-47N's performed night heckler missions over So. Kyushu, on the night of June 8, and morning of June 9. Maj. Tennant and Lt. Marcinko comprised the first flight. This flight attacked Kanoya Airfield and Kagoshima Airfield with rockets. No enemy A/A or aircraft sighted. Flight did encounter five searchlights in the Kanoya area, one of which picked up Maj. Tennant and held him for about a minute. The second flight consisted of Capt. Jacobson and Lt. Trumbour. They attacked with rockets the Iron Works at Kagoshima City. No enemy opposition was encountered over the target; however, enroute to base and in the vicinity of Amami O'Shima just at daybreak, a "Judy" was observed flying north toward Kyushu. This enemy aircraft might have been one of

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

Narrative History, (Continued)

the planes participating in the air attack on Okinawa. Capt. Jacobson pulled in behind him and shot him down before the Jap could take any evasive action. (See Gp. Mission Report #6-24)

The first Group strike mission was accomplished on June 6, 1945, when thirty-six P-47N's attacked airfields on southern Kyushu. The 19th Ftr. Sqdn. had eight (8) planes participating in the mission. Our flights rocketed and strafed installations at Kagoshima Airfield, enemy personnel at Byu Airfield, and destroyed one "Cherry" on the ground at Ibusuki Seaplane Base. Upon withdrawal from the target, two (2) Vals were encountered just off the southern tip of Kyushu. Capt. Roy A. Jacobson and 2nd Lt. James G. Weir, each shot one Val down. Other flights encountered thirty-six Zekes and Georges, on the mission. Four (4) Zekes and two (2) Georges were destroyed by the 333rd Sqdn. None of our aircraft were lost on this mission. (See Gp. Mission Report #6-14)

The squadron participated in a fighter sweep on June 7. While on patrol in the vicinity of Kagoshima Bay, prior to a rocket and strafing attack of enemy installations, our flights encountered eight (8) Zekes. Lt. Charles S. Marcinko, shot down two Zekes, Lts. Edward Gray, and James E. Spaulding each accounted for another one. After the action the flights strafed and rocketed an 8,000 ton freighter anchored in Kagoshima Bay. Two direct rockets hits were observed on the bridge and tracers were observed entering the superstructure and hull. The Yoshimi Iron Works and Marshalling Yards at Kagoshima City, were also strafed with undetermined results. As our flights withdrew they strafed four (4) parked "Cherry's" at the Ibusuki Seaplane Station. One was set afire, and tracers were observed entering the hulls of the others. All planes returned to base. (See Gp Mission Report #6-18)

The largest force of enemy fighters ever encountered by our aircraft was met over Kyushu on June 10, 1945. One hundred and thirty-four (134) Japanese Zekes, Jacks, Tony's, Tojo's, and Georges, were encountered by thirty-five (35) of our aircraft. Ten (10) Zekes, six (6) Jacks, and one (1) Betty were destroyed

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

Narrative History:

by the Group before our planes "got the hell out of there". Thirty-nine (39) of our planes were dispatched on a combined fighter sweep and photo escort mission over southern Kyushu. Four of the planes were forced to abort the mission due to engine trouble. The 19th Fighter Squadron had nineteen (19) planes participating in the mission. Our Squadron, while escorting two PB4Y's on their photo run in the vicinity of Kanoya airfield encountered forty-eight (48) Zekes, Jacks and Tonys. The Japs had a decided altitude advantage. One of the Jacks and a Zeke attempted to make a pass on a PB4Y and Captain William A. Loflin shot them down. At the same time a Zeke made a firing pass on Captain Loflin. Lt. Vernon A. Wischer, Captain Loflin's number four man pulled in behind the Zeke and shot him off his tail. The 73rd and 333rd Squadrons accounted for the other Jap planes shot down on this mission. As the number of Jap planes increased our forces withdrew. Had the Jap planes decided to attack the photo planes in force the fighter escort could not have given them adequate support.

Twelve planes from this Squadron were unsuccessful in attempting to push thru weather on 16 June in an effort to dive bomb Izumi Airfield, Kyushu. They attacked the secondary target, the airfield at Kikai Shima. As a result of dive bombing and strafing two large fires were started in the buildings located in the revetment area northeast of the airfield. Several other large fires were observed in the wooded area directly south of the Service Apron. A direct hit was observed on a revetted building 400 yards northeast of the airfield. Two near misses were observed on four (4) 30' boats located in the boat basin north of the field. (See Group Mission Report #6-40.)

Amami O Shima received the next blow, when seventeen (17) of our planes attacked shipping in Satsukawa Wan, 17 June. Six sixty (60) foot luggers were dive bombed, and near misses were observed. It was impossible to observe all bomb hits or damage inflicted due to cloud cover. After the attack on shipping the airfield at Tokuno Shima was strafed. One frame building was destroyed, and a large oil fire started. No A/A was encountered over either target, and all flights returned to base without incident. (See Group Mission Report #6-42)

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

Narrative History:

An escort mission scheduled for 18 June was abortive due to extremely bad weather in the vicinity of Amami O Shima.

Our planes were out again on 20 June, when eighteen (18) P-47N's from this Squadron with sixteen (16) planes of the 73rd Squadron dive bombed the airfield at Omura, Kyushu. 500# bombs were dropped in the buildings and installations, south of the dispersal area with good results. After flights had committed themselves on their bomb run 40-50 twin engine, single engine and trainer aircraft were observed on the airfield in front of the hangars at the southwest corner of the field. A second run would have been costly due to the fact that it would have to be made into the sun, and also because all gun defenses were alerted. Moderate, inaccurate, medium and light A/A was encountered over the target. All our planes returned to base. (See Group Mission Report #6-54)

Omura airfield was again scheduled for attack on 23 June. Fourteen (14) of our planes participated in a sixty-six (66) planes Wing strike. Upon arrival over Southern Kyushu the weather was extremely bad and Squadrons were unable to attack Omura, but proceeded to Northern Kyushu where they attacked Fukuoka City and Itazuke airfield. Our flights dive bombed barracks and hangars at Itazuke airfield. 500# aerial bomb bombs were used with excellent results. Intense A/A was encountered over the target. As the flights withdrew from the target, two oilers, three freighters, one heavy cruiser, six destroyers and numerous small craft were observed at Fukuoka Wan at anchor. The DD's and CA brought the flights under fire with an intense barrage of light and medium A/A. Upon retiring from the largest fires were burning in Fukuoka City. (SEE Group Mission Report #6-63)

The next strike mission of the month was directed against shipping in the Sakushima Gunto, 24 June. Eight (8) of our planes were assigned to this mission and upon arrival at the target were unable to locate the reported shipping at Ishigaki Shima. The flights made a combination strafing and rocket attack upon a village and wharf at Kuro Jima, starting numerous small fires. No enemy opposition or A/A fire was encountered by our forces.

Lt. George C. Slusser our only casualty due to enemy action thus far in this campaign was killed in action as a result of A/A fire encountered on a shipping strike

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

Narrative History:

at Amami Gunto 27 June. A light Cruiser, one large freighter and two small coastal vessels were attacked in a cove at Oshikaku Village 50 Cal. hits were observed on all ships. While attacking the shipping, moderate to intense, accurate, light and medium A/A fire was encountered from shore batteries overlooking the cove. As a result of this fire Lt. Slusser was hit and observed to crash on Kakeroma Island. (See Group Mission Report #6-75)

Two small freighters, one patrol craft and a fishing boat were damaged during a shipping strike at Amami Gunto 28 June 1945. Twelve (12) of our aircraft participated in the strike. Meagre, inaccurate heavy A/A fire was encountered over the target.

After completion of the shipping attack our fighters strafed the town of Hedena at Tokuno Shima. Several small fires were started in buildings in the town. Meagre ineffective small arms fire was encountered during this attack. All our planes returned to base without incident. (See Group Mission Report #6-79)

On 30 June our fighters were again over the Japanese mainland. Twenty (20) P-47N'S escorted four (4) F-5 photo planes on a photo reconnaissance over Souther Kyushu. After the F-5's had completed their runs and withdrew from the target, the P-47N escort remained over Southern Kyushu, searching for enemy aircraft. Our flights remained over the target from 0820 until 0915 without encountering any enemy opposition, aircraft or anti-aircraft fire.

Japanese air attacks against the Okinawa Gunto have declined sharply during the month. By the close of the month the raids consisted of only single aircraft. In view of the fact that the enemy order of battle shows they have adequate planes with which to mount fairly large scale raids against this base, it is difficult to understand why the Japanese are not doing so. With every passing day we see a gradual increase of our own air strength in this area. The Japanese never had, nor never will have a more opportune time in which to attack these bases. The longer they wait the more difficult it will become for them to work a successful raid.

Although our fighters were over the Jap homeland in small numbers the Japanese Airforce failed to come up to fight in any great numbers; with the exception of one day in which they put 134 fighters into the air, all their attempts at interceptio

ORGANIZATIONAL HISTORY, 19th FIGHTER SQUADRON, AAF (CON'T)

Narrative History:

have been very feeble.

During the month the line area was moved to the south east end of the field. A small hangar has been constructed, and coral roads built in the new area. During this move tactical operations were carried on as usual.

Preparations are being made to move the living area to the North side of the island. The present area is to be used by the engineers as a coral pit. It has been reported that the engineers will help in the construction of the new camp area. If this information is correct, it will be the first time the outfit has had any outside help since it began tactical operations over a year ago.

Morale of the enlisted men has reached a new low. The reason for this has been the slow rate in which replacements are arriving in this area, and the very few men who are being returned to the US. Rotation is non-existent here, and the men with eighty five points or over are not being returned as yet. However, the low morale has not affected our operations.

Living conditions here on Ie Shima continue to be much better than they were at Saipan. The food is excellent, and far above what the outfit has had in the past.

On June 22nd this squadron began its second year in the forward area. During the first twelve months of operations the entire group has established a reputation throughout the air force as an outfit that does a job well. We have operated with the Navy and Marine Corps, and the word has been passed many times "Well Done". All of us feel that the high standard we have set will be carried on throughout our operations.

CHRONOLOGICAL HISTORY

June 1 - June 30, 1945

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

Chronological History, 1 June - 30 June 1945

1. No Air Raids last night, as weather had Ie Shima socked in tight. This Sqdn. had a Dumbo Escort Mission to Kyushu but results were negative. One F4U (Marine plane) MAG 22, based on Plum Field, Ie Shima, crashed into a parked half-track on takeoff, resulting in one EM very badly burned and the aircraft a complete loss.
2. Red Alert sounded at 0930, and all clear came at 1000. No planes were sighted over the island. Fourteen P-38's of the 28th Photo. Recon. Sqdn. arrived today. In addition, several P-47N's of the 507th Ftr. Group arrived. All of our planes were put on Condition 1. (be ready to takeoff in $\frac{1}{2}$ hr.) Two flights were scrambled but no enemy aircraft were observed. The 333rd Ftr. Sqdn. lost another pilot and plane, when pilot attempted to out-turn a Zeke at low altitude and went in. Flash Red at 1809 and all clear at 1846. No E/A over the island. During this raid 1 Betty and 2 Zekes were splashed 20-30 miles north of Ie Shima. Flash Red again at 2156, and All Clear at 2236. The morale of the Sqdns. EM, reached a new low today because of a plan to discharge men on the basis of points. There is considerable speculation that the personnel of this Sqdn. might have to stay out here another year. The plan to reassign and furlough personnel of this Sqdn. has been discontinued at a time when a considerable number of men had optimistic hopes of going home in the near future.
3. Continued bad flying weather prevented any flights of this group from taking off. A few CAP flights were flown by MAG 22, (F4U's) but they remained airborne but a short time. No alerts either day or night.
4. Two (2) Privateers (PB4Y2's) returning from a mission alerted the island by not having their IFF on. Weather still closed in. This sqdn. is tentatively scheduled to drop "Window" (tin foil used to jam enemy radar) off the west coast of Kyushu, while photo planes make their runs without detection. This could be classified as a "Diversionary Mission". This Sqdn. is being assigned minor missions to perform. Why! No one seems to know. It appears that we are being penalized for shooting down all those planes on the "Turkey Shoot".
5. Kyushu Mission that was scheduled was cancelled because of weather, and CAP was flown instead. There were four alerts today, but no enemy aircraft came over the island. The Fighter Director has been doing a commendable job of vectoring CAP to intercept E/A. Personnel and installations are obviously given greater protection with the efficient employment of our Fighter Defense. Supplies continue to arrive and the food situation still remains satisfactory.
6. Weather clear locally. There were a total of six alerts sounded between 1200 and 0356. None of the raids lasted long, and no enemy aircraft came over the island. Lt. Col. McAfee former CO of this sqdn. flew CAP with the 19th on this date. Col McAfee flying Maj. Tennant's wing, shot down and flamed an enemy plane (Judy) in the vicinity of Amami O' Shima. Capt. Jacobson and his wingman Lt. Jackson, each shot down one Val each, while performing a high cover mission at Kyushu for photo planes. This brings the total kills to 54, including Lt. Col. McAfee's kill. Maj. Williams, CO, and Capt. Vogt, flew a night "Heckler Mission" to So. Kyushu, but on arrival the target was closed in and an electrical storm in progress. On landing, Maj. Williams landing gear wouldn't lock in down position, and the

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

Chronological History, (Continued)

the gear collapsed immediately after his wheels hit the runway. He was not injured and the plane can be repaired locally.

7. This Sqdn. performed "diversionary attack" dropping "window" to prevent Jap radar from tracking B-24 photo planes. This jammed radar controlled A/A batteries and photo planes made successful runs. After dropping the "window" our planes searched the skies in the vicinity of So. Kyushu for enemy aircraft, resulting in Capt. Ruff and Lt. Stampe each getting one Zeke. Later in the day on another flight to Kyushu, Lt. Marcinko get two Zekes, Lt. Gray one Zeke, and Lt. Spaulding one Zeke. This brings the Sqdn total of enemy aircraft shot down to 60. There were a total of five Air Raids last night and many enemy planes were over the island. Several phosphorus bombs were dropped, but exploded too high to do any damage. Considerable firing was done by the A/A batteries over the island. Five Vals and one Tony shot down.
8. Capt. Slepecky on CAP with three planes, ran into three Zekes. Slepecky got two kills, and his wingman, Lt. Kennedy, got one. On the way home from a night "heckler mission" to So. Kyushu, Capt. Jacobson spotted an interrogatory aircraft, flying toward Kyushu from South to North. He executed a 180° turn, gave chase, identified it as enemy, and shot it down on a dead astern, no deflection, pass. Score: One "Judy" confirmed by his wingman. An Air Raid commencing at 2020 last night, ended at 0528 this morning. There were several bomb hits on the island resulting in a gasoline dump being blown up. No casualties to our personnel. The Sqdn. line area is in the process of being moved to the other side of the runway. Gun camera film movies of the Kyushu raid were being shown in the mess hall last night to all sqdn. personnel, but an air raid sounded and the generator had to be cut off.
9. The Sqdn. line area now moved to new location on the east side of Plum Field, in order to make way for the Night Fighter Sqdn. (P-61's and are we glad to see them) coming in from Iwo Jima. Sqdn flew an escort mission to Kyushu resulting in four more E/A being shot down. Lt. Wischer got one "Jack" and one Zeke damaged, Capt Loflin got one "Jack" and one Zeke confirmed. Three Red Alerts during the day. Every night Jap planes seem to follow our dusk CAP flights in, but usually do not close on the island.
10. Routine CAP for this date, and no enemy aircraft closed on Ie Shima.
11. The Sqdn. dispatched and Escort Mission to So. Kyushu. F-5's (P-38 photo planes) did not seem to know much about the target to be photographed. Mission not very successful, and no enemy aircraft encountered. Lts. Gray, Anderson, Barrett, and Stampe departed today for the United States and reassignment.
12. Sqdn again escorted F-5 on photo mission to So. Kyushu. No enemy aircraft encountered. No alerts for this period.
13. An escort mission to provide escort and high cover for approximately 500 B-29's was cancelled because of weather. P-47's were to cover B-29's for 90 minutes over the target while they made their bomb runs on the Yawata Steel Works, (the Pittsburg of Japan) in northern Kyushu. Lt. Cornia of this sqdn. while on CAP over Anami Gunto was fired on by Marine Corsair pilot. The damage to plane was extensive, and the incident properly reported. It is hoped that some action will in evidence, and that Marine pilots receive additional training in recognition.

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

Chronological History, (Continued)

14. Barrier CAP, Amami Gunto - No enemy planes sighted - Routine patrol. No alerts either day or night - The moon is coming up, consequently we are expecting Jap raids to be stepped up against us.
15. Barrier CAP at Amami Gunto. No enemy planes sighted during patrol. Last night the Air Raid siren blew here on Ie Shima. No enemy aircraft over the island. Considerable 90mm A/A fired during the night, indicating enemy aircraft were very high. No damage to installations or injury to personnel.
16. Twelve planes of this sqdn. lead by Capt. Vogt, took off on a Kyushu Mission but did not reach primary target as a result of weather. Planes dive-bombed secondary target, Kikai Airfield. No enemy raids during preceding 24 hours.
17. First Red Alert sounded at 2115, with all clear 2128. Enemy planes were within the scope of our Radar but failed to close on this island. Some A/A was observed in the vicinity of Naha, on Okinawa. Scheduled Kyushu Mission took off but was unable to get through to the target as a result of weather. A new order was posted on the Orderly Room Bulletin board stating that the Rotation Plan has terminated. The obvious result is a new low in sqdn. morale.
18. Sqdn. flew high cover for bombing mission to Kyushu, which was lead by Maj. Williams. Mess Sgt. Larson has turned into the hospital with the result that in only a few days there has been a very definite deterioration in the manner of food preparation. No alerts during this period.
19. Kyushu Mission scheduled for this date cancelled as a result of weather. No alerts during this 24 hour period.
20. Mission to Omura Airfield, Kyushu, performed by this sqdn. and dive bombing very satisfactory. Weather clear, resulting in one Flash Red. No enemy aircraft closed on the island.
21. Sqdn. flew an escort for photo planes to Kyushu. Photo plane was compelled to return to base as a result of mechanical trouble. Sqdn. also provided a four ship escort for Dumbo. Total of five planes lost by this Group yesterday. The 73rd and 333rd each lost one plane on takeoff when planes failed to pull off the runway as a result of loss of power, 73rd lost one plane over target at Kyushu, another 333rd plane crashed into the ocean as a result of engine failure, the 73rd ground looped another after making a forced landing at Yontan Field, Okinawa. CAP were credited with shooting down three Tojo's during Flash Red period commencing at 1903. Three other Tojo's broke through the CAP and crash dived shipping at Okinawa. Another air raid at 2254, resulting in 2 Tojo's, one Betty, and one Sally splashed by night fighters. Two Betty's also shot down by A/A.
22. Flash Red at 0805. Warning had been received that a large raid expected. Two enemy planes were observed to be shot down by personnel of this sqdn. in the vicinity of Ie. Shima. This Sqdn. was on station at Amami O Shima when Japs attempted to get through to Okinawa area. This Sqdn shot down 3 enemy aircraft while on CAP. Maj. Tennant credited with 1 Zeke, and Lt. Mathis, 2 Zekes. Lt. Mathis now has a total of five enemy aircraft to his credit, therefore an ace. An incomplete report on enemy aircraft shot down for this period is between 45-50.
23. Two enemy aircraft shot down by night fighters during the alert commencing

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

Chronological History, (Continued)

- at 0200 and ending at 0400. An unidentified enemy aircraft was shot down 10 miles north of Ie Shima by F6F night fighter.
- 14 planes took off on an escort and bombing mission to Kyushu. Four planes carried 500# bombs and the other 10 escorted the fighter bombers of the other two sqdns. in the group. Led by the new group (507th), strike force missed the primary target as a result of bad weather, and bombed Itasuke Airfield, about 100 miles north of primary target, which was Omura Airfield, Kyushu. Completing their dive bombing run, flights observed what appeared to be what was left of the Jap Navy. (7 destroyers, 1 heavy cruiser, 3 10,000 ton cargo ships, and 2 oil tankers) These ships threw up a very concentrated barrage of heavy A/A fire, but fortunately no one in this squadron was hit.
24. Air raid at 0215, and identified as a twin-engined bomber, which dropped a string of 5 or 6 bombs on the southern shore of the island, killing 20 men, and injuring 17. One bomb hit was direct on a 90mm gun position which killed 9 men. Bombs were believed to be 120 lb. anti-personnel. Four planes of this sqdn. armed with 4 rockets ea. expended 15 rockets and 700 rds. of .50 cal. m.g. on village of Huro Jima, south of Kyushu, as all other targets were invisible due to overcast. Four other planes of this sqdn. provided escort for Dumbo, on station just south of Kyushu.
25. One air raid last night just before midnight resulting in one Betty being shot down by P-61 20 miles north of Ie Shima. No flying today as group has designated it maintenance day. However, a maintenance day would have been more appreciated a few days ago. Our maintenance section is doing a commendable job of keeping a maximum number of aircraft in commission. By noon today, our line chief reported all planes assigned this squadron in commission. Lt. Col. McAfee flying an acceptance test on a stripped P-47N (minus 3,000 lbs.) had to belly land after his engine cut out at 33,000 feet. It was a dead stick landing from 33,000 feet necessitating a belly landing to prevent overshooting the field.
26. One air raid last night resulting in 2 bombs dropping on this island with undetermined results. No personnel in this unit injured. During this raid 9 enemy aircraft were destroyed. 6 by A/A, and 3 by night fighters, with the 10th crash diving into the fantail of a picket boat. 16 planes of this sqdn. accompanied by 46 others, escorted 2 PB4Y's to Kyushu but mission aborted as a result of a solid weather front. Planes photographed Kikai Shima, northern Ryukyu's Islands, on return. The 501st Fighter Group arrived here at Ie Shima with their P-47N's, bringing the total number of aircraft based here on the island up to approximately 400 fighters. As a result of a new order from AAFPOA, men having a score of 70 points or more will have their names, MOS number, and score forwarded to that Hq. which has resulted in another morale surge.
27. Although we had a clear sky and a full moon, there were no enemy aircraft in this area for this period. 8 P-47N's and 2 spares were ordered to rocket and strafe shipping at Amami O Shima. All planes reached the target area. Rockets were fired at village on the coast and small boats were strafed. During the rockets run, Lt. George S. Slusser of this sqdn. was shot down and is believed killed. Another pilot of the 333rd Sqdn. was also shot down. In addition to the above mentioned 10 planes, 4 P-47's escorted "Dumbo" to the vicinity of Amami.

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

Chronological History, (Continued)

28. One 4 plane local CAP in the A.M. No other flying this date. One air raid last night resulting in one "Pete" (float plane) being shot down by night fighters.
29. Weather clear, but no air raids. Routine CAP for this date's flying operations. Five F4U's of MAG 22 (Marine Group) were destroyed at Kyushu, as a result of some armament malfunction. The bombs accidentally became armed at exploded prematurely.
30. Three air raids last night; 0035, 0245, and last one at 0415. No bombs dropped on the island. 20 planes of this sqdn. escorted 4 F-5's so So. Kyushu and offshore islands. As a result of heavy overcast photo planes couldn't take pictures. No enemy aircraft observed.

COMBAT STATISTICS

June 1 - June 30, 1945

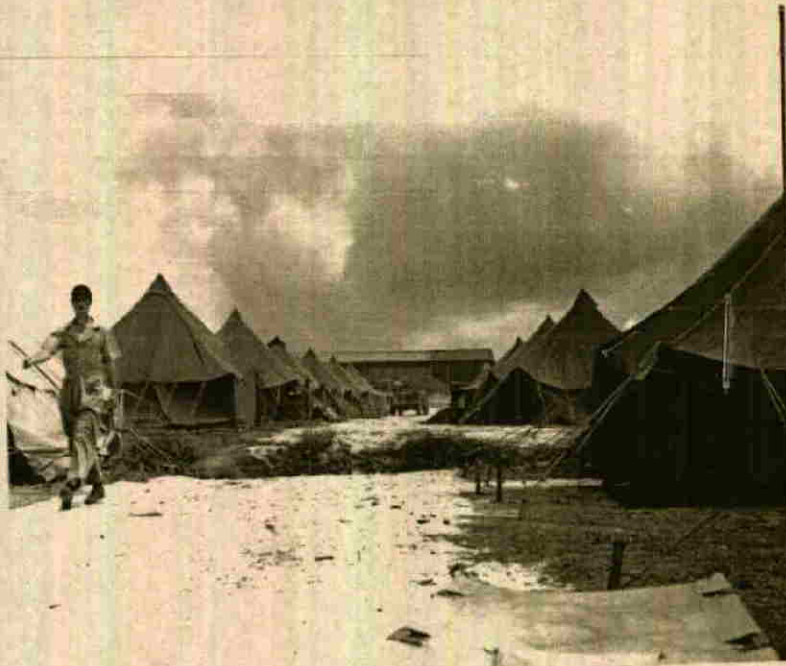
P H O T O S E C T I O N



Sapping Mine Field, Ie Shima, that became 19th Ftr. Sqn., camp area.



Digging in for the night.



From Jap Mine Field to Camp Area
19th Ftr Sqdn Area



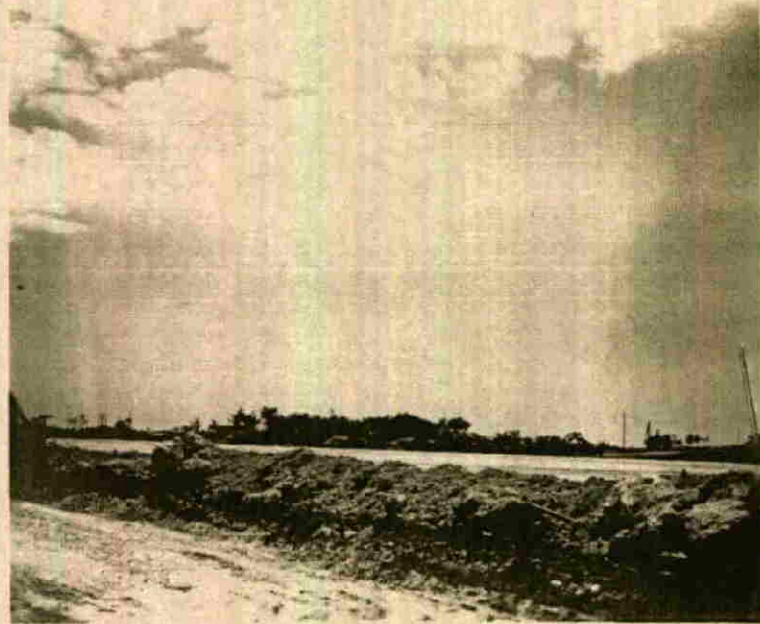


Scrap Lumber, a bit of canvas.....

PRESTO

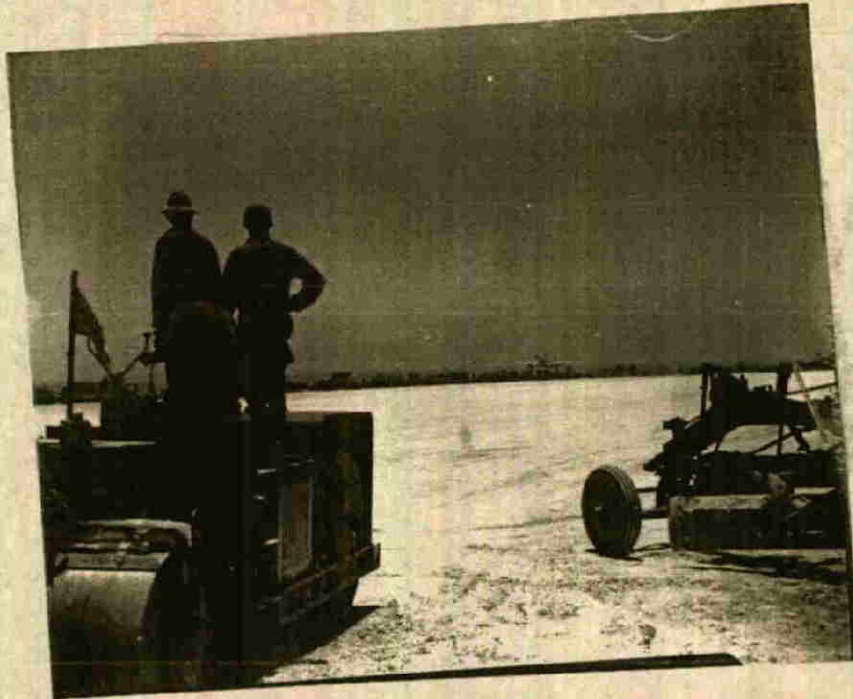
A MESS HALL



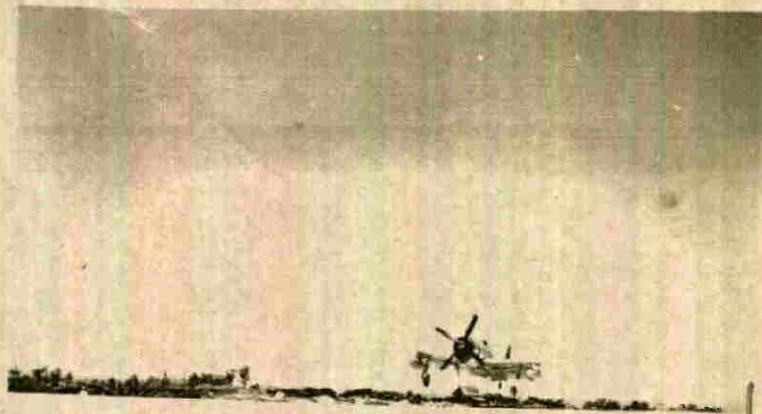


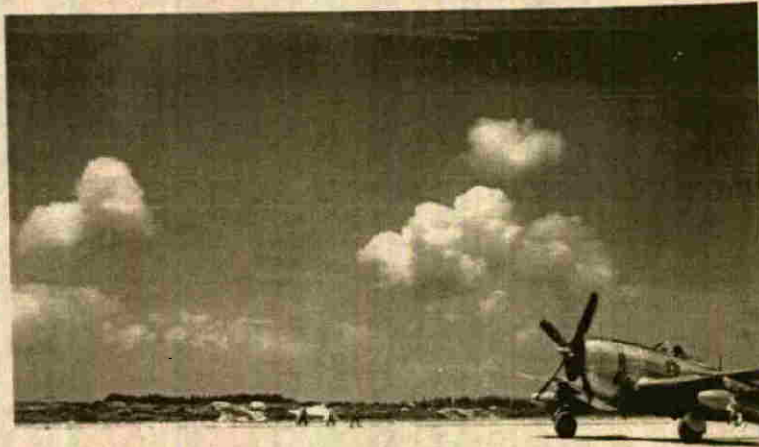
The first fighter strip on Ie Shima.





A "JUG" sets down.





Another "Blunderbolt" makes it.



ENCLOSURES

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

1 June 1945

19th Fighter Squadron Mission Report #6-1
318th Fighter Group Mission Report #6-2

1. A. 12 P-47N's
B. None
2. A. None
B. None
3. Combat Air Patrol over Amami O Shima, and rocket attack againsts targets of opportunity.
4. Capt. Slepecky, Lts. J.P. Morris, Anderson, Hunter (Cossack 101-104)
Capt. Ruff, Lts. Crocker, Stelz, Cornia (Cossack 105-108)
Lts. Gray, Spaulding, Mathis, Lewis (Cossack 109-112)

TAKEOFF: 0615 - PATROL: 0715-0840 - ATTACK: 0900 - LAND: 1010

After arriving on station at 1715, flights patrolled at varying altitudes between the islands of Yokeate Jima and Kakai Shima. The results of this patrol were negative.

After coming off patrol at 0840, flights searched the islands of Kikai, Tokuno, and Amami for target of opportunity. Two large transports were observed in a cove 7 miles west of Naze Ko. These transports have been attacked on previous raids, but their condition was not too apparent until after the planes had begun their runs. Twenty-eight rockets were fired at the transports and hits were observed in the hulls and superstructure. Pushover was made from 6,500 ft. with release at 1,200 ft., angle of dive 40 degrees, at 380 MPH (IAS). Rocket run was made from East to West. The flights then strafed the targets from 4,000 ft. to the deck, angle of attack 20 degrees, at 350 MPH (IAS).

No A/A/ was observed during this mission.

The airfield at Touno Shima was observed to be under air attack by F6F's. The west side of the airfield at Kikai Shima appears operational.

5. A. .9 -.10 cumulus from the deck to 7,000 ft. .5 - .7 cumulus from 3,000 to 4,000 ft. around island. Front observed to the north, moving from W to E.
B. Good
6. See Narrative
7. 28 x 5in. rockets - w/inst. nose fuse, 2/100 sec. base detinator fuse.
2,400 rds. .50 cal. - 4,620 Gallons Gas.
8. None

WILLIAMS

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

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

1 June 1945

19TH Fighter Squadron Mission #6-2
316TH Fighter Group Mission #6-3

1. A. Four (4) P-47H's
B. None
2. A. None
B. None
3. Escort Dumbo to Kyushu, Japan.
4. Major Williams, Lt. Col. Bagby, Lts. Danylo, Taylor (Gossack - 165)

Takeoff: 1245

Land: 1610

Flight rendezvoused with Dumbo at Point Man at 1300, and proceeded on course for Kyushu climbing to 7,000 feet.

At 1430I, at a point forty miles north of Amami O Shima, flight ran into a solid front extending from the deck to 10,000 feet. Flight returned to base due to the weather

5. A. Weather enroute .6 - .7 cumulus at 10,000 feet, visibility good.
Solid front encountered forty miles north of Amami O Shima extending from the deck to 10,000 feet.
B. Good
6. None
7. 1,040 gallons gasoline
8. At the time of the takeoff traffic on the field was jammed due to the fact that too many planes were scheduled to take off from this Group and from MAG - 32. Recommend that scheduled be staggered to reduce confusion and delay.

WILLIAMS

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

3 June 1945

19th Fighter Squadron Mission #6-3
318th Fighter Group Mission #6-5

1. A. Eight (8) P-47N's
B. None
2. A. None
B. None
3. C A P over Amami O Shima
4. Captain Slepcky, Lts. Morris, J.P., Anderson, Kennedy (Cossack - 5)
Captain Ruff, Lt. Col. Bagby, Lts. Stolz, Weir (Cossack - 6)

Takeoff: 1115

Land: 1457

Lt. Stolz did not take off due to mechanical trouble.

After arriving on station at 1156 flights patrolled between the islands of Yohoste Shima and Kikai Shima. Cossack 5 patrolled at 6,000 feet and Cossack 6 at 8,000 feet. Results of CAP negative

At 1400 flights completed CAP and started for base. Enroute to base an unidentified aircraft was observed from 5,000 feet on the northwest corner of the runway at Tokuno Shima. This aircraft is believed to be a transport, is silver in color, and does not have roundels painted on the fuselage or wings.

Transport was not strafed because at about this time flights overheard radio transmissions concerning bogies in the vicinity and retained their altitude in order to take care of any aircraft sighted.

A large slick was observed three miles south of the southern tip of Amami O Shima. Flights investigated but observed no wreckage or life rafts.

5. A. .2 cumulus with bases at 10,000 feet over Amami. Very hazy over target. Upon return to base flights encountered 10/10 cloud cover, 30 miles north of Okinawa ceiling varying from 5,000 feet down to the deck.
B. Good.
6. None
7. 3,200 gallons gasoline.
8. Request definite instructions concerning the strafing of targets of opportunity after completion of CAP.

WILLIAMS

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

3 June 1945

19th Fighter Squadron Mission #6-4
115th Fighter Group Mission #6-6

1. A. Eight (8) P-47's
B. None
2. A. 1 P-47 seriously damaged on landing.
(pilot Lt. Graham injured)
B. None
3. Scramble from Condition 1, for interception
4. Lts Stamps, Kearney, Gibson, Crocker (Cossack - 3)
Lts Marcinko, Towner, Gunco, Graham (Cossack - 4)

Takeoff: 1254; Land: Cossack - 3 1427 - Cossack - 4 1602

Lt. Graham, Cossack 4-4 was injured while making a forced landing immediately after take off, as a result of a run away prop.

Lt. Stamps's flight Cossack - 3, had not established contact with control. The flight patrolled from Isena Shima to a point 75 miles north at 3,000 feet to 8,000 feet. Results of this patrol negative. While returning to base at 1,400 feet, Lt. Crocker, Cossack 3-4, was attacked by a lone FW. The FW made a head on firing pass on the P-47, but no damage was inflicted. This attack took place in the vicinity of Isena Shima.

About the same time a FW2 also made a pass, but the P-47's outran him. Cossack 4 patrolled area from Isena Shima to a point twenty miles west of that island under the control of Kingtail, altitude 5,000 - 15,000. Result of this patrol negative.

5. A. 10/10 overcast at 8,000 feet. Scattered clouds from deck to 8,000 feet
Ceiling 2000 feet at Plus lowering to 50 feet.
B. Cossack - 4 - poor
Cossack - 5 - good
6. None
7. 1,700 gallons gasoline
8. None

WILLIAMS

19TH FIGHTER SQUADRON, AAF
A.P.O. #215

5 June 1945

19th Fighter Squadron Mission Report #6-5
318th Fighter Group Mission Report #6-10

1. A. 8 P-47H's
B. None
2. A. None
B. None
3. Combat Air Patrol over Amami Gunto
4. Maj. Tennant, Lt. Crocker, Marcinko, Cuneo (Cossack 1)
Capt. Lafforge, Lt. Sluiser, Barrett, Dulp (Cossack 2)

Takeoff: 0748 - Land: 1242

Lt. Barrett, Cossack 2-3, did not take off due to mechanical trouble.

Flights arrived on station at Amami at 0845 L, and patrolled between the islands of Kikai Shima and Yokoate Shima. Altitude of the patrol was 500 to 2,000 feet.

The results of the CAP were negative, and no sightings were made. Flights completed patrol at 1155 L.

Airfield at Kikai Shima appears operational.

5. A. Weather at Amami was .5 cumulus from 500 to 1,000 feet, and .6 stratuscumulus at 3,000 feet.
B. Good
6. None
7. 3,150 gallons gas
8. None

WILLIAMS

19TH FIGHTER SQUADRON, AAF
A.P.O. #215

6 June 1945

19th Fighter Squadron Mission #6-6
318th Fighter Group Mission #6-13

1. A. Twelve (12) P-47N's
B. None
2. A. None
B. None
3. Interdiction Mission to Anami Gunto
4. Major Williams, Lts. Jackson, Sitten, Thurston (Cossack - 125-128)
Captain Vogt, Lts. La Rochelle, Garden, Danylo (Cossack - 129-132)
Lts. Stamps, Kearney, Gibson, Cornia (Cossack - 133-136)

Takeoff: 0948

Land: 1353

Flights arrived over Anami O Shima at 1025 and patrolled from Yehote Shima to Kikui Shima, at altitudes varying from 2,000 to 12,000 feet.

No shipping or enemy aircraft observed.

Lt. Stamps's flight (Cossack - 133-136) made a strafing attack against the lighthouse and adjacent buildings at Kadaki Lake, Anami O Shima. Push-over made at 2,500 feet, pullout 1,000 feet, angle of dive 20 degrees, 230 MPH IAS and axis of attack from northwest to southeast. Results of strafing undetermined, no fires started.

Flights completed patrol and were relieved on Station by 333rd Squadron at 1231.

5. A. Front 50 miles northwest of Anami, 10/10 cumulus from deck to 15,000 feet. Trough on frontal area observed 20 miles northeast of Anami, consistency of stratus clouds, top 12,000 feet, base unknown. Weather over Anami .5 cumulus base at 5,000 feet tops 9,000 - 10,000 feet.
B. Good
6. Undetermined
7. 3,200 gallons gasoline, 1,855 rounds .50 cal.
8. Possible for fighters to take off from center of Tokuno Shima

WILLIAMS

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

6 June 1945

19TH FIGHTER SQUADRON MISSION REPORT # 6-7
73RD FIGHTER SQUADRON MISSION REPORT # 6-5
333D FIGHTER SQUADRON MISSION REPORT # 6-7
GROUP MISSION REPORT # 6-14 (CONSOLIDATED)

1. A. Thirty-six (36) P-47N's.
B. Thirty-eight (38) single-engine aircraft.
2. A. None
B. Four (4) ZEKES, two (2) GEORGES and two (2) VALS destroyed (confirmed). One (1) CHERRY destroyed on ground.
3. Fighter Swoop on Southern KYUSHU.
4. Lts. HARBOUR, CAMPBELL, SPIVEY, F/O COOK. (Cossack 137)-(73rd)
Maj. HUSSEY, Lts. BESCHE, MILLET, ANDERSON. (Cossack 141)-(73rd)
Capt. KANE, Lts. TITUS, Capt. GRABER, Lt. SINCLAIR (Cossack 145)-(73rd)
Lts. STEVENS, WALKER, YAEGER, PACK. (Cossack 149)-(73rd)
Capt. WOLFE, Lts. KEETON, VAUGHAN, STONE. (Cossack 153)-(333d)
Capt. STEPHENSON, Lts. WENZEL, RIVAS, JAMES. (Cossack 157)-(333d)
Lts. DUERSCHMIDT, SCHULTEN, BERRY, OSNER. (Cossack 161)-(333d)
Capt. JACOBSON, Lts. WEIR, THOMAS, SPAULDING. (Cossack 165)-(19th)
Capt. LOFLIN, Lts. R.A. MORRIS, BARRETT, WISCHER. (Cossack 169)-(19th)

Take-off: 1245-1320 - Over Target: 1445-1530 - Landed: 1740

Four planes aborted - Lt. SINCLAIR's turbo collapsed 250 miles from base. He returned, pancaking at 1620. Lt. SCHULTEN's engine cut out on take-off. Lts. BARRETT and WISCHER had mechanical trouble approximately 20 miles from the target. They returned to base, pancaking at 1545. Two planes returned early - Lts. WENZEL and JAMES had fuel feed difficulties over KYUSHU and returned early. These two pilots made a strafing pass on the lighthouse at Sotauko Saki (AMAMI). Pushover was 3,000 feet, angle of attack 50°, axis of attack north - south, and IAS 350 MPH. Continuing to base, they observed that the airfield on Tokano Shima appeared operational.

Lt. HARBOUR's flight escorted the Dumbo (PBM) at 500 feet to the southern end of Kaga Shima Wan and orbited that area at 1500 feet while the strike planes made their attack. The balance of the flights proceeded on course for KYUSHU, climbing all the way. When they reached Southern KYUSHU, they were between 25,000 and 28,000 feet.

Maj. HUSSEY's flight patrolled the lower KYUSHU area, and seeing no bogeys, made a rocket firing run on Kanoya Airfield. Pushover was 18,000 feet, release 5,000 feet, angle of attack 60°, IAS 500 MPH, and axis of attack northwest to southeast. Due to the high speed of this attack, results were unobserved. The flight pulled up over Kaga Shima Bay and attempted to reform the other flights, which proved to be impossible.

Lt. STEVEN's flight provided high cover while Maj. HUSSEY's flight made their rocket run. Lt. STEVENS saw two bogeys over Kanoya Airfield at 18,000 feet, started to cut them off but before he could do so, the bogeys were shot down by other P-47s. (Lt. OSNER and Lt. DUERSCHMIDT.)

Capt. KANE and the two remaining members of his flight jettisoned their rockets when the bogeys referred to above were sighted. Capt. GRABER became separated from the flight and wound up over Miyakonojo Airfield at 20,000 feet where he observed two groups of bogeys (10 in one and 15 in the other). He made a firing pass on one of the stragglers but overshot. Before he could get into position for another pass, all enemy planes had joined and he decided to retire since he was alone. He finally rejoined the other members of his flight over Southern Kyushu.

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GROUP MISSION REPORT # 6-14 (CONSOLIDATED), 6 June 1945 -- CONTINUED.

4. Cont'd.

Capt. WOLFE's flight was following Maj. HUSSEY's flight. Capt. WOLFE observed seven ZEKES in formation at 4 o'clock and 23,000 feet, 20 miles north of Kago Shima Bay. He called in the bogeys to Maj. HUSSEY. Capt. WOLFE's flight turned right and climbed to 25,000 feet, above and behind the ZEKES. Capt. WOLFE dived on the left rear element of ZEKES and salvoed his four rockets into a ZEKE from 1,000 - 1,200 feet dead astern and instantaneously fused. The ZEKE immediately burst into flames and exploded. Following through, Capt. WOLFE attacked the front element leader, opening fire at 900 feet, 40° deflection. Hits poured into the ZEKE's wings, cockpit and fuselage, and the Jap burst into flames and spun into the undercast. Lt. KEETON observed both these ZEKES destroyed.

(SCORE: Two (2) ZEKES for Capt. WOLFE.)

Lts. KEETON, VAUGHAN and STONE salvoed their rockets as Capt. WOLFE made his attacks. Lt. VAUGHAN attacked the second element of the leading flight of ZEKES. He got on the element leader's tail, opening fire from 1,000 feet and closing to 100 feet. Lt. VAUGHAN observed hits on the ZEKE's left wing root which caused an explosion, and hits on the canopy. The ZEKE fell off to the right trailing smoke. Lt. STONE observed the pilot bail out at 10,000 feet. While attacking this ZEKE, another ZEKE got on Lt. VAUGHAN's tail. Lt. STONE, who was flying Lt. VAUGHAN's wing, immediately pulled inside of the ZEKE, opening fire from 30° deflection at 600 feet. The ZEKE burst into flames and exploded. Lt. VAUGHAN observed this kill as he pulled up from his own attack.

(SCORE: One (1) ZEKE for Lt. VAUGHAN and one (1) ZEKE for Lt. STONE.)

Lt. DUERSCHMIDT spotted two bogeys making a left turn over Kanoya Airfield at 19,000 feet. Lts. DUERSCHMIDT and OSNER attacked, opening fire on both bogeys, which were identified as GEORGES at this point, at 700 feet. Lt. DUERSCHMIDT took the leader and Lt. OSNER the wingman. Hits were scored on wings, fuselages, engines and cockpits of both GEORGES. Both Jap planes flamed and were last seen spiraling straight down into the undercast. The Jap planes were masses of flames and neither pilot had an opportunity to bail out. Lt. BERRY witnessed both kills.

(SCORE: One (1) GEORGE for Lt. DUERSCHMIDT and one (1) GEORGE for Lt. OSNER.)

Capt. JACOBSON and Capt. LOFLIN's flight patrolled at 28,000 feet from Shibushi Airfield to Miyahonojo Airfield to Kanoya Airfield, thence to Kitahara. No enemy aircraft were sighted during this patrol. At 1510 when in the vicinity of Kitahara, the flights dropped down to 25,000 feet, from which altitude they initiated their strafing and rocket run on Kago Shima Airfield. Rockets were fired and strafing started at 3,000 feet, continuing on down to the deck. Angle of dive was 30°, IAS 400 MPH, axis of attack north to south. No operational aircraft were observed at Kago Shima Airfield, consequently the attack was centered on airfield installations. All rockets exploded in the target area. Results of rocket and strafing attack undetermined. No fires were observed. Eight dummy aircraft were observed northeast of the runway at Kago Shima.

After the attack at Kago Shima, the flights continued on the deck and strafed approximately 50 enemy personnel observed on the south end of Byu Airfield, and destroyed one of five CHERRYS at Ibusuki Seaplane base. Four of the CHERRYS appeared to be non-operational and the fifth, which was not afire, was definitely operational before the attack. The flights withdrew to the south and observed a VAL 5 miles southeast of Bono-Misaki, on course 310°, altitude 150 feet. Capt. JACOBSON made a firing pass on the VAL from astern and flamed him. The VAL did not

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GROUP MISSION REPORT # 6-14 (CONSOLIDATED), 6 June 1945, CONTINUED.

4. Cont'd.

take any evasive action, was dark brown in color and was believed to be carrying either a bomb or a belly tank. No rear gunner was observed. After this attack, another VAL was observed approximately 12 miles east of Iwo Shima, on a course of 150°, altitude 150 feet. Capt. JACOBSON's entire flight made a firing pass from astern without results. Capt. JACOBSON and Lt. WEIR made a second attack, and as the result of a long burst by Lt. WEIR, the VAL flamed. This VAL had the same characteristics as the first VAL encountered. The second attack took place at 1540.

(SCORE: One (1) VAL for Capt. JACOBSON and one (1) VAL for Lt. WEIR.)

After the above action, the flights rendezvoused at Kuro Shima and proceeded on course for base. Enroute, at 800 feet, Capt. STEPHENSON observed 2 radio masts and several buildings on Gaja Shima (Tokaga Gunto). His flight and Capt. WOLFE's flight made a strafing pass on the installation, Pushover 1,000 feet, angle of attack 20°, IAS 250 MPH, and axis of attack east to west. Several of the buildings were left smoking heavily.

Heavy A/A was observed over Kanoya Airfield. It was meager, continuously pointed and inaccurate. Medium and heavy A/A was received from the vicinity of Kago Shima Airfield and Miyahonojo Airfield. It was moderate, continuously pointed and inaccurate. Three phosphorous shells were observed to explode at 27,000 feet over Miyahonojo Airfield.

5. A. .7 curulus in layers from 3,000 to 7,000 feet, from 16,000 to 17,000 feet and from 25,000 to 28,000 feet over Southern KYUSHU. Enroute and return, the flights encountered a solid front between Anami and Kyushu, between 400 feet and 24,000 feet.
B.. Loud and clear.

6. See Narrative.

7. 19th Ftr. Sqdn. -- 6 x 5" rockets, MK 149 fuses; 11,965 rounds
.50 cal. ammo.; 4,800 gallons gasoline.
73rd Ftr. Sqdn. -- 18 x 5" rockets, MK 149 fuses; 2,200 rounds
.50 cal. ammo.; 5,200 gallons gasoline.
333d Ftr. Sqdn. -- 16 x 5" rockets, MK 149 fuses; 6,795 rounds
.50 cal. ammo.; 4,950 gallons gasoline.

8. None

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

7 June 1945.

19th Fighter Squadron Mission # 6-9, 6-10
73rd Fighter Squadron Mission # 6-6.
333d Fighter Squadron Mission # 6-8.
318th Fighter Group Mission # 6-17.

CONSOLIDATED MISSION REPORT

1. A. Forty-two (42) P-47N's. (Six did not reach the target).
B. Eighteen ZEKES, one OSCAR and five unidentified A/O.
2. A. One P-47N lost (pilot, Lt. Blackwood, bailed out); one P-47N damaged by enemy A/O; one P-47N damaged while landing.
B. Four ZEKES.
3. Escort two PB4Y1Ps and two F-5's on photo reconnaissance mission to southern Kyushu. Eight plane diversionary attack on region southwest of Kyushu.
4. Capt. RUFF; Lts. TOWNER, BARRETT, WISCHER. (Cossack 125) 19th Sqdn.
Lts. STAMPE, KEARNEY, DANYLO, TRUMBOUR. (Cossack 129) 19th Sqdn.
Lts. COX, GORE, DELP, TYNDALL. (Cossack 133) 19th Sqdn.
Capt. NELSON; Lts. MARTIN, DEVONA; F/O MERRICK. (Cossack 101) 73rd Sqdn.
Capt. H. MARTIN; Lts. AYLER, MATTISON, WEBSTER. (Cossack 105) 73rd Sqdn.
Lts. RESER, SLEICHAIR, REDFIELD, VALLENBERG. (Cossack 109) 73rd Sqdn.
Maj. McCOMB; Lts. BLACKWOOD, O'HARA, SCHUH. (Cossack 137) 73rd Sqdn.
Maj. RASMUSSEN; Lt. BENNETT. (Cossack 141) 73rd Sqdn.
Maj. FOJTIK; F/O KEMP; Lts. BENNETT, SMYTH. (Cossack 113) 333d Sqdn.
Lts. DEYONKER, FREDMAN, MONYELLE, OWEN. (Cossack 117) 333d Sqdn.
Capt. MULLIGAN; Lts. WEEKS, WILLIAMS, PECKHAM. (Cossack 121) 333d Sqdn.

Take-off: 0635-0722 Time Over Target: 0845-1015 Land: 1024-1352

Lts. BARRETT, WISCHER, DANYLO and TRUMBOUR were forced to return to base due to mechanical trouble encountered in the vicinity of Take Shima. Lts. BARRETT and WISCHER pancaked at 1020. Lts. DANYLO and TRUMBOUR pancaked at 1053. Maj. FOJTIK encountered mechanical difficulty 100 miles from base. He returned alone, pancaking at 0805. F/O KEMP'S engine cut out on take off.

Lt. COX'S flight rendezvoused with the Dumbo (IBM) at Point Nan, altitude 2,000'. They proceeded on course to their station at Yaku Shima, where they orbited and searched the area until completion of mission.

Capt. RUFF'S and Lt. STAMPE'S flights proceeded on course to Take Shima, from which point the diversionary strike was initiated. After 2 of their elements aborted, the remaining four planes climbed to 30,000' and took a heading of 325 degrees. The first window was dropped at 0840, then again at 0850 and again at 0900, while on course. IAS between drop points was 210 MPH. After completion of this phase of the mission, the flight proceeded to Kyushu and patrolled at 17,000' in the vicinity of Miyakanojo. At 0920 fifteen ZEKES were observed at 12,000' to 15,000' on a heading of 270 degrees. Capt. RUFF and his wingman attacked an element of ZEKES and began firing at about 12,000'. The ZEKES made a turn to the left and then split S'd and disappeared in a cloud bank. About this time the remaining ZEKES scattered, seeking cloud cover. Capt. RUFF then attacked a lone ZEKE who was flying at 12,000'. RUFF fired from astern and observed hits in the engine and wings. As the Jap started for the deck, his engine began to smoke and he bailed out at about 9,000'. Lt. TOWNER observed the attack and bail-out. Time of this action was 0925. (SCORE: One ZEKE destroyed for Capt. RUFF.)

Lt. STAMPE initiated his attack on a lone ZEKE and fired a 120 degree to 90 degree deflection shot. The ZEKE exploded and burned. Kill confirmed by Lt. KEARNEY. Action took place at 0925. (SCORE: One ZEKE destroyed for Lt. STAMPE.)

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

6 June 1945

19TH FIGHTER SQUADRON MISSION REPORT # 6-7
GROUP MISSION REPORT # 6-15

1. A. Four (4) P-47N's.
B. One (1) JUDY.
2. A. None
B. One (1) JUDY destroyed.
3. Interception
4. Maj. TENNANT, Lt. Col. McAFEE, Lts. MARGINKO, GUNEO. (Cossack 1)

Takeoff: 1502 - Landed: 1822

While on CAP in the vicinity of Kumi Shima, altitude 5,000 feet, a JUDY was observed at 3,000 feet, 15 miles south of the island on a heading of 160 degrees.

Lt. Col. McAFEE attacked the JUDY from astern and flamed him with a 700 round burst, before the JUDY had an opportunity to take any evasive action. This engagement took place at 1640 I. The JUDY was carrying wing-tanks and is identified as Model #33.

5. A. .3 cumulus at 1,000 to 2,000 feet.
B. Good.
6. See Narrative.
7. 700 rounds .50 cal. 1,200 gallons gas
8. None

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Group Mission Report No. 6-17, Continued.

Major McCOWN's and Major RASMUSSEN's flights joined two F-5's and proceeded on course to Yaki Shima. At this point one F-5, with Major RASMUSSEN and his wingman, flew up the east coast of Kyusuu, making several photo runs from the southern tip of the island of Sacki. The F-5 flew at an average altitude of 20,000' with the escorting P-47's about 2,000' above. Major RASMUSSEN spotted five bogeys north of the north end of Kagoshima-wan but they were at a considerable distance and the P-47's stayed with the F-5. The other F-5, accompanied by Maj. McCOWN's flight, made photo runs up and down the western peninsula and extended as far north as Minamata. The altitudes flown by this F-5 and the escorting P-47's were the same as in the case of the other F-5. On the return trip, Lt. BLACKWOOD'S engine quit near Amami O Shima and he was obliged to bail out. He hit the water 30 miles almost due south of the southern tip of Amami. His flight leader, Maj. McCOWN, followed him down and saw him clear his chute. Two Dumbos appeared about 30 minutes later (at 1110) and one (Rodeo 6) remained to orbit Lt. BLACKWOOD'S position. The balance of both flights returned to base. Upon landing, Lt. O'HARA'S right landing gear collapsed causing extensive damages to his plane. The pilot was not injured.

Capt. NELSON'S, Capt. MARTIN'S, Lt. RESER'S, Lt. DEYONKER'S, Capt. MULLIGAN'S and the balance of Maj. FOJTIK'S flights (Lts. BENNETT and SMYTH) rendezvoused with the two PB4Y-1Ps over Point Nan and proceeded on course to Kyushu. Capt. NELSON'S and Lt. RESER'S flights flew with one of the PB4Y-1Ps on its photo run up the east side of the western peninsula. Capt. MARTIN'S flight provided high cover for this run. Approximately 15 miles north of Kagoshima town, fifteen bogeys were observed to the east of the flights' position, at 23,000'. These were established as the same ZEKES which were observed by Capt. RUFF'S flight. At about the same time, two enemy aircraft dived out of the sun, tapping the No. 4 man in Lt. RESER'S flight. The first attacking plane was identified as an OSCAR. This plane apparently overshot but was immediately followed by the second Jap (probably ZEKE), which scored hits on Lt. VALLENBERG'S right wing, inter-cooler and canopy. The rear portion of his canopy was torn off and the prop was damaged. The pilot suffered minor head injuries and returned to base immediately, accompanied by Lt. REDFIELD, pancaking at 1100. The remaining planes of Capt. NELSON'S, Lt. RESER'S and Capt. MARTIN'S flights stayed with the PB4Y-1P until its photo runs were completed.

Lt. DEYONKER'S flight, Capt. MULLIGAN'S flight and Lt. BENNETT and SMYTH escorted the second PB4Y-1P. This photo ship orbited southwest of Kagoshima-wan for 45 minutes, gaining altitude. Capt. MULLIGAN'S radio and tachometer went out at this point and he returned to base, accompanied by Lt. WEEKS. Both planes strafed the radio station east of Sotsuke Zaki (Amami O Shima) enroute to base. Pushover was 3,000 feet, strafing started at 1,000 feet, angle of attack was 30°, IAS 500 MPH and axis of attack was north to south. The pilots observed hits on the buildings and radar tower. The antenna was sweeping at the time of the attack. They then continued to base, pancaking at 1050.

As the second PB4Y-1P started its photo run, Lt. SMYTH'S turbo collapsed and he returned to base accompanied by Lt. BENNETT. Both planes pancaked at 1100. The remaining six P-47's covered the photo ship up and down the peninsula west of Kagoshima-wan at 28,000 feet. The PB4Y-1P was at 20,000 feet. Lt. WILLIAMS spotted three ZEKES 20 miles west of the bay, below at 9 o'clock. The ZEKES dived to attack the photo ship and Lt. WILLIAMS and PECKHAM also dived to intercept. Both pilots attacked the leading ZEKE, opening fire at 1,000 feet, 70° to 20° deflection, and closing to 300 feet. Lt. PECKHAM scored hits on the ZEKE'S canopy, wing roots and fuselage. The Jap flamed and spun into the clouds at 15,000 feet. The pilot did not bail out. Lt. WILLIAMS observed this kill. Time of the action was 0910.

(SCOPE; One (1) ZEKE destroyed for Lt. PECKHAM.)

After this attack, both pilots pulled up and headed west, followed by the other two ZEKES, one on each side. The P-47 pilots pulled out ahead, made a sharp right turn, and Lt. WILLIAMS got on the tail of one of the ZEKES, opening fire at 500 feet from dead astern. The ZEKE immediately burst into flame and exploded. Lt. PECKHAM witnessed this kill. Time of the action was 0915.

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

6 June 1945

19th Fighter Squadron Mission #6-~~5~~ 6-9
318th Fighter Group Mission #6-~~16~~ 16

1. A. Two (2) P-47N's
B. None
2. A. one (1) P-47N crashed on landing (Pilot uninjured)
B. None
3. Night Heckler Mission over Kyushu (South)
4. Major Williams, Captain Vejt (Cossack - 101-102)

Takeoff: 1915

Landing: 2255

Immediately after takeoff flight set course 030 degrees for Southern Kyushu. Enroute the flight climbed to 22,000 feet to get over the weather encountered after about an hour on course.

Upon arrival over Southern Kyushu a severe electrical storm was in progress, and pilots could not pick out any land marks with which to orient themselves.

Approximately five minutes after arrival over the target several small lights were observed thru the overcast and rockets were salvoed from 22,000 feet with undetermined results.

Flight returned to base, logging one hour and a half instrument time.

Upon attempting to land, Major Williams had trouble with his landing gear which would not lock in the down position. As the plane was set down on the runway the gear collapsed causing damage to the prop, engine, belly cowling and right wing. This plane can be repaired locally. Pilot was not injured in the crash.

5. A. .9-.10 cumulus with tops at 22,000 feet. Target closed in by severe electrical and rain storm.
B. Good
6. Undetermined.
7. 4 x 5' rockets w/Mark 149 fuses, 800 gallons gasoline.
8. Impossible for pilots to orient themselves upon arrival over target due to overcast.

WILLIAMS

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GROUP MISSION REPORT # 6-17 (CONSOLIDATED) -- CONTINUED.

4. Cont'd.

Lt. WILLIAMS then discovered he was having difficulty with his turbo and Lt. PECKHAM's radio contact was bad. Both pilots returned to base, pancaking at 1110.

(SCORE: One (1) ZEKE destroyed for Lt. WILLIAMS.)

Meanwhile, Lt. DEYONKER's flight stayed with the second photo ship and remained with the PB4Y-1P until its runs were completed. When the PB4Y-1P turned back to the sea, Lt. FREEDMAN's turbo went out and he could not hold altitude. Lt. DEYONKER accompanied Lt. FREEDMAN to the rendezvous point (Yaki Shima) at which time Lt. FREEDMAN's propeller and tachometer went out. The two planes then immediately headed for base and pancaked at 1130.

Lts. MONYELLE and OWEN were the only cover left for the second PB4Y-1P. They stayed with the photo ship while it searched the area between Yaki Shima and Kyushu for a reported downed pilot. The search was negative and so both F-47 pilots returned to base.

Heavy A/A, continuously pointed, moderate and inaccurate, was observed exploding behind both PB4Y-1P's during their photo runs.

5. A. .6 cumulus in layers from 2,000 to 10,000 feet.
B. Fair.

6. Radar station at Sotsuko Zaki (Amami) damaged.

7. 19th Ftr. Sqdn. -- 2,965 rounds .50 cal. 6,000 gallons gas.
73rd Ftr. Sqdn. -- No ammo. 9,000 gallons gas.
333d Ftr. Sqdn. -- 1,010 rounds .50 cal. 5,000 gallons gas.

8. Lt. FREEDMAN observed a large ship 10 miles southwest of Yaki Shima, heading east. The type was not identified because of the plane's altitude of 16,000 feet.

Two 150-foot luggers were observed on course 360° near the north end of Kagoshima-wan. Speed, 6 to 10 knots. Altitude of observation was 12,000 feet.

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

7 June 1945

19TH FIGHTER SQUADRON MISSION REPORT # 6-9-45
333D FIGHTER SQUADRON MISSION REPORT # 6-9
GROUP MISSION REPORT # 6-18 (CONSOLIDATED)

1. A. Twenty (20) P-47N's.
B. Eight (8) ZEKES (airborne); four (4) CHERRYS (ground).
2. A. None
B. Four (4) ZEKES destroyed (confirmed); One (1) CHERRY destroyed, three (3) CHERRYS damaged.
3. Fighter Sweep on Southern Kyushu.
4. Maj. TENNANT, Lt. Col. BAGBY, Lts. MARCINKO, CUNEO. (Cossack 150-153)-(19th)
Capt. JACOBSON, Lts. WEBER, THOMAS, HUNTER. (Cossack 154-157)-(19th)
Lts. GRAY, SPAULDING, GARDEN, LEWIS. (Cossack 158-161)-(19th)
Lts. BOWEN, BROOKS, DOOLING, F/O KEMP. (Cossack 166-169)-(333d)
Capt. OBERT, Lts. SCHULTEN, BRUNIER, DAVIS. (Cossack 171-174)-(333d)

Takeoff: 1315 - Landed: 1818

Lt. BOWEN's flight took off at 1315 and provided Dumbo escort at 2,000 feet. Upon reaching Yaku Shima (their station), they orbited. They observed a wharf, radio station, warehouses, motor launches and barges in the vicinity of Ieso Harbor (northern tip of Yaku Shima). The Dumbo bombed the radio station and Lt. BOWEN's flight followed with three strafing passes. First pass was from north to south, the second from south to north and the third from north to south. Pushover on all three passes was at 3,000 feet, strafing started at 1,000 feet, angle of attack was 40 degrees and IAS was 275 MPH. Hits were observed on the radio station, four to six large warehouses, and on three of the motor launches. Ten to twelve fires were started in the warehouses and one motor launch was left burning from stern to stern. The flight orbited Yaku Shima for one hour, and waited for the balance of the Striko force. They could not contact any of the other P-47's so returned to base. As flight left Yaku Shima, the entire bay area was burning brightly. They escorted Dumbo as far as Point Uncle.

The remaining flights rendezvoused and proceeded north to Kyushu climbing to 27,500 feet.

Maj. TENNANT's, Capt. JACOBSON's and Lt. GRAY's flights patrolled the west peninsula of Kyushu at 16,000 feet. After completion of two patrols from the tip of the peninsula to a point 15 miles north of Kagoshima, Lts. GARDEN and LEWIS were forced to return to base due to mechanical trouble.

Upon arriving at the north end of Kagoshima Bay, after these runs had been made, the flights turned toward the east and observed four ZEKES, eight miles east of Kagoshima Bay on a heading of 270 degrees, altitude 10,000 feet. The ZEKES were in a shallow climb.

Lt. GRAY called in the position of the ZEKES to Maj. TENNANT and at about this time Lt. MARCINKO and his wingman winged over and attacked. Lt. MARCINKO cut the ZEKES off by making a diving turn whereupon the ZEKES, who were flying a four ship formation, broke up. The lead element broke to the left in a shallow climbing turn, and the second element delayed a few seconds and also turned to the left, but this turn was more sharp.

Lt. MARCINKO pulled in behind the first element firing at the number two man and pulling his load through to the loader. As Lt. MARCINKO slacked off on his turn he observed the number two ZEKE in flames. At the same time the loader's plane let out a small puff of smoke and the pilot bailed out. This action was observed by Lt. CUNEO.

(SCORE: Two (2) ZEKES destroyed by Lt. MARCINKO.)

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GROUP MISSION REPORT # 6-18 (CONSOLIDATED) -- CONTINUED.

4. Cont'd.

As Lt. MARGINKO attacked the first ZEKE element, Lt. GRAY and his wingman attacked the second element, which initiated a sharp turn to the left. Lt. GRAY fired at the outside ZEKE as he turned, racking it in tight but his nose blanked out the ZEKE under attack, and he pulled up on the second ZEKE, firing a short burst. Hits were observed on the first ZEKE and as Lt. GRAY pulled up and broke off his attack on the second ZEKE, he observed a ZEKE diving for the deck trailing smoke. Lt. SPAULDING observed the ZEKE which Lt. GRAY had attacked first, diving for the deck and burning badly around cockpit and wing roots.

(SCORE: One (1) ZEKE for Lt. GRAY.)

Lt. SPAULDING observed another ZEKE making an attempt to get on Lt. GRAY's tail. Lt. SPAULDING initiated a head-on pass on the Jap, who pulled up and turned 180 degrees. Lt. SPAULDING gave him a burst while in a climbing turn and many hits were observed. Flame shot out of the Jap's cockpit and he dove straight into the water. This action confirmed by Lt. MARGINKO.

(SCORE: One (1) ZEKE destroyed by Lt. SPAULDING.)

After this action the three flights rendezvoused at 16,000 feet over the north end of Kagoshima-wan from which point a combination rocket and strafing attack was commenced. The flights strafed and fired rockets on an 8,000 ton freighter anchored in Kagoshima Bay, 500 yards east of Yoshimi Iron Works. Two direct rocket hits were observed on the bridge and tracers were observed entering the superstructure and hull. No fire was started. The rocket runs began at 16,000 feet, release 50 feet, angle of dive 20 degrees, IAS 450 MPH, axis of attack northwest to southeast.

The three flights then strafed buildings and installations at Yoshimi Iron Works and marshalling yards with undetermined results. As they continued their run to the southeast on the dock they strafed four parked CHERRYYS on the ramp at Ibusuki Seaplane station. One was set afire and tracers were observed entering the hulls of the others. After this strafing run flights rendezvoused and returned to base.

Capt. OBERT's flight patrolled the peninsula west of Kagoshima-Wan but encountered no airborne enemy aircraft. While patrolling, Lt. DAVIS developed a bad oil leak and returned to base accompanied by Lt. BRUNNER. Both pilots pancaked at 1731. Capt. OBERT and Lt. SCHULTEN then made a rocket attack on the Ibusuki Seaplane Station. Pushover was at 12,000 feet, release 6,000 feet, angle of attack 45 degrees, axis of attack north to south, IAS 320 MPH. Six rocket hits in the target area (one hung up on each plane) but results were unobserved. Lt. SCHULTEN developed excessive gas consumption at this point, so both pilots returned to base, pancaking at 1755.

Moderate, continuously point, light and medium A/A encountered in the vicinity of Kagoshima Town.

5. A. From base to 100 miles south of Kyushu, .8 cumulus base at 3,000 feet, tops at 7,000 feet. Over Target, .2 cumulus at 8,000 feet.
B. Good.
6. 4 - 6 warehouses destroyed, one motor launch destroyed, two motor launches probably destroyed, radio station destroyed, 8,000 ton freighter damaged.
7. 19th Ftr. Sqdn. -- 2 x 5" rockets, Mark 149 fuses (2 rockets hung up due to pilot error); 12,605 rounds .50 cal.; 6,000 gallons gasoline.
333d Ftr. Sqdn. -- 6 x 5" rockets, Mark 149 fuses (2 rockets hung up); 4,850 rounds .50 cal.; 4,000 gallons gasoline.
8. The CHERRYYS were the same ones reported on previous day's mission.

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19TH FIGHTER SQUADRON, AAF

8 June 1945

19th Fighter Squadron Mission #6-12
 318th Fighter Group Mission #6-22

1. A. Three (3) P-47's
 B. Three Zekes
2. A. None
 B. Three Zekes destroyed.
3. Interception from CAP
4. Captain Slepceky, Lts. Kennedy, Morris, J.P.

Takeoff: 0715

Land: 1030

While flying CAP in the vicinity of Point King, Three Zekes were observed 5 miles northeast of Point King on a southerly course, altitude 100-200 feet. The Zekes were in echelon and apparently did not observe the P-47's when they initiated their attack.

Captain Slepceky attacked the Zeke flying the #3 position, and as he pulled over and fired he observed numerous hits in the fuselage. The Zeke winged over and hit the water. Captain Slepceky began firing on the #2 man but ever ran him. Lt. Kennedy immediately pulled in behind the second Zeke and fired. The Zeke started to burn immediately after being hit and went into the water. After ever running the second Zeke Captain Slepceky attacked the lead Zeke from astern. As tracers hit the Zeke he burst into flame, rolled over and crashed. Zekes did not take evasive action. They had no unusual markings or characteristics. The Zekes were painted brown with the usual roundels on fuselage and wings.

5. A. .4 Scattered cumulus at 1,000 feet.
 B. good
6. See narrative.
7. 2,830 rounds .50 Cal, 900 gallons gasoline.
8. None

WILLIAMS

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

8 June 1945

19th Fighter Squadron Mission Report #~~22~~²⁶-13
318th Fighter Group Mission Report #6-23

1. A. 4 P-47N's
B. None
2. A. None
B. None
3. Escort "Dumbo" to southern Kyushu.
4. Lts. Anderson, Taylor, Stolz, Slusser (Cossack 101 - 104)

Takeoff: 1039 - Land: 1540

Flight rendezvoused with "Dumbo" at Point Nan and proceeded on course to Southern Kyushu, arriving there at 1245. Formation orbited in the vicinity of Kagoshima Bay during carrier strikes by Navy planes on airfields at southern Kyushu.

One Navy pilot was rescued by PBM in Kagoshima Bay, as P-47's covered the action.

After completion of mission formation returned to base and landed at 1540 I.

5. A. .2 to .3 cumulus at 2,000 feet.
B. Good
6. None
7. 2,000 gallons gas
8. None

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

9 June 1945

19th Fighter Squadron Mission Report #6-23 #6-14
318th Fighter Group Mission Report #6-24

1. A. 4 P-47N/A
B. One (1) "JUDY" (Model 11 or 12)
2. A. None
B. One (1) "Judy" (Model 11 or 12) destroyed.
3. Night Heikler Mission Se. Kyushu.
4. Maj. Tennant, Lt. Marcinko (Cossack 101 - 102)
Capt. Jacobson, Lt. Trumbour (Cossack 103 - 104)

Takeoff: Cossack 101-102 1815T - Land: 1020 (8 June 1945)
Cossack 103-104 0159T - Land: 0900 (9 June 1945)

Cossack 101 & 102 proceeded to Se. Kyushu on course 030°, climbing to 20,000 feet.

Landfall was made in the vicinity of Sono-Misaki at 0900. Flight patrolled from Sono-Misaki to Miyanoje. Five searchlights were observed in the vicinity of Kanoya Airfield. One light picked up Maj. Tennant for about a minute. No A/A was observed, nor night fighter interception made.

After patrolling for 40 minutes the flight fired two rockets at Kagoya Airfield, pushover 20,000 feet, release 5,000 feet, angle of dive 45°, speed 425 IAS, axis of attack N-S. After this attack flight pulled up to 20,000 and proceeded to Kagoshima Airfield where two rockets were released at visible lights in that area. Push over 20,000 feet, release 5,000 feet, angle of dive 30°, speed 425 IAS, axis of attack N-S. Results of rocket attacks undetermined. This flight left the target area at 0855. Enroute to base a flashing light was observed emanating from the N tip of Amami Oshima. Believed to be check point for Jap planes enroute to Okinawa.

Capt. Jacobson and his wingman took off at 0159T and proceeded to Kyushu, climbing to 19,000 feet. Landfall was made at Kagoshima Bay. Flight patrolled Yamakami to Shibushi, to Kajiki, thence to Kagoshima Town. Patrol maintained from 0315 to 0420 at which time the flight attacked the Yoshima Iron Works at Kagoshima. Four (4) rockets were fired and observed to explode in the target area. Pushover was made from 19,000 feet, with release at 12,000 feet, angle of dive 40°, IAS 400 MPH, axis of attack N-S. Results of attack unobserved. Flight withdrew from target observing one searchlight in action at Kanoya. No A/A encountered.

While enroute to base and in the vicinity of Amami Oshima, a Judy was observed flying north at 6,500 feet. Capt. Jacobson and his wingman made a 180° turn to investigate. Lt. Trumbour pulled in beside the "Judy" to definitely identify, while Capt. Jacobson pulled in behind him. When Lt. Trumbour had identified his and pulled up and away, Capt. Jacobson opened fire. The "Judy" made a slight turn to the left and burst into flame. The Jap was observed to crash at sea by both pilots. This action took place at 0500T.

SCORE: one (1) "JUDY" confirmed.

5. A. 1st Mission: Extreme damp haze or fog over southern Kyushu. Scattered cumulus at 5,000 feet.
2nd Mission: Thin layer .8 cumulus 3,500 ft. over Yoron Shima to Yaku Shima. Very hazy over target.

19th Fighter Squadron Mission Report #6-13 (Continued)

6. See Narrative.

7. 530 rd. .50 cal. m.g. - 4 X 5 in. rockets w/11 1.9 fuse
1,800 gallons gas.

8. None

WILLIAMS

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

10 June 1945

19TH FIGHTER SQUADRON MISSION REPORT # ~~6-14~~ 6-15
73RD FIGHTER SQUADRON MISSION REPORT # 6-10
333D FIGHTER SQUADRON MISSION REPORT # 6-12
GROUP MISSION REPORT # 6-26CONSOLIDATED MISSION REPORT

1. A. Thirty-nine (39) P-47N's. (Four (4) did not reach target)
B. One hundred thirty-four (134) single-engine aircraft (ZEKES, JACKS, TONY'S, TOJOS, GEORGE); one (1) twin-engine aircraft (BETTY).
2. A. One (1) P-47N lost (Pilot picked up by Dumbo); two (2) P-47N's damaged.
B. Ten (10) ZEKES destroyed, six (6) JACKS destroyed, one (1) BETTY destroyed, one (1) ZEKE damaged.
3. Fighter sweep and escort photo planes over Southern KYUSHU.
4. Maj. WILLIAMS, Lts. JACKSON, SITTON, CORNIA. (Cossack 101-104)-(19th)
Capt. VOGT, Lts. LA ROCHELLE, CARDEN, HUNTER. (Cossack 105-108)-(19th)
Capt. JACOBSON, Lts. CROCKER, THOMAS, GORE. (Cossack 109-112)-(19th)
Capt. LOFLIN, Lts. R.A. MORRIS, LUSTIC, WISCHER. (Cossack 113-116)-(19th)
Lts. DUNN, TYNDALL, DANYLO. (Cossack 117-120)-(19th)
Capt. SNYDER, Lts. T. MARTIN, HEAGNEY, WALKER. (Cossack 121-124)-(73rd)
Capt. H. MARTIN, Lts. SYKES, YAEGER, TITUS. (Cossack 137-140)-(73rd)
Capt. WOLFE, Lts. KEETON, VAUGHAN, STONE. (Cossack 125-128)-(333d)
Lts. WILLIAMS, WEEKS, BRUNNER, PECKHAM. (Cossack 129-132)-(333d)
Capt. STEPHENSON, Lts. WENZEL, RIVLS, JAMES. (Cossack 136-139)-(333d)

Takeoff: 0520 - Over Target: 0745-0950 - Landed: 1120

Capt. MARTIN's flight took off at 0520 and escorted the Dumbo at 1,500 feet to Yaku Shima. The flight orbited 10 miles east of there from 0815 to 0945. At 0940, the Dumbo landed and picked up Lt. PECKHAM, who bailed out 10 miles east of Kuchino Shima. The flight then returned to base, pancaking at 1120.

Capt. SNYDER's flight provided high cover for one of the photo planes. About 300 miles on course, Lt. T. MARTIN was forced to return to base due to his internal wing tanks siphoning gas. He pancaked at 0830. After 45 minutes over the target, Capt. SNYDER spotted three TOJOS below, coming in on the P-47's. As he dived to attack, the TOJOS split S'd and broke away. As Capt. SNYDER and the other two planes in his flight pulled out of their dive, they saw 20 bogeys coming from the north and 6 from the west. All had altitude advantage. Capt. SNYDER's flight turned south, as did the PB4Y. The PB4Y went down to the deck and the P-47's, using W.E.P., climbed to 29,000 feet. They then turned back into the enemy aircraft but the bogeys retired to the north whereupon Capt. SNYDER turned back to cover the photo plane.

Maj. WILLIAMS', Capt. VOGT's, Capt. JACOBSON's, Capt. LOFLIN's and Lt. DUNN's flights rendezvoused with two PB4Ys at 2,000 feet over Point Nan. At 0630, the flights proceeded on course for Kyushu. About one hour out, Lts. CROCKER and LUSTIC were forced to return to base due to mechanical difficulty. The photo ships and their escort arrived over Southern Kyushu at 0753 and began their photo run. At 0840, while approaching Kanoya airfield from the west at 22,000 feet, a total of 48 ZEKES, JACKS and TONY'S were observed. 16 of the enemy aircraft were at 24,000 feet over Kagoshima Bay while 16 more were at 20,000 feet over

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GROUP MISSION REPORT # 6-26 (CONSOLIDATED MISSION REPORT), 10 June 1945,
Continued.

4. Cont'd.

the Bay. The remaining 16 were between 20,000 and 22,000 feet, coming in from the southeast. Although the enemy aircraft had a decided advantage in altitude and number, they were not aggressive. Capt. LOFLIN observed one JACK peel off from above and attempt to make a pass on one of the PB4Y's. Capt. LOFLIN intercepted him and fired a short burst from astern. The Jap exploded. As he pulled away he found himself in gun-fire range of a ZEKE, whom he attacked and destroyed with a short burst, also from astern. This ZEKE was seen to flame and finally explode. During this engagement, a ZEKE and a JACK got on Capt. LOFLIN's tail and damaged his aircraft by firing a 20mm shell through his left aileron and another through the turbo section of the fuselage. Lt. WISCHER pulled in behind the JACK attacking Capt. LOFLIN and flamed him with a very short burst. He also attacked the ZEKE and observed hits on the ZEKE's fuselage and wings. The ZEKE broke off his attack on Capt. LOFLIN and was lost as Lt. WISCHER overran him. The destruction of the three Jap planes was observed by Lt. HUNTER and Capt. VOGT.

(SCORE: One (1) JACK and one (1) ZEKE destroyed for Capt. LOFLIN;
one (1) JACK destroyed and one (1) ZEKE damaged for Lt.
WISCHER.)

At 0950, the PB4Ys and their escort withdrew from Southern Kyushu due to the overwhelming enemy air opposition.

Capt. WOLFE's, Lt. WILLIAMS' and Capt. STEPHENSON's flight provided the diversionary attack. The three flights proceeded to Southern Kyushu at 23,000 feet. Lt. RIVAS was forced to return before reaching the target because his oxygen mask would not function. He pancaked at 0750. The balance of the flights flew along the southeastern Kyushu coast, dropping window off Sata-Misaki from 25,000 feet; off Toi-Misaki from 26,000 feet; and off Tosaki Point from 28,000 feet. At this point Lt. VAUGHAN's and Lt. JAMES' engines started to cut out at altitude, so these two pilots returned to base, pancaking at 0950.

After dropping the window, the remaining nine P-47s headed west, dropping down to 25,000 feet. They spotted seven ZEKES 30 miles north of Kagoshima-wan and below their formation. They attacked the ZEKES from astern. Capt. WOLFE attacked one of the ZEKES from 800 feet, 20° deflection. The right wing of the ZEKE fell off and the enemy plane dropped straight down. Lts. KEETON and WENZEL observed this kill. Capt. WOLFE then got on the tail of another ZEKE, again opening fire from 800 feet. He observed hits all around the cockpit and saw the pilot bail out. Lt. WILLIAMS also observed the pilot bail out.

(SCORE: Two (2) ZEKES destroyed for Capt. WOLFE.)

Lt. WILLIAMS, flying Capt. WOLFE's element, fired on a ZEKE from dead astern, 1,000 feet away. He scored hits on wings and fuselage and Capt. WOLFE observed this ZEKE explode as the Jap was half-rolling. Lt. KEETON, who was flying Capt. WOLFE's wing, attacked a ZEKE on the initial pass from 800 feet, 10° deflection. He observed hits on the cockpit and wing roots. As Lt. KEETON pulled up from his attack, Capt. WOLFE saw the Jap pilot bail out.

(SCORE: One (1) ZEKE destroyed for Lt. WILLIAMS; one (1) ZEKE destroyed for Lt. KEETON.)

Lt. STONE, who was flying to the right of Capt. WOLFE, got on a ZEKE's tail and opened fire from 300 feet dead astern. This ZEKE immediately exploded. Lt. BRUNNER observed this kill. Lt. STONE then attacked another ZEKE from 700 feet, 30° deflection. Hits were scored on the fuselage and on the right wing. Both Lt. STONE and Capt. WOLFE saw the Jap pilot bail out.

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GROUP MISSION REPORT # 6-26 (CONSOLIDATED MISSION REPORT), 10 June 1945
Continued.

4. Cont'd.

(SCORE: Two (2) ZEKES destroyed for Lt. STONE.)

Lt. BRUNNER, who was trailing the P-47 formation on the initial attack, picked the last of the original seven ZEKES for his target. He fired from 1,200 feet to 50 feet, 90° deflection, and observed his tracers pouring into the canopy and wing roots. The ZEKE fell off, out of control, and crashed on a mountain just about in the middle of Kyushu. Lt. WEEKS observed the crash.

(SCORE: One (1) ZEKE destroyed for Lt. BRUNNER.)

After the encounter with the ZEKES, the flights reformed and headed east at 23,000 feet. 50 miles north of Kagoshima--an, Capt. WOLFE observed and called in approximately fifty JACKS at 30,000 feet, heading toward the P-47 formation. Our pilots climbed and turned south-east, finally reaching 32,000 feet, above and ahead of the JACKS. The P-47s turned toward the Japs, and as they were about to attack, the JACKS started to dive away. Capt. WOLFE dove on one JACK from astern and gave him a four-second burst from 1,000 feet. The JACK burst into flames and cartwheeled straight down. Lt. WILLIAMS observed this kill. As Capt. WOLFE pulled up from his attack, he dove on another JACK from dead astern. He opened fire at 1,200 feet and scored hits in the fuselage and cockpit. As Capt. WOLFE passed this JACK, the right wing root was afire and the area all around the cockpit was in flames. Lt. WENZEL witnessed the kill.

(SCORE: Two (2) JACKS destroyed for Capt. WOLFE.)

Capt. WOLFE then got on the tail of a third JACK in a dive, and scored hits on the wings and fuselage. He ran out of ammunition on this pass without flaming the Jap. Lt. WILLIAMS followed through on this JACK, opening fire from 1,000 feet and closing to 100 feet, dead astern. The JACK broke apart without flaming and Lt. WILLIAMS received two large holes in his wing while flying through the debris. Capt. WOLFE observed the JACK disintegrate.

(SCORE: One (1) JACK destroyed for Lt. WILLIAMS.)

Lt. WENZEL, following Capt. WOLFE down on the initial pass, attacked a JACK from 800 feet, 30° deflection, observing hits on wings and fuselage. He followed the Jap down to 10,000 feet, firing a burst every time the JACK was in his sights. This JACK crashed on a mountain 20 miles east of Nobeoka. Lt. WEEKS witnessed the crash.

(SCORE: One (1) JACK destroyed for Lt. WENZEL.)

Lts. BRUNNER and PECKHAM became separated from the formation of P-47s and discovered five JACKS closing on them. Lt. BRUNNER climbed, and Lt. PECKHAM, who was evidently hit on the first pass, dove for the deck and headed south. Four JACKS chased Lt. BRUNNER all the way south to Kanoya and then broke off. Lt. PECKHAM, in the meantime, had managed to get his damaged airplane to Yaku Shima. There he joined up with one of the photo planes, and bailed out just east of Kuchi-no Shima. The photo plane orbited Lt. PECKHAM (who was safely in his life raft) until the Dumbo arrived and picked him up.

Lt. STONE could not get maximum power at altitude (his induction system was damaged on take-off), therefore he was joined by Lt. WEEKS. They spotted a lone GEORGE 30 miles north of Kagoshima--an and while maneuvering to attack the GEORGE, approximately 25 ZEKES jumped them from above. Lt. STONE dove from 28,000 feet and pulled out on the deck with two of the ZEKES on his tail and several other ZEKES further behind.

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GROUP MISSION REPORT # 6-26 (CONSOLIDATED MISSION REPORT), 10 June 1945
Continued.

4. Cont'd.

He arrived over Nittagahara Airfield and pulled sharply off to the left to avoid a BETTY that was taking off. The two ZEKES on his tail evidently were caught in STONE's prop wash, because they collided, and then both crashed into the BETTY, causing a tremendous explosion. As Lt. STONE left, the wreckage of the BETTY and both ZEKES was scattered and burning all over the runway. The remaining ZEKES continued to follow Lt. STONE and he did not lose them until he flew north along the coast to Beppu-man.

(SCORE: One (1) BETTY and two (2) ZEKES destroyed for Lt. STONE.)

Lt. WENZEL, after destroying the JACK, headed east on the deck. He was joined by Lt. WEEKS, who had become separated from Lt. STONE, and the two pilots reached the coast at Nobeoka. Lt. WENZEL strafed buildings, small factories and oil storage tanks in Nobeoka, but was going too fast to observe the results. Pushover was 500 feet, strafing started at 300 feet, angle of attack was 15°, IAS was 400 MPH, and axis of attack was west to east. Both pilots then turned southeast over the sea and observed two 100-foot power boats about 20 miles southeast of Nobeoka. They strafed both boats and left them smoking. Four Japs were hit and fell flat on the deck of one of the boats. Pushover for the attack was 1,000 feet, release 500 feet, angle of attack 30°, IAS 350 MPH, and axis of attack, northwest to southeast.

The P-47s in Capt. WOLFE's, Lt. WILLIAMS' and Capt. STEPHENSON's flights who had not returned to base previously, then reformed in elements and flights and proceeded on course for IESHIMA.

5.
 - A. Thin overcast at 5,000 feet between base and Amami. .3 strato-cumulus at 25,000 feet over target, visibility 25 miles.
 - B. Loud and clear. Capt. WOLFE's transmitter functioned poorly and he could not contact Maj. WILLIAMS to warn him of the many aircraft over Kyushu. As flights returned from Kyushu, the radio beam from Okinawa was unreadable due to Japs transmitting on the same frequency. South of Amami O Shima the Jap transmission faded out and the radio beacon became readable.
6. Buildings, factories and oil storage tanks at Nobeoka damaged.
7.

19th Ftr. Sqdn. --	2,200 rounds .50 cal. ammo.;	8,500 gallons gas.
73rd Ftr. Sqdn. --	105 rounds .50 cal. ammo.;	3,900 gallons gas.
333d Ftr. Sqdn. --	8,620 rounds .50 cal. ammo.;	5,00 gallons gas.
8.

Dumbo advised that any take off prior to 0600 is not practical for them. Many of the JACKS encountered appeared to be new planes. The fuselages were painted a dark brown and the wings were a dull orange.

Seven out of the eight guns in Capt. STEPHENSON's plane would not fire and he was therefore regretfully unable to take part in the attacks. Lt. WEEKS' gun sight was out.

It is recommended that one squadron of 20 - 24 planes precede Photo Ship formation and make a fighter sweep at least 30 minutes before main mission, and that another squadron of 16 - 20 planes escort Photo mission, these 16 - 20 planes to be divided into close cover for the PB4Ys and high cover for them and the escorting fighters. This is deemed necessary because this Group has been out-numbered as much as eight to one on recent missions.

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

11 June 1945

19th Fighter Squadron Mission Report #6-15 ^{#6-16}
318th Fighter Group Mission Report #6-27

1. A. 8 P-47H's
B. None
2. A. None
B. None
3. Escort Photo Plane and "Dumbo" over So. Kyushu
4. Capt. Slopecky, Lt. Kennedy, J.P. Morris, Trumbour (Cessack 137-140)
Capt. Ruff, Lt. Col. Bagby, Lt. Stolz, Slusser (Cessack 131-134)

TAKEOFF: Cessack 137-140	0650I	-	LAND: 1252I
Cessack 131-134	0700I	-	1105I

After rendezvousing with "Dumbo" at Pt. Nan, 2,000 feet, at 0700I, Capt. Slopecky's flight proceeded to Southern Kyushu. The flight covered the PBM in it's patrol in the vicinity of Osami Bette, from 0830-1115I.

Shortly after takeoff and rendezvous, Capt. Ruff was forced to return to base due to mechanical trouble, pancaking at 0829I.

The remainder of the flight escorted the PB4Y-2 to southern Kyushu, arriving over the target at 0900. Photo runs were made over the southern peninsula at 20,000 feet.

The photo runs were completed without incident at 1000I, and flights returned to base.

5. A. CAVU over So. Kyushu. .8 cumulus, tops at 5,000 feet observed over northern Kyushu.
B. Good
6. None
7. 3,100 gallons gas.
8. None

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

12 June 1945

19th Fighter Squadron Mission Report #16
318th Fighter Group Mission Report #22

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

6-17
6-20 (Consolidated)

2. A. None
B. None

3. Escort "Dumbo" to So. Kyushu, Japan

4. Lt. Col. McAfee, Lts. Thurston, Danylo, Weber (Cessack 113-116)

Takeoff: 0935

Land: 1835

Flight rendezvoused with "Dumbo" at Pt. Nan, 2,000 feet at 1000I and proceeded on course to Take Shima.

"Dumbo" and escort maintained patrol from Take Shima to the south tip of Kyushu, from 1140 to 1600I. PFM patrolled at 3,000 feet, and escort at 6,000 feet.

Results of patrol negative. No sighting or contact made.

5. A. SAVU
B. Good

6. None

7. 2,800 gallons gas

8. None

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

13 June 1945

19th Fighter Squadron Mission #6-26 ⁶⁻²⁷
31st Fighter Group Mission #6-30

1. A. Twelve (12) P-47Ns
B. None
2. A. None
B. None
3. Escort Photo Plane (F-5) to Southern Kyushu.
4. Captain Ruff, Lts. Towner, Stolz, Gere (Cessack - 101-10A)
Lts. Cox, Tyndall, Klender, Kearney (Cessack - 105-10B)
Lts. Dunn, Taylor, Delp, Lewis (Cessack - 109-112)

Takeoff: 1000 Over Target: 1200-1300 Land: 1447

After takeoff flights rendezvoused with the F-5, 28th Photo Recon. over the field and proceeded en course from Point Tare at 1030. Enroute to target photo plane climbed to 20,000 feet, while the escort climbed to 30,000 feet. Lts. Lewis and Kearney were forced to return because of mechanical trouble, after being airborne one hour.

Photo run was begun at 1200I from landfall at Sata-Misaki northeast over Kanoya and return. After the Photo Plane withdrew from the target, escort made four east to west runs over southern Kyushu. P-47's remained over the target until 1300I.

Weather over the target poor, preventing good observation from altitude.

5. A. .8-.9 cumulus in layers, 6,000-9,000 feet; 12,000-14,000 feet; 18,000-19,000 feet. Strato-cumulus from 35,000-35,500 feet
B. Good
6. None
7. 5,000 gallons gasoline, 22-165 gal. wing tanks expended, 2-165 gal. wing tanks returned to base.
8. None

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

13 June 1945

19th Fighter Squadron Mission #6-18
318th Fighter Group Mission #6-33

1. A. Sixteen (16) P-47N's
B. None
2. A. None
B. None
- B. Barrier CAP at Anami Gunto.
4. Major Williams, Lt. Spaulding, Lt. Col. Bagby, P/O Hunter (Cessack - 1)
Lt. Thomas, Weir, Elender, Gere (Cessack - 3)
Major Tennant, Lt. Wischer, Mathis, Lewis (Cessack - 2)
Lt. Sitten, Kearney, Lustig, Cernia (Cessack - 11)

Cessack 1-3 Takeoff: 1235 Land: 1623
Cessack 2-11 Takeoff: 1429 Land: 1818

Cessack 1 and 3 took off from base at 1235 and proceeded direct to Anami. Flights arrived on station at 1325I and patrolled east and west between 7,000 to 9,000 feet. After patrolling for an hour P/O Hunter was ordered to return to base with Lt. Spaulding who had developed engine trouble.

Flights completed CAP at 1530 and searched Anami O Shima, Kikai, and Tokune for targets of opportunity. No suitable military targets were observed other than a few scattered buildings and a proped up aircraft at Tokune Shima airfield. A combined rocket and strafing attack was initiated on these installations from 1,500 feet, rocket release at 200 feet, angle of run 10 degrees, IAS 270 MPH, axis of attack north to south. Sixteen rockets were placed in target area. Two small buildings destroyed, three grass huts set afire, and proped aircraft destroyed. No A/A or other enemy opposition encountered during patrol or attack.

Cessack 2 and 11 took off from base at 1429I and proceeded to Anami O Shima arriving there at 1530 and patrolled between the islands of Kikai and Yekate at an altitude of 2,000-4,000 feet. Patrol was completed at 1730 and flights searched for targets of opportunity.

Flights rocketed radio station on cape east of Ikegachi, and observed direct hits on buildings and installations.

Numerous camouflaged 50' luggers or fishing boats observed in coves at Kuji Nan. These boats were strafed and rocketed. One was left in a burning condition. Rocket and strafing attacks were made from 2,000 feet with rocket release at 50' angle of attack 20 degrees, at 275 MPH IAS, axis of attack east to west.

During attack an FAU made a firing pass on one P-47 causing damage to prop rudder, horizontal stabilizer, wing and fuselage. This action took place at Anami and the FAU's number is 544.

5. A. Warm front northwest of Anami moving west to east. .7-.9 cumulus bases 2,000 feet tops 4,000 feet. .7-.9 alto-cumulus bases 7,500 feet tops 9,000.
6. See narrative

19th Fighter Squadron Mission #6-18
318th Fighter Group Mission #6-33 (CONT'D)

7. Cassack 1 and 4 16 rockets W/Mk 149 fuses
3,170 rounds .50 Cal. 3,000 gallons gasoline

Cassack 2 and 11 24 rockets W/Mk 149 fuses
5,430 rounds .50 Cal. 3,200 gallons gasoline.

8. Suggest P4U pilots held fire until definitely identifying planes in area.
Difficult to understand why a pilot would attack any plane attacking Jap
installations.

Inaccurate continuously painted light A/A received from the vicinity of
Nishikemi and Khadden towns. A/A meagre and intensive.

WILLIAMS

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

15 June 1945

19th Fighter Squadron Mission Report #6-19
318th Fighter Group Mission Report #6-37

1. A. 12 P-47N's
B. None
2. A. None
B. None
3. Barrier CAP at Anami O Shima.
4. Capt. Huff, Lts. Turner, Stolz, Weir (Cossack 7)
Lts. Dunn, Crocker, Delp, Hunter (Cossack 12)
Lts. Sitten, Kearney, Gibson, Kennedy (Cossack 11)

Takeoff: 0813 - Land: 1150

Flights rendezvoused over field and proceeded to course to Anami Gunto arriving there at 0900.

Patrol was maintained between Kikai Shima and Yohote Shima at altitudes varying from 1000 to 8000 feet.

Flights completed patrol at 1100 and returned to base without incident.

No enemy aircraft or shipping sighted during patrol.

5. A. Warm front observed NW of Yohote.
.4 - .6 cumulus, bases 3,000 ft., tops 4,000 ft.
.8 - .9 altocumulus, bases 9,000 ft., tops unknown.
Extreme haze over Anami.
B. Good
6. None
7. 4,000 gallons gas.
8. None

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

15 June 1945

19th Fighter Squadron Mission Report #6-2E
318th Fighter Group Mission #6-39

1. A. 12 P-47N's
B. Good
2. A. None
B. None
3. Barrier CAP Amami O Shima
4. Capt. Vogt, Lts. La Rochelle, Carden, Gunco (Cossack 4)
Capt. Jacobson, Lts. Taylor, Thomas, Lewis (Cossack 6)
Capt. Loflin, Lts. R.A. Morris, Lastic, Wischer (Cossack 8)

Takeoff: 1717 - Land: 1948

Flights arrived on station at 1750 and patrolled area between Kikai Shima and Yokote Shima, at 7,000 feet to 7,500 feet.

Results of patrol negative. Flights completed patrol at 1910 and returned to base.

5. A. Warn Front NW of Amami approximately 50 miles.
Line Squall observed in the same area.
Weather over Amami CAVU.
B. Good
6. None
7. 2,400 gallons gas.
8. None

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

16 June 1945

19th Fighter Squadron Mission #6-21
318th Fighter Group Mission #6-40

1. A. Twelve (12) P-47N's
B. None
2. A. None
B. None
3. Primary Target - Dive bomb Izumi Airfield, Kyushu, Japan
Secondary Target - Dive bomb Kikai Airfield, Amami Gunto.
4. Captain Vogt, Lts. Thurston, Jackson, Spaulding (Cossack 113-116)
Captain Slepecky, Lts. Morris, J.P. Danylo, Gore (Cossack 117-120)
Lts. Cox, Tyndall, Glender, Trumbour (Cossack 121-124)

Takeoff: 0845

Land: 1214

After takeoff flights rendezvoused with twenty-four (24) planes of the 73rd Squadron and the 333rd Squadron at Point Uncle. entire formation proceeded on course at 0857I, climbing to 19,000 feet enroute to Kyushu.

Upon the arrival in the vicinity of Amami Oshima Captain Slepecky had trouble with his fuel system. He and his wingman left the formation and attacked the secondary target, Kikai Airfield. 4 x 500 # GP bombs were dropped in the revetment area northwest of the airfield with unobserved results. Bomb run was made from 12,000 with release at 3,000 feet, angle of dive 30 degrees, 265 IAS, axis of attack east to west. No A/A fire was encountered by the element during bomb run. Captain Slepecky and his wingman punched base at 1115I.

The strike force encountered extremely bad weather upon arrival at the southern tip of Kyushu at about 1000I. After several unsuccessful attempts to push thru, the flights were ordered to attack the secondary target at Kikai.

Attack of the secondary target was begun at 1055I and completed at 1105I.

Combination dive bomb and strafing run initiated from 19,000 feet, with release at 3,000 feet, angle of dive 35 degrees, IAS 370 MPH, axis of attack east to west. 18 x 500# GP bombs were released on the target area.

As a result of bombing and strafing two large fires were started in buildings located in the revetment area northeast of airfield. These fires burned very intensely, giving off a blue black smoke. Several other large fires were observed in the wooded area directly south of the service apron. A direct hit was observed on a revetted building 400 yards northeast of extreme tip of airfield. Two near misses were observed on four 30' boats located in the small boat basin north of the airfield.

One plane of 333rd Squadron was observed to score a direct hit on a gun emplacement east of the runway.

Meagre, inaccurate, continuously pointed, light and medium A/A was encountered during mission. A/A observed to emanate from dispersal areas, and from a ridge in the vicinity of the reservoir, directly east of dispersal area. Black A/A bursts observed at 3,000 feet.

After this Squadron completed its dive bomb run, it provided cover while the 333rd Squadron bombed.

Upon completion of mission squadrons returned to base without incident.

19th Fighter Squadron Mission #6-21
318th Fighter Group Mission #6-40 (CONF'D)

5. A. Kyushu - cold front - 10/10 deck to 18,000 feet
warm front - 10/10 19,500 tops unknown.
severe rain storm in area.

Amami - .2-.3 cumulus bases at 3,000 tops 4,000 feet
.3 stratus - 7,000 - 8,000 feet.
.1 - .2 altostratus - base 29,000 feet.

B. Low and clear.

6. See narrative

7. 24 x 500# GP bombs w/inst. nose fuses and .025 tail fuses. 1,160 rounds .50 Cal.
3,900 gallons gasoline. 12-110 gallon belly tanks expended.

8. None

WILLIAMS

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

17 June 1945

19th Fighter Squadron Mission Report #6-23-
318th Fighter Group Mission Report #6-42

1. A. 17 P-47N's

B. None

2. A. None

B. None

3. Primary Target: Dive bomb shipping at Amami O Shima

Secondary Target: Dive bomb airfield and airfield installations at
Tekune Shima.

4. Maj. Tennant, Col. Olds, Lts. Marcinke, Cuneo (Cessack 101-104)

Capt. Leflin, Lts. Kennedy, Mathis, Wischer (Cessack 105-108)

Capt. Huff, Lts. Tenner, Stels, Weir (Cessack 109-112)

Lts. Cox, Crecker, Delp, Weber (Cessack 113-116)

Lt. Lustic (Spare) Greyhound#1

Takeoff: 1204 - Land: 1433

After reform in the vicinity of IE Shima, flights proceeded en course to Amami O Shima, arriving there at 1245.

Six (6), sixty foot luggers were observed in Satsukawa Wan, Kakerama Jima, just south of Amami O Shima. Seventeen (17) #500 lb. G.P. bombs were dropped on the target. Four (4) to six (6) near misses observed on three of the luggers.

It was impossible to observe all bomb hits or damage inflicted, due to cloud coverage. Pushover was made at 5,000 feet, release 2,000 feet, angle of dive 40°, YAS 35D, axis of attack, SE to NW.

No A/A encountered from vicinity of the target.

After attack upon shipping, the squadron attacked the airfield at Tekune Shima. Seventeen (17) bombs were released on dispersal area east of

19th Fighter Squadron Mission Report #6-21
318th Fighter Group Mission Report #6-42 (Continued)

the runway. One frame building was destroyed and a large fire started. This fire is believed to be oil or fuel fire, due to the very black smoke observed. The extent of further damage undetermined.

Re A/A encountered at this target.

5. A. Occultation observed 20-50 miles E-NE of Anam. .9 cumulus, bases 3,000 feet, tops 5,000 feet at Anam.

Weather south of Anam CAVU.

B. Good

See Narrative

7. 34 x #500 lb. G.P. with inst. nose and .025 tail fuses.
17-110 gal. belly tanks.
4,250 gallons gas.

8. None

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18TH FIGHTER SQUADRON, IAF
A.P.O. 3305

18 June 1945

18th Fighter Squadron Mission Report #8-24
18th Fighter Group Mission Report #8-47

1. A. 14 -47N's

B. None

2. A. None

B. None

3. Provide high cover for 78 planes of the 333rd and 73rd Fighter Squadrons on a dive bomb mission.

Primary Target: Oomura Airfield, Ryushu

Secondary Target: Tanaga Island

4. Maj. Williams, Lts. Thurston, Jackson, Spaulding (Cossack 133-136)
Capt. Slepecky, Lts. La Rochelle, Danylo, Slusser (Cossack 137-140)
Capt. Jacobson, Lt. Taylor, Capt. Kenale, Lt. Gore (Cossack 141-144)
Lts. Gibson, Hunter (Greyhound 1 & 2)

TAKOFF: 0610 - LAND: 0844

Our flights rendezvoused with fighters of the 333rd and 73rd Sqdns. at Pt. Uncle, altitude 8,000 feet, and proceeded on a course of 20 degrees.

An "anvil front" was encountered in the vicinity of Anami Oshima at 0720. Flights orbited and began climbing in an attempt to get over the front. At 0815, flights reached 25,000 feet, 15 miles north of Pt. Uncle, the rendezvous point. The dive bombers had jettisoned their belly tanks, and if they had been able to get over the weather, would not have had enough gas to reach the target. Mission aborted at that time.

"8. 1

18th Fighter Squadron Mission Report 8-3
18th Fighter Group Mission Report 8-4 (Continued)

- 5. A. Anvil front, 10/10 coverage from deck to 24,000 feet.
appeared to be built up higher north of Anami.
- B. P-51. Believes "Able Channel" jammed. Pilots report clicking noise, and possible Jap transmission on this channel.
- 6. None
- 7. 3,500 gallons gas
- 8. None

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

20 June 1945

19th Fighter Squadron Mission #6-24
318th Fighter Group Mission #6-54 (Consolidated)

1. A. Eighteen (18) P-47H's
B. None

2. A. None
B. None

3. Primary Target: Dive Bomb airfields and airfield installations at Oaura Airfield
Kyushu.

Secondary Target: Dive bomb radio and radar station at Tohara Shima.

Last Resort: Dive bomb airfield at Kikai Shima.

4. Lt. Col. McAfee, Lts. Tynhall, Blender, Trumbour (Cossack 101-104)

Lts. Dunn, Grocker, Dalp, Weber (Cossack 105-108)

Captain Vogt, Lt. Weir, Captain Kendle, Lt. Lewis (Cossack 109-112)

Captain Loflin, Lts. Morris, R.A. Justice, Wischer (Cossack 113-116)

Lts. Mathis, Kearney, (Spare: G-1 G-2)

Takeoff: 0648 Over Target: 0850 Land: 1043

Flights of this Squadron rendezvoused with sixteen (16) planes of the 73rd Squadron and one F-5 of the 28th Photo-Reconn. Squadron over Point Uncle at 2,000 feet and proceeded on a course of 20 degrees for Kyushu.

Enroute to the target Lts. Wischer and Dalp, had trouble with their belly tanks and were forced to leave the formation. They attacked the airfield at Tokuno Shima, 0815I, dropping two 500# bombs with instantaneous fuses and 2 x 500# bombs w/6hrs delay fuses in the dispersal area east of the field. Extent of the bomb damage was undetermined. Pushover was made at 8,000 feet, with release at 2,000 feet, angle of dive 45 degrees, IAS 375-400 MPH, axis of attack northeast to southwest.

At a point about 50 miles north of Anami O Shima Lt. Weir developed turbo trouble, and left the formation, escorted by Captain Vogt. This element also attacked the airfield at Tokuno Shima. 2 x 500# w/inst/ fused bombs were observed to explode on the runway, and two in the dispersal area east of the field. Pushover was

19th Fighter Squadron Mission #6-24 (CONF'D)
 318th Fighter Group Mission #6-54 (Consolidated)

made at 7,000 feet, with release at 2,000 feet, angle of dive 25 degrees, IAS 280-290 MPH, axis of attack northeast to southwest. Attack took place 0845I

The strike force arrived over Omura at 0850I. Our fighters dive bombed the dispersal area south of the field and building and installations just south of the dispersal area. 22 x 500# GP bombs w/inst. fuses, and 6 x 500# GP bombs with six hour delay fuses, were dropped on the target. Push over was begun aft of the sun from 1,500# feet, with release at 8,000 feet, angle of dive 30-40 degrees, IAS 350 MPH direction of run on a course of 270 degrees. Bombs were observed to explode well in the target area, however results of attack were undetermined until such time as photographs taken by the F-5 on this mission are developed. No fires were observed by the fighter bombers.

After flights had committed themselves on their run, 40-50 twin engine, single engine and trainers aircraft were observed on the airfield in front of the hangers at the southwest corner of the field, and along the southeast corner of the field. A second run would have been costly due to the fact that it would have to be made into the sun, and also because all gun defenses were alerted.

Flights encountered moderate, continuously pointed, inaccurate, medium and light ^{light} AA from the target area.

During our attack on the field the 73rd Squadron maintained high cover.

After the attack on Omura Airfield squadrons rendezvoused at Koshiki Rette and returned to base on a course of 200 degrees.

5. A. GAVU over the target. 500 feet ceiling in vicinity of Amami O Shima, extending up to 6,000 feet. Heavy rain in this area. Cumulus and alto-cumulus in layers at 12,000 feet and 18,000 feet
- B. Good.
6. Undetermined.
- 7.-6,400 gallons gasoline, 28 x 500# GP bombs w/inst. fuses, 6 x 500# GP w/6hrs delay. 18 x 110 gallon belly tanks.
8. Three 8,000 ton freighters observed in a cove just north of the town of Omurta.

19th Fighter Squadron Mission #6-24
318th Fighter Group Mission #6-51

8. (CONF'D)

Numerous small boats were observed in the vicinity of Nagasaki. Large fires were observed burning at Sasebo.

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

21 June 1945

19th Fighter Squadron Mission Report ~~16-26~~ 6-25
318th Fighter Group Mission Report ~~16-37~~ 6-26

1. A. 4 P-47N's
B. None
2. A. None
B. None
3. Relieve Dumbo escort off So. Kyushu.
4. Capt. Ruff, Lts. Kennedy, Stolz, R.A. Morris (Cossack 137-140)

Takeoff: 0755 - Land: 1246

After takeoff, Lts. Kennedy and Stolz were forced to return to base because of mechanical trouble.

Capt. Ruff and Lt. R.A. Morris arrived at Take Shima at 0930, and found "Dumbo" already on course for Koshiki Jima, to pick up pilot reported down 5-10 miles NE of that island. Element rendezvoused with Dumbo and proceeded to the rescue point on a heading of 330°.

"Dumbo" set down on the water at approximately 1015I, and had pilot aboard at 1020I.

The rescue plane and it's escort were on course for base at 1100I

No Jap aircraft or antiaircraft fire encountered throughout mission.

5. A. Very hazy in vicinity of Koshiki. Weather enroute .9 cumulus from 500 feet to 6,000 feet.
B. Good
6. None
7. 1,000 gallons gas - 8 X 165 Gallon wing tanks
8. Extreme haze in rescue area prevented enemy observation of rescue operations.

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

21 June 1943

19th Fighter Squadron Mission Report #6-25
318th Fighter Group Mission Report #6-56

1. A. 14 P-47N's
B. None
2. A. None
B. None
3. Escort photo planes (PB4Y's) on reconnaissance mission over So. Kyushu.
4. Maj. Williams, Lts. Thurston, Jackson, Spaulding (Cossack 101-104)
Capt. Vogt, Lts. La Rochelle, Danylo, Weir (Cossack 105-108)
Capt. Lefforge, Lts. Glusser, Gibson, Towner (Cossack 109-112)
Lts. Marcinko, Cuneo (Spares - Grayhound 1 & 2)

Takeoff: 0527 - Land: 1307

Shortly after takeoff, Capt. Lefforge and Lt. Towner aborted the mission because of mechanical trouble.

The 19th Squadron rendezvoused with 12 planes of the 73rd Sqn. and 8 planes of the 333rd Sqn. five miles south of Pt. Uncle at 2,000 feet.

The fighters rendezvoused with two PB4Y photo planes at Pt. Uncle, 0600 I, 2,000 feet. Formation proceeded from that point on a course of 20° , and made landfall at Shimo Jima, Kyushu, at 0810. They continued northeast to Kami Jima where the formation turned east across Kyushu. Upon reaching the east coast in the vicinity of Karasehara, one of the photo planes (26V266) reported that his oxygen system had failed, and that he would have to start losing altitude. The formation turned southwest letting down.

When the flights arrived at Sendai, a 333rd Sqn. plane developed engine trouble, and the pilot bailed out five to ten miles NE of Koshiki Jima. The PB4Y's orbited the pilot until 0945, when they left the area escorted by Capt. Vogt's flight. The remaining planes of this squadron

19th Fighter Squadron Mission Report #6-25
318th Fighter Group Mission Report #6-56 (Continued)

continued to orbit until 1020 I. Dumbo was called and proceeded to rescue point, where rescue was accomplished at approximately 1020 I.

No enemy aircraft sighted during entire mission. Meagre, heavy, continuously pointed, inaccurate A/A encountered in the vicinity of Isui.

5. A. .6 cumulus at 1800-2000 feet, very hazy over target.
Enroute .8-.10 cumulus at 8000-10,000 feet.
B. Good
6. None
7. 6,000 gallons gas - 28 X 165 gal. wing tanks.
8. Numerous small craft observed in bays at Koshiki Islands.

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

22 June 1945

19th Fighter Squadron Mission #6-26
318th Fighter Group Mission #6-57

1. A. Sixteen (16) P-47N's
B. Three (3) Zekes
2. A. None
B. Three (3) Zekes destroyed. (Confirmed)
3. Barrier C.A.P. - Anami Gunto
4. Major Tennant, Lts. Weber, Mathis, Lewis (Cossack - 2)
Captain Loflin, Lts. Kearney, Lustic, Hunter (Cossack - 8)
Captain Jacobson, Lts. Taylor, Thomas, Gore (Cossack - 6)
Lts. Cox, L.A., Trumbour, Klender, Crocker (Cossack - 1)

Takeoff: 0550 Land: 1025

Lt. Lewis aborted on takeoff due to mechanical trouble.

Flights arrived on station at Anami O Shima and began patrol between the islands of Yohoate and Kakai, at 0630. Altitude ranged between 1,000 and 1,500 feet.

at 0730I, while flying east over the north tip of Kakai, three Zekes were observed directly under Major Tennants flight at an altitude of from 300 to 400 feet. The Zekes were not flying any definite formation, and apparently did not observe the P-47's until attacked.

Major Tennant peeled off making a right hand turn to the south, attacking one of the Zekes from directly astern. The Zeke took no evasive action; bursting into flames as Major Tennant fired a very short burst. Lt. Weber, Major Tennants wingman observed this Zeke crash into the sea.

Lt. Mathis, attacked the other two Zekes, flaming one with a 90 degree deflection shot, and the second with a burst from directly astern. The first Zeke he attacked made very tight turns in an effort to shake Lt. Mathis. The second one used no evasive action what ever. Lt. Hunter, observed both of Lt. Mathis kills flame and crash at sea.

19th Fighter Squadron Mission #6-26
318th Fighter Group Mission #6-57 (CONT'D)

After this action the flights continued patrol until 0930, at which time they returned to base.

5.A. Rain squalls, .8-.9 overcast at 1,200 - 1,500 feet. Haze at Amami O Shima.
Wind from 90 to 100 degrees - 8 to 12 knots.

B. Good

6. See narrative

7. 690 rounds .50 Cal., 6,375 gallons gasoline.

8. P-47N's carrying 2 x 165 gallon wing tanks, which were not jettisoned when Zekes were brought under fire. Zekes were dull green with usual roundels; they appeared to be old aircraft.

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

22 June 1945

19th Fighter Squadron Mission Report #6-27
318th Fighter Group Mission Report #6-69

1. A. 16 P-47Ns
B. None
2. A. None
B. None
3. Barrier CAP, Amami O'Shima
4. Lt. Col. McAfee, Lts. Patterson, Danylo, Daure (Cossack 2)
Maj. Williams, Lts. Parker, Marcinko, Burnette (Cossack 1)
Capt. Ruff, Lts. Fuller, Stols, R.L. Cox (Cossack 7)
Lts. Sitton, Cooper, Gibson, Horsworthy (Cossack 12)

Takeoff: 1510 - Land: 1810

Lt. Parker could not locate his flight on takeoff and returned to base.

The squadron arrived on station at 1543 and patrolled between the islands of Iohate Shima and Kikai Shima at 1,000 feet. At 1630, Lt. Horsworthy developed mechanical trouble while patrolling, and returned to base escorted by Lt. Gibson. Results of patrol was negative.

At 1710 patrol was completed and the squadron returned to base.

5. A. Solid overcast at 5,000 feet. Visibility below overcast 10 miles. Rain squalls at Amami.
B. Good
6. None
7. 4,500 gallons gas
8. None

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19TH FIGHTER SQUADRON, AAF
A.P.O. # 215

23 June 1945

19th Fighter Squadron Mission Report #6-28
318th Fighter Group Mission Report #6-63

1. A. 14 P-47N's
B. None
2. A. None
B. None
3. Dive bomb Omura Airfield, Kyushu
4. Maj. Tennant, Lts. R.A. Morris, Elender, Glusser (Cossack 101-104)
Capt. Jacobson, Lts. Spaulding, J.P. Morris, Crocker (Cossack 105-108)
Lts. Dunn, Weir, Delp, Lewis (Cossack 145-148)
Lts. Thomas, Thurston (Cossack 155-156)

Takeoff: 0521 - Over target: 0810 - Land: 1036

After takeoff our flights rendezvoused with the 333rd Sqdn. at Pt. Oboe below the overcast and proceeded to the Wing rendezvous point, Point Uncle, altitude 3,000 feet. The entire force of 66 P-47N's were on course at approximately 0600 I for southern Kyushu.

The flights led by Maj. Tennant, Capt. Jacobson and Lt. Thomas, provided high cover for the "fighter bombers" of Lt. Dunn's flight and the remainder of the wing.

Upon arrival at southern Kyushu, the entire island was covered by .9-.10 stratocumulus clouds, and it was impossible to pick up definite check points.

At 0810, a hole was found in the overcast at Fukuoka.

Lt. Dunn's flight attacked Itazuke Airfield, dropping ^{44 500# aerial burst bombs on the runway used} 4 500# G.P. aerial burst bombs in the barracks and hangar area N-NE of the field. Push-over was made from 12,000 feet, release at 6,000 feet, angle of dive 40°, IAS 350, axis of attack SE-NW. As flight attacked the field they received intense, medium, and heavy, continuously pointed, inaccurate A/A fire. Most of the burst were white in color. As they withdrew from the target over Fukuoka Wan, 2 oilers, 3 freighters, 1 heavy cruiser, 6 destroyers, and numerous small craft were observed at anchor. The DD's and CA brought the

19th Fighter Squadron Mission Report #6-28
 313th Fighter Group Mission Report #6-63 (Continued)

Flight under fire with an intense barrage of light and medium A/A. Five large transports or freighters (8000-10000 tons) and numerous small craft were observed at Karatsu Wan.

The high cover maintained patrol over the target and made no sightings or interceptions.

5. A. .9 to .10 stratuscumulus, bases 5,000 feet, tops 12,000 feet over target.
 B. Good
6. Undetermined
7. 8 X 500# G.P. bombs with w/T50 B1 serial burst fuse. - 28 X 165 gal wing tanks, 7,000 gallons gas.
8. Small fires observed burning in Fukuoka City. Nine T/E and 12 to 20 S/E aircraft observed on ramp at Ichiki Airfield. Four T/E and 7 S/E aircraft observed in parking area at Fukuoka Airfield. Thirty-fourty T/E & S/E aircraft observed at Itasuke Airfield in the hangar area and along the south end of the field. A large concentration of trucks (30-40) and construction equipment was observed at the south end of Itasuke Airfield.

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

24 June 1945

19th Fighter Squadron Mission #6-29
318th Fighter Group Mission #6-66

1. A. Eight (8) P-47B's
B. None
2. A. None
B. None
3. Primary Target: Rocket attack shipping at Ishigaki Shima.
Secondary Target: Radio and Radar installations at Ishigaki Shima.
Tertiary Target: Airfield installations at Ishigaki Shima airfield.
4. Lts. Jackson, Towner, Stols, Gore (Cossack - 109-112)
Lts. Lastic, Fuller, Kearney, Burnette (Cossack - 133-136)

Takeoff: 1402

Land: 1752

Cossack 109-112 rendezvoused with the 333rd Squadron and the 73rd Squadron over Menna Jima at 1415 and proceeded to the wing rendezvous point. The 318th Group and the 413th Group departed from rendezvous point, Point Nan at 1430 for Ishigaki. En route the formation climbed to 9,000 feet.

Dumbo escort, Cossack 133-136, rendezvoused with Dumbo at Point Victor, 5,000 feet at 1430 and proceeded to the orbit and rally point at Tarama Jima arriving there at 1550.

Upon arrival at the target at 1545, Lt. Jackson's flight found the target completely over-cast, with the exception of the extreme edge of the coast line. A careful search was made of the entire coast without results.

Flight made a combination strafing and rocket attack upon a village and wharf at Kuro Jima, starting numerous small fires. Pushover was made from 7,000 feet with release at 2,500 feet, angle of dive 30 degrees, IAS 300 MPH, axis of attack from west to east.

Lt. Stols fired one rocket accidentally after takeoff, and Lt. Towner could not release on over the target due to malfunction. This rocket was returned to base. Fourteen rockets were released on the target.

19th fighter Squadron Mission #6-29
318th Fighter Group Mission #6-66 (CONT'D)

5. A. 10/10 over the target 500 - 3,000 feet.
Front observed 10 miles west of route, along entire route.
B. Good.
6. Undetermined.
7. 15 x 5' rockets with MK 149 nose fuses, 700 rounds .50 cal.
3,200 gallons gasoline
8. Six (6) 40-60 foot boats (believed to be fishing boats) observed in southeast cove at Ikema Jima. Flight did not strafe as boats were observed on return to base and were short on fuel.

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

26 June 1945

19th Fighter Squadron Mission Report #6-30
318th Fighter Group Mission Report #6-73

1. A. 18 P-47H's
B. None
2. A. None
B. None
3. Escort Photo PB4Y's on reconnaissance runs over So. Kyushu, and strafe Chiran Airfield.
4. Maj. Williams, Lts. Weber, Carden, Casper, (Cossack 137-140)
Lts. L.A. Cox, Gunse, Trumbour, Parker (Cossack 141-144)
Capt. Raff, Lts. Tyndall, R.A. Merris, Hann (Cossack 145-148)
Lts. Thomas, Kennedy, Gibson, Lewis (Cossack 149-152)
Lts. Marcinke, Taylor (Cossack 153-154)

Takeoff: 0530 - Land: 0848

After takeoff from Plus Field, squadron reformed at Pt. Obse at 2,000 feet and proceeded to group rendezvous point, Pt. Uncle. At Pt. Uncle our planes rendezvoused with 16 P-47's of the 73rd Sqdn., and 2 PB4Y's. Formation started en course at 0605.

Lts. Weber and Marcinke were forced to abort mission due to mechanical trouble, and Lt. R.A. Merris, due to illness.

Enroute to the target the weather kept getting worse, and at Tekara Gunto the mission was forced to turn around at 0700I, after having encountered a cold front.

The PB4Y's photographed the islands at Tekara Gunto, and the island of Teri Shima.

Our planes returned to base without incident and pancaked at 0848.

5. A. Cold Front encountered at Tekara Gunto.
Weather enroute: .8 cumulus at 2,000 feet to 3,000 feet. .2 cumulus 4,000 to 7,000 feet. .9 cirrus at 18,000 -20,000 feet. Light rain.
Wind from the west at 6-10k.
B. Good
6. None
7. 4,500 gallons gas
8. Three unidentified wrecked planes observed at Teri Shima.

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

27 June 1945

19th Fighter Squadron Mission Report #6-31
31st Fighter Group Mission Report #6-75

1. A. 10 P-47N's
B. None
2. A. 1 P-47N destroyed (Pilot killed in action)
B. None
3. Attack shipping at Mikoi Shima
4. Capt. Vogt, Lts. Weber, La Rochelle, Horsworthy (Cossack 125-128)
Lt. Col. McAfee, Lts. Slusser, Wischer, Hill (Cossack 129-132)
Lts. Weir, Conrad (Cossack 137-138)

Takeoff: 1432 - Over Target: 1510 - Land: 1640

After takeoff, flights rendezvoused with planes of the 333rd Sqn. and proceeded on course to the target.

"Heinie Base" contacted Capt. Vogt, Cossack 125, and informed him that Ruby 28-2, knew the exact location of the shipping at Anami Gunto.

Ruby 28-2 led the flights to Kakaroma Island, where he orbited at 5,000 feet while our flights attacked.

Flights arrived over the target at 1510. One light cruiser, one sugar baker, 5 to 10 sugar dogs, and numerous small fishing craft were observed in the cove at Oshikaku Village.

Capt. Vogt's flight led the rocket attack, followed by Lt. Col. McAfee's flight. 32 X 5 in. rockets were fired, with no direct hits observed. Flights attacked in a very loose four ship formation. Pushover made at 7,000 feet, release 800 feet, angle of dive 30°, IAS 350 MPH, axis of attack NE to SW. After the rocket attack, the flights made a strafing run on the ships and town of Oshikaku, from NE to SW. Pushover at 5,500 feet, firing from 2,000 feet and continued to the deck, angle of dive 30°, IAS 350 MPH. Hits were scored on the CL, Sugar Baker, and two Sugar Dogs. A small fire was started on the Sugar Baker, and several fires started in the town.

During the attack, the flights encountered moderate to intense, continuously pointed, accurate, light and medium, A/A fire from shore batteries overlooking the cove and from the cruiser. As a result of this fire, Lt. Slusser was hit on his second run, and crashed on the peninsula NE of Oshikaku Town.

One pilot of the 333rd Sqn. was observed to crash on the N side of the ridge overlooking the cove at Oshikaku.

5. A. .8 cumulus 300 feet to 6,000 feet over the target. Line squall running N - S observed west of Tokuno, 500 feet to 9000 feet. Heavy rain in squall area.
B. Communications good until after rocket attack. Japanese jammed William

19th Fighter Squadron Mission Report #6-31
318th Fighter Group Mission Report #6-75 (Cont'd)

Channel (#7). Flights switched to Uncle Channel (#5) and that was also jammed.

6. See Narrative

7. 32 x 5 in. rockets w/M-149 fuses, - 4625 rds. .50 cal.
10 x 110 gal. belly tanks - 2,500 gallons gas

8. Weather over target poor for rocket attack. Ceiling very low and flights had to search for holes in cloud cover to get down at slipping. Recommend target be dive bombed, if weather lifts in that area.

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

27 June 1945

19th Fighter Squadron Mission Report #6-32
318th Fighter Group Mission Report #6-76

1. A. 4 P-47N's
B. None
2. A. None
B. None
3. Dumbo Escort to Sakishima Gunto
4. Lts. Jackson, Germain, Crocker, Agan (Cossack 133-136)

Takeoff: 1342 - Over Target: 1530 - Land: 1822

Flight rendezvoused with Dumbo (Rodeo 8) at Pt. Victor, altitude 2000 feet, at 1400I.

Dumbo and escort arrived at the Sakishimas at 1530 and began patrol between Miyako Jima and Ishigahi Shima. Altitude of patrol 400 to 600 ft.

Four to five Fox Tare Dog's were observed in the transport area between Ishigahi Shima and Taketomi Jima. PBM checked shipping with glasses and reported two of the ships appeared to be operational. This information was passed on to the strike force.

Patrol was completed at 1615I.

5. A. Squall observed at Iriomote. .2 cumulus, bases 1,000 feet, tops 2,500 feet at Ishigaki.
B. Good
6. None
7. 2,000 gallons gas
8. None

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

28 June 1945

19th Fighter Squadron Mission #6-33
318th Fighter Group Mission #6-79 (Consolidated)

1. A. Fourteen (14) P-47N's
B. None
2. A. None
B. None
3. Dive bomb and rocket attack against shipping at Anami Gunto.
4. Major Tennant, Lts. Tyndall, Thurston, Harrington, Morris, R.A. Hunter (Cessack 125-128) (151-152)
Captain Jacobsen, Lts. Gore Morris, J.P. Hann (Cessack 129-132)
Captain Leflin, Lts. Lewis, Kennedy, Genard (Cessack 133-136)

Takeoff: 1313 Over Target: 1400 Land: 1526

Squadron reformed at Pt. Uncle, 2,000 feet, and then proceeded to Point Taro where it rendezvoused with fourteen (14) planes of the 333rd Squadron, Altitude 5,000 feet at 1345.

Formation proceeded on a course of 036 degrees to Anami Gunto, arriving there at 1400.

After a careful search of Oshima Strait, Major Tennant's flight made a rocket and strafing attack against two Sugar Dags in Kuji Wan.

Pushover was made at 6,000 feet, release 1,000 feet, angle of dive 40 degrees, IAS 350 MPH, axis of attack northeast to southwest. Eleven rockets fired on this run, no direct rocket hits were observed, but ships were hit by numerous .50 Cal. After this run flight circled to the north and made a run on a Sugar Dag and another unidentified boat in the cove just southeast of Kuji Wan. Unidentified boat was 100 to 150 feet long, and appeared to have gun mount forward of superstructure, boat resembled small gun boat. Pushover was made at 5,000 feet, release at 800 feet, angle of attack 40 degrees, IAS 325 MPH, axis of attack north-east to southwest, withdrawing thru west entrance to strait. One direct rocket hit observed on fishing boat, .50 cal. hits observed on both boats under attack. Twelve rockets were fired on this run.

Captain Leflin's flight observed twelve Sugar Dags, and one beached Sugar Charlie in cove at Sess village. Five of the Sugar Dags were located at the northwest side of the cove and seven to the southeast. The flight dive bombed the group to the northwest. 8 x 500# GP bombs were dropped, and no direct hits were observed. Pushover was made at 9,500 feet, release 4,000 feet, angle of attack 50 degrees, IAS 360 MPH., axis of attack northwest to southeast.

Captain Jacobsen's flight also attacked the same group of Sugar Dags. 8 x 500# GP bombs were dropped with no direct hits observed. Flight pushed over at 10,000 feet, release at 3,500 feet, angle of attack 50-60 degrees, IAS 400 MPH, axis of attack northeast to southwest.

19th Fighter Squadron Mission #6-33
 318th Fighter Group Mission #6-79 (CONT'D)

Squadron encountered meagre, continuously pointed, inaccurate heavy A/A in the vicinity of Oshima Strait.

After attack flights made a strafing and reconn. run from west to east across Tekono Island. Run was made at tree top level. As a result of strafing several small fires were started at the town of Nedena. During this run flights encountered meagre A/W fire from the town.

5. A. Enroute: .1 cumulus base 2,000 feet, tops at 2,500 feet.
 Over Target: .3 cumulus base 1,500 feet tops at 3,000 feet.
 B. Good.
6. Undetermined.
7. 23 x 5⁰ rockets w/MK 149 fuses. (11 rockets equipped with 3" meters and twelve equipped with 5" meters)
 16 x 500# GP bombs w/Inst. fuses. 3,150 gallons gasoline, 5,965 .50 Cal.
8. Numerous fishing boats observed in coves in the vicinity of the seaplane base and at Kakerama Jima. Two wooden flumes observed at the north end of Kuji Wan, running from the water up over the cliffs. Lt. Morris, R.A. returned one rocket to base. Spent cartridges had unhooked pig-tail. Pilots report that 5" rocket meters cause rocket to have less drop when fired, and should prove effective, although to date results of P-47 rocket attacks have not been successful. Additional attacks will have to be made before detailed information can be obtained on effectiveness of 5" rocket meters.

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

30 June 1945

19th Fighter Squadron Mission Report #6-34
318th Fighter Group Mission Report #6-31 8-3

1. A. 20 P-47N's
B. None
2. A. None
B. None
3. Escort four F-5's on photo. reconnaissance of S. Kyushu and offshore islands.
4. Lt. Col. McAfee, Lts. Towner, La Rochelle, Germain (Cessack 257-160)
Capt. Stroud, Lts. Cunniff, Spaulding, Agan (Cessack 161-164)
Maj. Williams, Lts. Weber, Thurston, Hensworthy (Cessack 165-168)
Maj. Tennant, Lts. Taylor, Gibson, Harrington (Cessack 169-172)
Lts. L.A. Cox, Kearney, Stels, Genard (Cessack 173-176)

Takeoff: 0621 Over Target: 0820 Land: 1035

After takeoff, flights rendezvoused with four F-5's at Pt. King, 3000 ft.
Lt. Col. McAfee had to abort mission due to fuel system difficulty, and
Lt. Germain aborted due to engine detonation.

Major Williams, Major Tennant's, and Lt. Cox's flights escorted photo
planes, "Tom Tit" 6,17, 27. Capt. Stroud's flight and Lts. Towner and La
Rochelle escorted "Tom Tit" 24.

Upon arrival in the vicinity of Kure Shima at 0820, "Tom Tit" 24 de-
veloped engine trouble. Capt. Stroud had difficulty in determining "Tom Tit"
24's position in the formation as all photo planes were in the same formation
and were to split at Kure. "Tom Tit" 24 had radio contact with Capt. Stroud
who told him he would rendezvous with him at Amami O'Shima. "Tom Tit" 24 was
picked up at Amami O'Shima by the six escort planes and returned to base with-
out incident. "Tom Tit" 24 was to have photographed Denjo, Tanaga, Kure, and
Teri Islands.

The remaining three F-5's and their 12 plane escort proceeded to southern
Kyushu, where the photo planes made several photo runs. The photo runs did not
follow a definite pattern as pictures could only be taken through scattered
holes in the overcast.

After completion of photo runs, Tom Tit 6,17, 27 were escorted to Take
Shima. F-5's of this wave notified "Tom Tit" 21,22,23, (their relief) that it
was useless to do any further photographing due to the weather. "Tom Tit"
21,22,23, photographed Tanaga Shima.

After the escort left the photo planes, they returned to Kyushu and made
a reconnaissance run up the east coast to Sacki searching for enemy aircraft.
At that point they turned south and returned to base at 0915.

No enemy aircraft or A/A encountered during mission.

19th Fighter Squadron Mission #6-34
318th Fighter Group Mission #6-81 (CONT'D)

5. A. 10/10 cumulus from deck to 15,000 feet, over Southern Kyushu.
10/10 cumulus from deck to 15,000 feet, and overcast at 30,000 feet in vicinity of Omura, Yawata and the island of Honshu open at low altitudes.
B. Good.
6. None. 7. 6,600 Gallens gasoline.
8. Large freighter observed at anchor (possibly old hulk) in mouth of Kasari Wan, Amami O Shima. Altitude of observation 20,000 feet, 0850I

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