

~~SECRET~~DECLASSIFIED
DOD DIR 52009

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 TEN
1 JANUARY 1945 - 31 JANUARY 1945

P.R.C.

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

Negative.

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

2ND LT. WARREN J. SHENEMAN - Killed in action 5 January 1945.

3. AWARDS AND DECORATIONS:

2ND LT. JOHN E. DANNER awarded Soldier's Medal on 27 January 1945 at East Field, Saipan. (No orders yet received by Squadron).

4. ORGANIZATION:

Negative.

5. STRENGTH, PERSONNEL:

Sixty-two (62) Officers.
Two hundred and fourteen (214) Enlisted Men.

6. STRENGTH, AIRPLANES:

1 January 1945 - Sixteen (16) P-47D-11-RE
Six (6) P-47D-11-RA
Twelve (12) P-38L-0

31 January 1945 - Fifteen (15) P-47D-11-RE
Seven (7) P-47D-11-RA
Two (2) P-47D-20-RA
One (1) P-47D-21-RA
Ten (10) P-38L-0

7. LOSSES, AIRPLANES:

One (1) P-47D-11-RE lost in mid-air collision on 11 January 1945.
One (1) P-38L-0 lost operationally on mission to Iwo on 5 January 1945.
One (1) P-38L-0 lost operationally on mission to Truk on 17 January 1945.

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ORGANIZATIONAL HISTORY73RD FIGHTER SQUADRON, AAF.NARRATIVE

Shortly after the middle of January, the squadron again underwent another change in command, although still temporary in nature. Major (then Captain) MC COWN left on DS to the 10th Army in a liason capacity and Captain KARL W. MULLIGAN of the 333rd Fighter Squadron was attached to act as commanding officer in the absence of Major HUSSEY, who is still on the mainland, though expected to return to the squadron at an early date.

With a marked decrease in enemy activity over Saipan, the air patrols which were added in December were eliminated. Consequently, the total flying time for January showed a corresponding decline. A total time of 1429:55 was logged, of which 291:50 was flown during combat missions and the balance on C.A.P. and training. The squadron flew seventeen (17) missions including long range strikes against Iwo Jima and Truk and armed reconnaissance missions to Pagan, embodying ninety (90) individual sorties (for a complete break-down see Appendix #4). While the damage inflicted against the enemy was considerable, it was not without cost to ourselves. The worst loss suffered by the squadron was the death of Lt. WARREN J. SHENEMAN, who was killed 5 January when one engine of the P-38 he was piloting cut out at approximately twenty-five feet altitude as he approached Iwo Jima on a strafing mission. Another P-38 was lost when Lt. DE VONA was obliged to bail out due to engine trouble about half way between Guam and Truk on 17 January while on an escort mission. Lt. DE VONA was rescued by a destroyer and the complete story is given in a bulletin to the squadron from the S-2 section, copy of which is attached as Appendix #1 (also see appended mission reports). A P-47 was lost in a mid-air collision during a C.A.P.

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

mission but fortunately both pilots were saved - Lt. DANNER bailed out, suffering only minor injuries, and Lt. YEAGER landed his plane safely at Isley Field. On the other side of the ledger, the squadron added two (2) more Jap scalps to its belt. Lts. BENNETT and HEAGNEY shared in the destruction of a Hamp over Iwo on 5 January and Major (then Captain) MC COWN downed a Myrt off Tinian on 15 January.

The Engineering section enjoyed some relief from over-work when C.A.P. schedules were cut back but aside from CWO ARTHUR N. ALDRIDGE, who replaced the former assistant engineering officer lost on re-assignment in November, no replacements have been received and the section is still considerably "short handed". Besides the personnel situation, there are two factors which cause Engineering a lot of trouble. In the first place, the action of supply to the 364th Service Group is not satisfactory in that they carry no level of supply and in order to get action on a part for an aircraft, the plane must be grounded or on a "Red Diagonal". Also, parts necessary for aircraft maintenance equipment (class 18 & 19) can only be requisitioned in a routine manner which requires several months for delivery. As a result of the latter factor, the equipment is not in good repair and break-downs are frequent. Two (2) P-38's and one (1) P-47 were lost during the month as previously related and the squadron received three (3) P-47's from the 333rd Fighter. Engineering's maintenance record remains high, despite all difficulties, with an average for the month of ninety-one (91) percent of planes in commission. An improvement in maintenance was made by mounting an electric grease gun (40 lb capacity) and generator unit on a special rubber tired engine stand which makes it possible to grease planes when due for inspections, while in commission and on schedule without interfering with the status of the plane. "Personal Equip-

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

ment^y received and installed in all raft packs a new navy type Very pistol and has ordered a new type plate glass signal mirror.

The Armament and Ordnance sections were not too busy with their normal duties due to the comparatively small number of strikes and were therefore able to devote more time to other projects. Armament began modifications on all .50 cal. machine guns in the squadron which will probably be completed at an early date - the first of these consists of drilling new holes in the gun receivers for the installation of two (2) belt holding pawl springs and the ~~at~~ other modification was the installation of a new breech lock and accelerator stop assembly. New photo equipment authorized under TO: 00-30-23 began to arrive including a C-3 ground camera, which should prove invaluable for squadron ground work. The Ordnance section modified all Thompson Sub Machine guns to prevent the stocks from splitting and conducted a squadron small arms inspection.

The principal work done by Communications during January consisted of modifications of radio and IFF equipment but the section is also conducting an "on the job" training program aimed at proficiency in various jobs by all men in the section.

Transportation and Administrative Supply, in the capable hands of Lt. BIRD, have accomplished a good deal during the month. Virtually all the squadron's vehicles have been checked thoroughly, cleaned, and painted and a 2-1/2 ton (Japanese) trailer has been modified for use as a mobile shop trailer. Transportation has also completely checked all tools (first and second echelon) and requisitioned needed ones. Ordnance supply to this section during January was good. The Administrative Supply section is taking very excellent care of the personal requirements of the squadron - salvage of

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

clothing and equipment for enlisted men is being held at least twice a month and shoe repair at least three times a month. Quartermaster service on shoe repair and laundry has been very good and fair on clothing and equipment service. Lt. BIRD obtained material for, and caused to be built, two (2) very fine shower rooms for the squadron - one for EM's and the other for officers.

The health situation as reported by the squadron medical detachment remains generally good. There has been no recurrence of the once prevalent Dengue Fever and virtually the only disorders were fungus infections in ears and "Upper Respiratory" diseases. A weight check on the EM disclosed an average loss of 2.16 lbs - this despite the fact that the food served has been materially improved. During the latter part of the month, the mess halls were serving fresh meat and generally butter, for at least one meal a day. Needless to say, this has been a big factor in keeping morale on an even keel, or perhaps even raising it somewhat.

As a precautionary measure, the squadron, as well as others in the Group, has established a special guard against the possibility (however remote) of an enemy paratroop action. A unit of forty (40) picked men under the leadership of Lt. WILKINSON, the Armament Officer, is charged with the responsibility of repelling any Nip invaders from the air. The field, now called Kagman Point Field (instead of East Field), has been divided into zones which have been assigned to individual units. Our zone is further divided into eight (8) posts, each of which is manned by a five (5) man squad from the unit aforementioned. The squad leader and one other man are armed with Tommy guns and the other members with carbines. Whenever a "Red Alert" sounds, these posts are occupied immediately.

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

A well deserved honor was bestowed upon one of the "Barfly" pilots during the month when General DOUGLAS, Commanding the Seventh Air Force, presented the Soldier's Medal to 2nd Lt. JOHN E. DANNER on 27 January (see photograph attached as appendix #2). Orders have not yet been received by the squadron but the award was based on the following described incident: Lt. DANNER, his wife, a fellow officer, and two of the latter's young lady friends were in attendance at the ill-starred performance of Ringling Bros. and Barnum & Bailey Circus in Hartford, Connecticut in June 1944 (exact date unknown) when the "big top" caught on fire. The seats occupied by Lt. DANNER and his party were high, near the canvas and when the conflagration (which spread very rapidly) broke out, he saved the lives of some twenty-five (25) women and children by lowering them through the seats to his fellow officer companion below - the height involved being too great to jump and the mass of people in front of them too great to permit any exit. Lt. DANNER suffered burns on neck and ears before finally extricating himself.

An extremely welcome commendation was received early in the month from AAFPCA's Commanding General, Lt. General HARMON and same has been re-produced and is attached as Appendix #3.

The 73rd is justifiably proud of its record since activation on 5 October 1941 and looks forward to a further valuable contribution to our nation's war effort.

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CHRONOLOGY FOR MONTH OF JANUARY

- 1 January: Following listed enlisted men enroute to join Squadron from 77th Replacement Battallion as of 28 December 1944 per par 5 SO 322 Headquarters 13th Replacement Depot, APO #969:

T/Sgt	CLYDE W. JOHNSON	34117664
	ALLEN RUGGER	6808670
S/Sgt	IE ROY G. LARSON	16085689
	ROBERT H. SMITH	35257785

Following listed enlisted men leave Squadron for 30 days recuperation furloughs to U.S:

S/Sgt JOHN C. BEALL
J. E. CHISHOLM
FRANK KLINGER
LLOYD E. MANGELS
CHARLES D. MELTON

- 2 January: Island under alert during two raids by Jap planes:

1st alert: Flash red at 0413. Night fighter shot down one bogie. Flash white at 0424.

2nd alert: Flash red at 0459. Night fighter shot down one bogie, Nick or Irving. Flash white at 0532.

No damage to Squadron.

- 5 January: Squadron under short alert from 0604 to 0608. Bogie identified as a B-29.

Lt. WARREN J. SHENEMAN on a fighter sweep to Iwo Jima, Kazan Islands, was killed when his airplane crashed into the ocean 25 miles east of Iwo Jima as he was making his approach to the island. (See mission report).

Lts. HORACE D. BENNETT and GERAID J. HEAGNEY shot down one single engine enemy aircraft (Hamp) on the same Iwo mission.

- 10 January: The following listed enlisted men receive promotions in grade:

ARTHUR F. CHAUVAUX pmtd to S/Sgt fro Pvt per par 6 SO I Hq 318th Ftr Gp APO 244 as of 1st.
Following listed Evts pmtd to Pfc per par 7 SO I Hq 318th Ftr Gp as of 1st:

LESTER T. CAMPBELL
RICHARD D. COATES
RALPH F. CRECCO
JAMES H. EBELING
ERNEST E. JOHNSON

GARLAND L. JOYNER
ROBERT D. JUSTICE
NORMAN L. NUNNEMACKER
HENRY B. PHELPS
JOHN A. E. SHEPARD

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- 10 January: Following listed enlisted man reduced in grade from Sgt to Pvt (misconduct) per par 4 SO I, Hq 318th Ftr Gp, APO 244 as of 1st:

FRANK HESS, jr.

2nd Lt. ROY G. HOWARD from temporary duty with Hq and Hq Sq VII FC APO 953 to released from assignment and duty POA as of 9th per par 1 Evacuation No. 7 Hq CPBC.

- 11 January: Following listed enlisted men leave Squadron on emergency furloughs to U.S.:

S/Sgt MERIE D. DANIELS
JOHN R. MC MAHAN

- 11 January: 2 airplanes while on CAP collided in mid-air at 0700, 4 miles Northwest of Isley Field. One pilot (2nd Lt. JOHN E. DANNER) parachuted to safety, his plane crashing into the sea. The other pilot (2nd Lt. LLOYD R. MILLET) made an emergency landing at Isley Field #1.

- 13 January: Following enlisted men fr duty to trfd in grade to POA unasgd and atched unasgd to Cas Dep CPBC, APO 954, for RO gp shipment to U.S. as rotational personnel per par #1, SO 8, Hq 7th AF, APO 244. Left Squadron at 1600:

S/Sgt ARTHUR F. CHAUVAUX
FLOYD P. NESTERCOE
VINCENT PALOMBO
Sgt RICHARD KEMP
STEPHEN WARGO

- 15 January: Captain WILLIAM M. MC GOWN while on CAP shot down one enemy snooper (Myrt) approximately 10 miles offshore from West Field Tinian at 1202.

1st Lt. HERBERT W. MARTIN returns to Sq fr DS with Hq and Hq Sq VII FC.

Following listed officers from duty to DS to Hawaii:

2nd Lt. GLENN L. ANDERSON - Pilot
MARSHALL C. BLACKWOOD - Pilot
WALTER K. BYERS - Pilot
LLOYD R. MILLET - Pilot
1st Lt. CHARLES H. WALLACE - Ordnance Officer

- 17 January: 2nd Lt. JOSEPH J. DE VONA, while on photo reconnaissance mission to Truk, Caroline Is., developed engine trouble and was forced to bail out. He was later picked up by rescue destroyer.

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18 January: Captain WILMUR M. MC COWN from duty to DS as Liason Officer with the 10th Army, APO 953, per par 1, Ltr O Hq 7th AF, APO 244.

Captain KARL W. MULLIGAN atchd and jd from 333rd Ftr Sq for duty as actg Squadron Commander per par 4, SO 3, Hq 318th Ftr Gp.

1st Lt. WILLIAM B. SPENCER from duty to DS with AAFPOA, APO 953 per par 2, AO 11, Hq 7th AF, APO 244.

23 January: T/Sgt FRANK R. MILTON from duty to trfd in grade to 12nd Bomb Sq, AAF, APO 246, per par 9, SO 17, Hq 7th AF, APO 244.

1st Lt. JAMES R. SNYDER from duty to TDY with Hq AAFPOA, APO 953, per par 12, SO 16, Hq 7th AF, APO 244.

25 January: Following listed enlisted men transferred in grade from Hq 318th Ftr Gp per par 1, SO 7, Hq 318th Ftr Gp:

Cpl JOHN J. KRALL	36237390
Cpl WILLIAM W. TUCKER	31285614

27 January: Pvt GEORGE P. LA VALLEY trfd in grade from Hq 318th Ftr Gp per par 4, SO 7, Hq 318th Ftr Gp.

29 January: Following listed officers promoted:

Captain WILMUR M. MC COWN to rank of Major.

1st Lts. HERBERT W. MARTIN and WILLIAM R. WILSON JR. to rank of Captain.

2nd Lt. WALTER K. EYERS to rank of 1st Lt.

Above promotions per par 1, SO 21, Hq AAFPOA, APO 953, dated 21 January 1945.

2nd Lts. ALFORD J. BABCOCK and ROBERT H. RESER mtd to rank of 1st Lt. per par 2, SO 21, Hq AAFPOA, APO 953, dated 21 January 1945.

30 January: Sgt FRANK DE MARGO evacuated to General Hospital, Oahu, TH per par 1, Evacuation Orders, Hq 148th General Hospital, APO 244.

31 January: Name of East Field changed to Kagman Point Field.

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73RD FIGHTER SQUADRON, AAF
Office of the Intelligence Officer

APPENDIX # 1

23 January 1945

"BAMFLY PILOT RESCUED FROM SEA"

Lt. DEVONA is back with us again after being forced to "bail out" about half way between here and Truk on 17 January at 0850. We are all thankful for his safe return and feel sure the Squadron would be interested in knowing just what happened.

After flying approximately 350 miles on a scheduled mission to Truk, escorting Navy Photo planes, PB4Y's (Army B-24), one engine on Lt. DE VONA's P-38 cut out. He called for one of the Navy planes to escort him back and reversed his course. After a very few minutes, his other engine quit and he finally "hit the silk" from about 4,000 feet. He was unable to inflate his Mae West and after swallowing considerable sea water, managed to inflate his raft although it could not be entirely inflated either. The Navy plane, which had him spotted, dropped two larger rafts (5 man size) - the first of these hit downwind of Lt. DE VONA and although he paddled hard, he was unable to overtake it. The second raft dropped upwind of him and he reached it easily. A PBM, which arrived at 1200 and tried unsuccessfully to land, dropped containers with food, water, Very pistol, etc. - some of these he retrieved. Radios were also dropped but he could not get to them. A note in one of the containers advised Lt. DE VONA that a ship was on its way to pick him up (ETA 2000). A PB4Y arrived on the scene at 1400 but after being unable to land on account of high seas, it returned to base. The PB4Y-1 and the PBM continued to orbit Lt. DE VONA's position and he settled down to waiting. Although the day was cloudy, exposed portions of his body were rather painfully sunburned but other than that, he was not too uncomfortable - fortunately, no sharks were seen.

The destroyer Bailey arrived at 1810 (nearly two hours ahead of time stated in note) after traveling for six hours at 32 knots. (Lt. DE VONA reports that the ship doctor was seasick). The pilot was taken aboard the DD and it proceeded to their destination which was Eniwetok, arriving there on 20 January at 0800. Lt. DE VONA was unable to eat the good Navy chow during most of the trip due to having swallowed so much sea water. From Eniwetok, he caught a ride on a Marine C-46 to Kwajalein on the evening of the 20th and after some difficulty in obtaining necessary orders, was able to hop a C-54 the next day and arrived back on Saipan on the night of the 21st.

"THE BAILEY DAILY"
(Ship publication of the Destroyer Bailey)

18 January 1945

E X T R A C T

For the Benefit of you guys who were too wet, or too seasick to give a damn, the Bailey staged a rugged 6-hour race with the Bancroft to make a

(Extract, Bailey Daily, Continued.):

couple of points with the Army, and made out! We now have another First Lieutenant, namely Lieutenant J.J. DE VONA, U.S. Army. Roughly, this is the way it happened:

"An Army Looie went out to sea,
That's kinda strange, you say,
His plane fell in, 'twas a nawful sin,
'But the Bailey saved the day!"

73RD FIGHTER SQUADRON, AAF.

APPENDIX # 2

ORGANIZATIONAL HISTORY



73RD FIGHTER SQUADRON, AAF.
318TH FIGHTER GROUP,
APO # 244

ORGANIZATIONAL HISTORY

KAGMAN POINT FIELD, SAIPAN, MARIANAS

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

(Restricted in Non-Combat Areas)

APPENDIX # 3

HEADQUARTERS ARMY AIR FORCES, PACIFIC OCEAN AREAS

1 January 1945.

Colonel L. M. Sanders
 Commanding, 318th Fighter Group
 A.P.O. 244

Dear Sanders:

It is appreciated that since the arrival of the P-38s in Saipan and their assignment to your command, the personnel of the 318th Fighter Group, already at reduced strength, have done a splendid job in so efficiently carrying this heavy additional maintenance and servicing load. It is a source of deep satisfaction to me and reason for justifiable pride in the accomplishments of our ground echelons that such additional burdens as these can be assumed and discharged so efficiently.

It is a further source of gratification that the pilots of the 318th Group have, during this period, operated with such a high degree of effectiveness and efficiency against the enemy, and that operational losses have been kept to a minimum.

Please extend my congratulations to all personnel of your command.

Sincerely,

c/o ComGen, 7th Fighter Cmd

M. F. HARMON
 Lieutenant General, U. S. A.

C O P Y

1st Ind.

HEADQUARTERS 318TH FIGHTER GROUP, AAF, A.P.O. #244, 6 January 1945.

TO: All Personnel, 318th Fighter Group, AAF, A.P.O. #244.

We can be particularly proud of this personal message from
 Lieutenant General M. F. Harmon.

A TRUE COPY:

Alan B. Sinauer
 ALAN B. SINAUER,
 Captain, Air Corps.

s/ L. M. Sanders
 t/ L. M. SANDERS
 Colonel, Air Corps,
 Commanding.

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

APPENDIX #4

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73RD FIGHTER SQUADRON, 1AF

RESULTS OF MONTH'S MISSIONS

APPENDIX #4

TYPE OF MISSION

MISSIONS FINIAN

TWO JIM*

TRUK*

PACAN

Sorties Abortives

Sorties Abortives

Sorties Abortives

F-38 PROVISIONAL SQUADRON

ESCORT

Low-level Strafing

High Cover

OTHER MISSIONS - F-47's

ARMED RECONNAISSANCE

INTERCEPTION

TOTALS

* Total Sorties - 63
 Total Abortives - 9
 Total planes dispatched - 72

* As missions to Two Jim and Truk are for longer than 3-1/2 hours duration they are therefore credited as two sorties each. Therefore, the total accredited sorties for the month is 20

EXPENDITURES FOR MONTH

50 cal ammunition 26,275 rounds
 20 MM 202 rounds

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73RD FIGHTER SQUADRON, AAF
Office of the Squadron Commander
APO # 244

SQUADRON ORDERS)

1 January 1945.

NUMBER

1)

1. The following dy asgnts directed:

<u>NAME</u>	<u>REID FR</u>	<u>DETACHED TO</u>
1ST LT ROBERT H. AMON, 0796678, AC		Flt Comdr "B" Flt (Prim dy)
1ST LT JOHN R. GALT, 0799158, AC	Element Ldr (Prim dy)	Flt Comdr "G" Flt (Prim dy)
1ST LT DONALD C. KANE, 0450041, AC		Flt Comdr "F" Flt (Prim dy)
1ST LT HERBERT W. MARTIN, 0677086, AC	Flt Comdr "E" Flt (Prim dy)	Flt Comdr "C" Flt (Prim dy)
1ST LT JULIUS E. SMITH, 0681725, AC	Element Leader (Prim dy)	Flt Comdr "H" Flt (Prim dy)
1ST LT JAMES R. SNYDER, 0800063, AC	Flt Comdr "F" Flt (Prim dy)	Flt Comdr "D" Flt (Prim dy)
1ST LT WILLIAM B. SPENCER, 0681726, AC	Element Ldr (Prim dy)	Flt Comdr "E" Flt (Prim dy)
1ST LT WILLIAM R. WILSON JR, 0799700, AC	Test Pilot (Prim dy) Flt Comdr "D" Flt (Add dy) Ass't S-3 O (Add dy)	Ass't S-3 O (Prim dy)
2D LT ALFORD J. BABCOCK, 0686715, AC		Element Ldr (Prim dy)
2D LT EUBANKS BARNHILL, 0611839, AC		Element Ldr (Prim dy)
2D LT JOSEPH J. DE VONA, 0763524, AC		Element Ldr (Prim dy)
2D LT KEITH W. MATTISON, 0692176, AC		Element Ldr (Prim dy)
2D LT ROBERT E. MILLER, 0759047, AC		Test Pilot (Prim dy) Element Ldr (Add dy)

Sq O #1, 73d Ftr Sq, 1 Jan 45, par 1 (cont'd)

<u>NAME</u>	<u>REL'D FR</u>	<u>DETAILED TO</u>
2D LT LLOYD R. MILLET, 0758333, AC		Element Ldr (Prim dy)
2D LT ROBERT G. O'HARA, 0697577, AC		Element Ldr (Prim dy)
2D LT ROBERT W. REDFIELD, 0806523, AC		Element Ldr (Prim dy)
2D LT ROBERT H. RESER, 0754667, AC		Element Ldr (Prim dy)
CAPT ALAN B. SINAUER, 0570262, AC		President - Sq Fund Council (Add dy)
1ST LT JOHN W. BLAIR, 01642917, AC		Member - Sq Fund Council (Add dy)
1ST LT LEO W. ENLERT, 0577451, AC		Recorder - Sq Fund Council (Add dy)

/s/ Wilbur M. McCown
/t/ WILBUR M. MCCOWN,
Captain, Air Corps,
Commanding.

A TRUE COPY:

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

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APO #244

25 January 1945.

318th Fighter Group Mission #1-61
73rd Fighter Squadron Mission #1-9

1. A. Four (4) P-47D's.
B. None.
2. A. None.
B. None.
3. Armed Reconnaissance of Pagan.
4. Lts. STEVENS, BRYANT, O'HARA, CAMPBELL (VIOLET 62).

Take-off: 1425 Over Target: 1530 Landing: 1655

Lt. O'HARA carried Life Rafts.

Flight made a total of six (6) passes on the island. The first four passes were made on the runway from varied directions and minimum altitude. The runway and taxi strips are non-operational. The last two passes were made up on the north shore. The flight strafed the caves lining two gullies or channels. No A/A fire received. No activity.

5. A. 3/10 cumulus clouds from 2400 to 2600 feet over target.
Overcast to 7,000 feet off Saipan, to the east extending 25 miles out encountered on return to base.
B. Loud and clear.
6. None.
7. 4,535 rounds .50 caliber ammunition. 1,000 gallons gas consumed.
8. None.

MULLIGAN

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

24 January 1945.

CONSOLIDATED MISSION REPORT

P-38 Provisional Squadron # 1-8
318th Group Mission # 1-59

1. A. 24 P-38L's (1 P-38 did not take off; 13 others did not reach the target).
B. None.
2. A. None.
B. None.
3. Escort B-29's and B-24's to Iwo Jima.
4. Maj. FOJTIK, Lts. BOWEN, DUPUY, RIVAS (Vampire 1) 333d Sqdn.
Capt. WOLFE, Lts. MONYELLE, DUERSCHMIDT, DUKET (Vampire 3) 333d Sqdn.
Lts. KENDLE, DECHARY, GRAY, F/O SPAULDING (Greyhound 8) 19th Sqdn.
Lt. STROUD, F/O JAMES, Lts. CARDEN, SULLIVAN (Greyhound 9) 19th & 333d Sqdns.
Capt. MULLIGAN, Lts. MATTISON, SHEPARD, HEAGNEY (Violet 11) 73rd Sqdn.
Lts. KANE, BABCOCK, REDFIELD, BARNHILL (Violet 12) 73rd Sqdn.

Takeoff: Vampire 1 & 3 - 0830
Greyhound 8 - 0920
Greyhound 9 - 0930
Violet 11 & 12 - 0915

Over Target: Vampire 1 & 3 - Did not reach target.
Greyhound 8 & 9 - 1340
Violet 11 & 12 - 1245

Land: Vampire 1 & 3 - 1145
Greyhound 8 & 9 - 1655
Violet 11 & 12 - 1545

Vampire 1 & 3 climbed to 9,000 ft. and then were ordered to pancake at Isley Field due to bad weather. They landed at Isley No. 1 at 0930. They took off again at 1120 and pancaked at East Field at 1145.

Violet 11 & 12 joined Dandy 5 (navigating plane) and two other B-29's at 10,000 ft. 5 miles off Marpi Point. They started on course for Iwo Jima, climbing the entire distance. Lt. BABCOCK developed a manifold pressure oscillation when 250 miles from Saipan and returned to base accompanied by Lt. REDFIELD. They pancaked at 1225. Lt. SHEPARD turned back from 450 miles out due to excessive fuel consumption. He was accompanied by Lt. HEAGNEY and they pancaked at 1345. Two other B-29's were picked up just prior to reaching Iwo Jima and the five B-29's made their bomb runs with the remaining four P-38's as escort at 25,000 feet. As the bomb run was completed, Lt. KANE spotted two (2) Bogies on the north-east end of the island at about 18,000 feet. He and Lt. BARNHILL went down, but the Bogies proved to be B-24's. Capt. MULLIGAN and his wingman returned directly to base with Dandy 5. Dandy 5 sent two other B-29's to Minami Rock and they acted as escort home for Lts KANE and BARNHILL. A trail of smoke about 15 miles north-east of Iwo was observed, which could possibly have been a plane going down.

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318TH GROUP MISSION # 1-59 - Continued.

Greyhound 8 took off at 0920 and rendezvoused with 4 B-24's over East Field. At 0930 Greyhound 9 took off in an attempt to rendezvous with the same B-24's, however, due to some confusion on takeoff was not able to effect rendezvous over the field. Lt. SULLIVAN (333rd Sqdn) did not take off due to radio failure. F/O JAMES after being on course for 100 miles also developed radio trouble and returned to base at 1045. Lt. KENDLE's flight after joining the B-24's climbed to 10,000 ft. and remained at that altitude until within 150 miles of the target where the flight climbed to 25,000 feet and the bombers climbed to 20,000 feet. Lt. STROUD's flight did not catch the bomber formations until they were 250 miles on course. This flight remained with the bombers at 20,000 feet over the target. After bomb run, flights returned to base with B-24 formation.

No enemy aircraft or shipping observed at target. Heavy inaccurate A/A fire from south tip of the island was meager to moderate, both predicted concentration and barrage type, from 17,000 to 25,000 feet. Bursts were black in color.

5. A. Average of .3 cumulus from 2,000 to 5,500 feet.
B. Loud and clear.
6. None.
7. No ammunition expended. 9,990 gallons of gasoline.
8. Flak terms as given in Flak Intelligence Memo # 1 (CINCPAC - CINCPAC Bulletin No. 13-45, 10 January 1945) will be used henceforth.

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73D FIGHTER SQUADRON, AAF.
APO # 244

22 January 1945

318th Fighter Group Mission #1-56
73d Fighter Squadron Mission #1-8

1. A. Four (4) P-47d's.
B. None.
2. A. None.
B. None.
3. Armed Reconnaissance Of Pagan.
4. Lt. Martin (H.W.), Capt Birney, Lts. Redfield, Schuh (Violet 15).

Take-off: 1505 Over Target: 1605 Landing: 1715

Flight made four (4) low level runs from various directions over runway - it and the taxi strip appear to be definitely non-operational. Area looks deserted. They then searched the remainder of the the island and strafed targets of opportunity (mostly houses). No signs of activity other than gardening. No A/A fire received.

5. A. Enroute - 6/10 cumulus from 4,000 to 5,500 feet.
Over target- 3/10 cumulus from 3,000 to 4,500 feet.
B. Loud and clear.
6. None.
7. 1,450 rounds of .50 caliber ammo. 1,000 gallons gas consumed.
8. None.

MULLIGAN

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

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

21 January 1945

318TH FIGHTER GROUP MISSION REPORT # 1-54 (Consolidated)
P-38 PROVISIONAL SQUADRON MISSION REPORT # 1-7

1. A. Sixteen (16) P-38L's.
B. None
2. A. None
B. None
3. Escort B-29's on bombing mission to Truk.
4. Capt. MULLIGAN, Lts. BESCHE, GALT, MILLER. (Violet 11) - (73rd Sqdn)
Lts. AMON, O'HARA, HARBOUR, F/O WALKER. (Violet 12) - (73rd Sqdn)
Capt. VOGT, Lts. SITTON, Capt. SLEPECKY, Lt. STOLZ (Violet 3) - (19th Sqdn)
Lts. ERBELE, BALKUM, DEYONKER, SULLIVAN. (Violet 4) - (333d Sqdn)

First Wave -- Takeoff: 0725 - Time Over Target: 1020 - Landed: 1325
 Second Wave -- Takeoff: 0810 - Time Over Target: 1100 - Landed: 1420

Violet 11 and 12, escorting the first wave of B-29's, rendezvoused over North Field, Tinian, at 0735. They proceeded on course for Truk, climbing from 5,000 to 28,500 feet. Approaching Truk and during the bomb run on Moen Island, one flight remained above and to the left of the B-29's and the other flight remained above and to the right of the bombers. Anti-aircraft over the target was meager and inaccurate from guns. It was continuously pointed and was bursting between the fighters and the bombers. On the return trip, two large convoys were sighted. The first was approximately 400 miles out of Saipan and consisted of many ships of various types. The second convoy was approximately 200 miles from Saipan, was much smaller in size and consisted of freighters and tankers. Capt. MULLIGAN and his flight went down low enough to identify the second convoy as American. The first convoy was headed northwest and the second headed southeast. Both were on approximately the same course as the P-38's.

Violet 3 and 4, escorting the second wave of B-29's, rendezvoused over North Field, Tinian, at 0820. They proceeded on course to Truk, Violet 3 climbing to 27,500 feet and Violet 4 climbing to 30,000 feet. The bombers climbed to 26,500 feet. Both flights remained above the bombers during the bomb run, which was made across Moen Island on a course of 70°. The P-38 pilots observed the bombs hitting in the water, on the shore, and across the bomber airfield. The bomber airfield appeared temporarily inoperational and the south airfield on Moen appeared operational. Meager, inaccurate anti-aircraft fire from guns was observed trailing and to the left of the bomber formation. It was continuously pointed and was bursting at the same altitude that the bombers were flying. Gun flashes were seen on the northwest tip of Moen Island. After the bomb run, both flights proceeded on course to Saipan with the B-29's.

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318TH FIGHTER GROUP MISSION REPORT # 1-54 (Consolidated) -- CONTINUED

5. A. Very good enroute, return and over target, except for 100 miles south of Saipan, where the clouds were .8 between 1,000 and 9,000 feet. Elsewhere, the clouds were .1 to .2 cumulus at 8,000 feet.
B. Loud and clear.
6. None
7. 11,200 gallons of gasoline.
8. Several pilots from the first and second waves observed twelve to fifteen vessels (type and size undetermined due to high altitude) south of Moen and west of Dublon, in the fleet anchorage.

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

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

17 January 1945

318TH FIGHTER GROUP MISSION REPORT # 1-46 (Consolidated)
P-38 PROVISIONAL SQUADRON MISSION REPORT # 1-6

1. A. Ten (10) P-38L's. (Three did not reach the target)
B. None
2. A. One (1) P-38L (Operational)
B. None
3. Escort three PB4Y-1Ps on photo reconnaissance mission to Truk.
4. Capt. MULLIGAN, Lts. MONYELLE, DEYONKER, FOSTER. (Violet 24) - (333d Sqdn)
Capt. WOLFE, Lt. DUERSCHMIDT. (Violet 23) - (333d Sqdn)
Lts. SNYDER, DEVONA, GAIT, RESER. (Violet 17) - (73rd Sqdn)

Takeoff from East Field: - 1435 (16 January)
Landed at Guam: - 1535 (16 January)
Takeoff from Guam: - 0630 -- Over Target: 1025 - 1115
Landed at East Field: - 1435

Violet 24-3 lost his canopy on takeoff. He pancaked immediately. Violet 17-3 was unable to close his wheel doors. He pancaked at East Field at 0845. Violet 17-2 developed engine trouble 255 nautical miles from Guam. One engine cut out and shortly after the other engine cut out. He bailed out 15 minutes after the trouble first developed, inflated his life raft, and was being orbited by one of the PB4Y-1Ps, who summoned a Dumbo. Pilot rescued by destroyer.

The flights rendezvoused with the three PB4Y-1Ps over the harbor at 0635 and proceeded on course for Truk, climbing to 8,000 feet. One hour from the target, the photo planes climbed to 20,000 feet, and the fighters climbed to 23,000 feet. When the bombers made their photo runs one element of P-38s orbited North Pass while the remaining fighters provided high and low cover, accompanying the bombers.

No enemy aircraft were observed. The only shipping seen was one 50 - 60 foot motor launch, just north of Moen Island, heading northeast. A/A from guns was intense and inaccurate from Dublon Island. It was continuously pointed and the bursts were observed at 15,000 feet, trailing the fighters. From Moen Island, the A/A was moderate and inaccurate as far as the fighters were concerned. The bursts were at 21,000 feet and the fire was also continuously pointed.

After the photo runs, the flights rejoined and proceeded on course for Guam. They left the bombers 150 miles from Guam. After sighting Guam, the flights set course for Saipan, with the exception of Violet 24-1, who pancaked at Guam to see if he could help Violet 24-3.

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318th Fighter Group Mission Report # 1-46 (Consolidated) -- CONTINUED

5. A. Good enroute, over target, and return. Clouds, .5 scattered cumulus 2,000 to 7,000; clear from 7,000 to 25,000 feet; solid overcast above 25,000.
B. Loud and clear.
6. None
7. 5,940 gallons gasoline.
8. The 150 MPH cruising speed of a PBAY-1P is too slow to permit efficient escort by P-38 type planes. At speeds of less than 180 MPH the P-38 engines overheat causing fouled plugs. In addition, this type plane is very unstable at speeds from 150 MPH to 175 MPH when heavily loaded. To eliminate the above, 'essing' is mandatory which results in excessive gas consumption thereby reducing actual radius of action.

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73RD FIGHTER SQUADRON, AAF
APO # 244.

16 JANUARY 1945

318TH FIGHTER GROUP MISSION #1-44
73RD FIGHTER SQUADRON MISSION #1-7

1. A. FOUR (4) P-47'S.
- B. NONE.

2. A. NONE.
- B. NONE.

3. ARMED RECONNAISSANCE OF PAGAN ISLAND.

4. LTS. HARBOUR, HORNER, BARNHILL, MARTIN, TR (VIOLET 20).

TAKE-OFF: 1535 OVER TARGET: 1635 LANDING: 1745

VIOLET 20-3 CARRIED LIFERAFTS.

FLIGHT MADE SEVERAL PASSES OVER RUNWAY AREA FROM VARIED DIRECTIONS AT MINIMUM ALTITUDE. ON THE SECOND PASS, THEY STRAFED TWO FISHERMEN IN THE SOUTH CORNER OF THE BAY. TWO FIRES WERE STARTED IN THE AREA SOUTH OF THE RUNWAY. ONE WAS A GRASS FIRE AND THE OTHER WAS A HOUSE ON FIRE. SEARCHED THE REMAINDER OF THE ISLAND WITH NEGATIVE RESULTS. RUNWAY AND TAXI STRIPS ARE NON-OPERATIONAL. NO A/A OR A/W FIRE RECEIVED.

5. A. CAVU
- B. LOUD AND CLEAR.

6. UNDETERMINED.

7. 3,955 ROUNDS OF .50 CALIBER AMMUNITION. 800 GALLONS GAS.

8. NONE.

NO DOWN

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

16 January 1945

318TH FIGHTER GROUP MISSION REPORT # 1-43
P-38 PROVISIONAL SQUADRON MISSION REPORT # 1-5.

1. A. Twelve (12) P-38L's
B. None
2. A. One (1) P-38L (Lost at sea - Pilot bailed out and was picked up by DE at 2256.)
B. None
3. High cover for B-24 strike on Iwo Jima.
4. Lts. JACOBSON, BYRAM, LIEBGOTT, STAMPE. (Violet 12) - (19th Ftr. Sqdn.)
Capt. VOGT, Lts. ANDERSON, LOFLIN, DUNN. (Violet 13) - (19th Ftr. Sqdn.)
Lts. WILSON, MATTISON, SHEPARD, REDFIELD. (Violet 14) - (73rd Ftr. Sqdn.)

Takeoff: 1025 - Landed: 1815

Violet 14-1 developed a prop oscillation immediately after takeoff and pancaked at 1050.

Flights rendezvoused with 3 B-29's (navigational escort) over East Field at 1035, and picked up a heading of 334 degrees to Minami Island. At approximately 1235, the formation proceeded to climb to altitude from 10,000 feet. Upon reaching a point 250 miles south of Iwo Jima, formation encountered extremely bad weather. Radio contact with navigation escort was disrupted.

The formation became scattered, Violet 13-3 and 13-4 and 12-4 broke through the overcast approximately 70 miles north of Iwo Jima. Violet 12-1 let down through the overcast and came out 15 miles north of Iwo Jima, at an altitude of 500 feet. Violet 12-1 contacted Violet 13-1 and informed him of the ceiling. Violet 13-1 and Violet 12-3 let down through the overcast. Violet 12-1 and 12-3 strafed beached LSM's beached on the east coast with unobserved results, and received intense inaccurate automatic weapons fire from coast positions. All contact completely lost with Violet 12-2 and 13-2. No shipping or enemy aircraft sighted.

Violet 14-3, 14-4 let down through the overcast to the deck at approximately 1350, and sighted Haha Jima, about 30 miles northeast of them. They were joined by three other P-38's and took vector of 200 degrees hoping that this would bring them to Iwo Jima. Flying through hard rain and still on the deck, they abandoned the idea of reaching Iwo Jima and took vector of 160 degrees which brought them back to base. Violet 14-2 let down through the overcast and found himself over Kita Iwo. He took vector 180 degrees and after a few minutes sighted Iwo Jima from where he proceeded to Minami and rendezvoused with other P-38's.

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318th Fighter Group Mission Report # 1-43 -- CONTINUED

4. CONT'D

Violet 12-2 and 13-2, lost all contact with P-38's and B-29 escort. Forced to return to Saipan alone. At 2005, Lt. BYRAM, Violet 12-2, was forced to bail out of his airplane, 20 to 25 miles northwest of Saipan. Airplane completely out of gas. Violet 13-2 landed at Isely Field at 2000.

5. A. Solid overcast from 500 feet to 24,000 feet in the vicinity of Iwo Jima. Icing condition existed at 18,000 feet.
B. Communication good until formations entered overcast. All radio contact was then lost with navigation escort.
6. Undetermined.
7. 7,499 gallons gas. 250 rounds .50 cal. 8 rounds 20mm.
8. Radar installation observed on the volcanic cone on the south end of Iwo Jima. Bombers strike force was not sighted at any time during the mission.

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A.P.O. #244

15 JANUARY 1945

73D FIGHTER SQUADRON MISSION #1-8
318TH FIGHTER GROUP MISSION #1-41

1. (A) FOUR (4) P-47D'S
(B) ONE (1) MYRT
2. (A) NONE
(B) ONE (1) MYRT DESTROYED (CONFIRMED).
3. INTERCEPTION WHILE ON 20,000 FEET PATROL.
4. CAPTAIN MC CONN, LTs. WEBSTER, KANE, HEAGNEY. (VIOLET 12)

TAKE-OFF: 1120

LANDED: 1330

THE FLIGHT WAS AT APPROXIMATELY 21,000 FEET OVER X-RAY WHEN CONDOR BASE GAVE THEM A BOGIE ON A VECTOR OF 180 DEGREES. THIS VECTOR WAS FLOWN VERY BRIEFLY WHEN A NEW VECTOR OF 210 DEGREES WAS GIVEN AND BOGIE WAS SPOTTED AHEAD AND BELOW AT ABOUT 17,000 FEET. CONTACT WAS MADE OVER WEST FIELD TINIAN AND BOGIE IDENTIFIED AS A MYRT. VIOLET 12-1 FIRED HIS FIRST BURST FROM ABOUT 1500 FEET AND THE MYRT'S LEFT WING BURST INTO FLAME. CLOSING TO ABOUT 1000 FEET VIOLET 12-1 FIRED ANOTHER BURST AND FLAMED THE MYRT'S OTHER WING. THE MYRT WENT INTO A SPIRAL DIVE APPARENTLY BURNING ALL OVER AND CRASHED IN THE OCEAN ABOUT TEN MILES WEST OF TINIAN. THE MYRT WAS DARK IN COLOR WITH RED ROUNDELS ON EACH WING TIP.

5. (A) .4 CUMULUS FROM 1500 FEET TO 7000 FEET.
(B) LOUD AND CLEAR.
6. NONE.
7. 485 ROUNDS .50 CALIBER AMMUNITION -- 900 GALLONS OF GAS CONSUMED.
8. NONE

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A.P.O. #244INDIVIDUAL PILOT NARRATIVE REPORTS
(73RD SQUADRON MISSION #1-6, 15 JAN.)CAPTAIN WILMUR M. MC COWN, VIOLET 12-1

I WAS LEADING A FLIGHT OVER X-RAY ON REGULAR HIGH ALTITUDE PATROL WHEN CONDOR BASE CALLED IN A BOGIE AND GAVE A VECTOR OF 180 DEGREES. THIS VECTOR WAS CHANGED JUST A MINUTE OR TWO LATER TO 210 DEGREES AND I SAW THE BOGIE AHEAD OF AND BELOW US AT ABOUT 17,000 FEET. WITH MY WING MAN, I LET DOWN ON HIS TAIL AND FIRED MY FIRST BURST FROM APPROXIMATELY 1500 FEET WHICH CAUSED THE LEFT WING OF THE ENEMY PLANE, WHICH I HAD NOW IDENTIFIED AS A MYRT, TO BURST INTO FLAME. CLOSING SLOWLY, I FIRED A SECOND BURST FROM ABOUT 1000 FEET AND THIS FLAMED THE MYRT'S OTHER WING. THE MYRT THEN WENT INTO A SPIRAL DIVE, ENTIRELY IN FLAMES, AND CRASHED IN THE OCEAN ABOUT TEN MILES WEST OF WEST FIELD, TINIAN.

WILMUR M. MC COWN
CAPTAIN, AIR CORPS,
O-7267982ND LT. ROY H. WEBSTER, VIOLET 12-2

WAS FLYING CAPTAIN MC COWN'S WING AT 21,000 FEET JUST WEST OF BLUEGRASS. CONDOR BASE GAVE US A BOGIE ON VECTOR OF 180 DEGREES. WE PROCEEDED FOR ABOUT A MINUTE ON THIS VECTOR AND CONDOR GAVE US A VECTOR OF 210 DEGREES. IMMEDIATELY AFTER TURNING ON THIS COURSE MY FLIGHT LEADER SIGHTED THE BOGIE. HE WAS ABOUT FIVE THOUSAND FEET BELOW US. WE LET DOWN ON HIS TAIL SLOWLY WHILE THE OTHER ELEMENT SWUNG TO THE LEFT OF THE BOGIE MAINTAINING AN ALTITUDE ADVANTAGE. CAPTAIN MC COWN FIRED A SHORT BURST AT THE BOGIE FROM ABOUT 1500 FEET AND HE BURST INTO FLAMES. I WAS ABOUT FIFTY FEET FROM MY FLIGHT LEADER IN A LINE ABREAST POSITION BRACKETING THE BOGIE ON THE RIGHT. AFTER A SECOND VERY SHORT BURST THE ENEMY PLANE WAS COMPLETELY ENVELOPED IN FLAME AND FELL IN A SPIRAL TO THE LEFT WITH PIECES FLYING OFF AT INTERVALS. I DID NOT FIRE MY GUN. THE RED ROUNDELS ON BOTH WING TIPS OF THE ENEMY COULD BE SEEN PLAINLY FROM 2000 FEET.

ROY H. WEBSTER,
2ND LT., AIR CORPS,
O-823181.

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

14 January 1945

P-38 PROVISIONAL SQUADRON MISSION NO. 1-4
GROUP CONSOLIDATED MISSION NO. 1-36.

1. A. Ten (10) P-38L's.
B. Five (5) ZEKES
2. A. One (1) P-38L
B. Two (2) ZEKES destroyed (confirmed); one (1) ZEKE destroyed (probable)
3. Escort B-24's to Truk.
4. Major FOJTIK, Lts. DUKET, DUPUY, BOWEN (Violet 21) - (333d Ftr Sqdn)
Capt. OTTENSTEIN, Lts. RIVAS, EUSTIS, F/O JAMES (Violet 22) - (333d Ftr Sqdn)
Lts. KANE, BESCHE (Violet 23) - (73rd Ftr Sqdn)

Takeoff: 0730 - Over Target: 1100 - Landed: 1430

The three flights rendezvoused with three B-24's (navigating escort) at 0735 at 2,500 feet. They climbed to 10,000 feet and proceeded on course to Truk. Approximately one hour from the target, the B-24's climbed to 18,000 feet and the P-38's climbed to 22,000 feet.

Just as the formation reached the target area, Violet 21-2's left engine became rough and he noticed that he couldn't get more than 20 inches manifold pressure out of it. Also, small fires were breaking out in the engine. He pulled out of the formation and called for one of the B-24's to escort him home. He kept calling for 10 minutes but could not get an answer. He then proceeded home by himself and pancaked at East Field at 1310. In the meantime, Buzzard 3 (one of the 3 navigating B-24's) was ordered to escort Violet 21-2 home. However, the B-24 was unable to overtake the P-38.

As they reached the target area, Violet 21-3, 22-1, 22-2, 22-3 and 22-4 spotted and attacked enemy aircraft. Violet 21-1 and 21-4 patrolled the area without contacting the enemy. Violet 23-1 and 23-2 remained with the navigating B-24's.

Violet 21-3 spotted a ZEKE at 9,000 feet approximately 5 miles away. He dived from 23,000 feet and chased the ZEKE. The ZEKE dove in a cloud and Violet 21-3 got on his tail as he emerged. He opened fire at maximum range, closing to 500 feet. Tracers were observed pouring into the wings and fuselage and an explosion was seen in the ZEKE's left wing. The ZEKE fell off into the undercast trailing heavy black smoke.

Violet 22-1 and 22-2 spotted two ZEKES flying in trail at 12,000 feet. They dove from 25,000 feet and each pilot attacked one ZEKE. Violet 22-1 opened fire at maximum range on the first ZEKE and closed to 500 feet. He saw tracers hit the ZEKE, which started to smoke badly. The ZEKE's pilot pulled up momentarily and bailed out. The ZEKE disappeared in the undercast. Violet 22-2 opened fire on the second ZEKE from just out of range and closed to 150 feet. Fire broke out in the ZEKE's belly and immediately thereafter, the pilot pulled up and bailed out. This ZEKE also disappeared in the undercast.

Violet 22-4 saw a ZEKE at 9,000 feet, started to attack it, but lost

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GROUP CONSOLIDATED MISSION NO. 1-36 -- CONTINUED

4. CONT'D

it in the undercast. He then joined Violet 22-3, and together they chased another ZEKE at 11,000 feet. Violet 22-3 got on the ZEKE's tail as it started to dive for the undercast. He ordered Violet 22-4, who was on his wing, to stay above the undercast in case the ZEKE should pull up again. Violet 22-4 pulled out of this dive indicating approximately 500 M.P.H. and watched Violet 22-3 dive after the ZEKE through the undercast. Neither the P-38 nor the ZEKE appeared again. Violet 22-3 did not respond to several calls, and finally, Violet 21-1 asked a B-24 to search the area. It is believed Violet 22-3 reached compressibility and was unable to pull out of the dive or that his external tank came loose damaging the planes empennage to such an extent that he lost control. A/A fire was moderate and inaccurate.

Six P-38's rendezvoused with the B-24 escort over North Pass and headed for base. Violet 23-1 and 23-2 lost the B-24's about 2 minutes prior to the reform. They received a vector from the B-24's via radio and proceeded to base, pancaking at 1420.

5. A. Good enroute and return; clouds .3 broken overcast at 6,500 feet.
Poor over target; clouds .9 overcast at 6,500 feet.
- B. Good except for Buzzard 1, whose radio was out on the return trip.
6. None
7. 119 rounds 20 mm. 1,060 rounds .50 cal. 6,030 gallons gas.
8. All ZEKES were painted black. The handkerchief maps are satisfactory for the flight down to Truk and back, but larger scale maps of the atolls in the vicinity of Truk would have proved helpful in identifying position.

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

STATEMENT OF PILOT

(318TH FTR. GRP. MISSION REPORT # 1-36)

1ST LT. MARSDEN J. DUPUY, O-805592

(Violet 21-3)

While escorting the bombers at 23,000 feet, I spotted a lone ZEKE flying above the overcast at approximately 9,000 feet. I went into a dive which would have brought me on his tail. Just before I got within range, the ZEKE ducked into a cumulus cloud. I pulled up sharply and saw the ZEKE come out of the opposite side of the cloud. I dove on him again as he headed for a lower layer of clouds. I closed rapidly and opened fire at about 1,300 feet. As I closed to 500 feet, I saw my tracers hitting the ZEKE's wings and fuselage. I observed an explosion in the left wing. The ZEKE then did a half roll and disappeared into the clouds trailing black smoke. The ZEKE was painted black.

MARSDEN J. DUPUY
1st Lt., Air Corps.

CAPT. JOHN J. OTTENSTEIN, O-725190

(Violet 22-1)

My flight was escorting the squadron of bombers that were bombing the North Field on Moen Island. We were weaving over the bombers at 24,000 feet when someone called in two bogies low at nine o'clock. I spotted them almost immediately and rocked my wings for the flight to close in and follow me. The bogies were two ZEKES flying in string about 3,000 feet apart. I nosed over and started down for the rear ZEKE. When I was almost directly behind the bogies, I decided it would be best for me to take the leading ZEKE and let one of my flight get the rear one. So I passed over the rear ZEKE and dropped in behind the leading one. I waited until I was well within range before firing. As I started to fire the ZEKE turned to the right and I followed him around, observing my tracers hitting the fuselage. My excessive speed carried me past him in a very short time, and as he passed under my right wing, he was smoking badly and pulling up to bail out. I climbed about 3,000 feet and when I turned back toward the ZEKE all I could see was a trail of smoke that led into the overcast. I then saw a parachute (not from the ZEKE I attacked but evidently from the one Lt. RIVAS set afire) and made a quick pass, firing a short burst to get pictures. The pilot was still kicking and waving his arms as I went past him.

JOHN J. OTTENSTEIN,
Capt., Air Corps.

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STATEMENT OF PILOT -- CONTINUED (318th Ftr. Grp. Mission Report # 1-36)2ND LT. DAYTON F. RIVAS, O-438797

(Violet 22-2)

I was flying Capt. OTTENSTEIN's wing when someone called in the two bogies. I followed Capt. OTTENSTEIN as he dove at the ZEKES. The ZEKES were painted black, with the usual red roundels on wings and fuselage, and were flying almost parallel. As we approached, the ZEKE on the left started a climbing turn and Capt. OTTENSTEIN took him. I followed the ZEKE on the right as he started a steep dive. I opened fire with a short burst from 2,000 feet. At 1,500 feet, I started firing a long burst (about 10 seconds) and continued firing down to about 150 feet from the ZEKE. My fire went directly into him and smoke broke out from his tail. Then a fire started under the belly of the ZEKE and in a few seconds the entire underside was blazing. I had to break off to avoid a collision and started a steep chandelle to the left as the ZEKE's pilot pulled up to bail out. I then joined Capt. OTTENSTEIN and we climbed to 17,000 feet. As we climbed, I looked back and saw the pilot from the ZEKE I attacked dangling from his parachute. Capt. OTTENSTEIN dived on the chute and fired a burst over it to get pictures. I stayed on Capt. OTTENSTEIN's wing but did not fire. As we pulled up out of the dive, I saw a second parachute which was evidently the pilot from the ZEKE Capt. OTTENSTEIN had attacked. We did not dive on this chute but proceeded to the rendezvous point.

DAYTON F. RIVAS,
2nd Lt., Air Corps.

A TRUE COPY: -

Frederick H. Deamant
FREDERICK H. DEAMANT,
Major, Air Corps.

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

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

73D FIGHTER SQUADRON, AAF
A.P.O. #244

13 January 1945

73D Fighter Squadron Mission #1-5
318th Fighter Group Mission #1-6439

1. (a) Four (4) P-47Ds
(b) None

2. (a) None
(b) None

3. Armed Reconnaissance of Pagan.

4. Lt. HESER, F/O GAMACHE, Lts. O'HARA, SYKES. (Violet 61)

Take-off: 1545

Over Target: 1650

Landed: 1800

The flight made a thorough reconnaissance of Pagan, with particular attention being paid to the runway area over which four passes at approximately 50' altitude were made. Runway and taxi strips are non-operational with no evidence of any attempt to repair them. There were no signs of activity elsewhere on the island other than crop cultivation. Strafed runway area and buildings. No A/A fire received.

5. (a) Enroute and over target - .7 cumulus from 2,000' to 3,000'.
(b) Loud and Clear.
6. None.
7. 1200 rounds .50 caliber ammunition expended - 960 gallons of gas consumed.
8. None.

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73RD FIGHTER SQUADRON, IAF.
A.P.O. #244

10 January 1945

318th Fighter Group Mission #1-38.
73rd Fighter Squadron Mission #1-4

1. A. Four (4) P-47d's.
B. None.
2. A. None.
B. None.
3. Armed Reconnaissance of Pagan Island.
4. Lts. Amon, Ceci, Mattison, Pack. (violet 19).

Take-off: 1515 Over target: 1615 Landing: 1750

Flight made passes over runway area from various directions at minimum altitude and also searched remainder of island with negative results. Runway and taxi strips are in-operational. No A/A received.

5. A. Enroute - encountered solid front from deck to 12,000 feet about 100 miles north and slightly west of Saipan.
Over target - 7/10 cumulus from 3,000 to 6,000 feet.
B. Loud and clear.
6. None.
7. 4,690 rounds .50 caliber ammunition. 1,160 gallons of gas consumed.
8. None.

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

73D FIGHTER SQUADRON, AAF
A.P.O. #244

7 January 1945

73D Fighter Squadron Mission #1-3
318th Fighter Group Mission #1-25

1. (a) Four (4) P-47B's
(b) None
2. (a) None
(b) None
3. Armed Reconnaissance of Pagan.
4. Lts. KANE, TITUS, DE VONA, F/O HANDLY.

(Violet 23)

Take-off: 1420

Over Target: 1530

Landed: 1700

Flight made two low level runs over runway and adjacent area - one from west to east and the other east to west. Runway and taxi strips show no indication of attempts at repair. Remainder of island was then searched for signs of activity with negative results. Runway and possible quarters area in north-west portion of island strafed.

5. (a) Enroute and Over Target - one scattered overcast at 1000 feet and another at 2000 feet.
(b) Loud and clear.
6. None.
7. 2,555 rounds of caliber .50 ammunition - 960 gallons of gas consumed.
8. Considerable cultivation and gardens north of lakes in north-west portion of island.

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

5 January 1945

318TH FIGHTER GROUP MISSION REPORT # 1-20 (Consolidated)
P-38 PROVISIONAL SQUADRON MISSION REPORT # 1-3

1. A. Nine (9) P-38L's (One (1) did not reach target)
B. One (1) single-engine aircraft (probably a ZEKE).
2. A. One (1) P-38L
B. One (1) single-engine aircraft (probably a ZEKE) destroyed, confirmed.
3. Low-level strafing attack on Iwo Jima.
4. Lts. AMON, HEAGNEY, STEVENS, M BENNETT. (Violet 31)
Lts. SPENCER, SHENEMAN, ERBELE, SULLIVAN. (Violet 32)
Lt. BESCHE. (Snare)

Takeoff: 0342 - Over Target: 0730 - Landed: 1115.

The P-38's rendezvoused with the 3 B-24's (navigating escort) over East Field at 0350 and proceeded on course to Iwo Jima, climbing to 9,000 feet. Inasmuch as none of the planes in Violet 31 or Violet 32 ran into mechanical difficulty, Lt. BESCHE left the flight at Pagan and returned to base, pancaking at 0556. The remaining 8 P-38's continued on course, dropping to the deck approximately 100 miles from Iwo Jima. As they approached the target area, the following action took place:

Just prior to pulling up for approach to the target, the right engine of Violet 32-2 quit and the plane went into the ocean approximately 25 miles east of Iwo Jima. Violet 32-1 immediately turned back and circled the spot where Violet 32-2 crashed. All that could be observed was an oil slick and one oxygen container. Violet 31-1 experienced difficulty with an engine cutting out when he tried to increase power, so he also turned back and orbited with Violet 32-1.

Violet 31-2, 31-3 and 31-4 continued to the target. When one mile from the east coast of Iwo Jima, they spotted a bogie which had just taken off No. 2 Airfield, heading toward the south tip of the island, at 1,000 feet altitude. Violet 31-2 and 31-4 pulled up and went after the bogie. Violet 31-4 opened fire at maximum range and then both Violet 31-2 and 31-4 closed on the bogie as he circled to the left. Both P-38's again opened fire from about 800 feet and the bogie's left wing was set afire. The bogie went into a gradual diving turn and Violet 31-2 fired a final burst just as the bogie hit the water and exploded approximately 5 miles southwest of Iwo Jima. Violet 31-3 strafed revetment areas on the northeast tip of Airfield # 1. He could see tracers going into the revetments but did not observe any parked aircraft.

Violet 32-3 and 32-4 made a strafing pass across Airfield No. 2. As soon as they reached the island, they ran into intense A/A. Violet 32-4 attacked an automatic weapons position just west of the taxiway and

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318th Fighter Group Mission Report # 1-20 (Consolidated) -- Continued

4. CONT'D

observed his tracers pouring into the area where gun flashes were most intense. Violet 32-3 was badly shot up almost as soon as he reached the island. As he came off the island, his right wing was in flames and the spinner of his left engine had been shot off. Violet 32-4 joined him after the strafing pass and both planes headed for Minamb Rock. After a minute or so, the fire on Violet 32-3's right wing went out and a large hole (approximately 12 inches in diameter) was observed near the trailing edge of the wing. His left engine was out and his canopy gone. Both planes rendezvoused with the other 5 P-38's and the B-24's and headed for home. Two of the B-24's stayed with Violet 32-3 and 32-4. (Violet 32-3 was unable to feather his right propeller). The remaining 5 P-38's went ahead with the third B-24 and pancaked at 1115. Violet 32-4, who had received instructions from his flight leader at 0915 to return with one of the B-24's, pancaked at 1126. Violet 32-3 came all the way home on one engine, his plane badly shot up, and pancaked at Isely Field at 1210.

A/A was intense, inaccurate to accurate, from positions all around No. 2 Airfield and from positions near the volcano at the south tip of the island. The fire was from automatic weapons and machine guns.

5. A. Good enroute, over target and return. Clouds, .2 to .4 cumulus 2,000 to 12,000 feet.
B. Loud and clear.
6. The automatic weapons position just west of the northwest taxiway was severely damaged.
7. 1,550 rounds .50 cal. 209 rounds 20mm. 5,400 gallons gas.
8. Oil drums on beach were strafed. No positive results seen or observations made as to their contents.

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

INDIVIDUAL PILOT NARRATIVE REPORTS
(318th Group Mission # 1-20, 5 Jan)

2nd Lt. HORACE D. BENNETT, Violet 31-4.

When coming off the target at Iwo at 0800, January 5, 1945, I, Lt. Bennett, started closing on a Jap single engine aircraft in a slight turn to the left. He was approximately 1500 feet high. I began firing from about 2,000 feet. My air-speed was 260 to 270 miles per hour. I held continuous fire until the left wing gas tank exploded and then ceased firing. I expended 650 rounds of caliber .50 and 137 rounds of 20MM. The range was about 1,000 feet at that time and the Jap was 300 feet high. There was a large fire as he went into the water about 4 to 5 miles south-west of Iwo. Lt. Heagney was closing on my left wing at the same time as I was firing.

/s/ Horace D. Bennett
/t/ HORACE D. BENNETT
2nd Lt., Air Corps,
O-760233

2nd Lt. GERALD J. HEAGNEY, Violet 31-2.

Bogey was called out immediately after he had taken off. As we pulled up to make the strafing run I saw the Bogey coming in at 180 degrees to our course and a little to the left of my line of flight. Jap turned to the right as Lt. Bennett and I started chasing him. Lt. Bennett fired first out of range and Jap seeing tracers reversed his turn to the left with Bennett still firing. Seeing that Lt. Bennett wasn't closing on him, I cut inside Bennett's turn and started firing. Saw my 20MM hitting his left wing and seconds later he burst into flame on the left side and started down. I quit firing then but he didn't seem to be losing altitude very fast so I started firing again and continued until he hit the water and exploded.

/s/ Gerald J. Heagney
/t/ GERALD J. HEAGNEY
2nd Lt., Air Corps,
O-763815

A TRUE COPY:

William P. Frelich
WILLIAM P. FRELICH
1st Lt., Air Corps

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73RD FIGHTER SQUADRON, AAF
APO 244

4 JANUARY 1945

318TH FIGHTER GROUP MISSION #1-17
73RD FIGHTER SQUADRON MISSION #1-2

1. A. FOUR (4) P-47D'S.
B. NONE.
2. A. NONE.
B. NONE.
3. ARMED RECONNAISSANCE OF PAGAN ISLAND.
4. LT. SHEPARD, CAPT. BIRNEY, LTS. BABCOCK, WOODS (VIOLET 24).

TAKE-OFF: 1430 OVER TARGET: 1530 LANDING: 1700

FLIGHT MADE THREE RUNS OVER THE RUNWAY AND AREA IMMEDIATELY ADJACENT AT MINIMUM ALTITUDE. RUNWAY AND TAXI-STRIPS ARE IN-OPERATIONAL. NO A/A FIRE RECEIVED. ALSO SEARCHED THE REMAINDER OF ISLAND WITH NEGATIVE RESULTS. NO SIGN OF ACTIVITY ON OTHER ISLANDS BETWEEN PAGAN AND BASE.

5. A. ENROUTE AND OVER TARGET - 8/10 CUMULUS FROM 1,000 TO 6,500 FEET.
B. CLOUD AND CLEAR.
6. NONE.
7. 2,560 ROUNDS .50 CALIBER AMMUNITION. 1,100 GALLONS GAS.
B. NONE.

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

3 December 1945

318TH FIGHTER GROUP MISSION REPORT # 1-16
P-38 PROVISIONAL SQUADRON MISSION REPORT # 1-2

1. A. Six (6) P-38L's
B. None
2. A. None
B. None
3. Escort to Iwo Jima (Two F-5's).
4. Capt. TENNANT, Lts. RICKARD, KENDLE, GRAY. (Violet 1) (19th Sqdn)
Lts. HARBOUR, O'HARA (Violet 2) (73rd Sqdn)

Takeoff: 0759 - Over Target: 1230 - Land: 1556

Violet 1-1 and 1-2 together with Violet 2-1 and 2-2 left the bombers approximately 15 miles south of Iwo Jima at 1220 hours.

Approaching the target on the deck Violet 1-1 and 1-2 escorted Violet 41 in a photographic pass up the west coast of Iwo Island at 50 foot altitude, speed approximately 300 mph. The landing craft in the west boat basin were observed and appeared to be unchanged. The barrels on the beach seem to be set at twenty-foot intervals and appeared to be full of sand. A small mound approximately ten feet in diameter, circular in shape, with a short stubby projection out of the center and of an overall height of not more than five feet was observed on the point north of the west boat basin. The mound did not appear to have any openings toward the sea. The element escorted the F-5 in retirement northward, turning 180 degrees and ascending to 3,000 feet. A reconnaissance pass was then made southward along the west coast of the island within gun range. No aircraft were visible on either of the airfields and no activity was observed. No other shipping was seen.

Violet 1-3 and 1-4 remained with the bombers and orbited Minami until 1300 when the F-5's and escorting flight rejoined and started for base. One hour south of Minami Rock the strike force of B-24's was met and passed.

Violet 2-1 and 2-2 escorted the other F-5 up the east coast of Iwo on its photographic run. The run was made at approximately 50 feet altitude and completed just north of the east boat basin at which point they broke to the right and returned to Minami for the rendezvous. No unusual observations were made. No Anti-aircraft fire.

5. A. Enroute; .9 strato cumulus, tops 10,000 feet. Over target; .10 cumulus at 4,000 feet. Return; .9 strato cumulus broken in places. Tail wing 35 knots.
B. Loud and clear.
6. None
7. None. 4,020 gallons gas.
8. None

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APO # 244

1 JANUARY 1945

318TH FIGHTER GROUP MISSION # 1-7
73RD FIGHTER SQUADRON MISSION # 1-1

1. A. FOUR (4) P-47D'S.
B. NONE.
2. A. NONE.
B. NONE.
3. ARMED RECONNAISSANCE OF PAGAN.
4. LTS GALT, WOODS, DE VONA, BLACKWOOD (VIOLET 19).

TAKE-OFF: 1520 OVER TARGET: 1620 LANDING: 1735

FLIGHT MADE TWO STRAFING PASSES OVER RUNWAY -- ONE FROM EAST TO WEST AND ONE FROM WEST TO EAST. THEY THEN SEARCHED REMAINDER OF ISLAND FOR SIGNS OF ACTIVITY WITH NEGATIVE RESULTS. RUNWAY AND TAXI STRIPS APPEAR IN-OPERATIONAL. NO A/A FIRE RECEIVED.

5. A. ENROUTE - 2 TO 3/10 CUMULUS FROM 4,000 TO 10,000 FEET.
OVER TARGET -- CAVU
B. LOUD AND CLEAR.
6. NONE.
7. 3,650 ROUNDS .50 CALIBER AMMUNITION. 780 GALLONS GAS CONSUMED.
8. NONE.

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

1 January 1945

318TH FIGHTER GROUP MISSION REPORT # 1-1
P-38 PROVISIONAL SQUADRON MISSION REPORT # 1-1

1. A. Six (6) P-38's (All failed to reach the target - weather)
B. None
2. A. None
B. None
3. Photo Reconnaissance escort, Iwo Jima.
4. Capt. TENNANT, Lts. GIBSON, KENDLE, LIEBGOTT (Violet 1) - (19th Sqdn)
Lts. SHEPARD, BABCOCK. (Violet 2) - (73rd Sqdn)

Takeoff: 0759

Landed: 1400

The weather was good until flights reached Pajares Island. After passing this island they encountered a bad weather front. They entered this front and flew through it for more than sixty miles encountering three related bad weather layers which extended from the ocean up to 8,000 and 12,000 feet.

At 1050 the flights turned back due to their inability to locate the deck under these weather conditions.

Almost immediately after turning back, the left engine on Violet 2-1's plane started cutting out and he was obliged to feather the prop. He and his wing man with one of the escorting B-24's returned directly to base. Violet 2-1 pancaked at Isely Field in order to take advantage of the longer runway.

While returning to base, Violet 1-1 observed an aircraft in the water off shore of the west side of Alamagan. The flight orbited the area for twenty minutes but saw no sign of life in the vicinity. The aircraft in the water was lying on its back with the tail missing and the wings so distorted that definite identification could not be made. The pilots believe that the wing was Davis type. They state that the plane was definitely four engine monoplane, silver in color, and believe it to be a B-29. On shore near the wreck they saw a Yellow life raft and rations both strewn on the beach and piled up on a rock nearby. Following these observations they returned to base.

5. A. See narrative.
B. Loud and clear.
6. None
7. No ammo expended. 3,570 gallons gas.
8. None

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