

SO-FI-47-HI
JUN 1945

P.R.C.

15

DECLASSIFIED
DOD DIR 5200.9

00056551

5-1382-58

47th Fighter Squadron, 15th Fighter Group, VII Fighter Wing, Army
Air Forces, Pacific Ocean Area.

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

Negative

P.R.C.

2. Losses in action:

1st Lt. Charles E. Jennings, missing in action while on Escort Mission to Osaka on 1 June 1945.

2nd Lt. Albert A. Dibelka, missing in action while on Escort Mission to Osaka on 1 June 1945.

2nd Lt. Emil A. Schroeder Jr., missing in action while on Escort Mission to Osaka on 1 June 1945.

2nd Lt. Paul G. Frick, missing in action while on Escort Mission to Osaka on 1 June 1945.

2nd Lt. Harry Van Zandt, missing in action while on Escort Mission to Osaka on 1 June 1945.

2nd Lt. Donald O. White, missing in action while on Escort Mission to Osaka on 1 June 1945.

2nd Lt. Howard F. Liddell Jr., missing in action while on a C.A.P. Mission on 14 June 1945.

2nd Lt. John V. Scanlan, missing in action while on a Fighter Sweep to Shimodate A/P 23 June 1945.

3. Awards to and decorations of members of this organization:

1st Lt. Harold L. Baccus, O-805546
AIR MEDAL (Sect. 1 Gen. Order 31 VII FC 11 June 1945)

Captain Eulich L. Bright, O-805557
AIR MEDAL (Sect. 1 Gen. Order 31 VII FC 11 June 1945)
DISTINGUISHED FLYING CROSS (Sect. 1 Gen. Order 37 VII FC 11 June 1945)

1st Lt. Charles J. Cameron, O-806618
AIR MEDAL (Sect. 1 Gen. Order 31 VII FC 11 June 1945)
1st OAK LEAF CLUSTER to Air Medal (Sect. 3 Gen. Order 31 VII FC 11 June '45)

1st Lt. Fred T. Grover, O-763573
AIR MEDAL (Sect. 1 Gen. Order 31 VII FC 11 June 1945)
1st OAK LEAF CLUSTER to Air Medal (Sect. 3 Gen. Order 31 VII FC 11 June 1945)

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Major Theon E. Markham, O-727500
AIR MEDAL (Sect. 1 Gen. Order 31 VII FC 11 June 1945)
1ST OAK LEAF CLUSTER to Air Medal (Sect. 3 Gen. Order 31 VII FC
11 June 1945)

2nd Lt. Robert S. Scamara, O-770431
SILVER STAR (Sect. 1 Gen. Order 31 VII FC 15 June 1945)

1st Lt. Harry M. Tyler, O-1303025
AIR MEDAL (Sect. 1 Gen. Order 31 VII FC 11 June 1945)

1st Lt. Robert A. Norton, O-767379
AIR MEDAL (Sect. 1 Gen. Order 31 VII FC 11 June 1945)

4. Organizational changes:

Negative.

5. Strength Personnel:

- a. First day of month: 64 Officers, 252 Enlisted Men.
- b. Last day of month: 70 Officers, 253 Enlisted Men.

6. Strength Aircraft:

- a. First day of month: 22 P-51D's.
- b. Last day of month: 27 P-51D's.

7. Losses operational:

15 P-51D's.

ORGANIZATIONAL HISTORY

1 - 30 June 1945

Prepared by 1st Lt. Austin J. Bisky, Ass't. Intelligence O.

The most recent "victim" to the consolidation process is the Photo Lab. Plans have already been formulated for an Island Photo Lab to be in full operation by the middle of July. Inasmuch as the 47th Photo Lab expects to play a vital part in this new set up. The greater part of the month was spent in taking inventory of all stock and equipment.

The Engineering Section suffered many set backs during the month of June, having eleven airplanes completely lost and sending three to the 386th Service Group. During one period, the Squadron only had twenty planes and two of them were out for engine changes. However, by working feverishly and for longer hours the section was able to survive the shortage until it was blessed by the addition of three airplanes returned from the Service Group and the assignment of eight P-51D-25's from the States. The two headaches suffered by the Engineering Section were the effects of salt air and the sprinkling of the taxiways with salt water causing corrosion on many of the vital parts of the airplane. Consequently, periodically all wheel wells are sprayed with cosmoline, struts are painted with Zinc Chromate and all control cables coated with anti-corrosion compound. Also all control hinges and ends of trim tab push rods have to be cosmolined. The section was inspected by Group, Fighter Command and the Inspector General during the month and suffered no ill effects as a result.

In addition to the regular routine duties of maintenance of all the communication and lighting equipment of the Squadron, inspecting the



Organizational History,
47th Ptr Sq, AAF, 1 - 30 June 1945, contd.

radios, IFF and DU in the planes, the section constructed a mobile ground station for use in aiding pilots in making landings. A pilot landing officer uses the unit along the runway as he gives each pilot, landing, his instruction. This security device has proven its worth many times and served as a source of consolation to the pilots, especially after a long range mission.

As usual an inspection of all weapons was held on 28 June and the general condition of the weapons was observed to be only fair. As a result, plans are being prepared to make cleaning and care of individual weapons more efficient. This condition has been attributed to the dust conditions and continual high humidity making the weapons susceptible to rust. Guns mounted in planes, however, remained in excellent condition. These same mounted guns were modified to prevent accelerator stoppages. This modification has proven very effective and the general stoppage rate improved. During the absence of Lt. Carletti who is back on the mainland on furlough, Lt. Ayres is acting Ordnance Officer.

In the "field" of medicine ninety-eight patients were seen and three hundred and nine treatments were given during this month. Seventeen patients were sent to hospital and quarters, resulting in one hundred and twenty-seven man days lost. Two successful bail outs were recorded this month, Lt. Ayres and Lt. Christian. This was the second time Lt. Ayres returned from Japan by the airplane-parachute sub route. Lt. Christian suffered a fractured clavical in his experience. This section also reports the sad news of the loss of eight pilots - seven during combat and one during

Organizational History,
47th Ftr Sq, AAF, 1 - 30 June 1945 contd.

an operational flight. The Group Medical Section, always on the lookout for ways and means of increasing the comfort of the pilots, particularly after a gruelling VLR to the Jap country, is now operating a physiotherapy hut. This includes massage and hot baths. Needless to say that the pilots have welcomed this unusual service to no end.

The efforts of the 386th Service Group to cooperate to the fullest extent is again exemplified in their new 24 hour schedule for parts procurement, thus greatly aiding the night maintenance crews. On the other hand, they have further shown a fine spirit of cooperation in alleviating shortages of parts; for example, prestone coolers, bad reconditioned spark plugs and propeller thrust bearing seals.

This section, Tech Supply, also received two inspections this month, one by Group and the other by Fighter Command. As a result of the Group inspection, the section received a very good report. Fighter Command's report awarded this section an excellent rating.

The Armament Section, always with an "eye" for efficiency, ran a few training missions in order to acquaint the pilots with the new E-14 computing gun sight. Eight new P-51D-25's were received during the month with the new gun sight installed. The outstanding feature of the month was the recording of the largest number of rounds fired on any one mission - a fighter sweep of 17 planes firing 19,700 rds. of .50 cal. A source of security to the pilots and a consolation to the Armament boys was the fact that although a total of 523 guns fired 65,505 rds. of ammunition there were only seven stoppages.

Organizational History,
47th Ftr Sq, AAF, 1 - 30 June 1945, contd.

The month of June opened with 51 pilots assigned to the Squadron, 1 Major, 4 Captains, 12 1st Lts., 32 2nd Lts., and 2 F/O's; one Major was attached to our unit for flying only. The following officers were given rest periods on Oahu during the month: Captain Bjorseth, 1st Lts., Ayres, Bacous, Baldwin, June, Mitchell, O'Mara, 2nd Lts., Barlow, Scanlan, Sidebottom, Doughty, Locke, Klessig, Kriss, Heintz, Weaver and Reed. Captain Condrick remained in the states attending Gunnery School the complete month. Promotions for the month: Captain Bjorseth, 1st Lts., A. White, Worton and June effective 4 June 1945. On June 6, six of our pilots left for Saipan to bring new planes back to the Squadron. June 10 our new planes arrived from Saipan. Five in all. Also 10 June, 1st Lt. Moore, 2nd Lts., Christain, Forman, Burnett and F/O Cooge were assigned to this unit. On 11 June, Captain Martin was assigned to this Squadron. This raised out pilots assigned to 57. Major Markham left for the States, 12 June, for 30 day furlough. June 15 Major Anderson was no longer attached to our unit for flying.

The following awards were given out to Premier pilots 11 June: Major Markham, Lt. Cameron and Lt. Grover received the Air Medal and First Oak Leaf Cluster. Captain Bright, Lt. Bacous, Lt. Worton and Lt. Tyler received the Air Medal.

Flying was extensive for the month with approximately 1675:00 hours total flying time. This representing the most hours flown by this Squadron since stationed on Iwo Jima. Total C.A.F. time for the month 174:50; tactical time was 1026:35. Six Chichi missions were performed during the

Organizational History,
47th Ftr Sq, AAF, 1 - 30 June 1945, contd.

month, bombing and strafing of Susaki Airfield, buildings and shipping, shore installations, etc. Five major escort missions were performed during the month. Two escort missions were hindered by bad weather over the target. Fighter sweeps totalled four missions for the month of which three were abortive and one successful. Three special interceptions were ordered by controller. Special mission ordered by Gen. Moore, was performed 28 June 1945. Heavy winds and rains on 21 June.

During the month of June the following promotions were received on 6 June effective 28 May: Captain Bernard P. Bjorseth, 1st Lts. Roy E. June, Allen D. White, Robert A. Morton, Emil A. Schroeder, and Donald O. White. The following promotions were received on 10 June effective that day: M/Sgt. George E. Shug, T/Sgt. Florian H. Corressel, S/Sgt. Carl W. Blecker, Sgt. Richard J. Mackenzie, Cpl. James Albert, and Cpl. James B. Stewart.

The Squadron Officers Club was officially opened 20 June 1945 by a party which eventually encompassed members from all three Squadrons. That night Squadron members looking back on the three months of effort put in on the structure, considered the time and labor well worth while even if we only managed one party. On the other hand, the club has served as a source of relaxation and comfort after every mission especially the VLR mission to the Jap country.

HISTORY OF THE COMMAND SECTION

1 - 30 June 1945

Prepared by 1st Lt. Philip Orensky, Acting Adjutant

The degree and accuracy of work accomplished by the Command Section since its arrival at this station was favorably exposed by several inspections during the month. In the early part of June, Lt. Col. Mansfield, 15th Fighter Group Administrative Inspector, checked through the administrative records of the Squadron and although no overall rating was stated on his report the few minor discrepancies found by Lt. Col. Mansfield indicated that the records were maintained in an excellent manner.

On 18 and 19 June 1945 an Inspection - Correction Team from VII Fighter Command inspected all Squadron records. Discrepancies found by the team were either corrected at the time of the inspection or called to the attention of the personnel concerned for immediate correction. The written report received by the Squadron several days afterwards showed that all the records were maintained in an excellent manner with the exception of WD AGO Forms 20 which were considered to be maintained in a superior manner. A special note of commendation is due our classification specialist, Sgt. Paul A. Conn, for the superior job he is doing in maintaining the Forms 20.

The latter part of June several members from Air Inspectors Staff, AAF, visited the Squadron and though no formal report has yet reached the squadron indications were, at the time of their inspection, that organizational functions and records were accepted favorably by the inspectors.

The major recommendation made by the administrative inspectors of the Air Inspectors Staff was that this section should protect the individuals



History of the Command Section,
1 - 30 June 1945, contd

making Soldiers' Deposits by issuing a receipt at the time that the soldier turns his money into the Command Section to be deposited for his credit. This recommendation was accepted and through the initiative of Sgt. Roscoe E. Wilcox a favorable receipt was made to cover every deposit a soldier makes. Incidentally, the total savings between Soldiers' Deposits, Personal Transfer Accounts, and War Bond purchases during June was \$9,905.00. This total savings of \$9,905.00 compared against the enlisted payroll for June, which was \$14,444.84, shows that the men of this organization are really thinking of the future and taking advantage of all means available to them for soldiers' savings.

A seven day period, exclusive of travel time, of rest and recuperation on the Island of Oahu was granted to Lieutenants Baldwin, Doughty, O'Hara, Klessig, and Locke during the early part of June. Upon their return a second group was sent. The pilot officers in this group were Captain Bjorseth, Lieutenants June, Heints, Kries, Reed, and Wesver. These pilots well earned their rest period having completed several hazardous missions over the Islands of Japan and the Bonin Group.

Lieutenant Sidebottom was sent to Oahu for a thirty day period for recuperation after a hernia operation, while S Sgt. Hammermith was the first enlisted man to be granted a period of rest and recuperation on Oahu for his outstanding work on the line.

A quota of six was allotted to the organization to send one officer and five enlisted men back to the mainland for Temporary Duty Rest and Recuperation. The officer returned to the mainland was 1st Lieutenant Carletti,

History of the Command Section,
1 - 30 June 1945, contd

while S Sgt. Harrell, Sgt. Branagan, Sgt. Taft, Pfc. Golden and Pfc. Long comprised the enlisted group. The officer and enlisted group spent between twenty eight to thirty six months overseas before they were granted the well earned forty five days in the mainland.

A thirty day combat leave to the mainland was granted to the Commanding Officer, Major Theon E. Markham. During his absence Captain Walter H. Powell assumed command responsibilities. Captain Powell has been a pilot officer of this organization since April 1943.

The stagnant situation of promotions for enlisted personnel for the past several months was finally lifted when word was received that we were able to promote personnel vice the vacancies created by personnel rotated back to the mainland in October 1944. Consequently, T Sgt. Schug was promoted to Master Sergeant, S Sgt. Corressel to Technical Sergeant, Sgt. Blecker to Staff Sergeant, Cpl. MacKenzie to Sergeant, and Pfc Albert and Pfc Stewart to Corporal.

Pilot officer replacements were not great enough to compensate for the pilots transferred from the organization and more pilots lost in combat operations during the month. Pilots rotated back to the mainland were Captains Down, Betner, Pepin, and Obenshain, while pilots missing in action this month were Lieutenants Jennings, Dibelka, Frick, Schroeder, Van Zandt, White, Liddell, and Scanlan. Lieutenant Wagner, involved in an airplane accident, was lost to the Squadron when he was evacuated to the US Army Hospital, APO No. 234. Relieved from attachment to the 47th Fighter Squadron was Major Anderson, a pilot officer, who returned to his parent organization, the 15th Fighter Group. Cpl. Redlo was placed on Detached Service to Headquarters and

History of the Command Section,
1 - 30 June 1945, contd

Headquarters Squadron, VII Fighter Command, Assigned to this organization from Headquarters, 15th Fighter Group were Captain Martin, and Lieutenants Moore, Christian, Burnett, Foran, and Flight Officer Googe. 1st Lieutenant Wilson S. Campbell, a Personal Equipment Officer, was assigned to this organization during June; assignment of Lieutenant Campbell to the organization brings the ground officers' T/O authorization up to complete strength.

One enlisted man joined the Squadron during June, S Sgt Cosker Hairelson, who replaced S Sgt Peter S. De Fuccio as Mess Sergeant.

The orderly room was caught short handed for a good portion of June when Sgt. Paul A. Conn, our classification specialist, was taken with acute cystitis and placed in the 232d General Hospital for proper treatment and rest. Cpl. Lansing P. Pruyn, our efficient clerk-typist, was assigned to duties at Group Headquarters, which keep him there the greater part of each day. However, through Cpl. Pruyn's conscientious and faithful attitude toward his work and to the Squadron he has doubled his output by working in the Squadron after his day's duties are over at Group Headquarters.

A tent building project took place during the month when sufficient lumber was procured to furnish each tent in the Squadron with a wooden floor, siding, and roof framing. In order to get the work accomplished without having to wait several month for the Seabees to do it, the plan of having the men do the building for their own tent under the supervision of S Sgt Baker and Cpl. Harding, Squadron carpenters, was adopted. The plan worked well and through the efforts and excellent cooperation of all the men the entire camp area was constructed in five days. Now the comfort of a wooden floor and

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History of the Command Section,
1 - 30 June 1945, contd

a frame for each tent well compensates for the work each man put into building his own quarters.

HISTORY OF THE ENGINEERING SECTION

1 - 30 June 1945

Prepared by Capt. Cletus J. Oster, Engineering O.

During the month of June, this section was in rather a bad way, inasmuch as we lost 11 airplanes completely and 3 airplanes had to be sent to the Service Group. During one period, the Squadron had 20 airplanes with 2 out for engine changes but by working longer hours, we were able to hold our end up. The pressure was relieved by the return of 3 airplanes from the Service Group and the assignment of 8 P-51D-25 airplanes from the mainland.

Built-up engines from the Service Group were received for the first time to speed up engine changes, but no noticeable time was saved. This was due to the fact that the program was just started and the engines had to have their valve timing and valve clearances adjusted. A definite policy has been set because the factory failed to have the above mentioned items properly adjusted and now all valves are checked on new engines.

Salt air and the sprinkling of the taxiways with salt water have caused corrosion of all the planes with the result that a corrosion resisting program has been inaugurated. All wheel wells are sprayed with cosmoline; struts are painted with zinc chromate and all control cables coated with anti corrosion compound. All control hinges and ends of trim tab push rods have to be cosmolined.

During June, we were thoroughly inspected by Group, Fighter Command and the Inspector General. Nothing of importance was found.

S/Sgt. Ewing, S/Sgt. Baker, C.H., Sgt. Edmonds and Pfc. Golden returned to the States on furloughs.



HISTORY OF THE COMMUNICATION SECTION

1 - 30 June 1945

Prepared by CWO Ernest E. Addington, Communication O.

During June 1945 the Communication Section of the 47th Fighter Squadron carried on its routine duties of operation and maintenance of all the communication and lighting equipment of the Squadron. The radios, IFF and DU in the planes were inspected and checked periodically to insure adequate performance on the plane's missions.

The Squadron switchboard and teletype were also operated and maintained. During the last week of June the 15th Fighter Group used our switchboard and teletype to handle their traffic while they moved to a new area. They will resume their normal operations as soon as their equipment and the necessary lines are set up.

Three men of the Communication Section were promoted in June. T/Sgt. Schug was promoted to M/Sgt., S/Sgt. Corressel was promoted to T/Sgt., and Sgt. Blecker was promoted to S/Sgt.

Because of the increased number of power units and the additional maintenance that goes with them, T/Sgt. Corressel was placed in charge of maintaining the power and lighting units. Cpl. Price and Cpl. Meyers are his assistants.

A mobile radio ground station was constructed for use in aiding pilots in making landings. A pilot landing officer uses the mobile ground station along the landing strip giving the landing pilot instructions in making his landing.

During June Pfc. Schnase was transferred from the Communication Section to work in the Officer's Club. In his place Cpl. John Katsanos

History of the Communication Section,
47th Ftr Sq, AAF, 1 - 30 June 1945, contd.

came into the section. He was assigned duty on the switchboard. Cpl. Katsanos was a radio "Ham" in civilian life and as soon as he can be spared from the switchboard he will be placed on the line where his talents will be of more value to the section and to the Squadron.

During June, the 15th Fighter Group made an inspection of the section and on 29 June and 30th June, the 7th Fighter Command inspected the section. The report on these inspections have not been received to date.

HISTORY OF THE INTELLIGENCE SECTION

I - 30 June 1945

Prepared by Captain Henry G. Sanders, Intelligence C.

The month of June started with our most disastrous mission as yet. On an escort mission to Osaka on 1st June a severe front was encountered and six of our pilots were lost. The formation was entirely broken up and most of the planes straggled home safely. We had six pilots who managed to get over the target and Lt. Scamara shot down a Nick and returned all the way alone. He was awarded the Silver Star for this exploit.

On 7 June an escort mission was run over Osaka and there were no enemy interceptions. On 10 June an escort mission was run over Tokyo area and eight aircraft were destroyed with two probables and one damaged. On 23 June there was a fighter strike on Shimodate Airfield NE of Tokyo and this Squadron, acting as high cover, was tapped by approximately 65 enemy aircraft who had altitude advantage and were skilled and aggressive. We lost three P-51's but two pilots were picked up by submarine at the Rally Point. The other pilot was seen to bail out over Japan. Our pilots destroyed ten enemy aircraft and damaged twelve subject to claims board.

On 26 June an escort to Nagoya was run and the target area was reached, however, the weather was exceptionally bad and there were no interceptions.

In addition to the above VLR missions four other VLR missions were airborne but aborted due to weather.

There were six local missions to Chichi Jima with little if any results except to prove that visual observation by a fighter pilot in a

History of the Intelligence Section,
47th Ftr Sq, AAF, 1 - 30 June 1945 contd.

speeding plane over enemy territory is very unsatisfactory. Our pilots seldom see their hits on Chichi due to almost continual cloud conditions and their reports on shipping varies markedly. However, most of our pilots are convinced that they are not accomplishing much at Chichi and are not doing any substantial damage to the Japs there who continue occasionally to shoot down a plane although this Squadron lost none in June. Most of the hits which were observed were misses.

The Jap pilots in Japan appear to be avoiding combat when they can except for the mission of 23 June when they jumped on this Squadron with both feet and still lost 3 planes to our one. On that mission this Squadron was alone between 2 layers of clouds at 14,000' and 7,000' after the other 2 Squadrons had gone down to strafe when the Japs dropped down from above the top layer. Since then our pilots have been unable to find the Jap planes and are instead finding a great number of airfields around Tokyo to be deserted or to have dummies on them. These dummies are serving their purpose as they cannot be distinguished as dummies except when our planes are right on them. Therefore the need for up to date photo coverage and reconnaissance is great.

The mission of 23 June was the longest mission yet run being over 1640 miles.

Of necessity, we must provide pilots with maps for these missions on which are plotted Air Sea Rescue units and code names and the course in and out with safety vectors back to the rally point. No pilot could be expected to remember all this information especially in an emergency

History of the Intelligence Section,
47th Ftr Sq, AAF, 1 - 30 June 1945, contd.

and the maps are a source of confidence to them and have been responsible for the return of several pilots. These maps are collected and destroyed after missions but should a plane go down over Japan we must assume that the enemy secures them especially in a bail out such as Lt. Scanlan had on 23 June. Our pilots have been instructed to destroy the maps if they have time however, it is more than likely that they are now aware of our navigation plan and of the presence of submarines and superdumbos off their coast.

On the 5th and 16th of June missions of an unprecedented nature were conducted when Capt. Brunette and Lt. Baldwin escorted two P-61's on two night training missions.

HISTORY OF THE OPERATIONS SECTION

1 - 30 June 1945

Prepared by 1st Lt. Charles J. Cameron, Operations O.

The month of June opened with 51 pilots assigned to the Squadron, 1 Major, 4 Captains, 12 1st Lts., 32 2nd Lts., and 2 F/O's; one Major was attached to our unit for flying only. The following officers were given rest periods on Oahu during the month: Captain Bjorseth, 1st Lts. Ayres, Baccus, Baldwin, June, Mitchell, O'Mara, 2nd Lts. Barlow, Scanlan, Sidebottom, Doughty, Locke, Klessig, Kriss, Heintz, Weaver, and Reed. Captain Condrick remained in the states attending Gunnery School the complete month. Promotions for the month: Captain Bjorseth, 1st Lts. A. White, Worton, and June effective 4 June 1945. On June 6, six of our pilots left for Saipan to bring new planes back to the Squadron. June 10 our new planes arrived from Saipan. Five in all. Also 10 June 1st Lt. Moore, 2nd Lts. Christain, Forman, Burnett and F/O Googa were assigned to this unit. On 11 June, Captain Martin was assigned to this Squadron. This raised our pilots assigned to 57. Major Markham left for the States, 12 June, for 45 day furlough. June 15 Major Anderson was no longer attached to our unit for flying.

The following awards were given out to Premier pilots 11 June: Major Markham, Lt. Cameron and Lt. Grover received the Air Medal and First Oak Leaf Cluster. Captain Bright, Lt. Baccus, Lt. Worton and Lt. Tyler received the Air Medal.

Flying was extensive for the month with approximately 1675:00 hours total flying time. This representing the most hours flown by this Squadron since stationed on Iwo Jima. Total C.A.P. time for the month 174:50;

History of the Operations Section,
47th Ftr Sq, AAF, 1 - 30 June 1945 contd.

tactical time was 1025:35. Six Chichi missions were performed during the month, bombing and strafing of Susaki Airfield, buildings and shipping, shore installations, etc. Five major escort missions were performed during the month. Two escort missions were hindered by bad weather over the target. Fighter sweeps totalled four missions for the month of which three were abortive and one successful. Three special interceptions were ordered by controller. Special mission ordered by General Moore, was performed 28 June 1945. Heavy winds and rains on 21 June.

ACCIDENTS

Date	Pilot	Remarks
6-1-45	1st Lt. A. D. White	Tail wheel collapsed upon landing.
Local		Pilot O.K.
6-1-45	2nd Lt. C. E. Klesid	Nosed up plane to avoid hitting parked plane.
Local		
6-2-45	2nd Lt. J. F. Wagner	Overshot runway and crashed on left side of runway #5. Pilot badly burned.
Local		
6-3-45	F/O F. A. Jones	Landing accident. Right wheel dropped off hard top. Pilot O.K.
Local		
6-7-45	2nd Lt. L. P. Sher	Faulty maintenance. The aircraft failed to respond to corrective measures used by the pilot and plane rolled into soft soil. Pilot O.K.
Local		
6-14-45	2nd Lt. H. P. Liddell	Pilot missing after take off flight
15 mi. N of Iwo Jima		on dawn patrol.

History of the Operations Section,
47th Ptr Sq, AAF, 1 - 30 June 1945, contd.

ACCIDENTS

Date	Pilot	Remarks
6-19-45	Capt. J. P. Brunette	Plane veered to left on take off sheering landing gear. Pilot O.K.
6-23-45	2nd Lt. L. M. Christian	Bailed out at rally point. Picked up by sub. Shot up by enemy aircraft. Pilot suffered broken collar bone.
6-23-45	1st Lt. F. L. Ayres	Bailed out at rally point. Picked up by sub. Plane shot up by enemy aircraft. Pilot O.K.
6-23-45	2nd Lt. J. V. Scanlan	Bailed out over target (Chiba Peninsula, Japan). Pilot missing. Seen to have bailed out.
6-25-45	1st Lt. F. T. Grover	Tail wheel collapsed on landing. Pilot O.K.
6-1-45	1st Lt. O. E. Jennings	Pilots missing from long range mission.
	2nd Lt. P. D. Frick	
	2nd Lt. H. M. Van Zandt	
	1st Lt. D. O. White	
	2nd Lt. A. Dibelka	
	1st Lt. E. A. Schroeder	

HISTORY OF THE ORDNANCE SECTION

1 - 30 June 1945

Prepared by 1st Lt. Frank L. Ayres, Ordnance O.

An inspection of all weapons was held on 28 June and their general condition was observed to be fair. Plans are being formulated to make cleaning and care of individual weapons more efficient. Rust conditions and continual high humidity make weapons especially especially susceptible to rust. Guns mounted on planes, however, are in very good condition.

All machine guns mounted in planes were modified to prevent accelerator stoppages. The modification seems to be effective, and the general stoppage rate improved.

The Ordnance Officer, Lt. Carletti, as well as two enlisted men of the section, left on furlough on or about 20 June. The present acting Ordnance Officer is 1st Lt. Frank L. Ayres.

The following amounts of ammunition and bombs were expended during the month on missions over the Japanese Mainland and Chichi Jima:

Nomenclature	Amount	Unit
Gart. Cal. .50, 1-1-1-1-1 and 2-2-1.....	72,435	rds.
Bomb, Demo., 500# AN-M54.....	96	ea.
Fuze, Nose, AN-M103.....	84	ea.
Fuze, Tail, AN-M101A2 (0.025 sec.).....	60	ea.
Fuze, Tail, AN-M101A2 (non-delay).....	24	ea.
Fuze, Tail, AN-M113 A1 (4 - 5 sec.).....	12	ea.

HISTORY OF THE PERSONNEL SUPPLY SECTION

1 - 30 June 1945

Prepared by 1st Lt. Eugene A. Broadbent, Supply O.

The month of June was a little exciting for the personnel of the Supply Section.

On 10 June, a terrific storm hit this area, causing some damage to stock, and a lot of work. The Supply office was just about blown away, and the use of manila rope kept the tent on the ground. Some boxes of stock stacked inside the tent was thrown on the ground and was water soaked. After the storm, all personnel pitched in and the damage was repaired.

The storm also affected the usual salvage day, as the storm damaged the Q.M. Salvage Tent, and supplies were delayed several weeks in returning. The water ration was also cut in half, and for a few days it was necessary to ration the water to one canteen per man until the damaged pumps could be repaired.

Pfc. H. Long returned to the mainland on furlough. There were no other changes in supply personnel.

HISTORY OF THE TECHNICAL SUPPLY SECTION

1 - 30 June 1945

Prepared by 2nd Lt. John R. Evans, Tech, Supply O.

During the month of June the Service Group set up a 24 hour schedule for parts procurement thus greatly aiding our night maintenance crew. They have further shown a fine spirit of cooperation in alleviating shortages of parts; for example, prestone coolers, had reconditioned spark plugs and propeller thrust bearing seals.

The storage tent torn during the heavy winds was replaced by a pyramidal tent which was itself replaced by a better pyramidal tent. The men showed a great deal of initiative in replacing the tents in quick time. There has been a series of efforts made to procure needed paints for the aircraft in as much as this item is classified as critical. A list of requirements was turned in to Group 3-4 for action.

S/Sgt. Harrell went back to the states on furlough and Sgt. Garry replaced him as section chief.

The section had two inspections this month, one by Group and the other by Fighter Command. There were several minor items included in the Group report, but the section received a very good report. The Fighter Command inspection which followed the Group's report gave the section a excellent in it's activities.

There were no changes made in this section during the past month.



HISTORY OF THE MEDICAL SECTION

1 - 30 June 1945

Prepared by Capt. Jack Lapides, Flight Surgeon

Ninety-eight patients were seen and three hundred and nine treatments were given during the month of June. Seventeen patients were sent to hospital and quarters; one hundred and twenty-seven man days were lost.

Observed bail-outs were more successful this month than previously. Lt. Ayres and Lt. Christian bailed out during a mission to Japan and were rescued successfully; this was the second bail out for Lt. Ayres. Lt. Christian suffered a fractured clavical. Eight pilots were lost, seven during combat missions and one in an operational flight. Lt. Liddell, the pilot lost in the operational flight, was on a high altitude mission. His element leader observed that he had difficulty staying in formation shortly before he disappeared. It is the consensus of opinion that something was wrong with his oxygen system and that he had developed anoxemia.

The Group Medical Section is now operating a physiotherapy hut for the pilots returning from long range missions; this includes massage and hot baths. Many pilots are quite enthusiastic about the baths and feel that they derive great benefit from them. The enlisted men of the Medical Department are to be thanked for their unstinted efforts in making this project successful.



HISTORY OF THE ARMAMENT SECTION

1 - 30 June 1945

Prepared by Capt. Eurich L. Bright, Armament O.

Eight new P-51D-25-NA's with the K-14 computing gun sight installed were received during the month of June. A few training missions were devoted to acquaint the pilots with the new sights.

The largest number of rounds fired on any one mission was fired on a fighter sweep of 17 planes during the month, 19,700 rounds.

Stoppages reached a new low, 528 guns fired 65,505 rounds, but there were only 7 stoppages.

Cpl. Joseph A. Boller was taken to the hospital during the month and was not expected to return to the Squadron.

HISTORY OF THE PHOTO SECTION

1 - 30 June 1945

Prepared by Capt. Barich L. Bright, Photo D.

Bad weather cut down the amount of film exposed almost 50 per cent. Special missions and training were also below par, consequently, there was not much film used during the whole month.

Plans for a Consolidated Island Photo Lab are being formulated and this new lab should be operating about the middle of July. Inventory of all stock and equipment was taken.

Ground camera work was held to a minimum because of a shortage of film.

HISTORY OF THE TRANSPORTATION SECTION

1 - 30 June 1945

Prepared by 1st Lt. Wilson S. Campbell, Transportation O.

Lt. Carletti left for the States on leave and Lt. Campbell took over his duties as Transportation Officer.

The VII Fighter Command inspection was made and recommendation complied with to have weekly automotive inspection forms mimeographed.

A meeting was held with Squadron personnel, officers and enlisted men, to have everyone who can drive own a drivers permit. The meeting also dealt with the correct filling out of a dispatch slip properly.

On 18 June, weapons carrier 3/4 ton was transferred to 15th Fighter Group for use by B-29 crews.

The weekly and monthly maintenance was normal as three 6,000 mile inspections were accomplished.

HISTORY OF THE PERSONNEL EQUIPMENT SECTION

1 - 30 June 1945

Prepared by 1st Lt. Wilson S. Campbell, Personnel Equipment O.

A new deal for the 47th Fighter Squadron came about when a qualified Personnel Equipment Officer was assigned to look after the interests and needs of the pilots on personnel flying equipment.

Personnel Equipment Officers from all three Squadrons got together and set up the first of its kind on Iwo Jima, a complete display, with interesting three hour course, on emergency equipment and emergency procedures. This course is given at the equipment display tent for all pilots from three Squadrons. As of 30 June, the 47th Fighter Squadron had sent nearly all its pilots through.

For the convenience of the pilots and all other personnel concerned, the clothing and equipment tent was consolidated with the Parachute Department and Oxygen Section, all three being placed in adjacent location to each other. This has been proven to have several advantages for pilots. They are located on the line.

Plywood has been secured to make storage cabinets suitable for storage and preserving rubber goods such as oxygen masks and life vests of the pilots. The Squadron carpenter is working on these. This is to cut down on dust collecting on the equipment.

Testimony has been given by two pilots of the 47th Fighter Squadron that the three hour course in emergency procedures contributed largely to their safe bail out and return.



HISTORY OF THE MESS HALL

1 - 30 June 1945

Prepared by 1st Lt. Eugene A. Broadbent, Mess G.

The month of June brought several personnel changes in the Mess Section. S/Sgt. Peter De Fusco was relieved as Mess Sergeant and S/Sgt. C. Hairelson was appointed. S/Sgt. Hairelson is a new man from the mainland with new blood and new ideas and should prove to be very valuable.

Cpl. A. Gioia was transferred to the Group Consolidated Mess, leaving us with only one baker.

P.F.C. H. Fong, formerly the Squadron barber, and Cpl. W. Heagher, formerly of Communications were transferred to the Mess Section. Both requested this change of duty and will be of much assistance to the already over worked cooks.

The rations were fairly good for the month. Fresh food being on the menu several times.

██████████
 15TH FIGHTER GROUP AAF
 A.P.O. # 86

1 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 6-1
 15TH FIGHTER GROUP MISSION # 6-1

1. A. Twenty (20) P-51's of the 47th Fighter Squadron.
 B. Two (2) Zeke's and one (1) Nick.
2. A. Six (6) P-51D's and the following pilots missing:
 1st Lt. Charles E. Jennings, O-563406.
 2nd Lt. Albert A. Dibalka, O-2039750.
 2nd Lt. Emil A. Schroeder Jr., O-767400.
 2nd Lt. Paul C. Frick, O-2057599.
 2nd Lt. Harry M. Van Zandt, O-774335.
 2nd Lt. Donald O. White, O-770496.
 B. One (1) Nick by Lt. Scamara.
3. Escort B-29's to Osaka, Honshu Japan.
4. RED FLIGHT: Major Markham, Lts. Jones, S., O'Mara, Klessig.
 YELLOW FLIGHT: Lts. Jennings, Dibalka, Schroeder, Frick.
 BLUE FLIGHT: Lts. Cameron, Major Anderson, June, Wagner.
 GREEN FLIGHT: Lts. Baldwin, Van Zandt, White, A., Liddell.
 MAPLE RED: Capt. Brunette, Lts. Hutchison, Scamara, Lortie (45th).
 REMEDY RED: Lt. White, D., (from Red Reserve).
 Take-Off: 0728 Over Target: 1100-1110 Pancaked: 1200 to 1530
 Rendezvous was accomplished and formation was on course at 0800

47th Ftr. Sq. Mission Rpt. #6-1
1 June 1945 contd.

at 9,500'. About 250 miles out front was encountered which built up from 1,000' to above the height of the fighters. An orbit was made and then the entire formation started into the overcast. Immediately all visual contact was lost visibility being less than 5 feet with heavy rain. All flights separated and went on instruments. Some individual elements and pilots managed to get through to target and back. Six pilots and planes are missing. Individual narratives follow:

RED FLIGHT: Major Markham seeing the formation was going into the overcast moved the Squadron up into tight formation. Went on instruments immediately and let down to deck. Altimeter was at zero and water could barely be seen about 15' below. Was unable to get into clear and received call to return to base. Picked up a vector of 160 degrees and flew on the deck for $\frac{1}{2}$ an hour before breaking out in clear. One plane from the 21st Group joined on him and he flew for one hour and 15 minutes before receiving DU from Iwo. Landed 1200.

Lt. Jones tried to call Major Markham and couldn't get him. Thought he had gone in. Got on instruments and made a 180 degree turn and started back on instruments. Turned on DU and found 3 B-29's in a clear pocket with a number of P-51's. Joined Lt. O'Mara only other 47th plane. Went down to deck with B-29 searching for possible survivors. None seen. Started home with B-29 on deck and it went into some clouds and Lt. O'Mara and Lt. Jones were separated. Flew a vector of 150 degrees and broke out. Saw a B-29 and joined it at 1130. Landed at Iwo 1240.

47th Ftr. Sq. Mission Rpt. #6-1
1 June 1945 contd.

Lt. O'Mara - See Lt. Jones above. Same.

Lt. Klessig - Plane snapped on entering front and lost 3,000' altitude. Recovered and went on instruments. Ran into a clear pocket with a B-29 in it and joined. Went to deck looking for survivors and saw none. Several other fighters joined and headed toward Iwo on instruments. After 20 or 30 minutes on deck climbed and broke out at 3500'. Landed at 1235.

YELLOW FLIGHT: Nothing has been heard from Yellow Flight and are all listed as missing.

BLUE FLIGHT: Lt. Cameron and Major Anderson. Went down on instruments to 50' where visibility improved. Climbed toward a hole and joined a strike force B-29 in clear pockets from 4000' to 8000'. There was also a 78th plane and 21st Group plane on this B-29. Climbed on instruments from 8000' to 22,000' on wing of B-29. Went with bomber to strike force to rendezvous point at 22,000'. Orbited for 30 minutes while bombers joined. Flew escort 1500' above and to left of bombers from DP over the target. Received flak at IP and damaged to Major Anderson's plane. One Zeke was seen to make a pass on bombers. This element could not intercept. Intercepted another Zeke which was starting a pass and it broke off before getting into range. Osaka could not be seen clearly due to haze but pillars of smoke was rising to 25,000' where it went into overcast which went up to 35,000'. DU'd to rally point and joined Walnut 3 flying through overcast until 1 hour from Iwo. DU'd from 30 minutes out landing at 1525.

47th Ftr. Sq. Mission Rpt. #6-1
1 June 1945 contd.

Lt. June - Let down on instruments to 3500'. Broke out between 2 layers. Alone for 10 minutes. Continued on course toward target. Joined 6 planes from 45th. Heard 45th C.O. say return so returned with 45th flight. Let down to deck altimeter below sea level. Went up and broke out at 5,000' with 2 planes of the 45th. Flew $\frac{1}{2}$ an hour and caught up with planes from 21st Group. Continued on vector of 150 degrees until could BU to Iwo. Landed at 1300.

Lt. Wagner - Engine quit after entering overcast. Radio was cluttered so he couldn't call. Glided down to 7,000' when engine caught. Climbed to 16,000' on instruments. Started to DU to a bomber and at 6,000' broke out in a clear pocket where there was a strike force bomber. Was unable to contact due to poor radio for 1/2 an hour. Finally contacted and the bomber said he was going to the target. Lt. Wagner was using excess gas and figured he couldn't go that far so he broke off when he saw 9 other strike force bombers orbiting. He went over and joined them. Followed them S and then N trying to call them. Finally one bomber received him and asked if he could go over the target. He replied that he couldn't. Two B-29's veered off and dropped their bombs on what appeared to be an airfield. The ground was barely visible. Following these two he left land at 1135 on a vector of 155 degrees. Flew at 20,000' through clouds and rain most of the way. Broke out into clear about one hour and a half from Iwo. Landed at 1415.

47th Ftr. Sq. Mission Rpt. #6-1
1 June 1945 contd.

and lost #2 and #4. Tried to climb. Lt. White was flying within 5' of Lt. Baldwin and couldn't see him at times. Made a 180 degree turn and came back. Entered a clear pocket where Walnut 7 was searching for someone who had bailed out. Helped search for $\frac{1}{2}$ an hour. About 15 fighters joined. Returned on deck. Visibility was less than 100'. Climbed through and came out at 4,000' 300 miles from Iwo. Landed at 1245.

Lt. Van Zandt - Missing.

Lt. Liddell - After being separated climbed on instruments. Came out on top about 14,000'. There were 6 planes from the 78th and he joined them and they all attempted to join a B-29 which had 3 planes of the 47th on it, but before they could join the B-29 and 3 P-51's went into a cloud. Lt. Liddell picked up a DU on Walnut 2 and followed with 3 planes from the 506th and 1 from the 21st Group. Later the 6 planes from the 78th joined. Walnut 2 led them back to Kita and they came on in alone. Landed at 1310.

MAPLE RED: Capt. Brunette and Lt. Hutchison - Got on instruments and lost second element in overcast. Heard it was clear below so went down and came out at 4,000' with 3 planes from the 78th. Purple Flight called second element leader and he said he was O.K. Climbed into the overcast at 9,000' and broke out at 23,000'. Lost wingman in overcast but rejoined on top. Were at DP where bombers were rallying. There were 3 fighters from the 78th and 3 from the 21st Group. Went from DP to IP and to target. Hazy but could see ground from 23,000'. No enemy fighters

[REDACTED]

47th Ftr. Sq. Mission Rpt. #6-1
1 June 1945 contd.

encountered. Turned right down coast line over tops of clouds which built up to 35,000' in spots. Went on instruments and came out 20 miles S of Shiono Misaki at 2,000'. DU'd to Boxkite 3 and saw sub there. DU'd to Boxkite 4 and saw sub there. Got a vector and flew for 200 miles with no contact mostly on instruments ceiling from 0 to 1,000'. Could not contact Dumbo 1. Heard Dumbo 9 once on radio. DU'd to Dumbo 3 but didn't see him. Kept flying same vector until in clear and saw Chichi Jima about 50 miles ahead. Turned right and flew S till picked up Brother Agate. DU'd and landed at 1430.

1A. Scamara - In overcast lost wingman. Went down to 3,000' on instruments and ran into a clear pocket. No one there. Climbed back to 10,000' and joined a B-29 with 4 P-51's. Couldn't catch but followed same vector. Went up through another overcast at 22,000' and came out at B-29's rendezvous point. After orbiting followed the bomber stream above and to the right. There was an overcast over the target from 25,000' to 35,000' with haze below. Smoke billowing from Osaka to overcast. Just past target spotted a Nick behind and below. Made a turn dropping wing tanks and fired first burst from an angle of 15 degrees. Left engine burst in flames. On the second burst from directly behind set right engine afire, pieces flew off and one wheel came down. Lt. Scamara's left wing went through the flames from the Nick as he went by. The Nick started down vertically and he watched it for about 10,000' while it became a ball of flame.

Took vector from Osaka to rally point. Couldn't identify shoreline

[REDACTED]

17th Ftr. Sq. Mission Rpt. #6-1
1 June 1945 contd.

Flew back and forth but couldn't find Walnut 3. DU was very weak. Finally left rally point on same vector as Walnut 3 - 154 degrees. Continued to receive Walnut 3 on radio and very faint DU. Broke into clear and asked Blue Leader who was with Walnut 3 what vector he was on and found he was flying same vector at same altitude. Lt. Seemara figured he was some distance behind. Continued to receive faint DU from Walnut 3 until got close to Iwo and started to DU on conversation. Could never sight anyone. Flew headings from 150 to 200 degrees. Saw Kita Rock and got to Iwo at 1503. Could not land until 1525 because of B-29's landing.

Lt. White, D.O. - Went from Premier Red Reserve to Remedy Red Flight and it is the opinion of Lt. Col. Thomas whose wing he was flying that one of the 506th planes which spun through this flight might have hit Lt. White. Listed as missing.

5. A. Weather - See narrative. Solid overcast about 400 miles out up to 22,000'. Over mainland another up to 35,000'. Mainland haze visibility 10 miles. Pockets in overcast which were clear and rain squalls.

B. Comm. - DU was asked for in clear. Dreamboat and B-29 used in same sentence. DD referred to as a destroyer. C Channel seemed jammed over target.

6. None.

~~SECRET~~
47th Ftr. Sq. Mission Rpt. #6-1
1 June 1945 contd.

7. Gas - 4,680 total gas used. Aver. used 334.3 with aver. left 154.6.

Ammo. - 750 rds. .50 cal. expended.

8. None.

15TH FIGHTER GROUP IAF
A.P.O. # 36

4 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #6-2
15TH FIGHTER GROUP MISSION #6-2

1. A. Two (2) P-51's of the 47th Fighter Squadron.

B. None

2. A. None

B. None

3. Strafe and Dive Bomb Radio Station #6, Chichi Jima.

4. JOSEPHINE ESCORT: Lts., McCormick and Tillman.

Take Off: 0833 Over Target: 0950 - 1000 Pancaked: 1045

Josephine Escort airborne at 0833. On course at 0950 at 10,000'.

While en route to Chichi Jima flight passed up the West side of Haha at 0940 and Lt. McCormick observed three (3) small boats, one in Kita Harbor off coast of Kitamura Town and two (2) off the West coast of Kita Cape. Flights reached Chichi at 0950. While Invader Red and Yellow were making their runs over the target Radio Station #6 at Chichi, Lt. McCormick and Lt. Tillman were orbiting 5 miles West of the island at 8,000'. After completing target run Josephine and Escort followed Red and Yellow Flights until they started on home course. Josephine Escort pancaked at 1045.

5. A. Weather was good.

B. Communications was weak and distorted.

6. None

[REDACTED]
47th Ptr. Sq. Mission Rpt. #6-2
4 June 1945 contd.

7. Gas - 345 gals of gasoline consumed.

Ammo. None.

8. On a heading of 350 degrees, 15 miles from this island, Josephine observed what appeared to be a life raft. The object was a yellowish color and was larger than a one man life raft.

15TH FIGHTER GROUP AAF
A.F.O. # 86

7 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #6-3
15TH FIGHTER GROUP MISSION #6-4

1. A. Fifteen (15) P-51's of the 47th Fighter Squadron.

B. None

2. A. None

B. None

3. Escort over Osaka.

4. RED FLIGHT: Lt. Col. Spain, Lts., Locke, Weaver.

BLUE FLIGHT: Capt. Bright, Lts., Tillman, Tyler, Klessig.

GREEN FLIGHT: Lt. Patterson (45th P.S.) F/O Jones F., Lts., Norton, Balak.

YELLOW FLIGHT: Lts., Ryniker, Petrouleas, McCormick, Feints.

Coordinator in B-29: Major Marichem.

Take Off: 0835

Over Target: 1230

D.P. 1215

Rally: 1310

Landed: 1616

Lt. Grovers' engine was cutting out so he landed at 0910. Lt. Sher cracked up on take off. Capt. Powell had a weak left wing and returned and landed at 0951. Lt. Ayres took his place and developed motor trouble and returned and landed at 1225. Lt. Patterson of the 45th Fighter Squadron took his place.

47th Ftr. Sq. Mission Rpt. #6-3
7 June 1945 contd.

Rendezvous was successfully accomplished and formation was on course at 0917. Weather to target was 9/10ths cover at 7,000'. Fifty miles from D.P. a front was encountered stretching from Nagoya to the SW. Formation went around the end of it at 15,000' and climbed to 30,000' at D.P. Left D.P. at 1215 escorting bomber stream which was at 18,000'. Green and Blue Flights were above Red and Yellow Flights on the right side of the bombers. Squadron never left mutual support formation. No enemy planes were seen. Flak was slight. About six bursts were seen at D.P., about 15 bursts over the target and about 6 on the way to the rally point. All flak inaccurate and directed at bombers. Some white bursts observed not phosphorous. Undercast over mainland was 10/10ths. Target not seen. D.P. seen through breaks and coast at rally point through breaks. Squadron followed bomber stream to rally point. Visibility over clouds was unrestricted and bomber stream could be seen for over 20 miles. Arrived at rally point at 1310 at 18,000'. Went over front just off coast and clouds were 4/10ths rest of the way. Saw all subs and destroyers. Landed from 1559 to 1616.

5. A. Weather - 9/10ths on trip up tops 7,000'. Front 50 miles off coast up to 25,000'. 10/10ths cover over mainland tops 14,000' to 17,000'. Cloud cover 4/10ths on return tops 7,000'.

E. Comm. - O.K.

6. None

[REDACTED]
47th Ftr. Sq. Mission Rpt. #6-3
7 June 1945 contd.

7. Gas: 6008 gals consumed

Ammo: 2698 rds. .50 cal. expended.

8. Some member of bomber crew had extended conversation relative to his cousin who is apparently in one of the Fighter Squadrons.

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15TH FIGHTER GROUP, AAF
A.F.O. # 86

7 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 6-4
15TH FIGHTER GROUP MISSION # 6-5

1. A. Two (2) P-51's of the 47th Fighter Squadron.

B. None.

2. A. None.

B. None.

3. Interception

4. PREMIER FLIGHT: Lts. Ayres, Scamara.

Take Off: 1245

Pancaked: 1300

Scrambled from stand-by and took off in heavy rain. Went on instruments off end of runway and circled to E end of island proceeding to Point Nan. Control ordered patrol E to W at bottom of clouds which was at sea level. While at 600 feet on instruments received orders to land. Landed at 1300. Could see runway to buzz but not from base leg.

5. A. Weather - Heavy rain and low clouds.

B. Comm: O.K.

6. None.

7. Gas: 60 gals. of gas consumed. Ammo: None.

8. None.

15TH FIGHTER GROUP, AAF
A.P.O. # 86

8 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 6-5
15TH FIGHTER GROUP MISSION # 6-6

1. A. Fifteen (15) P-51's of the 47th Fighter Squadron.
B. None.
2. A. None.
B. None.
3. Fighter Sweep - Strafe Kagamigahara A/T (Abortive Mission).
4. RED FLIGHT: Major Markham, Major Anderson, Lts. Mitchell, Grover.
YELLOW FLIGHT: Lts. Ayres, Barlow, Scamara, Sher.
BLUE FLIGHT: Capt. Powell, Lts. Scanlan, O'Hara, P/O Powell, H.
GREEN FLIGHT: Capt. Bjorseth, Lts. Olivier, June, Elliott.

Take-off: 0926

Parachuted: 1205

Squadron began taking off at 0926 and was airborne at 0931. Rendezvous was at a point 10 miles East of Iwo at altitude of 17,000 feet over tops of clouds. Lt. Sher's radio was out so he returned and landed at 1050. Formation proceeded NE climbing in endeavor to get over clouds. At about 1030 when formation was at 22,000 feet and clouds were seen to go up to over 30,000 feet ahead of formation so turned around and returned. Found clear hole back to Iwo.

5. A. Weather over Iwo: Scud and clouds in layers up to 20,000 feet. Built up to 30,000 feet on course.

[REDACTED]

47th Ftr. Sq. Mission Rpt. # 6-5
8 June 1945 cont'd.

B. Comm: Garbled on A Band above 15,000 feet.

6. None.

7. Gas: 2194 gals. of gas expended. Ave. left in plane - 342 gals.

Arms.: None.

8. None.

[REDACTED]

2

[REDACTED]
15TH FIGHTER GROUP, AAF
A.P.O. # 86

10 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 6-6

15TH FIGHTER GROUP MISSION # 6-8

1. A. Seventeen (17) P-51's of the 47th Fighter Squadron.
B. 20 Franks, 4 Oscars, 1 Zeke, and 1 Tojo.
2. A. None.
B. 1 Hamp destroyed by Capt. Bjorseth and Lt. June.
1 Oscar destroyed by Capt. Powell.
1 Tojo destroyed by Lt. Norton.
2 Franks destroyed by Major Wells.
1 Frank destroyed by Lt. Mitchell.
1 Frank destroyed by Lt. Reed.
1 Frank destroyed by Major Anderson.
1 Hamp probably destroyed by Capt. Powell.
1 Oscar damaged by Major Wells.
3. Escort Over Tokyo Area.
4. RED FLIGHT: Capt. Powell, Lts., Scanlan, Norton, F/O Powell, H.
YELLOW FLIGHT: Capt. Bjorseth, Lts., Olivier, June, Elliott.
BLUE FLIGHT: Major Wells, Major Anderson, Lts., Mitchell, Reed.
GREEN FLIGHT: Lts., Ayres, Barlow, Scamara, Sher.
RED RESERVE: Lt. Grover. (Flew with 78th Fighter Squadron)
Coordinator in B-29: Capt. Brunette.
Take Off: 0551 Over Target: 0926 - 1005 Pancaked: 1304

████████████████████
47th Ftr. Sq. Mission Rpt. #6-6
10 June 1945 contd.

Squadron began taking off at 0551 and was airborne at 0555. Rendezvous point was reached at 0622 at altitude of 8,000' and formation was on course at 0625. Thirty minutes from D.P. started to climb and arrived there at 0912 at 23,000'. I.P. was reached at 0926 and formation turned toward Tokyo with Red and Yellow Flights flying mutual support and Blue and Green Flights flying mutual support.

RED FLIGHT: After flying on a vector of 60 degrees for five minutes an Oscar was observed approaching headon 2,000' below. The flight turned onto its tail and Capt. Powell shot it down in flames. The pilot bailed out. A Zeke was observed at 13,000' and Lt. Norton closed in on him and got hits. He turned on Lt. Norton's tail and was attacked by Capt. Powell who had hits in the cockpit and right wing root. The plane went down at high speed and disappeared in the undercast. A few minutes later a Tojo was observed traveling in the same direction as Red Flight and about 2000' below. Lt. Norton shot him down enveloped in flames. The flight continued to the coast line S of Choshi Point and made several orbits inland but saw no other enemy planes. DU'd to rally point at 1003 and landed at 1241.

YELLOW FLIGHT: Eight minutes after leaving I.P. on route to Tokyo, this flight observed a Hamp making a stern approach on a B-29. Capt. Bjorseth and Lt. June set the Hamp afire and it went down enveloped in flames. Rejoined Red Flight and flew mutual support to coast and then orbited inland but encountered no other enemy planes. DU'd to rally point at 1003 and landed at 1300.

████████████████████

47th Ftr. Sq. Mission Rpt. 76-6
10 June 1945 contd.

BLUE FLIGHT: Just N of Tokyo a formation of 4 plane flights of 20 Franks was observed approaching head on from the E 2,000' below. Blue Flight made a half roll and came in on their tail. Major Wells fired on one and it went down in flames. Major Anderson shot one down as did Lts., Mitchell and Reed. Major Wells then attacked another flight and shot another down in flames. He then turned around and attacked a Frank which was firing at a P-51 and observed hits and looking back he saw it go into a tumble going down. By this time the other Franks had disappeared and Blue Flight continued E to the coast and DU'd to rally point arriving there at 1000 o'clock. Landed at 1244.

GREEN FLIGHT: Heard Blue Flight call in bogies and turned to bracket flight. Just before coming into range of 2 flights of Franks they split 8 into the undercast. Green Flight then started after a lone Oscar and he also split 5 into the undercast before they could close. No other enemy planes were observed and Green Flight continued E to the coast and arrived at the rally point at 0955 and landed at Iwo at 1255.

5. A. 3/10ths cover enroute at 6,000'. Over target 8/10ths at 7,000'.

Visibility 20 miles.

B. A channel was jammed by Japs over mainland and also interference received when nearing base. Clear between mainland and Iwo. Also clearer N of Tokyo.

6. None

7. 6796 total gals of gas consumed. Aver. left per plane 39.3 gals.
6993 rds. of .50 cal. ammo. expended.

[REDACTED]

47th Ftr. Sq. Mission Rpt. #6-6
10 June 1945 contd.

8. Pilots exhilarated by mission and hope they have more of similar nature. One pilot reported hearing over A channel this message, "American Boy, American Boy Come Down and Get Little Jap Boy."

Several flight leaders report that they almost attacked P-51's of the 506th Group, which had red appearing tails, which from a distance looked like the Jap insignia. Under certain light conditions the color scheme of certain 506th planes appears red and also the striped tails tend to camouflage the outline of the tail removing one of the P-51's best recognition features.

[REDACTED]

[REDACTED]

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

15 June 1945

1. a. 47th Fighter Squadron.
 2. a. Fighter Escort to Osaka.
b. 15 June 1945
c. 132
d. 15th Fighter Group Mission #6-17
 3. a. 47th Fighter Squadron Mission #6-7
b. RED FLIGHT: Capt. Powell, Lts., Petrouleas, Jones, S., F/O Powell.
YELLOW FLIGHT: Lts., Cameron, Barlow, June, Kinsey.
BLUE FLIGHT: Capt. Brunette, Lts., Fitzgerald, McCormick, Higgins.
GREEN FLIGHT: Lts., Rylander, Kries, Tyler, Hutchison.
RED RESERVE: Lt. Ayres, F/O Jones, Lts., Balak, Tillman.
c. Lt. Balak, Lt. Higgins, F/O Jones and Lt. Cameron who did not take off.
d. None
e. None
f. None
g. 0652
h. Negative
i. Negative
j. Negative
k. Negative
l. Negative
m. 1105
 4. a. None
b. None
 5. a. Air - None; Ground - None
b. Air - None; Ground - None
c. None
 6. Squadron was airborne at 0650. Reached RV at 0714. At 5,000' the weather was 5/10kts. 350 miles from Iwo a front existed with tops at 27,000' and base unknown. After being advised by one Navigating B-29 to return as he was at 27,000' and the front was increasing, the Squadron returned to base pancaking at 1100.
 7. a. Negative
b. Negative
c. Negative
d. Negative
- [REDACTED]

[REDACTED]

47th Ptr. Sq. Mission Rpt. #6-7
15 June 1945 contd.

e. Negative

8. a. None
b. None
c. None
d. None

9. a. None
b. None
c. None
d. None
e. None

10. Ran into front 350 miles from base which caused Squadron to return.

11. a. None
b. Gas:

1. 202.8 gals over left.
2. 151 gals min. left.
3. 329 gals max. left.

12. None.

████████████████████
 47TH FIGHTER SQUADRON AAF
 A.P.O. # 86

16 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 6-8
 19TH FIGHTER GROUP MISSION # 6-18

1. A. Fourteen (14) P-51's of 47th Fighter Squadron.

B. None.

2. A. None.

B. None.

3. Dive bomb RDF Station and Buildings in Square 261 E, Chichi Jima.

4. RED FLIGHT: Capt. Powell, Lts. Martin, Balak, Moore.

YELLOW FLIGHT: Lts. Cameron, Burnett, Weaver, Googe.

BLUE FLIGHT: Lts. Ryniker, Christian, June, Forman.

GREEN FLIGHT: (Josephine) Lts. White and Kinsey.

Take-Off: 1040

Over Target: 1130-1140

Planned: 1230

Squadron was airborne in two minutes and on course at 1045 on a vector of 22 degrees. Lt. June's engine was smoking so he returned and landed at 1050. Passed west of Haha and saw no shipping. Sighted Chichi at 1110 from altitude of 10,000 feet. The 45th Squadron was still over target so all flights orbited west of island until 1130. The 45th Red leader advised that there were no ships so runs were made as planned. Red and Yellow Flights went over the south end of the island going east made a 180 degree turn and dived in a string of elements on RDF station in Square 199 E from 10,000 feet releasing bombs at 5,000 feet and

[REDACTED]

47th Ftr. Sq. Mission Rpt. 6-8
16 June 1945.

pulling out at 4,000 feet. All hits were observed to be in the general target area but exact results could not be seen due to dust and smoke. Yellow 2 received two MG hits, one in leading edge of left wing and one on left side of windshield. MG fire was from 212 G and 213 P and Q. Also several flak bursts at 7,000 feet extremely wild. Both flights retired to the west.

Blue Flight went in on buildings in Square 261 E diving from 10,000 feet NE to SW releasing at 4,000 and strafing to 2,000 feet. Hits were slightly short. No return fire received.

Josephine orbited 5 miles west of island at 7,000 feet.

All flights joined 5 miles west of island at 6,000 feet and proceeded to Haha where all flights made a strafing run in a string of elements E to W on radio weather in Square 330 J. The station was thoroughly strafed and no return fire was received. Returned to Iwo and landed at 1230.

5. A. Weather: 2/10 clouds at 4,000 feet. Visibility unrestricted.

B. Comm.: OK

6. Unknown.

7. Gas: 1537 gals consumed. Ammo: 7043 rds. .50 cal. expended. 22 x 500# bombs Type AN-M-64 with nose fuse AN-M-103 instantaneous, and tail fuse AN-M-101A2 non-delay.

8. None.

██████████
 47TH FIGHTER SQUADRON AAF
 A.F.O. # 86

18 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 6-9
 15TH FIGHTER GROUP MISSION # 6-20

1. A. Ten (10) P-51's of 47th Fighter Squadron.
 B. None.
2. A. None.
 B. None.
3. Dive Bomb Haha Jima (Alternate target).
4. RED FLIGHT: Capt. Bjorseth, Lts. Higgins, Scanlan, Powell H.
 YELLOW FLIGHT: Lts. Baccus, Petrouleas, Sher, Jones, F.
 BLUE FLIGHT: Lts. Hutchison and Tillman.

Take-Off: 1334 Over Target: 1520-1530 Pancaked: 1625

Lt. Mitchell did not take-off due to flat tail wheel. Lt. McCormick did not take-off due to weak battery. Lt. Elliott (Josephine) returned because of Prestone leak with Lt. Kriss, his escort.

Capt. Bjorseth asked control if flight could be run without Josephine and was told Josephine would stand by on ground. Continuing on mission a front was encountered 50 miles on course. Making a 180 degree, formation climbed through a hole and continued on course over the front at 8,000 feet climbing to 10,000 feet. Received a call from Invader Ground to investigate shipping north of Chichi and passed over Chichi which was socked in at 1450. North of Chichi no ship was seen except Letterman.

██████████

██████████
47th Ftr. Sqdn. Mission Rpt. 6-9
18 June 1945

Contacted Letterman and received negative report on shipping. There was a front building up to 30,000 feet with rain under it extending NE to SW covering Muko Jima. Formation orbited over Yome and returned to Chichi which was covered by clouds with only southern shore line showing. Tops were at 4,000 feet and bottom on deck. Flight continued to Haha and found Samega Point and Oki Point protruding from undercast. All planes dived bombed buildings and defensive installations in Square 330 R and S. Run was in string of elements from 10,000 to 3,000 passing through a thin skid at 6,000 feet and releasing bombs at 4,500 feet. Exact hits were not observed. All flights returned and landed at from 1617 to 1625.

5. A. Weather: Chichi covered with clouds tops 4,000 feet bottom on deck. Haha also covered with only edges showing. Front up to 7,000 feet 50 miles on course. Another over Muko which builds up to 30,000 feet.

B. Comm.: OK

6. Unknown.

7. Gas: 1690 gals. of gas consumed. Ammo.: 586 rds. of .50 cal. expended. 20 x 500# AN-M-64, Nose Fuse with .1 sec. delay. Tail Fuse AN-M-101A2 with .025 sec. delay.

8. None.

██████████
2

[REDACTED]

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

19 June 1945

VLR FIGHTER SQUADRON MISSION REPORT

1. A. 47th Fighter Squadron.
 2. A. Fighter Strike on Kagamigahara A/P.
B. 19 June 1945
C. 131
D. 47th Fighter Squadron Mission # 6-10
 3. A. 47th Fighter Squadron.
B. 22 - RED FLIGHT: Capt. Powell, Lts. Petrouleas, Jones, S.,
V/O Powell, H.
YELLOW FLIGHT: Lts. Cameron, Barlow, Juns, Kinsey.
BLUE FLIGHT: Capt. Brunette, Lts. Fitzgerald, McCormick,
Kiggins.
GREEN FLIGHT: Lts. Ryniker, Kriss, Tyler, Hutchison.
MAPLE RED: Lts. Mitchell, McInts.
RED RESERVE: Lts. Ayres, Jones, F., Balak, Tillman.
C. Four planes failed to take off, none returned early.
D. None.
E. One (1) P-51 cracked up on take off.
F. None.
G. 0938
H. 0956
I. Negative.
J. Negative.
K. Negative.
L. Negative.
M. 1216
 4. A. None.
B. Total One (1) P-51, Capt. Brunette, 47th Ftr. Sq. cause unknown.
Cracked up on take off, pilot unhurt.
Damage to aircraft: Landing gears sheared off, prop and engine
change, both wings and under side of fuselage
damaged.
 5. A. Air - None Ground - None
B. Air - None Ground - None
C. None.
 6. Capt. Brunette cracked up on take off; cause unknown. Lt. Kiggins
did not take off due to weak mags. Squadron left rendezvous point at
- [REDACTED]

47th Ftr. Sq. Mission Rpt. # 6-10

19 June 1945 contd.

0956 on course. Approximately 200 miles out when at 24,000 feet with a front ahead extending up to 30,000 feet, were ordered to return to base. Went over Chichi and Haha on return with no observations. Landed at 1216.

7. A. Negative.
B. Negative.
C. Negative.
D. Negative.
E. Negative.

8. A. Negative.
B. Negative.
C. Negative.
D. Negative.

9. A. None.
B. None.
C. None.
D. None.
E. None.

10. Front up to 30,000 feet in layers caused formation to return when 200 miles on course.

11. A. None.
B. Average per plane 231.5 gals.
Min. reserve 194 gals.
Max. reserve 259 gals.

12. None.

[REDACTED]

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

23 June 1945

VII FIGHTER SQUADRON MISSION REPORT

1. a. 47th Fighter Squadron.
2. a. Fighter Strike - Shimodate A/F.
b. 23 June 1945
c. 133
d. 15th Fighter Group Mission # 6-22
3. a. 47th Fighter Squadron Mission # 6-11
b. RED FLIGHT: Col. Thomas, F/O Jones, Lt. Worton, Capt. Martin.
YELLOW FLIGHT: Lts. Bacon, Christian, Scamara, Scanlan.
BLUE FLIGHT: Capt. Bjorseth, Lts. Olivier, Elliott, Burnett.
GREEN FLIGHT: Lts. Ayres, Moore, McCormick, Higgins.
RED RESERVE: Lt. Grover, F/O Gooze, Lts. Weaver, Forman.
MAPLE RED: Lts. White, Sher.
c. None.
d. 16 (3 were sub cover)
e. 3 P-51's
f. 16
g. 0949
h. 1015
i. 1300
j. 1300
k. 1307
l. 1430
m. 1755
4. a. Total 3
1 P-51 - 1st Lt. Frank Ayres, damaged by enemy planes, pilot bailed out at rally point and picked up by sub.
1 P-51 - 2nd Lt. Christian, damaged by enemy planes, pilot bailed out at rally point and picked up by sub.
1 P-51 - 2nd Lt. Scanlan, plane shot up by enemy planes, pilot bailed out SW of Choshi Point, over Cheba Peninsula, pilot missing.
b. None
5. a. Air: total 65 Ground: total 0
b.

Pilot	Squadron	Destroyed	Prob.	Damaged
Lt. Col. Thomas	15th Gp.	1 Frank (a)		1 Jack (a)
2nd Lt. Scamara	47th F.S.	2 Georges (a)		1 Frank (a)
		1 Zeke (a)		3 Georges (a)
				3 Zekes (a)
2nd Lt. Worton	47th F.S.	1 Oscar (a)		
F/O Jones, F.	47th F.S.	1 Frank (a)		
2nd Lt. Burnett	47th F. S	1 Frank (a)		

47th Flr. Sq. Mission Rpt. # 6-11
23 June 1945 cont'd.

Pilot	Squadron	Destroyed	Prob. Damaged
1st Lt. Ayres	47th F.S.	1 Frank (a)	
1st Lt. Moore	47th F.S.		1 Jack (a)
1st Lt. Baccus	47th F.S.		2 Franks (a)
2nd Lt. Olivier	47th F.S.		1 Hamp (a)
2nd Lt. Elliott	47th F.S.		1 Frank (a)
1st Lt. McCormick	47th F.S.		1 Jack (a)
c. None			

6. Squadron began taking off at 0939 and was airborne at 0941 except for 2 planes which took off at 0949. Left rendezvous point at 1015 at altitude of 10,000 feet on course. Weather was clear at that altitude for entire mission. Broken clouds 3/10ths at 4,000 feet. Arrived at DP at 1300 and turned to left toward PT which was covered by clouds at 6,000 feet. After 4 minutes on this course the Squadron was tapped by 7 Franks which made moderately aggressive passes. Lt. Col. Thomas shot one down as did F/O Jones. After receiving call from 78th that they were off target the 47th Fighter Squadron went SE toward Kasanigaura and were tapped by 17 Franks who came in for aggressive passes with altitude advantage. They made overhead, head-on and high side passes and attacked so suddenly that our pilots had no time to use mutual support and had all they could do to avoid their passes. Lt. Ayres and Lt. Burnett shot down two Franks and Lt. Scamara, Lt. Elliott and Lt. Baccus damaged four. Our flights were pretty well disrupted in the dog fight which lasted about 10 minutes. Lt. Norton attacked an Oscar from above and saw it hit the ground. Six Georges got on the tail of Lt. Scamara and Lt. Scanlan. Lt. Scamara shot down two and damaged two. Three Hamps attacked Lt. Olivier and Lt. Burnett who then attempted to chase them but they split 3. Lt. Olivier got hits on one. Three Jacks were encountered by Lt. Norton and Capt. Martin but they were unable to get any hits. Nine Jacks made a head on pass at Blue Flight with negative results. The Jacks pulled up and not encountered again by Blue Flight. A string of Jacks attacked Lt. Elliott and he dove to the deck pulling away from them. Lt. Elliott estimated that there were 25 planes in the string. Lt. Scamara and Lt. Scanlan were attacked by six Zekes from six o'clock above. Lt. Scamara managed to shoot down one Zeke and saw two Zekes on Lt. Scanlan's tail scoring hits. Lt. Scanlan's ammunition blew up and smoke started coming from his plane. Lt. Scamara attempted to help him but was not in position and was at the same time tapped again. Lt. Scanlan pulled up away from the Zekes and bailed out. Lt. Scamara saw his chute open at about 6,000 feet SE of Choshi Point over Cheba Peninsula. When last seen two Zekes were going in his direction but were not seen to shoot. Lt. Scamara damaged 3 of these Zekes. Lt. Christian was shot up by a Frank and Lt. Baccus led him toward rally point. He bailed out 5 miles N of the sub and Lt. Baccus got Maple Flight to orbit him in the water. He was later picked up by the sub. Lt. Ayres and Lt. Moore were attacked

47th Ftr. Sq. Mission Rpt. # 6-11.
23 June 1945 cont'd.

by four Jacks and Lt. Ayres received several hits in his wings and fuselage. The hole in fuselage was 2 feet wide on both sides and right alleron was almost shot off. Lt. Moore damaged one Jack. Lt. Ayres went to the rally point where he had to orbit while Lt. Christian was picked up. On his first attempt to bail out his maps and other items fell out of his cockpit but he did not get out. He was on his back and split 8 from 2,800 feet. His guns were firing and he barely managed to pull out. On his next attempt he bailed out successfully and waved to Maple Flight while in his chute. They later saw him on the sub.

The rest of the Squadron was straggling back to the rally point singly or in elements. Lt. Col. Thomas passed over Mobara and Choja Airfields and observed no planes on them. About 8 flak bursts were seen S of Kasu-migahara Field inaccurate as to height and trailing. Lt. Scumara strafed a small factory on the shore about 140 degrees 10 min. E 35 degrees 10 minutes North.

Most of this Squadron left the rally point at 1430. Maple Flight which was covering Lt. Ayres was left alone and had to chase B-29 for 40 minutes before they caught him. All planes made the return trip successfully and the last planes landed at 1755.

7. None

- b. Inaccurate
- c. Meager
- d. Medium
- e. None

8. a. None

- b. Mobara and Choja A/F observed to have no planes on them.
- c. None
- d. None

9. a. A Channel jammed by one of our planes.

- b. None
- c. Dumbo and Sub did not acknowledge distress calls but apparently heard them as they assisted in rescue.
- d. None
- e. None

10. Undercast covered PT. Pt and ST not seen by this Squadron.

11. a. 19,700 rds. of .50 cal. expended.

- b. (1) 71.3 average left per plane. (2) Min. res. 54 gallons
- (3) Max. res. 75 gallons.

12. Apparently the enemy was airborne waiting for our planes, and attacked them skillfully with altitude advantage. Their attacks were described by most of our pilots as very aggressive.

15TH FIGHTER GROUP AAF
A.F.O. # 86

24 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #6-12
15TH FIGHTER GROUP MISSION #6-23

1. A. Four (4) P-51's of the 47th Fighter Squadron.
B. None
2. A. None
B. None
3. Dive Bomb and Strafe Susaki Airfield, Chichi Jima.
4. INVADER BLUE: Lts., White, Kinsey, Balak, Tillman.

Take Off: 0628 Over Target: 0715-0725 (Chichi Jima) Fano: 0828
0730-0745 (Haha Jima)

Invader Blue was airborne at 0628 and on course at 0633 climbing to 10,000', reaching Chichi Jima at 0715. Approached target from SE with bombing and strafing run started from 10,000', in string, with release at 4500' and pull out at 3,000'. After Lt. White completed his run he made a sharp bank to the left and observed hits in TA 198D and TA W,X. Lt. Tillman's bombs hit dead center of runway. All bombs were observed to hit within TA, Susaki Airfield. Airfield still appeared to be inoperational. After completing run at 0725 Blue Flight circled, climbed and rejoined Invader Red and Yellow and flew to Haha Jima reaching there at 0730. After circling over Kita Harbor and Gagy Pt. to observe shipping, Lts., White and Tillman observed 175' ship just NW of Gagy Pt. While they

[REDACTED]

47th Ftr. Sq. Mission Rpt. #6-12
24 June 1945 contd.

made their strafing run on it. Lt. Kinsey observed a 300' freighter in Kita Harbor just N of Kitamura Town and made a run on it. Hits were observed on both ships but damage was undetermined. No other shipping was observed. Leaving Maba Jima at 0745 Invader Blue rejoined Invader Red and Yellow and returned to Iwo Jima landing at 0828.

5. A. Weather: 6/10 cloud coverage at 10,000'. Over target 3/10ths at 5000'.

B. Good.

6. Undetermined.

7. Gas: 385 gals.

Ammo: 3105 rds. .50 cal. expended. 6 bombs AN-M-64 500#, with nose fuse AN-M-103 .1 sec delay, and tail fuse AN-M-101A2 .025 sec delay.

B. None.

15TH FIGHTER GROUP AAF
A.P.O. # 86

25 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #6-13
15TH FIGHTER GROUP MISSION #6-25

1. A. Eighteen (18) P-51's of the 47th Fighter Squadron.
B. None
2. A. None
B. None
3. Dive Bomb and Strafe buildings in Ta 213T and 214P, Chichi Jima.
4. RED FLIGHT: Capt. Brunette, Lts., Doughty, McCormick, Petrouleas.
YELLOW FLIGHT: Capt. Powell, Lts., Klessig, Salak, Kiggins.
BLUE FLIGHT: Lts., O'Mara, Hutchison, Sher, Forman.
GREEN FLIGHT: Lts., Grover, Fitzgerald, Jones, S., F/O Coogs.
PURPLE FLIGHT: Lts., Elliott, Moore (Josephine and Escort)

Take Off: 0830 Over Target: 0920-0935 Pancaked: 1020

Capt. Powell did not take off because dynamotor burned out on radio.

Lt. Fitzgerald did not take off because tachometer was out.

Red, Yellow Blue and Green Flights were airborne at 0830 and on course at 0840. Climbing to 11,000' and at an IAS of 250 mph, flights reached Chichi Jima at 0920. Because of 8/10ths coverage over island Capt. Brunette found it necessary to orbit three times over N end of island to find possible holes. Red and Blue Flights approached target from N-S, started

47th Ftr. Sq. Mission Rpt. #6-13
25 June 1945 contd.

bomb and strafing run in string at 10,000', released at 6000' and pulled out at 3,000'. Hits were observed in TA Naval Installations by Lt. McCormick but damage was undetermined. Yellow and Green Flights, after orbiting to find hole observed opening over TA 213T and 214P. Bombing and strafing run in string from 10,000' to 4500' and release at 6000'. No return fire was observed. A Fox Able was observed in 213E, was strafed but missed. Buildings in TA 213T and 214P were hit but results unobserved. TOT 0920-0935. Flights then proceeded to rendezvous point 5 miles S of Chichi Jima and returned to base pancaking at 1020.

5. A. Weather: Scattered at 3,000' 8/10ths over target. Haha Jima completely covered.

B. Comm: Good.

6. Undetermined.

7. Gas: 1849 gals. consumed.

Ammo: 3841 rds. .50 cal. ammo expended. 28 - 500# AN-M-64 bombs with AN-M-103 nose fuse .1 sec. delay, and AN-M-101A2 tail fuse .025 sec. delay.

8. None.

15TH FIGHTER GROUP AAF
A.F.O. # 86

25 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #6-14
15TH FIGHTER GROUP MISSION #6-30

1. A. Ten (10) P-51's of the 47th Fighter Squadron.
B. None
2. A. None
B. None
3. Skip and Dive Bomb Shipping at Chichi Jima.
4. RED FLIGHT: Lt. Cameron, P/O Powell, Lts. Sher, Higgins.

YELLOW FLIGHT: Lt. Ryniker, P/O Googe, Lts., Balak, Olivier.

BLUE FLIGHT: (Josephine & Escort) Lts., O'Mara, Klessig.

Take Off: 1645 Over Target: 1730-1745 Pancaked: 1845.

Squadron took off to attack a reported Fox Able in Chichi Jima Harbor. Arrived at Chichi at 1730 and orbited island which was covered with clouds except for the harbor which was clear. Yellow Flight 1 and 2 made a skip bombing first pass from NE to SW letting down through clouds. The target was observed too late to release bombs and #1 released his bombs on shore installations in TA 213T. No. 2 did not see the ship and released his bombs over Tatsumi Bay. Yellow 3 and 4 dive bombed from 9,000' to 4,000' releasing bombs at 6,000'. Flak bursts were received at 8,000' intense but inaccurate. They did not observe their hits. The ship was hidden by clouds after they pulled out.

47th Ftr. Sq. Mission Rpt. #6-14
25 June 1945 contd.

Red Flight came in (skip bombing) from the N in a string of single ships approximately 6 seconds apart. Their run was made from 8,000' to 500' with release at 500'. Red 1 did not see the ship although he passed over its reported position. He bombed buildings on shore. Red 2 bombed a ship but it did not seem as large as a Fox Able. Red 3 did not see the boat but hit the buildings on shore. He also strafed and received MG fire from Square 213 Y. Red 4 skip bombed a grayish boat about 901 ling in 213E looking more like a Tare than a Fox. His bombs missed the boat which he also strafed.

Red 1 pulled out to the E and observed a small coastal boat near Higashi Jima which he strafed 3 times. Leaving it dead in the water he proceeded to the rendezvous point 5 miles S of Chichi and brought the entire formation back and they all made 3 passes on the boat leaving it listing. Flight landed at 1845.

5. A. Weather: Clouds over Chichi Jima 1500' to 3000', clear over harbor.
B. Comm: Good.

6. Buildings on shore in TA 213T were hit.

7. Gas: 1,000' gals consumed.

Ammo: 8678 rds. .50 cal. expended. 16 - 500F AN-M-64 bombs - 12 bombs with AN-M-113A2 4-5 sec. delay tail fuse. Four bombs with AN-M103 .1 sec. delay nose fuse and AN-M101A2 .025 sec. delay tail fuse.

8. None.

[REDACTED]

HEADQUARTERS VII FIGHTER COMMAND AAF
Office of the A-2
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25 June 1945

VLR FIGHTER SQUADRON MISSION REPORT

1. a. 47th Fighter Squadron.
2. a. Escort Over Nagoya.
b. 26 June 1945
c. F.O. No. 136
d. 15th Fighter Group Mission #6-27
3. a. 47th Fighter Squadron Mission #6-15
b. 19 - RED FLIGHT: Capt. Powell, Lts., Forman, Jones, S., Klessig.
YELLOW FLIGHT: Lt. Baldwin, F/O Googe, Lts., Balak, Barlow.
BLUE FLIGHT: Major Wells, Lts., Hutchinson, Tyler, Capt. Martin.
GREEN FLIGHT: Lts. O'Hara, Tillman, White, Petrouleas.
MAPLE RED: Lts., Grover, Fitzgerald.
(Lt. Cher flew with the 45th Fighter Squadron).
c. None
d. 19
e. None
f. 19
g. 0644
h. 0707
i. 1000
j. 1000
k. 1000-1045
l. 1050
m. 1345
4. a. None
b. None
5. a. Air: 5 Ground: 0
b. None
c. None

6. Squadron began taking off at 0644 and was airborne at 0648. Rendezvous with Navigating B-29's at 0707 and were on course at 0710. Climbed to 20,000' to go over front 50 miles off mainland. Front kept building up over mainland. Were at DP at 1000 and continued inland. Observed string of 50 to 60 bombers heading inland at 20,000'. Front built up to about 30,000' and bombers went on into front while the fighters did a 180 degree and returned about to the coast line when they circled to the left and went up the bay which could be seen through a hole. The 45th

[REDACTED]

47th Ftr. Sq. Mission Rpt. #6-15
26 June 1945 contd.

Fighter Squadron leading went down through a hole and the 47th Fighter Squadron followed but could not relocate the 45th Ftr. Sq. in the haze.

Blue Flight saw Suzuka but could see no planes on it. All fighters pulled back up and Red Flight observed a bogie starting a pass on a B-29. Upon seeing our planes it broke away and on down through the clouds. All planes continued North and orbited over Nagoya which several pilots reported seeing through a hole. The 506th Group was encountered several times and 2 pilots reported that they turned on gun switch and almost shot due to reddish appearing tails. Blue Flight saw 2 bogies very far away. They dived into the clouds while still far out of range. Only about 15 bombers were seen in the target area and none were observed to drop bombs. Received word to return to rally point and arrived there about 1045. On way Red Flight saw 2 bogies ahead on same course. Bogies started to climb smoking and pulled out of sight. All Squadron left rally point about 1100 at 21,000' and kept altitude till over front when let down to 10,000'. Scattered clouds at 10,000' rest of way home. Landed from 1315 to 1345.

Red Reserve 1 and 4 became Maple Red Flight and covered Boxkite 438 at bomber rally point. However due to the undercast they never saw the sub and stayed with Super Dumbo. One Zeke was sighted and a pass started but he split S away. Maple Flight returned with a strike bomber. Landed at 1345.

7. a. None
b. Inaccurate
c. Meager
d. Heavy
e. None
8. a. None
b. Suzuka A/V appeared deserted.
c. None
d. None
9. a. B channel overcrowded.
b. None
c. None
d. None
10. Front 50 miles off shore continuing overland and another front over Nagoya area on up to 30,000'.
11. a. Ammo: 0
b. Gas:
 1. 112.1 average left per plane.
 2. 71 gals min. left in plane.
 3. 152 gals max. left in plane.
12. None

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

27 June 1945

VII FIGHTER SQUADRON MISSION REPORT

1. a. 47th Fighter Squadron.
2. a. Strafe Kamiguara A/F.
b. 27 June 1945
c. F.O. No. 135
d. 13th Fighter Group Mission #6-29
3. a. 47th Fighter Squadron Mission #6-16
b. 19 - RED FLIGHT: Capt. Bright, Lts., Balak, McCormick, Moore.
YELLOW FLIGHT: Lt. Mitchell, F/O Powell, Lts., Worton, Burnett.
BLUE FLIGHT: Lts., Cameron, Kinsey, Major Anderson,
Lt. Hutchison.
GREEN FLIGHT: Lts., Bacous, Klessig, Scamara, Higgins.
c. 3
d. None
e. None
f. None
g. 0937
h. 1000
i. Negative
j. Negative
k. Negative
l. Negative
m. 1525
4. a. None
b. None
5. a. None
b. None
c. None

6. Squadron began taking off at 0933 and was airborne at 0937. Lt. Elliott's fuel pressure gauge was out so he landed at 0950. Squadron left rendezvous point at 1000. At 375 miles out Lt. Olivier had to return because of generator being out. Lt. Ryniker brought him back. At 400 miles out formation started to climb and at about 550 miles while at 18,000' observed a warm front ahead up to 35,000'. Weather ship advised that it was impossible to pass so formation turned around and started home. Weather

[REDACTED]

47th Ftr. Sq. Mission Rpt. #6-16
27 June 1945 contd.

ship went by Hachijo and advised it was socked in. At Tori, Squadron went down in a string of flights for 2 passes one NW to SE and one NE to SW but failed to see any targets. The SW of the island was covered with clouds. One delapidated building and what appeared to be a water reservoir were seen on the SW shore just under clouds. Squadron pulled up to let 78th Fighter Squadron hit with rockets and after their pass Red Flight went down to check damage and failed to see any. Squadron landed at from 1519 to 1525.

7. All Negative.

8. All Negative.

9. All Negative

10. Wara front 50 miles from mainland up to 35,000'.

11. Ammo: 500 rds. .50 cal. expended.

Gas:

1. 147.7 Aver. left.
2. 186 gals max. left.
3. 99 gals min. left.

12. None.

15TH FIGHTER GROUP AAF
A.F.O. # 86

28 June 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #6-17
15TH FIGHTER GROUP MISSION # 6-30A

1. A. Four (4) P-51's of the 47th Fighter Squadron.
B. None
2. A. None
B. None
3. Long Range Reconnaissance Mission and Strafing Chichi Jima.
4. RED FLIGHT: Major Wells, Lts., Olivier, McCormick, Barlow.

Take Off: 0445

Pancaked: 1145

Flight was airborne at 0445 and until 1030 was engaged in long range reconnaissance mission per order of General Moore. At 1100 flight made a pass on Chichi Jima strafing a small fishing boat in the North part of Futami Ko. Pass was made from NE to SW and light MG fire was received from the harbor entrance. Flight landed at 1145.

5. A. Weather: Not revealed.
B. Comm: Not revealed.
6. None
7. Not revealed
8. None.