

Captain Harold A Ogden USAAF
359/360/361 Fighter Squadrons
356th Fighter Group HQ - 8th US Air Force

'Hal' Ogden was born in Clearfield, Pennsylvania on the 25th April 1919, one of nine children born to Newton Archer and Cora Mark Ogden. He spent his boyhood on a farm and attended Clearfield High School, forming an early interest in flying. At the age of nine he walked five miles to see a '*barnstorming flying circus*' and it was here that he took his first ride in an aeroplane. By the age of just 16 years he formed a co-operative with nine partners and purchased a *Curtis Challenger* aircraft for \$500 and formed a flying club. Hal extended his experience by also flying other aircraft such as an *Alexander Eaglerock* and a *Waco 10*. At the age of 18 he had made his mind up to join the military, and enlisted in the Army Air Corps at Langley Field, Virginia, (named after the early air pioneer Samuel Pierpont Langley).

In 1938 Harold Ogden received an appointment to West Point Academy from Congressman Don Gingery, a democrat who also lived in Clearfield. As a cadet, Hal was given the nickname of 'Og' and quickly attained the rank of first sergeant. He became a member of the Ski Club, and participated in football and track teams, keeping up his interest in flying by joining the Model Airplane Club.

His entry in the West Point 'Howitzer' states:-

Og came to us with plenty of Army experience to make his place in the Corps. Enthusiastic over flying, his ambitions were to become a great pilot. He rarely passed a drag-less week-end though a regular member of the red-comforter squad. He was a close friend of the Tactical Department, a real man to know, a fine and loyal roommate, and one who has finished his four years at West Point with colours high and handsome.

A day after his graduation in 1942 Hal married his childhood sweetheart, Lenore 'Nonnie' Whelan, and was then posted to flight school at Corsicana, Texas, training on the tandem seating open cockpit, Fairchild PT-19 aircraft. More training followed in the Vultee BT-13 basic trainer at Randolph Field, and on to Moore Field where he flew the North American AT-6 (*Harvard*), which was faster and heavier, having a variable pitch propeller, landing flaps and a two way radio installed. This was followed by time on the Curtiss P36 *Hawk* and P 40 *War Hawk* (Known as the *Kittyhawk* by the RAF) and finally, the aircraft he would gain all his combat experience in, the P 47 *Thunderbolt*.

Promoted to 1st Lieutenant, Ogden was then sent on a course of Applied Flying Tactics at Orlando Army Air Base Florida, again flying the Curtis P-40.

In April 1943, Hal Ogden was finally posted to the 356th Fighter Group as a flight commander, and then assistant command group S-3 (principal assistant to the commander in planning and co-ordination of brigade operations).

Just prior to being sent overseas, Harold Ogden went on to Mitchell Field, Long Island for further advanced training with the *Thunderbolt P-47*.

It was here that he became a member of the exclusive *Caterpillar Club* by having to bale out and use his parachute over Long Island Sound as a result of engine failure with the P47. He landed in the middle of the Sound and had to swim for four hours to reach the shore.

By August 1943, the 356th Fighter Group were gearing up, ready for a posting to the Western European Theatre.

The 356th Fighter Group('*Hell Hawks'*) entered the European Theatre of Operations on the 15th October 1943, flying P-47 *Thunderbolts* and later switching to P-51 Mustangs, dispatching its aircraft on 407 missions before it's final one on 7th May 1945. It was credited with destroying 277 enemy aircraft, probably destroying 23 more and damaging 192. Because the principle of bomber escort was strictly adhered to by the 356th's leaders, pilots of the group often had to pass up opportunities to engage enemy fighters and increase their personal scores. This fact helped earn the 356th a reputation of being a 'hard luck' outfit due to their low victory to loss ratio, the gratitude and praise from the bomber crews more than offset this misnomer. They were indeed entitled more than any other group to the nickname, '*Little Friends*'.

The 356th Fighter Group was formally constituted on December 8th 1942, and began to take shape in the new year, as the 359th, 360th and 361st Fighter Squadrons were activated on the 7th January 1943.

Beginning on March 9th HQ staff, the 359th and 360th moved to Trumbull Field, whilst the 361st flew out from New Haven Army Base, Connecticut.

P-47 B *Thunderbolts* were assigned to the group and the next few months were taken up with lectures on high altitude flying, aircraft identification, formation flying and gunnery practice, aerobatics, navigation, and Link Training. The group's final phase of training began on July 4th at Grenier Airfield, New Hampshire where the pilots undertook instrument and cross-country flights.

On August 13th the pilots flew their Thunderbolts to Newark, New Jersey in preparation for overseas postings.

1stLieutenant Harold Ogden had been attached to HQ Staff since March 1943, and on September 5th 1943 he, along with the other pilots boarded '*HMS Orion*' bound for Glasgow, Scotland, arriving ten days later. By October 9th the 356th's permanent home would be

F-369, Martlesham Heath Airfield, Suffolk with the 359th and 360th pilots occupying Kesgrave Hall and Playford Hall respectively, whilst the 361st pilots would take up residence on the base itself. Harold Ogden was immediately assigned as '*Assistant Ops HQ*' and would eventually complete a nine month 'tour' flying 90 missions over Europe with all three of the fighter squadrons, on many occasions leading them. His regular aircraft was a P-47D OC-U which he gave the personalised name of "*Eager Eagle*". Flying this aircraft he would share in the destruction of a FW190 and damage two Me109's in air combat, whilst accounting for three aircraft destroyed on the ground and three probably destroyed, with many trains, tugs, barges, and other forms of transport and buildings destroyed.

On the 28th October 1943 Ogden was posted to Course No 37 of the Central Gunnery School at Sutton Bridge in the UK. He was given an RAF flying log-book (Form 414) to record his flying on this course which he decided to keep and record all his subsequent flights/missions whilst with the 356th Fighter Group. The course involved flying Spitfire Mk II's practising quarter and astern attacks with air firing at drogues and evasion tactics, and perfecting flying skills. At the conclusion of the course his log-book was endorsed by a former Battle of Britain pilot, Wing Commander Archie Winskill KCVO CBE DFC* who assessed him 'Above Average'

A course photo was given to all the students who each signed the back of it, Ogden sticking his in his log-book. The other pilots on this course were:-

Flt Lt Rudd DFC, Flt Lt Smik DFC (Czech), Flt Lt Wellum DFC,
Flt Lt Phillips DFC (Australian), F/O Erasmus DFC (Rhodesian),
Flt Lt Lawrence DFC, S/L Wenham, S/L Gatward DSO DFC,
Flt Lt McGowan and Lt McAlpine (FAA).

**Both Flt Lt Lawrence and Flt Lt Wellum (also former Battle of Britain pilots), confirmed in September 2007 that Ogden was a

very able and skilful pilot who must have amassed many hours flying before attending this intensive course.

With reference to the war diary of the 356th Fighter Group and Captain Ogden's flying log-book, the following give details of the missions he flew on, as shown in his logbook. After completing his Gunnery Course, he re-joined the 356th and was promoted to Captain.

Unless stated otherwise, he always flew with the 359th Fighter Squadron (known unofficially as part of Zemke's *Wolfpack*) using P-47D-2 (*Thunderbolt*) 222517-OC-U named '*Eager Eagle*' on the majority of these missions.

This Thunderbolt had over 400 hrs operational flying during nine months that Ogden flew it, still retaining its original engine when relegated to training in August 1944. This entailed flying over some 100,000 miles over Western Europe by Captain Ogden, with Staff Sergeant Frank J Williams its crew chief, being responsible for maintaining this aircraft. Because of its shape likened to a milk-bottle, the P-47 became known as the '*Juggernaut*' which was shortened to '*Jug*', which became its colloquial term.

** The first-line life of a fighter aircraft in the 8th Air Force averaged about 120 days during 1944, with a chance of being written off in an accident or due to damage equal to that of going down through enemy action.

The words highlighted in *italics* in the following narrative show the entries made by Ogden in his flying log-book

December 5th 1943

Escort B-17's to Paris

Lt Col Coen led a withdrawal support from 1040 to 1302. Aircraft made landfall at 1123 near Le Treport and R/V'd at 1155 in the Rambouillet area. The 360th spotted seven Me110's but they turned away before being attacked.

December 11th 1943

Escort B-17's to Emden

Lt Col Coen led a withdrawal support from 1100 to 1400. R/V was accomplished SW of Groningen at 1250. The bombers were left in mid Channel at 1316, a pair of FW 190's were seen by the 360th and two Me 110's were sighted by the 359th but no contact was made.

December 13th 1943

Escort B-17's to Bremen

Lt Col Coen led an escort from 1101 to 1339. Landfall was north of Ijmuiden with R/V at 1234 near Heede. Lt Henry (359th) saw a Me 109 near Egmond but lost it in a short chase.

December 16th 1943

Escort B-17's to Bremen

Lt Col Malmstrom led a withdrawal support from 1220 to 1514. On the way out Lt James Price spun in north of Felixstowe.

The heavies were left at Tessel Island. Uneventful trip. Ogden makes an entry in his log, '*Lt Price spun out of overcast*'

December 20th 1943

Escort B-17's to Bremen.

Lt Col Coen led an escort from 1037 to 1315 Landfall was made at 1132 south of Den Helder.

While forming up a B-24 collided with Captain Paul Hyde (361st) and both aircraft spun out of control, no chutes were seen. The bombers were left SW of Oldberg at 1156. After reaching England Lt Koczak (360th) crash-landed at Bromswell and was unhurt. Ogden writes in his log, '*Capt Hyde hit a B-24 head-on.*'

December 22nd 1943

Escort B-17's to Munster.

Lt Col Coen led an escort from 1302 to 1546. Landfall was made at 1349 at Gravesline. The bombers were left at 1455 near Herstaar.

December 31st 1943

Area Support under Wing B-17's Bombing Paris.

Lt Col Coen led an area patrol from 1040 to 1316. The coast was crossed at Dunkirk at 1120 and Paris was patrolled without incident.

January 4th 1944

Escort B-17's home from Munster.

Lt Col Coen led a withdrawal support from 1016 to 1221. Landfall was made at 1051 near the Hook of Holland. The 'spares' turned back here and one of them Lt Bradshaw (359th) ran across two Me

109's near Nijmegan. The bombers were taken to Walcheren and left there. Ogden makes an entry '*Lt Bradshaw attacked two Me 109's alone.*

January 7th 1944

Escort B-17's to Ludwigshaven

Lt Col Coen led a withdrawal support from 0954 to 1231; landfall was over the Hook of Holland. While heading out Lt William Brown was hit by flak near Aachen shouting 'Good Luck' before taking to his parachute. It was later reported that he was killed by angry civilians. Ogden makes an entry '*Bill Brown hit by flak beyond Aachen- baled out near Maastricht.*'

January 11th 1944

Escort Flying Fortress's to Ostersleben and Halberstadt.

Lt Col Malmstrom led a penetration support from 0951 to 1225. Escort was given until 1100 in the Lingen area. Just before breaking off in the Hague area 15-20 enemy fighters bounced Red Flight of the 359th and in turn White Flight engaged these.

Captain White chased a Me 109 to 14000ft and probably destroyed it while Lt Rann fired on another but scored no hits.

Captain Evans and Lt Kress (360th) claimed a Me 109 and Me210 respectively as damaged but neither claim was allowed. Ogden writes, '*Attacked by 109's Capt White shot one down*'.

January 14th 1944

Area support for bombers attacking Pas de Calais area.

Lt Col Coen led an area patrol from 1413 to 1707. Arrived in Arras area at 1455 and patrolled the Lille- Albert Cambrai- Bethunne area. At 1537 a single Me 109 bounced the 359th and shot down Lt Robert Conroy. The 360th made the only claims on the mission when they strafed and damaged a minelayer north of Gravelines. Ogden writes, '*Bob Conroy shot down by 109 in sun shot up minelayers on way back.*'

January 24th 1944

Support for B-17's and 24's attacking Frankfurt.

Lt Col Malmstrom led a withdrawal support from 0936 to 1240. Crossing at 1007 over Nieuwe Sluis, the heavies were taken past Antwerp and escort was broken at 1124 between Ghent and the coast. 30+ German aircraft were engaged in the Brussels area and later Antwerp where 8 were destroyed. This was the best day so far with the 356th. Ogden writes, '*Group score 8-1-4. Lt Vitali got 3+1*

January 29th 1944

Mission to Frankfurt - Flying as a 'Spotter' with Lt Engel.

Lt Col Malmstrom led a withdrawal support from 1011 to 1358. The bombers were left at 1208 south of Louvain and moments later two FW 190's were seen.

Lt L'Heureax bounced them; scored hits on one and it went down in flames. Lt Bradshaw 9359th) crash-landed at Langham airfield after he ran out of fuel.

Ogden writes, '*Lt L'Hereux destroyed a FW190.*'

January 30th 1944

Escort B-17's to Hanover.

Major Bacchus led a small withdrawal support from 1259 to 1544. Landfall made at 1340 near Zandvoort and on to Dummer Lake. No aircraft seen and crossed out near Schouwen at 1512.

January 31st 1944

Escort B-24's to Pas de Calais.

Lt Col Coen led a penetration support from 1302 to 1524.R/V was at 1344 NW of Dieppe. The bombers were left west of Manford at 1430. Due to bad weather, most of the pilots landed at Manston. Ogden notes, '*Landed at Manston*'

February 2nd 1944

Escort B-24's to Pas de Calais

Lt Col Coen led a penetration-target-withdrawal support from 1300 to 1521.R/V was at 1352 over Dieppe, the bombers were taken to St Pol and back to the coast.

February 3rd 1944

Escort 900 Heavies to Wilhelmshaven.

Lt Col Malmstrom led a withdrawal support from 0949 to 1307. R/V was near Meppel at 1041. The bombers were left over the North Sea at 1123. Ogden notes, '*Flew over Target, four bombers lost.*

February 4th 1944

Airborne Relay for Frankfurt Raid. Flying P-47-D5 8617 OC-T

Lt Col Coen led a penetration support from 1054 to 1347. R/V was at 1155 near Duren; The bombers were taken to Weisbaden and left there at 1212 as P-38's took over. Ogden notes, '*Flew over Ostend for 10 minutes.*

February 6th 1944

Escort B-17's to Troyes-Nancy

Lt Col Coen led an escort from 1057 to 1427. Lt Collins suffered mechanical failure on take-off and crashed at Manston. R/V at 1215 west of Troyes. The bombers were left at Etampes at 1250 after which two FW 190's were spotted near Dreax and one was shot down by Lt Strait of the 361st. Lt Erikson and F/O Jack strafed some flak towers near Soissons.

Major Bacchus landed at Bradwell Bay while Lt's Engel and O'Barr set down at Woodbridge. Ogden writes, '*Lt Strait destroys a FW190 and Lt Collins crashed at Manston.*'

February 8th 1944

Escort B-17's to Frankfurt

Lt Col Malmstrom led a penetration support from 1007 to 1302. R/V at 1104 SW of Mamedy. Bombers left at Linburg. Ogden writes, '*Bounced two Molecoat ships*'. (code for two aircraft of the 361st being attacked)

On February 13th Ogden makes an entry in his log, 'Grounded for one week for driving a jeep into town'

February 22nd 1944

B-17's to Bernberg- Abortive.

Ogden writes in his log, '*Returned from Dutch coast supercharger regulator, landed at Manston in snowstorm.*'

February 24th 1944

B-17's to Gotha and Schweinfurt.

Lt Col Malmstrom led a withdrawal support from 1244 to 1520. R/V was SW of Bonn at 1407. 120 bombers were escorted, White Flight of the 360th bounced two Me 109's SW of Aachen and damaged one, while 361st bounced a Me 410 but it escaped in the haze. Ogden notes, '*Supercharger regulator trouble*'

February 25th 1944

B-24's to Stuttgart. Flying P-47 OC-E 8654 on this day.

Lt Col Malmstrom led a withdrawal support from 1342 to 1645. Lt Erikson spun-out whilst forming up (landed OK) The 359th R/V'd at Metz at 1503 and three Me 109's were bounced by Ogden and Lt Herb Miller. Two were damaged by Ogden who chased them 'onto the deck'. The bombers were left east of St Quentin at 1548. Both Ogden and Miller landed at Manston.

Ogden makes an entry, '*Herb Miller and I chased three 109's over Metz house tops*'

February 28th 1944

Weather Check and Test Hop over Lille and Brussels

Ogden is flying in P-47 OC-X 74699 on this day. He makes an entry, 'Herb Weber with me'

February 29th 1944

Area support for B17's on Brunswick. P-47 Flying OC-U

Lt Col Malmstrom led a Type-16 Control from 1055 to 1400The aircraft were vectored to Zwolle then Apeldoorn and back to Zwolle, then west over the Zuider Zee. Ogden notes, 'Only one bomber lost in day's operations'

March 2nd 1944

Escort Heavies back from Frankfurt. Flying P-47 OC-U

Lt Col Malmstrom led an area support from 1222 to 1510, the group crossing at Knocke. The 361st R/V'd with some B-24's at 1318 near Spa. The 360th picked up some B-17's at 1320 while the 359th R/V'd with some B-17's near Eupen at 1325, all squadrons breaking off by 1435.

March 3rd 1944

Escort B-17's First Raid on Berlin. Flying P- 47 OC-X

Lt Col Malmstrom led an area support from 1253 to 1608. The bombers were not found at the R/V point so the pilots flew on to Giessen where they circled and picked them up at The Hague at 1518.

Some extremely heavy flak was encountered and eleven P-47's were damaged but none lost. Ogden notes, 'All except 120 B-24's aborted, no R/V, sweep thru Happy Valley'

March 8th 1944

Escort Heavies- Biggest Berlin Raid. Flying P- 47 OC-E

Lt Col Malmstrom led a withdrawal support from 1403 to 1711.Just before the R/V at Quackenbruk Lt Justus D Henry and Lt Wadlow of the 359th strafed Hespepe Airfield and each damaged a Me 110. Making a second pass Henry was hit by flak and cart wheeled into a Me 110 and into a hanger exploding on impact. Three Me 109's attacked the bombers NW of Lingen which were in turn attacked by the 360th who shot down two (Major Williams, Lt Borelli) Ogden writes, 'Henry and Wadlow dove on aerodrome near Lingen. Hank dug in a wing and burned.'

March 9th 1944

Withdrawal Support for Fifth Berlin Raid. Flying P- 47 OC-B

Lt Col Malmstrom led a withdrawal support from 1253 to 1552.R/V came at 1445 north of Steinhuder Lake. Escort was broken NE of Ligen at 1455, the 360th saw a FW 190 which avoided contact at Zwolle.

March 11th 1944

*Escort B-17's from Europe Coast to Munster. Flying P-47 OC-Q
Mission aborted by Ogden due to supercharger regulator.*

March 15th 1944

Bringing Heavies back from Brunswick. Flying P- 47 OC- W

Lt Col Malmstrom led a withdrawal support from 1023 to 1345.R/V was north of Minden.Just SE of Nijmegen a Me 109 was sighted and downed by Lt Meholic and Weber of the 359th, the rest of the squadron strafed Munster area claiming 3 locos 5 railcars 1 truck and a flak tower.

March 16th 1944

Went 320 miles to meet B-17's from Friedrichshaven Flying P-47 OC-B

Lt Col Malmstrom led a withdrawal support from 1203 to 1517, R/V was at 1325 at St Dizier where a Me 109 bounced red flight of the 359th and it was in turn shot down. The 361st strafed two airfields, Lt Bradshaw(359th)

Shot up an aircraft south of Dummer Lake and damaged a loco with Capt White. Major Joseph Williams suffered an accident on this date and returned to the USA his place taken over by Maj Krieger. Ogden writes, *Major Williams led this one, it was his last mission.*

March 23rd 1944

Target Support for Munster and Hann. Flying P-47 OC-C

Lt Col Tukey led a penetration- withdrawal support from 0910 to 1310,R/V came at Bonn at 1030. Capt White and Lt Smith (359th) destroyed a loco near Duren, then Smith shot up a Me 110 at Diest-Schaffen Airfield. Lt Cook and F/O Green (360th) damaged an E-Boat in the North Sea. Ogden notes, *Carried 150 gall tanks for first time all the way around Happy Valley.*

March 24th 1944

Penetration from Enemy Coast Target – Schweinfurt Flying P-47 OC-G

Lt Col Malmstrom led a penetration support from 0726 to 1110 R/V was south of Brussels at 0822, the bombers were relieved of

their escort by the 4th Fighter Group at Koblenz. Martlesham Heath was covered by clouds forcing everyone to land at Manston. Ogden notes, *Very bad weather, one of the few groups to R/V*

March 29th 1944

Martlesham Heath to Debden - Visit Wing- Watched Mission on the board, many low on gas, 1 crash-landed, 10 locos destroyed or damaged.

March 30th 1944

Practice Mission with wing tanks flew No 4.

Summary for March 1944- Training 2.6- Ops 29.9 - Admin Flights 1.4

April 1st 1944

All Fighter Groups swept Germany destroying E/A on ground

Lt Col Tukey led a sweep from 0748 to 1106 just north of Ijmuiden the squadrons split to look for targets, the 359th (Ogden) dive-bombed Diepholz Airfield, (Ogden with Lt Col Bacchus and Lt Warren claiming 4 Me 410's destroyed) then strafed in the Dummer Lake area with claims of 2 locos 1 tug 1 barge 2 flak towers. Two flights also hit Rheine Airfield destroying 4 Me 410's and damaging two more. The 360th damaged 4 locos, then shot up shipping in the Dortmund Canal. The 361st claimed 6 locos destroyed 6 damaged 1 tug destroyed 3 damaged with 7 barges and a flak tower damaged. Ogden writes, *Lt Warren and I strafed A/D, he blew up 2, I got one, also train and M/G.*

April 5th 1944

Another sweep over Germany beyond Munster

Col Malmstrom led a sweep from 1330 to 1633 over the Munster area, returned home early due to the weather. Ogden writes, *We carried frags but 10/10 cloud prevented strafing.*

April 6th 1944

Dropped 3 100 practice bombs*

April 7th 1944

Dropped practice bombs and flew with Herb Weber

April 8th 1944

Escorted 1 box of B-17's bombing Salzbergen A/D

Lt Col Tukey led a penetration target withdrawal from 1215 to 1526, R/V near Zwolle at 1316, the 361st acted freelance whilst the

359th strafed Saltbergen Airfield where a Do 217 was damaged by Lt JB Smith and Ogden who also claimed destroying a flak tower, gun emplacements along with damaging autos and buildings. Ogden writes, *Smitty, Peet, Earnhart and I strafed after bombing, shot up Do 217 and Misc*

April 10th 1944

Withdrawal for B-24's on Tours A/D 30 mins late Flying P-47 PI-M
Lt Col Tukey led a withdrawal support from 0900 to 1240, R/V at 1037 SW of Tours, Bombers were taken to south of Troville and left at 1118.

Near Argentan the 360th fought 12 Germans with no claims, Lt William E Johnson was last seen chasing an enemy fighter through the bomber stream and he failed to return.(probably hit by fire from the B-24's)

Ogden notes, *Low on gas, flying at 170-E/A surprised us, got a B-24 and Willie Johnson.*

April 11th 1944

Penetration support for B-24's bombing Ochersleben

Col Malmstrom led a penetration support from 0856 to 1354, R/V NW of Dummer Lake at 0950. The 359th swept the bomber track and the heavies left at Brunswick.

After this, pilots strafed with claims of 13 aircraft destroyed, 3 probables,

8 locos destroyed or damaged 10 railcars destroyed or damaged with 2 hangers damaged. The 361st strafed Gifhorn Airfield where Lt Ernest Parham was downed by flak, Lt Vick was also hit, suffering wounds but making it back to England.

Meanwhile Capt Parker of the 360th was hit strafing, bailing out near Dummer Lake. Ogden notes, *Strafed various targets, Col Malmstrom with 8 destroyed 13 on 1 A/D, 2 lost.*

April 12th 1944

Penetration Support for B-24's bombing Zwickau. Flying P-47 PI-O
Col Malmstrom led a planned escort from 1241 to 1536, the squadrons splitting up near Knocke. The 359th strafed an airfield east of Ghent, the 360th R/V'd with some B-24's and took them to Dison, the 361st flew along the bomber track, with one flight strafing Buvrinnes Airfield. Ogden notes, *Another A/D strafed, 1 Me 110 damaged.*

April 13th 1944

Used wing-tanks to go with B-24's towards Augsburg. Flying P-47 QI-R

Lt Col Tukey led a penetration support from 1218 to 1606, R/V at Nieuport. Major Montgomery became separated and flew for home shooting down 2 FW190's on the way. The bomber stream was left at Kaiserlautern and the squadrons then attacked airfields. Ogden was flying with 361st on this mission and destroyed a Me 110 on the airfield at Bischwiller and damaged two more. The other flight then strafed the Rhine claiming 3 tugs destroyed/damaged, 1 paddle steamer destroyed along with 3 barges, Lt Lee, Decker, McDowell and Ogden then strafed Haguenau Airfield claiming damage to 4 He111's. Ogden notes, *Decker, McDowell Lee and I strafed Haguenau A/D, Decker fired one, I blew up one, and hit many.*

April 18th 1944

Wing-tanks again around Frisians B-17's going to Berlin from North
Lt Col Tukey led a penetration support from 1155 to 1615, R/V at Cuxhaven at 1335, bombers left at Osterberg at 1414, no incidents. Ogden writes, *Saw nothing to shoot at, went all the way to Wittenberg.*

April 19th 1944

No entries by Ogden Flying P-47 PI-K

Col Malmstrom led a withdrawal support from 0951 to 1250, R/V at west of Coblenz, bombers brought back to Ostend at 1152. Ogden was flying with the 360th Fighter Squadron on this sortie.

April 20th 1944

Tested smoke tanks using water for 8 minutes

Ogden then flew with the 361st Fighter squadron in P-47 QI-Q with Lt Col Tukey on a Type 16 Control from 1719 to 2002, group was vectored to Paris, saw nothing and returned.

April 21st 1944 Took Col Tukey to a range near Oxford and sprayed smoke and dropped tanks.

April 22nd 1944

Herb Weber and I sprayed smoke at Woodbridge

April 23rd 1944

Volunteer Mission to strafe Hagenau A/D with 32 A/C

Col Malmstrom led a sweep from 1300 to 1650, the 359th leading the attack by dropping parachute fragment bombs, followed by the others dive-bombing the airfield. After this most pilots made from 3 to 5 strafing passes claiming 6 kills, but flak gunners knocked down Col Malmstrom, Lt Doughty, Lt Hall (360th) and Lt Henry

Kaczynski (361st). Ogden was flying with the 359th on this sortie and claimed a Go 242 (with F/O Forsyth) and a He111 both damaged on the ground. Ogden writes, *Set Ju 88 on fire, damaged many, lost Col Malmstrom and two others.*

April 25th 1944

Lt Col Tukey led a withdrawal support from 1000 to 1345, R/V at Compiegne at 1149, no incidents. No entries by Ogden, who flew with the 359th on this day.

April 26th 1944

Sprayed smoke for Col Decker and Major Thorne, first time alone 2nd time with Holtz and Clayborne. Flying P-47 OC-Q

April 27th 1944

Area support in France for B-17's. Flying P-47 OC-U

Lt Col Bacchus led a type 16 Control from 1625 to 1925, near Laon 14 Germans were engaged by various flights with four kills claimed against three losses. (Lt Holtz -Capt Stratford -Lt Krowiak).

Captain Ogden and Lt RJ Collins each claimed a share in shooting down a FW 190 in air combat over Reims- Chateau Thierry. Ogden notes, *Shot down Major Myer* in FW 190 with Bob Collins. Ray Holtz and two others lost.*

* This was in fact Major Ubben (Knights Cross and Oak Leaves) Kommodore of JG/2 with 110 victories.

April 28th 1944

Tested clusters of 5 x100lb bombs under each wing.

Flying P-47 OC-K 1hr flying time.

April 30th 1944 No entry in log-book by Ogden, flying P-47 OC-U
Lt Col Waller led a withdrawal support from 1012 to 1406, R/V was over the Loire River at 1136. Lt Thwaites attempted to bounce a FW 190 east of Orleans but a P-51 beat him to it

May 4th 1944 *Pen Support to B-17's attacking Berlin. Flying P-47 OC-U*

Lt Col Tukey led a penetration support from 0820 to 1145, the bombers aborted the mission so the group flew on to the Gottingen area. The 360th strafed Herford_Bielefeld area and claimed 3 locos damaged, while the 361st tangled with FW190's in the Dummer Lake area claiming 6 downed with the loss of Lt Hewitt and Culp, and Lt Bruce being killed in a crash landing. Ogden writes, *361st*

fought 40 109's, Jimmy Woods last mission, destroyed 3, Hewitt and Culp missing.

May 8th 1944 Penetration and Withdrawal support to B-17's and B-24's going to Berlin. Flying P-47 OC-U

Lt Col Waller led a withdrawal support from 1130 to 1424, R/V at 1243 NW of Lingen, the bombers were taken back to Egmond and left, then the 359th and 360th swept south whilst the 361st swept back to Meppel. Ogden writes, *Thorne led first mission, Waller the 2nd*

May 9th 1944

Escorted B-24's around Florennes Aerodrome.

Lt Col Tukey led a withdrawal support from 0740 to 1050, the 359th flew to SW of Brussels then to Florennes then went out with some bombers over the Dutch Islands. The 360th R/V'd at Ostend, saw 4 Me 109's but made no contact, whilst the 361st made R/V at Florennes and later broke away at 1018 near Schouwen. Ogden notes, *2 109's shot down a B-24 and got away unscathed.*

May 11th 1944

Led Blue Sectn - Col Waller, Bombers attacking Chaumont. Flying P-47 QI-T

Lt Col Tukey took off as leader of an area support from 1434 to 1833, he aborted and Lt Col Waller took over. Pilots flew to the Loire River then back and forth between Orleans and Gien. Landfall was made at 1730 at Barfleur Point.

Ogden led Blue Section of the 361st on this mission, he writes, *Supposed to meet Bomber Formation at Troyes, no R/V crossed out SW of Cherbourg.*

May 13th 1944

B-17's going to Posen, Met B-24's going to Berlin. Flew Red 3 to Col Bacchus Group Leader.

Lt Col Bacchus led a penetration support from 1122 to 1615, R/V at Siel Island at 1259, bombers left at Kiel at 1400hrs. As they were breaking off 3 gaggles of 40+ FW190's were seen heading in from the north of Lubeck. The 360th and 361st chased two gaggles to Kiel and the 359th chased the third to Hamburg. Intense fighting netted 6 'kills' 4 probables and 3 damaged, for one loss, plus two Thunderbolts badly damaged. Ogden writes, *With 8 ships*

chased 40 190's from below. Bill Holm shot down, Col Bacchus got one.

** This sortie became a significant one for the 356th, the heavy fire-power of the Thunderbolt was always deemed to be an asset in combat, but on this day (although successful) many of the enemy got away due to their speed of climb over the heavier P-47's, especially at over 30,000ft. Lt Ray Withers and Captain John Vogt (both of the 360th) pondered over this question, and decided that the 'Jug' needed to be modified to make it lighter and able to challenge the *Luftwaffe* at these heights. Two of the eight .50 guns in the wing were removed (one each side) and the ammunition load of 425 rounds for each gun reduced to just 200. The aircraft was made more aerodynamically efficient by stripping the tactical paint from the leading edge of the wing and wax polishing the natural metal surface, adding another 6-8 mph to the top speed of the aircraft.

Finally, the ground-crew added higher octane fuel to the four modified 'Superbolts', and along with the 13 foot diameter Curtiss Electric paddle bladed propeller gave the engine a maximum 2430 hp.

The modified aircraft were battle proved on the 19th May when eleven FW190 were shot down and another six damaged in air combat, the Germans being shocked that the 'low level' P47's were shooting them down at their previously inviolate altitude of 33.000ft!

May 22nd 1944

Buzz- bombing bridge at Hasselt.

Lt Col Tukey led a dive-bombing mission from 1704 to 2003, four aircraft of the 359th dropped bombs on the bridge at Hasselt, scored two hits, but caused no damage. Four P-47's of the 360th missed the bridge entirely and four from the 361st put one bomb on a secondary bridge 3 miles away.

Ogden notes, *Second mission of the day, ran a gunnery pattern from 20001. Got one hit.*

May 23rd 1944

Examined crash near B.R. at Bradwell Bay.

This was a rest day for the 356th, but several new pilots were up on training flights. Lt Moyer while on a training exercise with the group school, was on a dive-bombing pass on a target off Bradwell Bay when his wing tip struck the water and crashed killing him instantly. Ogden acting as the 'Assistant Ops' was obviously detailed to examine the scene.

May 25th 1944

Penetration Support to Heavies bombing Mulhouse. Flying P-47 PI-C Lt Col Tukey led a penetration support from 0703 to 1102, R/V was SW of Soissons at 0835, the bombers were left at 0905 and the group were then attacked by 20+ Me 109's near Neufchateau, two were shot down by Lt Leidy and Thwaites. Ogden was flying with the 360th on this mission and writes, *Encountered 40 109's coming in to attack bomber formation from above, broke up and got two.*

May 27th 1944

Penetration support to heavies bombing Mulhouse. Flying P-47 PI-I Lt Col Bacchus took off as leader of an escort from 1000 to 1329 when he aborted, Captain Meholic (359th) taking the lead. The bombers were picked up near Glisy at 1104 and left at Chaumont at 1200. The 359th and the 360th then swept the Nancy-Metz area while the 361st swept over Orleans. Ogden writes, *Mo took over group when Col Tukey aborted. Missed 40 bandits by a few miles.*

** An interesting entry by Ogden referring to the enemy as *bandits* obviously picked up from his RAF Gunnery Course at Sutton Bridge in October 1943.

May 28th 1944

Type 16 Support for withdrawal from France. Flying P-47 QI-R Captain Vogt led a Type 16 Control from 1556 to 1826, landfall was at 1634 north of Dunkirk, then the pilots flew to the south of Brussels and NE of Luxembourg, no contact with the Luftwaffe. Ogden led the 361st on this sortie and writes, *John Vogt led group to Brussels area, many rail-yards hit.*

May 30th 1944

Dive-bombing concrete bridge at Soissons.

Lt Col Bacchus led a dive-bombing mission from 1616 to 1909, landfall was at Le Treport and the pilots flew on to bomb the rail-bridge at Soissons. Not a single hit was recorded on the structure but some track was torn up.

Ogden writes, *Bridge well protected by flak, one bomb failed to release, fin came off, landed armed. Carried 1000lb bomb and 75 gall wing tank.*

June 2nd 1944 Flying P-47 PI-C

Lt Col Bacchus led a type 16 control from 1032 to 1338, landfall was at 1137 near Ostend and the group swept the Tournai-Peronne-Brussels-Sedan area. Uneventful mission. Ogden writes,

Led the 360th flew airplane with new type of fuel selector valve. Aborted.

June 6th 1944

Bombing and Strafing and Area Support over Beach- head. Flying P-47 QI-J

Seven missions were flown by the Group on this day between 0340 to 2240, Ogden led the 361st from 1047 to 1428 on a fighter bombing mission to the Angars area. Crossing in near Le Treport, the pilots hit targets NE of Les Audelys and Chateau du Lar, claiming 6 trucks destroyed with 21 damaged, 1 loco and 1 auto destroyed. F/O Emil Sova of the 360th was shot up bailed out, and made a POW. Ogden writes,

D-Day! I got two direct hits with my bombs on a train. Blew up a locomotive with machine guns, my wing man and I found 10 trucks, set 6 on fire, damaged the others.

June 7th 1944

Bombing- strafing area support over Argentan Flying OC-U and PI-A

The group made five missions this day, Ogden leading the 359th from 0442 to 0807 with Col Tukey leading the Group, where they swept over the Avranches- Domfront-Mayenne -Forges area strafing 7 trucks and two lines of rail-cars and bombing a supply dump. The 360th destroyed 8 trucks and bombed a train, whilst the 361st destroyed at least 10 trucks and damaged 30 more. Captain Ogden took part in another mission from 1126 to 1553 leading the 360th bombing Lavel Airfield claiming 5 destroyed and one damaged by strafing and four more by bombing. Ogden writes, *Early take-off, bombed railroad yard. Helped Col Tukey fire 8 oil trucks, bounced by 40+ 190's while shooting up ambulances. All got away*

June 8th 1944

Bombing and Strafing Area Support vicinity of Beauvais, Group made five missions there. Flying PI-Z and OC-U

Lt Col Tukey led a mission that took off at 0713 but he had to return early after being hit by flak, the rest of the pilots splitting up and hitting a number of targets, claiming a loco destroyed with 8 trucks and 2 bridges damaged with tracks being cut in several places. The 361st lost two pilots, F/O Decker and Lt Engle. Ogden led the 360th on this sortie.

He took part in another mission that day leading the 361st between 1716 and 2003 when Major White led the Group dive-

bombing around Amiens. The 359th hit marshalling yards scoring hits on 80+ rail-cars, the 360th shot up a truck, power station and two barges, while the 361st claimed 2 locos and 5 rail-cars destroyed. Lt Smith (359th) was shot up by a stray Me 109, bailing out, he avoided capture and returned to the UK in August, unfortunately Lt Lee was also hit by ground-fire whilst strafing a convoy near Montdidier and was killed. Ogden notes, *Shot up an armoured column marshalling yards and a locomotive. Lost Lee, Smitty downed by a 109.*

June 10th 1944

Area Patrol for Heavies back of Beach head. Flying P-47 OC-U.

Lt Col Waller led a dive-bombing mission from 0730 to 1106 around the area of Caen-Lisieux-Bernay, with Ogden leading the 359th. The group made the following claims; the 359th bombed a convoy of 40 trucks scoring many hits, hit a marshalling yard with at least two railcars destroyed and attacked another convoy with claims of two trucks destroyed and four damaged.

The 360th claimed 1 truck and 4 railcars destroyed and 4 damaged. The 361st got 1 truck plus strafing 100 railcars. Ogden made no entries in his log for this mission.

June 13th 1944

Type 16 Control over Northern France

Lt Col Tukey led an area patrol from 1826 to 2216, landfall came at 1929 over Le Treport and three boxes of B-17's were picked up east of Beauvais, the weather was overcast preventing any ground attacks. No entries by Ogden.

June 14th 1944

Thunder-bombing north of Paris. Flying P-47 OC-U

Lt Col Bacchus led a sweep from 1911 to 2240, landfall came at 2015 around the Le Treport-Dieppe area.

The 359th gave top cover whilst the other squadrons looked for targets. Near Peronne 12 Me 109's bounced the 360th and damaged a P-47.

The 359th gave chase but the enemy escaped. Due to the bounce the 360th jettisoned its bombs while the 361st destroyed/damaged 30 railcars near Thourite. Ogden flew with the 360th on this day making no entries in his log.

June 20th 1944

Area Support, flew my new ship on its first mission.

Major Thorne led an area support from 1856 to 2201, after landfall near Le Touquet at 1942 the pilots patrolled the Arras

area with no results. Ogden led the 359th making the entry, *Heavies bombed buzz-bomb installations.*

June 22nd 1944

Area support vicinity of Amiens

Major Thorne led a penetration support from 1012 to 1350, R/V was at St Valery and the bombers hit V-1 sites in the Nucourt area. Two flights of the 359th strafed in the Gourney area shooting up four strings of railcars and two vehicles. The 361st swept the Beauvais area with no results. Ogden writes, *Heavies bombed buzz-bomb installations.*

June 23rd 1944

Area Support East of Paris

Major Burke led an area patrol from 1812 to 2209, the bombers were picked up south of Paris and flew on to Soissons where they were left. Ogden flew with the 360th on this mission and writes, *Heavies bombed bridges and Marshalling Yards East of Paris*

June 25th 1944

Area support Type 16 at San Quentin, Target- Aerodrome

Captain Ogden led the group on a Type 16 Control from 1049 to 1431, pilots flew to the San Quentin area where the 361st R/V'd with a few B-17's near Arras and brought them out. The other squadrons swept the Arras-Mons-Hirshorn area and returned. Ogden flew with the 359th and writes, *Most nearly perfect mission the Group has ever flown!*

June 28th 1944

Area Patrol north of Paris

Lt Col Bacchus led a sweep/withdrawal support from 0621 to 1015, landfall was at Dieppe at 0720, the 359th swept north the other squadrons flew to east of Paris to R/V with some bombers. The 359th strafed in the Ghent-Brussels area claiming 1 loco destroyed and 5 vehicles damaged.

A few pilots from the 360th(Ogden) also strafed after breaking from the bombers claiming 1 loco destroyed and 8 railcars damaged. Lt Earnhart crashed.

June 29th 1944 Captain Ogden flew to the Wing HQ and acted as the Controller for the mission on this day escorting bombers over the Northeast Polder and strafing by the P-47's over the Meppen area.

Entries in the log-book for the June period show Operations 45.40 Training 2.05 and Admin Flights 11.45hrs

July 1st 1944

Bombing and Strafing Recalled from Calais

Lt Col Bacchus led an aborted dive-bombing mission from 1851 to 1947, bad weather caused the pilots to be recalled just as they reached the enemy coast, Ogden was flying with the 360th.

July 4th 1944

Bombing and Strafing Rail Road Versoul-Esternay

Lt Col Waller led a penetration -target-withdrawal support from 0600 to 0927, R/V was at 0712 in the Dieppe area and B-17's were taken to their target and back. The 360th broke off to chase some enemy aircraft but nothing developed and they rejoined the stream, Ogden was leading the 360th on this mission.

July 5th 1944

Bombing and Strafing Rail Road Orleans

Lt Col Tukey led a sweep from 0744 to 1057 over the Orleans - Rouen area until crossing out east of Dieppe at 1005.

The 359th providing cover, the other squadrons strafing and claiming 1 barge damaged plus two trains and over 50 rail cars damaged, Ogden flying with the 361st on this mission.

July 6th 1944

Area Support- MEW, vicinity, Sautrecourt. Led the Group Flying OC-B

Captain Ogden led a Type 16 Control from 1843 to 2215, landfall was over Le Treport at 1940, the 359th flew south to Rouen where they picked up some B-24's which were taken to Amiens and left at the coast then the squadron flew back in and swept the Rouen-Paris area. The 360th dive-bombed the airfield at Dreux and started a number of fires, while the 361st patrolled the Beauvais area without incident.

July 8th 1944

Dive-bombing St Andre de l'Eure airfield

Lt Col Bacchus led a dive-bombing mission from 1146 to 1503, Cormeilles-en-Vixen airfield was bombed with poor results, pilots then strafed in the Beauvais area and claimed 1 loco destroyed 2 damaged with 50 rail cars. Ogden flew with the 360th.

July 12th 1944 Checked out in Mustang P-51 B5 Assigned to Wing for a week.

July 17th 1944 Took my airplane OC-U to Depot to have Gyro Gun-Sight installed

July 18th 1944

Type 16 Control over Northern France. Flying P-47 PI-C

Lt Col Tukey led a patrol from 1850 to 2220 landfall was at 1945 over Dieppe and the Group covered the Evreux- Dreux area, nothing was seen and they crossed out at 2138 near Dieppe.

July 19th 1944

Penetration Support to B-17's bombing Munich Flying P-47 QI-U

Lt Col Bacchus led an escort/sweep from 0720 to 1127, R/V with some B-24's over the North Sea, these were left SE of Strasbourg at 0912. At this point the Group split with the 359th flying to Saarbrucken where a R/V was made with four small boxes of bombers. Three flights of the 361st (Ogden leading) patrolled the Ludwigshaven area while the 360th and parts of the 359th did some strafing. A pair of Me 410's were damaged on the ground by Capt Webber and Lt LeMoyne who was wounded by flak, other claims were 3 locos destroyed, 5 rail cars damaged along with a staff car. Ogden flew with the 361st on this day and wrote, Took 3 ships within sight of Munich, Lt Le Moyne wounded.

July 24th 1944

Almost did not get off on a Woodbridge strip

Major Vogt led an area support from 1128 to 1527, pilots swept south west of Rennes until 1415, nothing developed. Ogden aborted and force landed at Woodbridge, writing, Operational Mission force-landed at Woodbridge. Tested air plane after plug-change, first day's flight for Eager Eagle after being in Depot.

July 25th 1944

Area Support North of Paris

Flying P-47 PI-T Lt Col Bacchus led an area support from 0946 to 1323, landfall was in the Dieppe-St Valery area at 1045, the group swept Paris without incident.

Ogden flying with the 360th on this mission.

Penetration Target Withdrawal Support B-17's bombing St Just

Major Vogt led an area patrol from 1841 to 2215, the 479th Fighter Group was picked up over its base at Wattisham but the P-38's later aborted at the enemy coast. The 56th Fighter Group was then contacted and given cover while they attacked targets in the Beauvais-Paris area, where a lone Me 109 was damaged. Ogden flew his second mission of the day with the 361st changing aircraft to P-47 QI-V.

July 28th 1944

Area Support Rilly la Montagne Led the 360th Squadron. Flying PI-C
Major Thorne led a Type 16 Control from 0720 to 1003, landfall was at Berck-Sur-Mer and attacks were made in the Reims area with 1 loco destroyed and 2 damaged with 13 vehicles destroyed. Ogden flew with 360th on this mission.

July 29th 1944

Area support B-24's bombing Laon and Juvincourt Flying P-47 QI
Major Cooper led an area patrol from 0643 to 1045, the Group patrolled the Evreux-Paris- Argentan area, a flight of the 359th strafed Illiers L'Euegne Airfield and damaged some trucks and a He 111. Ogden flew with the 361st on this mission.

July 31st 1944

Area Support MEW in Belgium, Led 359th Squadron. Flying P-47 OC-U

Major Vogt led an area patrol from 1002 to 1308, the Group swept the Namur-Laon- Amiens- Paris-Dieppe area.

Ogden notes: *Summary for July Operational 41.00- Training 4.10- Admin 19.15*

August 1st 1944

Area Support NW of Paris Flying P-47 QI-I

Lt Col Tukey led a Type 16 Control from 1347 to 1734, flying to the Beauvais-Paris area. Ogden flew with the 361st.

August 2nd 1944

Bombing and Strafing Amiens to Paris Led 360th Squadron. Flying PI-C

Major Thorne led a dive-bombing mission from 1744 to 2042, the Group flew to Clermont making these claims, the 359th scored some hits on a bridge and damaged a train, the 360th hit a Marshalling Yard at Clermont and damaged 15 railcars plus hitting a bridge.

The 361st gave cover, whilst doing this Lt Swift and Lt Hall collided, both however made it home. Ogden writes, *Landed at Debden on return, 300' at base.*

August 3rd 1944

Bombing Airfield at Mons

Lt Col Bacchus led a MEW Control from 1811 to 2050, landfall was in the Knocke area and all three squadrons made attacks against ground targets. The 360th and 361st hit an airfield near

Chievres and left fires among the hangers and buildings. The 359th bombed a Marshalling Yard near Namur and recorded a few hits.

August 5th 1944

Penetration Target Withdrawal Support Dollbergen and Nienberg.

Lt Col Bacchus led a withdrawal support from 1027 to 1447, the bombers were picked up south of Hamburg. One squadron swept to the east of Wittenberg while the others broke at 1335 over the Zuider Zee. A Me 410 or Me 262 was chased but not caught, a section of the 361st strafed near Zwolle and claimed 2 locos destroyed. Ogden flew with the 360th on this day.

August 7th 1944

Cover for Zemke and P-38's bombing oil dump Led the 359th Squadron.

Major Thorne led a penetration target withdrawal support from 0905 to 1206, R/V with the B-24's came at 1020 at Turnhout and they were left west of Brussels.

** Col Hubert Zemke was the Co of the 56th Fighter Group known as 'The Wolfpack'

August 8th 1944

Area Support for B-24's bombing Marshalling Yards North of Paris.

Major Cooper led an area patrol from 1207 to 1510, targets in the Amiens-Beauvais area were hit, most of the 359th dropped their bombs on a marshalling yard at Achet le Grande then strafed a string of railcars and the 361st attacked targets near Arras.

Total claims ran to 7 locos destroyed 11 damaged, 6 railcars destroyed 113 damaged 2 vehicles destroyed 6 damaged along with 5 flak towers. Ogden flew with the 360th.

August 15th 1944

Lt Col Tukey led an area support for RAF bombers from 0959 to 1335, landfall was near Schouwen at 1046 and the Group split up to patrol airfields while the bombers unloaded.

The 359th covered Volkel, the 360th Gilze-Rijen and Eindhoven, and the 361st Soesterberg and Deelan. After this some 361st pilots strafed in the Tillburg-Breda area claiming 6 locos destroyed with 2 damaged along with 15 railcars and a radar station. Ogden led the 361st Squadron on this day, and this was his last operational mission completing his tour of 85 operations with the 356th Fighter Group, returning to the USA at the end of August 1944.

Later in the day, Captain Ogden flew the '*Eager Eagle*' one last time, 'buzzing' Walt Dillon (Air Controller) in his tower at 65 feet and then pulling up to 4000 feet.

The last entries in Ogden's log-book show his summary for August 1944, Operations 26.40 - Training 1hr - Admin 3.45, making a grand total of 1047 hrs 40 minutes. At the end of his 'tour' Captain Ogden returned home to the USA on 2nd September 1944, having been decorated 3 times with the Distinguished Flying Cross along with 4 Air Medals. Hal Ogden spent the last few months of that year as an instructor.

In 1945 he attended Columbia University and, in 1946 taught English for one year and Physics for two years aback at West Point. During 1949-53 as a Major, he lectured on atomic weapons at Sandia Base, New Mexico, with the Armed Forces Special Weapons Project. Between the years 1953-55 Major Ogden was stationed at HQ Tactical Air Force Base, at Randolph, Texas, flying the *Shooting Star F-80* and T-33, *Republic Thunderjet F-84E*, and *Sabre F-86F*.

From 1955-57 he was in Paris, attached to the Supreme Headquarters Allied Powers in Europe (*SHAPE*).

During this period Hal Ogden flew C-47's to keep his flying current and earned a 'second stripe' in the *Caterpillar Club*.

Flying into a thunderstorm on one trip, the windscreen of the aircraft was shattered, with debris ruining the ignition system causing both engines to stop. All three airmen onboard managed to escape using their parachutes, and in 1958 Ogden received the Commendation Medal for this incident.

From 1957-58 Ogden was posted back to England for an attachment to the RAF as Director of Material with the 81st Tactical Fighter Wing. In 1958 he returned to the USA as Chief of Maintenance with the 31st Tactical Fighter Wing and then deputy for Material with the 831st Air Division at George Air Force Base California, until 1963.

In 1964 Ogden again returned to England as the Deputy Commanding Officer (Military Assistance Training) with the 20th and 48th Tactical Fighter Wings attached to the RAF.

By 1967 'Hal' Ogden had passed the point called '*45 and 22*' (22 years service at 45 years), which usually meant combat flying was to cease. From the late 50's early 60's the USA had been 'advisors' with the war in Vietnam but by 1965 had sent in combat troops, backing this up with various air operations. Harold Ogden saw this as an opportunity to still be involved in combat flying, and volunteered for duty. He was assigned in October 1967 as the

senior advisor to the Vietnamese Air Force, and took part in combat missions during the Tet Offensive of 1968, flying the *Northrop F-5*, *A-1 Skyraider*, *O-1 Bird Dog*, and *Cessna U-17*.

He added to his WW2 decorations with the Legion of Merit, a Distinguished Flying Cross, and two Air Medals, along with two Air Commendations.

Hal Ogden returned to the USA, and was assigned as Deputy Chief of Staff for Material at HQ Tactical Fighter Wing, Nellis Air Force Base, Nevada before retiring as a Colonel in October 1970.

Hal became a successful real estate broker, retiring in 1986; building a home with his wife Nonnie on the fairway of the Horizon Golf Course, 20 miles east of El Paso, Texas. They enjoyed life with their 2 sons and 3 grandchildren, becoming great travellers, making frequent trips to South Africa and Europe.

Harold Ogden was a modest yet outstanding combat fighter pilot who flew just about every fighter aircraft of his time, and who excelled in service to his country. He died on the 3rd June 2000, was cremated and inurned in West Point Columbarium, West Point, New York.

The final totals for the 356th Fighter Group in WW2 were as follows:-

407 missions, with claims of 200-23-79 Aerial and 77-113 Ground Victories. Approximately 278-179 Loco's, 306-2388 Rail-Cars, 263-229 Vehicles, plus numerous Barges, Tugs, Flak Towers and other ground targets destroyed or damaged.

59 Pilots were KIA, 43 were captured (10 evaded) 3 picked up by ASR

The following claims of aircraft, transport, buildings destroyed/damaged by Ogden are taken from his flying log-book and those shown in the diary of the 356th Fighter Group as noted in the excellent book by Kent D Miller, '*The 356th Fighter Group in WW2*'

25.2.44 2 Me 109's Damaged in Air Combat (Shared)

15.3.44 3 Loco's, 5 Railcars, 1 Truck 1 Flak Tower Destroyed (Shared)

1.4.44 1 Me 410 Destroyed on the ground 2 Loco's Destroyed (Shared)

8.4.44 1 Do 217 Destroyed on the Ground (Shared) 1 Flak Tower, Gun Emplacements, Autos, Buildings, Damaged.

11.4.44 Damaged various Buildings/Autos

13.4.44 1 Me 110 Destroyed on the Ground 2 others damaged (Shared)
23.4.44 1 Go 242 (Heavy Transport Glider) & 1 He 111 Damaged on the Ground (Shared)
27.4.44 1 FW 190 Destroyed in Air Combat (Shared)
6.6.44 1 Train Destroyed by bomb dropped, 1 Train Destroyed by Machine Guns, 6 Rail Trucks Destroyed, 4 Damaged (Shared)
7.6.44 8 Oil Trucks Destroyed (Shared)
8.6.44 1 Loco Damaged, plus Damage to Armoured Column
10.6.44 40 Rail Trucks, 2 Rail Cars, Destroyed (Shared)
22.6.44 Strafed and Damaged two Vehicles and Rail Cars (Shared)
28.6.44 1 Loco and 8 Rail Cars, Damaged (Shared)
8.7.44 1 Loco Destroyed, 50 Rail Cars, Damaged (Shared)
2.8.44 Damaged Bridge and Damaged 15 Rail Cars (Shared)

The criteria for Awards and Decorations in the USAAF as of 29th November 1942 were determined by the destruction of Enemy Aircraft (both in air combat and on the ground) or the number of sorties flown. In some cases these were combined to justify the recommendation of the award. It will be seen that the destruction of the first enemy aircraft is equal to that of 10 Fighter Sorties.

Destruction of Enemy Aircraft

1st Enemy Aircraft Destroyed	Air Medal Awarded
2nd " " "	Oak Leaf Cluster on AM Ribbon
3rd " " "	" 2nd " " " " "
4th " " "	" 3rd " " " " "
5th " " "	Distinguished Flying Cross Awarded
10th " " "	Oak Leaf Cluster on DFC Ribbon
15th " " "	" 2nd " " " " "

Sorties

10 Fighter Sorties	Air Medal Awarded
20 Fighter Sorties	Oak Leaf Cluster on AM Ribbon
50 Fighter Sorties	Distinguished Flying Cross

The Distinguished Service Cross was awarded for persons serving in any capacity who distinguish themselves by extraordinary heroism in connection with military operations.

The Silver Star was awarded to each enlisted man or officer who is cited for gallantry in action in orders published by the Eighth Air Force HQ or a Higher HQ, which citation does not warrant the award of the Merit of Honour or the Distinguished Service Cross.

The Distinguished Flying Cross was awarded to any person who, while serving in any capacity with the Air Corps of the Army of the US, has distinguished or shall distinguish himself by heroism or extraordinary achievement while participating in aerial flight.

The Air Medal was awarded to any person who while serving in any capacity in the Army, Navy, or Marine Corps has distinguished himself by meritorious achievement while participating in aerial flight.

With these criteria in mind Captain Ogden at the end of WW2, would have been entitled to wear the Distinguished Flying Cross, the Air Medal and Three Oak Leaf Clusters, the Silver Star, the Air Force Commendation Medal, the Air Force Good Conduct Medal, the Defence Service Medal, the American Campaign Medal, the European-African-Middle Eastern Campaign Medal, the Victory Medal 1945, the National Defence Service Medal, the Armed Forces Expeditionary Medal.

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