

SG-TI-19(VI)-HI
1-15 Aug-45

P.R.C.

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DOD, Div. 5200.30

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2004

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P.R.C.

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

~~SECRET~~

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

1 August 1945 - 15 August 1945

1. Date of arrival at and departure from each station occupied in
 this theatre - Negative.

2. Losses in Action:

Capt. Lloyd Henley Jr., Missing in action.
 2nd Lt. Fred A. Harrington, Killed in action.

3. Awards and Decorations:

a. Battle stars authorized for the following campaigns

- (1) Marianas Islands
- (2) Eastern Mandates
- (3) Air Offensive against Japan
- (4) Ryukus Islands

4. Organization - Negative

5. Strength - (Personnel)

1 August 1945
 Officers 68 - 6 F/O's - 1 W/O
 Enlisted Men 243

15 August 1945
 Officers 61 - 6 F/O's - 1 W/O
 Enlisted Men 232

6. Strength (Airplanes)

1 August 1945
 26 P-47N's

15 August 1945
 26 P-47N's

7. Losses (Airplanes)

3 P-47N's lost in combat
 5 P-47N's sent to the 612th Service Sqdn. for repair due to damage
 in combat.

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SIXTEENTH INSTALLMENT PART A

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

Narrative History:

The Squadron participated in eleven missions during this period, usually in conjunction with both our own and other Fighter Groups. The following breakdown explains these missions.

- 2 dive bomb strikes against RR bridges on Kyushu.
- 1 dive bomb strike against nitrogen fixation plant on Kyushu.
- 3 fire bomb strikes against cities on Kyushu.
- 1 fire bomb strike against a Jet A/C plant on Kyushu.
- 1 escort mission (B-29's) to Kyushu.
- 2 fighters sweeps in Tokyo - Osaka - Nagoya area.
- 1 strafe and rocket attack on an airfield, Shikoku.

During these operations Lt. Cuneo destroyed one Frank. One Zeke, one George, and one Tojo were damaged. The Squadron lost three aircraft and two pilots during this period. On 8 August 1945 Captain Lloyd Henley, Jr. and Flight Officer Jesse B. Hill were forced to bail out in the Yawata area while escorting B-29's. F/O Hills aircraft was hit by white phosphorus flak. The reason for Captain Henley's bail-out is unknown. F/O Hill was picked up by Dumbo on 11 August 1945, after spending four days in Japanese waters in a lifeboat dropped by a 'Jukebox' B-17. Captain Henley is missing in action. On 9 August 1945 Lt. Fred A. Harrington's aircraft was observed to strike the water and explode during a minimum altitude withdrawal from a rocket and strafing run over Matsuyama A/F, Shikoku. Lt. Harrington had no opportunity to leave his aircraft.

On 1 August 1945, eighteen P-47N's from the Squadron joined with aircraft of the 73rd and 333rd Squadrons in a group dive bomb strike against the railroad bridge at Sendia, Kyushu. Unfavorable weather delayed the takeoff and made assembly very difficult. Low ceiling over the target necessitated shallow dives from low altitude and precluded any degree of accuracy. However, hits were observed on the approaches to the bridge and on various rail installations in the vicinity.

1. See F/O Hills statement, appended.

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

Narrative History: (CONT'D)

On 5 August 1945 eighteen P-47N's joined in a group fire bomb mission against a possible jet-propelled aircraft manufacturing plant at Tarumizu, Kyushu. Each aircraft carried two (2) 165 gallon wing tanks filled with napalm mixture and equipped with white phosphorus igniters. Minimum altitude runs covered the area with flame, and smoke was observed rising to 6,500 feet. The area was totally destroyed. Our aircraft were not opposed, either by interceptors or by anti-aircraft and returned without loss or damage.

On 6 August 1945, seventeen P-47N's joined in a group fire bomb strike against Miyakonojo City, Kyushu. Runs were made at an altitude of fifty feet against portions of the target not already burning. Direct hits were observed upon numerous factory-type buildings, and large fires blanketed the target area. Smoke was observed rising to 8,000 feet visible for 15 to 20 miles. Meagre, continuously, inaccurate, heavy anti-aircraft fire was encountered in the target area, but no damage was suffered.

On 7 August 1945, eighteen P-47N's joined the group in a dive-bombing attack on a nitrogen fixation plant at Minamata, Kyushu. Each aircraft carried two 1,000# GP bombs with 1/16 second nose and .025 second tail fuses. One aircraft, forced to abort when fuel would not pump from the internal tanks, dropped its bombs on shipping in the Kuji Wan. The target was approached at 10,000 feet and pull-out was made at 3,000 feet. Thirty-four bombs were dropped in the target area, rendering the plant non-operational. Fires were started, and red and yellow smoke was seen. Meagre, heavy anti-aircraft fire composed of black bursts and white bursts without phosphorus tentacles was seen. Since more gun flashes were seen on the ground than were accounted for by bursts in the air, it was believed that the Japanese were employing proximity fuses, in part, at least.

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

Narrative History: (CONT'D)

On 8 August 1945, eighteen P-47N's from the Squadron joined in a group mission escorting B-29's to Yawata, Kyushu. One aircraft aborted, and an unused spare returned to base. After some difficulty at the rendezvous, the group proceeded to the target area, where it encountered approximately twenty-five enemy aircraft; Zekes, Tojo's, Franks, and Georges. Of these the 19th Squadron claimed one Frank destroyed by Lt. William J. Cuneo, and one George and one Tojo damaged. The Squadron lost two aircraft, those piloted by Captain Lloyd Henley, Jr. and F/O Jesse B. Hill, both of whom bailed out over the target area. F/O Hill whose aircraft had been hit by white phosphorus flak, was sighted by a 'Jukebox' B-17 which dropped him a lifeboat.

On 11 August 1945, four days later, F/O Hill was picked up by a Dumbo PBV, having experienced considerable difficulty and several harrowing experiences while in Jap waters. Captain Henley is missing.

On 9 August 1945, eighteen P-47N's were airborne for a group strafing and rocket mission against Matsuyama Airfield, Shikoku. Four of these aircraft did not reach the target. During the attack Lt. Fred A. Harrington, while making a minimum altitude withdrawal after his rocket run, was seen to nose in the water while attempting to strafe a small boat. He had no opportunity to leave his aircraft. The Squadron caused great damage to aircraft and installations on the airfield. While enroute to base, the 19th Squadron saw a Japanese APD, then mistaken for a DD, between the islands of O-Shima and O-Minase Shima (Iyo-Nada), and immediately launched a strafing attack against it. The ship immediately turned and headed for the beach. Numerous fires and explosions were observed, and the ship was left a beached and gutted hulk, believed to be beyond salvage or repair. It is interesting to note that on this attack fourteen P-47N's fired into Japanese installations 27 x 5 inch rockets and no less than 19,415 rounds of .50 cal. ammunition, of which from 8,000

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

Narrative History: (CONT'D)

to 10,000 rounds were fired into the APD.

On 10 August 1945, eighteen P-47N's of this Squadron joined the group in a fire bomb strike against Kumamoto City, Kyushu. One aircraft aborted. Upon approaching the target, our aircraft observed the city was blanketed with intense fire and smoke. Our aircraft fire-bombed urban buildings in portions of the target not already ablaze. During the withdrawal, strafing attacks were pressed home against installations and shipping in the vicinity.

On 11 August, sixteen (16) P-47's of the squadron tookoff to dive-bomb the Skiomu railroad bridge near Tomitake, Kyushu. Two of our planes were forced to abort. Although there were no bomb hits on the span itself, both the northern and southern approaches were destroyed, and bombs were seen to straddle the bridge proper. Two highway bridges in the immediate area received direct hits.

On 12 August sixteen (16) P-47N's were assigned to a group fire-bomb strike against the Miyazaki industrial area, Kyushu. One aircraft did not take off and one aborted. When our aircraft approached the target area both the northern and southern sectors were aflame, so our fire-bombs were dropped roughly in the central portion of the area. Numerous direct hits were observed on various types of industrial buildings.

On 13 August fourteen (14) P-47's were assigned to participate in a group fighter sweep over the Tokyo area. Four aircraft aborted. The patrol was completed without incident.

On 14 August, fifteen P-47's joined the group in a fighter sweep over Osaka-Nagoya area, which was similarly without incident, and which comprised our last mission to date.

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

Narrative History: Continued

MEDICAL SECTION

1. In the history of the world a great event has taken place. Cessation of hostilities between the allies and the last of the axis powers has occurred. Thus the greatest war the world has ever seen has come to an end. As a result, there is great rejoicing among the members of this command. General good feeling runs high. It is now felt that with Japan's capitulation the return of the men to their homes will be hastened. This one thing remains uppermost in their minds.

2. From a strictly medical point of view little has occurred of note in the 15 day period covered by this report. The new area is improving; the new mess hall is nearing completion. Lights have been installed in the tents of all personnel. It is now hoped that floors will be available for the tents of the enlisted men. Sanitary installations are complete. Drainage and coral walks have greatly alleviated the problem of the mud.

3. Some sort of day-room is planned for the men. Recreation has received new interest and baseball teams have been formed. Inasmuch as we are now on a peace time basis there is need for occupying the time of the men and plans are being made for this purpose.

PARACHUTE SECTION

Usual routine inspections were made and all equipment found in satisfactory condition. Life rafts were inspected on the 14th of August and type cylinder noted as per T.O. 04-15-12. We are unable as yet to comply with T.O. 04-15-11, due to lack of equipment. It will be complied with as soon as equipment is available. The scales sent to us were in sorry condition and therefore not usable. We notified our Tech. Supply department and they are endeavoring to replace them.

Other than the usual daily inspection on our parachutes, inspections were made on the tenth of the month. All chutes serviceable.

On 8 August, two of our pilots bailed out. Both chutes opened instantaneously.

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

Narrative History: Continued

We questioned returning pilot on the condition of the equipment after it had been in the water, what the most important items were in the life raft, and if he had any suggestions on the improvement of the equipment. He seemed to be satisfied with everything as it was.

For a long time we have been trying to get either bunkers or bins built that would be portable. A cabinet, consisting of three plywood bins would be suitable. If every parachute department had these bins, I believe that in the long run it would save wear and tear on the equipment, save bunkers, keep parachutes from getting mildewed, and above all it would greatly facilitate the setting up of the parachute departments in the shortest possible time following a move. In this climate to reduce the amount of damage to chutes by dampness, a heated bin would be the logical thing to have.

ENGINEERING SECTION

This section continued their operations with their usual peak efficiency. Maintenance problems were encountered and dealt with skillfully, and without any undue loss of time. All operational schedules were met. No planes were grounded for parts during this period. Six (6) engines were changed, two (2) for malfunctioning, and four (4) by a Group order, stating all original Chevrolet engines with 250 hours will be changed, as defects were beginning to show at that period as a result of engines operating for an extended period of time without using Methanol in the water injection system.

Three (3) planes were lost in combat over enemy territory. Total planes assigned at the start of the month 26 - five (5) planes were sent to 612th Service Sqdn. for repairs due to damage in combat - five (5) planes were assigned to us from other squadrons in the wing. (3) three planes were returned to us from the Service Sqdn. - total planes assigned to us were twenty-six (26) the 15 August.

A technical inspection of the section was conducted on August 13-14, by 318th

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

Narrative History: Continued

Fighter Group. All records, maintenance equipment, and some planes were checked. The inspection report gave the section an excellent rating. With the news of the impending peace, morale went sky high. Numerous ratings were given to the section this period which helped the morale of the men considerably.

ARMAMENT SECTION

Activity in the armament section was of a routine nature, with guns being pulled for cleaning, modification and inspection.

318th Fighter Group technical inspectors found the section in a satisfactory condition.

The ammunition load for the planes was cut down to two hundred fifty (250) rounds per guns, due to the ending of hostilities.

Lt. Wallace, formerly Ordnance officer with the 73rd Fighter Sqdn. joined this organization as Ordnance and Armament officer.

The following Armorers were promoted:

Sgt. Garcia to S/Sgt.; P.F.C. Barnes to Cpl.; Cpl. Cox to Sgt.; P.F.C. Holman to Cpl.; and Cpl. Samon to Sgt..

ORDNANCE SECTION:

Expenditures for the fifteen days of August were as follows:

- a. 1000 lb. G.P. (AN-M65) bombs -----104
- b. Gal. .50, Ammunition -----49,900
- c. Napalm, (165 gal. wing tanks) -----102
- d. Rockets, 5.0" and Mk-149 nose fuzes -----27

The following is an account of this sections activities:

Aug. 1 Loaded 18 planes with 2 x 1000 lbs. each. They were expended and 2,915 rds. of ammunition was loaded on return from mission.

Aug. 2-3 Rain and storm warning - no flying

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

Narrative History: Continued

Aug. 4 Loaded Napalm in the rain until 01:30 A.M. for a 06:30 A.M. takeoff.

Aug. 5 Mission returned and one fire bomb was said to be a dud. No ammunition was expended. Loaded 18 planes with Napalm for the tomorrow's mission. Started at 1800 and finished at 2300 P.M.

Aug. 6 17 planes expended a total of 17,755 rds. .50 cal. 12 barrels were burned out. In the evening 19 planes were loaded with 2 x 1000 lb. bombs for tomorrow.

Aug. 7 2,120 rds. of ammo. and 8 machine gun barrels were expended.

Aug. 8 Sqdn lost 2 planes and 795 rds. were expended. In the P.M. loaded rockets with Mk-149 nose fuze on 8 planes, (4 rockets to a plane)

Aug. 9 Expended 16,775 rds. of ammo. That night 17 planes loaded and fuzed with Napalm bombs, finishing at 2100.

Aug. 10 7,950 rds. of ammo expended. In the evening 17 ships loaded with 2 x 1000 lb. bombs each. It rained like hell all the time we were loading.

Aug. 11 All ammunition in the hands of the troops were picked up per order of Capt. Limming, Group Ordnance Officer. Once again we loaded Napalm on 17 planes in the P.M.

Aug. 12 1590 rds. of ammunition expended on today's mission. Group inspector gave this section a very satisfactory report following his inspection. In the evening 17 planes were loaded with Napalm.

Aug. 13 A gas and paratropper attack warning was given and at 0100, ammunition was taken into the camp area for personnel there.

Aug. 14 Mission scheduled for Napalm bombing was cancelled. Napalm tanks were unloaded and regular 165 gal. gas tanks substituted.

Aug. 15 Lt. Wallace former Ordnance Officer of the 73rd Fighter Squadron came into the 19th as Ordnance and Armament Officer. All napalm tanks that were loaded on planes were dropped at sea, as a result of Japanese pending peace negotiations.

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

Narrative History: Continued

COMMUNICATIONS SECTION

The first part of August our planes flew two hundred and Sixteen (216) individual tactical flights of which the radio write-ups were twenty-one (21), or a percentage of ten (10).

The Command Post handled a total of threehundred and ten (310) teletype messages.

Aug. 4 Rectifiew RA-62-B part of radio set, SCR-624 burned out a relay due to high voltage. The radio set was put back into commission the same day thanks to the 333rd Fighter Sqdn., who replaced the relay.

Aug. 5 S/Sgt. William Splan took charge of the wiring of the living area with the air of three assistants. Sgt. Stockley promoted to the grade of Staff Sergeant.

Aug. 7 Sgt. Gus Tsouris left the Communication Section to become an Operation Clerk.

Aug. 8 Received a new 15 KW Generator for the lighting of the living area. This generator was a replacement for the one we had turned in some time ago and the parts were not obtainable to put same in ruhning condition.

Aug. 12 This day was the day for the 318th Fighter Group Inspectors to start inspecting. The section had Master Sergeant Lema of the Group Communication section. He spent all this day inspecting the Command Post, records, and tech. orders.

Aug. 13 Inspection continued by M/Sgt. Lema with aircraft equipment.

Aug. 14 Inspection continued by M/Sgt. Lema with the working of Radio equipment.

Aug. 15 Inspection concluded resulting in an excellent commendation.

CHRONOLOGICAL HISTORY

for period

1 August 1945 - 15 August 1945

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

Chronological History; 1 August 1945 - 15 August 1945

1. 19 P-47N's Dive-Bombed railroad bridge at Sendai, Kyushu. Each plane carried 2 x 1000 lb. G.P. bombs each. Results were excellent.
2. As a result of high winds, low ceiling, and intermittent rain squalls, all planes were grounded.
3. A continuation of bad weather held aircraft on the ground.
4. No flying as a result of weather.
Air raid siren blew at 0125, but bogies did not come over the island.
5. Five (5) enemy aircraft were plotted by Air Defense Radar, between period 0144 and 0400. One (1) enemy aircraft shot down by P-61 and one by A/A. Two bombs dropped offshore. No damage to personnel or installations. 18 P-47N's combined with planes of the other two squadrons in the group, fire-bombed a possible jet plant (aircraft) at Tarumizu, Kyushu.
6. One air raid lasting 2 hours. Two enemy planes over the island, but no bombs were dropped.
18 planes fire-bombed Miyakonojo City, Kyushu. Retiring from the target, pilots report the city enveloped by fire.
7. There were two alerts at Ie Shima caused by enemy aircraft. One bomb thought to be a 500 lb. white phosphorous incendiary type, destroyed 8 P-51's and damaged 6 others. No personnel injured. One enemy plane probably destroyed, and 1 damaged.
18 P-47N's dive bombed nitrogen fixation plant at Minamata, Kyushu, Japan. 34 x 1000 lb. G.P. bombs dropped on the target with excellent results.
8. 18 P-47's were ordered to escort B-29's to Yawata, to cover B-29's attempting to knock out the Pittsburgh of Japan. On this mission two (2) of our pilots were forced to bail out in the vicinity of the target area. Capt. Henley's chute was observed and he was seen to land in the water, however, F/O Hill, the other pilot's position is not definitely known. Lt. Cuneo of this Sqdn. destroyed a Jap "Frank" in a brief engagement, and damaged another. One Zeke was damaged by Lt. Germain, and one George and one Tojo were damaged by Lt. Fuller and Lt. Cuneo. This is the first time the squadron has engaged the enemy in aerial combat for some time.
9. 18 planes of this squadron were ordered to rocket and strafe Matsayama Airfield, Shikoku, Japan. We regretfully report that another one of our pilots was killed in action on this mission. However the squadron proudly reports the complete destruction of of an APD (armed transport) which was set afire and exploded by the persistent strafing and rocket runs of our pilots in spite of heavy return fire on the initial and second passes.
10. Four alerts for this period but no enemy aircraft over the island.
18 P-47's fire-bombed Kumamoto City, Kyushu, but results were undetermined because of heavy smoke.
11. No air alerts sounded during this period.
18 P-47's ordered to Dive-Bomb RR bridge, Tomitaka, Kyushu. No direct hits

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

Chronological History: Continued

were observed. 28 x 1000 lb. G.P. bombs were dropped in the target area, and hits were observed on two other bridges, one on each side of the primary target. At 1600, F/O Hill who was shot down north of Yawata, while on a B-29 escort mission the 8th of August, was picked up by a Dumbo (PEM rescue plane). Although in good physical condition, F/O Hill was quite weak as a result of not eating any food throughout the his three day attempt to avoid capture by the Japs.

12. The U.S.S. Pennsylvania laying on the east side of Okinawa was reported hit by a bomb or torpedo last night. Casualties are believed high, but no details are available at this time.
16 P-47's fire-bombed Miyazaki Industrial Area but results are unknown because of poor visability and the large amounts of smoke in the area.
13. Two red alerts during this period. Just prior to the second alert a ship was reported hit. A Baka bomb was reported sighted over Buckner Bay, Okinawa, and several others were reported in the area, but were not confirmed.
As a result of announcement made by the Radio Tokyo, of their desire to bring about a termination of hostilities with the U.S., it is believed the war is just about over. For that reason no bombing or strafing missions were ordered by our higher echelons.
In place of our usually scheduled bombing missions, this squadron was ordered to make a Fighter Sweep of the Tokyo Area. Our fighters patrolled the area of Tokyo, and no enemy fighters were encountered or enemy anti-aircraft fire observed.
14. Although Japan has expressed their desire for peace, 16 of our planes on a Fighter Sweep over the Osaka-Nagoya area encountered heavy flak. None of our planes were damaged.
15. Despite peace negotiations in the making, and the apparent end of the war, a number of unidentified aircraft were in this area. Two Jap planes were in the area last night. Both Jap planes crashed-dived Theya Shima an island 10-15 miles north of here, one crashing into a gun position causing injuries to several of the gun crew, and the other plane crashing on the beach.
No flying ordered for this date.

INDIVIDUAL PILOT NARRATIVE STATEMENT

by

F/O JESSIE B. HILL

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

INDIVIDUAL PILOT NARRATIVE STATEMENT

On 8 August 1945, F/O Jessie B. Hill, flying a P-47N, number 44-88111, was hit by a burst of white phosphorous flak at about 1020, at an altitude between 25000 and 27000 feet, off the northern tip of Kyushu. Fragments struck the left wing in several places, and started a fire in the fuselage just aft of the cockpit. The cockpit immediately filled with smoke and hydraulic fluid. F/O Hill jettisoned the canopy, rolled the ship onto it's back, and attempted to fall free. When he released the stick, however, the aircraft nosed down, holding him in the cockpit from 30 to 60 seconds. When Hill fell free, he allowed himself to fall about five thousand feet before opening his chute. At this time he noted that the silk was soaked in hydraulic fluid, although it did not interfere with the opening of the chute. He then lit a cigarette, took out a pocket compass, and oriented himself. He undid his chest strap and leg straps, and rode the chute into the water. He recommends this procedure highly, since it was impossible for him to accurately judge his height over the water. He landed easily, avoiding entanglement with his chute. He experienced momentary panic, and some difficulty in inflating his life vest. However, he easily inflated and boarded his dinghy.

In less than 30 minutes, a B-17 sighted him and dropped a life-boat. The drop was very good, and he reached and boarded the boat without difficulty. He immediately attempted to start the engine of the boat, and broke the starter of one engine. He worked on the other engine until he was forced to rest by the heat. About 1600, five hours later, he managed to start one engine. He immediately took up the course of 210° as instructed by a note dropped by the B-17, with the intention of holding it for 40 miles, about five hours, to the appointed rendezvous. About 1930, he was forced to stop his engine because of the danger of running aground in the darkness on one of the many small islands. He kept watch all night, starting the engine twice when he drifted too close onshore.

On the morning of 9 August, F/O Hill started his engine about 0400, and ran

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

until 1000, when he forced to stop to allow the engine to cool. One hour later he attempted to start the engine, with no success. He worked until about 1630, when he drifted within 200 yards off the shore and within 1/4 mile of a cargo vessel, which began to signal to him with a blinker. At this time he decided all hope was gone and destroyed his maps and papers by tearing them into small pieces and scattering them in the ocean. Then he started to dismantle and repair the engine with the broken starter. This engine started on the second try, and Hill took up his course of 210°. He proceeded on course until 1730, when the water began to get rough and rain began to fall. His engine stopped, but started in about fifteen minutes. He continued on course until about 2030, when he was forced to stop by darkness. The water was rougher, and he drifted close to shore, so he started the engine and ran for about half an hour away from shore.

About 0400 on the morning of 10 August, (his third day in the boat) he found himself back at his starting place of the day before. He started his engine, which was stopped about 0600 by rough water and rain. About one hour later it started, and he ran until 1100, when he was heading into open sea. The other engine started easily, and he ran until about 1600, when he decided he was at the meeting point with the Dumbo. He then oiled and repaired the engines and put the boat and gear in shape. He also ate a little food, his first since he was forced down. During the day he had observed several enemy aircraft, probably Dinahs, and had heard many at night. He studied his charts until dark, and then slept, the first real sleep since he was forced down.

On the morning of 11 August, he awoke about 0400 and worked on his engines. He started one engine and heated a can of soup, his first real food. It was difficult for him to retain even this. At 0600 he took up a course of 240° at 0600 and held it until 0840, at which time he was sighted by two Privateers. They circled him until he was picked up by a Dumbo at 1200I.

F/O Hill made several recommendations for changes of rescue equipment. He

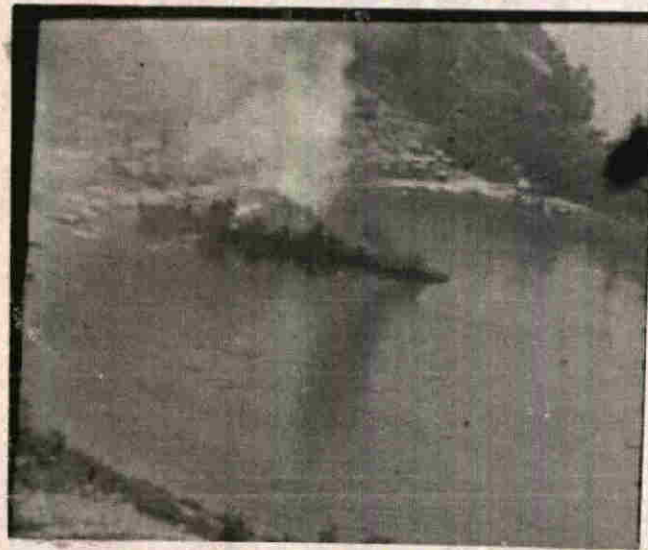
ORGANIZATIONAL HISTORY, 19TH FIGHTER SQUADRON, AAF (CONT'D)

suggest that the starters of the engines be modified to allow both hands to be used in starting. He feels that adhesive should be included in the first-aid kit, and that fruit juice should be added to the supplies, to be used when nothing else can be retained. He highly recommends that sun-glasses be placed in the boat, and that a periodic inspection should be made for missing equipment. He also feels that a light weapon such as a carbine, would be an advantage in avoiding capture by a single fishing boat or small craft.

PHOTOGRAPH SECTION

FOR PERIOD

1 August 1945 - 15 August 1945



*Gun-camera shot of Japanese
APD destroyed by strafing
9 Aug. 1945.*



F/O Hill immediately after his return
to

