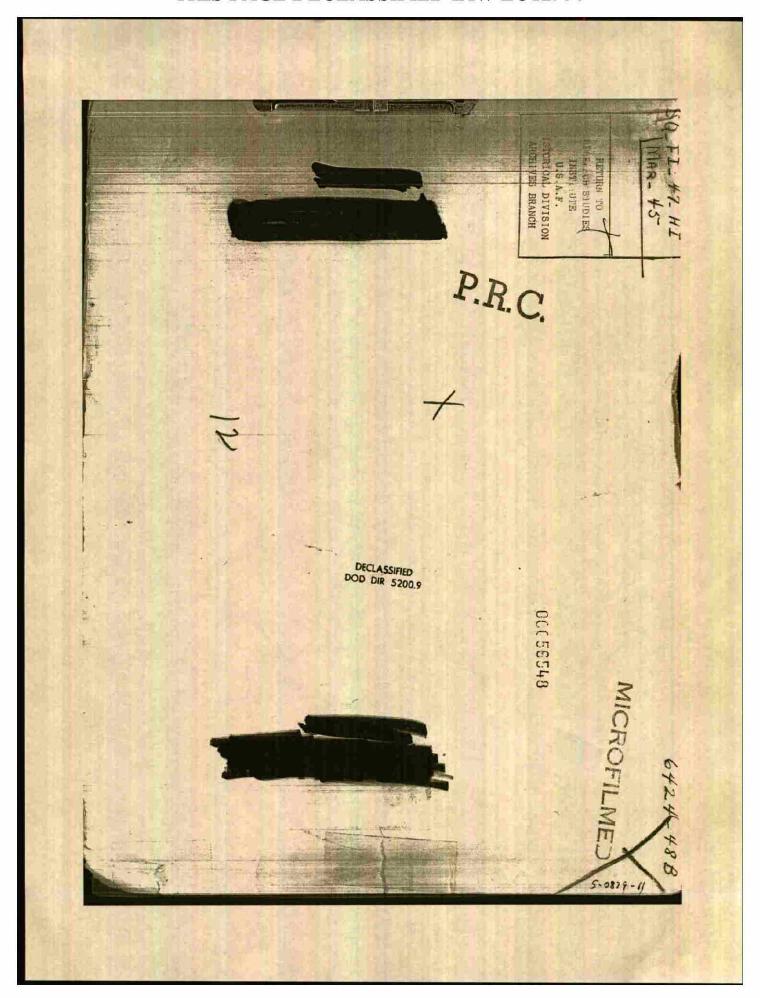
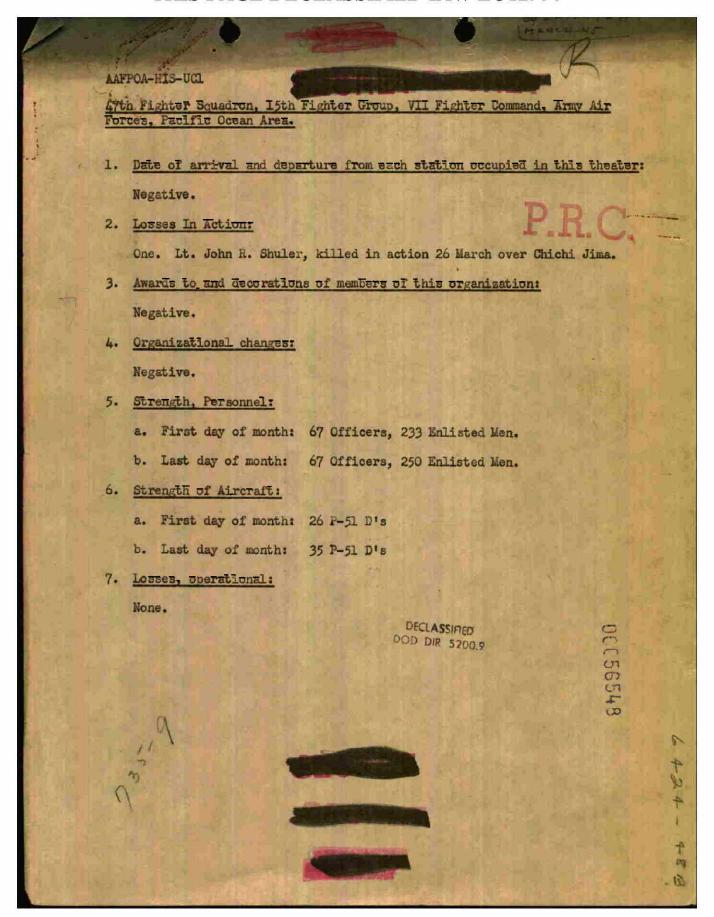


THIS PAGE DECLASSIFIED IAW E012958



THIS PAGE DECLASSIFIED IAW E012958



THIS PAGE DECLASSIFIED IAW E012958

HISTORY OF THE COLMAND SECTION

1 - 31 March 1945

Squadron Headquarters personnel during the month of March were, like all other individuals, interested primarily in keeping alive, advancing from one place to another on the island as the battle progressed, and of establishing a working section at the earliest possible moment.

While "paper work" as such was more or less non-existent during the month, the necessary minimum amount that had to be done was accomplished. Morning reports, sick book, and eventually guard and duty rosters were operated.

The first semblance of an Orderly Room or Command Post was in the form of a typewriter and a safe in the Communications Section BC-610 radio set mounted on a 2-1/2 ton truck. This setup served the purpose for several days until the Squadron made a move off Green Beach on 5 March and into an area near South Airfield and in among 105 howitzer batteries.

After digging in in this area and receiving supplies as they come from the landing craft, S/Sgt Wylie with the help of Sgt Wilcox, Sgt Conn, Cpl Pruyn, and Cpl Bush erected a temporary Orderly Room of packing boxes and scrap lumber and a telephone. This served to keep the telephone out of the weather and gave more room for activities of a Command Post. It did not, however, stop dirt and dust from covering everything to a good depth nor did it keep out the constant noise of the artillery spotted all around us, so a very limited amount of work continued to be accomplished.

The area that had been assigned to the Squadron as its permanent living and administrative area was well occupied with thundering 155's when the Squadron landed on the island and it wasn't until the 25th of March that they had been all evacuated and the area worked over by the SeaBees and their bulldozers so that we could move into it.



History of the Command Section, 47th Ftr Sq, AAF, 1 - 31 March, 1945, contd

Once again the Orderly Room had to be moved and reestablished but this time it was set up in tents. A couple of days' work of unpacking, setting up field or makeshift desks, and generally getting things organized got things to the point of where one could begin to take care of latent paper work, prepare necessary reports and get ready for the preparation of our first pay roll on the island. Sgt Roscoe E. Wilcox, pay roll clerk, got busy on his records as soon as he had himself established and began getting his records brought up to date to prepare pay rolls, pay vouchers, and War Bond issue statements to cover a four month period from 1 January to 30 April. All personnel had received only partial payments in January.

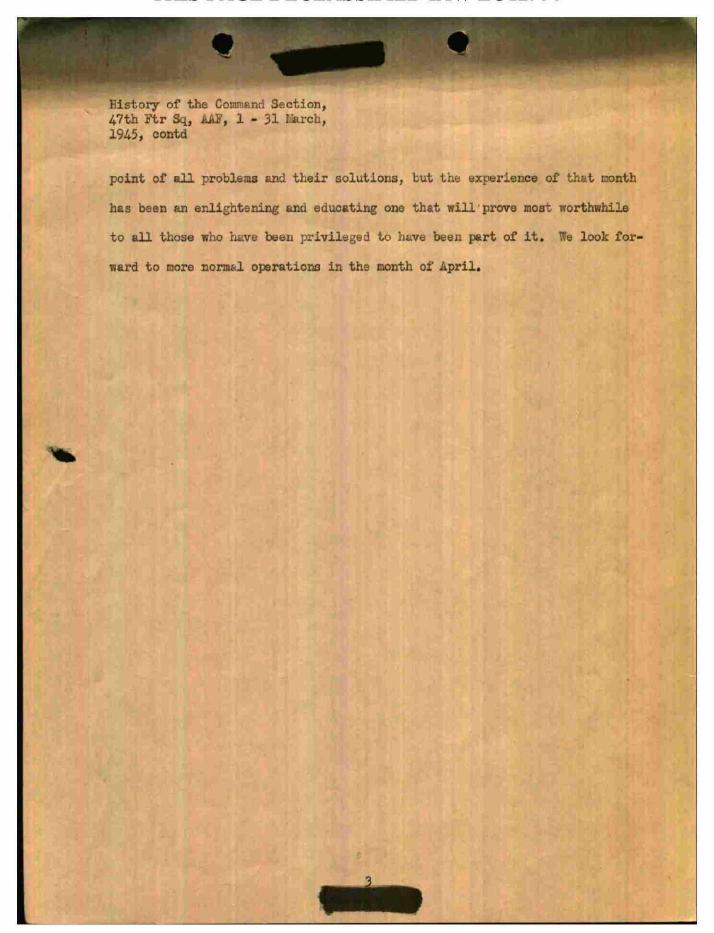
Cpl Charles E. Bush had his one man post office going full blast by the month's end and Cpl Lansing P. Pruyn was going strong on the usual month end reports.

New enlisted men came to the Squadron as replacement personnel during the month and their records were processed by Sgt Paul A. Conn who earlier in the month had gotten records ready for six men who returned to the Mainland on rotation.

A very heavy guard was demanded of the Squadron all month and that together with necessary work details to erect camp, establish a line, and keep
our planes flying kept 1st Sgt Lefther Vasilion in a dither most of the time
trying to keep operations running smoothly and everyone happy. It was a big
job and one that took a lot of time and patience.

The month of March 1945 will likely be remembered by many of us for a long time. Its excitement, headaches, and confusion certainly won't be forgotten by the personnel of the Headquarters section, the proverbial focus





THIS PAGE DECLASSIFIED IAW E012958

HISTORY OF THE AHMAMENT SECTION

1 - 31 March 1945

The first of the month was spent in digging fox holes and in general getting equipment off the ship and situated in our territory until the field was finished.

On the third we got word to prepare the line area to receive our planes on the sixth. Then work began in earnest as everyone was eager to see the planes come in and get operating again. An added incentive was the fact that our planes were the first in the Fighter Command to land at Iwo.

Our first mission was on the eighth. It was a ground support mission at the north eastern end of Iwo.

Following our first mission the schedule was set up to allow us one day of maintenance out of every three. This gave us plenty of time to pull the guns and keep a close check on all armament equipment.

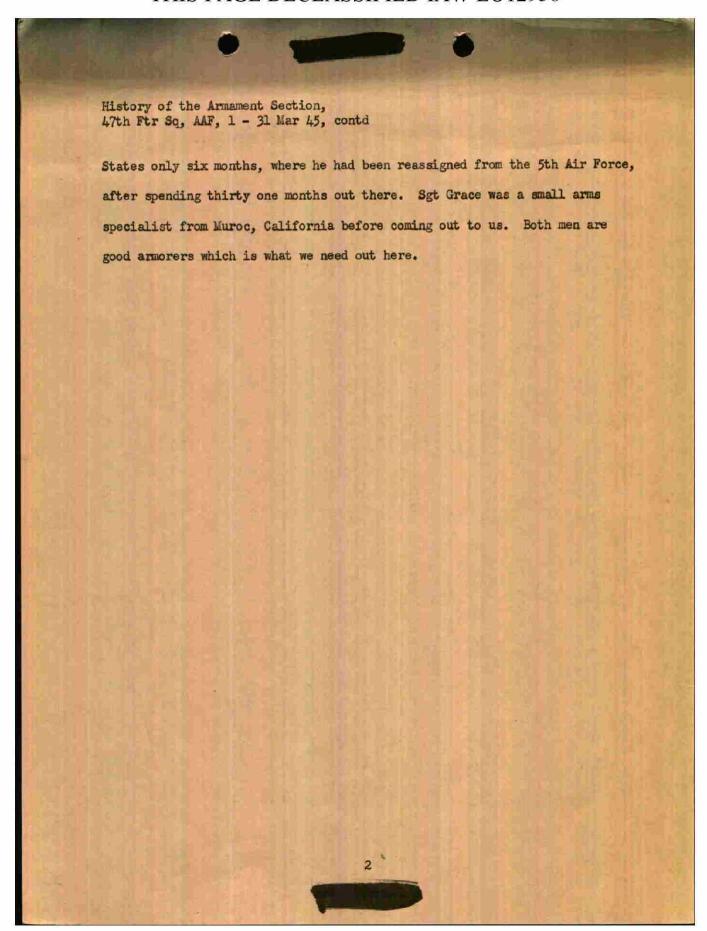
On the eleventh of the month bombing and strafing of military installations on Chichi Jima, an island one hundred and thirty five miles north of Iwo, began. It turned out to be a "milk run" every three days. This, for the first time gave everyone a feeling of actually doing something to further the war effort.

By the end of the month a total of twelve missions were accomplished, five to Chichi Jima, three to Kita, one to Haha and three here at Iwo.

A great loss to the Squadron, due to reassignment, was S Sgt Stanley L. Sherfick, one of the oldest armorers in the Squadron. We all hope Sherfick will get a good outfit equal to his abilities when he gets to the States.

T Sgt Nelson and S Sgt Grace came to us from the States to replace the boys we have sent home in the past three months. Sgt Nelson had been in the





THIS PAGE DECLASSIFIED IAW E012958

HISTORY OF THE OPERATIONS SECTION

1 - 31 March

Up until 6 March the Operations Section had no opportunity to set up on the line since we were dug in in foxholes since the 27th of February. On the 6th we moved to a temporary area and dug in, expecting our aircraft to arrive on the 8th. However, at 1145, twenty seven of our aircraft pancaked on the main airfield from Saipan, led by General Moore and Colonel Beckwith. The average flight time for each plane was three hours and thirty minutes. Captain Betner ground looped his plane as a result of a blown tail wheel tire.

Preparations began at once for setting up Operations on the line, On the 8th we had a pyramidial tent erected and were ready to carry on the sections duties. Most Operations equipment came through shipment in good condition with the exception of one typewriter which was damaged beyond repair.

Communications with other sections and 15th Fighter Group at first were almost impossible as lines would be cut by tractors and other vehicles as fast as they were laid. This made it necessary for the section to travel by foot or vehicles, of which we were very short, in order to function properly. By the end of the month this situation had improved greatly and anyone could be reached at a moment's notice.

We carried on the Island Combat Aerial Patrol starting on the 7th until the 45th and 78th Fighter Squadrons arrived on the 8th. After that we alternated, being on CAP every third day. Now that the 21st Fighter Group is here we carry on CAP every sixth day. It was required to have eight aircraft continually airborne at all times patrolling the island on CAP. No enemy aircraft were intercepted at any time during the month of March.

History of the Operations Section, 47th Ftr Sq, AAF, 1 - 31 Mar 45, contd

Three strikes were performed during the bitter fighting on Iwo Jima by our Squadron. On the 8th, two flights strafed areas 185 and 202. The mission was very successful. Another two missions were performed, bombing and strafing enemy blockhouses and pillboxes offering resistance to the Marine Divisions on the 12th. These were the only strikes performed on Iwo Jima during the month. Various strike missions against Chichi Jima, including bombing and strafing villages, radar stations, Susaki Airfield, and shipping were run throughout the month. Several strikes were made against Haha and Kita. In general, all missions were satisfactory. The 47th also conducted several search missions. On the 18th, eight aircraft conducted a search around Iwo Jima for a lost TEF. On the 19th the search was continued by two aircraft of our Squadron. However, the search was negative. At 1520, on the 26th, four aircraft made a sea search for Lt. Shuler who was lost at sea.

This mission was also negative.

There were several operational accidents during the month none of which proved serious.

HISTORY OF THE MEDICAL SECTION

1 - 31 March 1945

A squadron aid station was erected on 5 March in the general vicinity of the line. The station was in a command type black-out tent, which was dug in to a depth of eight feet at the foot of a ridge, surrounded by sand bagged walls. Since the Squadron personnel were living in two areas, Cpl. Houchin, Pfc. Rasmussen and Pfc. Potter were assigned to the secon d area to care for emergencies and minor ailments. The main sick call was held at the line aid station which was staffed by S Sgt Griffin, Sgt Moreno and Cpl. Malone. Medical supplies were entirely adequate to care for all emergencies.

No cases of dengue, dysentery or malaria were encountered during the month of March. There was a relative scarcity of flies on the Island. This was apparently due to several factors, namely, cold weather and high winds, DDT spraying of living area and Island by plane, concussion produced by the numerous shell bursts and bomb explosions. No mosquitos were observed in the southern end of the Island, thus accounting for the absence of malaria and dengue cases, Since screened-in latrines and mess halls were unavailable mess kits were not used and only K rations were consumed. All water was chlorinated before it was given to the troops. All troops were equal to the stress imposed upon them by the existing combat conditions; no cases of combat fatigue occurred.

A physical inspection of the troops was held on 17 March. There was no marked increase or decrease in dispensary treatments and hospitalization during the month of March. One hundred forty seven patients were seen and one hundred sixty seven treatments were given; one hospitalization was for a severe case of trichophytosis.



HISTORY OF THE COMMUNICATIONS SECTION

1 - 31 March 1945

During March the Communication section of the 47th Fighter Squadron set up its workshop on Iwo Jima and began its work of maintaining the radios in the Squadron airplanes. The section also laid telephone lines, installed its switchboard and teletype and began the operation and maintenance of both.

Power units were set up and power lines laid both on the line and in the Squadron living area. Both areas were provided with electricity for lights and for operating their electrical equipment on the line. Public address equipment was also set up for use in both the line area and the Squadron living area.

On March 29th the Communication section was assigned five new men. These men are: T Sgt. King, T Sgt Drapeau, T Sgt Gaunt, S Sgt Fontenot and Pfc. Hollenbach. The new men were assigned to work with older members of the section until they become familiar with Squadron and section policies and equipment.

HISTORY OF THE ENGINEERING SECTION

1 - 31 March 1945

On 6 March the Squadron left Saipan for Iwo Jima. Twenty six airplanes were equipped with external wing tanks and made ready for flight. All ground personnel who were with the airplanes were flown to Iwo Jima by Marine C-46 transport airplanes. Except for Captain Betner ground looping 163, S Sgt Rodney Eline's plane on landing all planes reached their destination without mishap.

Iwo Jima was neither a shock nor a surprise. The worst had been expected but the operating problems are going to difficult. Volcanic dust and cinders are everywhere. In fact, it seems as though the whole island were made up of dust and cinders. An immense cloud of dust hovers over the field at all times and whenever a plane starts up, the dust covers everyone and everything.

The day after arriving here we started Combat Air Patrol and had sixteen airplanes in readiness at all times. We were on C. A. P. every third day.

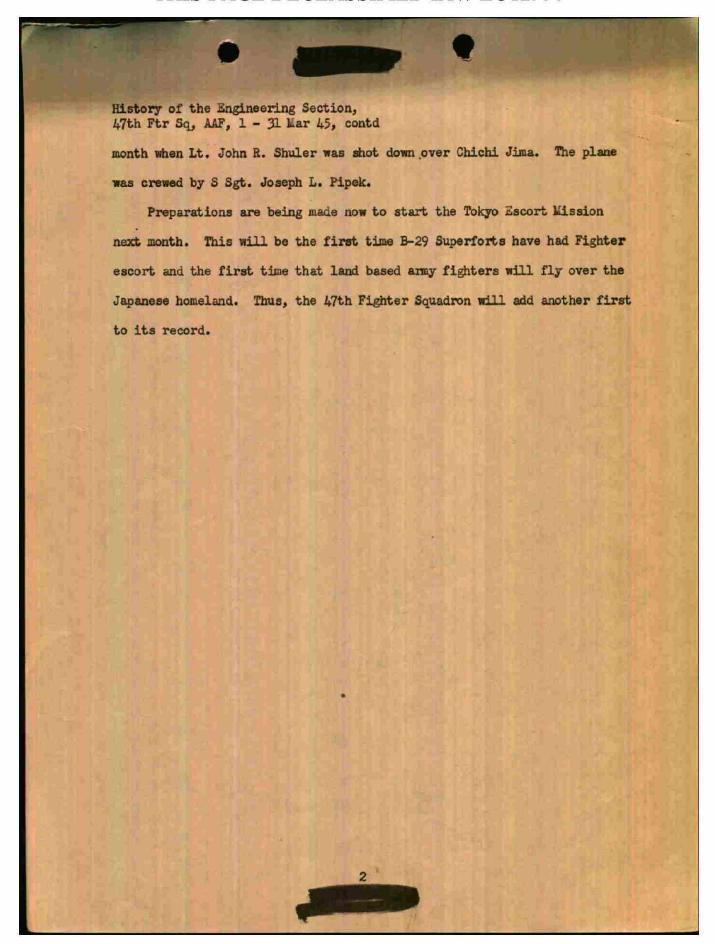
The other two days were spent in striking Chichi Jima and performing maintenance.

Toward the end of the month a few changes took place. Our line area was moved, including the tents. Nothing is permanent here and no permanent installations are to be made until the construction of the field is finished.

The planes operated wonderfully during this month, very few troubles were encountered and those were corrected in short order. The men of the Engineering section worked as never before and very few complaints were to be heard for the planes were now serving their purpose and not being wasted on Pineapple Schedules.

We suffered the loss of a good pilot and airplane on the 26th of this





THIS PAGE DECLASSIFIED IAW E012958

HISTORY OF THE PHOTO SECTION

1 - 31 March 1945

The month of March was the busiest one in the history of the Photo Section. Besides the work involved in setting up the new lab, the section was kept busy inspecting cameras and film for the first combat missions. We are now in a position where credit for a kill may hang on the results of the pilot's film.

Some trouble was encountered at first in camera settings as the targets were one hundred twenty five to seven hundred fifty miles away and exact weather reports hard to get. We have found F5.6, 64 frames with filters a happy medium. At the end of the month we were getting better results.

The Squadron photographer has made a pictorial history so to speak of all Squadron activities from the day we landed. Pictures include setting up the living area, the line area, and group pictures of pilots before and after Tokyo missions.

A total of 7500 feet of 16mm. aiming point was expended for the month.

Two new men came to us from the Mainland, Sgt. Brokop and Pfc. Lea.

Both men are doing a good job. Pfc. Lea may leave us as his training fits him for bombardment rather than fighter work. The Guam Air Depot has written in request for his services.



HISTORY OF TECHNICAL SUPPLY

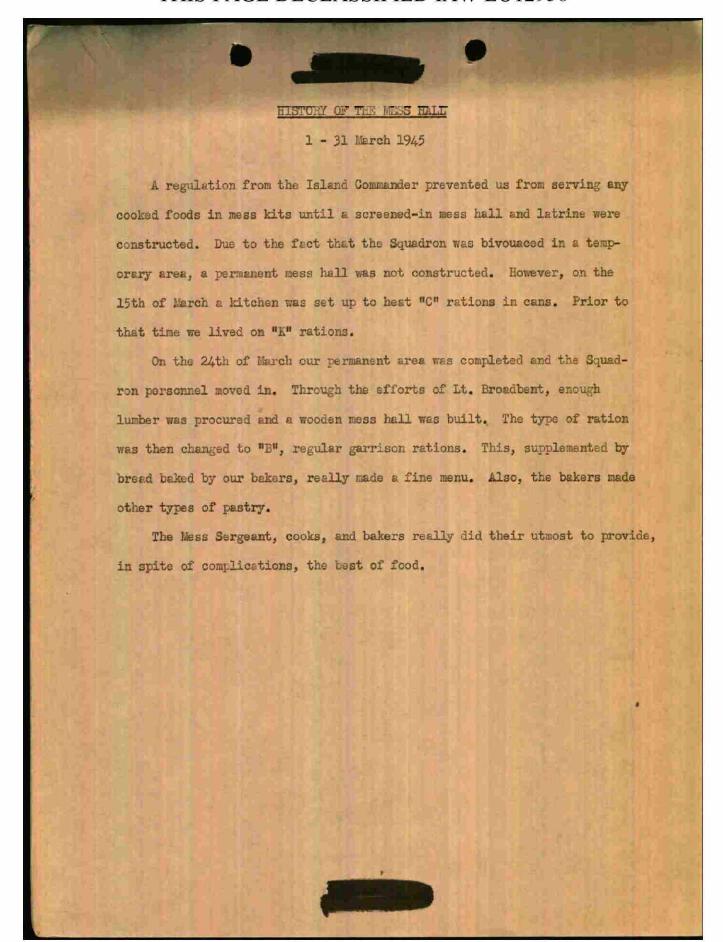
1 - 31 March 1945

This section was ready to operate on the 5th of March. The tent was put up on the 4th and on the next day most of the boxes were unpacked. The carpenter built bins and racks on which we could place the kits and tools required to keep the planes flying.

The planes came in on the 6th. The following day several demands were made on the section for replacement parts for the airplanes that had made the long flight from Saipan. Our supply of the necessary material being limited, it was soon necessary to call upon the 386th Air Service Group for assistance.

Most of the month was spent in trying to arrange things in their right places so that they would be easily available upon demand. A good part of the boxes could not be unpacked because the supply tent was too small. Therefore we had to add another tent behind the original supply tent. Here, we could open the boxes as we needed the parts for the airplanes.

As the month progressed we encountered some difficulty. The Service Group did not have some of the parts required by the planes. Consequently, some of the planes had to stay grounded until the parts were received which in some instances was a week after being ordered. Outside of this, the Service Group gave us good service.



THIS PAGE DECLASSIFIED IAW E012958

HISTORY OF THE INTELLIGENCE SECTION

1 - 31 March 1945

On March 6 when the planes of the 47th Squadron arrived the 5-2 section aboves had not been received and not even an S-2 tent had been set up. So, the section was presented with the prospect of immediate action without any preparation. But on the next day a tent was set up and the first mission was not run until the second day. This was a ground support mission on the north end of Iwo Jima. Briefing was conducted by a Marine Colonel who was in charge of ground support and he was emphatic later in his praise of our strafing.

Major Piper led the first mission and at its completion the air coordinator who was directing the strikes from a TEF requested pin point targets from the ground observers stating that this was the best job which had been done in two weeks which was the length of the Iwo campaign at that time.

On March 10, the Squadron was advised that a mission against Chichi Jima was to be run the next day. Briefing was conducted by Fighter Command leaving the Squadron S-2 little to do except interrogate. Brigadier General Moore flew as an observer and Colonel Beckwith led the mission. A picture of this flight is attached. The target was Susaki Airfield.

Interrogation was in a small tent and practically everyone in Fighter Command was trying to get in. Present were Fublic Relations boys and photographers, flight surgeons with combat liquor, and a score of other officers. The Squadron S-2's were justly proud of the mission report which was turned out under such difficulties.

The first mission reports were extremely long and detailed, involving considerable time to write but as these were our first real missions we attached considerable importance to them.



History of Intelligence Section, 47th Ftr Sq, AAF, 1 - 31 Mar 45, contd

Soon it was apparent that Group intended for all briefing and interrogation to take place on Group premises even though the Squadrons were operating independently, so we were able to dispense with an alert tent in the Squadron and use only one tent as an S-2 office, commuting between it and the Group Alert tent which was quite a problem because of the lack of transportation.

Within a few days the next mission was run to Chichi and briefing was conducted by the Group, Fighter Command having disappeared from the scene. For this interrogation the Squadron S-2 section secured fresh bread from a ship and dug up some ham, chicken and tuna and presented the pilots with much appreciated sandwiches and coffee on their return. From this moment on they were 100 % for the S-2 section. This was the first and only bread that was had for weeks.

Briefing for the third mission to Chichi was conducted by the Squadron S-2 and we had the interrogation in more or less privacy.

The fourth mission to Chichi was skip-bomb mission led by Captain Obenshain. This was the first skip-bombing mission and although the weather was very poor the mission was accomplished. On the fifth mission on March 25, 2d Lieutenant John R. Shuler was lost after skip-bombing a radar station. He bailed out in the water but only his life vest was picked up. He could not swim. As he was one of the most popular boys his loss was a blow to us. At the end of March we had completed seventeen missions, dive bombing, skip-bombing, strafing and searching.

During the month we were living under adverse conditions eating "K" rations, and sleeping in foxholes. The S-2 section made no written reports other than mission reports and carried on no office work at all. At first we tried to clear souvenirs for our personnel but soon found that this was too much of a job and took up too much time. Our Squadron officers and men were making a serious



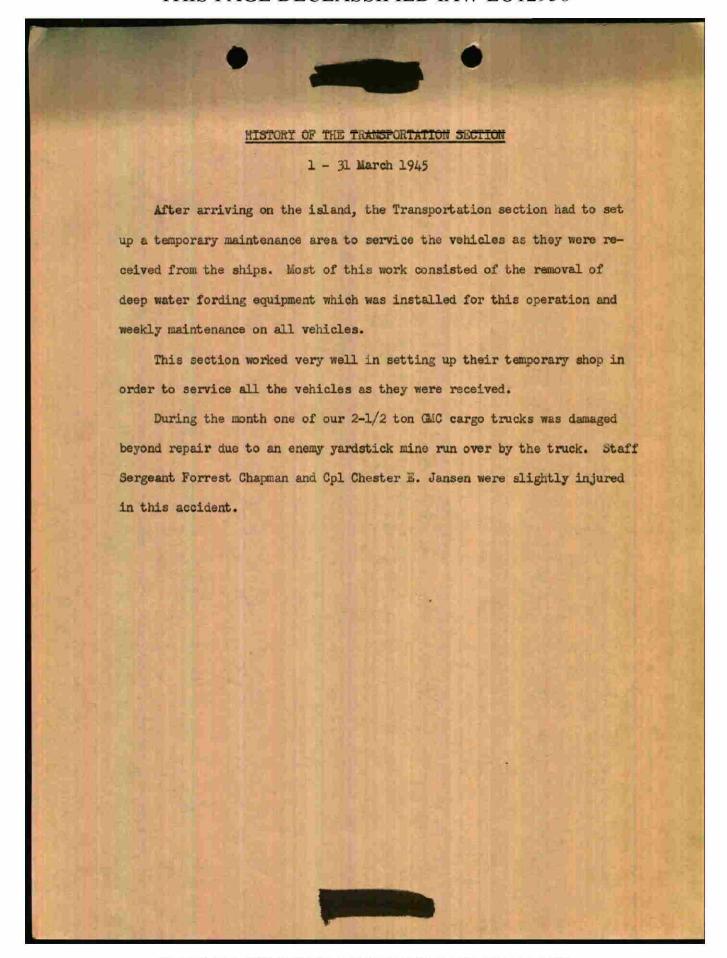
History of Intelligence Section, 47th Ftr Sq, AAF, 1 - 31 Mar 45, contd

attempt to corner all the souvenirs on Iwo and were exploring every likely cave and even venturing into the front lines to catch Japs as they fell for their flags, pistols, and swords. So, we let them clear souvenirs directly with JICPOA. It remains a blessing and a mystery that we suffered no casualties during this period.

A daily situation map was kept of Iwo Jima with information secured from the Marines and a mimeographed paper was also secured from them. No radios were up due to lack of power and radios so our only knowledge of what was going on in the world was through the Marine newspapers.

Except for the infrequent missions our pilots had nothing to do but sleep or look for souvenirs. To help this situation the Squadron S-2 as soon as power was on, showed full length movies in the S-2 tent in the afternoons. The movies were borrowed from Marines, ships, CB's, or whoever had them and were very much appreciated by the pilots. Whenever possible the same movies were shown to the enlisted men. These were the first movies on Iwo Jima for Army personnel.

There were a number of operational accidents during the month but no evidence of sabotage. Japs were infiltrating all over the island but never got on Field No. 1 or near any of our planes.



THIS PAGE DECLASSIFIED IAW E012958

HISTORY OF THE ORDNANCE SECTION

1 - 31 March 1945

This section was not able to set up immediately after coming ashore due to the fact that none of our equipment had yet been unloaded from the ships and that a definite maintenance area had not been established.

The Squadron's planes arrived on the 6 of March and our first mission was on the 8 of March, a strike against the northern end of the island. From then on our missions began against enemy positions and during the month of March 1945 the following amounts of ammunition were expended:

| Cartridge, cal50 AC, belted 2AP-21-1T | 79,895 |
|---------------------------------------|--------|
| Bomb, AN-M64 (500 lb) | 176 |
| Fuze, Nose AN-M103Al | 82 |
| Fuze, Tail AN-MIOLA2 | 82 |
| Fuze, Tail AN-M113A2 | - 94 |

The Ordnance and Armament sections worked very well together in loading the airplanes for these missions.

ORGANIZATIONAL HISTORY

1 - 31 March 1945

The first few days of March represented more or less of a transition period in the combat life of the Squadron. That is, while most of us were recovering from those hectic days of February we, at the same time, were preparing to operate again in the true spirit of the Fighting 47th.

As far as living conditions were concerned the area which had been designated as our living quarters, although covered with victims of war only a few weeks before, was still very much alive with the guns of an artillery regiment. The 25th of March ended their death dealing blows and the CB's with their bulldozers took over the job of leveling off the area making it suitable for pitching tents.

In the meantime we had to be satisfied with a temporary area. Other equally important aids to survival during these days were accomplished by the Chemical Warfare Section. The most important among these was supplying the Squadron with drinking, shower, and laundry water as well as water for use in Mess preparations. All this water was supplied through the medium of a decon truck, M3Al. The Squadron consumes on an average of 4000 gallons of water daily. The job of supplying this much water requires twelve hours per day. The other needed supplies were issued through the 386th Air Service Group which did a fine job in this respect.

Now that we had sufficient supplies the next problem to solve was the dispensing of food under the regulation of the Island Commander. This regulation stated that no cooked food was to be served in mess kits until a screened-in mess hall and latrine were constructed. On 24 March there was evidence in our permanent area that a wooden mess hall was in the making



Organizational History, 47th Ftr Sq, AAF, 1 - 31 Mar 45, contd

through the efforts of Lt. Broadbent. The type of ration was then changed from "C" to "B", regular garrison ration, thus taking care of the regulation and also supplied the Squadron with a suitable place to eat. This new mess hall also made it possible to supplement the regular menu with such delicacies as bread and pastry.

The month of March proved to be the busiest in the history of the photo section. To give us a history of the Squadron in pictures was its job and that is exactly what it did. In addition to setting up the photo lab the personnel in this section had to inspect cameras and film for combat missions. The Squadron is now the proud possessor of a set of pictures from the day we landed - including the setting up of the living areas, the line area and various tented shops of the Squadron personnel.

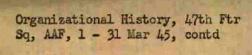
On 6 March the long awaited moment finally arrived - twenty five of our P 51 D's flying from Saipan pancaked at 1130 at Motoyama Airfield No. 1, Iwo Jima.

The import of our mission from this day forward was more deeply impressed upon us by the fact that on the 8th of March, two days after the arrival of our airplanes, the Squadron was designated as strike squadron for a day - target - strafe areas 185 and 202 on the northern end of Iwo Jima.

There was no flying on the 9th of March so the day was set aside as maintenance day. Intelligence section took advantage of this day to set up its section on the line.

The Squadron was placed on CAP (Combat Air Patrol) status on the 10th for the first time. Major Piper acted as air coordinator for the 78th Fighter Squadron as they went on their first combat mission strafing targets on the





north end of Iwo Jima.

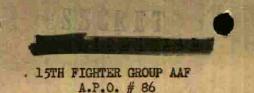
This schedule of strike one day, CAP status the next, and maintenance the third represented the regular routine carried out for the remainder of the month.

The month of March will be remembered by everyone in the Squadron as one of the most interesting in its history. The Squadron was the first P 51 squadron in the Group to land on Iwo, the first squadron to fly a strafing mission, the first squadron to fly CAP, and the first squadron to fly a mission to Chichi Jima.

The special mission to Saipan on the 30th of March in which planes of the whole group participated represented not only a rehearsal for future strikes against Japan but also reminded us that the 47th Fighter Squadron was now in a position to strike back again and again in retaliation for that never to be forgotten attack by the Japanese on 7 December 1941 when the Squadron was located at Haleiwa Airfield, T. H.

Captain John A. Piper, the Squadron Commanding Officer, was promoted to Major on 2d of March.

On 26th of March 2d Lt John R. Shuler was killed in action while on a strike against enemy positions on Chichi Jima. He was the first Squadron pilot to be killed in action.



26 March 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 3-12 15TH FIGHTER GROUP MISSION # 3-51

- 1. A. Sixteen (16) P-51's of Fiteron 47
 - B. None
- 2. A. 2nd Lt. John Shuler, One P-51
 - B. None
- 3. Strafe and Dive Bomb Chichi Jima.
- 4. Red Flight: Major Piper, Lts., Shuler, O'Mara, Scanlan.
 Yellow Flight: Capt. Pepin, Lts., Jennings, Scamara, Sher.
 Blue Flight: Capt. Betner, Lts., Balak, Stelling, McCormick.
 Green Flight: Lts., Hintermeier, Schroeder, Gourley, Elliott.

Abortive: Lt. Sher Yellow Flight.

Time of Take-Off: 1310 Over Target: 1355-1405 Pancaked: 1602

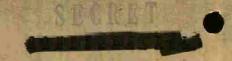
Forming East of Iwo, the Squadron took a vector of 22 degrees and altitude of 50' until 15 miles from Haha. Skirted South of Haha and turned North up East coast. Yellow Flight called in a ship in Higashi Harbor and Major Piper ordered Yellow Flight to attack ship. Other flights proceeded to Chichi at 50'.

RED FLIGHT - Target Radar Station in square 248A. Climbed to 6,000'
East of Ani Jima. Turned and made run in SSW direction. Passed through
the clouds at 4,000'. Saw Radar Station all the way down. Strafed and



47th Fighter Sq. Mission Rpt. 3-12 26 March 1945 cont'd.

released bombs on the deck. Passes were made singly all the way down approximately 8 seconds apart. Building with square antenna plainly seen. All strafing directly on target and all bombs of 1,2 and 3 confirmed on target. Flame seen in target. No. 4 believed to be directly on target. Bombs dropped from minimum altitude speed 450 mph. Heavy AW fire received from directly in front in square 248U and V. Red Leader strafed to Southern edge when Lt. Shuler called in that he was hit, cockpit was full of smoke and oil pressure was zero. Coolant was seen leaving scoop by Lt. O'Mara. Lt. Shuler started to climb on course for Iwo, reached an altitude of 4,000' 10 miles off Chichi, when he rolled over and bailed out. Lt. O'Mara orbited him as he went down and Major Piper called Dumbo. His life raft appeared to have been lost as he was bailing out. Dumbo arrived in approximately 15 minutes and entire Squadron assisted in search. Smoke from bomb was seen and then flier seen in dyer marker. Lt. Shuler appeared to be struggling and once was seen to go under. At about 1530 Dumbo and Red and Yellow Flights noticed that only the life vest was there. Red and Yellow left Dumbo there with another Dumbo on the way. DD was scheduled to arrive at 1630. Drift was SE, current appeared to be strong. No raft was dropped from Dumbo with explanation that it would have taken him into Haha. Sea was choppy not exceptionally rough. While orbiting a phosphorous burst was received from Haha at about 5,000' 2 miles from anyone and 3,000' high. Search mission report indicates that search was abandoned at 1800.



47th Fighter Sq. Mission Rpt. 3-12 26 March 1945 cont'd.

YELLOW FLIGHT: Target buildings in Kitamura Town. While the Squadron was proceeding along East coast of Haha Red Leader made contact with Yellow Leader telling him to make an observation run on ship in Higashi Harbor (402E). After making this first run from NE on the deck he turned S about 2 miles from ship, observed to be just an empty hulk, then East and out to sea climbing to 10,000' to start skip bombing run on buildings in Kitamura Town. Yellow 1,3 and 4 then approached target from NW and skip bombed and strafed buildings from 75' at 400 mph, in the Northern part of Kitamura Town squares L,M,Q and S. After climbing up to 10,000' again and heading out to sea, Yellow 1,3 and 4 joined Red Flight in search for Red 2. Yellow 1 observed large fires after target was hit. Yellow 1 made the only 2 hits. Yellow 3 dumped his bombs in Higashi Harbor after overshooting target. No. 4's were long and also in Higashi Harbor.

ELUE FLIGHT: Target Radar Station in Square 2158 (Strafing only).

Run was started from due East from 6,000' down to the deck strafing weather station in 216P. Pass was made in elements and strafing was right on the target. Target was very easy to see. Station thoroughly strafed by 3 planes. Guns on Lt. Balak jammed. Radar Station not seen while coming down. Pulling off the target at 200' and slightly right the Radar Station was seen directly in front on the highest peak on Chichi. It was well camouflaged with what looked like cloth and very small. A square antenna about 8 by 12 was seen. There was also an observation post 20 to 30 feet high well camouflaged. After strafing the radar station, No. 1 element turned South and went out to sea on

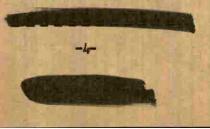


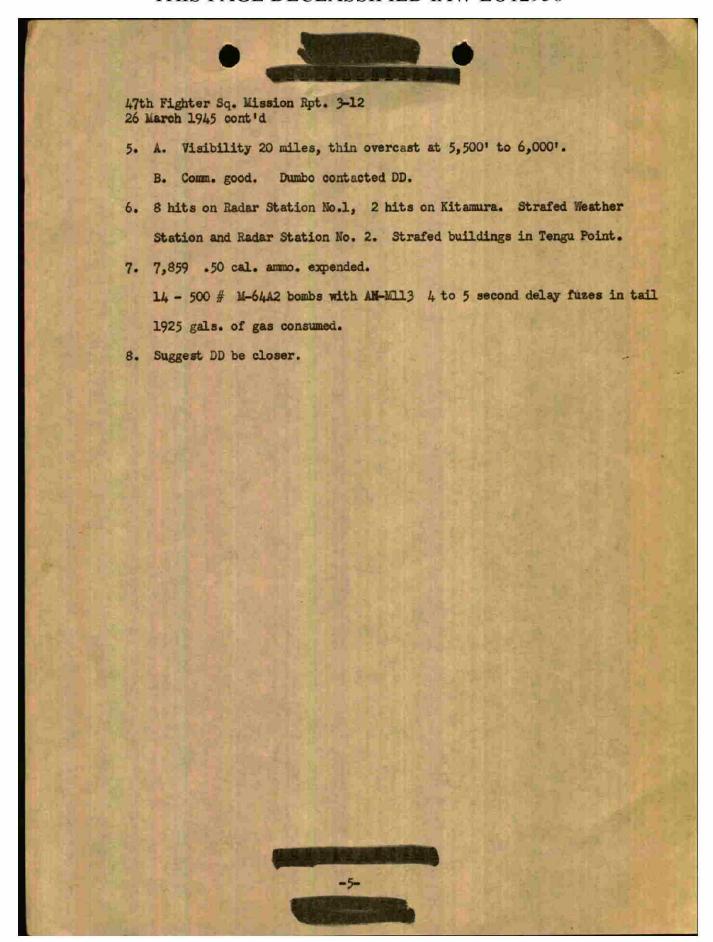


the deck seeing no return fire at any time. No. 2 element proveeded

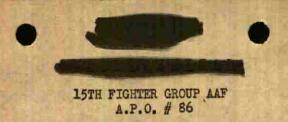
47th Fighter Sq. Mission Rpt. 3-12 26 March 1945 cont'd.

across Chichi over AA positions in 213P and Q and turned SW over Susaki Field strafing all the way and at 300' altitude. Black AA bursts were received from 213P and Q trailing by approximately 500 yards. No. 3 went directly over the field and observed it through the dust from his strafing. It looked OK. No craters were noticed. Planes on field were thought to be ones seen before. The flight joined South of Chichi and joined the Squadron in search for Lt. Shuler until he was found and Squadron Commander told to return. Landed at 1509. CREEN FLIGHT: Target buildings in 214G (Strafing only). Green Flight approached from the NE. Flight passed over Radio Station in Square 248Y (station appeared to be in good condition) and started their strafing run in element formation from about 5,000' at 450 mph and headed straight for target, buildings in 214G. After strafing target, Green 1 and 2 proceeded due West on deck and were joined by Green 3 and 4 at Square 211A about three miles NW of Yagi Point. Green 3 and 4 after strafing buildings in target area 214G left Green 1 and 2 and headed SW passing over Susaki Airfield which appeared to be in good shape except for two large craters in Squares 212R and 198D. Green 3 and 4 then proceeded NE, strafed gun installations in Squares 2115 and X and joined Green 1 and 2 about 3 miles West of Yagi Point. The flight then joined in search for Red 2 who had bailed out. Until he was first seen and they returned to base landing at 1509.





THIS PAGE DECLASSIFIED IAW E012958



26 March 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 3-13 15TH FIGHTER GROUP MISSION # 3-52

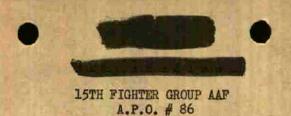
- 1. A. Four (4) P-51's of Fiteron 47

 B. None.
- 2. A. None.
 - B. None.
- 3. Search and Escort for Lt. Shuler.
- Red Reserve: Lts. Bright, Sidebottom, Ryniker, Wagner.
 Time of Take-Off: 1520 Time of Landing: 1735

Took a vector of 22 degrees to Haha. Contacted Dumbo 1 and 2 by radio also DD. Both Dumbos were about 4 or 5 miles north of Haha at 300 to 500 feet. Flight joined in search. Life vest and dye marker could be plainly seen. On search sweeps flight strafed Haha shore line. Wind was toward Haha. DD arrived at 1430 and picked up vest at 1435. DD said straps appeared to have been broken. Dumbos and Red Reserve left area at 1700. DD was to stay until 1800.

- A. Clear thin overcast at 4,000 feet.
 B. Good.
- 6. None.
- 7. 400 gals of gas consumed, 1815 rds. .50 cal. ammo. expended.
- 8. None.





30 March 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 3-14 15TH FIGHTER GROUP MISSION # 3-53

- 1. A. Eight (8) P-51's of Fiteron 47
 - B. None.
- 2. A. None.
 - B. None.
- 3. Glide Bomb and Strafe Kita Rock.
- Blue Reserve: Capt. Down, Lts. Doughty, Ayres, White D.
 Green Reserve: Lts. Hintermeier, Gourley, Van Zandt
 Abortive: Lt. Schroeder mechanical failure.

Time of Take-Off 1440 Time over Target 1452-1515 Pancaked 1540

This strike was by eight planes of the 47th and eight planes of the

45th Sodns. The original target was Chichi Jima changed by Col. Beckwith

to Kita Rock.

Flights formed and on course for Chichi Jima at 1452. Col. Beckwith did not have DU and his compass was off and he had a rough engine. So when over Kita Rock at 6,000 feet at 1452 he changed target to Kita Rock. Following Red Reserve in, Blue Reserve made a Glide Bombing run from north to south coming from 6,000 to 200 at an approximate angle of 30 degrees. Target was a village of 15 to 20 grass shacks on the NE coast. Speed was 400 m.p.h. All bombs were in the target area around the village.





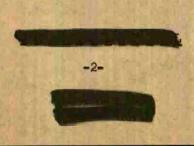
47th Fighter Sq. Mission Rpt. 3-14 30 March 1945 cont'd.

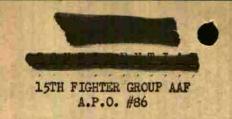
No hits were directly in the center of the town. Bombs dropped almost vertically causing to hit short instead of gliding as expected.

Rendesvousing seven miles south at 7,000, Blue Reserve came back in for a strafing run down to 200 feet. No return fire was seen. No installations seen of any kind. No buildings observed other than grass shacks. Joining the Squadron 5 miles east flight was on course for Iwo at 1520.

Green Reserve started its bombing run from 5,000 and approached target from north to south and passing over it between 300-350 m.p.h. and releasing bombs from 500 feet. Green leader saw his own bombs fall short. Green #4 hit north of town on ridge. Green 3's bombs were duds. There was one bombing run and three strafing runs made. Two strafing runs were made south to north and the third was made north to south.

- A. Overcast at 10,000 feet, hazy visibility 10 to 12 miles. Top of Kita in cloud.
 - B. Good
- 6. Unknown
- 7. 385 gals of gas used, 5465 rds. 50 cal. ammo., 14 Napalm bombs.
- 8. Trajectory of Bombs less than expected.





30 March 1945

MISSION REPORT

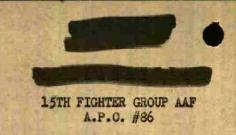
47TH FIGHTER SQUADRON MISSION #3-15 15TH FIGHTER GROUP MISSION #3-54

- 1. A. Two (2) P-51's of Fiteron 47.
 - B. None.
- 2. A. None,
 - B. None.
- 3. Fire Bomb and Strafe Kita Rock.
- 4. Red Reserve: Lts. Cameron, Schroeder.

Time of Take-off: 1625 Time of Landing: 1710

Red Reserve took off from Iwo Jima on a vector of 3 degrees and headed straight for the target (Kita Rock). There were a total of seven runs made, all from 3,000 feet at 275-300 mph. First strafing run was made from S to N along E side of Rock. After first run, small fires were observed along the E side of the mountain. After making a 180 degree turn the remaining six passes were made in succession from N to S. On the second run Red 2 picked out a target of opportunity but missed. On this run the left bomb shackle failed to release the bomb so they were dropped singly. Only Red 2 carried bombs. Time over target was 20 minutes.

- 5. A. Visibility 10 miles.
 - B. Good.
- 6. None.
- 7. 3,554 .50 cal expended. 2 Fire Bombs.
- 8. Red Leader observed small fires in town left burning from previous mission in the day.



31 March 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION #3-16 15TH FIGHTER GROUP MISSION #3-

- 1. A. Four (4) P-51's of 47th Fighter Squadron.
 - B. None.
- 2. A. None.
 - B. None.
- 3. Strafe Haha Jima.
- 4. Red Flight: Capt. Betner, Lts. McCormick, Stelling, Wagner.

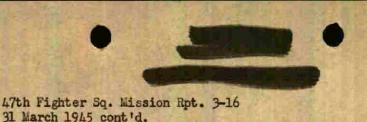
Take-off: 1000 Over Target: 1125-1130 Landing Time: 1215

Four planes of this squadron to complete a flight scheduled by the

45th Fighter Squadron. Assigned target was a radio station at Chichi Jima. However, on arriving there at 1100, Chichi Jima was almost entirely overcast. Flight orbited Chichi at 8,000 feet until 1120. On first arriving there was a hole over the harbor and in area 245 J and 246 F & B approximately six (6) ships were seen, appearing to be the size of an LST. They were in line facing Omura town as if unloading. After another orbit the harbor was entirely overcast with blanket at 4,000 feet.

All flights went South to alternate Haha and found it overcast except for Okimura Harbor. Circling to the South, the Premier flight followed the first 45th flight in a strafing run. None of the 45th bomb hits were noticed on their target - a boat on the East shore of the harbor. However, a number were seen to hit in the water over the target. Premier

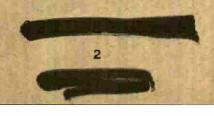


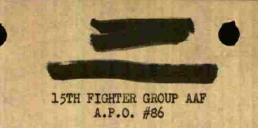


Red went in from 8,000' to 1,000' indicating 400 mph. The first element strafed the West shore from Samega Point to Okimura and the second element strafed the ship and East shore to Okimura. The ship appeared to be in good condition approximately 75 to 100 feet long. Return fire was observed by the first element from the West shore.

The edge of the owercast was at Okimura and the flight pulled up over the clouds at 2,000°. Bottom was 500°. Orbiting to the East a second pass was made from East to West strafing from Okimura to Samega Point. Return fire received. Rendezvousing with the other flights, they returned to Iwo and landed at 1215.

- 5. A. Overcast at Chichi top 4,000'. At Haha overcast from 500' to
 2,000'. Samega Point and Oki Point were clear as far as Okimura.
 Clouds moving East.
 - B. Satisfactory.
- 6. Unknown
- 552 gallons of gas consumed.
 3,527 rds. .50 cal. ammo expended.
- 8. None.





31 March 1945

MISSION REPORT

47TH FIGHTER SQUADRON MISSION # 3-17 15TH FIGHTER GROUP MISSION # 3-58

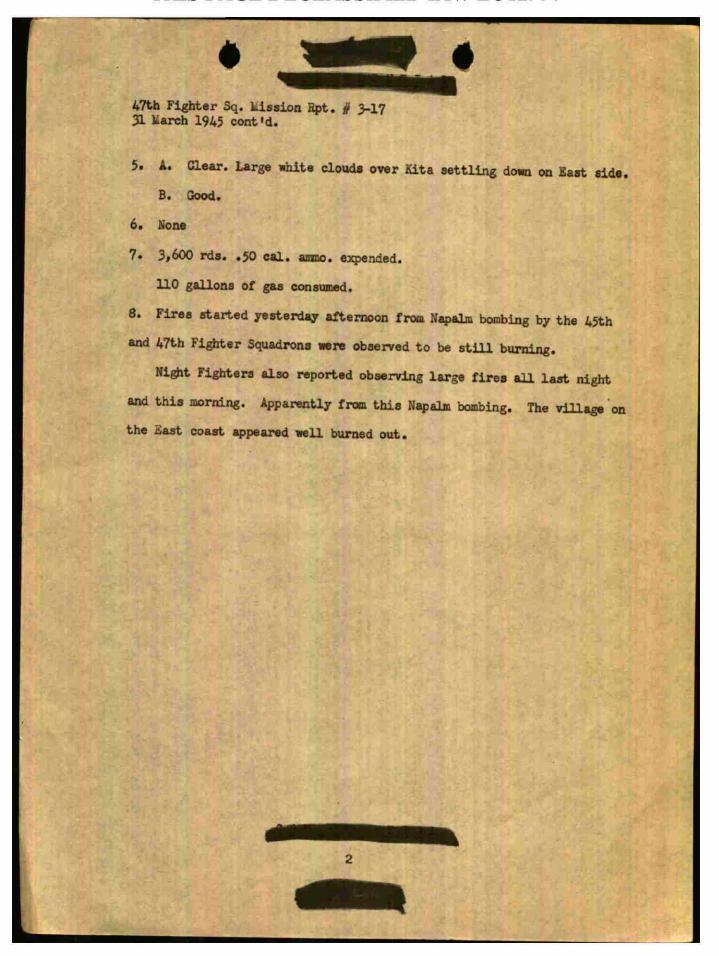
- 1. A. Two (2) P-51's of Fiteron 47
 - B. None
- 2. A. None
 - B. None
- 3. Photo Reconnaissance and Strafe Kita Rock.
- 4. Colonel Beckwith, Lt. Scamara. (Invader Red)

Take-off: 1415 Over Target: 1428-1452 Time of Landing: 1505

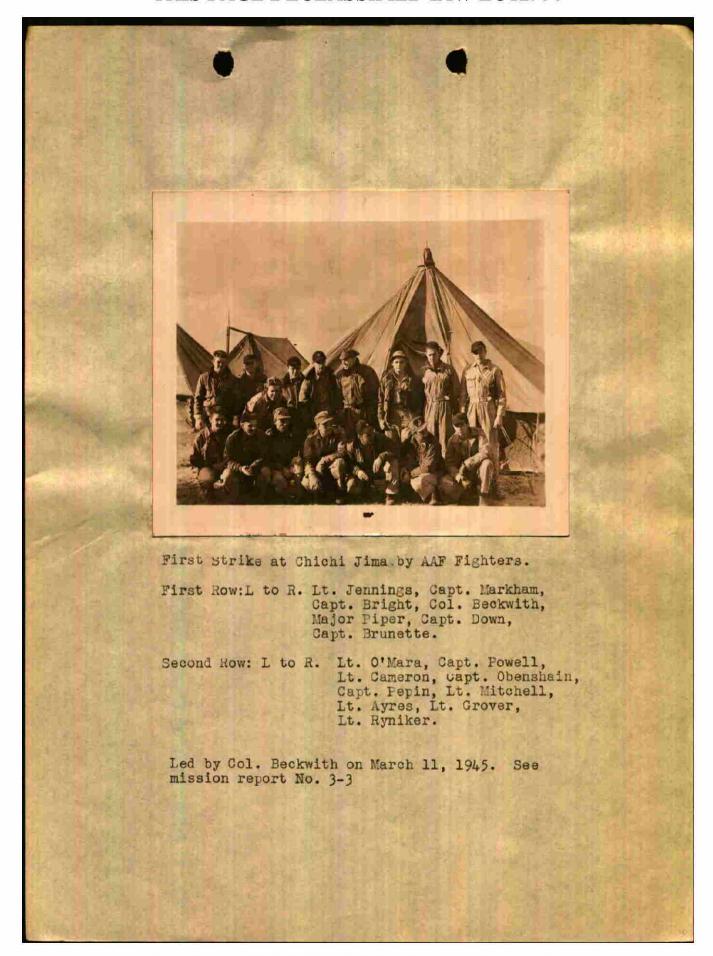
Invader Red took off from Iwo Jima and headed N on a vector of 360 degrees for Kita Rock. First strafing and gun camera run was made from up-sun direction from 6,000' at 210 mph, passing over the target area, sometimes between 50-75 feet, and pulling out at 1,000'. The five succeeding runs were made from various directions thus completing the picture of the whole Kita Rock and shoreline. Time over target area 20 to 25 minutes.

During one of the passes Red 2 thought he observed tracers from East beach, while Invader Leader observed smoking huts on East shore, South of town and a large cave on South tip at the entrance of which were several small beaches and apparently wrecked sanpans. Invader Leader also observed wrecked Zeke on Southern tip.

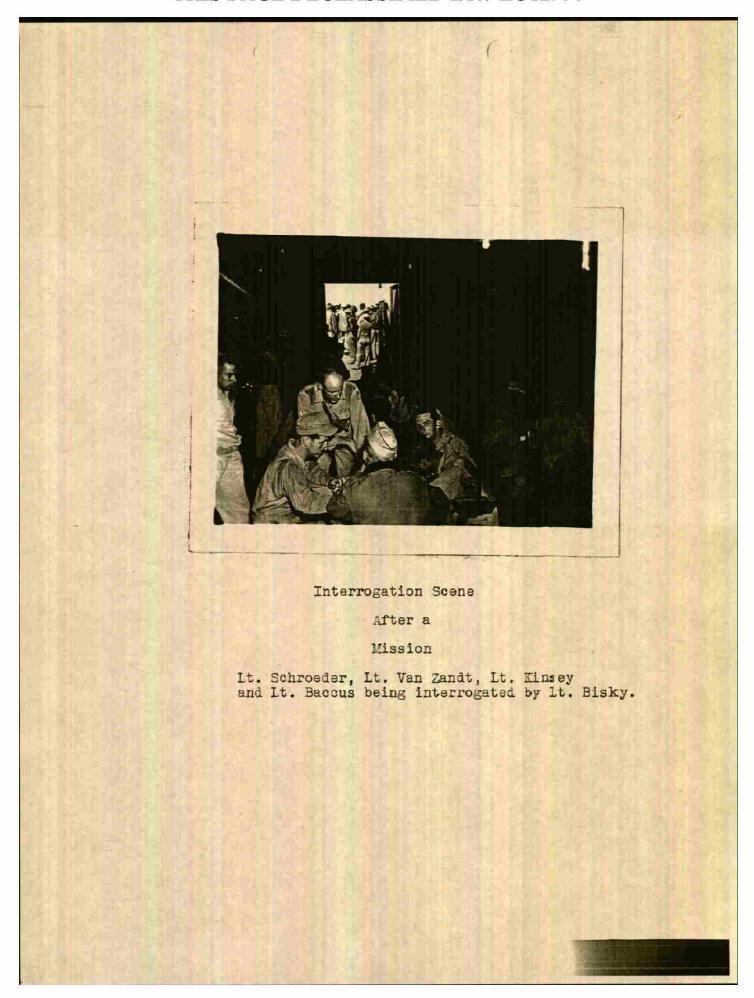




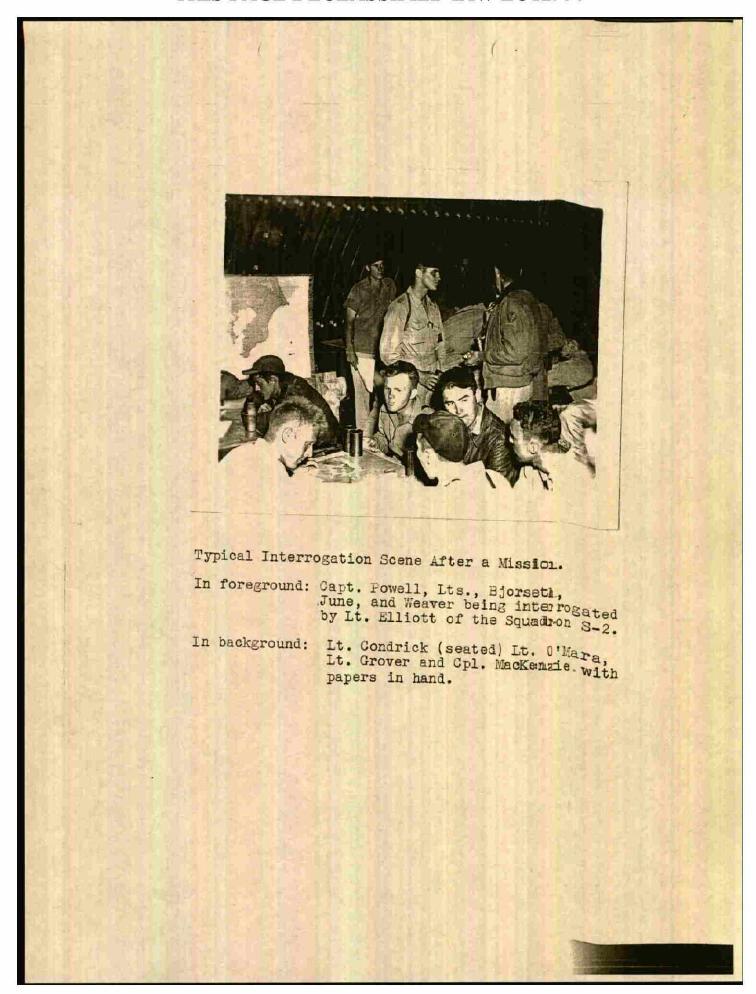
THIS PAGE DECLASSIFIED IAW E012958



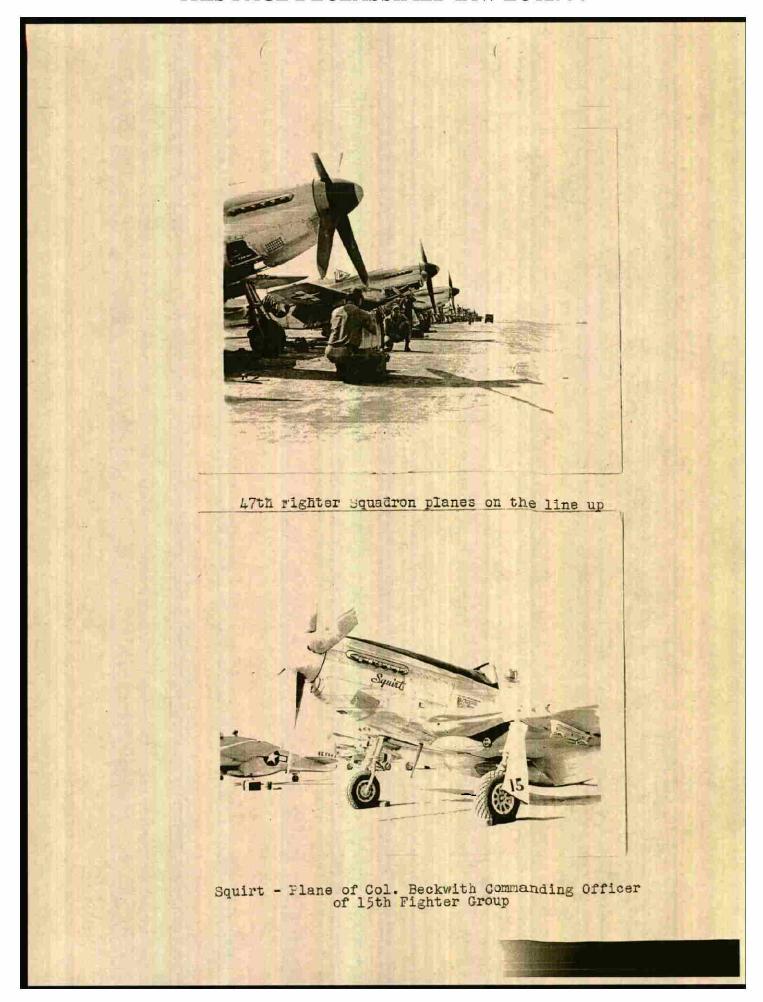
THIS PAGE DECLASSIFIED IAW E012958



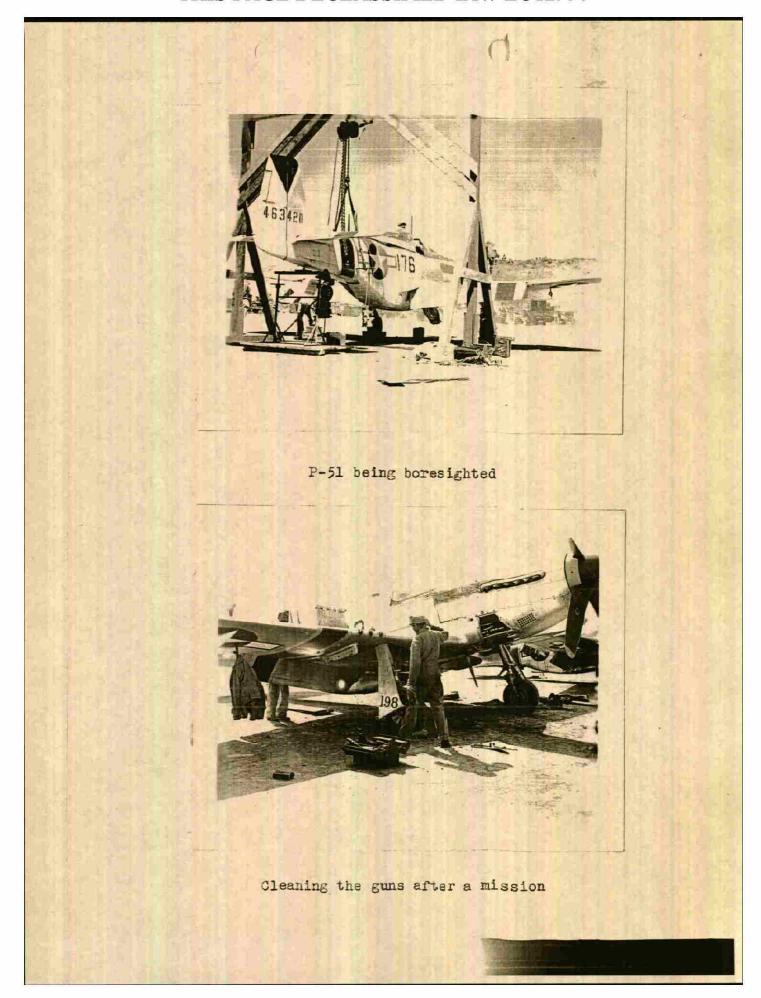
THIS PAGE DECLASSIFIED IAW E012958



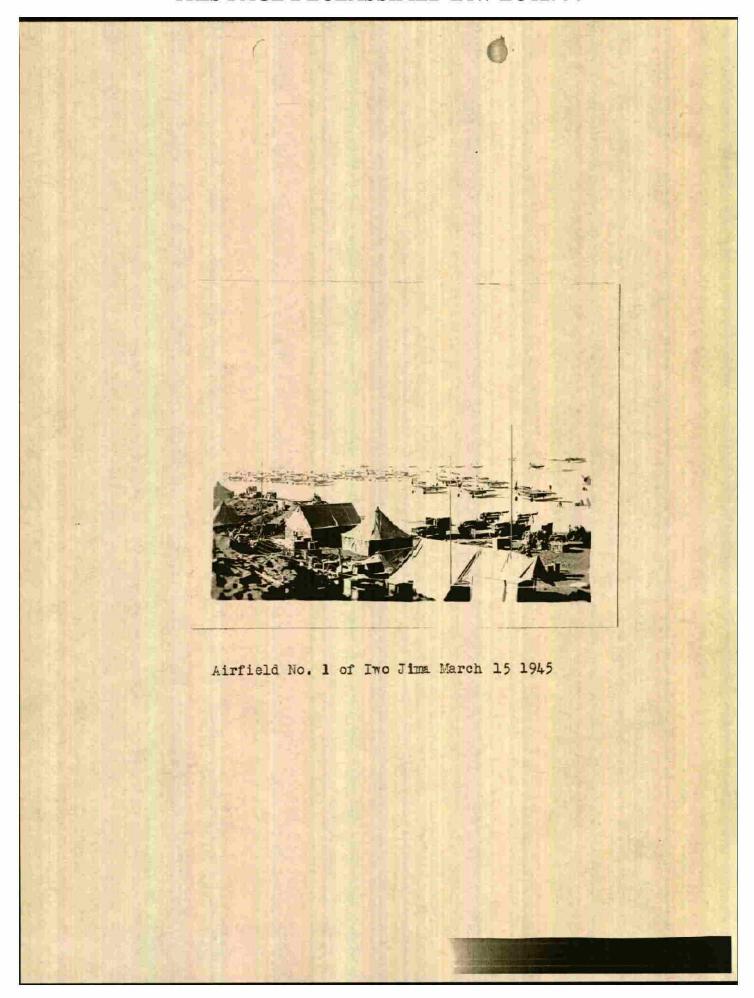
THIS PAGE DECLASSIFIED IAW E012958



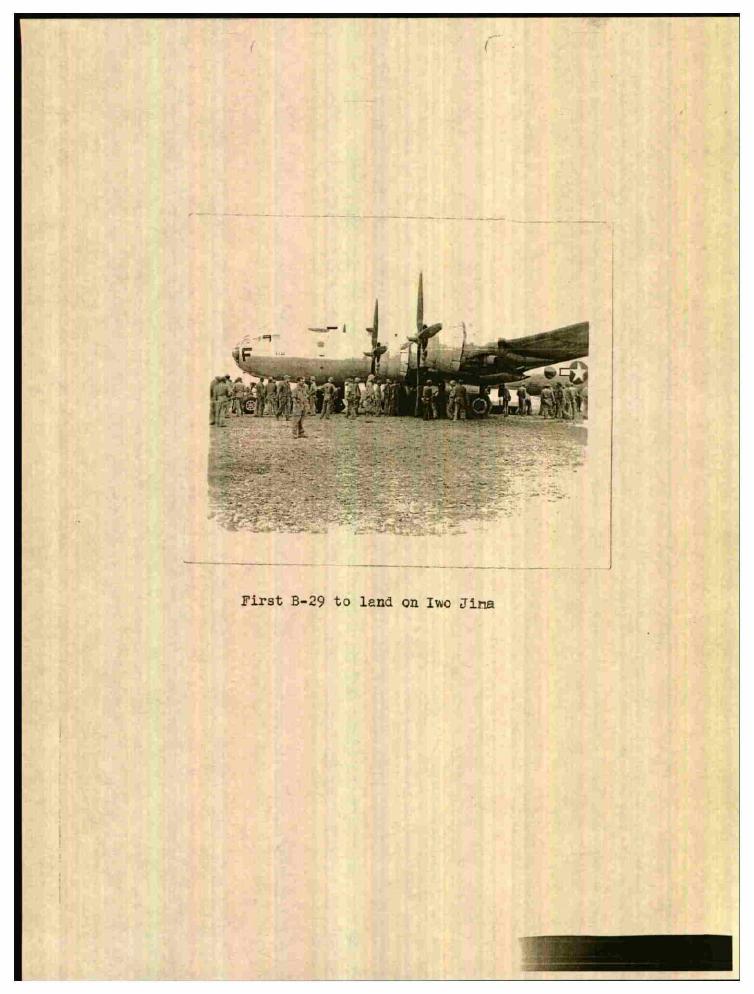
THIS PAGE DECLASSIFIED IAW E012958



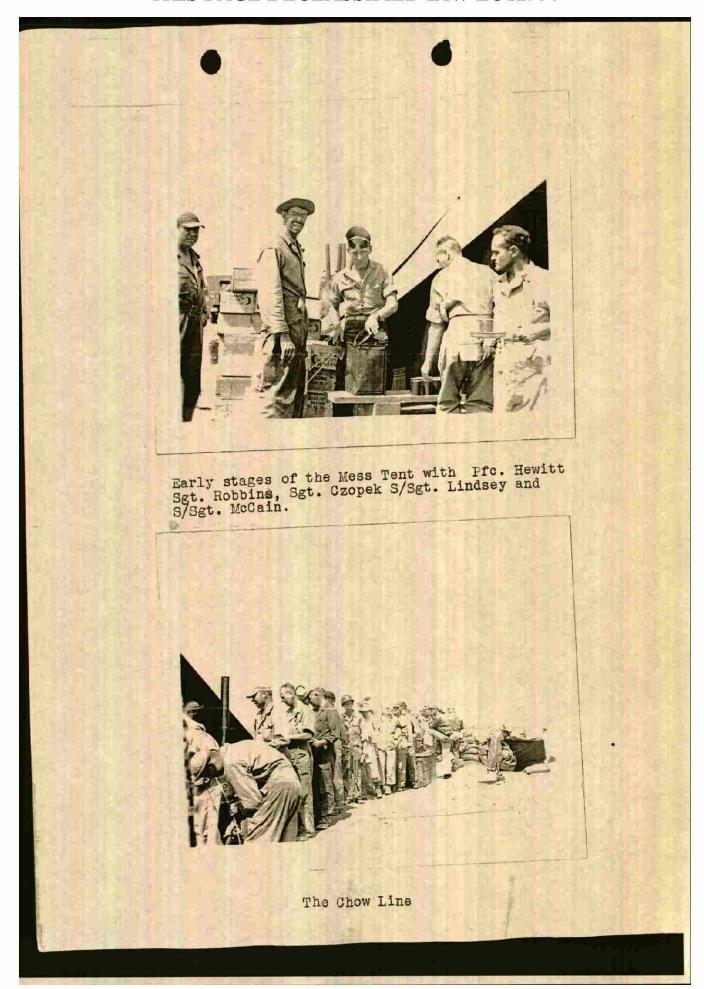
THIS PAGE DECLASSIFIED IAW E012958



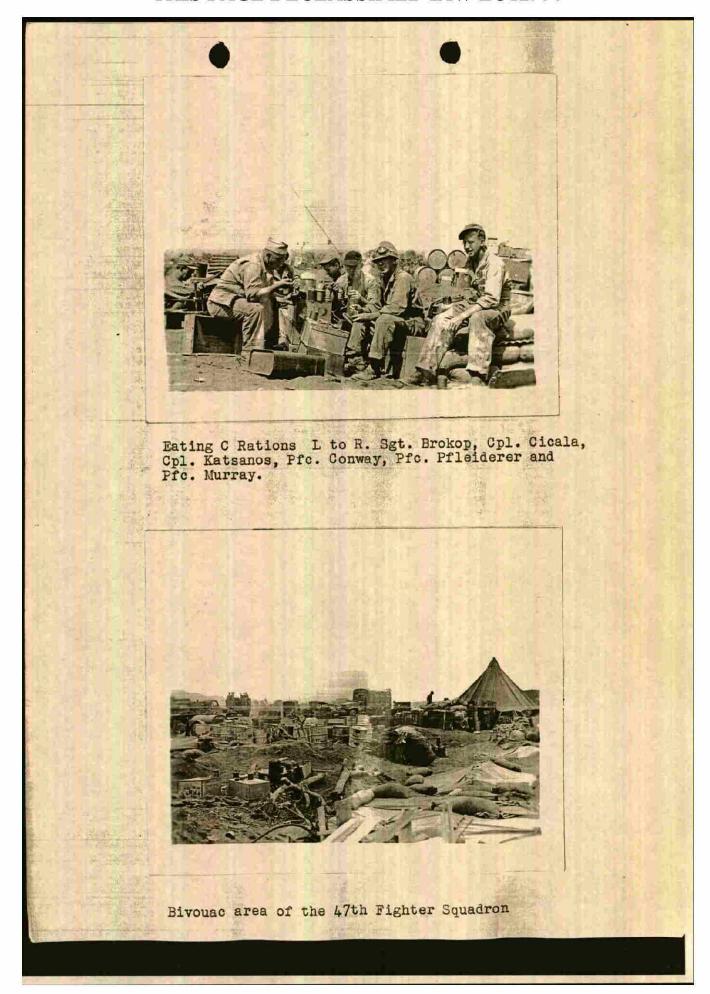
THIS PAGE DECLASSIFIED IAW E012958



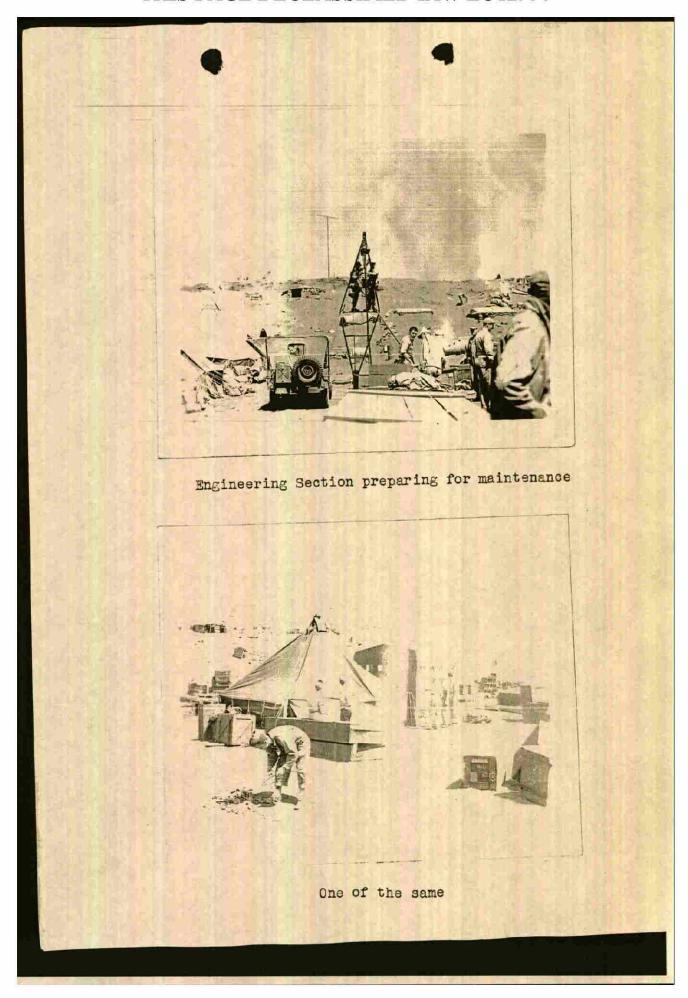
THIS PAGE DECLASSIFIED IAW E012958



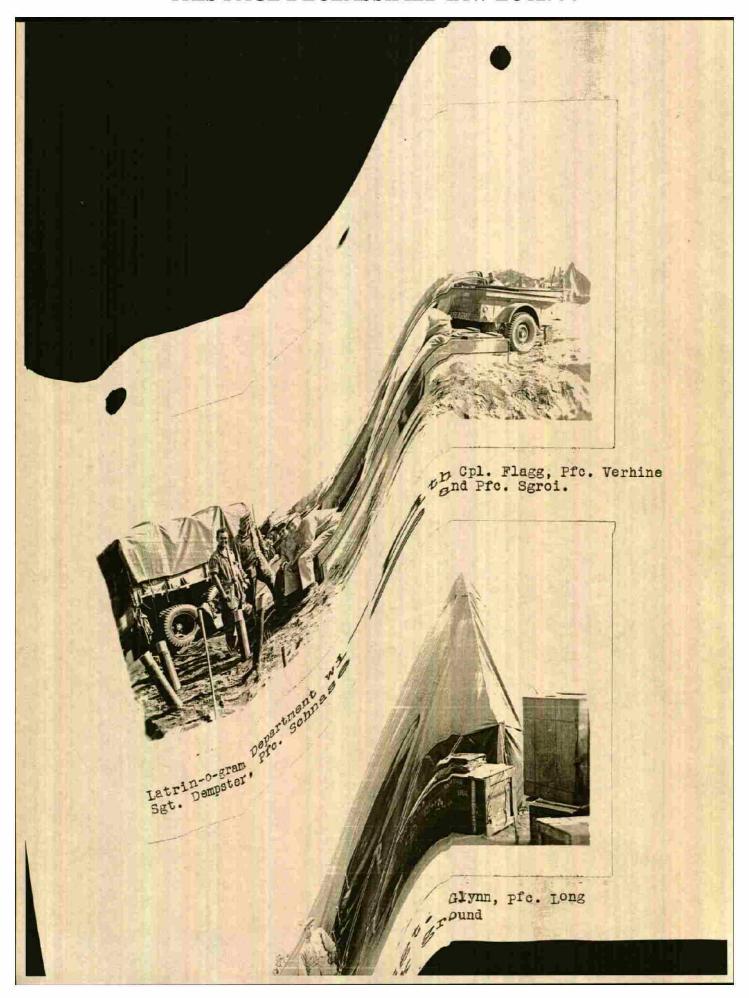
THIS PAGE DECLASSIFIED IAW E012958



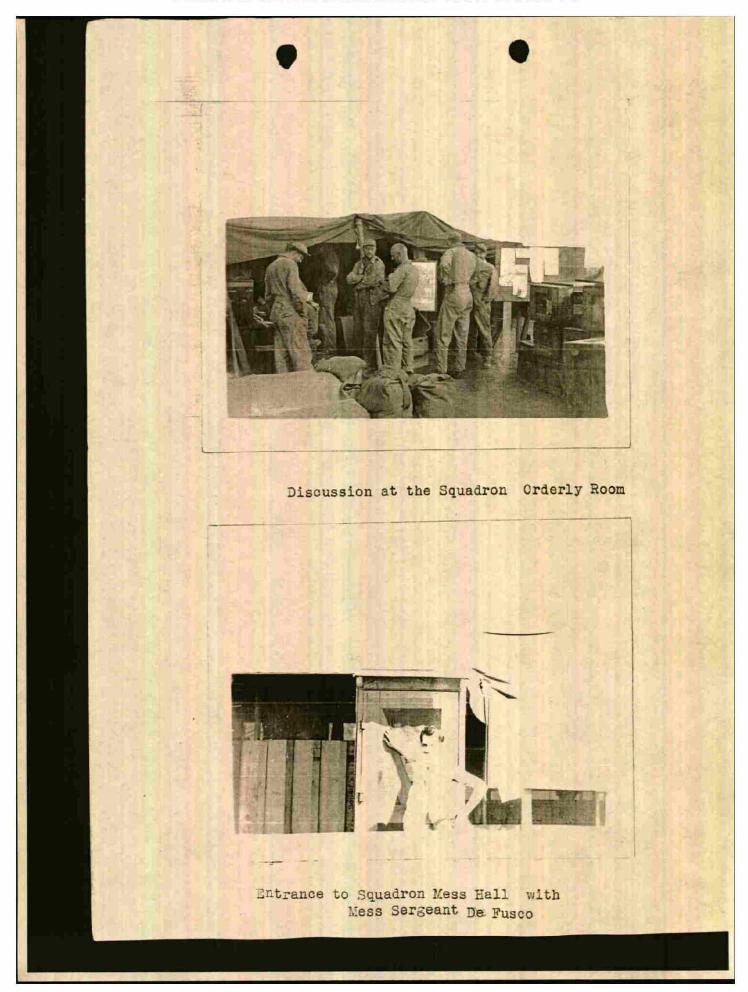
THIS PAGE DECLASSIFIED IAW E012958



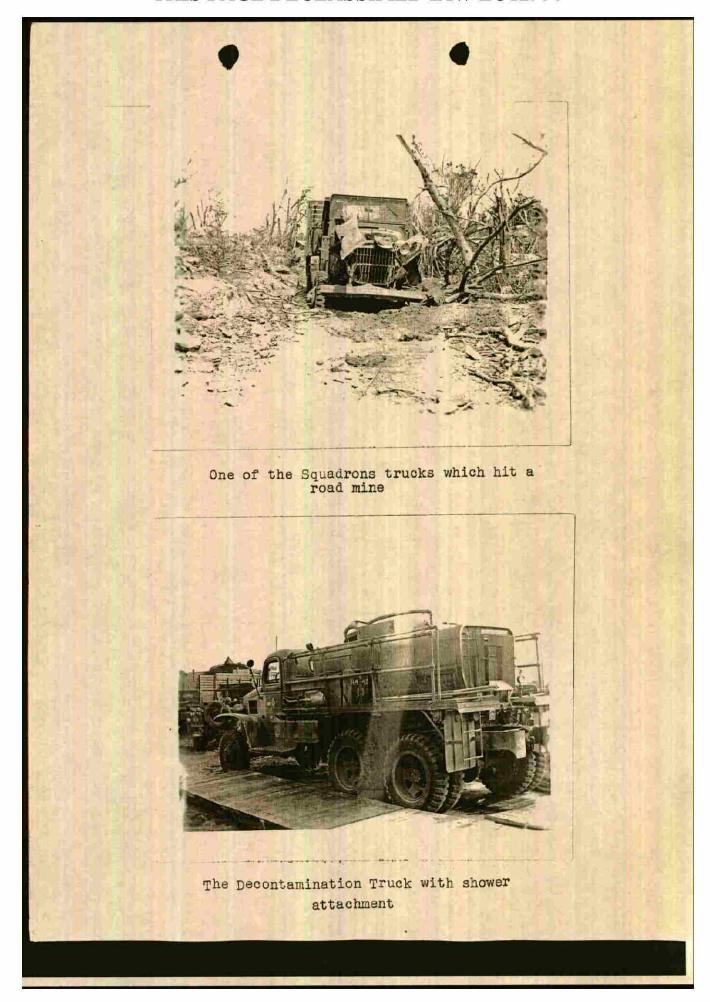
THIS PAGE DECLASSIFIED IAW E012958



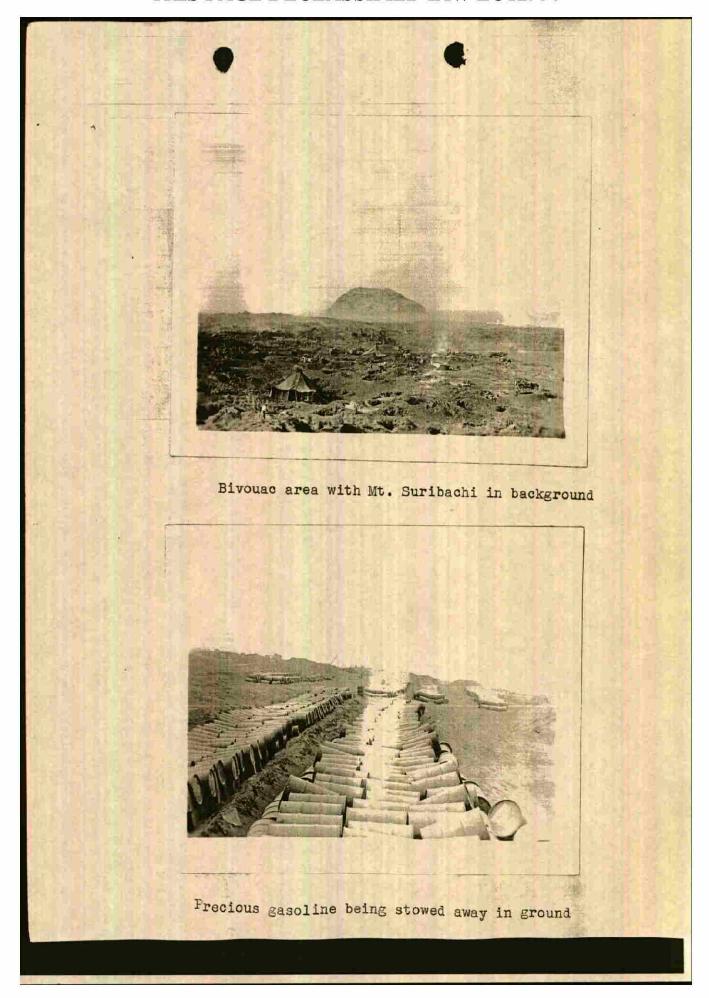
THIS PAGE DECLASSIFIED IAW E012958



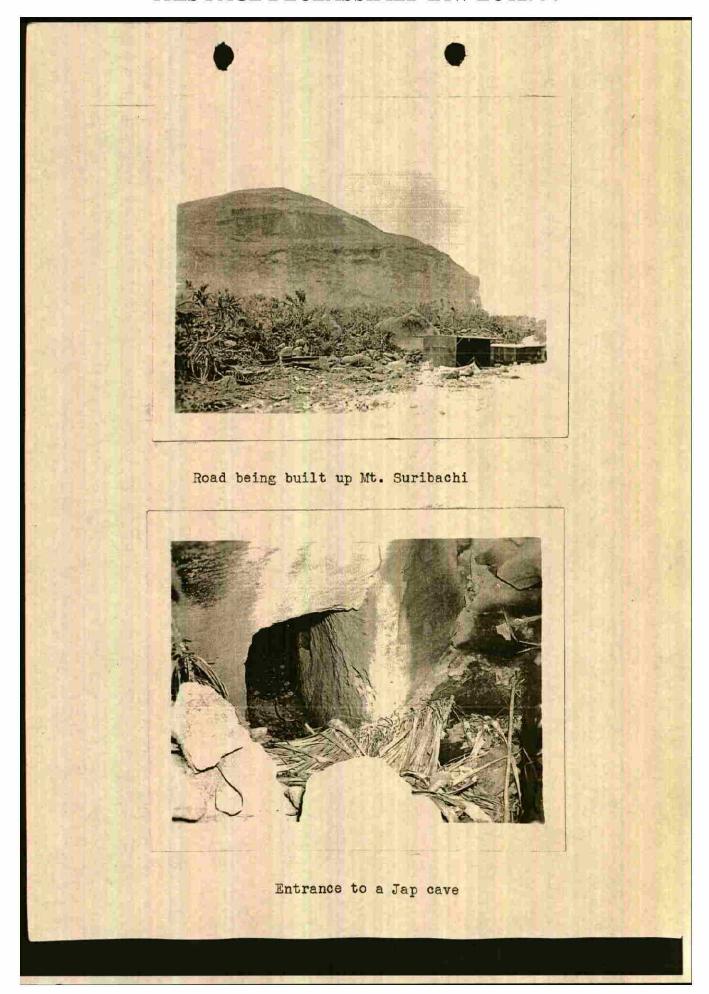
THIS PAGE DECLASSIFIED IAW E012958



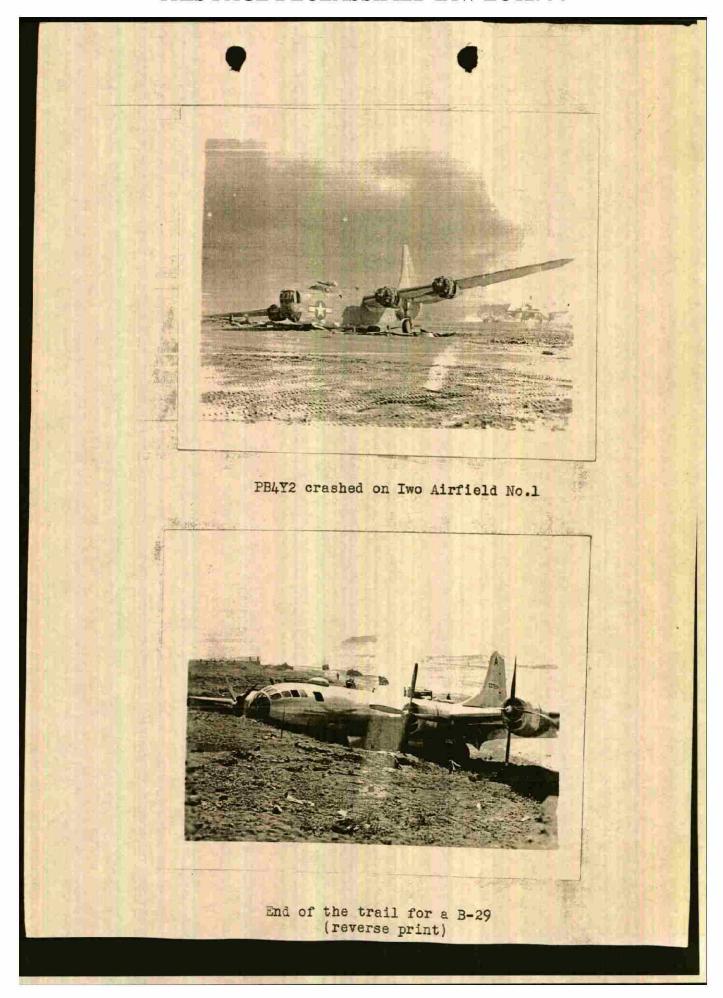
THIS PAGE DECLASSIFIED IAW E012958



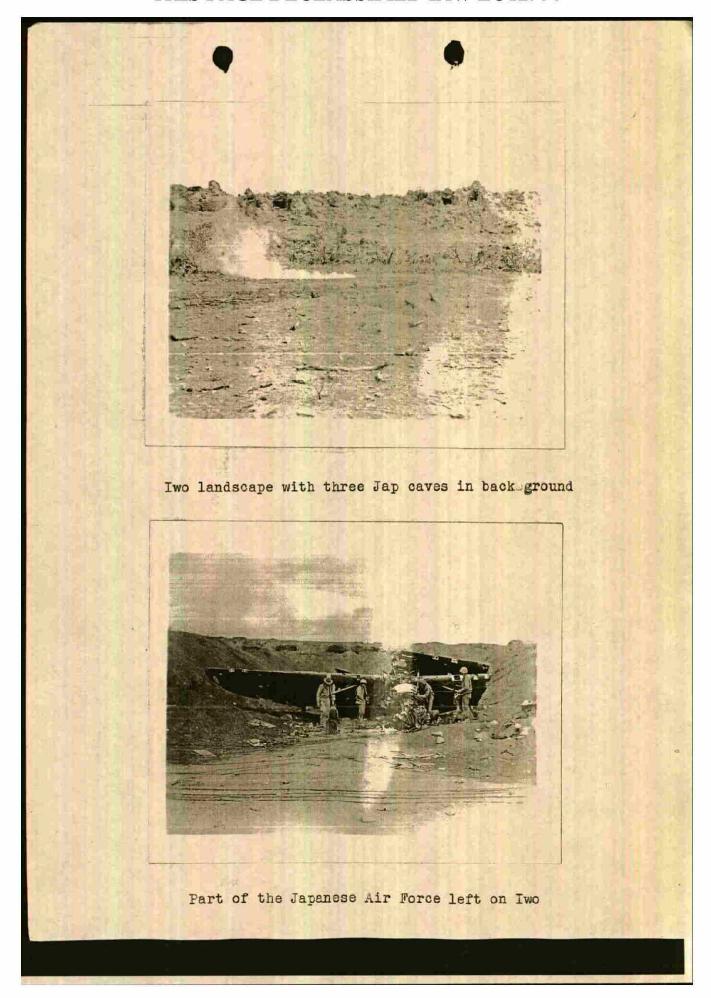
THIS PAGE DECLASSIFIED IAW E012958



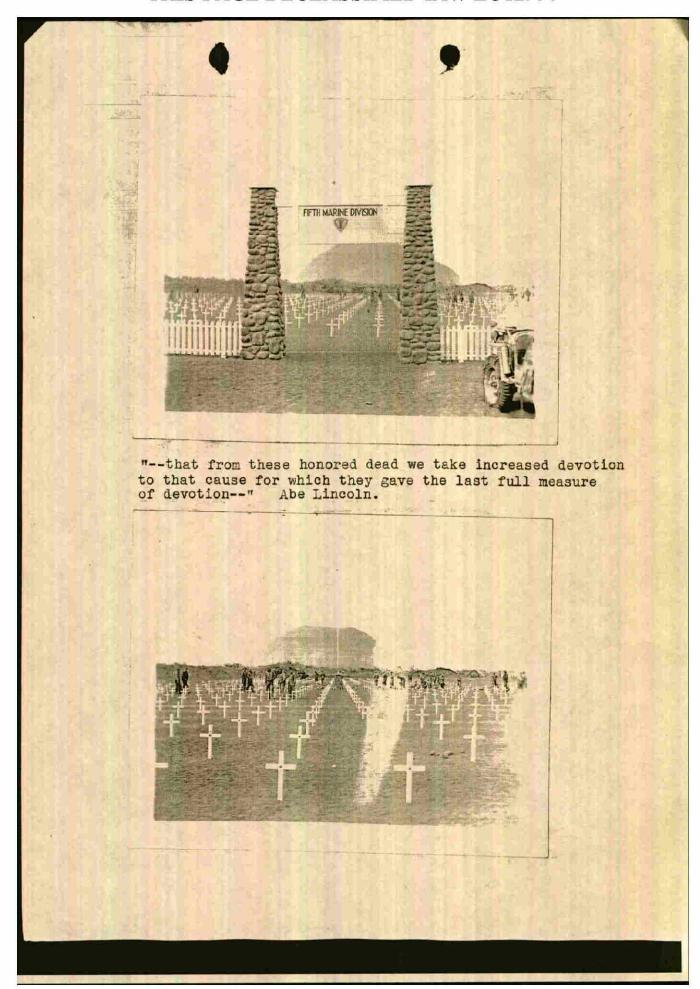
THIS PAGE DECLASSIFIED IAW E012958



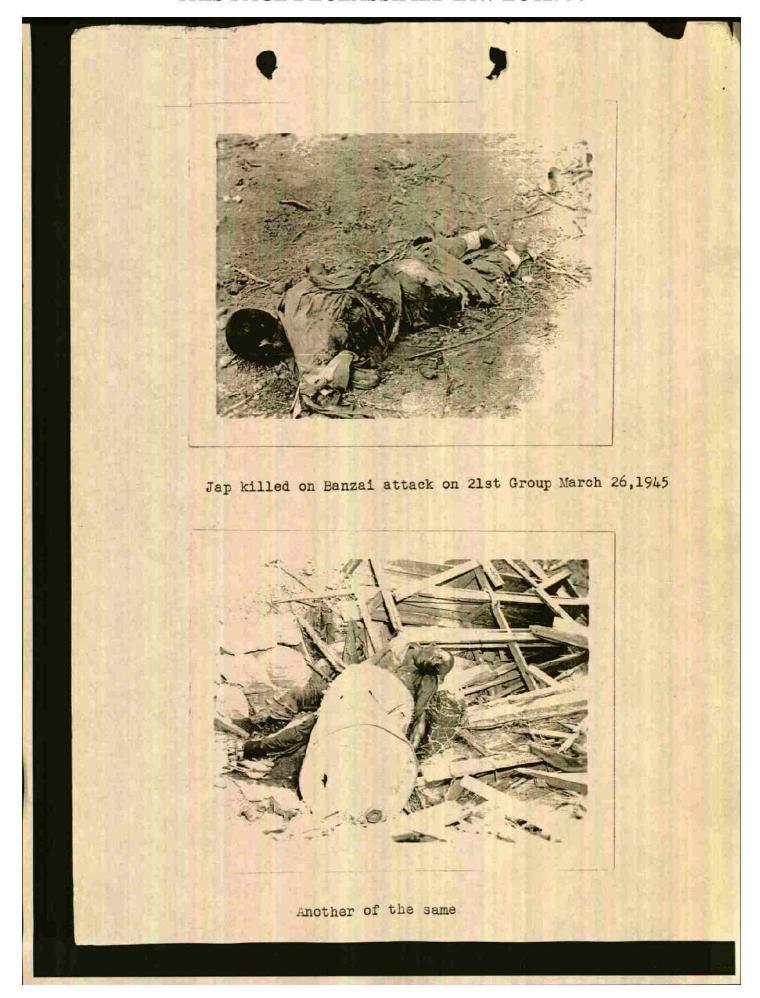
THIS PAGE DECLASSIFIED IAW E012958



THIS PAGE DECLASSIFIED IAW E012958



THIS PAGE DECLASSIFIED IAW E012958



THIS PAGE DECLASSIFIED IAW E012958