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73RD FIGHTER SQUADRON
318TH FIGHTER GROUP
VII FIGHTER COMMAND, SEVENTH AIR FORCE
ARMY AIR FORCES, PACIFIC OCEAN AREAS
A.P.O. # 244

ORGANIZATIONAL HISTORY
SUPPLEMENT NUMBER NINE
1 DECEMBER 1944 - 31 DECEMBER 1944

1. DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATRE:

Negative.

2. LOSSES IN ACTION (KILLED, WOUNDED AND MISSING).

Negative.

3. AWARDS AND DECORATIONS.

Negative.

4. ORGANIZATION.

Negative.

5. STRENGTH, PERSONNEL.

SIXTY-FOUR (64) Officers.

TWO HUNDRED AND FOURTEEN (214) Enlisted Men.

6. STRENGTH, AIRPLANES.

1 December 1944 - Nineteen (19) P-47D-11-RE
Five (5) P-47D-11-RA
Twelve (12) P-38L-O

31 December 1944: Sixteen (16) P-47D-11-RE
Six (6) P-47D-11-RA
Twelve (12) P-38L-O

7. LOSSES, AIRPLANES.

Two (2) P-47D-11-RE lost in mid-air collision on 27 December 1944.

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ORGANIZATIONAL HISTORY
73RD FIGHTER SQUADRON, AAF

NARRATIVE

The primary mission of the Squadron continued during December to be the Air Defense of Saipan, as it has been since arriving on the island late in June 1944. Captain MC GOWN returned from DS to the mainland on 2 December and assumed command in the absence of Major HUSSEY, who is also back in the States. He found the Squadron successfully accomplishing its' mission despite a serious shortage of personnel in the enlisted ranks. Eight (8) more men were transferred out on re-assignment and four (4) have gone back on furlough. Only one (1) enlisted man was assigned during the month.

With a decided increase in enemy air activity over Saipan, it became necessary to establish additional air patrols and as a result, the total flying time showed quite an increase over the preceding month. The total time logged was 1932:45, of which two hundred and thirty-nine (239) hours were combat time. The combat time was flown during nine (9) missions with sixty-nine (69) individual sorties being credited. The flying time is more completely broken down in Appendix #3. The combat missions included five (5) long range escort and strafing missions to Iwo Jima in the Kazan Rette (Volcano Islands) and four (4) armed reconnaissance missions to Pagan in the Marianas. With Pagan completely neutralized, the strikes there have assumed the proverbial "milk run" characteristic, but Iwo Jima is definitely a different proposition entirely. The strikes against that important Jap outpost were made by the so called "P-38 Provisional Squadron" (planes and pilots being furnished by the 73rd, 19th and 333rd) and during December, resulted in destruction on three (3) enemy aircraft in the air, one (1) on the ground, and six (6)

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(Organizational History, 73rd Fighter Squadron, AAF, Continued.)

damaged on the ground. "Barfly" pilots were credited with one (1) destroyed in the air, a Nick by Lt. RESER, and one (1) damaged on the ground, an unidentified S/E plane by Lt. SNYDER - for details, see appended mission reports. Of lesser interest but never-the-less important, were the air-ground exercises conducted with the 2nd Marine Division on Saipan and Tinian. These were particularly valuable in the indoctrination of ground troops in the benefits of good, close ground support and demonstrated to them the use (with live ammunition) of strafing, bombing, rockets and fire bombs. The Squadron suffered the loss of two (2) P-47s in a mid-air collision during a training mission on 27 December but fortunately both pilots, Lts. YARGER and CAMPBELL, were able to bail out and were saved without injury.

The 73rd feels that its' pilots are among the best trained and best informed in the Air Forces and the S-2 section is at least partially responsible for this condition. For example, a comprehensive training program conducted by S-2 has just been completed with emphasis on pertinent geographic studies and recognition. Intelligence material is readily available to all pilots by reason of the close proximity of the S-2 tent and combined Ready Room and Officers' Club, (See diagram of Squadron Area attached as appendix #2) and the interest of the pilots in such material is evidenced by the fact that there are invariably a number of them reading the latest "peep" at all hours of the day. The facilities of S-2 in this Squadron are also always available to the enlisted men and a considerable number of them take advantage of the situation maps and bulletins posted daily, the latter being in the special^{of} of Sgt POSNER, section chief and assistant, Cpl HOYT.

The engineering section is particularly hard hit by the shortage of personnel mentioned previously and under the circumstances, it is surprising that

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(Organizational History, 73rd Fighter Squadron, AAF, Continued)

their record of planes in commission averaging 90% is so good. The section is hopeful that P-38s may be used on daily patrols, thus making it possible to spend more time on the P-47s and keep things going until replacements arrive. Tech Supply during December was both good and bad - the situation on most classes of materials for P-47Ds became critical and as a result a list of R.I.S.'s was submitted which is bringing results - on P-38L's the supply problem has been fair, with one (1) plane keeping eleven (11) others flying regularly.

The Armament and Ordnance sections also did a highly satisfactory job during the month. Armament ironed out many difficulties on the new P-38s and awaits only the arrival of parts for the electrical bomb rack release systems to take care of the remaining difficulty. The Ordnance section made some further modifications - for example the work done on a Bomb Service Truck by Sgts. PHARES, MASON, FISH and BARNETT in which a "boom" arrangement was added, to be used in loading and unloading bombs and light cargo. Ordnance also conducted a small arms inspection. The Chemical Warfare section which is under Lt. WALLACE, our Ordnance Officer, changed the protective ointment, M-4, with the new consolidated tin containing four (4) tubes of M-4 ointment and one (1) tube of Bal ointment for the eyes.

The Transportation and Personnel Supply sections had no particular problems in December but both did their full share toward the overall efficient operation of the Squadron. Sgt. BAKLEY, Transportations section chief, has done a particularly good job in "keeping 'em running".

The morale of the Squadron is fairly good. Men are going back to the States on re-assignment and furlough but there is still considerable confusion and a lack of complete understanding in regard to the directives concerning these matters, so vital to the mental welfare of the average man.

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(Organizational History, 73rd Fighter Squadron, AAF, Continued).

It is hoped that early clarification may be made. The general health of the Squadron is good. A report from the Dispensary shows only minor disorders with cases of ear fungus infections to be practically the only bad feature. The situation in regard to food is still very bad - after a short period when some fresh foods were being served, the messes reverted to menus consisting almost entirely of canned stuffs. The present schedules in various sections can scarcely be reconciled with any athletic program but the "Barflies" did manage to shove the remnants of their old softball champs into the breach of one of the island softball leagues when one of the duly entered teams proved to be entirely inadequate - the "Barflies" finished the first of two rounds in a creditable manner and give promise of winning the second round.

An interesting story is provided in the case of Pfc EIMO BLISS ELLIS of our Ordnance Section. ELLIS, on 23 December 1944, became a citizen of the United States. In May of 1942, ELLIS, formerly a citizen of Windsor, Ontario, gained illegal entry into the United States. Upon his arrival in Los Angeles he gave himself up to the authorities and was issued an alien registration card. In August 1942, ELLIS was drafted. His applications for citizenship were rejected when tendered at Camp Roberts, California and while he was stationed in Oahu. After spending six months in Saipan, ELLIS was flown by a Transport Air Group C-47 to Guam on the 22nd of December where his affidavit was signed. That constituted his legal entry into the United States, Guam being a U.S. possession.

The two photographs attached as appendix #4 have received rather wide publication but unfortunately always over in-correct or misleading captions. In one instance, the scenes were supposed to depict Super-Fort pilots in

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(Organizational History, 73rd Fighter Squadron, AAF, Continued).

their Club and in other instances, tie-ups have been made between the pictures and other outfits. For the sake of the record, these "shots" are of "Barfly" pilots taken in their Club and were posed for and "shot" by a Seventh Air Force P.R.O. team.

A true copy of a letter to General DOUGLASS from General ARNOID with indorsement to all Seventh Air Force units from General DOUGLASS is shown as Appendix #1. The 73rd Fighter Squadron stands ready to do its' full share in fulfilling General DOUGLASS' pledge in paragraph #2 of the indorsement.

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CHRONOLOGY FOR THE MONTH OF DECEMBER

- 1 December: Following listed enlisted men leave on 30 days furlough to U.S.

Sgt ELKINS
JARVIS
KLEINBERG
Cpl ISAACS

- 2 December: Captain MC COWN returns from DS to U.S. and assumes duty as Squadron Commander in absence of Major HUSSEY.

Following listed enlisted men joins Squadron from 318th Fighter Group.

Pvt JACK R. HAIZLIP

- 5 December: Squadron under enemy Jap raid from 1032 to 1040. One (1) MYRT shot down by Group pilot.

- 7 December: Squadron under enemy Jap air-raid from 0404 to 0500. East Field strafed at 0407 by several low flying Jap planes (No damage). Four (4) enemy A/C shot down by A/A.

9. December: 2nd Lt. ROY G. HOWARD, fr duty to temp duty Hq & Hq VII Fighter Command as of the 8th, left Squadron 9th.

2nd Lt. ALFORD J. BABCOCK assigned to Squadron from Hq 318th Fighter Group as of 28 November, as pilot.

- 13 December: Following enlisted men transferred (re-assignment) in grade to POA for shipment to U.S., par 2, SO 330, Hq Seventh Air Force.

M/Sgt RAY D. HAMMER
S/Sgt SAMUEL H. ATTISON, JR.
ANTHONY B. DUSZYNSKI
EARL E. DYSON
ASBURY D. HOKE
BENJAMIN ROTHSCHILD
Sgt BUREL K. BISHOP
Cpl EDWARD L. MC FADDEN

Following officers on DS to Oahu:

1st Lt. JAMES B. BIRD
2nd Lt. EUBANKS BARNHILL

- 16 December: Following officers returned from DS in Oahu; joined Squadron as of 15 December.

1st Lt. JOHN R. GALT
RICHARD W. WILKINSON

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16 December: Following listed officer returned from DS in Oahu; joined Squadron as of 15th.

2nd Lt. FRANK J. GRAHAM

18 December: Sgt CHRISTOPHER F. VIDULICH transferred and evacuated to Det of Patients, 22d Station Hosp, APO 957 as of 13 November.

21 December: Following officer (pilot) assigned from 318th Fighter Group effective 15 December.

Captain CYRUS M. BIRNEY, JR.

22 December: Cpl JOHN R. MONAHAN transferred to CO, Medical Installations, U.S., per evacuation O #198, Hq CPEC, APO 957, 16 December.

24 December: CWO ARTHUR N. ALDRIDGE, assigned fr atchd unasgd 13th Repl Dep, APO 969, per Par 4, SO #318, Hq 13th Repl Dep APO 969. Now DS enroute to join.

25 December: Air alert from 2010 to 2305, no damage or casualties inflicted by the enemy to the Squadron. Three (3) planes shot down by Night Fighters out of 16 to 25 raiders.

26 December: Air alerts from 2007 to 2130. No damage or casualties inflicted by the enemy to the Squadron. One (1) probable BETTY, of five (5) enemy A/C over area destroyed by Night Fighters.

Air alert from 2210 to 2332. No casualties or damage to Squadron. Two (2) BETTYS downed by Night Fighters.

27 December: 2nd Lt. ROBERT H. RESER destroys one enemy A/C (NICK) while on fighter sweep mission to Iwo Jima, Kazan Islands.

Two (2) Squadron airplanes (P-47d's) collided at 12,000 feet above Mutoha Point, Saipan I., at 1525. Both pilots (Lts. Yeager and Campbell) parachuted to safety, airplanes crashing in water.

30 December: Following listed officers on DS to Oahu.

1st Lt. IEO H. EHLERT
JOHN W. AYLER, III

2nd Lt. JAMES E. CAMPBELL
J. T. SPIVEY
HENRY J. YEAGER.

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HEADQUARTERS, ARMY AIR FORCES
Washington

APPENDIX #1

30 December 1944

Major General Robert W. Douglass, Jr.
Commanding General
Seventh Air Force
A.P.O. #953, c/o Postmaster
San Francisco, California.

Dear Douglass:

In reviewing the long list of AAF successes on every front during the past year, I note with particular satisfaction the contributions of the Seventh Air Force.

Since this time last year, your Command has come a long way toward the Japanese homeland. The effectiveness of your aid in the campaigns against the Marshalls and the Marianas and the importance of the neutralization of the Carolines must be recognized by the Japanese as handwriting on the wall.

The coming year will present many more opportunities for proving how great was the Japanese mistake at Pearl Harbor, which the Seventh has such good reason to remember. In your efforts to demonstrate this to the enemy, you and every member of your Command have my most cordial good wishes.

Sincerely,

/s/ H. H. Arnold
/t/ H. H. ARNOLD

Commanding General, Army Air Forces

1st Ind.

HEADQUARTERS SEVENTH AIR FORCE, APO #244, 12 January 1945.

TO: All Seventh AF Units.

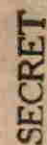
1. I take great pleasure in forwarding the above acknowledgement of work "well done" by our units.

2. During the year, just beginning, we will demonstrate to General Arnold, by successful and sustained operations, that his faith in the Seventh Air Force is justified. We will continue to carry the fight to the enemy, to the limit of our capabilities, when and where he can be found.

A TRUE COPY:

John N. Blair
JOHN N. BLAIR,
1st Lt., Air Corps,
Intelligence Officer,
73D FIGHTER SQUADRON, AAF.

/s/ Robert W. Douglass Jr.
/t/ ROBERT W. DOUGLASS JR.
Major General, USA,
Commanding.



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<u>TYPE OF MISSION</u>	<u>MISSIONS</u>	<u>TARGET</u>		<u>PAGAN</u>	
		<u>IWO JIMA</u>	<u>ABORTS</u>	<u>ABORTS</u>	<u>ABORTS</u>
		<u>SORTIES</u>		<u>ABORTS</u>	
<u>P-38 PROVISIONAL SQ.</u>					
FIGHTER SWEEP	4	43*	3		
ESCORT	1	6*	1		
<u>OTHER MISSIONS-P-47'S</u>					
ARMED RECONNAISSANCE	4			17	0
TOTALS	9	52	4	17	0
TOTAL SORTIES FOR MONTH : <u>69</u>					

* FLIGHTS TO IWO JIMA ARE RECORDED AS 2 SORTIES EACH (APPROX. 7-1/2 HOURS FLYING TIME). TWENTY-SIX (26) PLANES ACTUALLY REACHED IWO JIMA.

COMBAT EXPENDITURES FOR DECEMBER

CARTRIDGES, CALIBER .50	12,311
20 MM	753

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APO # 244

29 DECEMBER 1944

313TH FIGHTER GROUP MISSION #12-71
73RD FIGHTER SQUADRON MISSION #12-4

1. A. FOUR (4) P-47D'S.
B. NONE.
2. A. NONE.
B. NONE.
3. ARMED RECONNAISSANCE OF PAGAN
4. LTS. BYERS, SCHUH, O'HARA, F/O GAMACHE (VIOLET 15).

TAKE-OFF: 1515 OVER TARGET: 1620 LANDING: 1730

FLIGHT MADE TWO RUNS FROM WEST TO EAST OVER RUNWAY AREA AT MINIMUM ALTITUDE AND TWO MORE FROM OPPOSITE DIRECTION: THEY THEN CHECKED NORTH AND SOUTH ENDS OF ISLAND WITH NEGATIVE RESULTS --NO SIGNS OF ANY ACTIVITY. RUNWAY AND TAXI STRIPS APPEAR DEFINITELY IN-OPERATIONAL. VIOLET 15-4 REPORTED POSSIBLE MEAGER SMALL ARMS FIRE FROM VICINITY OF BOMB SHELTERS SOUTH OF RUNWAY. THIS AREA AND BUILDINGS ON TOP OF CLIFF WERE STRAFED.

5. A. ENROUTE - 5/10 CUMULUS FROM 1,500 TO 3,500 FEET.
OVER TARGET - 1 TO 2/10 FROM 2,000 TO 6,000 FEET.
B. LOUD AND CLEAR.
6. UNDETERMINED.
7. 4,840 ROUNDS .50 CALIBER AMMUNITION. 800 GALLONS GAS.
8. NONE.

HUSSEY

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73RD FIGHTER SQUADRON, AAF
APO # 244

29 DECEMBER 1944

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AIR-GROUND EXERCISE WITH THE SECOND MARINE DIVISION

1. A. FOUR P-47D'S AND TWO P-38L'S.
B. NONE.
2. A. NONE.
B. NONE.
3. INDOCTRINATION OF GROUND TROOPS IN GROUND SUPPORT.
4. LTS. SMITH AND MATTISON (BINGO 8)(P-47D'S)
TAKE-OFF: 0755 ON STATION: 0800 LANDING: 0930
LTS. WILSON AND BARCOCK (BINGO 4)(P-38L'S)
TAKE-OFF: 0925 ON STATION: 0930 LANDING: 1025
LTS. STEVENS AND SHELLEMAN (BINGO 13)(P-47D'S)
TAKE-OFF: 1425 ON STATION: 1430 LANDING: 1606

BINGO 8 MADE ONE CHECK RUN OVER SAFETY LINE (GUMB). THEY THEN MADE TWO DRY RUNS ON THEIR FIRST TARGET IN 524 MIKE AND THEN ONE FIRING RUN IN WHICH BINGO 8-1 SALVOED ALL HIS ROCKETS. BINGO 8-1 WAS OBLIGED TO RETURN TO BASE EARLY ON ACCOUNT OF AN EXCESSIVE OIL LEAK - PANCAKED 0840. BINGO 8-2 GOT ANOTHER TARGET IN 524 MIKE, MADE ONE DRY RUN AND THEN A FIRING RUN, LAUNCHING ONE ROCKET. HIS NEXT TARGET WAS IN 524 WILLIAM - MADE ONE DRY RUN AND LAUNCHED TWO ROCKETS ON HIS NEXT PASS - ANOTHER RUN WAS MADE AND HE ATTEMPTED TO FIRE THE REMAINING THREE ROCKETS UNSUCCESSFULLY - THESE THREE ROCKETS WERE NEVER FIRED. THE NEXT THREE TARGETS LOCATED IN 517 MIKE, 524 HOW, AND 517 CHARLIE WERE STRAFED IN ATTACKS COORDINATED WITH TWO TBF'S.

FIRST TARGET ASSIGNED TO BINGO 4 WAS A TROOP CONCENTRATION IN 524 MIKE WHICH WAS MARKED BY A TARGET CLOTH CROSS. THE FLIGHT MADE TWO DRY RUNS AND THEN ONE STRAFING RUN. A RICOCHET STRUCK THE LEFT OIL COOLER OF PLANE FLOWN BY BINGO 4-1 AND HE WAS OBLIGED TO FEATHER THE PROP AND RETURN TO BASE EARLY ACCOMPANIED BY HIS WING MAN.

FIRST TARGET FOR BINGO 13 WAS IN 524 HOW AND WAS MARKED BY TWO SMOKE SHELLS. ONE DRY RUN WAS MADE AND ON THE NEXT RUN EACH PLANE FIRED TWO ROCKETS. THIS ATTACK WAS COORDINATED WITH TWO P-38'S AND TWO TBF'S. THE NEXT TARGET IN 524 WILLIAM WAS MARKED BY A CROSS IN A TREE - MADE ONE DRY RUN PRIOR TO LAUNCHING FOUR REMAINING ROCKETS. THE NEXT TARGET, A TROOP CONCENTRATION IN 524 HOW WAS STRAFED IN AN ATTACK COORDINATED WITH TWO P-38'S. TWO STRAFING RUNS WERE MADE ON THE FINAL TARGET IN 524 MIKE.

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73RD FIGHTER SQUADRON -- AIR-GROUND EXERCISE -- 29 DECEMBER 1944

5. A. 3 TO 4/10 CUMULUS AT 2,000 FEET. VISIBILITY GOOD.
B. LOUD AND CLEAR.
6. NONE.
7. 4,345 ROUNDS .50 CALIBER, 55 X 20 MM, 21 ROCKETS.
580 GALLONS OF GAS CONSUMED.
8. NONE.

HUSSEY

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

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318TH FIGHTER GROUP, AAF
A.P.O. # 244

27 December 1944

318TH FIGHTER GROUP MISSION REPORT # 12-66 (Consolidated)
P-38 PROVISIONAL SQUADRON MISSION REPORT # 12-5

1. A. Eighteen (18) P-38L's. (Three (3) failed to reach target)
B. One (1) NICK
2. A. None
B. One (1) NICK destroyed in the air (confirmed); one (1) ZEKE destroyed on the ground; two (2) ZEKES damaged on the ground.
3. Fighter sweep on Iwo Jima.
4. Major ROESER, Lts. RESER, KENDLE, STOLZ (Violet 33)
Capt. McCOWN, Lts. SHENEMAN, SPENCER, BABCOCK (Violet 34)
Lts. RUFF, SPAULDING, PETTY, MORRIS (Violet 35)
Capt. MULLIGAN, Lts. DEYONKER, FOSTER, SULLIVAN (Violet 36)
Lt. FANCHER, F/O JAMES (Violet 37)

UNDERScoreD-73RD PILOTS

Takeoff: 0621 - Over Target: 1015 - Land: 1345

The five flights rendezvoused with the three navigating B-29's over East Field and proceeded to Iwo Jima at 10,000 feet.

Lt. KENDLE's (Violet 33-3) landing gear doors would not close. He pancaked at West Field, Tinian, at 0815.

Lt. SPENCER (Violet 34-3) returned from 200 miles out due to faulty generator and oscillating R.P.M. He pancaked at West Field, Tinian, at 0810.

Lt. BABCOCK (Violet 34-4) returned from 300 miles out due to right collant flaps being inoperative. He pancaked at East Field at 0945.

The remaining 15 planes continued to Iwo Jima, dropping to the deck 100 miles from the target. As they reached the target area, the following action took place:

Violet 33-1 made his run across the north end of Airfield No. 1. The first target he saw appeared to be a building or large van between the two turnarounds. A four to five second burst was fired, scoring hits on personnel and starting fires. As he pulled out of his strafing dive he saw a ship (tentatively identified as a naval transport, A P D) about one mile off the east coast, south of the boat landing. He and the remainder of his flight made three strafing runs on the vessel, hitting the bridge, superstructure and along the waterline. Violet 33-1 then circled the north part of the island and heard a bogie called in by Violet 33-4, low at 3 o'clock. Violet 33-4 made the first attack on the enemy plane which was now identified as a NICK. After Violet 33-4 broke off, Violet 33-1 got on the NICK's tail, opened fire at medium range and observed hits on the right engine and wing root. Further firing resulted in an explosion of the NICK's right auxilliary external tank. Flames from this explosion charred the left wing of Violet 33-1's plane. The NICK took violent evasive action. Violet 33-1 broke off the attack due to being out of ammunition.

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318th Fighter Group Mission Report # 12-66 (Consolidated) -- CONTINUED

4. CONT'D

Violet 33-2 picked up his first target which was a truck on the turnaround on the north end of Airfield No. 1. He strafed it, observing hits. He then strafed a gun position just off the next turnaround to the east. No fire or explosions were observed. He then joined the rest of his flight for the attack on the freighter. After this, he joined in the attack on the NICK, firing a deflection shot at the same time that Violet 33-1 made his first pass. After Violet 33-1 broke off his attack, Violet 33-2 got on the NICK's tail and opened fire from medium range. He observed hits on the left engine, which burst into flame, and also hits in the cockpit. He broke off temporarily but again got on the NICK's tail as the NICK pulled up to the left. Opening fire at close range, he observed hits on the tail and left wing. He saw a strip which was possibly an aileron, or wheel, dangling from the left wing. The NICK began a diving turn to the right as Violet 33-2 fired a final burst, which resulted in an explosion in the left wing root. The NICK flipped over, his left wing tip struck the water, and he crashed in a large explosion. The position of the crash was approximately 25 miles northwest of Iwo Jima.

Violet 33-4 made a strafing run from the west. He observed flashes coming from a gun position on the east coast just below the boat landing. He fired into this position, observing hits. He joined the balance of his flight in the attack on the ship, the bow of which was pointed approximately 45 degrees true. Violet 33-4's first pass was made 45 degrees to the bow. The second pass was made 90 degrees to the bow. He observed hits going into the side and superstructure and saw a small explosion on the superstructure. Pulling off this target, he joined his flight as they proceeded to climb and head for the north part of Iwo Jima. When the flight reached 2,000 feet on a course of 270 degrees, Violet 33-4 saw a NICK 500 feet below at 3 o'clock, approximately one mile away, heading on a course of 45 degrees. He called the bogie in and started after him. He fired three long bursts but observed no hits. He then made three more passes and observed his tracers going into the fuselage, wing roots and canopy. Then, being out of ammunition, he broke off his attack and joined Violet 33-1.

Violet 34-1 strafed a truck, buildings and enemy personnel on the service apron at the southern end of Airfield No. 1. A large fire was started as a result of this attack. As he came off the island, he made three strafing runs on the ship, observing hits on the bridge and at the waterline.

Violet 34-2 strafed two trucks south of the northernmost turnaround on Airfield No. 1. He then strafed six trucks and enemy personnel on the beach just south of the boat landing on the east coast. He then joined his flight leader in attacking the ship.

Violet 35 flight had been assigned the oil drums imbedded along the beach on the west coast. The flight proceeded north of Iwo Jima, passing over Kangoku Iwa and pulling up to 2,000 feet over Hiraiwa Saki. Violet 35-1 observed a lot of small piles of sand and rocks on the beach. He fired into what appeared to be oil drums set into the sand for rifle pits. He observed direct hits at harmonized range by both 20mm and tracers, but the drums did not explode or catch fire. Heads of drums appeared to have been cut off. He swept his fire along the beach, turning off the

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318th Fighter Group Mission Report # 12-66 (Consolidated) -- CONTINUED

4. CONT'D

target over the west boat landing. Retiring out to sea and climbing, he saw a small boat the size of a seagoing tug approximately 1,000 yards off Tobilishi Bana, headed approximately 10 degrees toward shore. Violet 35 flight made seven strafing attacks from 45 degrees to dead astern of the boat, getting many hits at the waterline and on the superstructure. When the flight left his target, the boat was drifting and settling in the white foam water and among the rocks directly off the south tip of the island. They observed two men or bodies in the water.

Violet 35-2 saw the oil drums assigned as a target but was not in a position to fire on them. He observed six to eight landing type craft in the west boat landing. He observed three 40mm tracers coming from this position and therefore fired into the ships while turning off the target. Damage as a result of this strafing was unobserved.

Violet 35-3 was also out of position to hit the oil drums but observed the fire from Violet 35-1 go directly into them. Violet 35-3 fired into a wooden building north of the intersection of the roads on the west beach. He saw hits on the building. Automatic weapons fire prevented him continuing his pass south along the beach. He pulled off the target 2,000 feet south of the boat landing.

Violet 35-4 fired down a whole row of drums but saw no results from his fire. He observed tracer fire coming from a revetment and building in the vicinity of the west boat landing. He attacked this position and the firing ceased. Automatic weapons fire from north of the volcano forced him to retire out to sea 2,500 feet south of the boat landing.

Violet 36-1 thoroughly strafed an automatic weapons position that was firing at him from the beach approximately due west from the turnaround on Airfield No. 2. He then strafed 2 or 3 single-engine aircraft, which may or may not have been operational, just west of the turnaround. Continuing his pass east of the turnaround, he started a fire midway between the turnaround and the east coast. As he pulled off the island, the burning area exploded and dark smoke rose to 2,000 feet. He next observed the ship off the east coast and strafed it from stern to bow, observing hits all along the deck and bridge. When he left, the freighter was smoking from 2 or 3 different places.

Violet 36-2 saw 3 clipped-wing ZEKES parked wing tip to wing tip at the west edge of the No. 2 Airfield runway intersection. He fired into the ZEKES and the center one immediately exploded and burst into flame. Inasmuch as the 3 ZEKES were parked so close together, Violet 36-2 believes the two outside ones must have been severely damaged when the middle one exploded. Coming off the island, he observed a ship and joined three other P-38's who were strafing the ship in string formation. He observed hits along the side and bridge.

Violet 36-3 made his pass on the deck across Airfield No. 2. He saw the three ZEKES (the middle one was burning) and just as he started to strafe the other two, he received hits from automatic weapons fire which tore off a large section of his left outboard horizontal stabilizer and damaged his left vertical stabilizer and rudder. He immediately headed for Minami Rock and orbited there until joined by the B-29's.

Violet 36-4 strafed two of the landing craft near the west boat landing, observing hits on one of them. He continued across the island without picking up a specific target and was just about to join in the attack

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318TH Fighter Group Mission Report # 12-66 (Consolidated) -- CONTINUED

4. CONT'D

on the ship when he heard Violet 36-3 call in and say that he had been hit. He therefore joined Violet 36-3 and accompanied him to Minami Rock.

Violet 37-1 remained with the bombers until they came within one mile of Iwo Jima. He then saw the seagoing tug off the south tip of the island and proceeded to attack it. He made a total of seven strafing passes on the boat, observing tracers pour into it on each pass. After his last pass, he saw the boat crash into the rocks on the southeast tip of the island. The boat was smoking when he left the area.

Violet 37-2 remained with the bombers and did not attack any target.

A/A varied. Fire from the west shore was meager and inaccurate except for the automatic weapons positions just north of the south volcano, which was intense and inaccurate. Fire from the positions in the vicinity of Airfield No. 2 was moderate and accurate. Violet 36-3 was hit from these positions. Intense barrage type fire was observed coming from positions south of the east boat landing. Fire from these positions (40mm or larger) put up an intense barrage over the ship just after the pilots completed their strafing attacks.

At 1030 all planes had completed their attacks and rendezvoused with the B-29's at Minami Rock. They headed for base at 1040.

5. A. Good enroute and return with the exception of a few small fronts.
Good over target; clouds, .3 cumulus, 4000 to 5000 feet.
- B. Loud and clear.

6. See Narrative.

7. 10,841 rounds .50 cal. 1,428 rounds 20mm. 10,577 gallons gas.

8. Other observations:

Violet 35-1 observed white phosphorous exploding in the air directly over the fire started by Violet 34-1 at the southern end of Airfield No. 1. Smoke from this fire and from the burning ZEKE was visible from Minami Rock.

No operational planes other than those mentioned in this report were seen, either on the runways or in the wooded dispersal area.

When planes finished strafing the naval transport A P D smoke was seen rising from three places along the deck. The B-29 navigational escort planes observed intense A/A fire emitting from this ship when it was under strafing attack by the P-38's.

A thorough reconnaissance of Minami Rock by Violet 34-1 did not disclose the presence of a radar installation.

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318TH FIGHTER GROUP, AAF
A.P.O. # 244

PILOT'S NARRATIVES

(Group Mission Report #12-66)

MAJOR WARREN K. ROESER (Violet 33-1)

After strafing the APD, I led my flight west around the north end of Iwo to look for another target. Violet 33-4 spotted a bogie heading northeast and we turned to attack. 33-4 made the first attack on what appeared to be a NICK, and scored hits and left him smoking before he broke away. I then got on the NICK's tail and fired two four-second bursts before running out of ammo. On my first burst, pieces flew from the left engine and fuselage and his left landing gear started down. On my second burst, his right auxiliary gas tank exploded and a fire broke out in his right wing root. When I broke away, he was burning fiercely in the right wing and had slowed down considerably. When I broke away, 33-2 came in and scored more hits, after which the NICK crashed in the water and exploded.

All during the attack by my flight, the NICK stayed right on the deck and used extremely violent evasive action, almost hitting the water on some of his skidding turns. The NICK was a dull green with red roundels on wings and fuselage. He carried a drop-tank of fuel on each wing, and released one of them during the attack. The NICK had two persons aboard, neither of which was observed to escape.

/s/ Warren K. Roeser
/t/ WARREN K. ROESER,
Major, Air Corps.

2ND LT. ROBERT H. RESER (Violet 33-2)

Lt. Stoltz called in the bogie when we were rejoining at the north tip of the island. When I first saw him he was at five o'clock to Major Roeser and I, going away, at approximately 1,500 feet. Stoltz made the first pass. By this time we'd identified the bogie as a NICK. The NICK dove as Stoltz made a pass on him and when Stoltz broke off, Major Roeser initiated his first pass. I flew the Major's wing on this pass and tried a short burst but missed so I broke up and away. By this time the NICK was on the deck. He pulled some very good evasive action but Major Roeser managed to stay on his tail. I observed the Major's hits in the right wing and engine and that engine flamed.

The Major broke away and Stoltz made another pass. When he broke away, I was in position for a stern attack. As I came down on his tail the NICK started a turn to the left. I followed and opened fire at about 800 feet. I made hits on the left engine and started it flaming and also observed two explosions on the left side of the canopy. I broke away and as I started on my next pass the NICK faked a bank to the right, then broke left sharply. I got on his tail and opened fire at very close range. I again got hits in the left wing and engine and observed something come loose on the trailing edge of his right wing. A big puff of smoke came from his left

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PILOT'S NARRATIVES (Group Mission Report #12-66)

engine and it appeared to conk out. His left wing dipped sharply but he slowly brought the ship level and started a very gentle right turn. I fired my final burst and broke away to watch him. His left engine exploded and the NICK flipped over and went into the water on his left wing. There was a huge explosion when he hit the water.

/s/ Robert H. Reser
/t/ ROBERT H. RESER,
2nd Lt., Air Corps.

2ND LT. ANTHONY J. STOLTZ (Violet 33-4)

While flying mutual support position with Major Roeser and Lt. Reser at 3,000 feet on course 270 degrees, after leaving the north end of Iwo Jima, I saw an enemy plane at 0300 o'clock about 500 feet low from me and about one mile away. I called in the bogey and turned to attack him. When I first saw him he was flying a course of 45 degrees but when he saw me he started down to the water and turned to the left. This put me directly behind him. I drove right up his tail and gave him three long bursts. I must have been on him for ten seconds. Saw thin wisps of smoke and flashes from the back of his cockpit which looked like return fire on this pass. I saw my tracer hit but I must have been already out of 20mm as I could not see any flashes. During this run the NICK flew straight and level. I pulled off right 90 degrees and then pulling up I did a 180 degree right putting the NICK ahead of me at 0300 o'clock. While in this position I saw Major Roeser fire and blow up something on the NICK's wing which made a big flash of flame and which went out again. As Lt. Reser started to fire on the NICK I did another 90 degree right and got back in line. After Lt. Reser pulled off I started firing and fired from directly astern of him until within 100 feet of him. I saw my tracer enter his fuselage and wing roots. When I pulled off and came back around, I saw Lt. Reser on the NICK's tail in a turn to the left. After he broke off I hit the NICK again at 45 degrees and noticed tracer hit the canopy. The NICK straightened out and dropped something off his wings. I could not tell what it was. I pulled off to the right of the NICK and saw Lt. Reser get on him and explode the NICK's left engine. The flame soon went out. I then made another 45 degree pass from the right and ran out of ammunition. I went upstairs and joined Major Roeser as Lt. Reser went in after the NICK again. He exploded this time, the NICK hitting the water and exploding again.

/s/ Anthony J. Stoltz
/t/ ANTHONY J. STOLTZ,
2nd Lt., Air Corps.

A TRUE COPY: -

William P. Freligh
WILLIAM P. FRELIGH,
1st Lt., Air Corps.

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73RD FIGHTER SQUADRON, AAF
APO # 244

26 DECEMBER 1944

310TH FIGHTER GROUP MISSION #12-58
73RD FIGHTER SQUADRON MISSION #12-3

1. A. FOUR (4) P-47D'S.
B. NONE.
2. A. NONE.
B. NONE.
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LTS. HARBOUR, SELFRIDGE, GRAHAM AND TYLER (VIOLET 20).
TAKE-OFF: 1430 OVER TARGET: 1530 LANDING: 1645

VIOLET 20-3 CARRIED LIFE RAFTS.

FLIGHT FLEW, ON THE DECK, ALONG THE EAST SIDE OF PAGAN. THEY PULLED UP AND DROPPED DOWN ON THE DECK AGAIN ON THE RUNWAY. A TOTAL OF FIVE RUNS, FROM ALL DIRECTIONS, WERE MADE ON THE RUNWAY. NO SIGNS OF LIFE OR ACTIVITY. NO A/A ENCOUNTERED. SEARCHED THE REMAINDER OF THE ISLAND WITH NEGATIVE RESULTS.

5. A. GOOD. VISIBILITY UNLIMITED.
B. GOOD. LOUD AND CLEAR.
6. NONE.
7. 1,000 GALLONS OF GAS CONSUMED.
8. NONE.

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73RD FIGHTER SQUADRON, AAF
APO # 244

28 DECEMBER 1944

313TH FIGHTER GROUP MISSION #12-55
73RD FIGHTER SQUADRON MISSION #12-2

1. A. FIVE (5) P-47D'S.
B. NONE.
2. A. NONE.
B. NONE.
3. ARMED RECONNAISSANCE OF PAGAN.
4. LTS. SMITH, MARTIN (TR), MILLER, SYKES (VIOLET 18).
LT. DE VONA (JOSEPHINE).

TAKE-OFF: 0610 OVER TARGET: 0710 LANDING: 0830

FLIGHT FLEW TO PAGAN AT 5,000 FEET, LETTING DOWN ON THE DECK FIFTEEN (15) MILES SE OF THE ISLAND. MADE ONE PASS OVER THE RUNWAY FROM EAST TO WEST AND THEN ANOTHER FROM OPPOSITE DIRECTION. STRAFED SOME MOVING OBJECTS IN WOODED AREA NE OF RUNWAY.

PAGAN APPEARED TO BE ALMOST ENTIRELY DESERTED AND RUNWAY AND TAXI STRIPS ARE NOT OPERATIONAL. NO A/A WAS ENCOUNTERED.

5. A. ENROUTE: 4/10 CUMULUS WITH BASE AT 1,000 FEET AND TOPS AT 6,000 FEET. CLEAR OVER THE TARGET.
B. CLOUD AND CLEAR.
6. NONE.
7. 755 ROUNDS .50 CAL AMMUNITION. 1150 GALLONS GAS CONSUMED.
8. NONE.

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318TH FIGHTER GROUP, AAF
A.P.O. # 244

24 December 1944

318TH FIGHTER GROUP MISSION REPORT # 12-46 (Consolidated)
P-38 PROVISIONAL SQUADRON MISSION REPORT # 12-4

1. A. Eighteen (18) P-38L's. (One did not reach the target)
B. None
2. A. None
B. One (1) ZEKE destroyed on the ground; Two (2) twin-engine aircraft damaged on the ground; Four (4) single-engine aircraft damaged on the ground.
3. Fighter sweep on Iwo Jima.
4. Capt. PARK, Lts. RIVAS, ERBELE, DUPOY. (Violet 34)
Capt. McCOWN, Lts. BYERS, SNYDER, RESEH. (Violet 35) 73RD FIRON
Capt. OTTENSTEIN, Lts. DUKET, KENDLE, DONAHUE. (Violet 36)
Lts. JACOBSON, DUNN, LIEBGOTT, CARDEN. (Violet 37)
Lts. WILSON, BESCHE. (Violet 38) 73RD FIRON

Takeoff: 0615 - Over Target: 1015 - Land: 1332

The five flights rendezvoused with three B-29's (navigating escort) over East Field and headed for Iwo Jima. Approximately 15 minutes after takeoff, Violet 35-4 lost coolant out of his right engine and the left turbo started to smoke. He returned to Saipan, landing at Isely Field at 0650. The remaining 17 P-38's were escorted to within 30 miles of Iwo Jima. Violet 38 remained with the B-29's and Violets 34, 35, 36, & 37 were set on course for the target area. They formed line abreast and made one strafing run across the island from northwest to southeast.

Violet 34-1 observed three aircraft near the junction of the runways on Airfield #2. One was a silver single-engine fighter (probably a TOJO) and the other two were dark, camouflaged ZEKES. Violet 34-1 hit the silver plane with a long burst, but it did not explode or catch fire. He then strafed the ZEKES, setting one of them on fire. This ZEKE was definitely destroyed. Violet 34-1 then strafed three beached ships on the east shore of the island, near the boat landing, with unobserved results.

Violet 34-2 did not pick up a target until he was almost across the island. He then observed and strafed a gun position located near the beached ships on the east shore. The results of the strafing were not observed.

Violet 34-3 strafed a ZEKE in a revetment just southeast of the #2 Airfield runway intersection. Hits were observed but no specific damage noted. Violet 34-3 then observed 3 other operational aircraft parked just south of the ZEKE's revetment. He was unable to get his nose down in time to strafe these three aircraft.

Violet 34-4 observed 5 aircraft in bunkers south of Airfield #2. He fired a long burst at the aircraft and observed hits on two of them, but they did not burn. He then observed a truck full of Japs on the

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318TH FIGHTER GROUP MISSION REPORT # 12-46 (Consolidated)

4. Cont'd

road just east of the runways. The Japs dismounted and scattered for cover but Violet 34-4 was pulling up at the time and could not strafe the troops. While passing over the east shore of the island, he observed and strafed a possible gun position on the beach east of the runways. He observed hits in the revetment.

Violet 35-1 found no targets other than a truck and steam roller on the south tip of Airfield #2, which he strafed. He observed one single engine aircraft in a revetment on the northeast corner of Airfield #1.

Violet 35-2 strafed a VAL in a revetment between Airfield #1 and Airfield #2, south of the intersection of No. 2 runways. No hits were observed.

Violet 35-3 strafed a silver single-engine aircraft in one of a line of revetments connecting the two airfields. 20mm hits were observed and the enemy plane was left smoking. He then strafed a truck and enemy personnel on the north tip of Airfield #1.

Violet 36-1 observed a gun position near the beach west of Airfield #2. He strafed it with unobserved results. He next observed a large, screen-type radar just southwest of the turnaround on Airfield #2. He strafed this installation without being able to determine specific damage. A gun position just to the left of the radar was firing as Violet 36-1 passed this area.

Violet 36-2 saw two twin-engine aircraft parked 100 feet apart between the ridge and the west taxiway of #2 Airfield. He strafed both planes, observing many hits on each. He also hit a Jap who was running from one plane to the other.

Violet 36-3 found himself on the deck at the west beach. He fired into unidentified beach positions. As he pulled up, he noticed a large white puff of smoke similar to drifting steam on his left. He turned and fired into the smoke. Continuing his pass, he strafed grass huts south and west of Airfield #3. Nosing over, he then strafed a concentration of running Japs (approximately 50 or 60) midway between the western end of Airfield #3 and the north turnaround of Airfield #2. Retiring southeastward, he continued to strafe across the island.

Violet 36-4 was approximately 150 feet to the left of Violet 36-3 and made an almost identical strafing run. He observed an additional concentration of troops north of those attacked by Violet 36-3. He strafed these troops and observed his fire hitting among them. Retiring southeastward, he fired at some buildings (probably concrete) 3,000 feet northeast of the East-West runway of #2 Airfield.

Violet 37-1 approached the island pulling up to 1,000 feet. He nosed over at the beach and observed numerous wrecked aircraft on and about Airfield #3. His course during the run was approximately 3209 and took him over the area formerly occupied by the industrial plant. This entire area appeared levelled. The P-38's on his right forced him to strafe north of his assigned target area. Numerous grass shacks were seen and strafed north of the turnaround. He continued his strafing run north and northeast of Airfield #2, hitting what appeared to be cement structures approximately 5,000 feet northeast of the turnaround.

Violet 37-2 fired into a large house 7,000 feet northwest of the turnaround and into the gun position south of #3 airfield. He then

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318TH FIGHTER GROUP MISSION REPORT # 12-46 (Consolidated)

4. Cont'd

strafed the gun position east of the radar station near #2 Airfield.

Violet 373- strafed houses southeast of #3 Airfield. He observed two fires, one approximately 2,000 feet east of #3 Airfield and the other 2,000 feet west of #3 Airfield. He retired northeast, strafing the gun position directly east of the east end of #3 Airfield.

Violet 37-4 strafed across the center of Airfield #3 and, turning left, strafed the radar station 2,500 feet north-northeast of the east end of Airfield #3. He observed his 20mm shells entering the building. Violet 37-4 retired north off the island.

Meager to moderate A/A from machine guns and automatic weapons was received from the following points:

Automatic weapons positions east of Airfield #2.

M/G position next to radar southeast of the turnaround on Airfield #2.

M/G's near three beached ships on east coast.

M/G 100 yards east of the west shore, due west of Airfield #2.

The A/A fire seemed to be accurate as to direction but inaccurate as to altitude. Violet 36-1 received a jagged tear on the right outer collant jacket cowling from a probable automatic weapon. Violet 36-2 received a small hole in the nose of his plane from a probable machine gun.

After the P-38's completed their strafing runs, they rendezvoused with the B-29's between Iwo Jima and Minami Rock and headed for base.

5. A. Good enroute and return; clouds .4 to .6. Over target, poor -- solid overcast at 700 feet and raining.
B. Loud and clear.
6. See narrative.
7. 7,140 rounds .50 cal. 976 rounds 20mm. 12,495 gallons gas.
8. The radar station just southwest of the turnaround on Airfield #2 was definitely identified. This installation does not appear on current maps or photographic interpretations.

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73RD FIGHTER SQUADRON, AAF
APO # 244

23 DECEMBER 1944

318TH FIGHTER GROUP MISSION #12-43
73RD FIGHTER SQUADRON MISSION #12-11. A. FOUR (4) PLANES, P-47D-11'S
B. NONE2. A. NONE
B. NONE

3. ARMED RECONNAISSANCE OF PAGAN.

4. LTS. SPENDER, CECI, BABCOCK, SELFRIDGE. (VIOLET 6)

TAKE-OFF: 1430 OVER TARGET: 1520 LANDING: 1700

VIOLET 6-3 CARRIED LIFERAFTS, ACTING AS JOSEPHINE. FOUR RUNS WERE MADE ON THE DECK OVER THE RUNWAY, THE FIRST THREE FROM WEST TO EAST, THE LAST FROM EAST TO WEST. RUNWAY AND TAXI STRIPS WERE OBSERVED TO BE TOTALLY INOPERATIVE. ON THE EAST QUARTER OF THE RUNWAY AND THE TWO ADJOINING TAXI STRIPS DIRT RIDGES HAVE BEEN BUILT RUNNING NORTH AND SOUTH. THE FLIGHT SEARCHED THE REST OF THE ISLAND FOR SIGNS OF ACTIVITY OR POSSIBLE NEW RUNWAY WITH NEGATIVE RESULTS. ISLANDS LYING BETWEEN PAGAN AND SAIPAN WERE OBSERVED ON RETURN TRIP WITH NEGATIVE RESULTS. NO A/A FIRE WAS ENCOUNTERED OVER THE TARGET.

5.A. WEATHER EXCELLENT FROM SAIPAN TO PAGAN WITH CEILING AT 2,000 FEET. VISIBILITY UNLIMITED OVER PAGAN.

B. TWO OF THE PLANES' RADIOS WERE OUT.

6. NONE.

7. 880 GALLONS OF GAS CONSUMED.

8. WXX NONE.

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73RD FIGHTER SQUADRON, AAF
APO # 244

20 DECEMBER 1944

AIR-GROUND EXERCISE WITH SECOND MARINE DIVISION.

1. A. SIXTEEN (16) P-47D'S AND TWO (2) P-38L'S.
B. NONE.
2. A. NONE.
B. NONE.
3. INDOCTRINATION OF GROUND TROOPS IN GROUND SUPPORT.
4. LTS. WILSON, GRAHAM, SMITH, BABCOCK. (TORCHY 1)
TAKE-OFF: 0750 ON STATION: 0800 LANDING: 0945
LTS. SNYDER, HESER, GALT, SHEPARD. (TORCHY 2)
TAKE-OFF: 0925 ON STATION: 0930 LANDING: 1110
LTS. WILSON, MILLER, STEVENS, SHENEMAN (TORCHY 1)
(LTS. STEVENS AND SHENEMAN PANCACKED AT 1415 - REPLACED BY
CAPT MC COWN AND LT. SHEPARD IN P-38L'S).
TAKE-OFF: 1250 ON STATION: 1300 LANDING: 1450
LTS. SPENCER, MATTISON, HARBOUR, BYERS (TORCHY 2)
TAKE-OFF: 1415 ON STATION: 1430 LANDING: 1600

THE FIRST FLIGHT TOOK OFF AT 0750, LED BY LT. WILSON. FIRST TARGET ASSIGNED WAS AN ENEMY INSTALLATION IN 18-33 YOKE. TWO DIVE-BOMBING RUNS MADE ON THIS TARGET. SECOND TARGET WAS A TROOP CONCENTRATION IN 18-33 X-RAY, ONE STRAFING RUN BEING MADE. THIRD TARGET WAS IN 19-32 ABLE - TWO TBF'S DIVE-BOMBED THIS TARGET WHICH WAS THEN STRAFED BY TORCHY ONE. FOURTH TARGET IN 19-32 BAKER WAS DIVE-BOMBED BY TORCHY 1-3 AND 1-4 AND THEN STRAFED BY ENTIRE FLIGHT.

THE SECOND FLIGHT TOOK OFF AT 0925, LED BY LT. SNYDER. FIRST TARGET WAS A GUN POSITION IN 19-32 GEORGE - FLIGHT MADE ONE RUN WITH ROCKETS, EACH PLANE FIRING TWO. SECOND TARGET IN 19-32 BAKER WAS HIT WITH ROCKETS AND THEN STRAFED. THIRD TARGET IN 19-32 GEORGE WAS DIVE-BOMBED BY TWO TBF'S AND THEN STRAFED BY TORCHY 2. ROCKET TUBES ON LEFT WING OF TORCHY 2-4 FELL OFF, CUTTING OFF PART OF HORIZONTAL STABILIZER. TORCHY 2-4, ACCOMPANIED BY 2-3, RETURNED TO BASE AT 1040. FOURTH TARGET IN 19-32 BAKER WAS ANOTHER COORDINATED ATTACK WITH THE TWO TBF'S - THEY BOMBED AND TORCHY TWO MADE TWO STRAFING RUNS.

THE THIRD FLIGHT TOOK OFF AT 1250, LED BY LT. WILSON. FIRST TARGET WAS IN 18-33 X-RAY - TWO TBF'S DIVE-BOMBED AND TORCHY 1 MADE TWO STRAFING RUNS. SECOND TARGET IN 18-32 DOG WAS DIVE-BOMBED BY TWO SLICKERS AND STRAFED BY TWO DUCKBILLS. ONE TBF MADE AN UNSUCCESSFUL ATTEMPT TO LAY SMOKE. THIRD TARGET WAS IN 19-32 JIG - TWO TBF'S DIVE-BOMBED AND A TOTAL OF FIVE STRAFING RUNS WERE MADE BY TORCHY 1, NOW COMPRISED OF TWO DUCKBILLS AND TWO SLICKERS.

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73RD FIGHTER SQUADRON MISSION REPORT - AIR-GROUND EXERCISE.

4. CONTINUED:

THE FOURTH FLIGHT TOOK OFF AT 1415, LED BY LT SPENCER. FIRST TARGET WAS AN ARTILLERY POSITION IN 18-32 JIG - TWO RUNS WITH ROCKETS WERE MADE, THREE BEING FIRED ON EACH RUN. SECOND TARGET IN 18-32 EASY HIT BY TORCHY 2-3 AND 2-4 WITH FIRE-BOMBS. THIRD TARGET (ARTILLERY POSITION) IN 18-32 JIG FIRE-BOMBED BY TORCHY 2-3 AND 2-4 (ON BOTH OF PRECEDING TARGETS, SINGLE FIRE-BOMBS WERE DROPPED). FOURTH TARGET, AN ENEMY PILL BOX IN 18-32 EASY RECEIVED TWO STRAFING RUNS.

5. A. GENERALLY GOOD - 6/10 BROKEN CUMULUS.
B. LOUD AND CLEAR.

6. NONE.

7. 14,310 ROUNDS .50 CAL, 55 ROUNDS 20 MM, 35 ROCKETS, 16 X 100 LB BOMBS AND 4 X 165 GALLON (NAPALM) FIRE-BOMBS. 3,600 GALLONS GAS.

8. SMOKE SHELLS USED AS MARKERS WERE MUCH MORE ACCURATE WHEN FIRED FROM HALF-TRACK GUNS AS COMPARED TO MORTAR FIRE. IT IS NOT CONSIDERED ADVISABLE TO DROP FIRE-BOMBS SINGLY.

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HEADQUARTERS
318TH FIGHTER GROUP, AAF
A.P.O. # 244

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19 December 1944.

CONSOLIDATED MISSION REPORT

P-38 Provisional Squadron Mission # 12-3
318th Fighter Group Mission # 12-32

1. A. Eighteen P-38L's. (Two did not reach the target).
B. One ZEKE.
2. A. None.
B. One ZEKE shot down (Confirmed); one ZEKE damaged; one BETTY damaged.
3. Low level fighter sweep on Iwo Jima.
4. Major ROESER, Lts. J.P. MORRIS, EUSTIS, F/O JAMES. (Violet 33) - (333d Sq)
Captain TENNANT, Lts. STAMPE, KENDLE, DUNN. (Violet 34) - (19th Sq)
Captain MULLIGAN, Lts. DE YONKER, FANCHER, MONYELLE. (Violet 35) - (333d Sq)
Captain MC COWN, Lts. HEAGNEY, KANE, REDFIELD (Violet 36) - (73rd Sq)
Lts SMITH, M. BENNETT. (Violet 37) - (73rd Sq)

Takeoff: 0715

Over Target: 1130

Land: 1430

All five flights rendezvoused with the three B-29's (navigating escort) over East Field and proceeded to Iwo Jima at 10,000 feet. Lt Dunn (Violet 34-4) developed an air lock which prevented gas from the external and wing tip tanks from flowing properly. He was 400 miles from base at the time and was ordered to return, accompanied by Lt. Kendle (Violet 34-3).

The flights let down when 60 miles from the target in order to approach Iwo Jima on the deck. The B-29's put them on course for Iwo, but the heading brought the flights to Minami Rock instead. As soon as Minami Rock was sighted, the flights changed course and approached Iwo Jima from the west. Violet 37 remained with the B-29's as fighter escort.

The other 14 planes approached the target line abreast, on the deck. Captain Tennant (Violet 34-1) and his wing man, Lt Stampe (Violet 34-2), spotted a ZEKE flying patrol at 1,500 feet directly over the island. Both pilots pulled up as the ZEKE turned to the left. The ZEKE apparently did not observe our attack because he took no evasive action until bullets from Violet 34-1 and 34-2 started to hit his plane. Captain Tennant observed 3 20MM shells hit the ZEKE directly behind the pilot, in the vicinity of the oxygen tank. Lt Stampe observed two of his bursts hit the ZEKE. One on the engine below the cowlings and one on the wing root. As Captain Tennant broke away, the ZEKE was smoking. Lt. Stampe observed the ZEKE crash northwest of Airfield # 1.

Major Roeser observed two silver ZEKES taxiing and a BETTY with its engines running on the NE-SW runway of Airfield # 2. He turned into the three aircraft and opened fire. His wing man was concentrating on strafing gun positions and did not see him turn off. He scored hits on the BETTY and on one ZEKE. The latter spun around suddenly as if in a ground loop. Neither plane was observed to explode or burn, nor was it possible to determine whether the planes stopped afterwards.

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(Group Mission # 12-32, 19 December 1944) Continued.

All pilots strafed their respective areas but were unable to pick out specific targets. The only A/A observed was meagre, inaccurate fire from one Automatic Weapon between the west shore and the southern part of Airfield # 1. No planes were seen on runways or in revetments of Airfield # 1. Gun emplacements and buildings were strafed. F/O James strafed 2 Japs as they were running.

The five flights reformed and rendezvoused with the three B-29's over Minami Rock. They then returned to base, pancaking at 1430 K.

5. A. Good enroute and return. Clouds, .4 at 6,000 feet. Solid overcast over target at 2,000 feet, and raining.

B. Loud and clear.

6. One ZEKE destroyed (Confirmed); one ZEKE damaged and one BETTY damaged.

7. 469 rounds 20 MM. 3,861 rounds 50 caliber. 13,360 gallons gasoline.

8. The radar station just north-east of Airfield # 2 appeared to be intact. Two fuselages were observed side by side at the junction of the runways on Airfield # 2. One steel landing barge was observed three-quarters of a mile off the east shore of the island. It was very small, and was not moving. Two pilots saw it when they were on top of it. Did not strafe it.

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HEADQUARTERS
318TH FIGHTER GROUP, AAF
A.P.O. # 244

19 December 1944.

INDIVIDUAL PILOT NARRATIVE REPORTS
(Group Mission # 12-32, 19 Dec 1944)

CAPTAIN CHARLES W. TENNANT (Violet 34-1)

I was leading the second flight with Lt. Stampe on my wing. As we approached Iwo on the deck I observed a single ZEKE flying over the island at 1,500 feet. I immediately called him in and pulled up to his level. The ZEKE was taken by surprise. At the time I started to fire on him he was turning left and starting to go north.

My first burst was a little behind so I pulled it thru him until I could see my tracers going into his nose. The ZEKE tightened his turn to the left until I no longer could hold my lead. I observed three of my 20 MM hit him. One hit directly behind the pilot in the vicinity of his oxygen box, and two others directly behind that in line and about two feet apart. As I broke off I observed smoke trailing behind the Jap.

/s/ Charles W Tennant
/t/ CHARLES W. TENNANT
Captain, Air Corps.

LT. HENRY M. STAMPE (Violet 34-2)

I was flying Captain Tennant's wing and saw the Jap plane just as it was called in. When Captain Tennant started up after him I followed, opening my distance to make about 200 feet and in trail so as to be in better supporting position.

The Zeke was covered with brown and green camouflage and had a large roundel on the center of the fuselage and also on the top of the left wing.

I opened fire about two seconds after Captain Tennant and started by over-leading. As the Jap was in a violent left turn I held my lead there until he flew into my fire and then held on to him until I could not reef in any tighter. I saw a 20 MM hit him on the lower part of the engine cowl and another in the wing root.

The ZEKE never came out of the turn but dived right out of it into the ground. He crashed northwest of Field # 1.

/s/ Henry M. Stampe
/t/ HENRY M. STAMPE
2nd Lt., Air Corps.

A TRUE COPY:

H. A. Kampman
A. A. KAMPMAN,
2nd Lt., Air Corps.

DRILL

DRILL

DRILL

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A.P.O. # 244

18 DECEMBER 1944

AIR-GROUND EXERCISE WITH SECOND MARINE DIVISION.

1. A. SIXTEEN (16) P-47D'S
B. NONE.
2. A. NONE.
B. NONE.
3. INDOCTRINATION OF GROUND TROOPS IN GROUND SUPPORT.

4. LTS. SPENCER, O'HARA, HARBOUR, BYERS. (TORCHY 1)
TAKE-OFF: 0750 ON STATION: 0800 LANDING: 0930
LTS. SNYDER, RESER, GALT, SHEPARD. (TORCHY 2)
TAKE-OFF: 0920 ON STATION: 0930 LANDING: 1140
LTS. WILSON, GRAHAM, SMITH, BABCOCK. (TORCHY 1)
TAKE-OFF: 1245 ON STATION: 1255 LANDING: 1455
LTS. SPENCER, SHENEMAN, STEVENS, MILLER. (TORCHY 2)
TAKE-OFF: 1430 ON STATION: 1440 LANDING: 1540

THE FIRST FLIGHT TOOK OFF AT 0750, LED BY LT. SPENCER. ALL DIVE BOMBING AND STRAFING BY THIS FLIGHT WERE DRY RUNS. FLIGHT MOVED FROM X-RAY TO QUEEN BECAUSE OF POOR RADIO RECEPTION. FIRST TARGET ASSIGNED WAS A TROOP CONCENTRATION IN 18-33 X-RAY - DIVE BOMBING RUN MADE FROM 8,000 FEET DOWN TO 3,000 FEET ON A HEADING OF 30 DEGREES. SECOND TARGET WAS ALSO A TROOP CONCENTRATION IN A HEDGEROW IN 18-33 X-RAY AND TWO STRAFING RUNS WERE MADE ON A HEADING OF 120 DEGREES. THIRD TARGET, A MACHINE GUN POSITION, IN 18-33 TARE WAS MARKED BY THREE WHITE PHOSPHOROUS SHELLS, WHICH WERE FIRED WHILE FLIGHT WAS AT 3,000 FEET. FLIGHT THEN CLIMBED TO 7,500 FEET AND MADE DIVE BOMBING RUN ON HEADING OF 30 DEGREES. FLIGHT THEN MADE TWO STRAFING RUNS ON 120 DEGREE HEADINGS ON TROOP CONCENTRATIONS IN 18-33 X-RAY. PANEL MARKERS INDICATING FRONT LINE POSITIONS WERE LAID OUT BETWEEN TIME OF ATTACKS ON SECOND AND THIRD TARGETS.

SECOND FLIGHT TOOK OFF AT 0920, LED BY LT. SNYDER. FLIGHT WAS ON STATION OVER QUEEN AND RECEIVED THEIR FIRST TARGET AT 0940 - THIS WAS TO HAVE BEEN DIVE BOMBED BUT THE TARGET WAS CALLED OFF BY ABLE BAKER. ALL RUNS BY THIS FLIGHT WERE ALSO DRY RUNS. THE SECOND TARGET ASSIGNED WAS AN AREA IN 18-33 FOX MARKED BY WHITE PHOSPHOROUS SHELLS - ONE STRAFING RUN WAS MADE ON 120 DEGREE HEADING. THIRD TARGET WAS ALSO AN AREA IN 18-33 FOX AND WAS ALSO MARKED BY MORTAR SHELLS - STRAFING

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73D FIGHTER SQUADRON, WAF, INDOCTRINATION MISSION. (CONTINUED).

4. (CONTINUED)

RUN MADE ON 120 DEGREE HEADING. AT 1120, A FINAL STRAFING RUN WAS MADE ON AN AREA IN 1833-YOKE.

THE THIRD FLIGHT TOOK OFF AT 1245, LED BY LT. WILSON. FIRST TARGET ASSIGNED WAS IN 18-33 X-RAY (NOT IDENTIFIED BY CONTROL) - DRY RUN WAS MADE WITH THREE SMOKE SHELLS MARKING THE TARGET AND THEN THE PAY RUN WAS MADE ON 30 DEGREE HEADING WITH ONE SMOKE SHELL MARKING TARGET. STRAFING RUN WAS THEN MADE BY ENTIRE FLIGHT ON SAME TARGET ON 120 DEGREE HEADING. ALL OF FLIGHT WITH THE EXCEPTION OF THE LEADER THEN RETURNED TO BASE. TORCHY 1-1 MADE ONE MORE STRAFING RUN AND REMAINED ON STATION UNTIL ARRIVAL OF TORCHY 2.

THE FOURTH FLIGHT TOOK OFF AT 1430, LED BY LT. SPENDER. OWING TO FLIGHT LEADER'S RADIO BEING OUT, RADIO CONTACTS WERE MAINTAINED BY TORCHY 2-3. THE FIRST TARGET WAS A TROOP CONCENTRATION IN 17-34 GEORGE - AFTER A DRY RUN ROCKETS WERE FIRED INTO THE AREA (IN SALVO) ON A 120 DEGREE HEADING. SECOND TARGET WAS A PILL BOX IN 18-33 TARE - SMOKE SHELL MARKERS WERE USED AND THE AREA WAS STRAFED ON A 120 DEGREE HEADING AFTER A PRELIMINARY DRY RUN. DUE TO POOR RADIO, FLIGHT RETURNED TO BASE EARLY.

5. A. GENERALLY GOOD - .2 TO .3 CUMULUS FROM 2,500 FEET TO 4,000.
B. RADIO RECEPTION EXTREMELY WEAK - UNABLE TO RECEIVE AT ALL AT TIMES.
6. NONE.
7. 2500 GALLONS OF GAS CONSUMED. 7,355 ROUNDS .50 CALIBER, 16 ROCKETS, 8 X 100 LB. BOMBS.
8. ONE SMOKE SHELL APPEARS TO BE SUFFICIENT TO MARK AN INDIVIDUAL TARGET.

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318TH FIGHTER GROUP, AA F
A.P.O. # 244

13 December 1944

P-38 PROVISIONAL SQUADRON MISSION REPORT # 12-2
318TH FIGHTER GROUP MISSION REPORT # 12-15

1. A. Eight (8) P-38L's.
B. None
2. A. None
B. None
3. Escort of One (1) F-5 on photographic mission to Iwo Jima.
4. Lts. LOFLIN, DONOHUE, SITTON, MORRIS (JP). (Violet 5) - (19th Ftr.)
Lts. WILSON, SHEPARD, AMON, STEVENS. (Violet 14) - (73rd Ftr.)

Takeoff: 0745 - Over Target: 1135 - Land: 1510

Lt. MORRIS, Violet 5-4, returned to base due to generator and hydraulic system out, pancaking at 0910. Lt. WILSON, Violet 14-1, failed to takeoff on account of right engine cutting out. (Airlock in gasoline).

Flights rendezvoused at Marpi Point with 3 B-24 navigation planes and proceeded to 10,000 feet to a point 100 miles out from the target where they started letdown to the deck. Approach was made to the target from the east and approximately 15 miles out. The B-24's with one flight as escort proceeded to Minami Rock.

Violet 5-1 and 5-3 escorted photo ship over target. Run was made from SE to NW and turned south. Violet 5-2 accompanied planes in escort of B-24's. From the west beach dust observed indicating activity on the beach 4000 feet north of the volcanic cone. After planes reached south tip of the island, Airfield #1 appeared dusty. Strafing was not feasible because only two planes escorted photo ship over target. Other planes remained with B-24's at Minami Rock. One probable 40mm burst seen at north end of the island. Observed DD 350 miles south of Iwo Jima on return trip. No airborne planes at Iwo Jima.

Violet 14, plus Violet 5-2, escorted navigation planes to the rendezvous point, Minami Rock. On reaching the rendezvous they climbed to 3000 feet, and had completed only one large circle before being joined by the F-5 and its escort.

5. A. Weather very good enroute (.2-.3 cumulus). Over target, .3 cumulus from 1500 to 3000 feet.
B. Loud and clear.
6. None
7. 80 rounds .50 cal. 5 rounds 20mm. 3975 gallons gas.
8. Observed B-24 strike headed north on return trip. Volcano on Farallon de Pajaros erupting.

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

HEADQUARTERS
318TH FIGHTER GROUP, AAF
A.P.O. # 244

CONSOLIDATED MISSION REPORT

P-38 Provisional Squadron Mission # 12-1
318th Group Mission # 12-10

8 December 1944.

1. A. Twenty-eight P-38L's.
B. Five ZEKES.
2. A. None.
B. One ZEKE destroyed (confirmed) and one ZEKE damaged.
3. Fighter Sweep on Iwo Jima, prior to strike by B-29's and B-24's.
4. Capt. PARK; Lts. SULLIVAN, EUSTIS, DUKET. (Violet 1)
Capt. OTTENSTEIN; Lts. MONYELLE, ERBELE, FOSTER. (Violet 2)
Capt. TENNANT; Lts. SPAULDING, PETTY, GIBSON. (Violet 3)
Maj. ROESER; Lts. HEAGNEY, BALKUM, DUERSCHMIDT. (Violet 4)
Lts. RUFF, GARDEN, COX, RICKARD. (Violet 5)
Lts. KANE, WALKER, HARBOUR, REDFIELD. (Violet 6)
Capt. MC COEN, BENNETT (M), SPENCER, BESCHE. (Violet 7)

Takeoff: 0628. Time Over Target: 0945. Land: 1401.

The three escorting B-29's led all seven flights to within five miles of Iwo Jima. The original plan was for Violets 1, 2 and 3 to make a sweep around the west side of the island, and Violets 4, 5 and 6 to make a sweep around the east side of the island. These six flights were to clear the skies of enemy fighters before the arrival of the B-29's and B-24's. Violet 7 was to remain with the three escorting B-29's, five miles south of Iwo Jima. However, a solid overcast existed over the target and the pilots could not see any part of the island.

Violet 1 saw one ZEKE break through the overcast at 7,000 feet. As soon as the ZEKE spotted the P-38's, he immediately dived through the overcast.

Violet 2 saw three ZEKES at 20,000 feet at 9 o'clock, with four P-38's chasing them from out of range.

Violet 3 called in the above three ZEKES at 10 o'clock, high. The first ZEKE dived straight down and disappeared in the clouds. Violet 3-1 peeled off and attacked the second ZEKE, who headed for the overcast in a more gentle dive. Violet 3-1 made two passes at this ZEKE from maximum range and observed hits in the back of the cockpit. These hits were also observed by Violet 3-2. This ZEKE disappeared in the clouds, trailing smoke. Violet 3-1 and 3-2 then climbed back to 16,000 feet and saw Violet 3-3 and 3-4 attacking the third ZEKE. Violet 3-1 opened fire at maximum range. Neither Violet 3-1, 3-3 or 3-4 observed any hits on this ZEKE, who also disappeared in the overcast.

Soon after leaving the escort bombers, Violet 4-2 developed engine trouble. The entire flight returned to the three escorting B-29's where they left Violet 4-2. Shortly after this, Violet 4-1 observed a ZEKE break through the overcast in a climbing turn. Violet 4-1 immediately attacked, firing a short burst from

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(Group Mission # 12-10, 8 December 1944) Continued.

from dead astern. The ZEKE exploded and burned. This action was confirmed by Violets 4-3 and 4-4. The ZEKE was OD in color with the usual roundels on wings and fuselage. The ZEKE did not have any opportunity to take any evasive action.

Violet 5 stayed at 18,000 feet and after a complete search of the area let down to 12,000 feet. Only enemy aircraft observed was the one shot down by Major Roeser (Violet 4-1).

Violet 6 and Violet 7 remained with the escorting B-29's at 18,000 feet.

All flights made a thorough search for enemy fighters other than those reported above. They remained in the target area for approximately 20 minutes. Inasmuch as Minami Rock (the rendezvous point) was completely closed in by weather, they had great difficulty in reforming. Violet 5 went down through the overcast in an attempt to locate Minami Rock, and found themselves over the east coast of Iwo Jima, near the volcanic cone. They observed bombs bursting on the island and immediately withdrew.

The flights rejoined as best they could under the circumstances, with some of them catching the formation on the course home. They pancaked at 1401K, after being airborne for 7 hours and 33 minutes.

5. A. Excellent enroute and return; scattered clouds. Bad over target; solid overcast at 7,000 feet.
B. Loud and clear.
6. None.
7. 1,540 rounds .50 caliber. 385 rounds 20 MM. 20,860 gallons gas.
8. No A/A, shipping or other observations. The B-29 escort was highly satisfactory.

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HEADQUARTERS
318TH FIGHTER GROUP, AAF
A.P.O. # 244

8 December 1944.

INDIVIDUAL PILOT NARRATIVE REPORTS
(Group Mission # 12-10, 8 Dec. 1944)

MAJOR WARREN K. ROESER (Violet 4-1)

At approximately 0945K, 8 December 1944, I arrived at IP with my flight, and prepared to start a sweep around the east side of Iwo Jima at 16,000 feet. There was a solid overcast above the entire target area, with base at 1,000 feet and top at 7-8,000 feet. Neither Iwo Jima nor Minami Rock were visible to me at any time from the above overcast.

At approximately 0950K I heard three bogies called in at nine o'clock to the B-29 escort. Turning slightly to port, I saw two flights of P-38's chasing two Zekes into the overcast. I did not see the other two reappear after diving into the cloud layer.

At 1000K my wing man, Violet 4-2, called me and said he was having trouble with his port engine, so I turned to take him back to the escort B-29's, where he was to wait for me. Just as I turned, I saw a Zeke climbing rapidly just above the overcast at nine o'clock to me about one-half mile off. I immediately turned toward him, and he evidently did not have time to take any evasive action, for I was able to get dead astern of him and fire a two-second burst from a range of not more than 200 feet. Large pieces flew from his tail section and canopy, then he exploded and spun down to the top of the overcast, trailing flames and completely disintegrated.

No more enemy aircraft were seen by my flight, and at 1140K we rejoined the B-29 escort and headed for Saipan, where we landed at 1355K.

/s/ Warren K. Roeser
/t/ WARREN K. ROESER
Major, Air Corps

1LT. EVERETT L. BALKUM (Violet 4-3)

I was flying Major Roeser's element. I observed a Zeke break through the overcast in a climbing turn to the left. Major Roeser immediately got on the Zeke's tail and closed to about 50 yards. Major Roeser opened fire and I saw the Zeke explode and burn. The Zeke was dark OD in color and had red roundels on the wings and fuselage. The Zeke took no evasive action.

/s/ Everett L. Balkum
/t/ EVERETT L. BALKUM
1st Lt., Air Corps.

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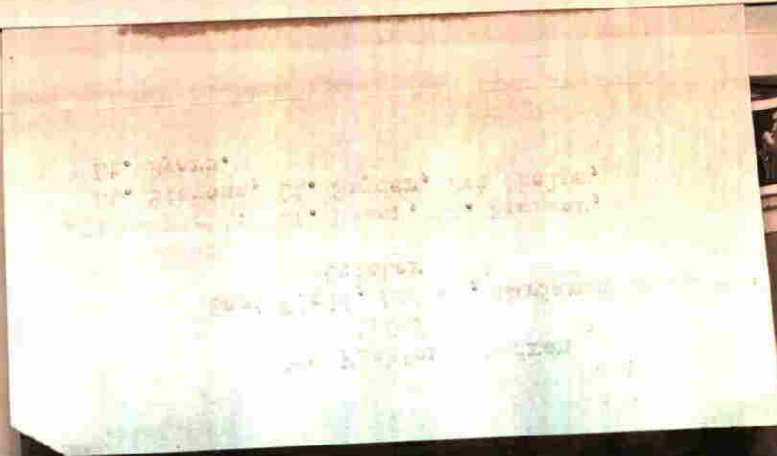
C. L. Hoover
C. L. HOOVER,
Captain, Air Corps

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APPENDIX #4



BARFLY-CLUB