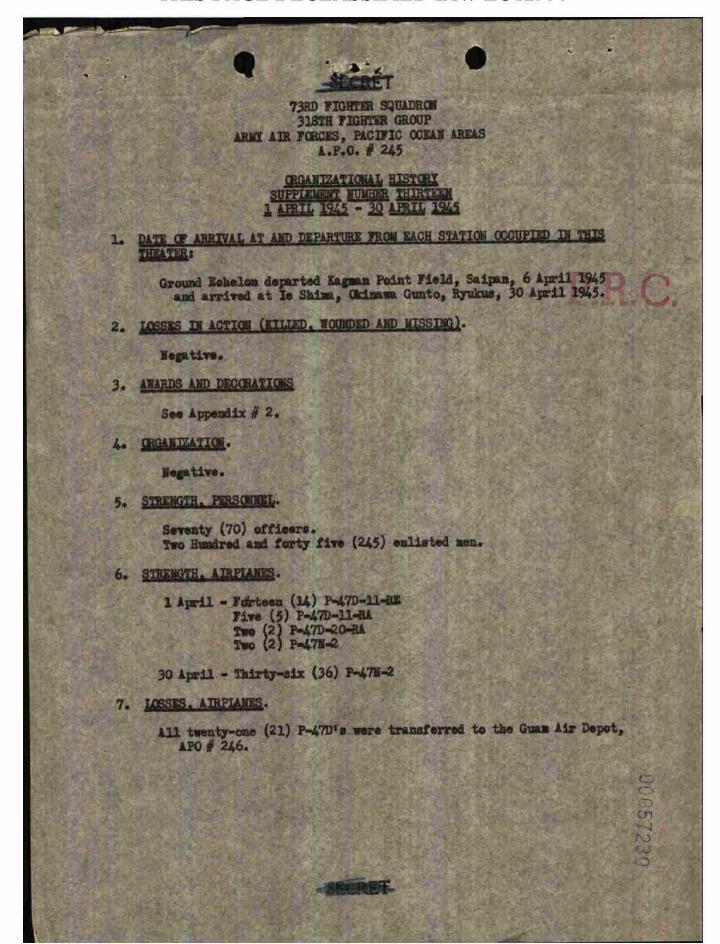


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# SECRET ORGANIZATIONAL HISTORY 73RD FIGHTER SQUADRON, AAF

#### NARRATIVE

During the first five days of April, loading of the S.S.S. Hall Young and the U.S.S. Kennore was completed, tents were struck, the squadron area at Kagman Point Field was well "policed up", and the 73rd (less air scholon) was ready to move again.

On April 5th, mess personnel boarded the Kenmore and Lt. BIRD, acting squadron TQN officer, and a detail of mine enlisted men boarded the Hall Young. On the following day, the remainder of the ground eckelon (see Appendix #1) left Kagman Point Field at 1500 in a fifteen truck convoy and boarded the Kenmore a few minutes later. The balance of that day was spent in stowing away personal gear and getting settled for what proved to be a long stay aboard ship. At 0700 on the following day (7 April) the ships moved out of Tanapag Harbor in a small convoy. Guan was passed during the first day and on the morning of 9 April the little convoy dropped anchor in the lagoon at Ulithi. Twelve days were spent in this anchorage before orders to proceed were received. It soon became apparent that this long stop-over was a result of slow progress in ground fighting on Okinam after early initial successes. It had been announced subsequent to sailing that our destination would be the Okinawa Gunto, although the exact location of the squadron's new home could not be given for the very good reason that no one knew, or was to know, definitely, as it turned out until the day of disembarking. Despite this uncertainty, several squadron meetings were held aboard ship (principally during the stay at Ulithi) and all available pertinent information was presented to all personnel with particular reference to our position in the tastical air force of the 10th Army. Other talks were given to all squadrons on Chemical Warfare by Lt. WALLACE, 73rd

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Ordnance and C.W. Officer, and a Booby Trap lecture by the group Ordnance officer. A break in the monotony of life aboard ship came on the 17th of April when all personnel made a trip ashore in landing craft for a visit to the mavy's recreation center at Mog Mog, one of the numerous islets in the Ulithi group. Even though most of the time was consumed in the trip, it proved to be a welcome diversion. Beer and coco cola were available and swimming for those who wanted exercise. Most of the men agreed that Mog Mog looked more like the Hollywood version of a Pacific island than anything they had seen previously. On the evening of the 20th, the convoy, considerably augmented in numbers by now, pulled out of Ulithi and took a course for Okinawa.

In the meantime, the air echelon back at Kobler Field, Saipan proceeded with business of replacing the old P-47D's with the new P-47N's. The old planes were ferried to Guam and twenty-two (22) "N's" returned from the air depot there. The other fourteen (14) "N's" assigned to the 73rd in April were flown from Onhu. These ferrying jobs and "check-out" flights consumed the better part of April, the last "N" being delivered on the 23rd. Flying time logged for the month, most of which was ferrying, amounted to 950:15.

However, 270:45 was combat time, flown during two fighter sweeps over Truk. These missions, providing good trials for the new planes, were flown on the 28th and 30th and on the latter date, Lt. HARBOUR added to the Barflies" list of "kills" by shooting down an Emily in the Truk lagoon.

The ground echelon had by this time reached Okinawa Gunto. Early on the morning of the 26th the convey rounded the southwest tip of Okinawa Shima, passed between Okinawa and the Keramas, proceeded northeast, and halted temporarily at an anchorage west and north of Youtan Airfield. About moon, a

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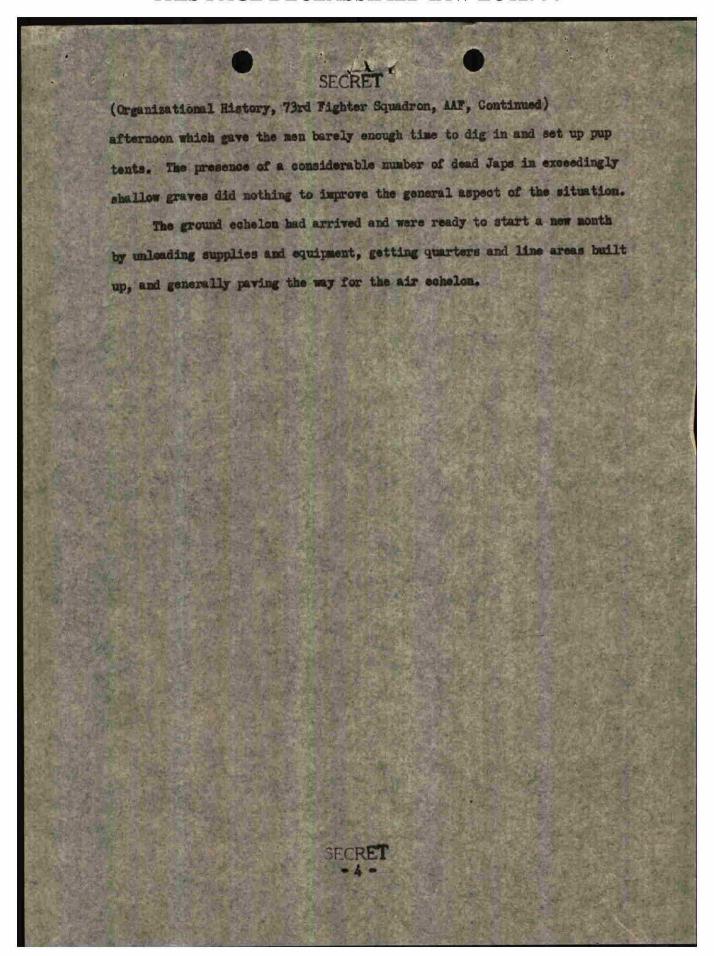
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(Organizational History, 73rd Fighter Squadron, AAF, Continued) portion of the convoy, including the Kenmore and the Hall Young, moved on up the west coast of Okinawa to Ie Shima. Here another brief stop was made before returning to Mago Wan. Two nights, the 26th and 27th, were spent in this bay and on the 28th the ships moved back to the anchorage off Yentan. Two more nights abourd ship and finally on the morning of the 30th it was learned that Ie Shimm was to be the squadron's destination. The entire trip had been made without serious interference from the enemy, though a Jap sub did play tag with the convoy between Ulithi and Chinawa, but on the night of the 29th bad luck caught up with the Hall Young which had moved back to the Nago Wan anchorage. On that night, just before unleading was to begin, a Jap Kamikaze pilot (suicide) put on his act and crashed into the ship. Miraculously, there were few casualties and they were confined to ship's company (no fatalities). Fires started by the suicide attack were brought under control and loss or damage to the group's equipment was relatively light.

After a short trip back up the northwest coast of Okinawa, the Kenmore again anchored at Te and disembarking of Bersonnel was well under way before noon of the 30th. As the men reached the beach via landing craft, they were leaded into trucks and taken to a previously selected quarters area, located about a mile southeast of the old Jap airfield which was to be the squadron's new operating base. The squadron's arrival and the "securing" of the island so nearly coincided that the area selected was far from ready for occupancy. Personnel of all squadrons and group headquarters were confined in an area so small that there was scarcely room to sit down until marine "sappers" had removed numerous and sundry land mines. This was accomplished by mid-

- 3 -



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# SECRET

#### CHRONOLOGY FOR THE MONTH OF APRIL

- 1 April: 2nd Lt. JCE D. WOODS from duty to DS, Air Depot, APO 953.
  - Sgt ARMANDO A. MIGNOME and Sgt JOHN J. POLLOCK from siek, hosp, 176 Sta Hosp, APO 244 to evacuated to Gen Hosp 15 B.P.O. ABO 456 per evacuation Orders, Hq., 176th Sta Hosp, APO 244.
- 5 April: Mess detail boards the U.S.S. Kenmore and the unloading and gum orew detail boards the S.S.S. Hall Young.
  - Cpl EDWARD Y. EMPREE transferred in grade to Hq. and Hq. Sq., 7th Air Ferce per VCCG.
- 6 April: Ground Echelon leaves Kagman Point Field, Saipan at 1500 in 15 truck convoy and boards the U.S.S. Kenmore shortly thereafter.

2nd Lts. DANIEL R. CLARKE and FREDERICK B. LEWIS, JR., from duty to DS w/Det Hq., 318th Fighter Group at APO 244 per VOCO.

2nd Lt. JOHN E. DANNER from duty to DS w/Det Hq., 318th Fighter Group at APO 244 per VCCO.

- 7 April: Convoy pulled out of Tampag Harbor at o700. Bea Calm.
- 9 Aprilb Convey dropped anchor in Ulithi Lagoon at 0700.
- 17 Aprill Liberty party left ship at 1120 and returned about 1700. Trip
  was made to Mog Mog -- a two hour ride each way. There was beer,
  coke and swimming.
- 20 April: Pfe JAMES H. EBELING from duty to sick Hosp U.S.S. Bountiful.

  In afternoon, convoy pulled out of Wlithi -- at 1730.
- 23 April: Invasion currency issued to all troops abourd the Kenmore.
- 26 April: Aboard the U.S.S. Kenmore, ship dropped anchor off Okinawa Shima.

  Total distance traveled 1800 miles. Arrived at 1545.

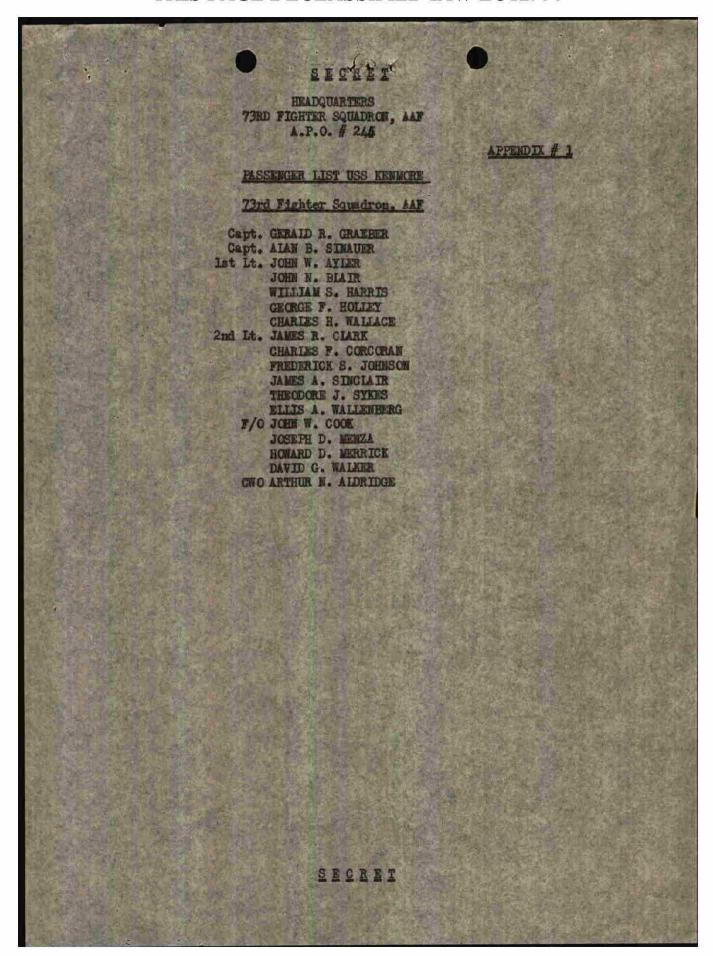
  Our first air raid alert was had at night.
- 28 April: Eight (8) hour air raid starting at 1900 -- the longest to date.
- 29 April: The S.S.S. Hall Young was hit by a Kamikaze (suicide) pilot while being anchored off Ie Shima preparatory to being unloaded.

  Attack occurred at night.

T/Sgt ALLEN RUGGER fr duty to sick, hosp U.S.S. Samaritan.

30 April: Ship weighed anchor off Orinama Shima and moved to Ie Shima where Squadron debarked at 1100. Squadron Bivouaced in assigned squadron area. One detail remained at the docks to start unloading. Two air raids at night.

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HEADQUARTERS
73RD FIGHTER SQUADRON, AAF
A.P.O. # 244

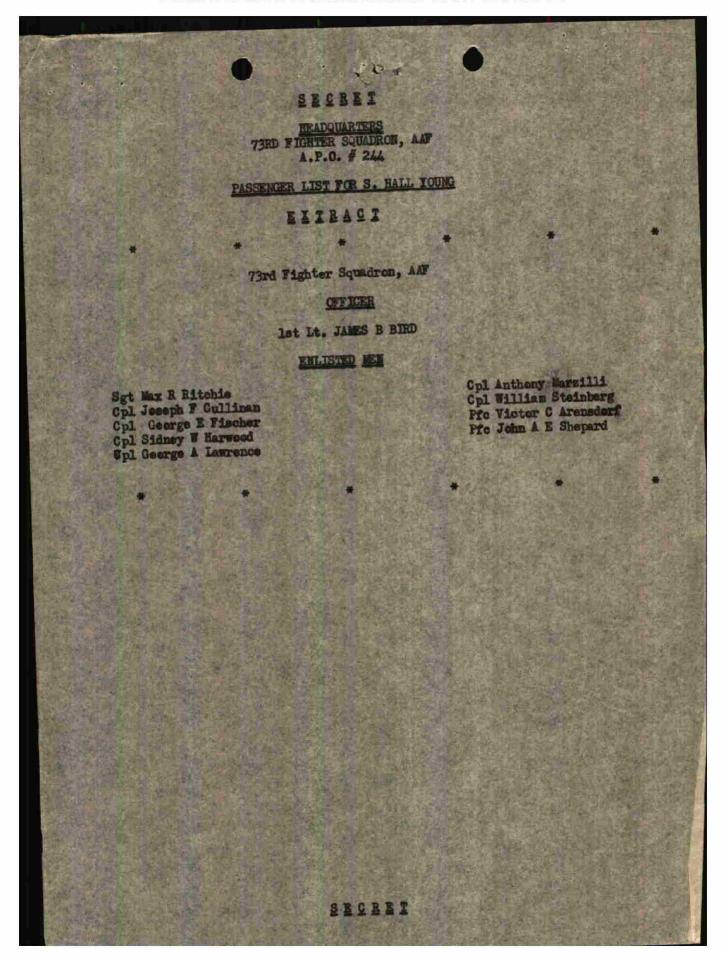
### PASSENGER LIST USS KENNORE

# 73rd Fighter Squadron, AAF

	· 新工厂企业的 1000 1000 1000 1000 1000 1000 1000 10		
1.	M Sgt Elie E Gullion	42.	S Sgt Jeseph W Mitchell Ja
2.		43.	S Sgt Walter S Mekryscki
3.	The state of the s	44.	S Sgt Jacob Nasrallah
40		45.	S Sgt George T Naylor
5.	T Sgt Clyde W Johnson	46.	S Sgt Kenneth C Olson
6.	T Sgt Lewis Kats	47.	S Sgt Aaron S Rabalais
7.	T Sgt Ural L McCaulla Jr	48.	S Sgt Charles H Pfeifer
8.	T Sgt Marvin K Needham	49.	S Sgt Lleyd G Rebeamen
9.		50.	S Sgt Dexter M Short
10.	T Sgt Reger H Olds	51.	S Sgt Rebert H Smith
11.		52.	S Sgt Charles E. Summer
12.		53.	S Sgt Lee O Vaillencourt
13.		54.	S Sgt Michael J Velpe
14.	T Set Fleyd P Springer	55.	S Sgt Donald E Williams
15.	T Sgt Jules A Stelly Jr	56.	S Sgt Rudelph Woodshank
17.	S Sgt Frank L Adams	57.	S Sgt Kenneth M Woodside
18.	S Sgt John W Barosky	58.	Sgt William F Alexander
19.	S Sgt John C Beall*	59.	Sgt Alex J Allen
20.	S Sgt Clarence W Bowman S Sgt Gale A Bullard	60.	Sgt Albert Barnett
21.	S Sgt Nicholas Calia	61.	Sgt Robert J Bartell
22.	S Sgt Jeseph Chiera	62.	Sgt Andrew J Bedner
23.	S Sgt J E Chisholm*	63.	Sgt Jack Begdan
24.	S Sgt Arthur L Delvaux	64.	Sgt Chester L Burke
25.	S Sgt Russel L Dickman	65.	Sgt Joseph Elkins
26.	S Sgt Leonard J Duchan	66.	Sgt Jack J Fish
27.	S Sgt Raie Eastwoods	67.	Sgt William L Gatton
28.	S Sgt Charles P Fawcett	68.	Sgt Richard L Hamlyn
29.	S Sgt Raymond W Green	69.	Sgt Sidney B. Hart
30.	S Sgt Jehah Kleinberg	70.	Sgt John J. Healy
31.	S Sgt Frank Klinger*	71.	Sgt Gerarde F Ieri
32.	S Sgt John J Krauss	72.	Sgt Kenneth A Jarvis
33.	S Sgt Frank W Kush	73.	Sgt Lynn R Kern
34.	S Sgt Fred R Langford	74.	Sgt Jehn P Lende
35.	S Sgt LeRoy G Larson	75.	Sgt Edward A Martin
36.	S Sgt Phillip W Lees	76.	Sgt Victor T Mason
37.	S Sgt Allen A Lucas	77.	Sgt William J McBride
38.	S Sgt Orrin A Madsen	78.	Sgt Mathan G Nollner
39.	S Sgt Lleyd E Mangels*	79.	Sgt Irving A Novick
40.		80.	Sgt Edward F O'Brien
41.	S Sgt Charles D Melton	81.	Sgt Thaddeus J O'Conner
		82.	Sgt Jackson L Ollis

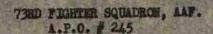
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# 154 SECRET (Passenger List, USS Kenmore, 73rd Firen, Cent'd) 131. Cpl Max Sandeval 83. Sgt Theodere L Peterson 132. Cpl Daniel Scerbe 133. Cpl Herman F Simonides 134. Cpl William J Parrott 135. Cpl Maxwell B Smith 84. Sgt Paxton E Phares 85. Sgt Labon Pesner 86. Sgt Gene E Prickett 87. Sgt Henry E Strem 88. Sgt Burnis E Sylvester 89. Sgt Thomas V Tuttle 90. Sgt Stanley Vinosky 91. Sgt J D Wilburn 136. Cpl Louis P Sebush 137. Cpl Edward J Solensky 138. Cpl William W Tucker 139. Cpl Thomas J Turner 140. Pfc Elwood L Albright 141. Pfc Lester T Campbell 142. Pfc John T Ghesney 143. Pfc Richard D Goates 144. Pfc James C Geoper 145. Pfc Ralph F Crecce 146. Pfc Marland W Cremeens 147. Pfc John S Deneen 148. Pfc James H Ebeling 149. Pfc Elme B Ellis 150. Pfc William F Epstein 151. Pfc James M Flanagan 152. Pfc Jack R Haizlip 163. Pfc Lawrence D Hughes 154. Pfc Albert James 155. Pfc Ernest E Johnson 156. Pfc Gażland L Jeyner 157. Pfc Robert D Justice 158. Pfc Alex J Kurkul 159. Pfc Thomas E Madel 160. Pfc Paul W Mellenry 161. Pfc Milford F Merrel 162. Pfc Mam Nesvet 163. Pfc William E November 164.Pfc Norman L Numbermacker 165. Pfc Henry B Phelps 166. Pfc Henry B Phelps 166. Pfc Herry Phillips Jr 167. Pfc William J Rassette 168. Pfc Howard B Smith 170. Pfc Hareld K Thomasen 137. Cpl Edward J Solensky 138. Cpl William W Tucker 92. Cpl Richard Aitken 93. Cpl Ralph A Asher Cpl Eugene W Bunyan 95. Cpl Neil G Campbell 96. Cpl Lewis Cehen 97. Cpl James C Comley 98. Cpl Vincent R Cordere 99. Cpl Edward C Corliss 100. Cpl William B Cunningham 101. Cpl Louis De Cuitiis 102. Col Francis J Denshue 103. Cpl Rebert A Detz 104. Cpl Richard M. Dubick 105. Cpl Edward I Embree 106. Cpl Stephen Emmio 107. Cpl Victor C Faulstick 108. Cpl Arthur R. Felgenhauer 109. Cpl Frederick R Fenton 110. Cpl Dennis Fraley 111. Cpl Welden Hayward 112. Cpl James Houdersheldt 113. Cpl Richard J Heyt 114. Cpl Owen D Hunt 115. Cpl Dewey Isaacs 115. Cpl Dewey Isaacs 116. Cpl Bruce E Kenney Jr 117. Cpl Jehn J Krall 118. Cpl Alexander E Kulinski 119. Cpl Jehn W Lavin 120. Cpl Cyril F Lee 121. Cpl Roy J Lenz 122. Charles E Lewis 169. Pfc Howard B Smith 170: Pfc Hareld K Thompson 171. Pfc Kenneth N Van Horn 172. Pfc Donald R Watson 173. Pfc Walter G Zamminer 174. Pvt George P LaValley 175. Pvt Gordon E Nicholson 123. Cpl Edward A McCauley 124. Cpl Francis H McCleskey 125. Cpl Augustine J Morahan 126. Cpl Armand F Morassette 127. Cpl Alan J Nevins 128. Cpl Leonard P Owens 129. Cpl Edward F Parrish 176. Pvt Vincent H Ursini Cpl Vernon A Ritter SECRET



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#### Appendix # 2

The following officers were awarded the Distinguished Flying Gross per General Orders No. 52, Hq., Seventh Air Force, dated 26 April 1945. The presentation was made by Brigadier General WILLIAM J. FLOOD, in a ceremony at Kobler Field, Saipan, on the 27 April 1945:

major John J. HUSSEY, JR.

1st Lt EARL H. HARBOUR

1st Lt ROBERT H. RESER

1st Lt ROBERT L. SHEPARD

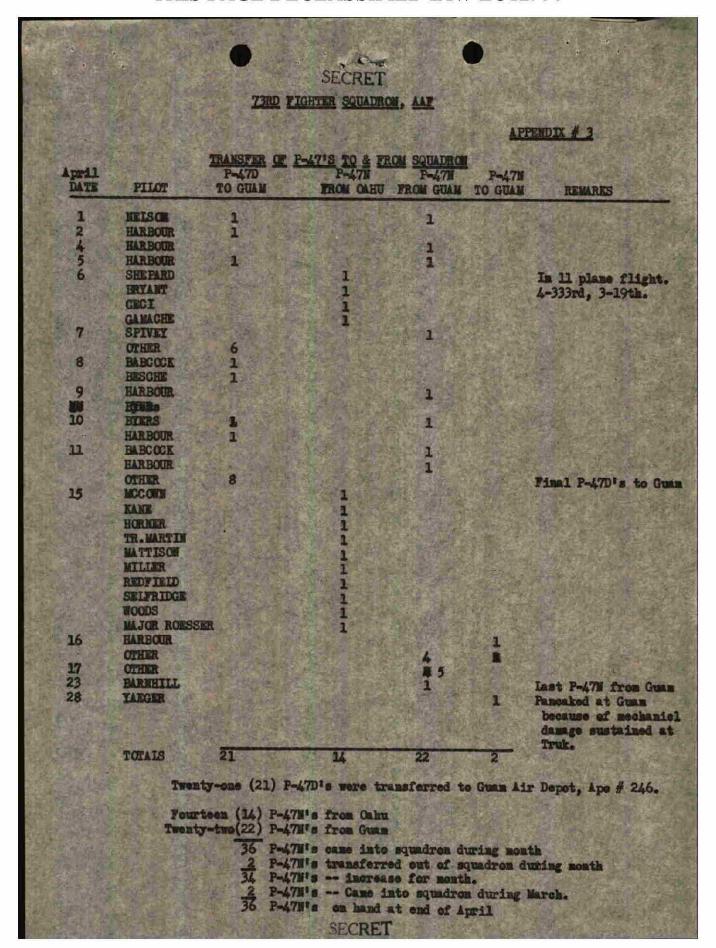
let Lt JOHN M. STEVENS

2md Lt EUBANKS BARNHILL

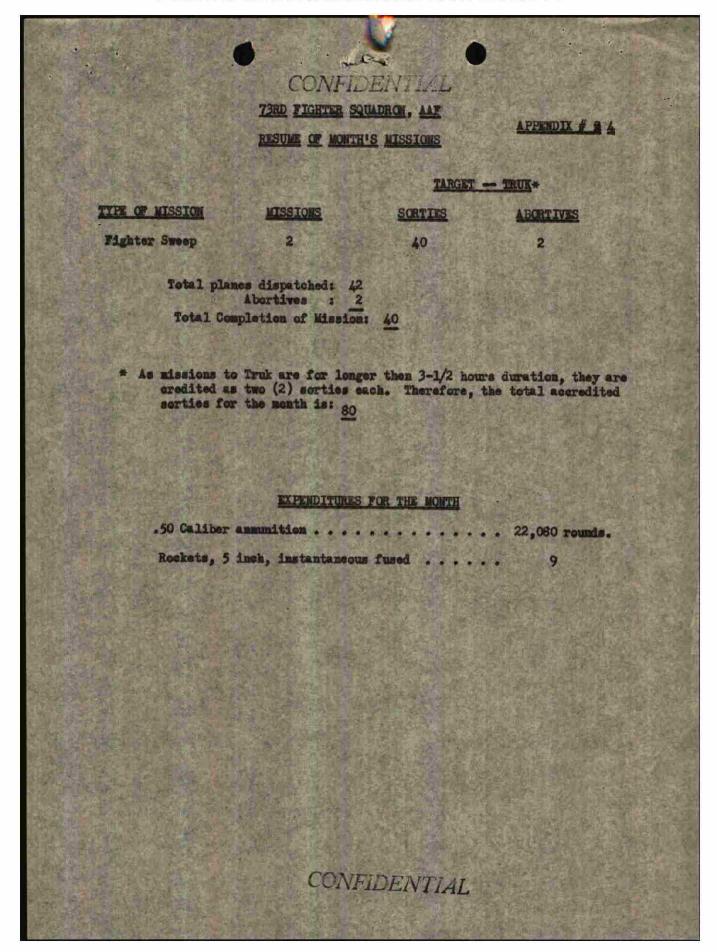
2nd Lt JOSEPH J. DE VONA

2nd Lt. KEITH W. MATTISON

2nd Lt ROBERT G. O'HARA



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HEADQUARTERS
318TH FIGHTER GROUP, AAF
A.P.O. # 245

1 June 1945.

The following report of enemy aircraft destroyed is submitted for consideration by the Claims Board:

- 1. While on a Fighter Swoop against Truk an EMILY was sighted and destroyed.
- 2. The kill was made by the following pilot:

PILOT

SQUADRON

NO. & TYPE A/C DESTROYED

1st Lt. EARL H. HIRBOUR 0-806672

73rd

1 EMILY

- Date of Mission: 30 April 1945.
   Squadron Mission Number: 73rd Ftr Sadn No. 4-2
   Group Mission Number: 4-3
- 4. For narrative account, see copies of Mission Report and Statements attached.

PREDERICK H. DEAMANT,
Major, Air Corps,

8 - 2.

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### FINAL ACTION OF CLAIMS BOARD

Credit Lt. EARL H. HARBOUR with the destruction of one (1) EMILY.

1 June 1945 (Date)

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L. M. SANDERS
Colonel, Air Corps,
Prosident, Claims Board,
318th Fighter Group, AAF.

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318TH FIGHTER GROUP, AAF
A. P. O. #245

30 April 1945

73RD FIGHTER SQUADRON MISSION REPORT # 4-2 (Saipan)
GROUP MISSION REPORT # 4-3

- 1. A. Twenty (20) P-47N's. B. One (1) EMILY
- 2. A. None B. One (1) EMILY
- 3. Fighter Swoop against Truk.
- 4. Maj. McCOWN, Lts. WOODS, MATTISON, BESCHE.\*
  Maj. RASMUSSEN, Lts. BENNETT, MILLER, T. R. MARTIN.
  Capt. KANE, F/O GAMACHE, Lts. MILLET, REDFIELD.
  Lts. HARBOUR, HORNER, RESER, SELFRIDGE.
  Capt. H. W. WARTIN, Lts. BRYANT, SHEPARD. ANDERSON.
  - \* Lt. BESCHE roplaced Lt. CECI who returned early due to engine trouble.

Takeoff: 0800 - Over Target: 1100 - Ianded: 1540

Twenty P-47N's took off from Kobler Field, Saipan, at 0800. Rocket attack was made on Dublon Seaplane Base, and external tanks were dropped near to the base. The gas tanks were observed to be burned out. Hit Eten Island with Rockets with unobserved results. A small boat off Otta Island was strafed and sunk. An eighty foot schooner was loft burning off southwest point of Uman. Thirty foot motor launch was probably destroyed off the northwest point of Uman. A cance with three persons in it was sunk off Tol. No effective results of strafing buildings and barges south along Moen or RDX radio station on east point of Moen, thirty foot boat off Tol, airfield and barracks area on Param or Faleu islands or on boat off Fefan were observed.

Lt. HARBOUR and flight entered Truk lagoon at 1200 feet on a 180 degree course and spotted a bogey at 2 o'clock low, approximately 10 miles. The bogoy was chased southeast for approximately 20 miles before being caught. The bogoy was identified as an ENTLY. Lt. HARBOUR made a slight deflection shot and then got on its tail. Firing was concentrated into the left inboard engine, wing root and left side of fuselage. Pieces were observed to be flying off and a fire started in the engine. The EMILY swerved out of control and crashed into the water.

Heavy flak from Uman was moderate and accurate. A/W fire was moderate and inaccurate from Uman, Dublon, Moon and Faleu. Gun camera photos were taken. Usual luggers and barges were observed in the lagoon. All planes returned safely.

- 5. A. Cloudy
  B. Loud and clear.
- 6. Sec narrativo
- 7. 16,320 rounds .50 cal. 9 x 5" rockets. 15,029 gallons as.
- 8. None

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318TH FIGHTER GROUP, AAF A. P. O. #245

INDIVIDUAL PILOT NARRATIVE REPORTS
(Group Mission Report # 4-3, 30 April 1945, SAIPAN)

#### 1ST LT. EARL HAMPTON HARBOUR:

My flight entered the Truk Iagoon at 1200 feet on a 180 degree course and spotted a begey at 2 o'clock low, approximately 10 miles. Bogey was chased southeast for approximately 20 miles before catching him. I identified bogey as an EMILY and made a slight deflection shot, falling back directly behind the plane. My fire was concentrated into the left inboard engine, wing root and left side of fuselage. I observed several pieces falling off and a fire was started in the engine. As I broke off to the right, I saw one man get out of the right side of the cockpit and fall into the propellor. Another fell free from the midsection, The EMILY which swerved out of control, started to climb, stalled and dove into the water. The plane burned in the water and no survivors were seen.

/s/ Earl H. Harbour EARL H. HARBOUR, 1st Lt., Air Corps, 0-806672

#### 1ST LT. ROBERT H. RESER:

Lt. HARBOUR's flight was 1200 feet on a heading of about 180 degrees. The begey was spotted about 10 miles away at approximately 2 o'clock and low from our position.

Lt. H/RBOUR closed in from the stern and identified bogey as an EMILY. The EMILY started a slight turn to the left and Lt. H/RBOUR opened fire. I observed many hits on the left side of the cockpit of the EMILY. The left inboard engine caught fire and pieces started falling from the left wing. After a very long burst Lt. H/RBOUR broke off his attack. The EMILY went into a steep climb and her whole left wing started flaming. The EMILY was evidently out of control because she stalled out at about 200 feet, went into a shallow dive and hit the water still diving. There was a huge explosion and a very large fire. When last seen nothing remained except a large gasoline fire on the water. No survivors were observed.

/s/ Robert H. Reser ROBERT H. RESER, 1st Lt., Air Corps, 0-754667

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73RD FIGHTER SQUADRON, AAF

28 APRIL 1945

73RD FIGHTER SQUADRON MISSION NO. 4-1 318TH FIGHTER GROUP MISSION NO. 4-2

- 1. A. TWENTY (20) P-47N'S. TWO (2) 8-29'S FROM 73RD WING FOR
  - B. NONE ENCOUNTERED. ONE (1) TWIN FLOAT PLANE POSSIBLY SEEN SOUTH EAST OF MOEN ISLAND.
- 2. A. ONE (1) P-47N DAMAGED, EXTENT UNKNOWN, CAUSE UNKNOWN, LANDED AT GUAM. (LT. YAEGER)
  - B. NONE.
- 3. FIGHTER SWEEP OF AIRFIELDS AT PARAM AND MOEN ISLANDS.

MAJOR HUSSEY, LTS. WEBSTER, YAEGER, F/O HANDLY. CAPTAIN NELSON, LTS. SCHUH, BARNHILL, PACK. LTS. GALT, TITUS, O'HARA, CAMPBELL. LTS. STEVENS, BLACKWOOD, DE VONA, BABCOCK. LTS. BYERS, AYLER, SPIVEY, HEAGNEY.

\*LT. BABCOCK REPLACED LT. BESCHE WHO RETURNED EARLY, PANCAKING AT 0900 DUE TO MECHANICAL TROUBLE.)

TAKE OFF: 0804

LANDING: 1431

SQUADRON TOOK OFF FROM SAIPAN AT 0814 AND WENT TO AGUIJAN ISLAND WHERE THEY RENDEROUSED WITH THE TWO NAVIGATIONAL 8-29'S AT 0830 AT 5,000 FEET. A HEADING OF 142 DEGREES WAS GIVEN BY 8-29'S AND THE SQUADRON CLIMBED TO 12000 FEET. THE P-47N'S AND THE 8-29'S ARRIVED AT NORTH PASSAGE AT 1115 WHERE THE FIGHTERS LEFT THE MOTHER PANES WHO DEBITED IN THAT AREA. THE WHOLE SQUADRON MADE A SWEEP OF THE TRUK LAGOON WHERE NO ENEMY AIRCRAFT WERE AIRBORNE. MAJOR HUSSEY AND HIS THREE FLIGHTS THE N MADE A STRAFING ATTACK ON PARAM ISLAND WHILE CAPTAIN NELSON AND HIS TWO FLIGHTS MAINTAINED COVER. MAJOR HUSSEY'S FLIGHTS OBSERVED NO OPERATIONAL AIRCRAFT ON PARAM AIRDROME. THEY ATTACKED A/W BATTERIES AND SMALL SHIPPING MOORED TO A PIER OFF PARAM AIR-DHOME. MAJOR HUSSEY'S PLANE DEBELOPED ENGINE TROUBLE AND HIS NUMBER THREE MAN'S PLANE (LT. YAEGER) WAS DAMAGED. AS A RESULT MAJOR HUSSEY LED HIS FLIGHT TO HENDEZVOUS WITH B-29'S AT NORTH AS A RESULT PASSAGE FROM WHERE THEY SET COURSE TO GUAM WITH ONE 8-29 SO AS TO SAFELY ESCORT LT. YAEGER TO THE NEAREST AIRDHOME. THE TWO REMAINING HUSSEY FLIGHTS MAINTAINED COVER FOR CART AIN NELSON AND HIS TWO FLIGHTS AS THEY STRAFED MOEN AIRDROM NO. 1. NO OPERATIONAL ENEMU AIRCRAFT WERE SIGHTED BY NELSON'S FLIGHTS ON MOEN AIRDROME. HOWEVER ONE PILOT OF CAPTAIN NELSON'S FLIGHTS CLAIMS TO HAVE SEEN ONE TWIN FLOAT ENEMY AIRCHAFT SOUTHEAST OF PARAM ISLAND WHILE MAINTAINING COVER FOR MAJOR HUSSEY AT HEIGHT OF BOOD FEET. NO ONE COULD CONFIRM THIS OBSERVATION. CONFIDE

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73RD FIGHTER SQUADRON MISSION NO. 4-1, CONTINUED.

- CAPTAIN NELSON'S FLIGHTS STRAFED SHIPPING OFF MOEN AIRDHOME
  CAPTAIN NELSON'S FLIGHTS STRAFED SHIPPING OFF MOEN AIRDHOME
  AS WELL AS CONSTRUCTION FACILITIES OF THE AIRDHOME. ALL FIGHTS THEN
  ASSEMBLED AND RENDEZVOUSED WITH THE B-29 OVER NORTH PASSAGE AT TEN
  ASSEMBLED AND RENDEZVOUSED WITH THE B-29 OVER NORTH PASSAGE AT TEN
  HOUSAND FEET AT 1200 HOURS. A HEADING OF 515 DEGREES WAS SET FOR
  THOUSAND FEET AT 1200 HOURS. A HEADING OUT AND THE
  SQUADHON PANGAKED FROM 1431 TO 1445. HEAVY FLAK WAS ENCOUNTERED
  FROM ETEN, DUBLON AND TIFEN ISLANDS. IT WAS MODERATE AND INACCURATE OF THE THACKING TYPE. A/W WERE ENCOUNTERED ON PARAM
  AND MOEN ISLANDS BUT NO HITS WERE MADE. NO OBSERVATIONS AS TO
  THEIR ACCURACY CAN BE MADE BECAUSE OF THE ABSENCE OF TRACERS.

  IT IS FELT THAT IN GENERAL THE THUK LAGOON IS WELL DEFENDED BY
  A/W AND HEAVY A/A AND TO DISREGARD THIS FACTOR WOULD BE FATAL FOR
  FIGHTER RAKMAS AIRCRAFT.
- 5. A. WEATHER AS BRIEFED: FOR TO FIVE TENTHS CUMULUS, BASES TWO
  THOUSAND FEET. VISIBILITY FIFTEEN TO TWENTY MILES LOWERENG
  TO TWO MILES IN HAIN SHOWERS IN VICINITY OF 11 DEGREES NORTH
  149 DEGREES EAST. VISIBILITY AT FLIGHT ALTITUDE UNRESTRICTED.
  FREEZING LEVEL AT SIXTEEN THOUSAND FEET. INTERTROPICAL FRONT
  LOCATED FROM 11 DEGREES NORTH 149 DEGREES EAST TO 50 MILES
  NORTH OF TARGET.

B. AS ENCOUNTERED: AS BRIEFED EXCEPT TOPS OF CLOUDS OVER INTERTHOPICAL FRONT AROSE TO 13,000 FEET.

COMMUNICATIONS IN GENERAL WERE GOOD.

- 6. FOUR (4) LUGGERS DAMAGED, ONE (1) GAS TRUCK DESTRUYED, A/W POSITIONS DAMAGED.
- 7. 14,365 GALLONS OF GAS CONSUMED. 5,760 HOUNDS OF CALIBER .58

B. II IS SUGGESTED THAT TO MAKE A MISSION OF THIS TYPE WORTHWHILE PARTICULARLY UNDER THE PRESENT STATUS OF THE GROUP IT WOULD BE MORE PRACTICAL TO HAVE SPECIFIC TARGETS ASSIGNED TO BE ATTACKED AND THAT CONCRETE INFORMATION CONCERNING THESE TARGETS BE AVAILABLE TO THE GROUP. GOOPERATION AND ASSISTANCE OF THE SEVENTH BOMCOM AND THE TARGETS BOMB WING CONTRIBUTED TO THE COMPLETION OF THE MISSION.

HUSSEY

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