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47TH FIGHTER SQUADRON AAF
A. F. O. No. 86

HISTORY OF THE COMMAND SECTION

1 - 31 August 1945

Besides the news that the war had come to an end, the other big event of the month for the Orderly Room personnel was the fact that they were finally able to move into a building. The new Quonset hut was finished early in the month and the improved working conditions it provided were very much appreciated by all concerned.

There was an exceptionally large amount of work done on personnel during August, and there was much transferring of personnel in and out of the Squadron. The ending of the war created new demands for processing of records for enlisted men with eighty five points or more and for "A" and "B" category officers. Sgt. Brokep and Pfc. Lee were placed on Detached Service to the 302d Fighter Control Squadron to work in the Island Consolidated Photo Shop and Sgt. Gibbs was placed on Detached Service to 568th Signal Aircraft Warning Battalion to assist in teletype work in the VII Fighter Command message center.

Transfers during the month saw S Sgt. Beavers, 1st Lt. Oronsky, and 2d Lt. Doughty going to Headquarters, 15th Fighter Group. Captain Hostetler, who had had command of the Squadron for a short time, transferred to Headquarters, VII Fighter Command.

Major Markham, who had been on leave to the mainland, returned to the Squadron on 5 August and re-assumed command. On 14 August, however, he was forced to bail out after leaving a target area on the island of Honshu, Japan.

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History of the Command Section,
1 - 31 Aug 45, contd

He was picked up by a United States' submarine but did not get back to the Squadron until 29 August. During the time he was away, command was assumed by Captain Kurich L. Bright.

Three new men came to the Squadron during August. 2d Lt. Evan Leong joined the organization on 13 August as Ordnance Officer. On 18 August, Captain Thomas J. Farley and 1st Lt. Julian A. Dean Jr., both pilots, joined. 1st Lt. Leaver returned to the Squadron to take up his duties as Squadron Armament Officer again after having been on Detached Service to Headquarters, 15th Fighter Group for two months as Group Armament Officer.

The ending of the war and the announcement that all men with eighty five or more points and all category "A" and "B" officers were to be returned as soon as possible presented interesting problems and adjustments the later part of August. The records of all men in these categories were processed and rechecked for completeness and new men were rapidly being "broken in" to take over for the men who were to leave. All ground officer duties were being assumed by pilots who went into a training program to learn the duties of the various sections while the ground officers were still on hand. The duties of Adjutant were being taken over by 1st Lt. Ernest F. Sorgnit.

As the month ended, all personnel were being interviewed for their personal affairs status as outlined on AAF Form 128. Every effort had to be made to get these forms completed by 10 September and a "production line" set up was organized in the Orderly Room to take care of all the interviewing and typing necessitated by these forms.

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History of the Command Section,
1 - 31 Aug 45, contd

If plans continue as they are laid out, August will be the last month that many of the men in the Squadron will be present and the next month or two will more than likely see a considerable change in personnel.


HISTORY OF THE INTELLIGENCE SECTION


1 - 31 August 1945

Prepared by Capt. Henry C. Sanders, Intelligence D.

During August 24 air strafing missions were run and two escort missions. Five pilots, Capt. Ducous, Capt. Baldwin, Lt. Moore, Lt. Hains and Maj. Mathews had to bail out and all were rescued except Lt. Hains who was strafed by Jap planes. Capt. Ducous was in a life raft for nine hours and finally rescued at night after being picked up by a Jap ID. Lt. Weaver was hit by flak and went in without bailing out and is believed killed.

No enemy planes were destroyed but considerable locomotives and ground targets were shot up. A complete list of damage inflicted on the enemy by this squadron is attached along with copies of August mission reports.

The Jap surrender which was accepted out, drunk to, and much celebrated during the final days marked an end to most of the Intelligence Section's activities leaving only a few reports to be forwarded. During the latter part of the month all the Group 8-2's collaborated in writing up a unit citation. A beginning was made toward destroying part of the huge quantity of written material which has accumulated and with further news as to our destination or future we will dispose of quite a bit more. We anticipate leaving here with a minimum of boxes.




HISTORY OF THE INFORMATION & EDUCATION SECTION


1 - 31 August 1945

Prepared by 1st Lt. Austin J. Bisky, I & E Officer.

The I & E section during the month of August entered into a new and unusual stage of development. The chief causes of this change were two, namely, the ceasing of hostilities on all fronts and the fact that the consolidation mania had finally caught up with I & E.

The first of these factors, although gladly acceptable by all, nevertheless its suddenness left us with a maximum of war material on hand and a minimum of peace time material. However, we managed to survive by depending upon the old standby and everybody's "friend", the "G I Bill of Rights".

The second of these factors, the consolidation mania, more or less absorbed all the interest temporarily. It assumed the form of a "Sunsetters Institute", initiated by the VII Fighter Command, with the purpose in mind of offering the military personnel on the Island a profitable means of spending their time between duty hours until their future status is established.



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HEADQUARTERS VII FIGHTER COMMAND AAF
Office of the A-2
A.F.O. # 86

2 August 1945

VII FIGHTER SQUADRON MISSION REPORT

1. a. 47th Fighter Squadron
2. a. Strafe Konaki A/F, Nagoya Area.
b. August 2, 1945
c. F.O. No. 156
d. 15th Fighter Group Mission # 8-2
3. a. 47th Fighter Squadron Mission # 8-1
b. 18 - RED FLIGHT: Major Wells, Lts. Dow, Reed, Kriss.
YELLOW FLIGHT: Lt. Cameron, Allen, Kinsey, Olivier.
BLUE FLIGHT: Lt. Baldwin, F/O Googe, Lt. Sher, F/O Jones.
RED RESERVE: Capt. Martin, Lts. Petrovless, White, Hutchinson.
PEARL FLIGHT: Lt. Moore, F/O Loveless.
c. 2
d. 16
e. 0
f. 16
g. 0840
h. 0915
i. 1210
j. 1210
k. 1230
l. 1315
m. 1602
4. a. None
b. Lt. Cameron - 2" flak hole in right flap, pilot unhurt.
Lt. Olivier - 2" flak hole in horizontal tail stabilizer, pilot unhurt.
5. a. Air: None Ground: 5
b. Lt. Hutchinson - 1 U/I - B/E plane damaged.
c.

	<u>Destroyed</u>	<u>Damaged</u>
Lt. Baldwin	1 - locomotive	
Lt. Sher & F/O Jones	1 - locomotive	
Lt. Reed	1 - locomotive	
Lt. Kriss	1 - locomotive	
Lt. Cameron	2 - locomotives	
Lt. Kinsey	1 - locomotive	
Lt. Sher & F/O Jones	1 - passenger car and 1 - box car	
Major Wells	1 - coastal boat	
Lt. Baldwin, F/O Googe &		1 - hanger
Lt. Petrovless		1 - factory
Lt. Sher and F/O Jones		
Major Wells, Lts. Dow, Sher, F/O Jones, Lts. Reed, Kriss, Cameron, Allen, Kinsey, Olivier and Capt. Martin		50 - box cars

17th Ftr Sqdn, Mission Rpt. # 8-1,
2 August 1945, contd.

5. c.

F/O Jonas

Maj. Wells, Lts. Dow, Reed, Kriss
Lt. Allen
Lts. Cameron, Allen, Kinsey, and
Olivier.

Lt. Petrouless
Lt. Sher and F/O Jones
Lt. Hutchison

Damaged
1-high tension
tower
1-coastal boat
3-tool sheds
3-factories, 3
tugs, 1-wooden
coastal boats.
1-factory
1-factory
2-dredges and
1-locomotive

6. At landfall 10/10ths cloud cover forced formation to climb to 16,000'. The RP was used for a DP and formation proceeded up E coast of Nagoya Harbor to Ronald the PT. Three orbits were made over the field trying to get the other Squadrons in position. Cloud cover was 7/10ths from 5,000' to 6,000'. About 10 accurate bursts were received of heavy flak. The target was hit at 1230 by flights of 4 planes abreast making one pass from E to W. Two well camouflaged Tojos were seen as they went past. They were too well hidden to be hit from the air. Only one pass was made. Yellow 3 and 4 did not strafe due to 78th Squadron planes getting in front of them. They pulled up and saw 2 bi-plane trainers parked on the field. Lt. Hutchison damaged an unidentified S/E plane. Several of our planes did not fire due to lack of targets. Major Wells shot up 6 gun positions and the hangars W of the field was damaged. Pulling off the PT all planes hit marshalling yards to the West making 3 or 4 passes and destroying locomotives and damaging box cars and other equipment. Five factories in this area were strafed. No planes were seen on Kyoan. Red 3 and 4 were separated from Red 1 and 2 and while on way to join up passed over a field or parking area 3 miles SE of marshalling yards which had 7 Tojos, 2 Juvs and one U/I - S/E plane on it. This was a square field about 5,000' by 5,000' with 4 concrete strips 50' wide running N to S and 4 E to W. Red 3 called field and planes in to Red 1 and asked permission to attack instead of joining up. He received a clear reply "Negative - Negative". This reply did not come from Red 1.

Going to RP heavy flak was received on the deck accurate by Blue Flight from gun batteries on Kiso River near bridge W of Nagoya. Yellow 3 and 4 strafed these batteries a few minutes later and silenced them. Several dredges were strafed in canals near Nagoya. Lt. Sher and F/O Jones destroyed a locomotive, tender, passenger car and boxcar near Suzuka A/F. and damaged a high tension tower. All flights returned to the harbor entrance where a number of small fishing and coastal boats were strafed. The last flight left the RP at 1315 and landed at 1602.

7. a. Heavy installation on Kiso River near bridge.
b. Accurate
c. Meager
d. Medium and Heavy
e. None

8. a. None
b. Unidentified field reported by two pilots 3 miles SE of marshalling yards with 3 cement strips, 4 in each direction 50' wide. Field about 5,000' square.

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47th Ftr Sqdn Mission Rpt. # 8-1,
2 August 1945, contd.

8. c. 2 camouflaged Tojos on Komaki.
d. None

9. All Negative.

10. 7/10ths cover 5,000' to 6,000' over mainland.

11. Ammo: 20,450 rds. .50 cal. expended.

Gas:

1. Aver. Left: 80.7 gals.
2. Max. Reserve: 101 gals.
3. Min. Reserve: 55 gals.

12. There is a decided lack of up to date low level obliques. Without precise briefing our pilots cannot locate the hidden Jap planes and up to date and constant photo coverage is needed badly.

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HEADQUARTERS VII FIGHTER COMMAND AAF
Office of the A-2
A.P.O. # 86

3 August 1945

VLR FIGHTER SQUADRON MISSION REPORT

1. a. 17th Fighter Squadron.
 2. a. Fighter Strike Task Force A/F.
b. 3 August 1945.
c. F.O. No. 157
d. 15th Fighter Group Mission # 8-2
 3. a. 17th Fighter Squadron Mission # 8-2
b. 16 - RED FLIGHT: Capt. Hostetler, P/O Powell, Lt. Deckert, Klessig
YELLOW FLIGHT: Lts. Sparks, Gilbride, Elliott, Heintz
BLUE FLIGHT: Lts. Bacous, Burnett, Scamara, Saunders
RED RESERVE: Lt. McCormick, P/O Laveless, Lts. Locke, Higgins
c. 2
d. 14
e. 2
f. 12
g. 0750
h. 0815
i. 1105
j. 1105
k. 1105-1155
l. 1255
m. 1630
 4. a. 1 P-51, Lt. Harold L. Bacous missing - last seen at sea 16 miles from Katori A/F in life raft.
1 P-51, Lt. Ralph M. Heintz missing - last seen at sea 5 miles from Katori A/F in life raft.
b. Lt. Sparks - MG hole in leading edge of wing
Lt. Scamara - MG hole in vertical tail stabiliser.
Lt. Burnett - MG hole in leading edge of wing.
 5. a. Air - None. Ground - 51
b. Air - None.
c.

	<u>Destroyed</u>	<u>Damaged</u>
Lt. Sparks	2 - S/E U/I planes	
Lt. Burnett	1 - Lily	
Capt. Hostetler	1 - S/E U/I plane	
Lt. Klessig & Lt. Locke	1 - S/E U/I plane	1 - S/E U/I plane
Lt. Gilbride	1 - Lily	
Lt. Sparkwell	1 - T/E U/I plane	1 - S/E U/I plane
 6. Formation arrived at IP at 1105 and proceeding inland observed planes on Katori A/F estimated to be about 40. Formation continued in looking over Katori A/F, Konoko A/F, Sakoda A/F, Kito South A/F, Tsukuba
- [REDACTED]

47th Flt Sqdn, Misalon Rpt. # 8-2
3 August 1945 contd.

A/F, and Shimodate A/F. A fighter Strip W of Tsukuba possibly Shioka was strafed and 3 heavily camouflaged planes left burning. There were approximately 10 planes hidden in revetments. This field consisted of one strip about 3,000' long with a dispersal area. No flak was encountered. The Squadron then pulled up and covered the 78th making rocket passes on Tsukuba. One S/S plane or Dummy was observed on the E side of Tsukuba. This Squadron followed the 78th S and strafed the planes on Katori destroying 6 and damaging 3. MG fire was intense and accurate and 5 of our planes were hit with 2 pilots having to bail out. Lt. Heints was hit in the coolant and bailed out 5 miles from shore. He was covered by Yellow Flight and was seen to get in his raft. Planes of this Squadron continued to orbit him until a Dumbo arrived. Lt. Baccus was hit in his gas tanks and his gas sprayed out and his engine overheated. He bailed out about 10 miles from shore and was seen to be in his raft and was waving in about 3 minutes. Lt. Galbride dropped dye marker near him. Difficulty was experienced in getting Dumbo to the spot. Lt. Scamara started toward the RP to get one and Lt. Saunders went to Ghost Pt. to meet me there. Finally one arrived on the scene by himself. Leaving the Dumbo over Lt. Baccus, Lt. Scamara and Lt. Burnett came home alone hitting Chishi Jima. Lt. Saunders being further W at Ghost Pt. came half way along when he met a Privateer who led him the rest of the way. A Jap DD was seen by our pilots heading up the coast toward our pilots in the water. Last seen by our pilots about 40 miles away considerably closer than a submarine.

7. a. None.
b. Accurate.
c. Strip W of Tsukuba - None,
Katori - Intense.
d. Light.
e. Accurate clusters of bursts of heavy flak over marshalling yards at Mito.
8. a. Jap DD off coast S of Ghost Pt.
b. None.
c. Planes on Katori and Strip very well camouflaged and hidden.
d. None.
9. a. None.
b. None.
c. None.
d. None.
e. None.
10. 5/10 cumulus over mainland 2500' to 6000'.
11. Ammo: 16,517 rds. .50 cal.
Gas: 1. Ave. left: 50.8 gals.
2. Max. Reserve: 88 gals.
3. Min. Reserve: 6 gals.
12. RP too far away from targets for plane in trouble to get there.

[REDACTED]

HEADQUARTERS VII FIGHTER COMMAND AAF
Office of the A-2
A.F.O. # 86

6 August 1945

VII FIGHTER SQUADRON MISSION REPORT

1. a. 47th Fighter Squadron.
2. a. Strafe Sagami A/P.
b. August 6, 1945.
c. F.O. No. 150.
d. 15th Fighter Group Mission # 8-3
3. a. 47th Fighter Squadron Mission # 8-3
b. 17 - RED FLIGHT: Capt. Bright, Lts. Barlow, Reed, Petrouleas.
YELLOW FLIGHT: Lts. O'Mara, Anderson, Moore, King.
BLUE FLIGHT: Lts. Cameron, Hutchison, Weaver, Allen.
GREEN FLIGHT: Lts. Balkema, Doughty, Jane, Tillman.
RED RESERVE: Lt. White.
c. 1
d. 16
e. 3
f. 13
g. 0630
h. 0630
i. 0910
j. 0920
k. 1000-1010
l. 1030
m. 1100
4. a. Lt. Ned H. Baldwin, plane hit by flak setting wing on fire 5 miles west of Yokohama. Pilot bailed out at HF and reported picked up by sub.
b. Lt. Stanley A. Moore, fuel pump out when 50 miles inland. Returned to HF and bailed out. Reported picked up by sub.
c. Lt. Howard E. Weaver, hit by 20 mm flak near Iwabora. Split 3 into beach near Oiso from 2,000'. Pilot bailed out at last second and hit separate from plane which bounced and exploded. Pilot killed.
d. Lt. Erick W. Hutchison. Plane hit by flak fragments in spinner and bomb rack. Pilot unhurt.
5. a. Air: None. Ground: 3
b. None.
c.

	Destroyed	Damaged
Red Flight	1-Electric Train	3 - factories &
Lt. Cameron	1-Kanai armor	1 - bridge
Lts. Petrouleas & Reed	6-bombars	1 - High tension wire
Lts. O'Mara and Anderson	1-Oil storage tank	1 - factory
Lt. Hutchison		1 - power house

[REDACTED]

47th Ftr Bdn. Mission Rpt. # 8-3
6 August 1945, contd.

Red Flight
Blue Flight
Lt. Tillman
Lt. June

Damaged
5 - High tension wires
1 - small factory
1 - antenna
3 - A/F Ser. Bligs.

6. After leaving the BP the formation went inland toward the Pt. The weather was very hazy and visibility limited. The Pt was completely covered with haze up to 9,000' with clouds underneath. Formation returned to Sagami where visibility was better although the field could not be seen from 10,000'. The 47th went in first and made a pass by flights hitting the dispersal area W of the field in a N to S pass. Only one pilot reported seeing 3 planes hidden in revetments as he was pulling up from his pass. No other targets seen. The flights continued on their own looking for planes and targets of opportunity. Factories in the area were strafed along with trains, high tension towers, transformers and an oil storage tank. Heavy MG fire was received by Blue Flight from open field SW of Sagami. They strafed these gun positions. Red, Blue and Yellow flights encountered intense, accurate heavy flak from the coast to 500' near Isahara SW of Sagami. Seemed to be coming from hills along coast. Lt. Weaver was hit at 300' and started smoking badly. He pulled the plane up to 2,000' to go over coast and he was hit 3 more times. He split S and the plane went into some gun positions on the beach, bounced and exploded in flames. He bailed out about 100' feet from the ground and his chute never opened. He hit within 100 yards of Lt. Reed coming across the coast on the deck strafing gun positions and the explosion rocked Lt. Reed. Lt. Reed buzzed him at 15' observing his crumpled body covered with about 10' of parachute. The rest of these 3 flights climbed to several thousand feet to cross the coast line. Lt. Baldwin was hit by flak about 5 miles W of Yokohama and his right wing caught fire. He made it to the BP when he bailed out and was picked up. Lt. Moore was the last man to bail. He had returned to the BP from near the Pt when his engine pump quit. He orbited over the sub at 6,000' while Lt. Baldwin and another pilot were picked up and then successfully bailed and was picked up.

Large white birds were encountered over the mainland and constituted a hazard. One pilot hit a bird denting a wing.

7. a. Large guns in hills W of Sagami River along shore line.
b. Near Isahara (from hills along coast) heavy intense accurate;
Near Tachikawa heavy meager inaccurate.
Sagami - Light, meager, inaccurate.
South of Sagami River - Heavy, meager, inaccurate.
c. 3 U/I planes seen in revetments W of Sagami. (1 was inoperational)
d. None.

8. All None.

9. All None.

10. Hazy - Visibility 5 miles at best also clouds under haze over Pt.

11. Ammo: 16,270 rds. .50 cal expended.

[REDACTED]

[REDACTED]

17th Str. Bomb. Mission Rpt. 48-3,
6 August 1949, contd.

11. Gas:

1. Avgr. left: 73 gals.
2. Max. Reserve: 102 gals.
3. Min. Reserve: 41 gals.

12. More accurate information as to exact location of enemy planes needed.
Also low oblique. Signal 47 described as completely deserted with all
buildings burned out.

[REDACTED]

HEADQUARTERS VII FIGHTER COMMAND AAF
Office of the A-2
A.P.O. # 86

7 August 1945

VII FIGHTER SQUADRON MISSION REPORT

1. a. 47th Fighter Squadron
 2. a. Escort to Toyahashi.
b. 7 August 1945
c. F.O. No. 161
d. 15th Fighter Group Mission # 8-4
 3. a. 47th Fighter Squadron Mission # 8-4
b. 14 - RED FLIGHT: Major Markham, Lts. Sorgnit, McCormick, Kinsey.
YELLOW FLIGHT: Lts. Sparks, Dow, Soanara, F/O Loveless.
BLUE FLIGHT: Lts. Snyder, Kriss, Balak, Doughty.
RED RESERVE: Lts. Tyler and Olivier.
c. 1
d. 13
e. None.
f. 13
g. 0735
h. 0800
i. 1055
j. 1055
k. 1100-1110
l. 1145
m. 1515
 4. a. None.
b. None.
 5. All None.
 6. Squadron was airborne at 0735 and reached RP at 0800. After rendezvousing with bombers Squadron escorted the B-29's at 20,000' and to the left. Weather enroute was undercast at h/10ths about 5,000'. Visibility 20 miles. Bombers and escorts reached DP at 1055. Bombers started their run at 1105. Squadron assumed position of low cover at 16,000' below and to the left of bombers, which were from 15,000' to 18,000'. Formation was elements in mutual support stacked down. Squadron escorted lead bomber squadron over target. After making the initial FW run, B-29's made a second We run with Virgin escorting last bomber squadron over target. After completing runs bombers and escorts left target and proceeded to RP arriving there at 1145.
Lt. Balak a borted because of radio trouble pancaking at 0750 and being replaced by Lt. Tyler.
 7. a. Negative.
b. Over PT inaccurate for altitude.
c. Meager.
d. Heavy
e. None.
- [REDACTED]

[REDACTED]

17th Par. Sqdn. Mission Rpt. / C-1,
7 August 1945, contd.

8. All Negative.

9. All Negative.

10. Visibility 10 miles, clouds undercast, cumulus 3/10ths to 4/10ths up to 7,000' to 8,000'. Between 9,000' to 10,000' a layer of smoky haze.

11. Answer: None.

Gas:

1. Aver. left: 97.5 gals.
2. Max. Reserve: 131 gals.
3. Min. Reserve: 53 gals.

12. Flt. Sgt. Lt. Kriss, had engine trouble and was left with Jukebox 74 and decided to try and make two. He did and pancaked at 1515.

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HEADQUARTERS VII FIGHTER COMMAND AAF
Office of the A-2
A.F.O. / 56

10 August 1945

VII FIGHTER SQUADRON MISSION REPORT

1. a. 47th Fighter Squadron.
2. a. Escort to Tokyo.
b. 10 August 1945
c. F.O. No. 164.
d. 15th Fighter Group Mission / 8-5
3. a. 47th Fighter Squadron Mission / 8-5
b. 16 - RED FLIGHT: Major Hollis, Lts. Gilbride, Barlow, F/O Jones.
YELLOW FLIGHT: Lts. White, Sanders, Salak, Fruman.
BLUE FLIGHT: Lt. O'Hara, F/O Googe, Lt. June, F/O Powell.
GREEN FLIGHT: Capt. Martin, Lts. Higgins, Locke, Burnett.
c. 2
d. 12
e. 8
f. 14
g. 5535
h. 0732
i. 1029
j. 1029
k. 1056
l. 1435
4. a. None.
b. One - Lt. Barlow, flap damaged by wing tank.
5. a. ALPs: 4 Ground: 0
b. Lt. O'Hara Damaged
1 Bomb
1 Tojo
1 Tojo
1 Tojo
F/O Googe
Lts. June and F/O Powell
c. None.
6. Formation arrived at HP at 13,000' and started inland below bombers which were at 20,000'. The squadron of bombers were ahead and due to being outside and climbing formation had to cut inside and under bomber stream at IP to get in position. Four enemy planes were encountered and damaged between the IP and PL. No other E/A were seen and the formation continued to the coast line N of Ghent Pt. They arrived at HP at from 1130 to 1140 and landed at 1125 to 1135.
7. a. None.
b. E of Tokyo - Inaccurate, meager, heavy 18,000'.
c. W of Tokyo - Inaccurate, meager, heavy 18,000'.
d. None.

[REDACTED]

17th Par. Bde. Mission Rpt. E-5,
10 August 1945, contd.

8. All None.

9. All None.

10. Very hazy up to 9,000' with 6/10ths clouds in layers in haze.
Visibility unlimited over haze.

11. Ammo: 1653 rds. .50 cal. expended.
Gas:

1. Over. Left: 95.4 gals.
2. Max. Reserve: 137 gals.
3. Min. Reserve: 46 gals.

12. None.

[REDACTED]

HEADQUARTERS VII FIGHTER COMMAND AAF
Office of the A-2
A.F.O. 786

14 August 1945

VII FIGHTER SQUADRON MISSION REPORT

1. a. 47th Fighter Squadron.
2. a. Fighter Sweep over Nagaya Area.
b. 14 August 1945
c. F.O. No. 167.
d. 15th Fighter Group Mission # 8-6
3. a. 47th Fighter Squadron Mission # 8-6
b. 15 - RED FLIGHT: Major Markham, Lt. Kinsey, Jones, S., Blessig.
YELLOW FLIGHT: Lt. Tyler, Anderson, Sher, Sargent.
BLUE FLIGHT: Major Anderson, Lt. Olivier, Reed, Allen.
GREEN FLIGHT: Lt. Ryalder, Tillman, Fitzgerald, Stravinsk.
c. None.
d. 11
e. 1
f. 15
g. 1900
h. 1025
i. 1320
j. 1320
k. 1345-1415
l. 1430
m. 1815

4. a. 1 operationally - Major Markham, 47th Fighter Squadron, pilot rescued by sub. oil leakage at HF.
b. Lt. Allen - Flak, machine gun bullet in oil tank, pilot uninjured. Damage was inflicted near town of Shinshiro.
c. Sher - Flak, engine cut out three times, pilot uninjured. Damage was inflicted north of Suzuka A/P.
d. Kinsey - Flak, hole in right wing and flap, pilot uninjured. Unknown.

5. a. Air: None Grounds: 11 U/I S/E.
b. None.

c.	Destroyed	Damaged
Blue Flight	12 - locomotives 3 - factories 3 - power plants 2 - tank cars 10 - box cars 1 - locomotive	
Major Markham		
Major Markham & Lt. Kinsey	1 - power house	
Red Flight		1 - Roundhouse 1 - factories
Lt. Tyler	1 - locomotive	3 - locomotives

[REDACTED]

7th Air. Bdn. Mission No. 8-6,
21 August 1945, contd.

6. After leaving IP formation proceeded up West coast of Ise Wan. Visibility over target area was limited to 5 miles due to haze. No planes observed on Kyoto and Kozaki Airfields. The marshalling yards North of Kyoto were attacked and 3 locomotives were destroyed and other targets. Blue Flight made an extensive search N and S of Nagoya destroying 12 locomotives, 3 factories, 2 powerhouses and 2 tank cars. Major Murcham's plane observed to be leaking oil before reaching target area. After returning to IP at 1420 he bailed out due to overheating. He was reported picked up in 5 minutes. Lt. Allen of Blue Flight was hit in oil tank by 1st bullet in vicinity of Shinchiro. He jettisoned his canopy to bail at the IP but left with first B-29 and made an emergency landing at Iwo. He had no oil at all after he landed. He had no instruments or radio. Green Flight remained at the IP as sub cover. Lt. Ober was hit by Flak N of Sakaka and returned to IP with his engine cutting out. He managed to get back to base. BU was thought to be jammed. Last plane punched at 1815.

7. a, b, c, d and e follows:

<u>Name</u>	<u>Accuracy</u>	<u>Intensity</u>	<u>Type</u>
Yokosuka	Accurate	Intense	Heavy
Kyoto	"	"	Light
Kozaki	"	"	Light
Nagoya	"	"	Heavy
Shinchiro	"	"	Heavy
Hassentan	"	"	Light

8. a. None
b. None
c. 8 on Sakaka A/F, U/I S/F.
d. None.

9. All None.

10. Visibility over target area was 5 miles due to haze.

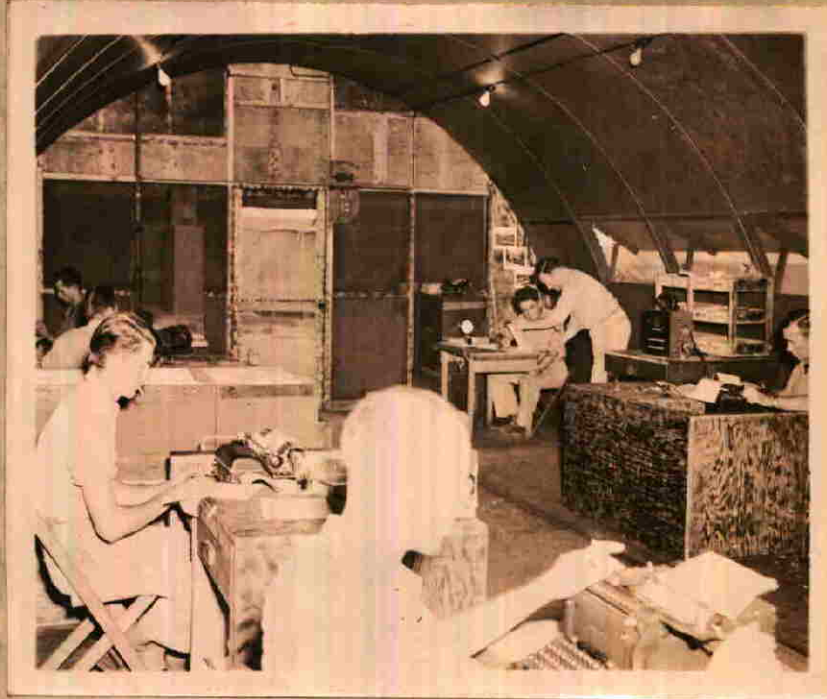
11. Asst: 15,818 rds. .50 cal. expended.
Gas:

1. Avgr. left: 75 gals.
2. Max. Reserve: 99 gals.
3. Min. Reserve: 15 gals.

12. None.

[REDACTED]

Orderly Room



Left Side-Front to Rear: Sgt. MacKenzie, Sgt. Pruyn,
Cpl. Bush, Cpl. Collier.
Right Side-Rear to Front: 1st Sgt. Vasilion, S/Sgt. Wylie,
and Pfc. Toohy



Left Side Front to Rear: Pfc. Toohy, S/Sgt. Wilcox,
Sgt. Conn, Sgt. MacKenzie
and Sgt. Pruyn.



Front Row L to R: Cpl. Collier, Cpl. Bush, Pfc. Toohey,
S/Sgt. Wilcox, Sgt. Pruyne.

Back Row L to R: S/Sgt. Wylie, 1st Sgt. Vasilion, Sgts., Conn, MacKenzie



Capt. Kiesling and S/Sgt. Wilcox