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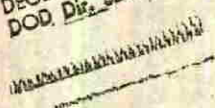
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19TH FIGHTER SQUADRON, AAF
318TH FIGHTER GROUP
SEVENTH AIR FORCE
ARMY AIR FORCES, PACIFIC OCEAN AREAS
A.P.O. # 245

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

1 July 1945 - 31 July 1945

1. Date of arrival at and departure from each station occupied in this theatre - Negative.
2. Losses in Action:
1st. Lieut. Donald E. Kennedy - Missing in action.
3. Awards and Decorations - Negative.
4. Organization - Negative.
5. Strength - (Personnel)

1 July 1945
Officers 72 - 2 P/O's - 1 W/O
Enlisted Men 247

31 July 1945
Officers 63 - 6 P/O's - 1 W/O
Enlisted Men 243

6. Strength - (Airplanes)

1 July 1945
25 P-47N's

31 July 1945
26 P-47N's

7. Losses - (Airplanes)

17 July 1945 - One plane lost over enemy territory.
27 July 1945 - One plane lost over enemy territory.

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

Narrative History:

Combat operations performed by the 19th Ftr. Sqdn. during the month of July 1945 consisted of thirteen (13) dive bomb, and strafing missions; twelve (12) Escort, CAP, and Area Cover missions; and one scramble for interception.

The thirteen (13) strike missions were against shipping, lines of communications, and airfields, at Kyushu, Shanghai, Amami O Shima, and Tokuno Shima. No enemy aerial opposition was met in the performance of these missions.

The twelve (12) escort, CAP, and area cover missions dispatched were in support of F-5's, F6F's, A-26's, B-24's, and B-25's. These missions again took our pilots to Kyushu, Shanghai, Amami O Shima, and for the first time to Korea.

On July first twelve (12) of our fighters maintained Combat Air Patrol, and escorted "Dumbo" to southern Kyushu. No enemy air opposition was encountered during the patrol which lasted four hours. After patrol our fighters attacked the seaplane base at Ibusuki, Kyushu. Five twin-engine unidentified flying boats parked on the ramp were strafed, and three set afire. Ten small fishing craft, and a 50-60 foot unidentified craft at anchor north of the seaplane base were strafed. Numerous hits were observed on two of the fishing craft and the unidentified craft. All our aircraft returned to base without incident. (Sqdn. Mission Report #7-1).

A shipping search by four P-47N's at Tokuno Shima proved negative on July 2. (Sqdn. Mission Report #7-2)

Eight P-47N's of this organization escorted an F-5 on photo runs over Kyushu on July 3rd. Six runs were made over southern Kyushu, in the vicinity of Chiran, Byu, Kanoya, Kanoya East, and Kushira Airfields. No enemy air opposition was encountered, but heavy A/A fire was moderate and accurate. This was a highly successful mission and all our aircraft returned to base. (Sqdn. Mission Report #7-3). Another photo escort mission was also performed the following day, when fourteen of our fighters escorted a B-24 to Sasebo and Nagasaki. Again the enemy airforce did not send up any opposition. Heavy A/A fire again was moderate in

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

Narrative History: Continued

intensity, and accurate. (Sqdn. Mission Report #7-4)

A combination B-24 escort, and strike mission was dispatched on July 5th, when eighteen of our planes escorted B-24's to, and strafed Omura Airfield, Kyushu. The fighters escorted the bombers to the IP where they left them to go in on the target prior to the B-24 bomb run. Gun positions, housing areas, and airfield installations were strafed and rocketed at the target. Upon withdrawal from the target a 50 foot boat was set afire. Bomb run by the B-24's was highly successful and many large fires were started. Flak was moderate to intense and accurate. Bombers and fighters returned to base without incident. (Sqdn. Mission Report #7-5)

On July 6th, fifteen of our fighters attacked and severely damaged two Fox Tare Dogs at Anami O Shima while on a combined shipping and F-5 escort strike. Direct rocket hits were observed on both ships. Strafing attacks were coordinated with rocket attacks resulting in heavy damage. Explosions were observed on both ships and fires both ships and fires seen to emanate from deck level. A/A fire from shore batteries was meagre and inaccurate. (Sqdn. Mission Report #7-6)

A combined Army-Navy mission was dispatched on the seventh of July when fourteen of our fighters escorted two Navy F6F's on a photographic mission over the islands of Kuro, Yaku, and Tanega Shima. This mission was absolutely without incident and no enemy opposition of any nature was encountered. (Sqdn. Mission Report #7-7)

One of the very few unsuccessful missions ever run by the squadron took place on July 10th. Twelve P-47N's were dispatched to escort an F-5 on a photo mission to Kyushu and cover a "Lifeguard Submarine" off Koshiki Retto, Japan. One flight was to rendezvous with the F-5. The other two flights became separated in weather after investigating an unidentified explosion on the water in the vicinity of Takara Jima. One flight finally made it to Koshiki Retto, but radio contact or visual contact could not be made with the sub. All our

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

Narrative History: Continued

planes returned to base without incident. (Sqdn. Mission Report #7-8) During the same day our squadron sent eight planes to Amami O Shima to cover rescue operations in that area. Approximately five pilots were reported in the water as a result of being shot down while strafing installations at Amami. Our fighters remained in the area while three pilots were rescued. (Sqdn. Mission Report #7-9)

On July 11th four planes from this squadron escorted a "Dumbo" which rescued three flying personnel down in the water off Amami. It was not known whether these men are some of the fighter pilots shot down the day before. (Sqdn. Mission Report #7-11)

A B-24 strike force was escorted to Tsuki Airfield, Kyushu on July 12. En-route to the target, moderate to intense flak was encountered at Saki and Miyazaki Airfields. None of our aircraft were hit. Upon arriving in the vicinity of the target, a solid front was encountered and it was impossible for the formation to get through. The bombers were escorted back to Tanega Shima, where the fighters were released to return to base while the bombers attacked Kikai A/F. (See Sqdn. Mission Report #7-10)

The next mission was not dispatched until July 15 due to inclement weather. On that day eight of our fighters, with planes from the 333rd and 73rd Ftr. Sqdns., escorted twenty-four (24) B-24's to Tsuki A/F, Kyushu. The mission was accomplished without encountering Japanese aircraft fighters. Our flights could not attack due to the undercast over the target. During the withdrawal from the target, the Japanese jammed VHF channel "Man", making radio communications on this channel impossible. (See Sqdn. Mission Reports #7-12.)

The first of a series of attacks by this and other groups against Jap lines of communication on Kyushu began on July 16 when eighteen of our fighters were dispatched to destroy the rail-road bridges across the Oyodo River, between the towns of Oyodo and Miyazaki, on Kyushu. Two direct bomb hits were observed

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

Narrative History: Continued

on the railroad bridge and two on the West Highway Bridge. Fires were also started in the waterfront areas at Oyoda and Kiyazaki cities. Moderate, heavy flak was encountered in the target area, but none of our aircraft were damaged or destroyed. (See Sqdn. Mission Report #7-13)

On the following day the squadron continued it's attacks on lines of communications by attacking RR tunnels at Kagoshima, Kyushu. Three RR tunnels were damaged and probably sealed. Track approaches to the tunnels were destroyed as a result of skip bombing. One RR station was damaged, one 75 foot patrol craft sunk, two Fox Fare Dogs (300 G/F) damaged, twelve boxcars damaged, and two 50 foot luggers were damaged as a result of strafing after withdrawal from the primary target. As a result of intense, accurate, heavy A/A fire over Kagoshima, Capt. Roy A. Jacobson's plane was hit, and he was forced to bail out at 1300L, 5 miles sothwest of Bono-Misaki, Japan. He was ~~not~~ observed to hit the water and get aboard his dinghy. Due to a shortage of fuel, our fighters could not stay in the area until he was rescued. A search by a PBM was made without success. Late in the afternoon of July 18, the submarine USS Quillback, returning to Guam from patrol received word from another sub in the Tokyo area that there was a pilot down in the water in the Quillback's immediate vicinity. The Quillback made a search of the area where Capt. Jacobson was last reported. The sub located Capt. Jacobson approximately 200-300 yards off the Japanese coast, drifting toward the shore and also toward a Jap minefield. The daring rescue was made and the pilot returned to Guam. Capt. Jacobson suffered no ill effects after being adrift about thirty hours, except a slight case of sunburn. Capt. Jacobson was returned to the U.S. immediately after his return to his organisation. (See pictures of this rescue in the photo section) Sqdn. Mission Report #7-14)

Eighteen of our aircraft were dispatched on an area cover mission to Shanghai, China, on July 18. Our fighters patrolled the Shanghai area, throughout the bombardment of Ching Wan A/F by a strike force of B-24's, B-25's

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

Narrative History: Continued

and A-26's. There was no Japanese fighter aircraft encountered during the mission to the Shanghai strike; however, moderate, accurate, flak was encountered over the target. All our aircraft returned from China without incident. (Mission Report #7-15)

A Japanese aircraft was reported at altitude in the Okinawa area on the afternoon of July 19 by Control. Capt. Stroud was scrambled for the interception. He flew a P-47N that has been stripped of four guns, ammo plate, internal wing tanks, bomb shackles, and automatic pilot. He was scrambled at 1350, and climbed to 25,000 feet in ten minutes. Contact could not be made due to bad weather, and Capt. Stroud returned to base without incident. (Sgdn. Mission Report #7-16)

On July 22 eighteen (18) of our fighters were over Shanghai area on a shipping strike. Dive bomb runs were made on four Sugar Dogs in the canal at Shanghai Harbor. One Sugar Dog was destroyed by direct bomb hits. Bombs were also observed to explode on wharves, docks, and warehouses along the canal. A large fire with black smoke rising to a height of 4,000-5000 feet, was started in the vicinity of the Shanghai Gas Co. After the dive bomb attack, our planes attacked a tug, an unidentified 50 foot river craft, and a 30 foot motor launch by strafing. The launch was definitely sunk, and the other two craft heavily damaged and left in a sinking condition. The two spares on this mission, Irs. Weber and Fuller, became detached from the squadron and attacked targets of opportunity, causing considerable damage to enemy installations. They attacked by dive bombing two large buildings in the Wosung Creek Industrial Area. Both were set afire. As two of the bombs hit one of the buildings, the entire roof was seen to blow off the building. After their dive bomb run, the spares cruised over the entire Shanghai area searching for targets of opportunity. Three (3) Sugar Ables were strafed and damaged. A radar station twelve miles from the city of Shanghai, and a radio station on North Saddle Island, were also strafed and heavily damaged. After completion of three (3) strafing attacks, the spares

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

Narrative History: Continued

returned to base alone. The entire strike force returned to base without loss. (See Sqdn. Mission Report #7-17) In the afternoon of the same day, four of our aircraft escorted a B-24 to the China Coast on a shipping shadow mission. This mission made no enemy contacts. (See Sqdn. Mission Report #7-18)

The harbor and airfield at Tanghai, China were attacked by eighteen of our fighters on July 24th. As a result of strafing and rocketing, two unidentified S/E aircraft and three merchant ships were damaged. One of the merchant ships, a Sugar Uncle, was set afire amidships. A large hangar NE of the seaplane ramp at the airfield was also set afire, and upon withdrawal flames were observed spreading throughout the building. Only meagre light A/A fire was encountered in the target area by our aircraft. The mission was highly successful and all our aircraft returned to base. (See Sqdn. Mission Report #7-19)

On July 27 the squadron lost it's second pilot during operations against the homeland due to enemy action. Lt. Donald E. Kennedy is presumed to have been shot down by enemy antiaircraft fire while attacking shipping in Kagoshima Wan, Kyushu. A thorough search of the area was made after one pilot reported that he thought he observed an explosion on the water that might have been an aircraft. During this mission the RR tunnel on the Ibusuki Line at Osakino Hana and the RR bridge at Kajiki were seriously damaged by direct bomb and rocket hits. A 60 foot motor launch, Fox Able, and a 120 foot fishing schooner were strafed and damaged. Automatic weapons and heavy A/A fire was intense and accurate. (See Mission Report #7-20)

On July 28 and 29 two missions per day were ordered against the Jap homeland. It is believed that it was the desire of the Air Force to keep as many planes over the Jap homeland as possible. The first of these missions was directed against the airfield at Metatsubara, Kyushu. Buildings, warehouses, and hangars, on both sides of the field were strafed and rocketed by sixteen of our aircraft. Numerous large fires were started and smoke was observed rising 800 to 1000 feet above the field. As the flights withdrew down the Chikugo River,

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

Narrative History: Continued

a large coastal motor junk approximately 130 feet long, a 30 foot motor launch, and an 80 foot barge were strafed and set afire. A Sugar Dog docked at Wakatsu was also strafed and well perforated. Meagre to moderate, light, A/A was encountered over the target, and three of our aircraft were damaged as a result of this fire. (See Sqdn. Mission Report #7-21) The second mission of the day was dispatched against Tomitaki Airfield, Kyushu. Upon arrival at the target, it was found to be weathered in, and Chiran and Byu Airfields were attacked as secondary targets. Barracks, warehouses, and gun positions were strafed and rocketed by thirteen of our planes. Direct rocket hits were observed on warehouses. Tracer perforated barracks and other installations without starting fires. As the flights withdrew from the target they fired a few bursts into Makurazaki City, starting small fires in houses located in the center of the city. Four Sugar Dogs were attacked while at anchor at Makurazaki. Two of these ships were hit by rockets and the remaining two thoroughly strafed by .50 cal. All our aircraft returned to base without incident. (Sqdn. Mission Report #7-22)

On July 29th the first large scale attack against a Japanese city employing fighters using Napalm drop tanks was dispatched against Makurazaki City. Three fighter groups participated in this attack. Although pilots reported 50-70% of the city was left burning, photo intelligence reports 90% of the city destroyed. Eighteen of our fighters participated in the attack. It is interesting to note that the 318th Gp. was the first fighter group in the war to employ napalm against the enemy. (Sqdn Mission Report #7-24) The second mission of the day, was an attack by thirteen of our aircraft against Izumi Airfield, Kyushu. Izumi was the secondary target on this mission, the primary target, Kumamoto Airfield was weathered in and could not be attacked. Our fighters rocketed and strafed the buildings in the shop area at the SE corner of the field, buildings in the revetment area south of the field, and the hangar area. Direct hits were observed and fires started in the shop area, revetment area, and in the hangars. All of

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

Narrative History: Continued

our fighters returned to base without incident.

On July 30th fourteen of our planes were dispatched to escort A-26's, and dive bomb shipping at Omura, Kyushu. No shipping could be located at Omura. The A-26's attacked Omura Airfield followed by a dive bomb attack by our fighters. Four fires were left burning in the hangar area as a result of direct hits on hangars. Three direct hits were observed on buildings in the depot area SW of the field. Two near misses and two direct hits were sighted in the barracks area NW of the field. Meagre to moderate inaccurate flak was encountered over the target. Upon withdrawing from the target a 40 foot fishing boat and a 60-70 foot landing barge were strafed and damaged. A 116 foot steam trawler was also strafed and run aground. (Sqdn. Mission Report #7-26)

The final mission of the month was dispatched on 31 July. Eighteen of our planes were ordered to provide a fighter blanket over Gunzan Aiffield, Korea, while B-24's bombed bridges north of the field. The entire mission was forced to abort due to extremely bad flying weather. (Sqdn Mission Report #7-27)

At the close of the month our squadron observed an increase in the tempo of the air war against Japan by all air units. To date the Japanese air force has remained inactive, and we have been forced to seek out their aircraft on the ground.

INCIDENT SECTION

1. Gunnery stoppages were caused from various reasons:
 - a. Bad ammunition (split cases and hard primers)
 - b. Worn or weak gun parts, such as weak barrel locking springs, worn extractors, worn accelerators, weak or wrong length oil buffer tube locking springs.
 - c. Electrical failures from dead gun solenoids.
 - d. Link jams caused from faulty ejection.
2. Bomb Racks:
 - a. Some flying officers have had difficulty releasing wing tanks in

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

Narrative History:

flight. It is our contention that the tanks had been drawn up too tightly to the racks, because the shackles checked out good on the ground and on later missions.

b. Two complete wing rack assemblies were changed because of bent sections which could not be repaired.

3. Rockets:

a. One aircraft equipped with rockets prematurely fired a single rocket on two different occasions. Both our squadron electrician and the Service Squadron electrician could find no cause for it. The aircraft is being sent to base for rocket rewiring.

b. Flying Officers have found that rocket trajectory is a good deal lower than cal. 50 trajectory, even with the 5 inch motor. There is no way of adjusting the rocket mounts, however a new gun sight fixed reticle is equipped with lines below the cross which are supposed to compensate for rocket drop.

4. Gunsights:

a. Twelve gun sights acquired vibration due to worn parts or faulty gyro motors. The sighting heads were replaced and the planes boresighted.

5. Boresighting:

a. Nineteen aircraft were boresighted, not counting those that were done twice because of sight changes.

b. A thousand foot range is being used with an adjustable target running up or down in its frame by means of pulley and cable. This target was devised so the aircraft need not be moved after it is leveled to the line of flight.

c. A sight line indicator range was set up with the help of a surveyor and his instrument. It is used to check our sight line indicat-

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

Narrative History:

ors for trueness before using them in the boresighting process. This range consists of two points level with each other and about five hundred feet apart. By sighting our indicators through these two points their accuracy is readily checked.

6. Daily activity of section consists of loading bombs or rockets as needed. On several occasions it has been necessary to load bombs and rockets after dark. When our aircraft come back from their missions, the three flights of armorers check their own planes and reload ammunition and clean the guns if necessary. All maintenance work such as dropping guns and boresighting is done when the weather and missions permit.

COMMUNICATIONS SECTION:

The mere word July, gave the suggestion of sweat, and that is just what we did as our pilots engaged in some 466 flights during the month. On the aircrafts return we found only 52 radio write ups for a low percentage of 11.1%. Twenty four of these defects required the work of our radio maintenance crew. In the Communications shack our teletype once more regained its former self, in ticking out 294 messages.

On the 3rd July a small delegation went to the Signal Corps Depot, for the sole purpose of salvaging our broken down equipment.

On the 7th July once again we were on the so called "Go" as it was necessary to inter-change the "A" and "B" crystals. The 12th July PFC Hobart Little was promoted to the grade of Corporal. On the 15th July we commenced work on a new ground station (mobile) to be kept on the runway during this squadrons flying. When we left Saipan, we were a little reluctant in scrapping our old "Porky Control" as it had gained what we thought a permanent position. However now T/Sgt. Kutil started diligently to work on its replacement. The foundation of our new "pet" will be a 3/4 ton trailer. On the 17th July, for the second time this month, we salvaged our Signal Corps property. Lt. Price conducted a discussion of the

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

Narrative History: Continued

aircraft radio equipment. This helped familiarize the five recently acquired pilots of the use and operation of each set in the aircraft. The 23rd July, Sgt. Stockly made his monthly inspection of all aircraft. The results may be classified as very good. On the 24 July Lt. Price again lectured to another group of pilots regarding the aircraft's communications equipment, its use and operation. The 25th July might be classified as our "Good News Day" when Sgt. Virzi and Sgt. Williams acquired a badly needed PB-95-G power unit from Okinawa. The 26th of July confronted with the lack of a T.O. on the tail radar installed in one of our new aircraft, the ship had to be red-lined. The 27th, Sgt. Bernhard delivered four completed sets of rubberized clothing for use during the coming rainy season. All the reports due at this date were made out and sent to Group headquarters. The 28th we received 1 ea. test set LB-19. This is the first piece of equipment added to the organization T/O & E. The big item of the day was the moving of the squadron living area. Of course, we had our usual rain to help matters. On the 31 July, Lt. Price held his third class of the month. He reviewed the operation and aid of the aircraft's communication equipment, for the benefit of some new pilots. The DU in one of the ships was in-operative, as the D was the only signal received. The aid of another group was required, when the difficulty could not be located, after everything seemed to check alright.

ENGINEERING SECTION:

Prevailing inclement weather was the greatest hinderance to maintenance of aircraft this past month. Minor victory was achieved by the construction of a very serviceable wagon, which enabled some major overhauls and engine changes to be accomplished despite the elements. The Crew Chiefs were issued rain proof garments and rubber shoes which will aid them greatly in performance of their daily duties.

Maintenance problems were varied and many, but with the knowledge attained by

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

Narrative History: (CONT'D)

experience and hard work ships were rapidly back in commission and all operational schedules were met. There were three engine changes this month. Methanal was available to this activity at start of month, and since using a 50-50 mixture in the water injection system, performance was improved, and cutting out on takeoff has been eliminated.

Three planes were sent to the 612th Air Engineering Squadron - APO #245 for repair due to damages sustained by enemy action. As of July 1st number of planes assigned to Squadron was 25 - July 15 Squadron received two new planes from Guam Air Depot - as of July 31 number of planes assigned was 26 planes. (As quantity of planes differ from day to day, due to planes being transferred and received from 612th Air Engineers)

A tragic note this month was the demise of an esteemed worker and friend of us all. Sgt. Hausladen met with injuries that proved fatal during the performance of his duty. A valuable man was lost and his departure is felt by all.

Supplies and needed parts kept flowing in ever increasing numbers and no planes were grounded due to parts being H.I.S. for any great length of time. There was an acute shortage of gasoline this past week, but the situation now has been alleviated and ample supply seems to be on hand.

The Section as a whole has been functioning smoothly and efficiently, morale is questionable, due to the clamoring for relief from their arduous and lengthy overseas service, but this in no manner has created any let down or distracted from their efficiency.

INTELLIGENCE SECTION:

In addition to the routine functions of the Intelligence Section, a complete training program for new pilots has been carried on during the month of July. All new pilots have had to attend lectures on the following subjects.

- Evasion and Escape
- Fighters Directions
- Fighter Director Vocabulary
- Geography
- Enemy A/A

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

Narrative History: (CONT'D)

Enemy Aircraft and Shipping

Enemy Capabilities and Order of Battle

Map reading (charts, photos etc.)

MEDICAL SECTION:

The Medical Section of this organization has cooperated with the Headquarters Section in the establishment of a new campsite on the opposite side of the island. There has been presented the usual problems of setting up sanitary devices such as soakage pits, latrines, urinals, showers and a messhall. In this move the problems have been complicated due to the fact that considerable rock lies just below the surface of the ground, making blasting necessary. Another complication has been the extremely rainy weather and high winds, slowing down the construction of the sanitary devices.

The dispensary in the new location was constructed and arranged by the enlisted medical personnel in the organization. They are to be commended on this accomplishment. It is a great improvement over the former dispensary.

During the month of July four pilots were sent to Oahu for medical rest leaves. It is planned to send flying officers on a regular program for rest leaves. It is recognized by this department that to get maximum efficiency from flying officers rest leaves are essential.

Atabrine malarial therapy has been discontinued during this month. It has been determined that malaria is not a threat to the health or efficiency of this command.

Of late the problem of removing pilots from the Squadron who have been grounded temporarily or indefinitely has presented itself. It is felt by this office that once it is determined that a pilot may not fly in the Squadron for whatever reason it is highly important that he be quickly transferred from the organization. It has a very poor effect on the rest of the flying officers to have in their midst for any length of time pilots who are not considered fit for flying duty. It is suggested that all such officers be transferred to Group Headquarters pending their disposition.

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

Narrative History: Continued

ORDNANCE:

1. Expenditures for month of July

- a. 36 x 1000 lb. G.P. bombs were expended
- b. 146 x 500 lb. G.P. bombs were expended
- c. 149 x 5.0 inch rockets were expended
- d. 117,490 rds. of .50 cal ammunition expended
- e. 2,970 gallons of Napalm expended
- f. 95 .50 cal barrels were expended
- g. 2 Gun, machine, cal .50, M2 were expended

2. All small arms in hands of troops were inspected.

3. The following are the details:

a. 36 x 1000 lb bombs were loaded onto trailers by six of the twelve Ordnance men, the other six were on detail. The trailers were then brought from the ready-dump and unloaded at the planes.

b. On one mission involving 18 x 500 lb bombs, the tail fuses were changed three times; from .025 sec. delay to 4-5 sec., and finally to 8-15 second delay, and the planes still took off on schedule.

c. All of the machine guns were inspected and gauged; worn parts were replaced. The guns in 14 of the planes were modified by changing the cover latch, and belt holding pawl. The rest will be done, as soon as parts on requisition are available.

d. The Ordnance section of this squadron unloaded frag bombs from six transient B-24's, and reloaded them with four 2000 bombs (G.P.) each. The following day we had to drop all 2000 lb. bombs, and reload the frag bombs again.

e. The two machine guns expended, were declared unserviceable because of cook-offs. No one was to blame.

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

Narrative History: Continued

PARACHUTE SECTION:

Ten day inspection of parachutes (T.O. 1-3-5-2) complied with on the ninth, nineteenth, and twenty-ninth. All parachutes found in good condition.

Life raft inspection (O4-15-2) complied with on the first, fifteenth, and thirtieth of July. Addition of Signal Distress, Two Star, T-49, was accomplished on the first. All pilots notified of same and instructed as to use and location. Impossible to check weight of CO₂ cylinders due to lack of scales. Suggest scales be issued or some way of weighing be devised. Pilots complain life raft too uncomfortable on long missions. Have experimented with air foam, pneumatic cushions, cushions made of kapok, etc. but to no avail. Rubber tends to heat, causing blisters or rash on the posterior end. Would like some suggestions as to what can be used to make life raft more comfortable.

Parachutes repacked on the thirteenth day (T.O. 13-5-2). B-5 "Mae West" issued to all pilots, replacing B-3, and B-4. Checked before put in service and inspection date posted on vest.

CHRONOLOGICAL HISTORY

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

Chronological History, 1 July - 31 July 1945

1. No Air Raids for this period.
Plans are being made to celebrate "Squadron Organizational Day" (4 July)
12 planes of this sqdn. provided escort for "Dumbo" (PRM air-sea rescue plane).
8 planes attempting to "suckout" Jap planes, did not encounter any airborne
enemy aircraft. Three twin-engine flying boats (probably Cherries) were
strafed by both 333rd and 19th Ftr. Sqdns., resulting in the three flying boats
being set afire.
At approximately 2000I, a P-47N of the 1st Ftr. Sqdn., believing that he was
making a normal approach to the field behind his flight leader, landed on the
east taxi-strip, crashing into three parked airplanes of the 73rd Sqdn., des-
troyed all three. Pilot although crashing at a speed of better than 100 MPH
escaped with slight injury.
2. Air Raid from 0350-0443. One unidentified plane shot down by our night fighters.
Normal C.A.P. and 4 P-47's strafed shipping at Tokuno Shima. Search for ship-
ping negative. However planes strafed oil storage area, but no fires observed.
3. One Air Raid 0340-0445. I Tony shot down over Ie Shima by F6F (NF).
Sqdn provided escort for F-5 (photo plane) to Kyushu. No enemy aircraft
sighted.
4. No Air Raids for this date. Escorted B-24's to Kyushu. No E/A sighted.
Approximately 96 P-47's from the 507th, 413th, and 318th Fps. participated in
this strike. Other aircraft from Okinawa including P-51's, A-26's, B-25's &
F4U's, also attacked Kyushu throughout the day. No enemy aircraft were airborne.
Today is Organizational Day in this Sqdn. The tactical situation doesn't per-
mit us to celebrate as we have in previous years. In the evening at the new
squadron hangar (completely constructed by our own personnel) all the men
attended a show consisting of squadron talent and an imported 5 piece island
band. Following the show, ice cream and cake was served, followed by a double
feature movie. With emphasis on sobriety, this party was considered one of
the best we have had.
5. No air raid for this period.
For the second day, fighters, bombers, and photo planes, roamed the width and
breadth of Kyushu without encountering any enemy aircraft.
14 planes of this squadron escorted B-24's to So. Kyushu. Bombing by the B-24's
was excellent.
6. 15 P-47's from this squadron escorted F-5's (photo planes) to Kyushu to photo-
graph Jap installations.
As a result of a high weather front, from sea level to 20,000 feet, mission
could not be accomplished.
Enroute to base 5 of our planes fired 20 rockets were fired on 2 1000-2000
ton cargo ships laying in Fuji Wan, Amami O'Shima, resulting in several direct
hits. Several fires resulted after all planes had made a strafing run. Ships
believed to be badly damaged and now considered non-operational. Sgt.
Hausladen died from injuries caused by a tank blowing up in his face.
7. No activity today.
10. 12 planes scheduled for missions in the A.M. 8 planes escorted a "Lifeguard
Submarine", and 4 planes escorted an F-5 to Kyushu. As a result of inclement

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

Chronological History, (Continued)

weather none of our planes were able to rendezvous with either F-5's or Sub. Returning from a point south of Kyushu, our planes seeing an F4U spin in, stood by and covered Dumbo attempting a rescue. In this area 5 planes from the 318th Gp. had crashed. Three of these pilots have been reported to be picked up by PEM "Dumbo" and PT crash boats,

12. Air Raid at 0245. One Betty shot down after F6F (night fighter) had chased him for almost 100 miles from Ie Shima. Betty dropped 5 or 6 bombs before being shot down, but no casualties resulted. 20 planes scheduled to escort a group of B-24's to Tosaki Airfield, No. Kyushu, were obliged to hit the secondary target Amami O' Shima as the primary was 10/10's overcast. Results of mission was unobserved. Approximately 100 P-51's arrived at Ie Shima from the 5th A/F which were located in the Phillipines. This bring the total number of aircraft based on Ie Shima up to around 500 planes.
13. No air raid this date. 23 planes scheduled to escort A-26's to Kyushu but did not takeoff because of prevailing bad weather. Sqdn. remained on "Condition 3" (ready to takeoff in 30 minutes)
14. Air raid at 0330I. No bombs dropped on the island. 18 planes armed with one 500 lb belly bomb and 2 wing tanks (100 gallons each) were on standby, prepared to takeoff on short notice for a strike on shipping off the coast of China. Mission was cancelled at noon. the 10th Tactical Air Force was dissolved today and the 301st Fighter Wing, which we are a part became attached to the FEAR (Far Eastern Air Force) as of 1400I.
15. No air raid for this period. 6 planes of this sqdn. ordered to escort B-24's to Kyushu which bombed Tsuiki Airfield. Results of bombing unknown. 18 planes with 1 500 lb. bomb each, bombed railroad bridge on Oyodo RR, between the towns of Oyodo and Miyazaki. Sqdn has sent a detail of men to the new camp site on the west side of Plum Field, which was formerly the location of a Marine Gp. now located on Okinawa.
17. No air raid for this period. 18 planes with 2 500# bombs each skipped bombs into railroad tunnels at Kagoshima, Kyushu. Capt. Jacobson of this sqdn. was shot down and parachuted safely into the ocean 5-10 miles off the southern tip of Kyushu. Because of a rough sea "Dumbo" had to give up the attempt to rescue him after making two unsuccessful attempts. Capt. Jacobson at the end of the day was still in the water, but rescue planes had dropped him a 5 man liferaft. Submarine is proceeding to the vicinity to attempt a rescue.
18. 18 P-47's of this Sqdn. tookoff from Ie Shima to escort B-24's, B-25's, and A-26's to Shanghai, China, on bombing strike. Ching Wan Airfield the primary bomber target, was well covered with hits. This is the first mission for us against a large industrial city in China. All planes returned to base.

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

Chronological History, (Continued)

19. No Flying ordered for this date.
A few new pilots are being checked out in the P-47N
20. Planes were ordered grounded as a result of a reported Typhoon having a velocity of 50-60 knots an hour. Sqdn. has made every effort to safeguard it's equipment against damage.
21. Planes are still grounded as a result of Typhoon in this area.
During the night strong winds of approximately 35 knots an hour prevailed. There was no damage to installations as a result.
22. One night air alert lasting one hour. No enemy planes over this island. 18 planes ordered to dive-bomb shipping off the China coast. Results good. 4 planes ordered to escort B-24's on a "Shadowing Mission" (search for a reported Jap convoy). No sightings made. Planes returned to base without bombers.
23. No flying ordered for this date.
No air raids during this period.
24. 18 planes, 8 of which were loaded with 4 x 5 in. rockets each, rocketed and strafed Tinghai Airfield, China, in the vicinity of Shanghai, damaging 2 unidentified aircraft on the ground and strafing and rocketing 3 merchant ships in Tinghai Harbor. Pilots report possible rocket hits on one ship, but all ships were thoroughly strafed, leaving one ship afire and probably beyond repair.
25. 18 planes scheduled for a rocket and strafing mission to Kyushu was cancelled. There was no air raids this date.
26. Again today a rocket mission scheduled against Kyushu was cancelled because of a possible Typhoon in this area.
27. 18 P-47's of this squadron ordered to skip bomb railroad tunnels in the vicinity of Yokogawa, Kyushu. Although results were excellent, one pilot, Lt. Kennedy of this squadron is missing. He is believed to have been shot down, but his disappearance was a mystery. None of the pilots observed him being shot down bail out, or crash. The flak at the time of his disappearance was very heavy in the area under attack.
28. There were three air raids during the night. At least two phosphorus bombs were dropped on the island. Damage to personnel and equipment of other units are unknown. One LCM (landing craft) was sunk, and one freighter damaged in the IeShima anchorage as a result of last nights raid.
Two missions to Kyushu to rocket and strafe Metatsubara and Tomitake Airfields were dispatched. Results were excellent.
Approximately 60 B-25's arrived here at Ie Shima from the Phillipines. They will commence bombing operations against Japan at once.
29. Flash red at 0215 and clear at 0250. During this 35 min period, two enemy aircraft were destroyed by our night fighters.
Two Napalm bombing missions have been ordered for today.

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

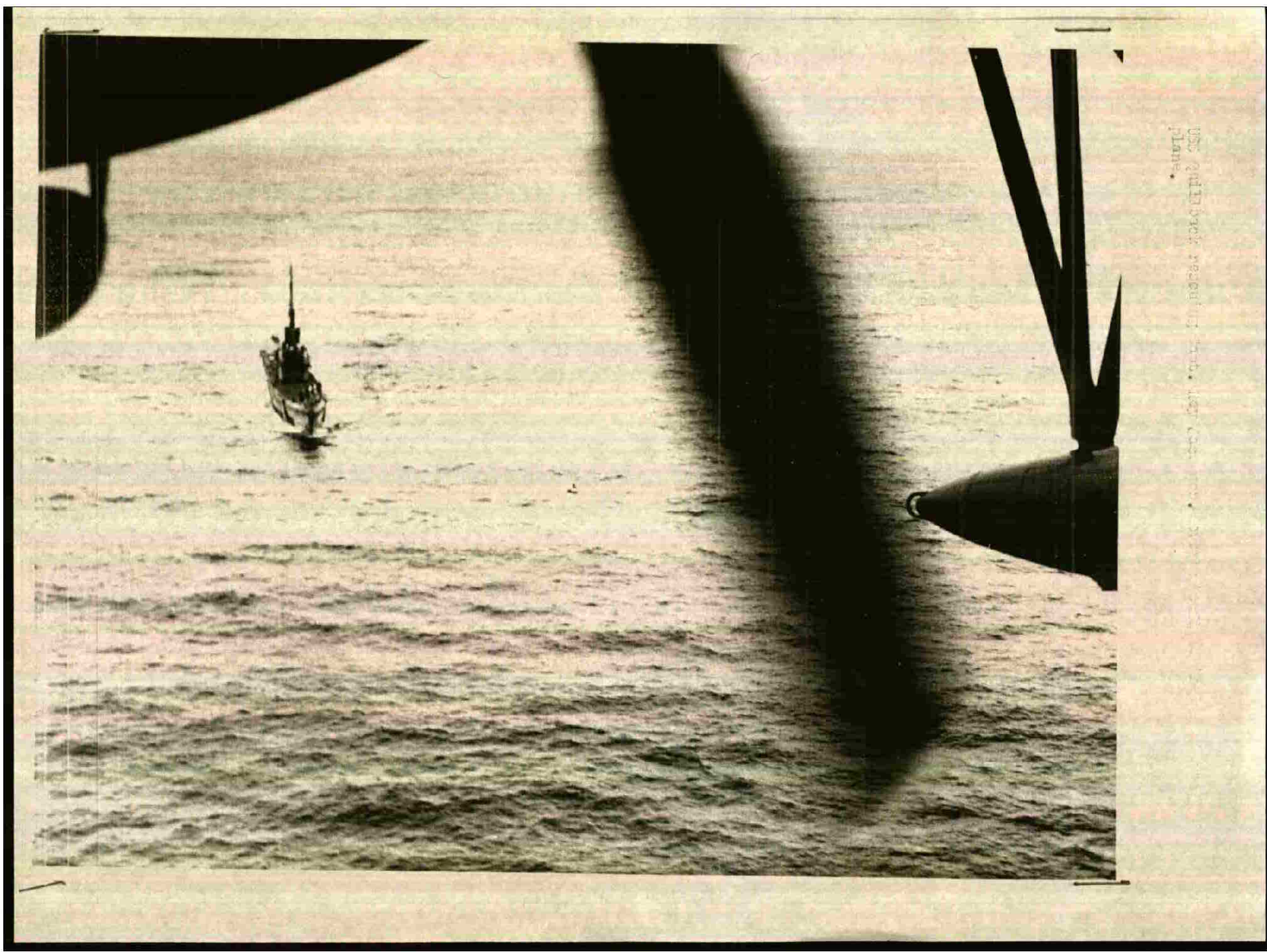
Chronological History, (Continued)

18 planes with 165 gallons wing tanks filled with napalm and white phosphorous detonators hit the city and docks at Makurazaki, Kyushu. Results were excellent resulting in fires being started in factories, barracks, wharves, warehouses, and housing areas. Smoke was seen rising 4,000 feet in the air when our planes pulled off the target.

30. 18 planes were ordered to dive bomb shipping and airfield at Omura, Kyushu. Our P-47's escorted A-26's to the target and after they had dropped their bombs, our pilots dive bombed Omura A/F, as no shipping had been sighted. Withdrawing from the target P-47's strafed some small boats in the harbor adjacent to the airfield. One 116 foot trawler steaming into the harbor was strafed and numerous tracers entered the deck housing and hull and the ship was afire as it's crew ran her aground.
31. 18 planes scheduled to provide a fighter blanket for bombers over Gunzan A/F, Korea, were forced to abort as a result of bad weather.

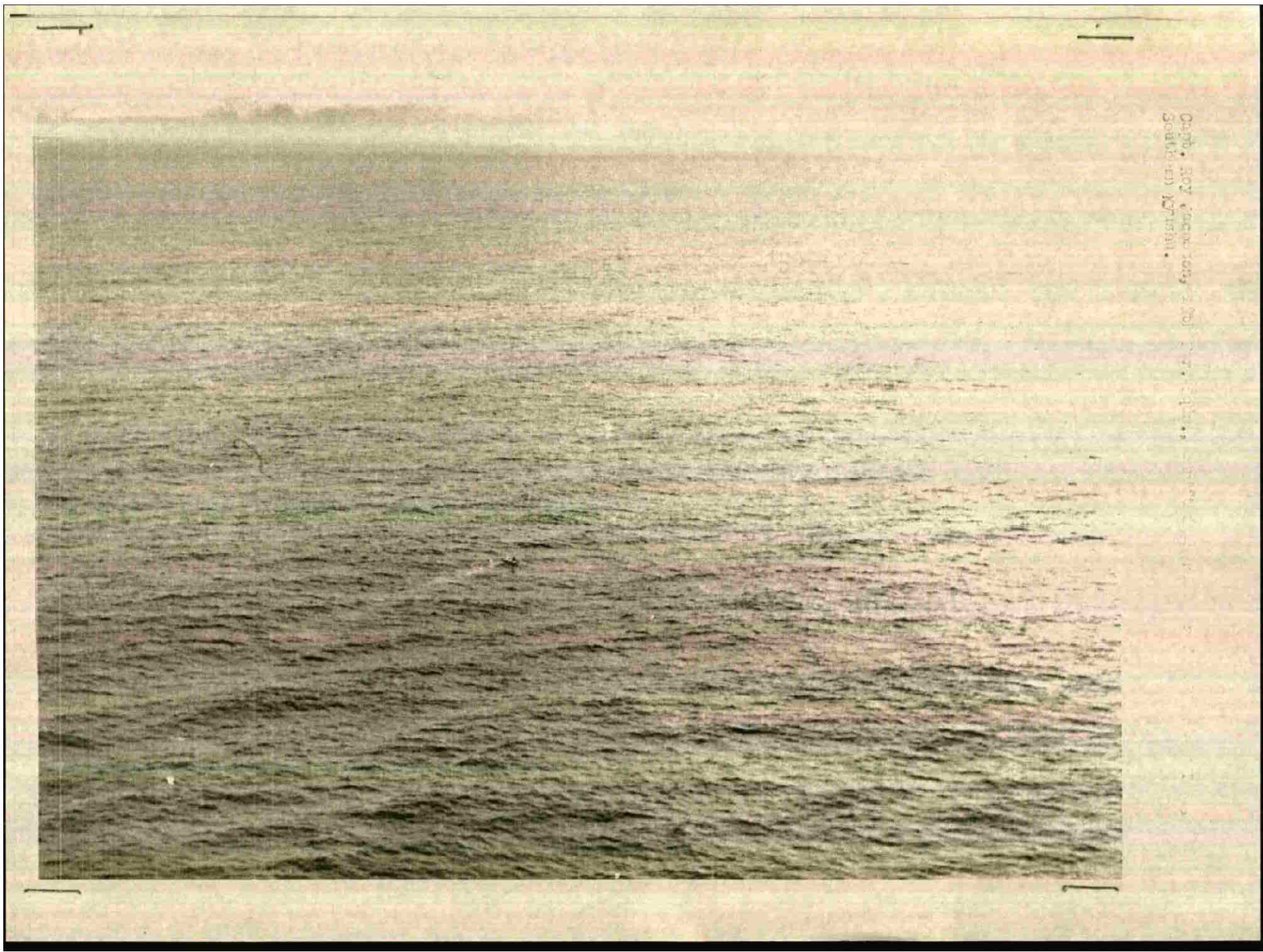
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M I S S I O N R E P O R T S

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

1 August 1945.

SUBJECT: Intelligence Report.

TO : See Distribution.

1. The following report covers the operations of the 318th Fighter Group, AAF, for the period 1 July 1945 to 31 July 1945 inclusive.

a. Total Sorties (Combat) Dispatched.

19th Fighter Squadron	335
73rd Fighter Squadron	287
333d Fighter Squadron	338
548th Night Ftr Sqdn.	14
TOTAL	<u>974</u>

b. Total Sorties (Combat) Abortive.

(Includes "weather aborts" and "spares" returning early)

19th Fighter Squadron	58
73rd Fighter Squadron	35
333d Fighter Squadron	49
548th Night Ftr Sqdn.	0
TOTAL	<u>142</u>

c. Total Sorties (CAP) Dispatched.

19th Fighter Squadron	73
73rd Fighter Squadron	24
333d Fighter Squadron	43
548th Night Ftr Sqdn.	267
TOTAL	<u>407</u>

d. Total Hours Flown.

19th Fighter Squadron	1,849
73rd Fighter Squadron	1,594
333d Fighter Squadron	1,897
548th Night Ftr Sqdn.	946
TOTAL	<u>6,286</u>

e. Bomb Tonnage Dropped.

	GP & SAP	MAPALM	TOTAL
19th Fighter Squadron	29.75	23.50	53.25
73rd Fighter Squadron	20.75	23.50	44.25
333d Fighter Squadron	43.50	20.75	64.25
548th Night Ftr Sqdn.	0.00	0.00	0.00
TOTAL	<u>94.00</u>	<u>67.75</u>	<u>161.75 short tons</u>

f. Total Rounds of Ammunition Expended.

.50 Caliber Ammunition.

19th Fighter Squadron	122,800
73rd Fighter Squadron	74,358
333d Fighter Squadron	92,835
548th Night Ftr Sqdn.	3,046
TOTAL	<u>293,039</u>

20MM Ammunition.

548th Night Ftr Sqdn.	2,627
-----------------------	-------

5 Inch Rockets.

19th Fighter Squadron	157
73rd Fighter Squadron	86
333d Fighter Squadron	76
548th Night Ftr Sqdn.	0
TOTAL	<u>319</u>

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Intelligence Report, 1 August 1945, Continued.

g. Our Casualties.

Killed	4	(See remarks No. (4), (6), (7) and (12) under Par. h.)
Wounded or Injured	4	
Missing	<u>1</u>	(See remark No. (10) under Par. h.)
TOTAL	9	

h. Our Aircraft Losses.

1. Combat Mission Losses:

Due to direct enemy action	6 P-47N's	(See remarks No. (2), (3), (4), (6), (8) and (10) below.)
Operational	4 P-47N's	(See remarks No. (5), (7), (9) and (11) below.)
Other	0	
TOTAL	10 P-47N's	

2. Non-Combat Mission Losses:

Operational	1 P-47N	(See remark (12) below.)
Other	2 P-47N's	(See remark (1) below.)
TOTAL	3 P-47N's	

REMARKS:

- (1) 1 July P-47N's No. 44-88076 and 44-88160 were destroyed by fire when a plane of the 507th Fighter Group, AAF, landed by mistake on the taxiway and crashed into them.
- (2) 10 July P-47N No. 44-88102, piloted by Capt. James R. Snyder O-800063, was shot down by AA off Amami O Shima while pilot was attempting to silence gun positions firing on a 507th Ftr Gp pilot downed off shore. Pilot was picked up by Dumbo.
- (3) 10 July P-47N No. 44-87968, piloted by 2nd Lt. Delmar H. Horner O-771461, was shot down by AA off Amami O Shima while pilot was attempting to silence gun positions firing on a 507th Gp pilot downed off shore. Pilot picked up by Dumbo.
- (4) 10 July P-47N No. 44-88063, piloted by 2nd Lt. James A. Sinclair O-825502, was shot down by AA while attempting to silence gun positions firing on a pilot of the 507th Gp downed off Amami O Shima. Plane burst into flames and crashed into the water killing the pilot.
- (5) 10 July P-47N No. 44-88083, piloted by 1st Lt. Fred C. Erbole O-681632, was lost at sea when pilot was forced to bail out due to loss of oil which resulted in engine failure. Pilot picked up by Dumbo.
- (6) 10 July P-47N No. 44-87976, piloted by 2nd Lt. Marshall W. Bunnell O-831407, was shot down by AA on Amami O Shima while attempting to silence gun positions firing on a pilot of the 507th Gp downed off shore. Pilot went in with plane which crashed on the northwest side of hill 719.

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Intelligence Report, 1 August 1945, Continued.

- (7) 15 July P-47N No. 44-88134, piloted by 2nd Lt. Ellis A. Wallenberg O-708901, was lost at sea when plane started losing altitude at 14,000', cause undetermined. At 2,000', while flying straight and level, the plane went into a steep diving turn to the right. Pilot bailed out but had some difficulty getting clear and his chute did not open. Pilot was evidently killed by the impact as the plane escorting him back to base orbited the position for some time but never saw him return to the surface.
- (8) 17 July P-47N No. 44-88104, piloted by Capt. Roy A. Jacobson O-2054045, was lost at sea 5 miles off Kyushu when pilot was forced to bail out due to fire and AA damage to control surfaces. Pilot was picked up uninjured, except for sunburn, by lifeguard submarine.
- (9) 24 July P-47N No. 44-83007, piloted by F/O Billy Kemp T-125413, was lost at sea off Shanghai, China when pilot was forced to bail out due to excessive leakage of oil. Pilot was immediately picked up by Dumbo.
- (10) 27 July P-47N No. 44-87981, piloted by 1st Lt. Donald E. Kennedy O-710717, is believed to have been shot down by AA just off Kagoshima Town, Kyushu, while making a strafing run on small boats in the harbor. A splash was seen in the water at this point and is thought to have been Lt. Kennedy although no one saw the plane prior to the splash. Pilot has not been picked up and is carried as missing in action.
- (11) 29 July P-47N No. 44-87877, piloted by 1st Lt. John W. Ayler III O-412788, was destroyed by fire when plane stalled just after being airborne and crashed off end of runway. Pilot was uninjured.
- (12) 31 July P-47N No. 44-87980, piloted by 2nd Lt. John E. Krieger O-835898, was destroyed and the pilot killed when the plane was overrun by a second plane while landing from a training flight. The second plane landed too close due to error on the part of the pilot and the tower's (Birch) failure to give him any warning that he was overrunning the plane ahead.

i. Enemy Shipping Damaged or Destroyed.

During the month numerous small craft were destroyed in addition to the following:

- 2 Fox Tare Dogs probably sunk.
- 1 150' boat fired by strafing.
- 1 Ore Boat destroyed by a direct 500# bomb hit.
- 1 Sugar Dog sunk.
- 2 Freighters (small) destroyed.
- 1 116' steam Trawler damaged and beached.

j. Enemy Aircraft Destroyed.

See Supplement # 2 to letter, Destruction of Enemy A/C, attached.

For the Group Commander:



FREDERICK H. DEAMANT
Major, Air Corps,
S - 2.

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

1 August 1945.

SUBJECT: Destruction of Enemy Aircraft.

TO : See Distribution.

SUPPLEMENT # 2

1. The following is supplemental data on Enemy A/C destroyed by the 318th Fighter Group, AAF, and should be made a part of letter, this Headquarters, 1 June 1945, subject as above. This supplement covers the period 1 July 1945 to 31 July 1945 inclusive.

<u>DATE</u>	<u>PILOT</u>	<u>SQUADRON</u>	<u>NO. & TYPE A/C DESTROYED</u>
7-8	Major JOHN J. HUSSEY 0-429415	333d	1 TOJO
7-29	* 1st Lt. ROBERT O. BERTRAM 0-754849 # 2nd Lt. GEORGE W. FAIRWEATHER 0-551243 @ Cpl. JESSE V. TEW 34001047	548th	1 BETTY
	* Pilot # Radar Observer @ Observer - Gunner		

2. The following correction should be made to Supplement # 1: On page two, add 2 JACKS in addition to the 2 ZEKES credited to Captain JUDGE E. WOLFE 0-661419. These were omitted in the last report through error.

3. Recapitulation of enemy A/C destroyed by the Group since arrival in the Ryukyu Area.

<u>MONTH</u>	<u>GP HQ</u>	<u>19TH SQDN</u>	<u>73RD SQDN</u>	<u>333D SQDN</u>	<u>548th SQDN</u>	<u>TOTAL</u>
May		41	7	7	0	55
June	1	18	6	25	3	53
July				1	1	2
TOTAL	1	59	13	33	4	110

4. In addition to the above listed A/C destroyed in the air, the following A/C were destroyed or damaged on the ground:

DESTROYED

4 CHERRIES
1 TOJO
1 TONY

DAMAGED

3 S/E Fighters
1 T/E Bomber

For the Group Commander:

Frederick H. Deamant

FREDERICK H. DEAMANT
Major, Air Corps,
S - 2.

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19TH FIGHTER SQUADRON MISSION REPORT #7-1
 31STH FIGHTER GROUP MISSION REPORT #7-2 (Continued)

During patrol no Jap aircraft or shipping was sighted.

Flights experienced meagre, continuously pointed, heavy A/A fire in the vicinity of Miyazaki. A/A accurate for altitude.

Lt. Thomas (Tyson 185) and his flight proceeded to Taki Shima at 0803, to relieve "Dunbe Escort", Bishop 125-128. They arrived at the rendezvous pt. at 0935, and could not find the PBM nor it's P-47 escort. The flight searched in the vicinity of Yaku, Iwo, and Kure Islands, without success. Apparently "Dunbe" and escort had returned to base prior to the arrival of their relief. The flight patrolled between Sata Pt. and Tosaki Hama Lt. for two hours and twenty minutes, at 1,500 to 4,000 ft.

No enemy sightings were made during patrol. Upon return to base flight strafed and sunk a 60 ft. fishing boat at anchor in a cove on the SE coast of Iwo Shima. Pass was begun at 5,000 ft., and flight started strafing at 1,500 ft. and continued on down to the deck, with an angle of dive of 25°, IAS 350 MPH, axis of attack, north to south.

Meagre, light and medium, continuously pointed, inaccurate A/A encountered at Iwo Shima. After strafing attack flight returned to base and landed at 1310L.

5. A. Route .4 cumulus, bases 6,000 ft., tops at 7,000 ft.
 Over Target: .4-.5 cumulus at 10,000 ft. to 35,000 ft. visibility unlimited.
 No haze or fog.

B. Japanese heard on channel "William" (Butten #7)

6. See Narrative.

7. 3,000 rds. .50 cal. m.g. - 16 x 165 gal. wingtanks - 4,900 gals. gas.

8. The islands of Yaku and Kuchino were checked for shipping upon return to base.

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

5 August 1945.

SUBJECT: Amendment to Monthly Intelligence Report.

TO : See Distribution.

1. Intelligence Report, this Headquarters, dated 1 August 1945, should be amended as follows:

a. Paragraph g. should be changed to read:

Killed	5
Wounded or Injured	4
Missing	2
TOTAL	11

b. Paragraph h. should be changed to read:

1. Combat Mission Losses:

Due to direct enemy action	7 P-47N's
Operational	4 P-47N's
Other	1 P-47N
TOTAL	12 P-47N's

2. Non-Combat Mission Losses are correct as stated in original report.

REMARKS: (The following should be added.)

8 July P-47N No. 44-87901, piloted by 2nd Lt. Billie D. Holt O-714923, was lost at sea off Sasebo, Kyushu, when pilot attempted to skip bomb a 150' boat. Fragments from the exploding bomb hit the plane setting it afire. Pilot pulled up sharply and bailed out. He was dropped a life raft by the "Privateer" the flight was escorting, but has not been picked up.

8 July P-47N No. 44-88059, piloted by 2nd Lt. Hugh B. Smyth O-715044, was shot down off Sasebo, Kyushu, and the pilot killed, when the flight was jumped by eight or nine TOJOS and GEORGES.

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FREDERICK H. DEAMANT
Major, Air Corps,
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19th Fighter Squadron, AAF

A.P.O. # 245

19th Fighter Sqdn. Mission Report # 7-1
38th Fighter Sqdn. Mission Report # 7-1

1 July 1945

1. A. 12 P-47H's
B. None
2. A. None
B. None
3. Combat Air Patrol and "Dumbie Escort", So. Kyushu.
4. Capt. Vogt, Lts. Patterson, Marcinke, Daure (Tycoon 147-150)
Capt. Ruff, Lts. R.L. Cox, R.A. Merris, Hunter (Tycoon 151-154)
Lts. Thomas, Kennedy, Trumbour, Hill (Tycoon 185-188)

Takeoff: 0622 - Over Target: 0752-0900 - Land: 1030 (Cossack 147-154)
 Takeoff: 0803 - Over Target: 0935-1155 - Land: 1310 (Cossack 151-154)

After takeoff squadron rendezvoused with the 333rd Sqdn. at Pt. Obse, 2000 feet. Formation started on course 030° for southern Kyushu at 0635. Landfall was made at Sata Pt., 0752I, altitude 20,000 feet.

Patrol was maintained along the east coast of Kyushu, where the flights climbed to 26,000 feet. In the vicinity of Miyasaki, Capt. Vogt, Lts. Marcinke and Hunter developed mechanical trouble and were forced to discontinue patrol. They turned south and started to let down escorted by Lts. R.A. Merris, Daure, and Patterson. Land's end was made at Sata Pt. at 0830 by these returning planes.

Capt. Ruff and Lt. R.L. Cox remained on patrol with the 333rd Sqdn.

At 0900, Capt. Ruff and his wingman attacked the seaplane base at Ibusuki, with the 333rd Ftr. Sqdn.

Five or six twin-engine unidentified flying boats parked on the ramp in the hangar area were strafed, and three set afire. Ten small fishing craft, and a 50-60 ft. unidentified craft at anchor H of seaplane base were strafed. Numerous hits were observed on two of the fishing craft and the unidentified craft. Pushover was made at 22,000 ft., with strafing starting at 3,000 ft. and continuing down to the deck, angle of dive 30°, IAS 350 MPH, axis of attack, NE-SW. After this attack formation returned to base without incident.

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

2 July 1945

19th Fighter Squadron Mission Report #7-2
318th Fighter Group Mission Report #7-6

1. A. 4 P-47N's
B. None
 2. A. None
B. None
 - 3.
 3. Strafe shipping at Tokomo Shima.
 4. Capt. Stroud, Lts. Burnett, Spaulding, F/O Hunter (Tycoon 165-168)
- Takeoff: 1150 - Over Target: 1315 - Land 1410
1335

Capt. Stroud's flight rendezvoused with 7 planes of the 73rd Ftr. Sqdn., and 8 planes of the 333rd Ftr. Sqdn., at Pt. King, altitude 3,000 feet. Flights were on course for assigned photo mission at 1235. At the same time "Hanal Base" notified the squadrons that the photo escort mission was cancelled and that they were to attack enemy barges on the east coast of Tokomo Shima, east of the airfield. Formation arrived over the target at 1315. While Capt. Stroud's flight flew high cover the other two squadrons made a run along the south and east coast of the island. After completion of their search, Capt. Stroud searched the north coast of Tokomo without results. The squadrons attacked the air field. Capt. Stroud's flight strafed a concentration of oil or fuel drums at the south end of the field. No fires were started as a result of this strafing. Pushover was made at 8,000 feet, strafing started at 1,500 ft. and continued down on to the deck, angle of dive 20°, IAS 325 MPH, axis of attack N-S. No enemy A/A fire encountered, nor movement observed. Search for shipping, negative.

Flights withdrew from the target at 1335 I.

5. A. .3 cumulus, bases 3,000 ft., tops 3,500 feet. Wind at 20k from the north.
B. Good
6. Undetermined
7. 3145 rds. .50 cal. m.g. - 8 x 165 wingbanks - 1,200 gals. gas.
8. None

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

3 July 1945

19th Fighter Squadron Mission #7-3
318th Fighter Group Mission #7-7

1. A. Eight (8) P-47N's
B. None
2. A. None
B. None
3. Escort F-5's to Southern Kyushu.
4. Captain Jacobsen, Lts. Tyndall, Merris, J.P. Hann (Tycoon 157-160)
Lts. Cox, L.A. Parker, Wischer, Lewis, (Tycoon 161-164)

Takeoff: 1022 Over target: 1230-1330 Land: 1455

Flights rendezvoused with F-5 (Jitney 26) at Point King, altitude 3,000 feet, 1050I, and were en course for Kyushu at 1100I. At Point Uncle Jitney 26 reported to flight leader that he had to abort, and he turned back to base. Flight orbited Uncle and called Hazel for instructions. About this time Jitney 26 called flight leader again and said he could make it all right, and would meet flight at Point Uncle at 10,000 feet.

Our flights kept orbiting and when they again heard from Jitney 26 he said he was at Tokune Shima.

They immediately headed for Tokune and the next contact with Jitney 26 was he reported his position as Anami. It was decided that the escort and the photo plane would proceed to Kure Shima independently and rendezvous at that point.

Upon arrival at Kure Shima the flights could not locate Jitney 26, but did pick up Jitney 14, and escorted him on his run over southern Kyushu.

Landfall was made at Sata Point at 1230, altitude of photo plane 20,000 feet, escort flights stacked at 21,000 and 23,000 feet. Six east to west photo runs were made over southern Kyushu, in the vicinity of Chiran, Ryu, Kanoya, Kanoya East and Kushira airfields. No enemy interception encountered. Moderate, accurate continuously pointed, heavy A/A was encountered over Kanoya by the flight at 23,000 feet

19th Fighter Squadron Missie #7-3
328th Fighter Group Missie #7-7 (CONT'D)

Mission left the target at 1330I and returned to base.
No Shipping or other observations made.

5. A. CAVU over target.
 .1 cumulus, base at 1,500 feet, tops at 2,000 feet along route.
- B. Pear-Carrier Wave encountered on button #7. There were too many other strikes on the same channel. F-5 had poor communications.
6. None
7. 3,200 gallons gasoline. 16 x 165 gallon wing tanks dropped.
8. Recommend closer liaison between Photo Recon. Squadron and escorting units prior to the mission. There was a great deal of confusion throughout mission.

WILLIAMS

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

3 July 1945

19th Fighter Squadron Mission #7-3
318th Fighter Group Mission #7-7

1. A. Eight (8) P-47N's
B. None
2. A. None
B. None
3. Escort F-5's to Southern Kyushu.
4. Captain Jacobsen, Lts. Tyndall, Morris, J.P. Haan (Tycoon 157-160)
Lts. Com, L.A. Parker, Wischar, Lewis, (Tycoon 161-164)

Takeoff: 1022 Over target: 1230-1330 Land: 1455

Flights rendezvoused with F-5 (Jitney 26) at Point King, altitude 3,000 feet, 1050L, and were on course for Kyushu at 1100L. At Point Uncle Jitney 26 reported to flight leader that he had to abort, and he turned back to base. Flight orbited Uncle and called Hazel for instructions. About this time Jitney 26 called flight leader again and said he could make it all right, and would meet flight at Point Uncle at 10,000 feet.

Our flights kept orbiting and when they again heard from Jitney 26 he said he was at Tokune Shima.

They immediately headed for Tokune and the next contact with Jitney 26 was he reported his position as Amami. It was decided that the escort and the photo plane would proceed to Kure Shima independently and rendezvous at that point.

Upon arrival at Kure Shima the flights could not locate Jitney 26, but did pick up Jitney 14, and escorted him on his run over southern Kyushu.

Landfall was made at Sata Point at 1230, altitude of photo plane 20,000 feet, escort flights stacked at 21,000 and 23,000 feet. Six east to west photo runs were made over southern Kyushu, in the vicinity of Chiran, Ryu, Kanoya, Kanoya East and Kuchira airfields. No enemy interception encountered. Moderate, accurate continuously pointed, heavy A/A was encountered over Kanoya by the flight at 23,000 feet.

19th Fighter Squadron Missile #7-3
328th Fighter Group Missile #7-7 (CONT'D)

Mission left the target at 1330I and returned to base.
No Shipping or other observations made.

5. A. CAVU over target.
 Cumulus, base at 1,500 feet, tops at 2,000 feet along route.
 B. Peer-Carrier Wave encountered on button #7. There were too many other strikes on the same channel. F-5 had poor communications.
6. None
7. 3,200 gallons gasoline. 16 x 165 gallon wing tanks dropped.
8. Recommend closer liaison between Photo Recon. Squadron and escorting units prior to the mission. There was a great deal of confusion throughout mission.

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19th Fighter Squadron Mission Report #7-4
 318th Fighter Group Mission Report #7-10 (Continued)

Flights encountered moderate, continuously pointed, heavy, A/A, in the vicinity of Sesabo and Inumi. A/A was accurate at fighters altitude, (24,000 ft.) inaccurate for photo planes.

5. A. Enroute: 10/10 cumulus, bases 15,000 ft., tops 20,000 ft. (Ammi)
 Target: .5 to .7 cumulus at 10,000 ft.
 Area directly over Kanya, Kagoshima, Chiran, and Kitabara airfields, CAVU.
 B. Good
6. None
7. 600 gallons gas - 28 x 165 gal. fuel tanks
8. Excessive radio "chatter", especially while wing tanks were being dropped.

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

3 July 1945

19th Fighter Squadron Mission Report #7-5
918th Fighter Group Mission Report #7-11

1. A. Sixteen (16) P-47N's - Two (2) P-47N spares
B. None
2. A. None
B. None
3. Rocket and Strafe Omura A/F, Escort B-24's bombing Omura A/F.
4. Capt. Vogt, Lts. Daure, La Rochelle, Rickard (Tycoon 109-112)
Capt. Stroud, Lts. Hill, Cunnec, Agan (Tycoon 113-116)
Capt. Ruff, Lts. Cooper, Liebgett, R.L. Cox (Tycoon 159-162)
Lts. Stels, Fuller, J.P. Morris, Conrad (Tycoon 163-166)
Lts. Kennedy, Gibson (Tycoon Spares, 101,102)

Takeoff: 1016 (Rocket planes) Over Target: 1310-1320, Land: 1514
Takeoff: 1059 (Escort planes) Over Target: 1325-1450, Land: 1557
Takeoff: 1018 (Spares 2 planes) Land: 1348

Capt. Vogt's flight attacked a 2 gun position on N bank of Suzuta Gawa River on a vector of 250°, but their rockets hit long on buildings on the edge of a town W of the gun positions. Several hits were observed. The planes strafed on the pullout after release of rockets over the S. tip of Omura Bay & a 50 ft. boat on a W-E course was set afire. Fourteen rockets hit the town area and 2 went in the water.

Capt. Stroud's flight attacked a 4 gun heavy battery, 2,000 yds, SE of Omura Airfield. Direct hits were observed on the position and all 12 rockets were within 200 feet. The guns were strafed after the rockets were fired. Pushover on rocket attacks of both flights was 10,000 ft., release at 5,000 ft., angle of run 60°, IAS 400 MPH. Strafing pushover 5,000 ft., firing from 1,000 ft. to 100 ft., angle of attack 90°, IAS 400 MPH, and axis of attack NE to SW.

Capt. Ruff's and Lt. Stels's flights proceeded to Pt. Oboe and rendezvoused with the 333rd Sq. The 507th Group was met at the RP, so flights proceeded on course for bomb rendezvous at 1110. They overtook the B-24's just west of Suwanese Shima. They provided close cover for the bombers and headed directly to the IP, Ohiki Shima. The formation arrived over the IP at 1305 and over target at 1310. During bomb run fighters were at 13,000 ft. and B-24's at 10,000 ft. The fighters escorted bombers off the target and maintained formation with B-24's until they reached Tokuna Shima.

P-47's then came on alone to base.

A/A over target was heavy, moderate to intense, continuouslt pointed and inaccurate. Medium A/A was observed to emanate from positions between the town and Omura A/F. No enemy aircraft observed in the air or the ground.

5. A. Good enroute and over target. .2 to .3 cumulus 4,000 to 6,000 ft.
Thin scattered alte cumulus at 16,000 ft.
- B. Good, but all channels were everarewddd.

19th Fighter Squadron Mission Report #7-5
318th Fighter Group Mission Report #7-11 (Continued)

6/ Undetermined

7. 4320 rds. .50 cal. - 28 x 5in. rockets (Mk. 149 inst. fuse & 5 in meter)
7,800 gals. gas - 36 x 165 gal belly tanks

E. Entire Omara area covered with heavy black smoke after bombing, and several large fires observed.

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19TH FIGHTER SQUADRON, AAF
A.P.O. # 225

6 July 1945

19th Fighter Squadron Mission Report #7-6

31st Fighter Group Mission Report #7-12

1. A. 15 P-47N's
B. None
2. A. None
B. None
3. Escort 2 F-5's, Rocket and strafe shipping at Anami (Secondary target).
4. Capt. Jacobsen, Lts. Tomer, Thomas, Mann (Bodyguard 109-112) 2 rockets ea.
Capt. Leflin, Lts. Weir, Wischer, Harrington (Bodyguard 113-116) 4 rockets ea.
Lts. Cox, Parker, Trumbour, Patterson (Bodyguard 117-120) Full ammo.
Lt. Jackson, F/O Hunter, Lt. Kearney (Bodyguard spares 101-103) Full ammo.

Takeoff: 1046

Land: 1438

Capt. Jacobsen was forced to return to base at 1105 when his engine began to cut out. Lt. Wischer's plane began backfiring shortly before he reached Tekume Shima, and he returned to base at 1335.

Capt. Leflin became flight commander for the 19th, when Capt. Jacobsen aborted and rendezvoused with 2 F-5's (Jitney 4 & 5) over Pt. Unsel, 3,000 ft., at 1130. Flights proceeded to Se. Kyushu on course of 25° and arriving at Kyushu the weather became progressively worse. At the southern tip of Kyushu the flights and photo planes flew through a front and as planes continued north they XXX passed through another front reaching an altitude of 20,000 ft. At this point Jitney 4 contacted Capt. Leflin and said that the weather was such that pictures cannot be taken. Capt. Leflin suggested that the flights try to break through to the northeast, XX but Jitney 4 said mission would have to abort. Capt. Leflin, his flights, and the photo planes returned to the vicinity of "Dumbo" at Kure Shima where F-5's took heading for base with Dumbo escort.

All efforts to contact F4U's which were supposed to provide high cover for rocket planes hitting targets of opportunity at 32° 45' N, 129° 50' E were unsuccessful, and so Bodyguard 101 was contacted and the secondary target (Anami) was attacked.

Bodyguard 110 -114 attacked two "Fox Taro Deg's", one in the vicinity of the west peninsula of Kuji Wan, and the other in the cove southwest of Utsu Caki. Direct rockets hit were observed on both boats. Strafing attacks were coordinated with rocket attacks resulting in heavy damage. Both ships prior to attack were in good shape, but following attack are believed to be non-operational. Explosions observed on both boats and fires seen to emanate from deck level.

Pushover's on both rocket attacks were 7,500 ft. and 6,000 ft; release 1,600 ft., angle of runs 40°, IAS 400 & 340 MPH, axis of attacks N-S.

✓/A fire encountered was medium, orange, continuously pointed, and inaccurate from peninsula west of Kuji Wan.

19th Fighter Squadron Mission Report #7-6
318th Fighter Group Mission Report #7-12 (Continued)

No enemy aircraft were observed either in the air or on the ground.

5. A. .10/.10 cumulus over north and eastern Kyushu. Haze cut visibility to 6 miles. From point 50 miles north of Amami, weather became progressively worse. Over Amami; .7 to .8 cumulus at 3 to 4,000 ft.
B. Communications poor. Primary channel jammed, secondary channel not clear until 75 miles north of base.

6. None

7. 24 x 5in rockets (Mk 149, inst/fuse, 5 in meter) - 3620 rds. .50 cal
9100 gallons gas -

8. None

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

7 July 1945

19th Fighter Squadron Mission #7-7
318th Fighter Group Mission #7-14

1. A. Foubsen (14) P-47's
B. None
- 2 .A. None
B. None
3. Escort two (2) F6F's on Photo Recon., vicinity of Southern Kyushu.
4. Major Williams, Lts. Crocker, Thurston, Burnette (Bodyguard 105-108)
Lts. Liebgett, Conrad, Gibson, Lewis (Bodyguard 109-112)
Lts. Danyle, Germain, Wischer, Gere (Bodyguard 113-116)
Lts. Tyndall, Taylor, (Bodyguard Spares 105-106)

Takeoff: 0945 Overt Target: 1120-1220 Land: 1425

after takeoff our planes rendezvoused with two F6F's Photo Planes and twelve (12) P-47N's of the 73rd Squadron, over IE Shima at 1005, altitude 2,000 feet. Formation proceeded to target on course at 030 degrees.

About one hour out from base Lts. Tyndall and Taylor (Spares) left formation and returned to base. These spares were not needed on the mission. They panicked at 1144.

Major Williams and Lt. Danyle's flight maintained close cover with two flights of the 73rd, at altitudes varying from 500 to 1,000 feet. Lt. Liebgett's flight and one flight from the 73rd Squadron were high cover at 2,000 to 5,000 feet, depending on the cloud cover.

The mission arrived at Kure Shima at 1120 and began the photo runs. The island of Kure, Yaku and Tanaga Shima were photographed without incident. Flights left target area at 1220.

Re A/A, aircraft or shipping encountered.

5. A. Amsd to target:- .8-.10 cumulus, base 2,000 feet, tops unknown.
Over target:-.7- .10 cumulus 5,000 feet, .10/.10 cumulus at 10,000 feet, tops unknown. Rain, showers, slight turbulence.
- B. Good.

19th Fighter Squadron Mission #7-7
318th Fighter Group Mission #7-14 (CONT'D)

6. None

7. 5,200 gallons gasoline: 12 x 165 gallon wing tanks dropped

8. Only six planes jettisoned wing tanks.

Cockpit of F-47N extremely hot at low altitudes.

Considerable confusion was caused at the start of the mission. Original mission was cancelled after pilots had manned planes. Squadron leader was first informed he would escort P-5's instead of B-24's as originally planned. A few minutes later word was received he would escort P-4's. As a result after becoming airborne he wasn't sure of just what type photo plane to look for at rendezvous point.

WILLIAMS

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

7 July 1945

19th Fighter Squadron Mission #7-7
318th Fighter Group Mission #7-14

1. A. Peubteen (14) P-47's
B. None

2. A. None
B. None

3. Escort two (2) F6Fs on Photo Recon., vicinity of Southern Kyushu.

4. Major Williams, Lt. Crocker, Thurston, Burnette (Bodyguard 105-108)
Lts. Liebgett, Conrad, Gibson, Lewis (Bodyguard 109-112)
Lts. Danyle, Gammal, Wischer, Ore (Bodyguard 113-116)
Lts. Tyndall, Taylor, (Bodyguard Spares 105-106)

Takeoff: 0945 Overt Target: 1120-1220 Land: 1425

After takeoff our planes rendezvoused with the F6F's Photo Planes and Twelve (12) P-47H's of the 73rd Squadron, over Ik Shima at 1005, altitude 2,000 feet.

Formation proceeded to target en course at 030 degrees.

about one hour out from base Lts. Tyndall and Taylor (spares) left formation and returned to base. These spares were not needed on the mission. They landed at 1444.

Major Williams and Lt. Danyle's flight maintained close cover with two flights of the 73rd, at altitudes varying from 500 to 2,000 feet. Lt. Liebgett's flight and one flight from the 73rd Squadron were high cover at 2,000 to 5,000 feet, depending on the cloud cover.

The mission arrived at Kure Shima at 1120 and began the photo runs. The islands of Kure, Yaku and Tanaga Shima were photographed without incident. Flights left target area at 1220.

No ^A/_A aircraft or shipping encountered.

5. A. Amount to target: -.8-.10 cumulus, base 2,000 feet, tops unknown.
Over target: -.7-.10 cumulus 5,000 feet, .10/.10 cumulus at 10,000 feet, tops unknown. Rain, showers, flight turbulence.

B. Good.

19th Fighter Squadron Mission #7-7
318th Fighter Group Mission #7-14 (CONT'D)

6. None

7. 6,200 gallons gasoline; 12 x 165 gallon wing tanks dropped

8. Only six planes jettisoned wing tanks.

Cockpit of P-47N extremely hot at low altitudes.

Considerable confusion was caused at the start of the mission. Original mission was cancelled after pilots had manned planes. Squadron leader was first informed he would escort P-5's instead of B-24's as originally planned. A few minutes later word was received he would escort P68's. As a result after becoming airborne he wasnt sure of just what type photo plane to look for at rendezvous point.

WILLIAMS

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

10 July 1945

19th Fighter Squadron Mission Report #7-8
318th Fighter Group Mission Report #7-23

1. A. 12 P-47's
B. None
2. A. None
B. None
3. Escort one F-5 to So. Kyushu, and cover "lifeguard submarines" off Koshiki Ketto.
4. Lt. Col. McAfee, Lts. Germain, La Rochelle, Patterson (Bodyguard 103-106)
Capt. Stroud, Lts. Kennedy, Kearney, R.L. Cox (Bodyguard 500-503)
Lts. Stolz, Fowner, Spaulding, Courard (Bodyguard 504-507)

Takeoff: 1024

Landing: 1143

After takeoff Lt. Col. McAfee's flight proceeded to Yaku Shima to rendezvous with F-5 photo plane (Jitney 1). Enroute to Yaku, the flight climbed to 20,000 feet. Upon arrival at the rendezvous point at 1145I, the flight could not contact Jitney 1. After orbiting the area for one hour and twenty minutes, the flight returned to base, ^{leaving Yaku at} ~~arriving at~~ 1305I. Enroute to base large fires were observed at Wan Airfield, Kikai Shima, and the north coast of Kakeroma. A Dumbo was observed landing at Izu Wan, Asahi O'Shima to pick up a downed pilot. Time was 1120I.

Capt Stroud's flight and Lt. Stolz's were to provide cover for the "lifeguard submarine" located 30 miles on a heading of 150° from Koshiki Ketto. Enroute to that position an explosion and fire was observed on the water, 25 miles NE of Takara Jima. Capt. Stroud ordered Lt. Stolz's flight to investigate, after which both flights would rendezvous at Suwayose. Lt. Stolz's flight proceeded to the spot where the explosion occurred and found only an oil slick. It is believed that a plane went in at this point. Two F4U's were also observed orbiting this position. The explosion and fire were observed at 1130I. After investigating this incident, Lt. Stolz attempted to join up with Capt. Stroud but could not locate him due to weather conditions ^{in that} ~~that~~ area; although they did have radio contact. The weather in that ^{area}

19th Fighter Squadron Mission Report #7-8
 310th Fighter Group Mission Report #7-23 (Continued)

at the time was reported to be 10/10 Cumulus, 1,500 ft., base, tops unknown. Weather to H, H₂, & 3, solid from the deck on up. Lt. Stols's flight proceeded on course 260° in an attempt to get around weather. After climbing to the west for ten (10) minutes, flight then broke out of weather at 9,000 ft. The weather to the north looked very bad and flight would have had to go on instruments to get through. Lt. Stols called Capt. Stroud and informed him that he was returning to base.

After Capt. Stroud realized he and Lt. Stols's flight could not join up, he proceeded on the deck to submarine rendezvous point. Flight encountered 10/10 cumulus clouds on the deck at a point 50 miles SE of rendezvous point. Flight orbited and attempted to contact strike leaders, the only contact made being with Pedro 133. Pedro 133 reported that he was at 9,000 ft. orbiting, and other units were milling around in the same area due to bad weather. Capt. Stroud returned to base at 1345L.

Capt. Stroud's flight encountered intense, medium, accurate, A/A fire over Kakarosa Island. At the time A/A was firing, Capt. Stroud heard Pedro 149 calling, saying he was hit, and was bailing out in the bay. It is believed that he bailed out in Oshima Kalkyo, although this could not be confirmed as none of the pilots had sight contact with him at the time. Seven other P-47's were observed orbiting that area at the time this transmission was received.

5. A. 10/10 Cumulus in layers from the deck to 20,000 ft. and above.
 B. Good
6. None
7. 4,000 gallons gas - 3 x 165 gal. wing tanks
8. None

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

10 July 1945

19th Fighter Squadron Mission Report #7-9
318th Fighter Group Mission Report #7-24

1. A. 8 P-47N's
B. None
2. A. None
B. None
3. Cover rescue operations in the vicinity of Anami O'Shima
4. Capt. Jacobson, Lts. Hann, Wischer, Taylor (Bodyguard 171-174)
Lts. Liebgott, Fuller, Crocker, Gore (Bodyguard 175-178)

Takeoff: 1449 - Over Target: 1530-1845I - Land: 1927

After flights arrived at Anami O'Shima, Lt. Liebgott's flight orbited pilot down in water five (5) miles SE of Anami. Capt. Jacobson proceeded to position of pilot down 8-9 miles off the east coast of the center of Anami. Just as Capt. Jacobson arrived there, a FBW landed and picked up the pilot.

Maj. McElwain of the 73rd Sqdn. reported a pilot down one and one-half (1½) miles south of Kikai. Capt. Jacobson proceeded to that point, and at the same time Topper 185 and Playmate 14 (FBW) arrived and pilot was rescued.

While orbiting Kikai Shima, Capt. Jacobson heard hVh17 (8-25) call in that he was lost and say "I can see 10 smokestacks, and believe I'm on 126° leg of Okinawa beam".

Flight though his next transmission was, that he was going to ditch, and that his position was 8 miles west of Anami. This transmission was received at 1630I.

After Capt. Jacobson left Kikai, he proceeded to join Lt. Liebgott's flight orbiting pilot down 5 miles SE of Anami. Enroute he observed a pilot from the 507th Gp. spin in and crash in about the same location as the pilot down 8-9 miles off the east coast of Anami. Playmate 14 landed there and reported the pilot dead.

19th Fighter Squadron Mission Report #7-9
 118th Fighter Group Mission Report #7-24 (Continued)

As Capt. Jacobsen arrived over the pilot down 5 miles SE Amari, Playmate 1 landed and picked up the pilot. Playmate 12, Capt. Jacobsen's flight, and Lt. Liebgott's flight, searched in line abreast, in the vicinity of Kikai Shima. Search negative, and was discontinued at 1345L. Flights returned to base at that time.

5. A. .8 - .10 cumulus from 2,000 to 18,000 feet. Rain showers reduced visibility to 2-3 miles.

B. Communications with "Dumbo" poor.

6. None

7. 4,000 gallons gas

8. One pilot down at east end of Ushima Kalkyo, was not rescued. 4W417 (8-25) given vector of 210° by either control or another flight in area just prior to ditching. As PBM was setting his pattern to land, and while on his down wind leg, some pilot (reported to be 507th Gp.) called said, "You dumb son of a bitch, where do you think you're going". This needless and uncalled for radio chatter, adds nothing but confusion to an already overloaded radio channel. All possible cooperation should be given to "Dumbo" who are doing everything in their power to rescue our pilots. "Dumbo" certainly has made a very fine impression on all pilots of this squadron, by the excellent way in which they handle rescue operations. "Dumbo" squadrons really deserve a "Well Done".

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

12 July 1945

19th Fighter Squadron Mission Report #7-10
313th Fighter Group Mission Report #7-26

1. A. 20 P-47N's
B. None
2. A. None
B. None
3. Escort B-24's to Tsuiki Airfield, Northern Kyushu.
4. Capt. Vogt, Lts. Taylor, Cooper, Dauro (Pedro 151-154)
Lts. L.A. Cox, Harrington, Thurston, Morsworthy (Pedro 155-156)
Lt. Col. McAfee, Lts. Agan, Spaulding, Conrad (159-162) *(Lts)*
Capt. Stroud, Lts. Kennedy, Kearney, R.L. Cox (Pedro 163-166)
Lts. J.P. Morris, Tyndall, Trumbour, Rickard (Pedro Spares 135-138)

Takeoff: 0552 - Land: 1208

Lts. Agan and Tyndall did not takeoff due to mechanical trouble. After takeoff, flights rendezvoused at the Group rendezvous point, Point Nan, 5,000 feet, at 0610. The entire group rendezvoused at that point with thirty-two (32) planes of the 507th Group, at 0615. At 0616, the fighters were on course to Tanega Shima for rendezvous with bomber strike force. Enroute, Lt. J.P. Morris (Pedro Spare 135) filled in with Lt. Col. McAfee's flight, and Lt. Rickard (Pedro Spare 138) joined Capt. Nelson's flight (333rd Sqdn.). Enroute to Tanega, Lt. Trumbour, Lt. Dauro, and Lt. J.P. Morris, were forced to abort mission due to mechanical trouble. Lt. Morris was escorted back to base by Lt. Conrad.

Our fighters arrived at Tanega at 0730, rendezvoused with the B-24 strike force at 0800. Formation departed from Tanega at 0812I. The 507th Group acted as close cover for the bombers, while our fighters maintained high cover from 15,000 to 20,000 feet. Formation proceeded up the east coast of Kyushu enroute to target. Moderate to intense, continuously pointed, inaccurate, heavy, A/A encountered at Saiki Airfield. Intense, continuously pointed, inaccurate, heavy, A/A encountered in the vicinity of Miyazaki. A/A was correct for bomber altitude (10,000-12,000) and trailing.

19th Fighter Squadron Mission Report #7-10
 318th Fighter Group Mission Report #7-26 (Continued)

When the strike force was within 10 minutes of their ETA at target, they encountered a solid front. The bombers attempted to push through, but were unsuccessful, and at 0920 the formation turned around. It was at this point that a great deal of confusion was caused by the bomber. The formations were widely scattered, which necessitated splitting the fighter escort to a great extent. Further confusion was caused when it was learned that the bombers were not sure of their secondary target. The fighters had been briefed that the secondary target would be Oaura Airfield. The bombers believed the secondary target to be Kikai Airfield. After excessive radio chatter with other bombers, the strike leader ordered the bombers to proceed to rendezvous point at Tanega, and from there to Kikai.

The fighters escorted the bombers to Tanega Shima, where they were released by the strike leader at 1030I. Our fighters returned to base without incident.

5. A. Vicinity of Target: 10/10 cumulus from deck to 18,000 feet, tops building up above 18,000 feet to the north and northwest.
 B. Good
 6. None
 7. 3,700 gals. gas - 40 x 165 gal. wing tanks
 8. Six (6) 5,000 ton unidentified ships observed at anchor in Saeki Harbor (alt. of observation, 18,000 feet).
- Numerous small craft observed at Nobeoka.

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

11 July 1945

19th Fighter Squadron Mission #7-11
318th Fighter Group Mission #7-27

1. A. Four (4) P-47H's
B. None

2. A. None
B. None

3. Dumbo Escort to Amami O Shima.

4. Captain Huff, Lt. Agan, Weir, Parker, (Tycoon-72)

Takeoff: 1005

Land: 1259

Captain Huff's flight arrived on station for normal CAP at 1030 and patrolled between Point Yoke and Point Okie until 1130I, at which time Pineapple Base ordered flight to Amami O Shima to cover a PEM engaged in rescue work.

At 1145I the flight sighted Dumbo and eight F4U's flying northeast, fifteen miles south of Amami. After flight joined PEM, the F4U's returned to base. At about the same time the PEM changed course to the southeast. Eye marker and a smoke flare were observed eighteen miles southeast of Amami. At 1215I the PEM landed and rescued three flying personnel. Our flight covered the operation, and after Dumbo became airborne escorted it as far as Point Okie, where Pineapple Base ordered flight to resume normal CAP.

5. A. GAVU
B. Good

6. None

7. 1,000 gallons gasoline.

8. None

VOGT

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

15 July 1945

19th Fighter Squadron Mission #7-12
318th Fighter Group Mission #7-28

1. A. Six (6) P-47H's (Two Spares did not go to target)
B. None
2. A. None
B. None
3. Escort B-24's to Tsuiki A/F, Kyushu.
4. Lts. Jackson, Morsworthy, La Rochelle, Hill (Candid Yellow)
Lts. Thomas, Patterson (Candid Yellow Spares 1-2)

Takeoff: 0739 TOT 1110-1115 Land: Spares, 0947, others 1437

Flights assembled with the 333rd and 73rd Squadrons at Sand Island and proceeded from there to rendezvous point at Suwanose.

Lts. Thomas and Patterson, Candid Yellow Spares accompanied formation to Amami O Shima from which point they returned to base, pancaking at 0947.

Fighters rendezvoused with twenty-four B-24's at Suwanose, at 0910 altitude 10,000 feet. Our fighters maintained close cover at 13,000 feet enroute to target.

Formation skirted Kyushu to the east and approached Tsuiki from the northeast thru Suo Nada. After bomb run formation made a 180 degree turn to the east and withdrew from Kyushu in the vicinity of Nakatsu.

Results of bombing attack could not be observed by fighters due to cloud cover over target.

Meagre, heavy, continuously plumed A/A was encountered over the target.

A/A was very inaccurate for altitude, bursting 3,000 feet above fighter escort, however it was correct for range.

5. A. Enroute: Average .5 cumulus at 2,000 - 7,000 feet
Over Target: .9 cumulus 2,000 - 7,000 feet.

B. Japanese jammed Nan channel as flights withdrew from target. This jamming lasted about 25 minutes.

19th Fighter Squadron Mission #7-12
318th Fighter Group Mission #7-28 (CONT'D)

6. None

7. 3,200 gallons gasoline, 12 x 165 gallon wing tanks

8. Three (3) Fox Tare Uncles, 2,000 GT, observed in port at either Beppu Wan or at Usuki. Pilots were not able to definitely pin point location due to extensive cloud cover. Observation made at 1130I

Upon arrival at bomber rendezvous point contact was made with Gunshot ~~leader~~ leader instead of Rapier leader. Due to garbled radio transmissions our flights were not sure whether this was the B-24 force to be escorted. Shortly after that another unintelligible radio message was received and it is believed pilot said he was Rapier leader, and that he was late for rendezvous, but deputy leader would take over.

VOGT

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

17 July 1945

19th Fighter Squadron Mission Report #7-13
318th Fighter Group Mission Report #B-8-1

1. A. 16 P-47N's (Two (2) did not reach target)
B. None
2. A. None
B. None
3. Dive Bomb : Primary Target - Railroad Yards at Omuta.
Secondary Target - Miyakonojo Airfield.
Last Resort Target - Targets of opportunity.
4. Capt. Vogt, Lts. Taylor, Cooper, Dauro (Greyhound Red)
Lts. Liebgott, Fuller, Cuneo, Gore (Greyhound White)
Capt. Stroud, Lts. Tyndall, Gibson, Burnette (Greyhound Blue)
Lts. Stolz, Towner, Spaulding, Conrad (Greyhound Yellow)
Lts. Weir, Parker (Greyhound Spares)

Takeoff: 1209 Time Over Target: 1535-1545 Land: 1800

Lt. Gore did not take off due to low manifold pressure. After takeoff, our flights assembled with the 333rd and 73rd Ftr. Sqdn. at Yoron Shima, 12501, altitude 4,000 feet, and proceeded on course to So. Kyushu.

Lt. Stolz was forced to abort mission due to a runaway prop. Greyhound Spares filled in Lt. Gore's and Lt. Stolz's position.

Enroute to Omuta our flights climbed to 17,000 feet. Upon arrival at Omuta at 1430, the target was found to be 10/10 overcast. In order to check the base of the clouds the 333rd Sqdn. went down through a hole in the clouds north of Omuta. They found the weather too bad for dive bombing.

All squadrons then proceeded to the secondary target, Miyakonojo A/F, arriving there at 1525. This target was also completely overcast with 10/10 cumulus from the deck to 7,000 feet.

A search was then made for suitable dive bomb targets not effected by weather. At 1535, the squadrons attacked the highway bridges and concrete RR bridges across the Oyodo River between the towns of Oyodo and Miyazaki. Attack was initiated by the 333rd Sqdn., followed by the 19th and 73rd Sqdns. Dive bomb runs were made from west-northwest to the southeast. Pushover was begun

at 14,000 feet, with release at 5,000 and pullout at 3,000 feet. Our squadron attacked in elements.

Two direct hits were observed on the West Highway Bridge, and two hits observed on RR bridge. Twelve bombs exploded in buildings along the river front at Oyodo and Miyazaki Towns in the vicinity of the approaches to both bridges. Seven large fires were observed in Miyazaki as a result of this bombing. One fire appeared to be an oil or fuel fire, and was located at the Miyazaki approach to the RR bridge. Two large fires were observed in buildings along the river at Oyodo.

Moderate, continuously pointed, accurate, heavy, A/A, and meagre, continuously inaccurate, light A/A encountered over the target. Heavy A/A fire observed emanating from the two-four gun dual purpose batteries in the vicinity of Kanischi, north of the Oyodo River. Blue tracer was observed during fire by light A/A guns.

Squadrons withdrew from the target at 1545I.

5. A. Miyazaki - JAVU
 Omita - 10/10 cumulus from deck to 12,000 feet.
 Miyakonojo - 10/10 cumulus from deck to 7,000 feet
 Wind - 35K - SSW
 B. Good
6. Highway and RR bridge damaged. Destruction as result of fires undetermined.
7. 16 x 500# GP bombs (inst. fuses) released on target. 1 x 500# GP bomb jettisoned at sea. 850 rds. .50 cal. 1,600 gallons gas. 34 x 165 gal. wing tanks.
8. Four Sugar Dogs and 4 scows or barges observed at anchor at Imido. Scows were lashed together and dead in the water in the center of the Chikugo River. Extensive track activity observed on the SE beaches at Tanega Shima

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

17 July 1945

19th Fighter Squadron Mission #7-14
318th Fighter Group Mission #318-2

- 1/ A. Eighteen (18) P-47N'S (Two did not reach target)
B. None
2. A. One P-47N destroyed by A/A. (pilot rescued) Two P-47's damaged.
B. None
3. Skip bomb railroad tunnels at Kagoshima, Kyushu.
4. Lt. Col. McAfee, Lts. Weber, Morris, J.P., Rickard (Ugly Red)
Captain Huff, Lts. Patterson, Wischer, Kennedy (Ugly White)
Captain Jacobson, Lts. Hann, Morris, R.A., Germain (Ugly Blue)
Lts. Thomas, Norsworthy, Crocker, Agan (Ugly Yellow)
Lts. Thurston, Harrington (Ugly Spares)

Takeoff: 0730 TOT: 0930-1015 Land: 1220

Lt. Agan did not get off due to damage sustained to prop on takeoff. Lt. Norsworthy could not locate his flight on takeoff and returned to base with 2 x 500# GP bombs. Pilot pancaked at 0834.

The 19th Fighter Squadron assembled with the 333rd Squadron at Yoron Shima at 0800, altitude 4,000 feet, and proceeded on course for Kyushu.

Approach to the target was made on the deck due to the low cloud coverage in the area.

Lt. Col. McAfee's flight and Captain Jacobson's flight attacked the tunnel located on the rail line between the Electric Tram Line and the Yoshimi Iron Works. Low level skip bomb runs were made from the northeast. Bombs were observed to explode in the mouth of the tunnel and on the tracks at the approach to the tunnel. As Lt. J.P. Morris pulled up to clear the tunnel he observed a ten car passenger train approaching the tunnel from the southwest at high speed. Pilot believes train entered the tunnel. Col. McAfee's flight strafed and damaged two 50' luggers north-east of Kagoshima, one Fox Tare Dog (approx. 1,300 GT) at anchor at Koike, one Fox Tare Dog (approx. 1,300 GT) at anchor off the Castle northeast of Kagoshima Town.

19th Fighter Squadron Mission #7-1A
 318th Fighter Group Mission #318-2 (CONT'D)

C Captain Ruff's flight skipbombed the southwest tunnel on the Kagoshima RR Line. Four bombs were observed to hit and skip into the tunnel. A landslide resulted and one entrance of the tunnel was completely sealed off. Hits were also observed on the tracks, which were torn up as a result. Skip bomb runs were made from a 1,000 feet with release at 300 feet, direction of attack northeast to southwest. This flight strafed and damaged twelve box-cars in a siding west of the southwest tunnel.

Captain Ruff strafed and sunk a 75 foot patrol craft, underway on an easterly course toward the town of Koike, Sakura Jima. This flight also strafed heavy A/A gun emplacements at the mouth of Kotsuki River with undetermined results. Lt. Wischer strafed and damaged the Nishi-Kagoshima RR Station.

Lt. Thomas's flight skip bombed a tunnel along the coast of Kagoshima Ko north east of the Castle northeast of the town of Kagoshima. Bombs were observed to explode in the tunnel and on the rail bed of the Ibusuki south of the tunnel, this run was made from the northeast. This flight also strafed the Fox Tare Dog anchored just off the Castle northeast of Kagoshima Town. Direct hits were observed in the superstructure and hull.

Flights strafed building in the vicinity of the Sakura Oil Storage on Sakura Jima. Small fires were started but camouflaged oil storage tanks in area were not set afire.

As a result of intense, accurate continuously pointed heavy and light A/A fire over Kagoshima, Captain Jacobson's plane was hit, and the pilot forced to bail out five miles southwest of Sono-misaki. Captain Jacobson was rescued by Dumbo at 1300L. Lt. Patterson's plane received a 20MM hole in its right wing. Heavy A/A bursts were observed at 1,000 feet down to 500 feet. Bursts were very large and black in color. A/A bursts in front and behind of individual aircraft while approaching

19th Fighter Squadron Mission #7-14
318th Fighter Group Mission #318-2 (CONT'D)

targets.

5. A. Enroute -- CAVU
Over target - 1/10 cumulus, bases at 2,000 feet tops 8,000 feet.
B. Good.
6. Three Railroad tunnels damaged and probably sealed. Track approach to tunnels destroyed. One Railroad Station damaged. One 75 Foot Patrol Craft sunk. Two Fox Tare Dogs (1,300 GT) damaged, twelve boxcars damaged. Two 50' luggers damaged.
7. 32 x 500# GP bombs with 8-15 second delay fuses. 8,000 rounds .50 Cal. 8,000 gallons gasoline. 16 x 110 gallon belly tanks expended.
8. Flights could not contact Dumbo on Guard Channel.

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19TH FIGHTER SQUADRON, AAF

A.F.O. #245

18 July 1945

19th Fighter Squadron Mission Report #7-15
 116th Fighter Group Mission Report 311-3

1. A. 18 P-47N's (Two (2) did not reach target)
 B. None
2. A. None
 B. None
3. Provide area cover for B-24's, B-25's, A-26's, and P-5's over Shanghai, China.
4. Capt. Vogt, P/O Hill, Lts. Cooper, Dauro (Ugly Red)
 Lts. Liebgott, Fuller, Cusco, Gore (Ugly White)
 Capt. Stroud, Lts. Tyndall, Trumbour, Burnette (Ugly Blue)
 Lts. Stols, Towner, La Rochelle, Conrad (Ugly Yellow)
 Lts. Weir, Horsworthy (Tycoon Spares 5 & 6)

Sixteen (16) planes and two spares of the 19th Ftr. Sqdn. assembled with an equal number of fighters from both the 73rd and 333rd Ftr. Sqdns., over Aguni Shima, at 4,000 ft. At Aguni Shima the fighters climbed up to 8,000 ft. and rendezvoused with two B-25's who were to act as navigation escort.

The entire formation left the rendezvous point, on a course of 315° at 0950.

After our forces were one hour and twenty minutes on course, Lt. Fuller had trouble with his turbo regulator, and was forced to abort the mission. He was accompanied to base by Lt. Weir (Tycoon Spare 5). Both planes pancaked at 1155. Lt. Horsworthy, (Tycoon Spare 6) took Lt. Fuller's place in the number two position of Lt. Liebgott's flight.

The navigation escort (B-25's) accompanied the fighters to within 30 miles of Shanghai. At that point the fighters were given a vector of 285°, and they proceeded to the target area. Lt. Stols's flight covered the B-25's as they orbited off shore, awaiting completion of the mission.

Our fighters arrived over Shanghai at 1202. The 19th Ftr. Sqdn. maintained high cover at 19,000 ft., while the 333rd and 73rd Sqdns. provided

close and medium cover.

The fighters patrolled the Shanghai area throughout the bombardment of Ching Wan Airfield by the strike forces, consisting of approximately 170 B-24's, B-25's and A-26's; and the photographic runs of the F-5's. This cover was maintained from 1202 to 1252L.

There were no Japanese fighter aircraft encountered during the mission. Moderate, accurate, continuously pointed, heavy A/A was encountered over the target. A/A accurate for altitude, but inaccurate for range.

The results of the bombing by bomber strike force was unobserved by our fighters due to altitude at which high cover was flying.

Upon withdrawal from the target, the navigation escort could not be located. This was primarily due to the fact that the B-25's were not orbiting any definite island or landmark. After an unsuccessful search for the B-25's, our fighters joined with a squadron of B-24's, leaving the target, and accompanied them back to base.

5. A. Enroute: CAVU
Over Target: .3 cumulus with bases at 3,000 ft. and tops at 5,000 ft.
Base from the deck up to 8,500 feet.
- B. Good
6. None
7. 8,400 gallons gas - 34 x 165 gal wing tanks expended
(1 pilot returned to base with tanks)
8. 100 small craft, freighters, and 3 DD's observed in Hwangpoo River at Shanghai. DD's anchored in center of the river.
Recommend navigation escort orbit either and off shore island or other landmark in the vicinity of the target to facilitate fighter rendezvous, after mission is completed.

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19TH FIGHTER SQUADRON, AAF
APO #215

19 July 1945

19th Fighter Squadron Mission #7-16
318th Fighter Group Mission #318-41. A. One (1) P-47N
B. None2. A. None
B. None

3. Scramble for Interception.

4. Captain Stroud (Tycoon-30)

Takeoff: 1350 Land: 1438

Captain Stroud was scrambled at 1350 and climbed to 25,000 feet in ten minutes and proceeded to the south tip of Okinawa (Point Dog) Hazel base turned Captain Stroud over to Maricell Base who was to control interception.

Maricell Base ordered Captain Stroud to patrol in the vicinity of Point Fox. After Captain Stroud arrived at Point Fox he was ordered to Point Graphite where he patrolled until 1428 at 25,000 feet.

No enemy contacts or sightings were made during mission.

5. A. .9 Cumulus in layers up to 25,000 feet, visibility between layers 15 miles.
B. Poor

6. None

7. 100 gallons gasoline.

8. P-47N used for this attempted interception has had four (4) guns, armor plate, internal wing tanks, bomb shackles and automatic pilot removed. (Total weight removed estimated at 2,500 lbs)

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19TH FIGHTER SQUADRON, IAF
S.P.O. # 245

22 July 1945

19th Fighter Squadron Mission Report #7-17
310th Fighter Group Mission Report #318-5

1. A. 18 P-47N's
B. None
2. A. None
B. None
3. Dive Bomb Shipping at Shanghai, China.
4. Lt. Col. McAfee, Lts. Cox, Kearney, Jones (Ugly Red)
Lts. Jackson, Taylor, Trumbour, Peters (Ugly White)
Capt. Ruff, Lts. Barker, R.A. Morris, Bower (Ugly Blue)
Lts. Gibson, Agan, Thurston, Handler (Ugly Yellow)
Lts. Weber, Fuller (Tycoon Spares, 1 & 2)

Takeoff: 0856 - Over Target: 1120 - 1150 - Land: 1415
1150 - 1210 (Spares)

A strike force of 18 P-47N's were airborne at 0856 to attack enemy shipping in the Shanghai area. Our fighters assembled with 36 P-47N's of the 73rd and 133rd Sqdns. This strike force proceeded to the navigation escort rendezvous point at Aguni Shima.

When Lt. Col. McAfee contacted the B-25 navigation escort (grateful 1 & 2), they reported that they had been airborne two hours waiting for the fighters, and would not be able to proceed to the target, but two A-26's (Judy 1 & 2) would escort the fighters.

Successful rendezvous was made with the navigation escort (A-26's) and the strike force started on course from Aguni Shima at 0901.

Enroute to the target the rally point at Kintang Island was changed by the strike leader to the Parker Islands which were directly on course (310°) to the target area. This change was made to conserve gasoline.

Upon arrival at the Parker Islands, the fighters left the navigation escort and proceeded into the target, climbing from 10,000 to 15,000 feet.

Four (4) Sugar Dogs were observed in the Canal running N-S between the northern extremity of the Shanghai Harbor, and the Riverside Power Station.

19th Fighter Squadron Mission Report 77-17
 31st Fighter Group Mission Report #318-5 (Continued)

This shipping was attacked at ELZOL. Dive Bomb runs were made from north to south. Runs were made from 15,000 ft., with release at 8,000 ft. 32 x 500# G.P. bombs were dropped on canal area. Direct hits were observed on one Sugar Dog. Bombs were also observed to explode on wharves, docks, and warehouses, along the canal. A large fire with black smoke rising to a height of from 4,000 to 5,000 ft. was started in the vicinity of the Shanghai Gas Co. Fire appeared to be an oil fire.

After the dive bomb attack the 16 planes attacked a tug and an unidentified 50' river craft by strafing. These boats were located in the Yangtze River, northeast of Shanghai. Both vessels were heavily damaged, and were left in a sinking condition. A 30' motor launch was also sunk by strafing.

The two spares, Lts. Weber and Fuller, never made rendezvous with the A-26's at Agai Shima. They proceeded on course to the target but were never able to overtake the strike force. They arrived at Shanghai just as the 113th Ftr. Gp. had completed its attack and prior to the attack by the 507th Ftr. Gp. The spares attacked by dive bombing two large buildings in the Wosung Creek Industrial Area. Both were set afire. As two of the bombs hit a building, the entire roof was seen to blow off the building. This large explosion is believed to have been caused by explosive material stored in the building. After this attack the spares cruised over the entire Shanghai area searching for targets of opportunity. A Sugar Able observed loading at the Wosung Wharf was strafed and damaged. Two Sugar Ables at anchor in the Wangoo River, in the vicinity of Wosung, were also strafed, and many hits observed in the hulls and superstructure. The two spares then withdrew from Shanghai and strafed a radar station located approximately 12 miles inland, between Shanghai and the East China Sea. Hits were observed on the antenna and buildings housing radar equipment. Flight continued on the deck and strafed the radio station on North Saddle Island. After strafing attacks the spares proceeded on course to base.

Range, continuously pointed, inaccurate, medium, and heavy A/A en-

1978 Fighter Squadron Mission Report 7-17

118th Fighter Group Mission Report #318-5

(Continued)

countered over Shanghai. Gun flashes observed at Chiang Wan Airfield.

The main strike force rallied with the A-26's at Parker Islands and returned to base.

5. A. Smute: .5-.8 strafe ovalus and Litoculus from 3,000-11,000 ft.
Target: .5-.6 ovalus with bases at 6,000 ft. and tops at 7,000 ft.
- B. Good
6. See Narrative
7. 36 x 500 G.P. bombs w/1/10 sec. delay nose fuse, and .025 sec. delay tail fuse.
12,045 lbs. .50 cal. M.G. - 10,000 gallons gas
18 x 110 gal. belly tanks.
8. 1 IAF observed underway heading northwest up the Yangtze River.
1 D/N or D/S at anchor in mouth of Hwang Pu River.

NONE

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

22 July 1945

19th Fighter Squadron Mission Report #7-18
318th Fighter Group Mission Report #318-6

1. A. 4 P-47's
B. None
2. A. None
B. None
3. Escort B-24 on Shadow Mission
4. Lts. Liebgott, Harrington, Kennedy, Fyndall

Takeoff: 1058 - Land: 1804

After takeoff flight rendezvoused with a B-24 at Theya Shima at 3,000 ft. P-47's escorted the B-24 on a course of 315° to within 80 miles of the China Coast where the formation circled and searched for 1 hour and 20 min. Altitude during search 10,000 ft. After this search the formation proceeded to the China Coast on a heading of 330°. At a point just north of the Yangtze River, the formation turned south and searched from the Yangtze River to the Chusan Islands. Upon arrival at the Chusan, the formation turned and took a heading of 90°. At 1615 the fighters called the bomber and asked if he was heading home. He replied that he was going to stay around awhile, but that they could return to base.

5. A. Enroute: .7 cumulus 3,000-7000 ft.
China Coast: .3 cumulus 3,000-7,000 ft. - .5 altocumulus at 11000-14000 ft.
B. Good
6. None
7. 2,800 gallons gas
8. None

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1950 FIGHTER SQUADRON MISSION REPORT
 25

24 July 1945

1950 Fighter Squadron Mission Report #7-19
 10th Fighter Group Mission Report #318-7

1. A. 18 A-26's (3 did not reach target)
 B. None
2. A. None
 B. 2 unidentified A-26 aircraft damaged on the ground.
3. Stuffs and Launch Rockets - Tipped A/F China.
4. Capt. Vogt, Healey, Lts. Ham, Duro (Greyhound Red)
 Lts. Cooper, Towner, Lt. Rocelle, Horseley (Greyhound White)
 Lts. Thomas, Patterson, Guseo, F/O Hill (Greyhound Blue)
 Lts. J.P. Morris, Gorman, Weir, Rickard (Greyhound Yellow)
 Lts. Gibson, Conrad (Greyhound Spares 1 & 2)

Takeoff: 0902 - Over Target: 1215-1240 - Land: 1430

As Lt. Towner was taking out on takeoff, his plane became stuck in the mud. As he ran his plane up to get out his cockpit filled with smoke. Lt. Towner cut his engine on and did not takeoff.

After the flights took off they encountered a solid front in the vicinity of Aguni Shima, the rendezvous point. The flights orbited for over an hour searching for a break in the weather, and for the pathfinder A-26's. At 0920 a hole was found and flights set course for China.

Three (3) A-26's were observed following our ships enroute to the target, but no radio contact could be made with them. It could not definitely be determined whether these planes were the pathfinders or not.

Lt. Thomas and Ham, were forced to abort the mission at rendezvous due to mechanical trouble. Lt. Thomas developed prop. trouble, and Lt. Ham's radio went out. Lt. Gibson (Spare 1) took Lt. Cooper's place as flight leader of White flight. Lt. Cooper replaced Lt. Ham as Capt. Vogt's element leader. Lt. Conrad took Lt. Towner's position as number two man in White flight.

When the formation was half way to the target the 3 A-26's, who were still trailing, turned around and headed in the direction of Okinawa.

Landfall was made at Iakwang Island. Flight leaders were not able to

19th Fighter Squadron Mission Report #7-19
 318th Fighter Group Mission Report #310-7 (Continued)

Immediately orient themselves, and instead of turning NE to the target, turned south. The formation flew south along the coast to Tung-chia before the mistake was realized. At Tung-chia the flights turned north and arrived over Tanghai A/F, Hsinan at 1215L.

Our planes orbited the target while the 73rd Sqdn. made it's attack. While orbiting, Capt. Vogt observed three merchant ships at anchor in Tanghai Harbor. Two of the ships were identified as being in the sugar division (stack aft) approximately 15,000 to 17,000 gross tons. The other ship is identified as a sugar bble (7,000 to 10,000 gross tons).

Capt. Vogt's flight attacked the shipping. Strafing and rocket run was made from 10,000 feet, and pressed home on the deck. Seven rockets were released on these targets. Most of the rockets fell just short of the ships, however, one pilot reports possible direct hits by two rockets on one of the large ships (Sugar bble). Numerous .50 cal. hits were observed on the hulls and superstructure of all the vessels. One Sugar bble was set afire, black smoke and flames were observed billowing from midships. Pilots report the fire so intense that it would be impossible to extinguish it.

Greyhound White, Blue, and Yellow flights attacked the Tanghai Airfield. The strafing run was made from NE to SW from 10,000 feet, with pullout on the deck. The control tower and small buildings, east of the runway were strafed and rocketed. Tracer was seen enter all installations strafed.

An unidentified S/S aircraft in a revetment west of the runway was strafed. No direct rocket hits were observed, but .50 cal. hits were observed on the engine and cockpit. Another unidentified S/S aircraft parked on the seaplane ramp was also strafed, and hits observed in the fuselage and wings. Neither aircraft burned and it is believed they were both out of gas.

The hangar NE of the seaplane ramp was set afire, and as the planes left the target area the fire was observed spreading throughout the building.

196th Fighter Squadron Mission Report #7-19
318th Fighter Group Mission Report #318-7

Meagre, light, inaccurate, A/A fire was encountered at Tinghai A/T.

Small gun flashes were observed on the ground in the vicinity of the field.
No tracer observed as a result of this fire.

Lt. Cuneo's plane sustained numerous small dents as a result of flying through his own rocket blasts.

Our fighters withdrew from the rally point east of Chusan, at 1240 and returned to base.

5. A. Route: .9 cumulus 1,500 to 10,000 ft. - .10 altostratus at 11,000 ft.
Over Target: .5 altocumulus 3,000 to 5,000 ft.
- B. Hood
6. See Narrative.
7. 26 x 5" rockets w/149 fuses. - 5,450 rds. .50 cal. - 34 x 165 gal. wing tanks. - 9,800 gallons gas.
8. Two (2) large freighters observed at anchor between the islands of Pan-Hsu and Hsiao-P'an Hsu.
Two (2)-three (3) large freighters were also observed at anchor in the strait between Ta-liang and Chusan.
Runway at Tinghai appeared non-operational.

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

27 July 1945

19th Fighter Squadron Mission #7-20
31st Fighter Group Mission #318-9

1. A. Eighteen (18) P-47N's (Three did not reach target)
B. None
2. A. One (1) P-47N (Pilot missing in action)
B. None
3. Skip bomb Rail Road Tunnels, Hisatsu RR Line, in the vicinity of Yohogawa, Kyushu.
4. Captain Stroud, Lts. Kennedy, Parker, Kearney (Ugly Red)
Lts. Jackson, Peters, La Rochelle, Harrington (Ugly White)
Captain Liebgott, Lts. Gore, Fuller, Morris, R.A. (Ugly Blue)
Lts. Thomas, Agan, Thurston, Jones (Ugly Yellow)
Lts. Towner, Ham (Ugly Spares)

Takeoff: 1202 TOT: 1440-1515 Land: 1635

Lt. Gore's plane became stuck in the mud and did not takeoff. After takeoff our flight rendezvoused with the 333rd and 73rd Squadrons at Point Ioke, altitude 4,000 ft

Lt. R.A. Morris was forced to abort the mission at 1233 due to radio trouble.

Lt. Kearney aborted at 1310 after experiencing difficulty with his internal fuel pump.

Lanfall was made at Sono-Misaki and formation proceeded to the target area arriving there at 1440.

While orbiting in the general vicinity of the target at 9,000 feet the flights were unable to locate the Hisatsu RR Line. Captains Stroud's flight attacked the RR tunnel on the Ibusuki Line at Osakino Hana. Bomb hits were observed in the tunnel entrance. The bomb run was made from northeast to southwest at treetop level. The RR bridge at Kajiki was also attacked by this flight and damaged by a direct bomb hit, and rocket hits. Captain Stroud's flight continued on down Kagoshima Bay.

Just south of Osakino Hana two camouflaged boats approximately 100 to 120 feet long were observed anchored 200 feet off shore. One of these boats appeared to be non-operational, while the other one was in excellent shape. As Captain Stroud and his wing man drew abreast of these boats one of them opened up with moderate A/A fire.

19th Fighter Squadron Mission #7-20
 318th Fighter Group #318-9 (CONF'D)

Captain Stroud immediately pulled up to get out of the line of fire. After he did so he looked around for his wing-man and could not locate him. At the interrogation one pilot reports that he thought he saw a large explosion in the water off Kagoshima Town, another pilot also reported that he thought he saw a parachute. Due to the fact that the flights were scattered over a wide area it is not definitely known just what happened to Lt. Kennedy. It is believed that he was shot down at 1500 in Kagoshima Wan by A/W fire from the camouflaged boat or by heavy A/A from Kagoshima Town, which was bursting over the bay at 200 feet. Numerous large fires were observed by Captain Stroud in Kagoshima Town, with black smoke rising to 4,000 feet.

Lt. Jackson's flight attacked one RR bridge, two highway bridges and a high tension line across the Shin river. No direct bomb hits were observed, but all targets were damaged by rockets and .50 Cal. fire. A Fox Able at anchor off Nagasaki-Bana, Sakura Jima, was damaged by numerous .50 Cal. hits on the hull and superstructure.

Captain Liebgott and his wingman bombed the RR bridge and highway bridge at Kajiki. Results of the attack was unobserved by pilots due to their high speed. Captain Liebgott and his wingman also attacked the operational camouflaged 120 foot boat northeast of Kagoshima Town. Direct rocket hits were observed. A 60 foot motor launch was attacked as it was proceeding across Kagoshima Wan. After this launch was strafed by Captain Liebgott. Lt. Towner flew over it and reports a large hole in the cabin and deck, smoke rising from the cabin, and two members of the crew killed on the deck.

Lts. Towner and Fuller, Blue flight numbers three and four, bombed and scored hits on two highway bridges across the Shin river. This element strafed and rocketed two factories in the Kokubu-Kaiji areas.

19th Fighter Squadron Mission #7-20
 318th Fighter Group Mission #318-9 (CONT'D)

Direct hits were observed on both buildings. Four fishing boat keels in a small boat yard at Sakura Shima were strafed and numerous hits observed. A tug heading east across Kagoshima Wan from Kagoshima Town and a 120-foot fishing schooner at anchor at Tarumizu were strafed and damaged.

Lt. Thomas's flight bombed and hit one of the highway bridges previously attacked by Lt. Jackson's flight. This flight also strafed the factory at Kokubu. This factory was left in a burning condition as flight withdrew from the target.

The Squadron rallied at Take Shima and returned to base.

5. A. Route - Front encountered at Amami. Cumulus clouds in layers from deck to 15,000 feet.
 Target - CAVU
 B. Good.
6. See narrative.
7. 6,750 gallons gasoline, 34 x 165 gallon wing tanks, jettisoned
 15 x 500# GP w/8-15 sec. delay fuses dropped on target
 2 x 500# GP w/8-15 sec. delay fuses jettisoned.
 24 x 5" rockets w/Mk 149 fuse. 15,000 rounds .50 Cal.
8. Six Sugar Dogs observed at anchor at Makurozaki Wan. Numerous small craft observed at Wamakawa Ko. Pilots found it impossible to orient themselves and were unable to attack ER tunnels assigned at briefing. Time allowed for briefing was inadequate and prevented a detailed discussion of the target.
 Kukubo A/F appeared operational, no aircraft observed on the field.

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

23 July 1945

19th Fighter Squadron Mission Report: 37-21
318th Fighter Group Mission Report: 318-10

1. A. 15 P-47's (could not reach target)
B. None
2. A. None
B. None
3. Strafe and rocket Metabara Airfield, Kyushu.
4. Cpts. Vogt, Kenley, Lt. Kearney, Daniel (Greyhound Red)
Lt. Cooper, Hurlbut, Cline, Roche (Greyhound White)
Maj. Becker, P/O Hill, Lt. Randall, Cox (Greyhound Blue)
Lt. J. J. Morris, Howard, Wolf, Gorman (Greyhound Yellow)
Lt. Davis, Patterson (Greyhound Spares 1 & 2)

Takeoff: 0555

Over Target: 0630-0905

Land: 1125

After a normal takeoff our planes rendezvoused at Pt. Yoko with the 73rd and 333rd Sqns. and started on course at 0630. Enroute to Kyushu, the formation climbed to 10,000 feet.

At the northern tip of Kyushu, Capt. Kenley developed generator trouble and was forced to abort mission at 0800. He was escorted back to base by Lt. Kearney. Pilots landed at 0929.

Our fighters arrived at Metabara AFB at 0830. Attack was initiated from 10,000 ft., two flights line abreast, direction of attack NE to SW.

Buildings, warehouses, and hangars, on both sides of the field were strafed and rocketed at minimum altitude. Numerous large fires were started and smoke was observed rising 500 to 1000 feet above the field as the planes withdrew. Direct rocket hits were observed on several large buildings. Two wrecked aircraft were observed on the field, and eleven (11) dummy aircraft were also observed destroyed at the SW corner of the field. A camouflaged hangar was spotted on the west side of the airfield, too late to be attacked. 22 x 5 in. rockets were released at airfield installations.

As the flights withdrew down the Chikugo River, a large coastal motor

19th Fighter Squadron Mission Report 77-21
 318th Fighter Group Mission Report #318-10

(Continued)

Junk (150'), a 30' motor launch, and an 80' barge, were strafed and set afire between the target and the town of Wakatsu. A Sugar Dog docked at Wakatsu was strafed and well perforated.

The factory at Wakatsu was strafed and two rockets were released on this target. Both rockets scored direct hits on the large factory building.

Meagre to moderate accurate, light, A/A encountered over target area. Three planes received light damage as a result of this fire. Meagre, moderate, barrage type, inaccurate, heavy, A/A encountered in the vicinity of Isabayo. Meagre, continuously pointed, inaccurate, heavy, A/A encountered at Omata.

Flights withdrew from the target at 0905L and returned to base.

5. A. .3 cumulus 4,000 to 9,000 ft., base to Amami. .5 to .6 cumulus, 4,000 to 9,000 ft. with scattered tops at 11,000 ft., north of Amami.
 B. Extremely hazy over the target from the deck to 9,000 ft.
 E. Good
6. See Narrative.
7. 32 x 5" rockets (5" motor, M 149 fuse) - 8 x 5" rockets jettisoned, 24 x 5" released on targets. - 15,450 rds. .50 cal.
 8,500 gallons gas - 36 x 165 gal wing tanks.
8. 5 large freighters observed at 0825 at anchor in Nagasaki Harbor. One 350-400 ft. ship observed at Nagasaki without superstructure (hull only). Large barracks and warehouse area observed SE of Nagasaki Harbor.

VOGT.

19TH FIGHTER SQUADRON, 4AF
A.P.O. #245

20 July 1966

19th Fighter Squadron Mission Report #7-22
310th Fighter Group Mission Report #318-11

1. A. 13 P-47Ns (3 planes did not reach target)
B. None
2. A. None
B. None
3. Primary Target - Rocket and strafe Tomitaka Airfield
Secondary Target - Rocket and strafe Byu Airfield
4. Capt. Huff, Cochran, Lt. Taylor, P/O Brandt (Grayhound Red)
Lt. J.P. Morris, Burnette, ~~Richard~~, P/O De Zugar (Grayhound White)
Lt. Gibson, P/O Handler, Weber, Bower (Grayhound Blue)
Lt. Gore (Grayhound Green 1)

Takeoff: 1320 - Time over target: 1530-1715 - Land: 1905

Lt. Weber had trouble with electrical system and did not takeoff.

After a normal takeoff, our flights ascended with the 73rd and 333rd Squadrons at Pt. York. Formation departed on course at 1400 L, from assembly point.

Enroute to the target our planes climbed to 8000 feet. Lt. Taylor was forced to abort mission because of difficulty experienced with external fuel tanks. He was escorted back to base by P/O Brandt, landing at 1530.

Upon arrival in the vicinity of Tomitaka at 1530, the target was weathered in. The entire formation turned to the SW and proceeded to the secondary target, Byu Airfield.

Our fighters attacked both Okura and Byu Airfields. Barracks, warehouses, and gun positions were strafed and rocketed. Direct rocket hits were observed on warehouses. Tracer perforated barracks and other installations without starting fires.

Attack was made from the north at tree top level. As the flights withdrew from the airfields, they fired a few bursts into Nakrasaki City, starting small fires in houses located in the center of the city. Four (4) Sugar Dogs were attacked while at anchor at Nakrasaki. Two (2) of these boats

17th Fighter Squadron Mission Report 77-22
 310th Fighter Group Mission Report #310-11 (continued)

were hit by rockets, and the remaining two thoroughly strafed by .50 cal.

Weggs to moderate, continuously pointed, inaccurate, heavy, A/A fire encountered at Kagoshima, and Kokubu. Weggs to moderate, continuously pointed, inaccurate, light, A/A encountered at Chiran airfield.

Planes withdrew from Kyushu at 1:15 P and returned to base.

5. A. Route: Cumulus clouds varying from .3 to .7 at 3,000 to 6,000 ft.
 From Target: .9 cumulus from 3000 to 6000 feet.
 B. Good
6. See Narrative
7. 6 x 5" rockets expended on target 7/8 119 fuse, and 4 x 5" rockets jettisoned at sea.
 24 x 105 gal. wing tanks - 5,060 lbs. .50 cal.
 6,300 gallons gas.
8. Chiran runway appeared operational.

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19th FIGHTER SQUADRON, IAF
A.F.O. # 215

29 July 1945

19th Fighter Squadron Mission Report #7-23
31st Fighter Group Mission Report #318-13

1. A. 15 bombs
B. None
2. A. None
B. None
3. Fire Bomb city and docks at Yamaguchi, Kyushu
4. Capt. Broad, Lt. Tomar, Parker, Trumbull (Greyhound Red)
Lts. Jackson, Peters, Le Rochelle, Harrington (Greyhound White)
Capt. Kinscott, Lts. Fuller, R.L. Morris, S/O Jones (Greyhound Blue)
Lts. Thomas, Agan, Thurston, Haun (Greyhound Yellow)
Lts. Taylor, Weber (Greyhound Sparcs 1 & 2)

Takeoff: 0620 - Time over target: 0810-0835 - Land: 1039

Our fighters assembled with fighters of the 73rd and 333rd Sqdns. at Mt. Yoko, and proceeded on course for Kyushu at 0645.

Enroute to the target the formation climbed to 8000 ft. At a point thirty-five (35) miles from the target they let down to an altitude of 200 feet.

As our flight prepared to attack the target, large fires were observed burning in the center of the city.

Attack was initiated at 0810 from the east. 30 x 105 gal. bombs filled wing tanks were released on the city from 200 feet.

Each flight attacked in different sections of the city. An effort was made to drop the bombs on frame buildings in sections of the city where no fires had been started by other aircraft. Hits were observed and many large fires were started in factories, barracks, wharves, warehouses, and housing areas. Pilots estimate 50-70% of the city was burning as they withdrew from the target. Smoke observed rising 4,000 ft. in the air. Fires were spreading to the south, fanned by a 20 MPH wind from the north. The center of the city and waterfront area appeared to be the heaviest hit.

After the fire bomb attack our fighters made a strafing run on the city

19th Fighter Squadron Mission Report #7-23
 318th Fighter Group Mission Report #318-13 (Continued)

damaging a factory, RR Station, possible barracks, and other urban installations. The light house at Kaka Isua was strafed with undetermined results.

Flights withdrew from the target at 0835 I and returned to base without incident.

5. A. Route: 1st enroute with tons at 5,000 ft.
 Over target: 2nd enroute 700 to 6,500 feet.
 Tons up to 7,500 ft. 15 miles south of target.
- B. Good

6. See Narrative

7. 36 x 165 gal. Napalm filled wing tanks.
 20,185 lbs. .50 cal. ammo.
 7,200 gallons gas

8. Excellent mission. Napalm tanks very effective. Fire seemed to envelope several buildings when boats hit and exploded.
 Three (3) to four (4) 30' boats observed anchored at Matarazaki.
 Beagle, inaccurate, n.g. fire encountered in the He outskirts of the city.

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19th Fighter Squadron, AAF
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29 July 1945

19th Fighter Squadron Mission Report #7-24
308th Fighter Group Mission Report #110-11

1. A. 13 P-51's (1 plane did not reach target)
B. None

2. A. None
B. None

3. Route and altitude: Primary target - Busseto A/F
Secondary target - Inua A/F

4. Maj. Houser, Capt. Henley, 1st Lt. Gump, 1st Lt. Daniel (Greyhound Red)
1st Lt. Cole, 1st Lt. Hill, 1st Lt. Kennedy, P/O Brandt (Greyhound White)
1st Lt. Hooper, 1st Lt. Voss, 1st Lt. (Greyhound Blue)
1st Lt. (Greyhound Blue 1)

Takeoff: 1450 - Time over target: 170-1715 - Land: 1855

Immediately after takeoff, Capt. Henley was forced to abort mission due to rough engine.

The 19th FG, again equipped with fighters of the 7th and 33rd groups, on 14. Tone, and proceeded on course at 1530T.

Visual contact was made at 1700T. Upon arrival at Busseto A/F the target was weathered in, and could not be attacked.

Operations proceeded to the secondary target, Inua A/F. Fighters arrived over Inua A/F at 1700. The airfield appeared to be abandoned. Most of the buildings had been damaged or destroyed on previous raids. The field is overgrown with grass and weeds, however a few brick craters were observed.

Fights attacked the field from the SW. Pushover was made at 1700 ft., and attack was pressed to minimum altitude. 11 x 5" rockets were fired into buildings in the SW area of the SE corner of the field. Direct hits were observed and fires were started in the SW area.

As a result of exploding several incendiary bombs were started in the buildings in the SW area. Three or four small buildings in the northeast area south of the field were also set afire.

19th Fighter Squadron Mission Report #7-24
 318th Fighter Group Mission Report #318-14 (Continued)

The housing area and industrial plant located east of the field between the Hirose River and the Kagoshima Main Line RR was strafed. Although no fires were started, tracer was observed entering many buildings.

A factory at Yarushima was strafed and a small fire started in the building.

Pilots observed and strafed a possible communications center located east of Hirose River, between the towns of Izumi and Kochimoto. Installation strafed was described as being the focal point for numerous telephone lines in that area.

Our fighters withdrew from the target at 1715.

5. A. Route: Altitude 1500 to 7000 ft. - Altitude at 13000 ft.
 Visibility: 30 miles.
 Primary targets: Closed in by solid overcast at 6000 ft.
 Izumi: Altitude 1500 to 5500 feet.
- B. Good
6. See narrative.
7. 11 x 5" rockets w/ 5" motors and 10 x 10" rockets fired at secondary target.
 1 x 5" rocket returned to base.
 26 x 165 gal. wing tanks - 14800 gal. gas - 13,720 lbs. .50 cal.
8. Factory incorrectly reported strafed at Takaru in intermediate report. This factory actually located at Yarushima. 3-4 small fires were observed from 10-15000 ft at anchor at Kochimoto. 2-30" motor launched ignited at Takano. 10 Bussy aircraft were observed dispersed along the west side of Izumi A/P. Despite continuous pursuit, no aircraft, light, or fuel encountered at Izumi A/P.

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

30 July 1945

19th Fighter Squadron Mission #7-25
318th Fighter Group Mission #318-15

1. A. Eighteen (18) P-47N's (Four planes did not reach target)
B. None
2. A. None
B. None
3. Escort A-26's to Osura and dive bomb shipping at Osura.
4. Captain's Ruff, Cochran, Lts. Conrard, Patterson (Seaceck Red)
Lt. Gibson, Captain Henely, Lts. Tyndall, Deure (Seaceck White)
Lts. Morris, J.P., Bower, Rickard, F/O De Yager (Seaceck Blue)
Lt. Parker, F/O Handley, Lts. Gere, Burnette (Seaceck Yellow)
Lts. Weber, Agan (Seaceck Spares 1 & 2)

Takoff: 0800 TOT: 1045-1110 Land: 1340

Lt. Conrard did not take off due to a flat tail wheel tire.

After a normal takeoff seventeen (17) P-47N's reformed and proceeded to the rendezvous point. Enroute to rendezvous, Captain Cochran was forced to abort mission after having trouble with his internal fuel tanks. Lt. Burnette also had to abort mission with a defective electrical system. Both pilots landed at 0823. Fighters rendezvous at, and were en course from Point Okie at 0910, altitude 9,000 feet. At this point Lt. Rickard aborted mission and returned to base because his turbo-regulator went out of commission. Lt. Rickard landed at 0948.

Enroute to the target the A-26's climbed to 10,000 feet, and fighter escort to 12,000 feet.

Landfall was made at Yakinsura at 1045I.

Strike force arrived over the target at 1045I. No shipping was sighted at Osura. The A-26's attacked Osura A/F followed by a dive bomb attack by our fighters. Large fires were started by the A-26's in the dispersal area south of the field, and replacement depot area southwest of field. Large columns of black smoke were observed rising to 1,000 feet. Bomb hits were also observed on the runway.

19th Fighter Squadron Mission #7-25
 318th Fighter Group Mission #318-15 (CONT'D)

After the A-26's withdrew from the target our fighters initiated their dive bomb attack. Pushover was made at 12,000 feet, and withdrawal on the deck. 14 x 500# GP bombs were dropped on the target. Four fires were left burning in the hangar area as a result of direct bomb hits on hangers. Considerable debris was observed. Three direct hits were observed on buildings in the depot area southwest of field. Two near misses and two direct hits were sighted in the barracks area northwest of airfield. Heavily moderate inaccurate light and heavy A/A fire was encountered over the target area. Light A/A was continuously painted and heavy A/A barrage type.

Withdrawal was made at 1110 on the deck across Oaura Wan.

A fishing boat (approx. 40') anchored at Naggure was strafed and seriously damaged. At Oishi a 60-70 foot landing barge, partly covered with branches was strafed and well perforated. As the flight approached Hake Shima a 116 foot boat (similar to the Rifun Haru class steam Trawler -- ONI 208-J) was sighted steaming toward the island. The trawler was brought under strafing attack and numerous tracers were observed entering the deck housing and hull. The trawler continued toward the island and without reducing speed ran aground. Smoke was observed rising from the trawler, but it could not be ascertained whether it was afire or just smoke from the stack.

All our fighters returned to base without incident.

5. A. Base to Anani - .9 Cu. 3,000-10,000 feet.
 Anani to Kyushu - .5-.6 Cu. 3,000-7,000 feet.
 Over target - .6-8 Alts-Cu at 14,000 feet, haze at 5,000 feet
 Visibility at 5,000 feet.

B. Good

6. Two barracks damaged.
 Two hangers damaged.
 Three depot buildings.
 40' fishing boat and one 60-70 foot landing barge damaged.

19th Fighter Squadron Mission #7-25
318th Fighter Group Mission 318-15 (CONT'D)

116 foot trawler damaged and run aground.

7. 14 x 500# GP bombs with 1/10 sec. delay nose fuses and 025 sec. delay tail fuses, dropped on target. 3 x 500# GP bombs jettisoned at sea, 12,935 rounds .50 cal. 34 x 165 gal. wing tanks jettisoned. 7,100 gallons gasoline.
8. 3-5 large ships sighted at Sasebo Harbor burning intensely as flights withdrew from Omura at 1110.
Possible new 3-A gun heavy A/A battery observed firing east of Omura A/P in rev-
olvent area. (See attached Overlay)

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

31 July 1945

19th Fighter Squadron Mission Report #7-25
318th Fighter Group Mission Report #318-17

1. A. 187-47th's (Mission aborted due to weather)
B. None
2. A. None
B. None
3. Provide a Fighter Blanket over Guman A/F, Korea
Patrol 13)
4. Capt. Vogt, Cochran, Lt. Ham, Cox (Greyhound Red)
Lt. Fuller, F/O Hill, Lt. Kearney, Burnette (Greyhound White)
Lts. Jackson, Harrington, Trumbour, Kochs (Greyhound Blue)
Capt. Throul, Lt. Hornworthy, Conrad, F/O Brandt (Greyhound Yellow)
Lt. Richard, Gorman (Greyhound Spares 1 & 2)
Takeoff: 0843 - Land: 1236

At takeoff time Capt. Vogt had trouble with his plane and transferred to Lt. Gorman's aircraft. Capt. Cochran did not takeoff as his plane had a dead battery. Lt. Burnette's tail wheel tire blew out preventing his takeoff.

Fifteen (15) planes became airborne, reformed, and set course for Korea. Lt. Trumbour and Kochs were forced to abort mission when about one half hour out from base due to malfunction of belly tanks. Pilots landed at 0957.

Our fighters climbed to 15,000 feet enroute to the target.

At 1025 at a point 15 miles NE of Daegu (anto), a solid front was encountered.

The 73rd Sqdn, then on their way to cover Keijo A/F, Korea, reported that they were at 18,000 ft. and the front extended above them an estimated 5,000 feet at least.

The flights turned east and flew for twenty minutes, and then turned to the NE for another five minutes. Every effort was made to get around or over the weather without success.

At 1050 the entire formation aborted the mission and returned to base.

5. A. Enroute; 4-6 miles and altocumulus 5,000 to 9,000 ft. Solid front.

19th Fighter Squadron Mission Report #7-26
115th Fighter Group Mission Report #316-17

(Continued)

encountered 15 miles NW of Sanjo Santo. 10/10 cloud cover from deck to an estimated altitude of 23,000 feet, or above.

5. Good
6. None
7. 6,000 gallons gas
8. None

VIII

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