[redacted]

Departed at 1-2000, seven railway cars destroyed enroute to Kiukiang at 1-2500. Breaks were cut at a choke point at 1-2500. One of our aircraft was destroyed but the pilot, Lt. Gilbert, 1. reported safe. There was 10/10 cloud cover, 2 - 3,000 feet bottoms, and tops 6 - 9,000 feet.

DATA

	Attacks	Enemy Casualties	Damage
Gun Positions	2		1
Bridge			1
Buildings	3		1
Gasoline Tanks			1
Y Transport	6		
Railroad Cars	7		10
Breaks Cut	3		

[redacted]

1183

THIS DOCUMENT CONTAINS

[illegible] Division No. [illegible]
[illegible] November 1944

[illegible] Operations Order No. [illegible]
[illegible]
Group Report

[illegible] Lt. [illegible]
Lt. [illegible]
Lt. Robinson
Lt. [illegible]

[illegible] Lt. [illegible]
Lt. [illegible]
Lt. [illegible]
Lt. [illegible]

Fellow [illegible] Lt. [illegible]
Lt. [illegible]
Lt. Henry

[illegible] squadron left [illegible] at 1[illegible], over [illegible] at 1210 [illegible] 1-[illegible]. [illegible] the [illegible] about [illegible] -[illegible], [illegible] flak [illegible] -277[illegible] [illegible] -[illegible]. [illegible] -[illegible]. [illegible] Hamburg. [illegible] the [illegible] the [illegible] bombs were dropped on wheel-house [illegible] the [illegible] classes. [illegible] were [illegible] about [illegible] -1[illegible] [illegible] -1937. [illegible] destroyed [illegible] buildings and gas [illegible] -1938. [illegible] were lost [illegible] transport were damaged. [illegible] -2770. [illegible] destroyed, [illegible] -1937. [illegible] left the area, [illegible] fire and exploding. [illegible] 10 cloud cover, [illegible] 6,000 feet [illegible] visibility 10 miles.

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 244 Sqdn 207
16 December 1944

Air operations against No. 17, 30, [illegible]
Road 37. [illegible]
Three fighters attacked these

1

White: Lt. Gallagher, W/O Wooten, Lt. Stile, Lt. Waldron

Red: Lt. Peet, W/O Horst, Lt. Armstrong, Lt. Hall

Yellow: Lt. Lowry, Lt. Pierce, Capt. Hendrick, Lt. Levell

2

Capt. Dixon, Lt. Kendall, Lt. Weinrich, Lt. Little Joe, Lt. Wilke, Lt. Morris, Lt. Mitchell, Lt. Pickles, Lt. Mullins, Lt. Mitchell, Lt. Hunter, Lt. Freeland, Lt. Williams

3

White: Col. Wilson, Lt. Archer, Lt. Williams, Lt. Hewerer, Lt. Hunter, W/O Leland, Lt. Hirsle, Lt. Telescoon

Lt. Gallagher led the first fighter body which took-off at 0945, going over the target area from 1030 to 1110 and landed at 1130 hours. The squadron carried (see 1a) bombs, 2 each, and dropped all of them in the target area. Light bombs were dropped on two locomotives and 30 cars which were heading east. 15 cars and 1 locomotive were destroyed and the tracks were in three places at R-0871 and 2 railroad cars were [illegible]. Four houses were damaged and W/O at Vera [illegible]. 4 locomotives and 41 cars were damaged in [illegible]. [illegible] were damaged [illegible] Hewerer cars at R-0171. [illegible] R-4087, 15 cars were [illegible]; 4 [illegible] were damaged [illegible] and 1 [illegible] were damaged. [illegible] were damaged at R-4387. 2 [illegible] were damaged at R-[illegible] and 1 locomotive and 2 cars. 4 bombs were dropped at R-4063 causing [illegible] and 1 light flak gun. 1 locomotive and 1 [illegible] locomotive were damaged [illegible] at R-[illegible]. [illegible] were dropped on a factory at R-4[illegible]. [illegible] R-[illegible], 2 bombs [illegible] were dropped on a blow di[illegible] new bomb. [illegible] R-[illegible], out of 4 [illegible] vehicles, 2 were destroyed, 1 was [illegible] and 1 [illegible]. 2 bombs were dropped by [illegible] at R-[illegible]. The artillery piece was [illegible] by [illegible] in the same area. At R-[illegible], 3 cars were damaged and 2 were destroyed leaving 6 damaged. 1 enemy jet plane was observed in the vicinity of Jere-[illegible]. 30 [illegible] at 1500 feet were observed at [illegible] also 3 light flak guns. Erets like [illegible] at R-[illegible] were also seen. The flak was light; located at R-[illegible], R-[illegible], R-[illegible] and 3 miles south of [illegible] heavy in the entire area at 600 feet, [illegible]. 4 [illegible] balloons were on the ground at R-[illegible].

[redacted]

[redacted]

[illegible] Squadron [illegible], 12 December 1944 (Contd)

[illegible] in which had the Moselle Region today [illegible] 1-75[illegible] hours. Action instructions and briefing [illegible] were received. 13 bombs were dropped in the moselle [illegible] of our circuit. In of the [illegible] 2 bombs were [illegible] 1-71[illegible] which hit in the woods. The flak was light and heavy at [illegible]

The entire mission was led by Lt. [illegible] with [illegible] took-off at 1[illegible] hours over the briefed area from 1500 to 1600 and landed at 1[illegible] hours. While [illegible] a reconnaissance of railroad traffic between Neustadt and Landsmuhl. The marshalling yards at [illegible] were bombed with 16 bombs and then strafed. In the [illegible] direct hits on the tracks. 20 coal cars were hit in the yard. 4 near-misses ([illegible] were scored in the [illegible] hit outside. 4 hits were scored in the [illegible] were destroyed. 1 locomotive blew up and it was also damaged. The rails were cut. 4 bombs were dropped on locomotive at 1-[illegible]. At 1-[illegible] 1 locomotive was destroyed, [illegible] and 4 to 5 cars were also damaged. 4 barges were sunk and damaged at 1-[illegible]. 1 locomotive and 12 cars were damaged by strafing at 1-[illegible]. The train was hooded with light flak positions on the train. There were 4 light flak units at 1-[illegible] and the flak was light and moderate at 1-[illegible]. 1 enemy jet plane was observed going West at altitude of 30,000 feet.

Colonel Clifton led the last mission today which took-off at 1615 being over the briefed area from 1500 to 1600 and landed at 1700 hours. 9 aircraft from the 366th Fighter Squadron, this group, flew with our squadron this mission. The following was observed: 3 Me 109's at Germersheim; 8 trains in a marshalling yard at Neustadt; 30 barrage balloons at Germersheim at 7,000 feet; explosions in Landsmuhl, and 1 barge in the Rhine at 1-4771. 8 bombs were dropped in the marshalling yards in Neustadt scoring 4 hits in the yard causing explosions damaging the yards. 4 bombs were dropped on a train going south at 1-4165 and damaged 1 locomotive. 1 Me 109 was destroyed by Lt. Weldoon on the deck at Germersheim. 2 Me 109's disappeared going due West. 2 bombs were dropped on a river dock at 1-3250. 2 bombs were dropped on a marshalling yards at 1-4573, with 70 cars and 2 locomotives in it and 1 locomotive and 10 cars were destroyed with 2 direct hits. 2 bombs dropped on barges at 1-5365 but no hits were observed. Three guns were bombed at 1-4768 and then strafed, scoring 2 direct hits and the three were destroyed. They bombed a train with 1 locomotive and 40 cars at 1-3465 scoring 2 direct hits and 2 near misses destroying 10 cars. The flak was as follows: heavy, moderate at Neustadt; heavy, moderate at 1-3330; heavy, moderate 5 to 10 miles East of Landsbyhelm, and light and moderate at 1-3465.

[redacted]

[redacted]

[illegible] Motor, 15 Dec [illegible] Line (3 [illegible])

[illegible] 16 [illegible] 1944	[illegible]	[illegible]
Planes (in air)(1 e 109)	1--Lt. Vollmcon	
Locomotives	4	11
Railroad Cars	63	76
Flak Guns	4	3
Rails Cut	9	0
Motor Transportation Vehicles	5	0
Buildings	4	1
Barges	0	4

[redacted]

Missions No. 383 thru 391,
17 December 1944

[redacted]

Air Operations Orders No. 96, 17, 30 & 98.
Armed Recce and Dive Bombing

	#1	#2	#3	#4
Y	Lt. Haehnlein	Lt. Stalnaker	Lt. Oliven	Maj. Hachler
	Lt. Gagelino	Lt. Heinig	Lt. Gruber	Lt. Ingland
	Lt. Gilpatrick	Lt. Gilbert	Capt. Hamilton	Lt. McPherson
	Lt. Stepanek	Lt. Smith, R.L.	Lt. Lovell	Lt. Allard
R	Lt. McPherson	Lt. Brown	Lt. Morris	Lt. Hellellen
	F/O Hurst	F/O McCord	Lt. Hamrick	Lt. Hannold
	Lt. Allard	Lt. Grimie	Lt. Scherer	Lt. Fehrlein
	Lt. Hughes	Lt. Veldboon	Lt. Wilke	Lt. Leety
T	Lt. Hannold	Lt. West	Lt. Manning	
	Lt. Kyhen	F/O Lyvis	Lt. Gagelino	
	Lt. Ingland	Lt. Trunetti	Lt. Gilpatrick	
	Lt. Williams	Lt. Hall	Lt. McPherson	
	Lt. Morris			
	Lt. Wilke			
	Lt. Scherer			
	Lt. Hamrick			

Lt. Haehnlein led the first mission today that took-off at 0810 being over the target area from 0915 to 0915 and landed at 0947 hours. Their main target was a dam at Q-8878 where they dropped 60 (1,000 lb) bombs scoring 2 direct hits and 1 near miss on western side of the dam about 15 feet from it. The majority of the misses on the north side of the dam were on a hill. 1 check dam was strafed and damaged at Q-8387. 1 train was strafed at Q-8472 with 50 to 75 cars in the yard also 3 locomotives and they destroyed 1 locomotive and damaged 2. 1 train was strafed at Q-8221; the locomotive blew up and 3 cars were damaged. The train was heading East. 1 train was strafed at Q-3471 damaging 1 locomotive and 10 railroad cars. 2 bombs were dropped on a bridge at Q-837879 scoring hits in the muddy bottom of the river 15 feet from the steel supports and damaging the bridge. 1 train heading West at Q-8423 was strafed and 20 cars of which 8 were damaged. 1 train was strafed at Q-8072 heading West and 1 locomotive was damaged. Four trucks heading West at Q-7767 was strafed and 1 was damaged. The flak was light, moderate at Q-8469; heavy, weak over Zweibrucken; light, weak at Q-8472, and light and moderate at Q-8471.

Lt. Stalnaker led the second mission today that took-off at 1052 being over the target area from 1135 to 1230 and landed at 1257 hours. The squadron contacted Stables, Elite, Fox, and Sewage. No targets were given the squadron so they went on an armed recce. At R-2450 our motor transportation and troops displayed panels. There was a marshalling yards at R-2355 with 50 cars in it. Bellons were put up at Germersheim 3 to 5,000 feet and there was 30 of them. Enemy vehicles were going North at R-2160.

1188

[redacted]

Squadron History, 17 December 1944 (Cont'd)

8 bombs were dropped on the marshalling yards at R-3070 cutting the tracks, destroying 4 railroad cars and damaging 1 locomotive. Four vehicles were destroyed at R-2357 and 1 damaged by strafing. One staff car was destroyed by strafing at R-4530. Eight bombs were dropped on 2 trains at R-4575 destroying 1 locomotive. They looked like repair trains. 6 bombs were dropped on a train at R-3079, cutting the rails in 2 places and destroyed 1 locomotive. 2 bombs were dropped on a train at R-3570 but no hits were observed. One vehicle was damaged by strafing at R-2567. The flak was moderate, accurate and heavy at R-3347; moderate, heavy, and light and accurate throughout the target area, and intense, heavy and accurate at R-2855.

Lt. Given led the third mission today that took-off at 1555 being over the target area from 1630 to 1730 and landed at 1800 hours. At 1500 hours the squadron was bounced by 20 Me 109's which were at 12,000 feet, 5 miles south of Speyer. The squadron was on their way to run an armed recce on rail traffic between Rastatt and Mannheim before they were bounced. 28 bombs were jettisoned and 2 were returned. 1 dogfight took place at 12,000 feet and the other at 3,000 feet. The dogfight lasted 20 minutes in which time 2 Me 109's were destroyed and 1 Me 109 probably destroyed. Lt's Given and Lovell destroyed 1 each and Captain Meshick probably destroyed one. The enemy aircraft fled going East. 1 large oil fire was observed on the East bank of the Rhine across from Strasbourg. 1 P-38 was in the area of the dogfight throughout encounter at 15,000 feet and then went Southwest at the end of the flight. The flak was heavy, moderate, light and weak at R-2560; light, moderate at R-5075 and heavy, weak and light, weak from Landau to Speyer.

Major Hackler led the last mission today that took-off at 1455, being over the target area from 1530 to 1630 and landed at 1635. 4 ships from the 365th Squadron and 4 ships from the 367th Squadron flew with our squadron on a special dam busting and armed recce mission. 32 bombs were dropped scoring 5 direct hits cracking the dam and water was seen to be coming over the side of it. 3 trains were in a marshalling yards at R-8268 loaded with dump cars. They strafed 20 barracks at R-9068 but observed no hits. There was a lot of enemy vehicles moving Northeast around the area of R-9075. The flak was weak, accurate and light at R-9768 and weak, accurate and light at R-9075. The following destruction was by strafing: 1 vehicle destroyed at R-3768; 1 vehicle destroyed at R-3772; 20 cars (railroad) destroyed at R-9075; 1 factory damaged at R-9075; 7 vehicles destroyed at R-9276; 6 vehicles damaged at R-9276; 2 vehicles destroyed at R-9479; 1 flak gun damaged at R-9075; 20 buildings damaged at R-9075; 1 vehicle destroyed at R-9074 and 2 damaged; 5 vehicles damaged at R-8469; 7 railroad cars damaged at R-9271 and 3 vehicles destroyed at R-9268.

[redacted]

Squadron History, 17 December 1944 (Cont'd)

[illegible] 17 [illegible] 1944	[illegible]	S/D	[illegible]
Planes in Air (Me 109's)	8	1	0
Dams	0		3
Bridges	0		1
Locomotives	4		6
Railroad Cars	14		50
Rails Cut	3		
Motor Transportation (vehicles)	20		13
Buildings & Sheds	0		31
Flak Guns	0		1

1190

Missions No. 338 thru 334
10 December 1944

Air Operations Orders No. 10, 12,
[illegible]
Armed Recce and Close Support

1	2	3
Lt. Mitt, W.F.	Lt. Tiven	Lt. Bollacker
F/O Sexus	Lt. Bonnoliso	Lt. Kline
Lt. Allard	Lt. Dehling	Lt. Ostrer
Lt. Hall	Lt. Stagenack	Lt. Hardick
Lt. Donnald	Lt. Kost	Lt. Gilbert
Capt. Hensleck	Lt. Hughes	F/O Bedard
Lt. Lovell	Lt. Robertson	Lt. Hinnie
	Lt. Brunetti	Lt. Feldboon
Lt. Gilbert	Lt. Lehrlein	Lt. Mitt, W.F.
Lt. Dehling	Lt. Geiger	F/O Sexus
Lt. Johnson	Lt. Billings	Lt. Allard
Lt. Mitt, W.F.	Lt. Tayler	Lt. Hall
Lt. Brown		
F/O Bedard		
Lt. Hinnie		
Lt. Feldboon		

Lt. Mitt, W. F., led the first mission today which took-off at 0838 being over the briefed area from 0900 to 0940 and landed at 1003 hours. They dropped 30 (1,000 lb Semi-armor-piercing) bombs on the dam scoring 7 direct hits on the top and face of the dam. Our troops were observed to be north of Ritolie. Heavily wooded southeast. There was a great deal of mill bombs in the area and a underground supply depot at [illegible]-9470. The following is the results of strafing: 2 locomotives [illegible] [illegible]-8078 and in the area; 6 railroad cars damaged; 1 locomotive destroyed; 7 ammunition trucks destroyed; 6 trucks damaged; 1 flak position damaged; 4 vehicles destroyed; 1 vehicle damaged, [illegible] flak positions damaged. The flak was light, inaccurate, intense, heavy at [illegible]-8078 and inaccurate, heavy at [illegible]-8435.

Lt. Tiven led the second mission today which took-off at 1105, being over the briefed area from 1130 to 1210 and landed at 1245 hours. Little tunnel damage over 50 feet in Sarlie at [illegible]-7535. Lehrlein Sarlie restored. Smoke was put on the target and the explosion severed the tracks, bombs were [illegible] and strafed. The town was destroyed. It had 20 to 30 buildings in it. No other results were observed but they completely covered the area. Our troops were 2 miles southwest of Ritolie. The bombs were well distributed. There was a supply train with 20 cars [illegible] at [illegible]-8171 carrying truck and supplies. [illegible] were observed on track at [illegible]-3278. The flak was accurate, light and heavy, accurate at [illegible]-7530 and inaccurate, light, accurate at [illegible]-8478. They shot up our [illegible] only then turned over their target. [illegible] at [illegible]-7530 the following results were observed: 1 flak position damaged; 1 vehicle destroyed; 1 vehicle damaged; 3 buildings destroyed; 1 [illegible] damaged; 1 more [illegible] vehicle destroyed [illegible] at [illegible]-7[illegible] the following

[redacted]

[illegible]

[illegible]

[illegible]	[illegible]	[illegible]
[illegible]	0	4
[illegible]	1	14
[illegible]	3	0
[illegible]	4	0
[illegible]	1	27

[redacted]

[illegible]

[illegible] 19 December 1944

[illegible] Air [illegible] Close Support [illegible] C. 1[illegible]
[illegible] 1[illegible]
Close Support

[illegible]

[illegible]	[illegible]	Lt. Gilbert	Yellow [illegible]
Lt. [illegible]		Lt. [illegible]	Lt. [illegible]
Lt. [illegible]		Lt. [illegible]	Lt. [illegible]
Lt. [illegible]		Lt. [illegible]	Lt. [illegible]
		Lt. [illegible], U.S.N.	[illegible]

Lt. Gilbert led the flight which took-off at 1[illegible] hours over the Bristol [illegible] from 1410 to 14[illegible] and landed at 1[illegible]5 hours. It was a close support mission. Lieut. Gen. [illegible] the squadron to [illegible] at 1-2[illegible]-09 where they released 20 [illegible] scoring 50 direct hits. The target was well [illegible] by fire [illegible]. Every house in the [illegible] quarter and the [illegible] buildings were [illegible] as far as what is could not be [illegible]. The squadron should [illegible] 40 buildings destroyed and [illegible] damaged. [illegible] released [illegible] at 1-[illegible] and [illegible] 1 [illegible] buildings [illegible] 8. [illegible] artillery [illegible] being [illegible] in [illegible], also [illegible] been [illegible]. [illegible] were [illegible] by our [illegible]. I have [illegible] the [illegible] it was believed to have been in [illegible]. [illegible] Army, in [illegible] [illegible] in [illegible] to 1-[illegible].

[illegible] 19 [illegible] 1944	[illegible]	[illegible]
Buildings	45	5

DO NOT REPRODUCE

and 2 tracks were cut.

366TH FIGHTER SQUADRON
APO 374 U.S. Army

23 December 1944.

STATEMENT

Our Squadron was proceeding home on a heading of 195 degrees and I was flying Red Two. I had looked at nine o'clock high and had seen four P-47's but hadn't called them in because of recognition. The next thing I saw was an element of two make a short burst from 7 o'clock, diving, on Bookworm leader and I saw smoke come out of Bookworm leader's plane which was in a shallow dive. I followed my flight leader and he got one down on the deck. As he was turning to the right I got good lead but I didn't fire because of my leader. Next thing I knew one was firing at me and I broke and he made a head on pass at me up off the deck and I saw tracers in front of my nose. I turned as he hit the deck with black smoke coming out of his engine which I believe was due to water injection. He lead me over a city and then throttled back. As I gained I gave him a short burst and saw his right wheel come down about 1/4 of the way. I gave him another burst and his right wheel came down 1/2 way and his left about 1/4 of the way. As I gave him my third burst he had slowed down considerably and I chandelled up to the right because I had too much speed. He pulled back and tried to shoot at me and the plane did a snap to the right and he spun in from 500 feet. My gas was pretty low and I called in for a homing. This plane had a white nose and white tail, was O.D. in color and had white stripes on his flaps which I believed was the bottom of a German cross.

Domenic A. Coppolino
DOMENIC A. COPPOLINO,
2nd Lt., Air Corps.

[illegible]

[redacted]

Mission No. [illegible] [illegible] 24 December 1944 — [illegible] Orders No. 13, [illegible]

[illegible] [illegible], [illegible] Squadron [illegible].

	I	II	III
White	Lt. Given	Lt. [illegible]	[illegible]
	Lt. [illegible]	F/O [illegible]	Lt. [illegible]
	Lt. [illegible]	Capt. [illegible]	Lt. [illegible]
	Lt. [illegible]	Lt. [illegible]	Lt. [illegible]
[illegible]	Lt. [illegible]	Capt. [illegible]	Lt. [illegible]
	Lt. [illegible]	Lt. [illegible]	F/O [illegible]
	Lt. [illegible]	Lt. [illegible]	[illegible]
	Lt. [illegible]	Lt. [illegible]	Lt. [illegible]
Yellow	Capt. [illegible]	Lt. Albert	Lt. [illegible]
	F/O [illegible]	Lt. [illegible]	Lt. [illegible]
	Lt. [illegible]	Lt. [illegible]	Lt. [illegible]
	Lt. Jones	Lt. [illegible]	Lt. Williams

Lt. Given led the first mission today, took off at [illegible], being over the target from [illegible] to [illegible], landing at [illegible]. [illegible] attacked by 4 of our aircraft [illegible] 1 [illegible]. At [illegible]-77[illegible] there were 7 [illegible] the locomotive [illegible] in the marshalling yard. [illegible] bombs were dropped and they [illegible] 1 locomotive and [illegible] car [illegible] 2 cars. They then dropped [illegible] bombs on a train with 10 or 1[illegible] [illegible] [illegible] direct hits [illegible] 8 and 1 locomotive. [illegible] and damaged. 4 bombs were dropped [illegible] the rails were cut. [illegible] at [illegible]-790[illegible]. There were [illegible] locomotive in the [illegible]. 1 locomotive and 3 cars were destroyed by direct hits [illegible] strafing [illegible]. A large explosion was observed [illegible] believed to have been [illegible]. [illegible] were dropped on [illegible]-7[illegible] started east with 1 locomotive and 12 coaches. [illegible] [illegible] [illegible] [illegible] [illegible].

Lt. [illegible] led the second mission today, took off at 1[illegible], being over the target from [illegible] to [illegible], landing at 1[illegible] hours. [illegible] observed on the [illegible] cars. 12 trucks were observed [illegible] in both directions. 8 bombs were dropped [illegible] at [illegible]-8717 and they damaged [illegible] cars. 12 [illegible] strafing [illegible].

[redacted]

[redacted]

[illegible] December 1[illegible] [illegible]

[illegible]

[illegible]

[illegible] 4 [illegible] 1[illegible]	[illegible]	[illegible]
[illegible]		1
[illegible]		[illegible]
[illegible]	[illegible]	1[illegible]
[illegible]	[illegible]	
[illegible]	2	
[illegible]		5

[illegible]: [illegible]

[redacted]

[illegible] CLASSIFIED

[redacted]

[illegible] 17, [illegible]

[illegible]

[illegible] [illegible]

	[illegible]	[illegible]	[illegible]
[illegible]	Lt. [illegible]	Lt. [illegible]	Lt. [illegible], Jr.
	Lt. [illegible]	Lt. [illegible]	F/O [illegible]
	Lt. [illegible], Jr.	F/O [illegible]	Lt. Robertson
	Lt. [illegible]	Lt. [illegible]	Lt. Allard
Red	Lt. [illegible]	Lt. Gilbert	Lt. Leary
	Lt. [illegible]	Lt. [illegible]	Lt. [illegible]
	Lt. [illegible]	Lt. [illegible]	Lt. [illegible]
	Lt. [illegible]	Lt. Halloran	Lt. [illegible]
Yellow	Lt. [illegible]	[illegible] Bergert	Lt. [illegible]
	Lt. [illegible]	Lt. Cornelius	Lt. [illegible]
	F/O [illegible]	Lt. [illegible]	Lt. [illegible], Jr.
	Lt. [illegible]	Lt. Johnson	

Lt. [illegible] [illegible] [illegible] hours. [illegible] marshalling yard, [illegible] 1 locomotive. 1 train [illegible] locomotive [illegible] [illegible] marshalling yard [illegible] direct hits [illegible] locomotive [illegible] [illegible] locomotive [illegible] [illegible] severely damaged. [illegible] marshalling yard [illegible] [illegible] as follows: [illegible]

Lt. [illegible] [illegible] hours. [illegible] marshalling yard.

[redacted]

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible]

[illegible]

THIS PAGE IS UNCLASSIFIED

[redacted]

[redacted]

[redacted]

[redacted]

1206

Missions No. 351 & 352
29 December 1944

Air Operations Order Nos. 16 & 18.
XII TAC
Armed Recce

	#1	#2
White	Colonel Tipton Lt. Wayham Lt. Williams Lt. Lovell	Lt. H.J. Smith F/O Horst Lt. Roberson
Red	Lt. Scherer Lt. Weinnig Lt. R.E. Smith Lt. Hamrick	Lt. Brunetti F/O Bayus Captain Hillis Lt. Graber
Yellow	Lt. Manning Lt. Coppolino Captain Hergert Lt. Birnie	Lt. Gilbert Lt. Allard Lt. Halloran

The squadron led by Colonel Tipton took-off at 1230, over briefed area from 1310 to 1357 and landed at 1422. Twenty-three 500 pound GP, eleven WP and five frag bombs were carried on the mission. Enemy flak was weak light and inaccurate. Over 30 rail cars were seen at M-068295 which appeared to be abandoned. Over 30 box and flat cars partially covered with snow were seen at L-9017. The primary target was a supply dump at M-0200 where all the bombs were dropped destroying about 85% of the target. About fifteen supply buildings were destroyed mainly in the west part of the area causing a large fire and explosion. Two motor transport were also destroyed at this point. There were broken clouds at 3-4,000 feet over the target, 6-8/10. Visibility was 4-5 miles in the light haze and unrestricted above the haze.

The second mission led by Lt. H.J. Smith took-off at 1535, over the briefed area from 1605 to 1635, and landed at 1700. Each aircraft carried two 500 pound GP's and one WP bomb. Light intense and weak heavy flak was encountered. Six aircraft bombed a marshalling yard at Boas causing two fires and a very large explosion. Twenty cars were destroyed and twenty damaged along with the marshalling yard. Three aircraft bombed another marshalling yard at L-9832. Two fires were left burning, one in the yard and another in a nearby flak position. Lt. Gilbert was forced to make a one wheel landing at the St. Dizier airbase.

	DESTROYED	P/D	DAMAGED
Buildings	15		
M/transport	2		
R/Cars	20		20

Missions No. 353 thru 355
30 December 1944

Air Operations Order Nos.
15, 18, & 21, XII TAC
Armed Recce

	#1	#2	#3
White	Lt. Rice	Lt. Maehrlein	Lt. Given
	Lt. Birnie	Lt. Wilke	F/O Bayus
	Lt. Brown	Lt. R.E. Smith	Lt. Williams
	Lt. Stepanek	Lt. Hamrick	Lt. Graber
Red	Lt. Test	Capt. Hergert	Lt. Scherer
	Lt. Hughes	Lt. Coppolino	Lt. Weinnig
	Capt. Hillis	Lt. Manning	Lt. Allard
	Lt. Hall	Lt. Jones	Lt. Halloran
Yellow	Capt. Nemshick	Lt. Keever	Lt. Rice
	Lt. Wayham	F/O Horst	Lt. Birnie
	Lt. Williams	Lt. Brunetti	Lt. Brown
	Lt. Lovell		Lt. Stepanek

Taking off on an armed recce mission at 0807, the squadron led by Lt. Rice was over the briefed area from 0844 to 0930 and landed at 0952. Each aircraft carried two 500 pound GP and one WP bombs. A great deal of rail activity was observed and attacked. The entire area from Saarbrucken-Oberstein-Bad Kreuznach was loaded with locomotives and box cars heading North and South. A supply depot was attacked destroying over half of it and three fires were left burning. Two trains were attacked damaging two locomotives and destroying a tank car at Q-6683. A locomotive and 10 cars were strafed and damaged at Q-7390. Visibility was from 6 to 8 miles with light haze.

The second mission led by Lt. Maehrlein took-off at 1120, over briefed area from 1200 to 1250 and landed at 1320. The bomb loading was two 500 pound GP's and one WP. A lot of rail activity was observed. L train was partly sheltered in a tunnel near Frankenstein and another at Hochspeyer. Smoke pots were observed at Kaiserlautern. A fort was observed west of Wolfstein with an anti-tank ditch and two pillboxes. Twenty cars were destroyed and fifteen damaged in the St. Wendel marshalling yard. The tracks in the southwest corner were cut. A radar tower was strafed and damaged at L-8911. 40 cars were strafed and damaged at Wolfstein. Five rail cars were damaged at L-7805. 75 to 100 box and flat cars that were loaded with girders and lumber were attacked at Q-8790. Four GP's and 2 WP's were dropped starting a fire, destroying 8 cars and cutting two rails. A truck was strafed at Q-8786.

[redacted]

Squadron History, cont'd., 30 December 1944.

While Lt. Given was leading the squadron between Bad Kreuznach and Bingen, they were bounced by 20 Me 109's with a non-retractable tail wheel on each of them. Claims from the ensuing combat were as follows: Lt. Given, 1 Me 109 destroyed; Lt. Rice, 1 Me 109 destroyed; Lt. Allard, 1 Me 109 destroyed and one Me 109 probably destroyed; Lt. Williams, 1 Me 109 damaged; Lt. Scherer, 1 Me 109 destroyed; Lt. Halloran, 1 Me 109 probably destroyed; Lt. Stpanek, 1 Me 109 destroyed. The e/a finally disappeared into the overcast. Our casualty in this combat was one P-47 damaged, pilot okay. Prior to the enconter with the enemy aircraft, 9 bombs were dropped at M-2557 getting direct hits on seven box cars destroying one locomotive and 10 box cars. A large sxplosion resulted spouting heavy black smoke as if oil were burning. The rails were also cut at this point. Six coaches and one locomotive were damage and the tracks cut. Light weak flak was encountered on the mission. Take-off was at 1435, over briefed area from 1500 to 1600, landed at 1622.

CLAIMS

	DESTROYED	P/D	DAMAGED
Supply depot			1
Locomotives	1		3
Rail Cars	39		61
Buildings			11
Tracks cut	5		
Motor transport	1		
Me 109's	5	2	1

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Missions No. 356 & 357
31 December 1944

Air Operations Order Nos. 15 & 19.
XII TAC
Armed Recce

	#1	#2
White	Lt. Smith, H.J. F/O Horst Capt. Millis Lt. Hall	Major Hackler Lt. Jones Capt. Hergert Lt. Manning
Red	Capt. Nemshick Lt. Wayham Lt. Williams	Lt. Scherer F/O Bayus Lt. Lovell Lt. Graber
Yellow	Lt. Gilbert Lt. Wilke Lt. Smith, R.E.	Lt. Test Lt. Hughes Lt. Roberson Lt. Brunetti

Taking off on an armed recce at 0930 the squadron led by Lt. H. J. Smith was over the briefed area from 1000 to 1100 and landed at 1128 hours. Each aircraft carried two 500 pound GP and one WP bombs. There were many cars in the marshalling yards at Homburg. Eighteen GP's and nine WP's were dropped on forty boxcars and ten flat cars in the Neustadt marshalling yards. The flat cars appeared to have artillery pieces or vehicles on them. Twelve boxcars, two sheds and one factory were destroyed and a fire was left burning in the roundhouse by the WP bombs. Two GP's and one WP were dropped in a tunnel at R-2686 sealing the western end of it with 1 train and 20 to 30 cars hiding in it.

Major Hackler led the last mission today which took-off at 1252 being over the briefed area from 1324 to 1425 and landed at 1440 hours. They ran a armed recce of the Zweibrucken-Neudstadt-Kaiserlautern area. There was a lot of rail traffic observed in the area. Several tanks on flat cars and vehicles loaded with personnel were observed heading northwest. Four GP's and two WP's were dropped on cars destroying 3 and damaging ten of them, at Q-9780. At Q-9677 ten box cars were destroyed and ten damaged by six GP's and three WP's. They dropped two GP's and 1 WP at M-2004 on four boxcars and destroyed two of them. At M-1602, four GP's and 2 WP's were dropped on a locomotive with its steam up and ten boxcars heading west destroying three cars and damaging the locomotive by strafing and one rail was cut. Eight GP's and four WP's were dropped at R-0695 on twenty boxcars and 6 were destroyed and fourteen damaged by strafing. Fifty cars were slightly damaged by strafing in a marshalling yard on the western edge of Kaiserlautern of which 25% were coal cars. Fifteen cars were strafed and damaged at R-0593 and 1 small building damaged.

[redacted]

Squadron History, 31 December 1944 (Cont'd.)

CLAIMS FOR 31 DECEMBER 1944	DESTROYED	DAMAGED
Railroad Cars	36	39
Buildings & Sheds	4	1
Tunnel		1
Locomotives	1	1
Rails Cut		

F.O. 211 VIII Fighter Command 31 December 1944

White Section
" Flight

Major Wertenbaker
McClure
Shook
DeGruchy

Red Flight

Serapiglia
Farlow
Corson
Dian

Yellow Section
" Flight

Underwood
Buckner
Idol
Hamilton

Blue Flight

Kimball
McClellan
Hylen
Krug

Spare:
McDaniel

Sq- F.I. 366. HE
JAN 46 - April 45

[redacted]

DECLASSIFIED
DOD DIR 5200.9

358th FTR GP

366th Sq

DECLASSIFIED
DOD DIR 5200.9

[redacted]

UNCLASSIFIED

9057-68

THIS PAGE IS UNCLASSIFIED

[redacted]

DECLASSIFIED
DOD DIR 5200.9

AIR FORCE:	FIRST TACTICAL AIR FORCE (PROVISIONAL)
COMMAND:	XII TACTICAL AIR COMMAND
WING:	64TH FIGHTER WING
GROUP:	358TH FIGHTER GROUP
SQUADRON:	366TH FIGHTER SQUADRON
DATES INCLUDED:	1 JANUARY 45 TO 31 JANUARY 45.

TABLE OF CONTENTS

DECLASSIFIED
DOD DIR 5200.9

[redacted]

1 2 1 6

THIS PAGE IS UNCLASSIFIED

[redacted]

OUTLINE HISTORY, 366th Fighter Squadron, January 1945.

a. Present designation: 358th Fighter Group, 64th Fighter Wing.

b. Changes in Organization: Negative.

c. Strength: 57 Officers, 247 Enlisted Men.

d. Present Station: A-90, Toul, France since 11 Nov 44.

e. Movements: Negative.

f. Campaigns: Negative.

g. Operations:

(1) Squadron flew 43 missions during the month of January. Missions were of various types with armed reconnaissance in close support of ground troops predominating.

(2) Number of missions, 43 . Number of sorties, 440 .

(3) Outstanding Missions.

(a) Mission of 9 Jan 45 against enemy aircraft.

1. Squadron was on an armed reconnaissance mission when "Elite" told them to run a reconnaissance around Selz where they were bounced by 20 plus Me 109's.

2. Squadron was flying at 9,000 feet when ten Me 109's with fixed tail wheels bounced them as another ten plus stayed up at 15,000 feet and circled. All bombs were jettisoned when bounced and in the ensuing combat 5 Me 109's were destroyed and the rest fled east into the overcast. Squadron suffered no losses or damages.

3. Photographic evidence not available.

(b) Mission of 16 January 45 against town of Offendorf, enemy motor transport and troops.

1. Target of Offendorf was town containing concentration of enemy troops , around town was flak positions and enemy motor transportation.

2. Squadron dropped all their bombs on Offendorf, leaving the town in flames, then strafed vehicles, foxholes and flak positions. Wing commended the squadron on its exceptional job of bombing the town of Offendorf and on the performance of the day's mission as a whole.

h. Leaders of outstanding missions:

Lt Joe W. Teat was the leader of both missions.

[redacted]

(4) Captain Thomas M. Hergert (AM, 1st, 2nd OLC).
Captain Andrew J. Nemshick (AM, 1st, 2nd OLC).
Captain Fred L. Hillis (2nd OLC).
1st Lt Donald O. Scherer, (AM, 1st OLC).
1st Lt Guy N. Veldboon, (AM, 1st OLC).
1st Lt Roy L. Kilpatrick, (2nd, 3rd, 4th, 5th OLC).
1st Lt James E. Morris, Jr. (9th, 10th OLC).
1st Lt Hugh J. Smith, (9th, 10th, 11th OLC).
1st Lt Joe W. Test, (9th OLC).
1st Lt Robert H. Rice, (10th, 11th, 12th OLC)
1st Lt David E. Keever, (11th, 12th OLC).
1st Lt Craig C. McCall (12th OLC).
1st Lt Ernest R. Given, Jr. (13th, 14th, OLC).
1st Lt Charles H. Maehrlein (13th, 14th OLC).
1st Lt Harold L. McClellan, (15th OLC).
2nd Lt Scott R. Allard, (AM, 1st, 2nd, 3rd OLC).
2nd Lt Domenic A. Coppolino, (AM).
2nd Lt George M. Graber, (AM).
2nd Lt James O. Hall, (1st OLC).
2nd Lt Thomas P. Halloran (AM).
2nd Lt Henry H. Jones, (AM, 1st OLC).
2nd Lt Paul M. Hughes, (AM).
2nd Lt Harold D. Wayham, (AM).
2nd Lt John Weinnig, Jr. (1st OLC).
2nd Lt Roy E. Ireland (3rd, 4th, 5th OLC)
2nd Lt Robert A. Perry (3rd, 4th OLC).
2nd Lt Raymond E. Smith, Jr. (3rd, 4th, 5th, OLC).
2nd Lt Stanley J. Stepanek, Jr. (3rd, 4th OLC).
2nd Lt Paul E. Williams, (3rd, 4th, 5th OLC).
2nd Lt Richard T. Birnie, (4th, 5th OLC).
2nd Lt Dofel J. Brunetti, (4th, 5th OLC).
2nd Lt Thomas T. Kilfoyle, Jr. (4th, 5th, 6th, 7th OLC).
2nd Lt. Lyle M. Lovell, (4th, 5th OLC).
2nd Lt Alvin D. Johnson, (5th, 6th, OLC).
2nd Lt Frank C. Hannold (6th, 7th OLC).
2nd Lt Robert M. Leety, (6th OLC).
2nd Lt Wendell J. Roberson, (6th, 7th, 8th OLC).
2nd Lt Stephen A. Manning, Jr. (7th, 8th, 9th OLC).
2nd Lt Elmer R. Brown (9th, 10th OLC).

(a) Mission: Participation in missions flown by this squadron, Armed Reconnaissance, Fighter Sweeps, Patrols etc.

(b) Act: Having completed the required number of missions, sorties, the number of enemy aircraft destroyed.

(c) Award: Air Medal and Oak Leaf Clusters to the Air Medal Previously awarded. Awarded per Par 4, GO #1 Hq XII Tactical Air Command, 4 Jan 45.

~~SECRET~~

THIS PAGE IS UNCLASSIFIED

SECRET

War Diary, 366th Fighter Squadron, 358th Fighter Group, A-90, Toul, France
January 1945.

1 Today is the squadrons second anniversary of activation. Just over one year of that time in operation, the first year of operation having been completed 19 Dec 44. Thirty enlisted men of the original fifty four on the initial roster are still members of the squadron. Of the first four officers assigned to the squadron Lt Col. Therriault, our first Commanding Officer, is now Deputy Group Commander and Lt Col. Bartnick, our first Adjutant, is now Group Executive Officer. The New Years Eve Dance sponsored by the Red Cross was called off at the last moment. Lt Brunetti missing after todays mission.

2 Lt Raymond E. Smith, Jr. is missing in action after the second mission of the day. He was hit by flak in the vicinity of Grombach in enemy territory. Squadron Defense Officer, Lt Kiernan held a dry-run practice of this squadrons part in the Station Defense Plan.

3 Capt Pearlman, Lt Rathgeber and Lt Taylor take off on flight to England. Cessna C-78 piloted by Lt Taylor cracks up in landing. No one was injured and airplane not badly damaged. Left landing gear gave way and airplane was landed on belly.

4 All personnel are required to carry their weapons with them at all times. U S O Show "Keep 'Em Rolling" featuring Joe McKenna and cast is shown at Special Service Theater. Weather is cold with snow flurries.

5 Cpl Asaro was injured when the jeep he was driving skidded from the road and hit two trees. In attempting to avoid hitting a French truck on icy road he received a fracture of the right leg and laceration over the right eye.

6 Major Hackler our Commanding Officer is placed on D.S. to Hq XII Tactical Air Command. Capt Wilson, Operations Officer assumes command during his absence. It's snowing today, sky overcast and no mission scheduled.

7 Due to the snowfall of yesterday and last night the snow removal team as organized by Lt Bendt goes into action for the first time. Eighty men and pilots with two airplanes make up team. Men start shoveling at 0500 and pilots start blowing snow at 0600, our portion of runway is clear at 0745. The U S O Show "The Harlem Express" with Paul and his Rythm Rockets and Nelson Bryant and his golden voice Trumpet, is given at the Special Service Theater tonight.

8. Runway covered with snow again this morning. Snow removal plan revised, planes start blowing snow at 0500 and removal team on runway at 0600. Runway clear at 0730. Results of Saturday's inspection published today. We rated an Excellent in the Administrative Site and Mess Hall, but got a Very Satisfactory in the living site.

9 Lt Test led the squadron on the second mission of the day in which five Me-109's were destroyed with no loss or damage of our own. The Red Cross Aero Club published schedule of dances, a dance is to beheld for different units on the station each Saturday night.

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

10 An enemy jet Aircraft was observed on the second mission of the day by Lt. Manning who led the squadron. No contact was made. The mail situation is quite a topic of conversation. No mail except Christmas packages, newspapers has been received since before Christmas with the exception of a few V-Mail letters. Fellows are getting anxious about their mail.

11 No missions were flown today, too much snow and generally bad weather. Word is received that Nancy is on limits and plans are made for a liberty run for men on their days off. Work completed on small Niessen Hut which is to be used for washing pots, pans, mess kits etc. at mess hall.

12 Liberty run to Nancy begins. Truck leaves squadron area at 0830 goes to barracks in town and picks up fellows there leaving at 0930 for Nancy. Returns from Nancy at 1700 hrs each day. Movie tonight "Sweet and Low-Down" with Linda Darnell and Benny Goodman.

13 Work is practically completed on the new power lines that are to furnish Station with commercial power. At 1200 hours today power was turned on. As yet the wiring hasn't been completed in our area but we hope to have it done soon. Two missions were flown today.

14 Squadron flew four missions in spite of the fact that operating in adverse weather conditions is very difficult. On Saturday's inspection we rated an Excellent for the Living Site, Mess Hall and Tech Site.

15 Major Hackler our Commanding Officer returns to the U. S. for thirty day leave. Major Samuel L. Hitchcock is assigned from Group Headquarters and assumes command. We received three new airplanes to replace recent losses. Airplanes were assigned to Crew Chiefs S/Sgts Miller, Blackwell and Grebing.

16 Cpl Zalewski leaves squadron for return to U. S. under VHB rotation plan. The first Group Discussion Meeting for Enlisted Men is held in the Base Theater. Capt B. L. Rush, Group ALO spoke on the topic "The Western Front". Men are enthusiastic about meeting and express desire to attend them more often. Wing commended squadron on the excellent results of the first mission of today.

17 Miss Anne Little of the Aero Club resumed her French Class at the Aero Club. Miss Little is an excellent French teacher and several members of the squadron attend her French classes. It's snowing and very cold again today. No mission flown.

18 Another G. I. show tonight "High Voltage", cast of 23 and a 12 piece band. New seats have been installed in theater and more stoves have been added. Theater is much improved and warm.

19 High winds last night collapsed the Merton Hangar at the line. Lt Kilfoyle is missing from todays first mission. The last time he was seen he was strafing a vehicle which exploded as he passed over it.

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

20 Information received today states that Nancy is Off Limits to members of this organization so today is the last day of our liberty run until it is again placed on limits. No missions were flown today.

21 Capt Craft, Executive Officer, called a Non-Com's meeting today. Non-Com's meetings are held pretty often and it helps a lot to bring the problems, pet-peeves etc. of the men out in the open and discuss them freely. Much good has come from these meetings and they are held frequently.

22 We had a nice mail call tonight. Lots of letters finally came in and everyone is quite a bit happier over the mail situation.

23 It continues very cold and there's plenty of snow but all are rather comfortable as tents are very effectively winterized and although we don't get much coal the supply of wood is adequate. Captain Wilson is promoted to Major and Lt Gilbert is promoted to 1st Lieutenant. One mission was flown today.

24 The NCO Club held a general meeting for the election of officers. Due to the small percentage of attendance because of the cold and deep snow it was decided to hold the election at a later date. S/Sgt Hobza was reduced to grade of Private for accidentally discharging a weapon. He was also fined $25.00.

25 Weather still cloudy and skies overcast so we are unable to get a mission off today. Several members of the squadron are regularly enjoying the hospitality of homes in Toul. Of course there is a girl friend in the deal, but several fellows are lauding the hospitality of some of the folks they have met.

26 Everybody is very enthusiastic about the progress the Russians are making in their new drive. Practically all the news is good and the fellows are beginning to think there may be a possibility of this war ending sometime after all. A big help in keeping up with the news is the Paris Edition of the New York Herald Tribune which some of the fellows have subscribed to and issues are coming in regularly now.

27 Personnel living in the barracks in town are instructed to move back to the area before the end of the month. Vacant tents are being winterized and fixed up for the movement.

28 We started taking sulfadiazine tablets today as a preventative for upper respiratory diseases. Officers have been designated to dispense the tablets and see that pill is swallowed with half canteen cup of water.

29 Our radio stopped playing today. Communications personnel checked the tubes and found that the full wave rectifier tube was burned out. It surely is quiet around the area with no music and news on the Tannoy.

30 One of our KVA's burned out, leaving us temporarily without electricity. However at about 1200 hours today we began using the commercial power.

31 Everyone has moved out of the barracks and all are now in the area. Lt Wayham was killed when he tried to bring his airplane back after it had been hard hit by flak. He crashed a[redacted]les from the Station.

1221

[redacted]

Missions No. 358 thru 361
1 January 1945

Air Operations Order Nos.
17, 20, 22, & 25 XIII TAC
Close Support

	#1	#2
White	Lt. Maehrlein Lt. Weinnig Lt. Allard Lt. Halloran	Lt. Given Lt. Williams Lt. Graber
Red	Captain Hergert Lt. Coppolino Lt. Manning Lt. Stepanek	Lt. Scherer Lt. Wilke Lt. R.E. Smith Lt. Kamrick
Yellow	Captain Millis F/O Horst Lt. Brunetti Lt. Hall	Lt. Brown Lt. Jones Captain Hergert Lt. Birnie
	#3	**#4**
White	Major Hackler Lt. Hughes Lt. Keever Lt. Roberson	Colonel Tipton Lt. Stepanek Lt. Manning Lt. Birnie
Red	Lt. McClellan Lt. Wayham Captain Nenshick Lt. Lovell	Lt. Test F/O Horst Captain Millis Lt. Hall
Yellow	Lt. Hilbert Lt. Weinnig Lt. Allard Lt. Halloran	Lt. Lannold F/O Bayus Lt. Williams Lt. Graber
Blue		Lt. Scherer Lt. Kamrick

Lt. Maehrlein led the first mission that took-off at 0822, over the briefed area from 0900 to 0920, and landed at 0935. Each aircraft carried two 500 pound GP and one frag bomb. While en route to the target a dog fight was observed northeast of Homburg. All bombs were immediately jettisoned and the squadron joined the fight. Captain Millis destroyed one Me 109 F and damaged two. Lt. Hall damaged another Me 109 F. Lt. Brunetti is missing and is reported to have bailed out north of LaGuenau in enemy territory. The weather was CAVU.

[redacted]

1 2 2 2

TYPE NOT IN ORIGINAL

[redacted]

Squadron History, 1 January 1945 (Cont'd)

Lt. Given led the second mission today which took-off at 1055 being over the briefed area from 1125 to 1225 and landed at 1245. They gave close support to our ground forces. Many vehicles were seen between Pirmasens and Landau going east and west. Theycarried GP's, frags, and WP bombs. Baggage told the squadron to contact Elite at Baguenau and Elite directed them to Landau to look for motor vehicles but they could not find them. A tank heading west at R-0866 was bombed and damaged by a near miss. Two more tanks heading west were then bombed at R-0667 but all bombs missed. The road and rails were cut due to the bombing at R-0866 too. At Q-9866 a tank was damaged by strafing and a vehicle destroyed by a direct hit by the bombs. There was six direct hits on the road and they made five plus strafing passes destroying 10 vehicles and damaging 10. One tank was destroyed at R-0567 by bombing. It seemed to buckle when the bombs hit extremely close to it. The flak was heavy and moderate over Neustadt. The weather was CAVU with a slight haze.

Major Hackler led the third mission today which took-off at 1340 being over the briefed area from 1415 to 1455 and landed at 1515 hours. The flak encountered was heavy and light over Bitche. A convoy was seen moving south at Q-695485 of 10 to 12 vehicles. Atkin told the squadron not to strafe it but the convoy shot at our squadron. There were no panels or stars on the vehicles. Atkin then turned the squadron to Atkin "B" at Bitche. Atkin "B" told squadron to bomb the crossroads at Q-763504 which was marked with red and white smoke and twenty hits were observed in the target and 4 near misses. At Q-773558 two trucks complete with six to seven personnel were destroyed by strafing. They blew up and must have been ammunition trucks. Three long trucks in a woods at Q-775553 was damaged by strafing. Two trucks heading southwest were destroyed by strafing at Q-811594.

Colonel Tipton led the last mission today which took-off at 1550 being over the briefed area from 1615 to 1655 and landed at 1730 hours. They carried 500 pound GP's 8-11 second delay bombs. Baggage send them to Q-7650 where there was reported to have been fifty vehicles but they could not be found. There was a great deal of vehicles seen on the roads heading north. Two flak positions and one vehicle was destroyed at Q-9854 and six vehicles were damaged. At Q-910505 one flak position and one vehicle was damaged by strafing. Five vehicles and one flak position was damaged by bombs at Q-8558.

CLAIMS FOR 1 JANUARY 1945	DEST	DAM
Planes in air (Me 109F)	1	3
Tanks	1	2
Road cut	2	
Rail cut	1	
Vehicles	16	25
Flak positions	1	2

THIS PAGE IS UNCLASSIFIED

[redacted]

Missions No. 361 thru 364
2 January 1944

Air Operations Order No.
15, 18 & 21 XII TAC
Close Support & Armed Recce

White	Lt. Maehrlein	Lt. Given	Lt. R.J. Smith
	Lt. Wilke	Lt. Wayham	Lt. Hughes
	Lt. Allard	Lt. Williams	Lt. Roberson
	Lt. Halloran	Lt. Lovell	Lt. Hall
Red	Lt. Brown	Lt. Scherer	Capt. Nomshick
	Lt. Stepanek	Lt. Weinnig	F/O Bayus
	Lt. Birnie	Lt. R.E. Smith	Lt. Graber
	Capt. Hillis	Lt. Hamrick	Lt. Wilke
Yellow	Lt. Test	Capt. McClellan	Lt. Allard
	F/O Horst	Lt. Jones	Lt. Halloran
		Capt. Hergert	
		Lt. Manning	

The first mission led by Lt. Maehrlein took-off at 0755, over the briefed area from 0830 to 0930, and landed at 0950. Light week flak was encountered. Rail activity and a few fires were observed. A bivouac area and tracks in the snow were observed at Q-8560. The total bomb load dropped on the enemy was twenty 500 pound GP's and 10 frag bombs resulting in the destruction of three locomotives, four rail cars, cutting two rails and the damaging of four locomotives, 47 rail cars, two marshalling yards and one building. The area involved was from base to Pirmasens, Kaiserlautern, Bad Kreuznach, Alzey, Enkenbach, Neustadt and back to base.

Lt. Given led the second mission that took-off at 1058, over the briefed area from 1130 to 1230, and landed at 1058. Intense light and moderate light flak were encountered. Seventeen black Me 109-E's were seen directly over Bitchie at 1200 hours at 11,000 feet. Seven of our aircraft jettisoned their bombs but were unable to overtake the enemy planes. Baggage turned squadron over to Elite, Elite to Horsefly but the designated target could not be found. Rail activity and road traffic were observed. Four GP's and two frag bombs cut tracks in two places. Six GP's and three frags destroyed three flat cars and three tanks upon them. Strafing resulted in the damaging of 37 box cars, eleven motor transport, one tank, and one supply depot. Lt. R.E. Smith was hit by flak near Grombach. The weather was CAVU.

[redacted]

Squadron History, cont'd., 2 January 1944.

Lt. H.J. Smith led the first mission that carried twenty 500 pound GP and ten frag bombs. The take-off was at 1415, over briefed area from 1450 to 1550, and landed at 1615. Light weak flak was encountered. The squadron contacted Atkin Fox who directed squadron to bomb entrenchments at Q-3471. The target was marked with white smoke. All bombs were dropped on this target and only three bombs did not land in the target area. Two strafing passes were also made in this area. There was a slight haze with visibility unlimited.

CLAIMS

	DESTROYED	P/D	DAMAGED
Locomotives	3		4
RR Cars	9		67
Rails cut	4		
M/Y			2
Buildings			2
Motor transport	2		5
Tanks	3		1
Supply Dump			1

THIS PAGE IS UNCLASSIFIED

[redacted]

Missions No. 365 & 366
4 January 1945

Air Operations Order Nos. 17 & 18.
XII TAC
Armed Recce and Close Support

	#1	#2
White	Lt. Rice	Capt. Hergert
	Lt. Stepanek	Lt. Wilke
	Lt. Brown	Lt. Scherer
	Lt. Kilpatrick	Lt. Harrick
Red	Lt. Test	Lt. Manning
	Lt. Hughes	Lt. Coppolino
	Capt. Hillis	Lt. Birnie
	Lt. Hall	Lt. Jones
Yellow	Capt. Hemshick	Capt. McClellan
	Lt. Wayham	F/O Horst
	Lt. Lovell	Lt. Roberson
	Lt. Williams	Lt. Graber

Lt. Rice led the first mission today which took-off at 1035 being over the briefed area from 1102 to 1200 and landed at 1220 hours. The squadron contacted Atkin. Atkin Jr. told the squadron to bomb Zweibrucken through the overcase. Twenty-four 500 lb. GP's and eleven frags were dropped but no results were observed due to the heavy overcast. The squadron then went on a weather recce to Offenburg for "Atkin". One burst of heavy and light weak flak was encountered over Homburg.

Captain Hergert led the second and last mission today which took-off at 1335 being over the briefed area from 1403 to 1505 and landed at 1525 hours. All our vehicles were marked plainly by cerise panels at Q-840421. At Q-855422, they observed seven plus enemy armored vehicles after the bombs were dropped also 3 medium fires that looked like houses on fire. They bombed and strafed the troops at Q-855422 with tanks and M/T's in the woods. It was very good coverage. Baggage gave wrong steer to one of the flights but Elite broke in and vectored them correctly at 1400. Our troops were slow in marking the target with white smoke. The enemy put white smoke southeast of target near our troops. They contacted Elite and was turned over to Horsefly who took them to target at Q-850430. They dropped twenty 500 lb GP's and ten frags and strafed the enemy troops, tanks and vehicles in the valley and woods along seconday roads. A good bombing pattern was observed and they covered the area by strafing. No results were observed at 1445 hours. They observed occaissonal medium explosions from strafing at Q-855422. The flak was light and heavy at Saarguemines (Q-515570) and moderate and heavy at Q-560600.

No Claims.

[redacted]

[redacted]

Missions No. 367 & 368
5 January 1945

Air Operations Order Nos. 16 & 19.
XII TAC
Close Support and Armed Recce

	#1	#2
White	Lt. Given	Lt. Smith, H
	F/O Bayus	Lt. Hughes
	Lt. Hammold	Lt. Roberson
	Lt. Williams	Lt. Hall
Red	Lt. Gilbert	
	Lt. Weinnig	Lt. Wayham
	Lt. Allard	Lt. Ireland
	Lt. Halloran	Lt. Levell
Yellow	Lt. Manning	Capt. Hergert
	Lt. Coppolino	Lt. Wilke
	Lt. Birnie	Lt. Scherer
	Lt. Jones	Lt. Stepanek

Lt. Given led the first mission today which took-off at 0950 being over the target area from 1020 to 1200 and landed at 1220 hours. They contacted Elite, Horsefly, Atkin. Atkin Charlie gave them the target. The target was marked fairly well by red smoke. They dropped sixteen 500's and eight frags at Q-6458 and two 500's and 1 frag on a flak position at Q-8557 but observed no results. They observed scattered vehicles along highways heading southwest but there was no concentration of them. A train was seen standing on tracks pointing east with forty plus boxcars two miles east of Zweibrucken. A marshalling yards at Q-6879 had 300 plus boxcars in it. Several fox holes were observed along roads at Q-8078. There was extreme flak fire from whole target area and especially inside the German border and around large towns. It was intense, heavy and light at Q-6465 and intense light at Q-6458. Two 500's and 1 frag was jettisoned unarmed at Q-0005 at 1145 hours and four 500's and two frags at Q-4817. There was a 10/10ths cloud cover tops being 4,000 feet and bottoms 1,000 feet. CAVU along Rhine valley to Saarguemines.

Lt. H. J. Smith led the last mission today which took-off at 1321 being over the briefed area from 1355 to 1437 and landed at 1530 hours. The squadron contacted Elite west of Haguenau and they were assigned to attack barracks and camp site 2 miles Northeast of Bitche. All the bombs were dropped there and 6 buildings were destroyed (Q-8052). They carried twenty-two 500's and eleven frag bombs. A small amount of vehicles were seen going north at and in the vicinity of Q-8949. The flak was intense, heavy at Bitche and intense and light over the target.

CLAIMS:	Destroyed	Damaged
Buildings	6	0

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 369
8 January 1945

Air Operations Order No. 18
XII TAC
Close Support and Armed Recce

White Capt. Hergert
Lt. Allard
Lt. Halloran

Red Capt. Nemshick
F/O Bayus
Lt. Williams

Captain Hergert led today's mission which took-off at 0927 being over the target area from 1000 to 1030 and landed at 1047 hours. Our squadron was carrying twelve 500's and six frag bombs. They jettisoned all their bombs unarmed at R-2015 when they were bounced by 13 FW 190's. The FW's started the bounce at 8,000 feet and forced our squadron to jettison our bombs at 10,000 feet. The FW's then left the area heading north at 1,000 feet and we chased them from the area five miles but could not catch up with them. On the FW's fuselage was a broad red stripe with yellow stripes on either side of it in the same position as our old D-Day stripes. Elite tried to vector us to a bridge at R-1310 but we got jumped before that.

CLAIMS: Nil.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Missions No. 370 & 371
9 January 1945

Air Operations Order Nos. 18 & 16.
XII TAC
Close Support

#1		#2
Capt. Hergert	White	Lt. Test
Lt. Weinnig		Capt. Hillis
Lt. Allard		Lt. Scherer
Lt. Halloran		
Capt. Hemshick	Red	Lt. Kilpatrick
F/O Bayus		Lt. Jones
Lt. Ireland		Lt. Birnie
Lt. Williams		Lt. Stepanek

Captain Hergert led the first mission today which took-off at 1310 being over the briefed area from 1335 to 1430 and landed at 1515 hours. They contacted "Elite" but he did not have a target but told them to run a recce Northeast of Bitche. They attacked a marshalling yard at R-8854 with 75 boxcars and gondolas in it. The squadron was carrying sixteen 500's and seven WP's and they dropped them all in the yard. Two hits were scored on a building and it was destroyed. Four bombs missed the yard and ten hit in the yard destroying twenty (20) railroad cars. The marshalling yard was damaged. The flak encountered was light and moderate, heavy and weak at R-8854. The roads South of Landau evidently have been frequently used recently for they were cleared of snow. The airdrome at Germersheim appeared to be unused.

Lt. Test led the last mission today which took-off at 1435 being in the briefed area from 1440 to 1545 and landed at 1615. They contacted "Elite" who in turn told them to run a recce around Selz. At R-1118 our squadron was bounced by ten Me 109's with fixed tail wheels. Our squadron was at 9,000 feet and the e/a was at 15,000 feet. Another ten plus 109's stayed up at 15,000 feet and circled. The attack coordinated with the flak. Prior to the bouncing, heavy flak broke up the formation and then the e/a attacked us. All the bombs were jettisoned when bounced. The e/a had white spinners with two to three black stripes and the bottom of the fuselage was light blue. Our boys destroyed five of the 109's and the rest of the 109's fled east into the overcast. The dogfight took place from 9,000 to 1,000 feet. The flak was heavy, light and light, weak at R-1511.

CLAIMS FOR 9 JANUARY 1945	DESTROYED	DAMAGED
Planes in the Air (Me 109's)	5	0
Railroad cars	20	0
Buildings	1	0
Marshalling Yard	0	1

[redacted]

THIS PAGE IS UNCLASSIFIED

Missions No. 372 & 373
10 January 1945

Air Operations Orders No.
17 . Bo. XIII 213
Close Support & Armed Recce

Lt. West	White	Lt. Manning
F/O Horst		Lt. Coppolino
Lt. Hall		Lt. Kilpatrick
Lt. Hughes		Lt. Jones
Capt. Nemshick	Red	Capt. Hillis
Lt. Wagham		Lt. Halloran
Lt. Lovell		Lt. Scherer
Lt. Graber		Lt. Weinmig
Lt. Gilbert	Yellow	Lt. Ireland
Lt. Wilke		F/O Kyus
Capt. Bergert		Lt. Stepanek
Lt. Allard		Lt. Williams

The squadron led by Lt. West took-off for the first mission at 1005, over briefed area from 1030 to 1115, and landed at 1139. All aircraft carried two 500 pound GP bombs, eight aircraft also carried one WP bomb, and four aircraft also carried one frag bomb each. Intense light and heavy flak was encountered at W-0746; moderate heavy near Freiburg; and weak heavy at W-1047. At W-0746 over fifty (50) tanks were observed parked and dispersed throughout the woods in groups of ten (10) with their noses pointed southwest. "Baggage" vectored the squadron to the targets where all bombs except one WP which failed to release were dropped with unobserved results. Good hits in the area were seen. Over ten enemy aircraft were seen at V-8585 at about 8,000 feet at 1120 heading West. When the squadron gave chase, they turned North and went into the clouds. There was a very thin and patchy ground fog around the area. A broken layer of strata-cumulus was at 8,000 feet. Visibility above the clouds was CAVU, below 8 miles.

The second mission led by Lt. Manning took-off at 1307, over briefed area from 1350 to 1450, and landed at 1520. Each aircraft carried two 500 pound GP and one frag bombs. Moderate light and weak heavy flak were encountered at W-020505. An armed recce was conducted over a railroad on the east bank of the Rhine from Lauterberg to Emmendingen. Pontoon bridges were observed as well as three large trucks moving East into Riegel. Three bridges were bombed and strafed with one of them cut in the middle. An enemy jet aircraft

1230

THIS PAGE IS UNCLASSIFIED

[redacted]

Squadron History, 10 January 1945 (cont'd.)

was observed in the area of Bischweiler. It circled and appeared to be in contact with eight other enemy aircraft circling at 15,000 feet. When our aircraft turned into them, they turned going due East and no attack was made. The weather was CAVU over the Rhine Valley. Over the armed reece area there was a 10/10 cloud cover, bottom 5,500 feet and tops 8,500 feet with a few breaks.

CLAIMS

DESTROYED

Bridge	1

[redacted]

1231

[redacted]

Missions No. 374 & 375
15 January 1945

Air Operations Orders No. 21 & 23
XII TAC
Armed Recce

	#1	#2
White	Capt. Hergert	Lt. Manning
	Lt. Wilke	F/O Bayus
	Lt. Scherer	Lt. Lovell
	Lt. Halloran	Lt. Graber
Red	Lt. Birnie	Lt. Gilbert
	Lt. Coppolino	Lt. Weinnig
	Lt. Stepanek	Lt. Allard
	Lt. Jones	F/O Horst
Yellow	Lt. Keever	Lt. Kilpatrick
	Lt. Hughes	Lt. Wayham
	Capt. Hillis	Lt. Ireland
	Lt. Hall	Lt. Williams
Blue		Lt. Keever
		Lt. Hughes
		Capt. Hillis
		Lt. Halloran

The first mission was led by Captain Hergert which took-off at 1025 being over the target area from 1100 to 1150 and landed at 1215 hours. This was a twelve (12) ship armed recce in the area from Kaiserlautern to Karlsruhe. The primary purpose of the mission was rail cutting. The flak over Neustadt was moderate heavy and light intense. Targets were not at all difficult for the Bookworm boys to find, for there were many tunnels on the rail line from Kaiserlautern to Neustadt. All bombs were dropped on this mission. Sixteen (16) GP's and two frags were dropped on a tunnel at R-188910 sealing both ends and eight (8) GP's were dropped on another tunnel at R-188917 sealing the north end. The next target they found was a train carrying eight armored vehicles. Ten frags were dropped at R-318845 destroying the locomotive and damaging eight (8) tanks. Lt. Stepanek got the locomotive with a direct hit and the rest of the squadron let loose with the rest of their bombs and their "fifties". Two hundred (200) plus cars were observed in the marshalling yard at Neustadt also **forty** to fifty boxcars scattered along the railroad line running **south** out of Neustadt. At R-298785 ten flat cars loaded with equipment with tarps over the cars parked was observed with no locomotive. Prevailing motor transportation was seen going southeast at R-0365.

[redacted]

SECRET

Squadron History, 13 January 1945 (Cont'd)

The second mission was led by Lt. Manning which took-off at 1337 being over the briefed area from 1410 to 1520 and landed at 1545 hours. This was another reece running to Kaiserlautern and Fishback with a railroad bridge as the primary target. By the time the squadron got into the target area there was a 9/10 to 10/10ths cloud cover. Lt. Manning went under the stuff to look for the bridge which was at R-1792. He found the bridge and came back up with a canopy covered with oil due to a flak hit. He turned the squadron over to Lt. Gilbert and headed home. Lt. Gilbert took Red flight down under the overcast, but the clouds were on the hill tops, making bombing practically impossible. Disregarding this handicap Lt. Gilbert's flight dropped six of their 1,000 pound S.A.P. bombs on the bridge, but did not destroy it but cut the rails north of the bridge. He then instructed the rest of the squadron to cut the rails where they could be seen in the cloud breaks. Most of the results were unobserved because of the overcast. Two bombs (1,000#) were dropped on the marshalling yards at Q-9769; two jettisoned at R-1792; three on the marshalling yard at Frankenstein (R-173934); three on northern end of a tunnel at R-177930 cutting one rail; four on a bridge at R-199900 missing the bridge but cutting the highway; eight on the northern end of a tunnel at R-183213, and four on tracks at R-177933. On the way home Yellow flight found some motor traffic headed northeast into Homburg. They strafed it and damaged one staff car at Q-6676; damaged one truck at Q-6475, and damaged one personnel carrier with ten personnel in it at Q-6473. Rocket type flak at 12,000 feet was observed at Q-6668 leaving a streak of black smoke. Light moderate flak was encountered over Frankenstein and light weak at Fishback. There was forty to fifty boxcars in the marshalling yard at Homburg and fifteen gondolas and twenty-five boxcars stationary between Neustadt and R-1893. Six trucks heading northeast were observed at Q-6473.

CLAIMS FOR 13 JANUARY 1945	DESTROYED	DAMAGED	SEALED
Tunnel openings			3
Locomotives	1		
Armored vehicles		8	
Rails cut	2		
Motor vehicles		3	

SECRET

THIS PAGE IS UNCLASSIFIED

[redacted]

Missions No. 575 thru 579
12 January 1945

Air Operations Squadron No.
[illegible] Squadron
Armed Recce & Close Support

12

Lt. Best — White
F/O Horst
Lt. Milfoyle
Lt. Hall

Lt. Ireland — Red
Lt. Traber
Lt. Williams
Lt. Naylan

Capt. Bergert — Yellow
Lt. Wilke
Lt. Scherer
Lt. Weinnig

13

Capt. Bergert — White
Lt. Weinnig
Lt. Scherer
Lt. Allard

Lt. Wilgstrick — Red
Lt. Wilke
Lt. Birnie
Lt. Traber

Lt. Best — Yellow
Lt. Milfoyle

12

Lt. Lanning
Lt. Jeffcline
Lt. Stepanek
Lt. Jones

Lt. Reever
F/O Horst
Capt. Willis
Lt. Hughes

Lt. Gilbert
F/O Lynus
Lt. Lovell
Lt. Gallorin

14

Lt. Ireland
Lt. Naylan
Lt. Williams
Lt. Hall

The first mission led by Lt. Best took-off at 0804, over the briefed area from 0830 to 0930, and landed at 1003. Flying a route to Saarguemine, Saguenau, Edenkoben to Firmasens, each aircraft carried two 500 pound GP and one frag bombs each. Intense light and weak heavy flak were encountered over enemy territory. A great deal of road traffic traveling in all directions was observed in the area around Q-7065. Two GP's and one frag were dropped on two motor transport heading West at Q-8962 damaging one of them. At Q-6173 twelve GP's and six frags destroyed three box-cars damaged two, cut the tracks in two places and [illegible] marshalling yard. At Q-8065 the squadron strafed and dropped eight GP's and four frag's on eight plus motor transports destroying one and damaging four. The weather was hazy but open over the target area from

1 2 3 4

Squadron History, Cont'd., 14 January 1948.

Idenkoben to Birmasens, visibility six miles. The weather was clear north of Birmasens but it was 10/10 south of Birmasens, tops of 8,000 feet with the bottom unknown.

Lt. Manning led the second mission. Start to B-off at 1114, over the briefed area from 1140 to 1500, and landed at 1520. Each aircraft carried two 1,000 pound bombs. Intense light and very heavy flak was encountered at Kitche especially south of the town in the woods. Intense light flak was encountered during the east of Wiesenbourg. "ALL" was contacted but since they did not have a special target to attack, the squadron attacked the primary target. The white smoke was late and very poor in marking the target. All the bombs were dropped on the gun positions which the squadron also strafed. Several bunkers, a supply-dump, and a motor transport (which was damaged) were strafed. A good bomb pattern was laped on the smoked positions with unobserved results. Lt. Lovell had a belly-landing at R-872293.

The ten aircraft in the third mission which carried two 1,000 pound bombs each were led by Captain Bergert. The route was to Kaiserlautern, Neustadt, Idenkoben, Landau, and Wissembourg. Light intense and heavy moderate flak was encountered. One-hundred rail cars were observed in the Ludwigshafen marshalling yard. Twenty-five P's were dropped on a bridge at R-172920. Five direct hits were scored in the fill and one under the bridge. One hit on the bridge made a hole in the center. The bridge was left about 30 degrees out of line. Four bunkers were strafed and damaged at the northern end of a tunnel at R-177932. The southern end of the tunnel north of the bridge was badly beat up. There was haze with visibility 15 miles.

The fourth mission was a group mission of 12 aircraft of which one flight led by Lt. Ireland was from this squadron. Since this mission was a fighter sweep, no bombs were carried. The route was from base to Speyer, Trusenal, Karlsruhe, Strasburg and back to base. Heavy weak flak was encountered at Speyer, Rastatt, and Kehl. There was haze to 8,000 feet, visibility 10 miles.

	DESTROYED	P/D	DAMAGED
Motor transport	1	0	8
Rail Cars	3	0	6
Marshalling yard	0	0	1
Bridge	0	0	1

THIS PAGE IS UNCLASSIFIED

SECRET

Mission No. 330
15 January 1945

Air Operations Order No. 15
LXII TAC
Armed Recce

White	Lt. Given	Red	Lt. Hilbert	Yellow	Lt. Manning
	F/O Layus		Lt. Selman		Lt. Zeppelin
	Lt. Williams		Lt. Lunnold		Lt. Kilpatrick
	Lt. Graber		Lt. Halloran		Lt. Svepanek

Lt. Given led today's mission which took-off at 1330 being over the briefed area from 1350 to 1515 and landed at 1540 hours. This was another armed recce from base to Mitche, Landspeyer, Neustadt, Schifferstadt, Speyer, Kaiserslautern and back to the base. They squadron carried two each 1,000 pound GP's and dropped them all on the target. Eight bombs were dropped on the south end of a tunnel at R-210317 cutting one rail and destroying a house along side of the tunnel. Eight were dropped on the north end of a tunnel at R-208395 cutting two rails. The last eight were dropped on another tunnel, on the north end, at R-202397 cutting one rail. Two cars damaged at R-4736 by strafing. The flak at Mitche was heavy weak; heavy intense at Kaiserslautern and light intense at the same point; light intense at R-8483, and heavy weak at R-4275. One hundred cars were observed between Schifferstadt at R-4787 and Speyer on the tracks. Fifty cars were on tracks between Neustadt and Schifferstadt. The Neustadt marshalling yard had 175 cars in it. Four barrage ballons at 3,000' were seen over Germersheim. Five trucks headed west at R-1984 and one truck going southeast at R-4777 were also observed by our boys. A horse corral was seen in a woods at R-4385 and was believed to have horses in the corral.

CLAIMS FOR 15 JANUARY 1945	DESTR	DAM
Buildings	1	0
Railroad cars	0	2
Rails cut	4	0

SECRET

THIS PAGE IS UNCLASSIFIED

[redacted]

Missions No. 381 thru 384
16 January 1945

Air Operations Order Nos. 24, 26, 19 & 81 XII TAC
Armed Recce, Close Support & Fighter Sweep

	#1	#2	#3
White	Lt. Test	Lt. Rice	Capt. Hergert
	F/O Horst	Lt. Coppolino	Lt. Wilke
	Lt. Kilfoyle	Lt. Birnie	Lt. Scherer
	Lt. Hughes	Lt. Jones	Lt. Allard
Red	Lt. Ireland	Lt. Keever	Lt. Manning
	Lt. Wayham	Lt. Hall	Lt. Wayham
	Lt. Williams	Lt. Kilfoyle	Lt. Kilpatrick
	Lt. Graber	Lt. Halloran	Lt. Graber
Yellow	Lt. Gilbert	Lt. Hannold	Lt. Test
	Lt. Wilke	F/O Bayus	Lt. Hughes
	Lt. Scherer	Lt. Stepanek	Lt. Williams
	Lt. Allard	Lt. Weinnig	F/O Horst

#4

White	Lt. Given	Red	Lt. Gilbert	Yellow	Lt. Birnie
	F/O Bayus		Lt. Weinnig		Lt. Coppolino
	Lt. Ireland		Lt. Hannold		Lt. Stepanek
	Lt. Hall		Lt. Halloran		Lt. Jones

Lt. Test led the first mission today which took-off at 0835 being over the target area from 0900 to 1000 and landed at 1025 hours. They went to Offendorf at R-1313 and dropped all their bombs in the town leaving the town in flames. There were 3 large fires and six small fires observed. The squadron then contacted "Elite" who told them to strafe vehicles around R-1810. They strafed at that point destroying 2 vehicles. At R-1315 they destroyed two more vehicles and strafed foxholes in the area. The flak encountered was intense light and heavy at R-1312 and intense light and moderate heavy at R-2016. Wing commended the 366th squadron on its exceptional job of bombing the town of Offendorf and on the performance of the day's missions as a whole. Four flak positions were not camouflaged at R-1816. All the trucks had white tarpaulins for camouflage. From the base to Landau it was CAVU, restricted by haze in patches. From Landau Northeast the cloud cover was 7/10ths and very thin at 2,000 feet.

Out on a recce with a supply depot at Zweibrucken as a primary target the squadron went on its second mission led by Lt. Rice. They took off at 1140 being over the briefed area from 1200 to 1300 and landed at 1331. They carried twenty-four 500's and ten frags. The bombs were dropped at Q-7472 on the supply depot. Two 500's and one frag in a woods on the north side of the depot and twenty-two 500's and 9 frags on the buildings destroying 50% and damaging 25%. We claimed eight destroyed and four damaged. With snow on their tops, 75 boxcars were observed in the marshalling yard at Q-9075. At Q-8171, ten large stacks of railroad ties were seen along the tracks, which looked like a supply depot from the air.

SECRET

Squadron History, 16 January 1945 (Cont'd)

In the Zweibrucken area the flak was intense heavy; around Pirmasens moderate heavy and weak light at Q-7472.

Leading the third mission for the 366th was Captain Herbert. It was the now familiar job of cutting rails and sealing tunnels. They carried 24 (1,000 pound) bombs. Taking off at 1423 and being over the briefed area from 1513 to 1530, they landed at 1610. They dropped their bombs on the north end of a tunnel at Q-2090 effectively closing it. Approximately fourteen of them were dropped in or near the tunnel and the tracks were cut in two places. Two Me 109's were observed heading northeast at Q-8070 but contact was not made. The e/a were at 500 feet at 1540 hours. CAVU restricted by slight haze up to 5,000'. The visibility in haze was ten miles. Flak encountered at Zweibrucken was weak heavy; weak heavy at Pirmasens and intense heavy at Neustadt.

Lt. Given led the fourth and last mission today on a fighter sweep which took-off at 1646 being over the briefed area from 1700 to 1800 and returned at 1820. Not a single plane was seen in the target area or anywhere from base to target area and back. Our artillery were shelling at R-2040 but they could not observe a thing. From the Rhine valley east there was a heavy haze and a 3/10ths cover. The visibility was two miles and above 8,000' CAVU.

CLAIMS FOR 16 JANUARY 1945	DESTR	DAM
Tunnel sealed	1	
Tracks cut	2	
Buildings	8	4
M/T	4	

[redacted]

Missions No. 836 thru 837
19 January 1945

Air Operations Order No.
18, 19, & 21 XIX TAC
Close Support

	#1	#2	#3
White	Lt. West F/O Horst Lt. Kilfoyle Lt. Hughes	Lt. Rice Lt. Hinnie Lt. Jones	Lt. Dixon Lt. Stepanek Lt. Kilpatrick Lt. Brown
Red	Lt. Ireland Lt. Nayhan Lt. Williams Lt. Traber	Lt. Keever Lt. Heinlig Capt. Willis Lt. Hall	
Yellow	Capt. Hengert Lt. Wilke Lt. Scherer Lt. Allard	Lt. Gilbert F/O Mayus Lt. Harnold Lt. Halloran	

Taking off at 1153 the first mission led by Lt. West was over the briefed area from 1220 to 1300, and landed at 1345 after dropping 32,000 pounds of bombs and effectively strafing enemy targets. Light flak was encountered over enemy territory that was intense, weak, and moderate. Fifty bombers were seen in the Ahern marshalling yards. "Elite" was contacted and told squadron to bomb the town of Herlisheim where one strafing pass was made and all bombs dropped with about 28 hits in the town. The squadron strafed at other points with the following results: 2 horse-drawn vehicles destroyed, two damaged; one motor transport damaged. While Lt. Kilfoyle was strafing an enemy vehicle, it exploded as he passed over it. He has not been heard from since that time. There was 8/10 cloud cover, base 3 - 4,000 feet, tops 8,000 feet. Visibility below this level was from 2 to 5 miles, above excellent.

Lt. Rice led the second mission that took-off at 1500, over briefed area from 1528 thru 1605. Each aircraft one WP bomb as well as two 1,000 pound bombs. Extremely intense light flak was encountered on both sides of the Rhine at R-1410. Over 55 vehicles were observed heading West at this point. Germersheim was burning. Twenty GP's and 9 WP's were dropped on personnel and material concentration at R-1410 and one strafing pass was made. At least 20 enemy vehicles are believed to have been destroyed on both banks of the Rhine and numerous others damaged, and personnel killed and wounded. Five barges were destroyed on the west bank of the Rhine. When the squadron left this area, four fires were burning. About 5 sheds were strafed and destroyed. Visibility was 5 miles.

[redacted]

Operation History, 14 February 1944 (Contd.)

Pilot on flight of four Grumman aircraft, Lt. Gray led the third mission of the day. Max. airspeed attained was 1,100 points with one 1T bomb. Intense light and heavy flak bursts were encountered. Pilots called and vectored flights to the Jonesboro bridges along the Line. Of the 4 flak positions were avoided by diving. The flak positions were located from observed results and three which were spotted and attacked. There was a 10/10 overcast, base 14,000 feet, tops unknown. 10/10 overcast, base 4,000 feet, tops 7,000 feet with a dense haze below the overcast, visibility 2 miles and haze between the two layers.

Table

	Destroyed	1/2	Damaged
A/A vehicles	[illegible]	[illegible]	[illegible]
Bridge	[illegible]	[illegible]	[illegible]
Motor transport	[illegible]	[illegible]	[illegible]
Train	[illegible]	[illegible]	[illegible]
Barges	[illegible]	[illegible]	[illegible]
Sheds	[illegible]	[illegible]	[illegible]

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 583
20 January 1945

Air Operations Order No. 16
XIII TAC
Dive Bombing

White	Capt. Hergert	Red	Lt. Brown	Yellow	Lt. Weaver
	Lt. Hamrick		Lt. Coppolino		F/O Horst
	Lt. Scherer		Lt. Hirsie		Capt. Hillis
	Lt. Allard		Lt. Stepanek		Lt. Hughes

Taking off at 0815 today's mission led by Captain Hergart was over the briefed area from 0850 to 0935 and landed at 1005 after dropping 24,000 pounds of GP bombs and twelve WP's. The flak encountered on this mission over enemy territory was weak light, intense light, and weak heavy. The squadron orbited the target area for 15 minutes but were unable to locate it due to weather conditions. At V-8514 they saw 6 to 8 landing piers 30 feet long and spaced 30 feet apart, extending from both banks of the river. About eight barges were moored on either side of river with snow on them. These were seen at 0930 hours from 300 feet. At V-8513, eight 1,000 pounders and four WP's were dropped destroying one pier and two barges which were anchored at the pier and on the East bank of the river. Two GP's and one WP were dropped on buildings at V-7585 but observed no claims. A large 2 story warehouse was destroyed by direct hits at V-7215 with two GP's and one WP. They attempted to bomb a road-bridge at V-7227 with two GP's and one WP but missed. At V-7523 they dropped two GP's and one WP on some buildings and missed also. Next, at V-7611, they bombed a hexagonal shaped building which looked like a fort. One of the East walls was blown down due to the bombing. At V-9027 they bombed a steel road bridge but got no hits. All the bombs were dropped. The following was either destroyed or damaged by strafing: V-7523, destroyed three horse-drawn artillery pieces and damaged one flak position; V-7227, two vehicles destroyed and two horse-drawn, and at V-8514 damaged two barges.

CLAIMS	DESTR	DAM
Buildings	1	1
Barges	2	2
Piers	1	0
H/D Artillery	3	2
Flak Position	0	1
M/T's	2	0

[redacted]

[redacted]

Missions No. 389 thru 392
22 January 1945

Air Operations Order Nos. 15, 80,
21 & 23 XIII TAC
Armed Recce and Close Support

#1		#3		#4	
White	Lt. Given	White	Lt. Best	Lt. Rice	
	Lt. Graber		F/O Horst	Lt. Wilke	
	Lt. Gilbert		Lt. Hall	Lt. Weinmig	
	Lt. Wilke		Lt. Hughes		
Red	Lt. Jones	Red		Capt. Ellis	
	Lt. Halloran		F/O Lagus	Lt. Halloran	
			Lt. Brown	Lt. Scherer	
#2			Lt. Coppolino	Lt. Allard	
White	Lt. Scherer				
	Lt. Weinmig	Yellow	Capt. Lengert	Lt. Ireland	
	Lt. Williams		Lt. Harrick	Lt. Wayhan	
			Lt. Hannold	Lt. Williams	
			Lt. Allard	Lt. Graber	
		Blue		Lt. Manning	
				Lt. Stepanek	
				Lt. Kilpatrick	
				Lt. Birnie	

Lt. Given led the first mission today that took-off at 0840 being over the target area from 0910 to 1010 and landed at 1045 hours. They carried twelve 1,000 pounders and six WP's. Two GP's and one WP was returned to base by abort. Four of the GP's did not explode and six GP's and five WP's were dropped at R-2855 on railroad tracks but they did not observe any results. They observed six passenger cars and one locomotive headed north with the cars empty at R-3388 and a bridge at R-2825 which had been bombed and what remained of the center section looked like pontoons had been used. At R-2083 the squadron strafed a M/T which was heading east. Fifteen to twenty personnel got out of the vehicle and they were strafed and killed. They destroyed one staff car and one gas truck by strafing at R-0086. Thirty-five boxcars, one shed, and five oil cars in the shed were strafed at R-3188 demaging the shed and the five oil cars in it. No flak was encountered on this mission.

Lt. Scherer led the second mission that took-off at 1042 being over the briefed area from 1110 to 1210 and landed at 1240 hours. They went to dive bomb supply buildings at R-453689 but could not bomb them because of the overcast. The flak was heavy and light moderate at R-2348 and heavy moderate at Wissembourg. Ten trucks were seen on a road between Wissembourg and Lauterberg headed in both directions. Forty trucks were in a woods Northwest of Lauterberg. Thirty were on a road at R-2435 headed South. Six GP's (1,000 pounders) were dropped on the town of Wissembourg of which two failed to explode, two in town and two missed. Six trucks were damaged by strafing at R-2645 by six strafing passes. One truck strafed and damaged at R-2543 headed East. One other truck strafed and destroyed at R-2537 which was heading North. A half track was strafed and damaged at R-2137, headed North.

[redacted]

1 2 4 2

Squadron History, 22 January 1945 (Cont'd)

Lt. Post led the third mission today which took-off at 1330 being over the briefed area from 1300 to 1400 and landed at 1420 hours. They carried 1,000 pounders and TP's. They contacted "Gangai n" but he had no target. "Elite" was contacted after the bombs were dropped but they could not help him then. At Q-6252 a M/T convoy of approximately 10 plus trucks heading Southeast and North were observed. There was moderate M/T traffic on all of the roads in that area, heading north and southeast which was seen from 9,000 feet at 1550 hours. The M/T's did not display panels but did have white star. No activity was noted at the marshalling yard at Neustadt or Landau. Two GP's and two MP's were not dropped on the target. The two GP's were jettisoned safe at Q-3513 (seen to land safe), and the two MP's were returned to the base. Eight TP's and two MP's were dropped on the northwest side of the supply depot at R-3639. All bombs were on the target getting a good pattern and good hits but they did not observe any results of the bombing. Twelve TP's and six MP's were then dropped on the southwest side of the depot but didn't observe any results. A vehicle was strafed at R-3052 heading southwest damaging it. Flak encountered on this mission was very light and moderate heavy at R-3141 and moderate heavy at R-3529.

Lt. Rice led the last mission today which took-off at 1600 being over the briefed area from 1625 to 1715 and landed at 1745 hours. "Elite Baker" sent the squadron to bomb a woods containing fifty tanks at R-1112. All bombs were dropped in the woods with excellent concentration leaving twelve to fifteen fires burning and the secondary explosion observed. The flak was light and intense over the woods and heavy intense at R-1215. Three light flak guns were strafed and damaged at R-1312. They were carrying 1,000 pounders and MP's.

CLAIMS FOR 22 JANUARY 1945	DESTROYED	DAMAGED
Vehicles	3	9
Sheds	0	1
Oil Cars	0	5
Personnel Killed	15 to 20	
Light Flak Guns	0	3

[redacted]

Mission No. 393
23 January 1945

Air Operations Order No. 20
XIII TAC
Armed Recce & Close Support

White	Capt. Hergert	Red	Lt. Brown	Yellow	Lt. Keever
	Lt. Weining		Lt. Doppelino		F/O Horst
	Lt. Hannold		Lt. Stepanek		Lt. Hall
	Lt. Halloran		Lt. Jones		Lt. Hughes

Capt. Hergert led today's only mission which took-off at 0855, being over the briefed area from 0930 to 1025 and landed at 1045 hours. They carried twelve HE's and twenty-four 1,000 pounders. They contacted "Mohin" and he told the squadron to recce area eight miles Southeast of Bitche to ten miles Northeast of Bitche. Eight HE's and four HE's were dropped at q-8444 on M/T heading Northwest and then they strafed and destroyed five vehicles. Thirty vehicles were seen in the area heading Northwest. Two HE's and one HE was dropped at q-9648 on four to five M/T heading West then strafed and destroyed all of them. Twelve HE's and six HE's were then dropped on the supply dump at R-834394 damaging it. The tug and a barge which was headed North at R-5473 was damaged by strafing. Immobilized, twenty-five railroad cars were strafed and damaged at R-4573. F/O Horst bailed out at q-5518 and is O.K. Lt. Jones last seen at q-8348, said over R/T that he was alright. Two GP's and one HE bomb were jettisoned safe at q-7856. A B-24 was observed on the ground at q-9237 and a train heading East at Neustadt marshalling yard. The yard was virtually empty. The flak encountered over enemy territory was mostly light intense and heavy weak.

CLAIMS:	DESTROYED	DAMAGED
1 tug and barge		1
Railroad cars		25
Supply Dump		1
M/T's	10	

[redacted]

THIS PAGE IS UNCLASSIFIED

Mission No. 394
24 January 1945

Air Operations Order No. 15
XIII FAC
Armed Recce & Close Support

White	Lt. Given	Red	Lt. Gilbert	Yellow	Lt. Birnie
	Lt. Payham		Lt. Scherer		F/O Dayus
	Lt. Williams		Lt. Merrick		Lt. Kilpatrick
	Lt. Graber				Lt. Stepanek

Our squadron, led by Lt. Given on an armed recce and close support mission, took-off at 1346. The planes were over the target area from 1410 until 1510. Weak heavy flak was encountered at M-5455 and the planes run into some moderate light flak at M-2737. Marshalling yards in Mannheim were observed to be about 3/4 full of boxcars--some had snow on them. At M-3697, 10 M/T's were observed heading SW. The squadron called "Blitz" but they could not get into the area for a target due to the weather. Bridges in the Mannheim area and one RR bridge in the vicinity of M-4441 are still intact. At M-5038, fifty box-cars were observed in a yard -- also one train and eight passenger cars. At M-4444, five or six barges were seen anchored on the West side of the Rhine. At M-4835, 2 500 pounders were dropped and one frag with the result that two barges were bombed--one destroyed and one damaged. At M-5444, two 500 pounders and one frag were dropped on an M/T heading south. The road was cut but no claim was observed on the M/T. At M-5249, two 500 pounders and one frag were dropped on three small buildings and two gun positions--all were destroyed. At M-5558, eight 500 pounders and three frags were dropped on a train going north with eight passenger cars. The train stopped in a marshalling yard and although there was no claim on the train, four box-cars were destroyed in the marshalling yard and three buildings were damaged. At M-4545, four 500 pounders and three frags were dropped on a pontoon bridge. Two hits were observed on the bridge at the east bank and the bridge was damaged. At M-2737, eight 500 pounders and two frags were dropped on a marshalling yard which contained twenty box-cars. No claims were observed, but one railroad building was destroyed. There was a cloud cover of 10/10ths from the base to Mannheim with a base of 1,500 ft. and tops of 5,000 ft. North of Mannheim in the Rhine Valley only, broken cover of 7/10ths with a base of 3,000 ft. and tops of 5,000 ft. Visibility above the overcast was unlimited and below was from 3 to 5 miles. The squadron landed at 1545.

CLAIMS:	DESTROYED	DAMAGED
Barges	1	1
Buildings	4	3
Gun positions	2	
Roads cut -- 1		

[redacted]

1 2 4 5

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 395
26 January 1945

Air Operations Order No. 16
XII TAC
Armed Recce and Close Support

White	Lt. Test	Red	Lt. Williams	Yellow	Capt. Herbert
	Lt. Wilke		F/O Sayus		Lt. Lallorah
	Lt. Hall		Lt. Graber		Lt. Allard
	Lt. Hughes		Lt. Wayman		Lt. Hamrick

Lt. Test led today's only mission which took-off at 1255, being over the briefed area from 1320 to 1440 and landed at 1455 hours. They were carrying twenty-four (500# GP's) and eleven (500# Incediary) bombs and dropped them all in target areas. The called "Baggage" and he said to go to "Ulite" area, when "Baggage" called and turned the squadron over to Baby for Egg-basket. Baby had them work with Blunder for a few minutes but then "Blunder" turned us back to "Baby". They believed to have dropped eight GP's and four Incendiary bombs at R-8020 but they did not observe any results due to poor visibility. At R-8332 they dropped sixteen GP's and seven Incendiary bombs observing nothing again due to the bad weather. There was no flak encountered on this mission or enemy aircraft seen. The weather from base to Saarburg was very hazy, with visibility three to four miles and in the Rhine Valley 10/10ths clover, base unknown, tops 15,000', visibility in overcast ½ mile.

<u>Claims</u>: Nil.

[redacted]

[redacted]

Missions No. 396 thru 398
29 January 1945

Air Operations Order Nos.
15, 16 & 17 XII TAC
Armed Recce

	#1	#2	#3
White	Lt. Rice	Capt. Hergert	Lt. Given
	Lt. Coppolino	Lt. Barker	Lt. Powers
	Lt. Brown	Lt. Allard	Lt. Ireland
	Lt. Stepanek	Lt. Halloran	Lt. Williams
Red	Capt. Hillis	Lt. Kilpatrick	Capt. Hillis
	Lt. Weinnig	Lt. Wilke	Lt. Hughes
	Lt. Hall	Lt. Birnie	Lt. Hall
	Lt. Hughes	Lt. Veldboon	Lt. Graber
Yellow	Lt. Ireland	Lt. Test	Lt. Brown
	Lt. Wayham	Lt. Hannold	Lt. Coppolino
	Lt. Williams	Lt. Scherer	Lt. Stepanek
	Lt. Graber	Lt. Hamrick	Lt. Weinnig

The squadron, led by Lt. Rice, took-off at 0800 for the first mission of the day, over briefed area from 0835 to 0955, and landed at 1010. Light intense and light moderate flak were encountered over the Karlsruhe-Pirmasens area. 18,000 pounds of general purpose bombs and 18 frag bombs were dropped which resulted in the destruction of 8 motor transport, damage to 12 other motor transport and one flak position, and the cutting of one track. Lt. Wayham's aircraft was badly damaged by flak. When he almost reached the base, he said over the R/T, "I'm bailing out." He was seen to jettison his canopy as his aircraft glided towards the ground and explode. No chute was seen.

The second mission, led by Captain Hergert, took-off at 1203, over briefed area from 1240 to 1340, and landed at 1400. Heavy and light weak flak were encountered over Speyer, heavy weak over Karlsruhe and heavy weak over Germersheim. 18,000 pounds of general purpose bombs were dropped which resulted in the destruction of two motor transport, one horse drawn vehicle, and the damaging of five motor transport, two bridges and three barges. There was 10/10 cloud cover north of Speyer.

Lt. Given led the third mission that took-off at 1530, over briefed area from 1600 to 1715, and landed at 1730. The route followed was to Wissembourg-Karlsruhe-Landau-Speyer-Mannheim-Worms-Heppenheim-Heidelberg to base. Heavy weak and light weak flak were encountered. 18,000 pounds of general purpose bombs were dropped which resulted in the destruction of two motor transport, four buildings, and the damaging of six motor transport, three

[redacted]

[redacted]

locomotives, seven railroad cars and two marshalling yards. There was 10/10 cloud cover, base 3500 feet, tops 5,000 feet. The visibility beneath was 2-3 miles, above unlimited.

CLAIMS	DESTROYED	P/D	DAMAGED
Motor transport	12		23
Locomotives			3
Railroad cars	4		7
Marshalling yard			2
Barges			3
Flak position			1
Tracks cut	1		

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 399
30 January 1945

Air Operations Order No. 17
XXII MAC
Rail Cutting Armed Recce

White	Lt. Smith, L.J.	Yellow	Capt. Bergert
	Lt. Parker		Lt. Hamrick
	Lt. Best		Lt. Allard
	Lt. Hughes		Lt. Halloran
Red	Lt. Kilpatrick		
	Lt. Veldboon		
	Lt. Birnie		
	Lt. Stepanek		

The squadron took off at 0814, led by Lt. Smith, on a rail cutting and armed recce. The squadron contacted Baggage and he said that the weather was very bad in the target area, so the squadron returned to the base bringing their bombs back with them. There was a cloud cover of 10/10 with a base of 4,500 ft. and tops unknown. Visibility was one mile. There was a heavy ground fog with haze -- it looked worse to the East. The squadron landed at 0910.

[redacted]

~~SECRET~~

i. Losses in action:

(1) Killed. Lt. Harold D. Wayham, 0705649 29 Jan 45.

(2) Wounded. Flt O John H. Horst, T125296 23 Jan 45.

(3) Missing. 2nd Lt Dofel J. Brunetti, 0770162 1 Jan 45.
2nd Lt Raymond E. Smith Jr. 0710194 2 Jan 45.
1st Lt Thomas T. Kilfoyle Jr. 0766557 19 Jan 45.
1st Lt Henry H. Jones, 0807571 23 Jan 45.

(4) Taken Prisoner. None definitely known.

j. Awards received during period.

(1) 1st Lt Robert H. Rice, 0813023.

(a) Mission. Dive Bombing mission of 2 Dec 44.

(b) Act. Lt Rice was leading his flight on 2 Dec 44 when he encountered 15 enemy aircraft, Me 109's near Strasbourg. He jettisoned his bombs and broke into the enemy although outnumbered four to one. In the ensuing combat Lt Rice personally destroyed two Me-109's and damaged one.

(c) Award. Distinguished Flying Cross.

(2) 1st Lt Hugh J. Smith, 0696717.

(a) Mission. Dive Bombing and Armed Reconnaissance, 12 Dec 44.

(b) Act. Lt Smith led squadron on armed reconnaissance of the Hagenau-Landau area. Bombs were dropped on a supply depot destroying two supply buildings and cut rails in two places. Twenty railroad cars loaded with motor transport were strafed, three locomotives and six flak guns damaged. An attack was made on a marshalling yard which blew up an ammunition train in which seventy five cars were destroyed. Cars were seen exploding throughout the yard and intense white smoke and flames could be seen for 30 miles.

(c) Distinguished Flying Cross.

(3) M/Sgt Dwight E. Abbott, 37086176.
M/Sgt Lester A. Ross, 6912287.
T/Sgt Marvin W. Lempke, 36050555.
T/Sgt Robert E. Pickard, 34160234.

(a) Mission: Negative.

(b) Act: For meritorious service in direct support of combat operations from 20 December 1943 to 15 December 1944.

(c) Award. Bronze Star Medal.

~~SECRET~~

THIS PAGE IS UNCLASSIFIED

~~SECRET~~

AIR FORCE: FIRST TACTICAL AIR FORCE (PROVISIONAL)

COMMAND: XII TACTICAL AIR COMMAND

WING: 64TH FIGHTER WING

GROUP: 358TH FIGHTER GROUP

SQUADRON: 366TH FIGHTER SQUADRON

DATES INCLUDED: 1 FEBRUARY 45 TO 28 FEBRUARY 45.

TABLE OF CONTENTS

~~SECRET~~

SECRET

OUTLINE HISTORY, 366th Fighter Squadron, February 1945.

a. Present designation: 358th Fighter Group, 64th Fighter Wing.

b. Changes in organization: Negative.

c. Strength: 55 Officers, 248 Enlisted Men.

d. Present Station: A-90, Toul, France since 11 Nov 44.

e. Movements: Negative.

f. Campaigns: Participated in the Battle of Germany.

g. Operations:

(1) Armed reconnaissance, patrol, escort and dive-bombing close cooperation missions were flown during February. Dive-bombing close cooperation missions predominated.

(2) Number of missions, 56. Number of sorties, 640.

(3) Outstanding Missions.

(a) Mission of 8 February 45 against enemy aircraft, railways and a bridge.

1. Target was approximately thirty Me-109's and two Me-262's, Jet propelled aircraft, a bridge at Haunstein and rail yards.

2. The bridge at Haunstein was severely damaged by ten direct bomb hits, a large shed destroyed and four rails cut. Twelve tons of bombs were dropped in target area. En route back to base squadron engaged in combat approximately thirty Me-109's and two Me-262's at Offenburg. Enemy aircraft were painted light blue with black spinners and carrying belly tanks which they dropped when engaged. Lt Scherer destroyed two, one went down in flames and the other blew up in mid-air. Capt Hergert destroyed one Me-109, it was seen to hit the ground and explode. Lt Gilbert scored many hits on one Me-109 the engine caught fire and pilot bailed out. Major Wilson sent a 109 down flaming making a bag of five enemy aircraft destroyed against no losses of our own.

3. Photographic evidence not available.

(b) Mission of 14 February 45 against enemy rail equipment and marshalling yards.

1. Target was enemy locomotives, box cars, railroads and marshalling yards all vitally necessary to the enemy in moving men, supplies and equipment to points of opposition to our ground forces.

2. The Hochspeyer marshalling yard was bombed and strafed damaging two locomotives, three rail cars and yard. Marshalling yard near Marnheim was

SECRET

SECRET

bombed, one locomotive and fifteen cars destroyed, thirty cars and the marshalling yard damaged. At Grunstadt one locomotive was destroyed, two others, ten cars and a nearby factory were damaged. A twenty car train was bombed south of Worms, three rail cars and three light flak guns were destroyed and one rail cut. Two bombs were dropped on a train south of Heppenheim destroying the locomotive and one coach, ten cars were damaged and one rail cut. East of Worms a train was strafed destroying a locomotive and ten motor transport, probably destroying eight flat cars and damaging twelve box cars. A strafing attack on marshalling yard south west or Worms damaged thirty boxcars. Other strafing attacks in this area resulted in the destruction of two staff cars, two trucks, and one motorcycle.

3. Photographic evidence not available.

h. Leaders of outstanding missions.

(a) Captain Thomas M. Hergert, mission of 8 Feb 45.

(b) 1st Lt Joe W. Test, mission of 14 February 45.

i. Losses in action.

(1) Killed. None known.

(2) Wounded. Negative.

(3) Missing. 1st Lt. Stanley J. Stepanek, Jr. 2 Feb 45.
1st Lt. Scott R. Allard 15 Feb 45.

j. Awards received during period.

(1) 1st Lt. Harold G. Stalnaker, 0702856. (MIA)

(a) Mission. Armed reconnaissance mission of 21 Nov 44.

(b) Act. Lt Stalnaker led the squadron on armed reconnaissance east of Rhine River 21 Nov 44. In a bombing and strafing attack on Freiburg Marshalling yards the tracks were cut in five places, two locomotives and twenty box cars were destroyed. Continuing the mission two locomotives, thirty five cars fourteen trucks, two ammo carriers and numerous personnel were destroyed and great damage done by bombing and strafing.

(c) Award. Distinguished Flying Cross.

(2) Captain (Then 1st Lt) William D. Rathgeber, 0860804.

(a) Mission. Negative.

(b) Act. For meritorious service in direct support of combat operations against the enemy from 20 October to 20 November 1944.

(c) Award. Bronze Star Medal.

SECRET

SECRET

(3) M/Sgt Virgil E. Chenoweth
S/Sgt Joseph H. Havlik
S/Sgt Fred A. Kelly
S/Sgt Albert Kochevar
Sgt Richard H. Henninger
Sgt David M. Lee
Sgt Herbert R. White

(a) Mission. Negative.

(b) Act. For meritorious service in direct support of combat operations against the enemy from 20 December 1943 to 31 December 1944.

(c) Award. Bronze Star Medal.

(4) Major James F. Hackler, Jr. (19th OLC)
Captain Thomas M. Hergert (3rd, 4th, 5th, 6th, 7th 8th 9th OLC)
Captain Fred L. Hillis (3rd, 4th, 5th 6th, 7th, 8th, 9th OLC)
Captain Andrew J. Nemshick (3rd, 4th, 5th, 6th OLC)
Captain Harold L. McClellan (16th OLC)
1st Lt George H. Veldboon, (2nd, 3rd, 4th, 5th, 6th OLC)
1st Lt Scott R. Allard (4th, 5th, 6th, 7th, 8th, 9th, 10th OLC) MIA
1st Lt Roy L. Kilpatrick, Jr. (6th, 7th, 8th, 9th, 10th OLC)
1st Lt Robert M. Leety (7th OLC)
1st Lt Frank C. Hannold (8th, 9th, 10th, 11th OLC)
1st Lt Wendell J. Roberson (9th, 10th, 11th OLC)
1st Lt Stephen A. Manning, Jr. (10th, 11th, 12th, 13th OLC)
1st Lt Joe W. Test (10th, 11th, 12th, 13th, 14th, 15th OLC)
1st Lt Elmer R. Brown, 11th, 12th OLC)
1st Lt James E. Morris, Jr. (11th, 12th OLC)
1st Lt Hugh J. Smith (12th, 13th, 14th OLC)
1st Lt David E. Keever (13th, 14th OLC)
1st Lt Ernest R. Given, Jr. (15th, 16th, 17th, 18th, 19th OLC)
1st Lt Charles H. Maehrlein (15th, 16th OLC)
1st Lt Donald O. Scherer (2nd, 3rd, 4th, 5th, 6th, 7th, 8th OLC)
1st Lt Raymond E. Smith, Jr. (6th OLC) MIA
1st Lt Alvin D. Johnson (7th OLC) MIA
1st Lt Thomas T. Kilfoyle, Jr. (8th OLC)
1st Lt Robert H. Rice (13th, 14th, 15th OLC)
2nd Lt Domenic A. Coppolino (1st, 2nd, 3rd, 4th OLC)
2nd Lt George M. Graber (1st, 2nd, 3rd, 4th, 5th, 6th, 7th OLC)
2nd Lt Paul M. Hughes (1st, 2nd, 3rd, 4th, 5th, 6th, 7th OLC)
2nd Lt Thomas P. Halloran, (1st, 2nd, 3rd, 4th, 5th, 6th OLC)
2nd Lt Harold D. Wayham (1st, 2nd, 3rd, 4th OLC) KIA
2nd Lt James O. Hall (2nd, 3rd, 4th, 5th, 6th, 7th OLC)
2nd Lt James T. Hemrick (2nd, 3rd, 4th, 5th OLC)
2nd Lt Henry H. Jones (2nd, 3rd, 4th, 5th, 6th 7th OLC) MIA
2nd Lt John Weinnig, Jr. (2nd, 3rd, 4th, 5th, 6th, 7th OLC)
2nd Lt Stanley J. Stepanek, Jr. (5th, 6th, 7th, 8th, 9th, 10th, 11th OLC)
2nd Lt Richard T. Birnie (6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th OLC)
2nd Lt Allan Gilbert (6th, 7th, 8th, 9th, 10th, 11th OLC)
2nd Lt Roy E. Ireland (6th, 7th, 8th, 9th, 10th, 11th OLC)
2nd Lt Lyle M. Lovell (6th, 7th, 8th OLC)
2nd Lt Paul E. Williams (6th, 7th, 8th, 9th, 10th, 11th, 12th OLC)
2nd Lt Neil W. Currie (AM)

SECRET

SECRET

2nd Lt Donald E. Parker (AM, 1st OLC)
2nd Lt Thomas L. Powers (AM)
2nd Lt Vernon O. Wilke (AM, 1st, 2nd, 3rd, 4th, 5th, 6th OLC)
Flt O Albert Bayus (AM, 1st, 2nd, 3rd, 4th OLC)
Flt O John H. Horst (AM, 1st, 2nd, 3rd OLC)

(a) Mission. Participation in missions flown by this squadron, Armed Reconnaissance, Fighter Sweeps, Patrols, close cooperation etc.

(b) Act: Having completed the required number of missions, sorties or destroyed enemy aircraft.

(c) Award: Air Medal and Oak Leaf Clusters to the Air Medal previously awarded. The above were awarded per General Orders #5, 6 Jan 45, #7, 16 Jan 45, #8 22 Jan 45, #11, 5 Feb 45, #16, 13 Feb 45, #25 18 Feb 45, Headquarters XII Tactical Air Command.

SECRET

THIS DOCUMENT IS UNCLASSIFIED

SECRET
CLOSED

War Diary, 366th Fighter Squadron, 358th Fighter Group, A-90, Toul, France. February 1945.

1 The first EM to go to Paris under recently authorized quota leaves today. Sgt Steiner's name was picked by making a chance pencil mark on a roster. Now that passes to Paris have begun everyone is hoping to get a chance to see (Gay Paree). The election of officers in NCO Club resulted in three members of the Squadron being elected as President, Vice Present and a member of the Board of Governors.

2 The liberty run to Nancy was resumed today now that Nancy is again "On Limits" to members of this Group. Lt Stanley J. Stepanek is missing in action after todays first mission.

3 S/Sgts Dempsey and Leache leave on 2 day pass to Paris. A drawing was held to determine the order in which men will get future passes. Each mans name was written on a small piece of paper and drawn from a box. Names were listed in the order drawn.

4 General Barcus visited the Station and presented medals to members of the squadron. Medals were DFC's, Air Medals and Bronze Star Medals. Due to inclement weather the presentation was held in the Special Service Theater. Forty Squadron members attend the presentation. General Barcus made a short speech in which he commended the Group very highly.

5. Five EM. Cpl Zabka, Pfc Box, Pvts Jezak, Davis and Koscielski were transferred from the squadron to the 12th Replacement Depot for Infantry Reinforcement training.

6 Squadron basketball team chalked up another win by beating the 367th Squadron Officers by score of 34 to 29. Our standing is now 4 wins and no losses, tied for first place with 365th Fighter Squadron Officers.

7 1st Lt William D. Rathgeber, Squadron Adjutant, promoted to Captain. New walks are being laid in living area. Steel I beams obtained from nearby bombed-out barracks make excellent side rails. The rails are being filled with rock and covered with shale. A definite improvement over the old hastily built brick walks.

8 Squadron claimed the destruction of five enemy aircraft on second mission of the day. Lt Scherer claimed two, Capt Hergert, Lt Gilbert and Major Wilson claimed one each.

9 Our P. X. opened this week and to the very great surprise of all we were able to purchase 2 bottles of American beer. It was the first American beer we had seen in the 17 months we have been overseas. We won basketball game with 462nd Service Squadron by score of 22 to 18. Our standing is now 7 wins and no losses, in undisputed first place.

10 The squadron enjoyed a dance at the Red Cross Aero Club for the squadron and attached Units. Mademoiselles from Toul and vicinity were invited as dancing partners. Music was furnished by the 50th General Hospital dance orchestra. The old favorite of the Red Cross, doughnuts, were served as refreshments.

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

11 Since the snow melted and the ground thawed some of our roads are in rather bad condition. The outside road paralleling the runway has been closed to all vehicles except vehicles used in making road repairs and jeeps. Engineers are rebuilding taxi strips and hardstands on line. We won basketball game with 1243rd Q. M. Co. 47 to 18.

12 Three new pilots, Flight Officers Schowe, Walker and Woody join squadron today. Basketball team won over 365th squadron 45 to 37. Our standing is still first place with 9 games won and no losses.

13 Major Wilson, Operations Officer is transferred to 367th Fighter Squadron as Commanding Officer. Capt Littlejohn is transferred to Group Headquaters.

14 Lt Test led squadron on a highly successful mission against enemy railways and rail equipment. Four locomotives were destroyed and others and much equipment was either destroyed or damaged.

15 Four new pilots joined squadron, Lts Poscavage, Nicklas, McLaren and Pierce. Lt Allard missing in action. The movie "Fallen Sparrow" shows at Special Service Theater.

16 The Special Service Theater featured a "Musical Hour" of Classical Recordings (Shumanns Concerts in A-Minor featuring Myra Hess at the Piano - Walter Goehr conducting).

17 Two squadron EM are members of the Group dance orchestra under the direction of Captain Taylor of the 365th squadron. According to latest reports the orchestra is progressing fine and should be ready to play for our dances in the very near future.

18 The 366th is still on top in the standings of the Basketball teams with 10 games won and no losses. Movie "This the Life" at Special Service Theater.

19 Another pilot, Lt Hannold, is transferred to the Zone of Interior. The Station Commander, Colonel Tipton, has reserved the hours of 1230 to 1330 each Sunday as personal conference hour to afford all military personnel an opportunity to submit constructive suggestions and complaints to military matters. No appointment or permission is necessary to attend the personal conference.

20 A stage show "Musical Hi-Lites" featuring Jane Copeland, Norman Cecon and Fabian given at the Special Service Theater. Movie follows stage show.

21 Lt Keever, on DS to Wing is transferred to Wing. Captain Less, Intelligence Officer, is assigned to 63rd Fighter Wing for dy with A-2 Section 1st TAF (prov). Three pilots, Lts Currie, Parker and Powers assigned.

22 1st Lt Haddock, T/Sgt Cooke, S/Sgts Cipriani, Kelly, F. A., Sgt Taylor, Cpl Stine and Pfc Ferraiolo get 7 day furloughs to the United Kingdom. A furlough roster based on the length of time since last furlough has been made.

23 Starting tonight there will be two showings of movies instead of one on

SECRET

SECRET

Mondays, Wednesdays and Fridays.

24 The 340th Air Service Squadron eliminated us from the 1st Tactical Air Forde Championship playoff by winning 21 to 16 in Game played at Nancy. Sgt Graves was removed from the game at the start of the second half and we scored only 2 more points after leading in the first half by score of 14 to 9.

25 Captain Carlton is assigned from Group Headquarters to replace Captain Less in the Intelligence Department. Capt Less was transferred recently. Two pilots 1st Lts Pender and Durham were assigned today. Results of Saturday's inspection published in the Daily Bulletin today reveal that we rated an Excellent in the living site, tech site and administrative site, Very Satisfactory in the Mess Hall.

26 The Group Information-Education Office has set up a War Room where up to the minute news, maps, bulletins etc. are available to all personnel. College and University materials are also available for anyone desiring to further their education by studying in spare time.

27 Q. M. Supply moved into a new Niessen Hut built of wire mesh and matting. Originally Q.M. was housed in a tent but storage space in the tent was not adequate.

28 A great improvement in the weather during the latter part of February resulted in much improvement being made in the general appearance of the living and line areas. The living area has been raked and cleaned, tents have undergone a thorough house cleaning and the line has been cleaned and straightened up. New gravel walks are being built in the Operations area.

SECRET

THIS PAGE IS UNCLASSIFIED

[redacted]

566TH FIGHTER SQUADRON
APO 374 U.S. Army

8 February 1945

SQUADRON HISTORY

On the second mission of the day, the squadron, led by Captain THOMAS M. HERBERT of Savanna, Illinois, performed one of its most successful operational missions. Aside from the destruction of five Me-109 F's and G's (the Luftwaffe's best), a bridge at Maunstein near the Swiss border was severely damaged by ten direct bomb hits; a large shed destroyed, and four rails cut. Twelve tons of bombs were dropped in the target area.

While en route back to the base around 1345 hours, approximately thirty Me-109's and two Me-262 jets were sighted about 30 miles east of Offenburg. The enemy aircraft were painted light blue with black spinners and all of them were carrying belly tanks which they jettisoned before the ensueing combat. The enemy aircraft followed our squadron to Offenburg where the squadron broke into them at 11,000 feet.

Lt. DONALD C. SCHERER of Sidney, Ohio claims two Me-109 F's destroyed. After scoring many hits on the enemy plane at 5,000 feet, he last saw his first victim completely covered in flames and heading towards the ground in an uncontrollable flat spin. Closing in from 100 to 15 yards on his second claim, the enemy aircraft blew up in his face. The flame and concussion threw his aircraft a couple hundred feet in the air as if it were a toy.

Captain [illegible] claims one Me-109 G destroyed. His strikes on the enemy aircraft from a range of 150-200 yards resulted in an explosion which caused the right flap to fall off and the wheels start down as the 109 went into a steep dive burning briskly. It hit the ground and exploded.

Lt. ALLAN GILBERT of Burbank, California claims an Me-109 G destroyed. The enemy pilot bailed out after his engine caught on fire from Lt. Gilbert's strikes and the aircraft made two tight spins going almost straight down.

Major LOUIS E. WILSON of Hurricane, West Virginia destroyed an Me-109 G. After scoring many strikes on the enemy aircraft, it was last seen going straight down emitting heavy grey smoke.

[redacted]

[redacted]

Squadron History, 3 February 1943, cont'd.

It was evident from the enemy pilots' skill in aerobatics and from the late types of aircraft they were flying, that this encounter was against some of Goering's finest. The favorable score of five enemy aircraft destroyed with no loss to our squadron was the final tally from this aerial combat.

[redacted]

[redacted]

[illegible]
APO 674 U.S. Army

14 February 1945

[illegible]

On the first mission of the day in excellent flying weather, Lt. [illegible] of Henry, Arkansas, led the squadron on one of its most devastating fighter-bomber missions. 19.8 tons of bombs were dropped on targets of every rail equipment which were also strafed along with motor transports with favorable results.

Twelve 500 pound bombs were dropped on the Coblenzer marshalling yard where ten cars and two locomotives were observed loading West. Two hits were scored in the yard and the squadron strafed; the results of which were two locomotives, three rail cars, and one marshalling yard damaged.

One locomotive and fifty cars loading West were observed in marshalling yard near Karlsruhe. Eleven bombs were dropped; six landed in the yards destroying a locomotive and thirteen cars, and damaging twenty cars and the marshalling yard.

At Brumstadt, three locomotives (one with steam up loading South) were observed. One bomb was dropped destroying one locomotive, damaging two others and ten cars, as well as causing damage to a nearby factory.

A twenty car train loading South was spotted south of Worms. Four bombs were dropped, two of which made direct hits, destroying three rail cars, three light flak guns, and cutting one rail.

A train composed of one locomotive and eleven coaches loading South was spotted south of Heppenheim. Two bombs were dropped on this target destroying the locomotive, one coach, damaging ten cars, and cutting one rail.

East of Worms, another train whose flat cars were loaded with motor transport was observed loading South. Five bombs were dropped, but no direct hits were scored. Then, the squadron strafed, destroying one locomotive, ten motor transport, probably destroying eight flat cars, and damaging twelve boxcars. The motor transports were left in flames on the flat cars.

Strafing a marshalling yard southwest of Worms damaged thirty boxcars. Other strafing attacks in this area resulted in the des-

[redacted]

1201

[redacted]

Squadron History, 2d Sqd'n., 14 February 1945

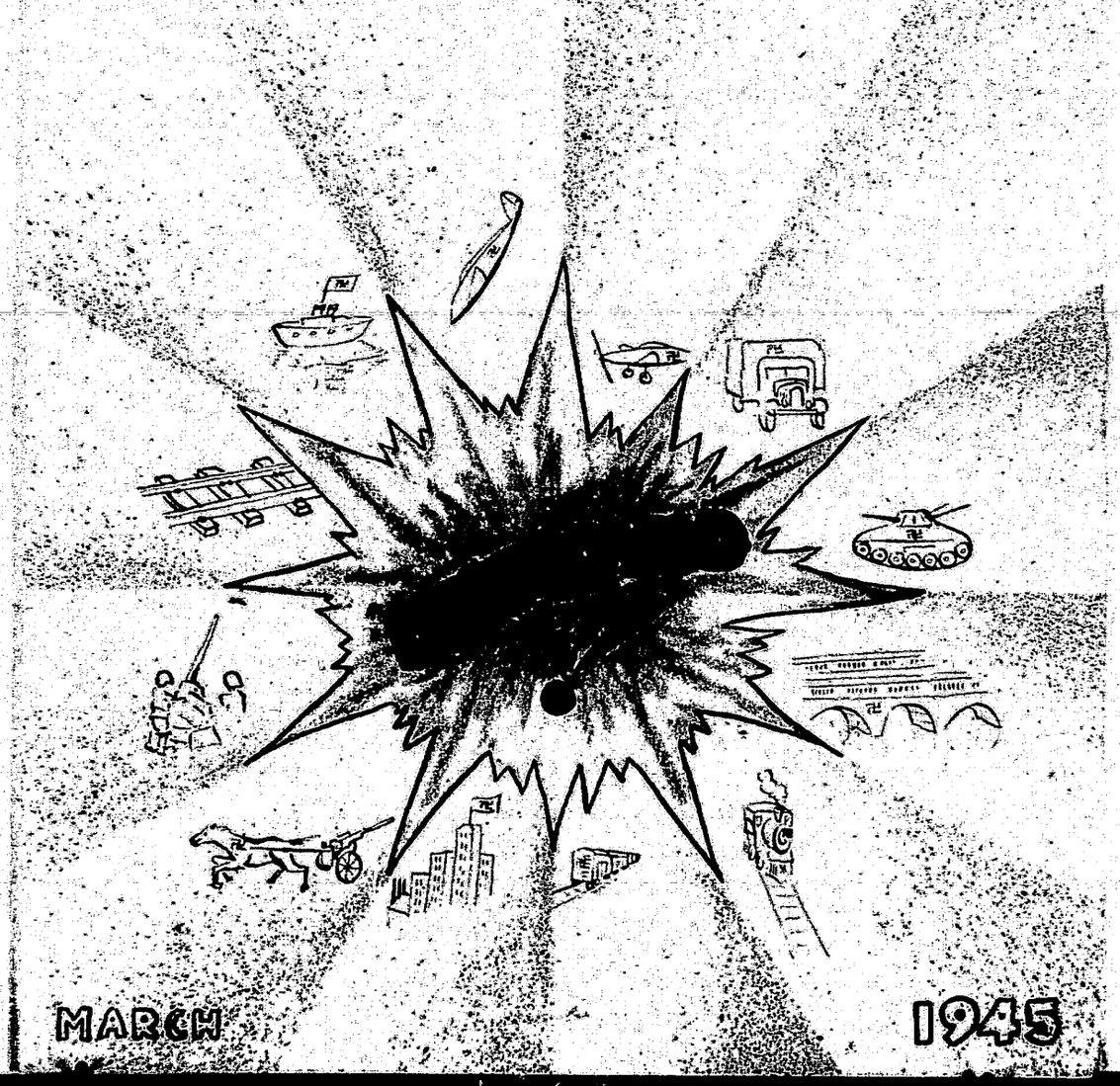
truction of the staff cars, two trucks, and one motorcycle.

Light incense and light work flak was encountered at several points on the route of flight - Kaiserlautern - Worms - Mannheim to base.

[illegible]	[illegible]	I/D	[illegible]
Locomotives	[illegible]		13
Rail Cars	19	0	37
Marshalling Yards			2
Buildings			1
Flak Guns	1		
Rails Out	2		
Motor Transports	19		
Horse-Drawn Vehicles	2		

[redacted]

366 Fighter Squadron HISTORY



MARCH 1945

1265

AIR FORCE:	FIRST TACTICAL AIR FORCE (PROVISIONAL)
COMMAND:	XII TACTICAL AIR COMMAND
WING:	64TH FIGHTER WING
GROUP:	358TH FIGHTER GROUP
SQUADRON:	366TH FIGHTER SQUADRON
DATES INCLUDED:	1 MARCH 1945 TO 30 MARCH 1945.

TABLE OF CONTENTS

THIS PAGE IS UNCLASSIFIED

OUTLINE HISTORY, 366TH FIGHTER SQUADRON, MARCH 1945.

Present designation: 358th Fighter Group, 64th Fighter Wing.

b. Changes in Organization: Negative.

c. Strength: Officers 58 Enlisted Men 241 .

d. Present Station: Toul, France since 15 Nov 1944.

e. Movements: Negative.

f. Campaigns: Participated in the battle of Germany.

g. Operations: Missions flown during the month of March were of various types; patrol, dive-bombing, armed reconnaissance, escort.

(1) Major effort was directed to close cooperation with ground forces and enemy rail and motor transportation. Enemy positions and installations were attacked by bombing, strafing, bombing with incendiaries, NaPalm and fragmentation bombs. Activity greatly increased over the previous month.

(2) Number of missions, 103 . Number of Sorties, 972.

(3) Outstanding Missions.

(a) Mission of 16 March against enemy rail roads, rail equipment, roads and motorized equipment.

(b) Targets attacked were directly in the path of our advancing ground forces.

(c) Squadron dropped five tons of G. P. bombs on three trains northeast of Hamburg. 18 direct hits were observed, 3 locomotives and 12 rail cars were destroyed and rails were cut in five places. East of Attweiler, twenty half-tracks were bombed and strafed, destroying four and damaging four plus cutting the road in two places.

(b) Mission of 19 March against enemy motor vehicles and enemy troops.

1. Target was enemy elements directly opposing our ground forces.

2. Southeast of Kaiserlautern squadron bombed and strafed motor vehicles destroying twelve and damaging five. One rail cut was made. Along a road Northeast of Landau 200 German troops, stationary in formation, were caught off guard and strafed before they had time to seek cover. At least 150 were killed and others injured.

3. Photographic evidence not available.

(c) Mission of 20 March against enemy motor transportation.

1. Target of motor vehicles were vital equipment to the enemy in withdrawing ahead of our ground advances.

1265

THIS DOCUMENT CONTAINED

2. 350 motor vehicles observed west of Bad Durkheim were attacked with bombs and strafing. An estimated 81 vehicles were destroyed and 49 damaged. An undetermined number of personnel were killed and wounded. Many vehicles were left in flames and much confusion was observed.

3. Photographic evidence not available.

(d) Mission of 20 March against enemy motor transportation.

1. Vehicles are high priority targets necessary to the enemy in effecting an orderly withdrawal of men and materials before our advancing ground troops.

2. 25 motor vehicles parked, facing east, on the road between Frankenstein and Bad Durkheim were attacked with 21 260# fragmentation bombs destroying ten vehicles and damaging fifteen. Continuing on course 20 other vehicles were attacked by bombing and strafing destroying 8 vehicles and damaging 10. Further north 20 more vehicles were strafed 5 being destroyed and 3 damaged. A staff car was also later discovered and destroyed by strafing.

3. Photographic evidence not available.

(e) Mission of 20 March against enemy motor and horse-drawn vehicles and artillery.

1. Point of opposition to our ground forces.

2. Squadron dropped 24 260# fragmentation bombs on 75 motor vehicles and 100 horse-drawn vehicles and artillery. Many strafing passes were made. Thirty eight horse drawn vehicles were destroyed and thirty two damaged. Twenty one motor vehicles were destroyed and twenty three damaged. The enemy waved white flags and ground controller requested attack to cease as ground forces were moving in to capture the remainder of enemy personnel and equipment.

3. Photographic evidence not available.

(f) Mission of 20 March against enemy motor transportation.

1. Target was vital motorized equipment.

2. Southwest of Edenkoben a great number of enemy vehicles were found on all roads in the area, parked, facing East. Squadron attacked dropping fifty five 260# fragmentation bombs and making numerous strafing passes. Thirty six vehicles were destroyed and thirty five damaged.

3. Photographic evedence not available.

(g) Mission of 24 March against enemy rail equipment.

1. Mission primarily directed to the destruction of important rail and rolling stock and destruction of enemy transpoatation system.

2. East of Helmshein two 500# G. P. bombs were dropped on a train destroying the locomotive. Gun position on flat car was strafed and destroyed. Proceeding to Helmstadt eight bombs were dropped on marshalling yards destroy-

ing ten railroad cars and damaging eight. A building at the edge of the yard was also destroyed. Two tank cars were strafed and left smoking. West of Mosbach six 500# bombs were dropped on a train destroying the locomotive and four railroad cars and damaging six cars. Another locomotive locomotive and six cars were damaged at Mosbach. North of Heilbronn a locomotive was bombed and destroyed and a factory near the south end of the yards was destroyed. A locomotive pulling ten cars was destroyed and three cars damaged. Many rails in the yards were cut. Another train heading East was strafed and damaged and south of Pfzorsheim another locomotive was strafed and damaged. Total claims for this very successful mission were 5 locomotives destroyed, three damaged. 14 railroad cars destroyed, thirty one damaged. 1 Flak gun destroyed and 2 buildings destroyed.

3. Photographic evidence not available.

h. Leaders of outstanding missions.

(a) Captain Thomas M. Hergert, mission of 16 March.
(b) Captain Thomas M. Hergert, mission of 19 March.
(c) 1st Lt Allan Gilbert, mission of 20 March.
(d) 1st Lt Donald O. Scherer, mission of 20 March.
(e) Captain Andrew J. Nemshick, mission of 20 March.
(f) Major Samuel L. Hitchcock, mission of 20 March.
(g) 1st Lt. Joe W. Test, mission of 24 March.

i. Losses in Action:

(1) Killed. 1st Lt Edmund Poscavage, O-555139, 11 March 45.
1st Lt Charles A. Pender, O-812132, 16 March 45.

(2) Wounded. None.

(3) Missing. 2nd Lt. James T. Hamrick, O-826417, 2 March 45.
2nd Lt. Thomas L. Powers, O-832883, 11 March 45.
2nd Lt. John F. Wright, O-766822, 13 March 45.
1st Lt. Robert M. Leety, O-704689, 15 March 45.

j. Awards received during period.

(1) 1st Lt. David E. Keever, O-821723.

(a) Mission. Armed Reconnaissance mission of 1 December 1944.

(b) Act. Lt Keever led a flight on an armed reconnaissance along the Rhine River in the Strasbourg area. Sighting a train, he bombed and strafed it, destroying the locomotive and damaging nearly 20 boxcars. Lt Keever then rejoined his flight and directed it to a marshalling yard, strafing as his comrades bombed. Reassembling his flight, he led it in several low altitude strafing passes and silenced a number of anti-aircraft guns, damaged additional railroad cars, and caused a great number of enemy casualties. He then led his flight in on two additional trains at different points, strafing and damaging both locomotives and some 25 cars. In these attacks, Lt Keever and his flight were subjected to intense and accurate, anti-aircraft fire from about 30 flak guns. He concluded with a strafing attack upon these positions, resulting in

the silencing of 5 guns. While reforming his flight, he observed a large enemy artillery piece in a nearby field, which he, strafed destroying the personnel.

(c) Award. Distinguished Flying Cross.

(2) Sgt Herbert H. White, 19142315.

(a) Mission. Negative.

(b) Act. For meritorious service in direct support of combat operations from 20 December 1943 to 5 February 1945.

(c) Award. Bronze Star Medal.

(3) Captain Andrew J. Nemshick (7th, 8th, 9th, 10th OLC)
Captain Thomas M. Hergert (10th, 11th, 12th, 13th OLC)
Captain Harold L. McClellan (17th, 18th, 19th OLC)
Captain Fred L. Willis (10th, 11th OLC)
1st Lt. George H. Veldboom (7th, 8th, 9th, 10th, 11th OLC)
1st Lt Robert M. Leety (8th, 9th, 10th OLC) MIA
1st Lt Donald C. Scherer (9th, 10th, 11th, 12th OLC)
1st Lt Roy L. Kilpatrick (11th, 12th OLC)
1st Lt Allan Gilbert (12th, 13th, 14th OLC)
1st Lt Roy E. Ireland (12th, 13th, 14th, 15th OLC)
1st Lt Paul E. Williams (13th, 14th OLC)
1st Lt Richard G. Birnie (14th OLC)
1st Lt Hugh J. Smith (15th, 16th OLC)
1st Lt Robert H. Rice (16th, 17th OLC)
1st Lt Joe W. Test (16th, 17th OLC)
1st Lt Ernest R. Given, Jr. (20, 21st OLC)
1st Lt Edmund Poscavage (A.M., 1st OLC) KIA
1st Lt Stephen A. Manning, Jr, (14th OLC)
2nd Lt Ira M. Davis (A.M., 1st, 2nd OLC)
2nd Lt Neil W. Currie (1st, 2nd, 3rd OLC)
2nd Lt Thomas L. Powers (1st, 2nd, 3rd OLC) MIA
2nd Lt 2nd Lt Donald E. Parker (2nd, 3rd, 4th OLC)
2nd Lt Domenic A. Coppolino (5th, 6th, 7th, 8th OLC)
2nd Lt James T. Hamrick (6th, 7th, 8th OLC)
2nd Lt Thomas P. Halloran (7th, 8th OLC)
2nd Lt Vernon C. Wilke (7th, 8th, 9th OLC)
2nd Lt John Weinnig, Jr. (8th, 9th, 10th OLC)
2nd Lt Donald D. McLaren (A.M., 1st OLC)
2nd Lt Nicklas, William H. (A.M., 1st OLC)
2nd Lt Don C. Pierce, Jr. (A.M., 1st OLC)
2nd Lt George M. Graber (8th, 9th OLC)
2nd Lt James C. Hall (8th, OLC)
2nd Lt Paul M. Hughes (8th OLC)
Flt O Robert R. Walker (A.M., 1st, 2nd OLC)
Flt O Claude L. Woody (A.M., 1st OLC)
Flt O Louis C. Schowe (A.M.)

(a) Mission. Participation in missions flown by this squadron, Fighter sweeps, Armed reconnaissance, Patrols, close cooperation, etc.

THIS PAGE IS UNCLASSIFIED

(b) Act. Having completed the required number of missions, sorties or destroyed enemy aircraft.

(c) Award. Air Medal and Oak Leaf Clusters to Air Medals previously awarded. The above were awarded per General Orders #30, 20 Feb 45, #32 22 Feb 45, #35 1 Mar 45, #38 1 Mar 45, #43 3 Mar 45, #47 7 Mar 45, #53 10 Mar 45 Hq XII Tactical Air Command.

THIS DOCUMENT IS UNCLASSIFIED

War Diary, 366th Fighter Squadron, 358th Fighter Group, A-90, Toul, France, March 1945.

1 General Orders No. 22, Headquarters XII Tactical Air Command received today awarding Battle Honors to the 358th Fighter Group. Everyone is pleased to receive the citation and looking forward to receiving the Distinguished Unit Badge. The award came as a climax to a lot of hard work and effort on the part of each individual in a little more than a year of combat operation against the enemy.

2 Lt Hamrick missing in action after first mission. His aircraft was seen to explode in mid-air ten miles southeast of Pirmasens, Germany. Red Cross announced that a dance for this squadron is scheduled for the 10th.

3 Following receipt of Memorandum from the XII Tactical Air Command concerning violations of discipline and dress meeting was held to inform personnel of standards of discipline and dress required

4 Four pilots joined squadron today, Captain Edwards, 1st Lts Funderburke and Caraway and 2nd Lt Wright. Special Services announced the opening of the "CINEMA PATHE" at 12 Rue du General Gengoult in Toul. Movies will be shown Mondays through Fridays only.

5 The P. A. System formerly operated from the Orderly Room is moved to the Operations trailer a more central location.

6 Lt Col Dunning the ALO gave a very interesting speech on the progress of the war and the part this group is playing in the air power being hurled against Germany and the effect it is having in breaking their resistance.

7 Announcement is made by Special Service of the forming of a badminton and volleyball league. The GI show "Yankee Jubilee" with an all star cast of 23 played at the Special Service Theater. The music and acts, in fact the entire show, was the best we have been privileged to see in all our eighteen months in the ETO.

8 The VIII Air Force Fighter Combat Films showing attacks on Rocket Propelled and Jet Propelled aircraft is shown along with the picture "Barbary Coast Gent" featuring Wallace Beery is shown at the Special Service theater.

9 Lts Rice, Smith, H. J. and Given are transferred to the Zone of Interior after having completed combat tours. Three new flight commanders are appointed.

10 The NCO Club holds Bingo games two nights each week giving cash prizes to winners. One game each night is a "winner take all" game, each player puts fifty francs in the pot and the winner gets it all. It has become very popular with the members and practically each night sees a larger number of players.

11 Lts Poscavage and Powers missing after dive-bombing mission, both pilots have only been with the squadron a short time.

12 Two weeks rations available for purchase at P. X. The road running past the Communal Site, closed for repairs after the thaw, opened to general traffic. The speed limit on the Station has been posted at 15 M.P.H.

13 Seven officers, all pilots assigned from Group Headquarters, Lts Camp, Build, Caser ia, Bush, DeLorey, Engelmann and Dwyer. Four missions were flown today, Lt Wright missing after first mission.

14 Our wandering boys, the officer and seven enlisted men who left on furlough to England the 22nd of February came back this morning. Furloughs have been temporarily cancelled due to transportation difficulties, Paris passes are still in effect.

15 Eight dive-bombing missions were flown today, Lt Robert M. Leety missing. The movie "Rationing" with Wallace Beery shown at Chateau Theater.

16 Squadron dispatched 80 airplanes on 10 missions. Lt Pender was killed when his airplane spun in and crashed while attempting to reach the field and land. The accident happened about two miles from the field and in the crash and subsequent explosion in the semi darkness was easily visible from the base.

16 The first meeting of the Enlisted Men's Council was held in the Information-Education Office. M/Sgt Ross was elected president of the Council. 1st Sgt Spaulding and M/Sgt Ross represent the squadron in the Council which was formed for the purpose of assisting in the planning and execution of programs and activities popular with the enlisted personnel of the station. Meetings of the Council will be open to all personnel and anyone having suggestions or recommendations may present them to the Council. Meetings are to be held every Monday at 1430 hours.

17 It is being rumored that we will be moving soon. Possibly the assumption is based on the fact that practically everything is in good shape, we have a nice mess hall set-up, Q.M. in a new Nissen Hut, gravel walks with steel I beam edges, the grass is growing nice and green and the weather warm. It usually happens that when everything is in fine shape for a long stay we move.

18 Cpls Gilliam and Bowden, Pfc's Jaynes and Palmisano and Private Oddie are transferred to the 16th Reinforcement Depot for Infantry Training. We trade intelligence officers with the 367th Squadron, Lt Urdang is transferred to the 367th and Lt Palaia is transferred to us.

19 Tennis Courts are now open for use between the hours of 0800 and 2000 hours daily. We won over the 324th Fighter Group in the XIII TAC single elimination basketball tournament played in Nancy, by score of 44 to 15.

20 A softball team has been organized with S/Sgt Quinn as manager. We have a field layed out in the area between the living site and the line. Several practice games have been played.

21 Our vehicles are in the process or being overhauled and repainted, several have already been completed and look and drive much better than they did during the winter with mud and snow when repair work was very limited.

22 Six pilots, 2nd Lts Cappolino, Hall, Halloran, Hughes, Weinnig and Wilke promoted to 1st Lt. Baseball team organized, T/Sgt Glie named as manager.

23 Four enlisted men joined organization. Since sending men to Infantry we have a shortage in several departments.

24 Col Tipton held a meeting of all First Three Graders in the Group at the theater this afternoon. He expressed the importance and necessity of a high degree of discipline now in order that there would be no great let-down following the cessation of hostilities in this theater. He also commended the men on their efforts in the past and indicated what would be required in the near future.

25 Major Hackler, former Commanding Officer on D S to XII Tactical Air Command transferred to XII Tactical Air Command for duty in A-3 Section.

26 Three limited assignment enlisted men joined. All were former infantrymen. Col Tipton restricted the Group to the limits of the station because the number of delinquency reports received the past week was considered excessive.

27 Results of Saturdays inspection gave us a Superior rating for the Mess Hall, Administrative Site and Tech Site, very Satisfactory in the living site.

28 The Enlisted Mens Council is organizing a Camera Club. All interested personnel are requested to meet with the Chairman and Recorder of the Council to get things underway.

29 The French Stage Show "PARIS CALLING" formerly scheduled to be held in the Pathe Theater in Toul was called off at last moment due to transportation difficulties.

30 Good Friday services are held for protestants and Catholics. Colonel Tipton held a meeting of this squadron and Group Headquarters personnel. We were informed that we would soon be moving into Germany. Capt Stone gave us a briefing on mines and booby traps, Capt Haber gave a security lecture, Lt Martin talked about the non-fraternization policy. For the first time, we are about to enter an enemy country, but looking forward to it nevertheless.

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
16 March 1945.

SQUADRON HISTORY

Flying an armed reconnaisance mission, led by Captain THOMAS M. HERGERT of Savanna, Illinois, the squadron destroyed 3 locomotives, 12 rail cars, and 4 half-tracks; 6 half-tracks were damaged, 5 rail cuts and 2 road cuts were made.

Five tons of general purpose bombs were dropped on 3 trains heading East, northwest of Homburg. Although the visibility was poor, at least 18 direct hits were observed, destroying 3 locomotives, 12 rail cars, and causing 5 rail cuts.

In the woods east of Ottweiler, over 20 half-tracks headed northeast were seen. The squadron strafed and dropped one ton of bombs, destroying 4 half-tracks, damaging 4, and making 2 road cuts. Before heading for home, the squadron leader contacted the ground controller and told him about the half-tracks, so that other airborne units could be vectored to attack the target, as our squadron had dropped all of its bombs.

[redacted]

THIS DOCUMENT IS UNCLASSIFIED

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
19 March 1945.

SQUADRON HISTORY

Eight aircraft carrying a total of 56 260 pound fragmentation bombs destroyed 12 motor vehicles, damaged 5 motor vehicles, cut one rail, and killed at least 150 enemy troops.

Led by Captain THOMAS M. HERGERT of Savanna, Illinois, the squadron flew to Sarreunion where the ground controller directed them to check motor vehicle movement east of Homburg. Upon arriving in that area, the only motor movement that was seen were ambulances going both East and West.

The squadron continued on its course in search of legitimate targets which were found southeast of Kaiserlautern. The flights dropped their bombs and strafed, resulting in the destruction of 12 motor vehicles and damage to 5 motor vehicles. One rail was cut.

Along a road northeast of Landau, 200 German troops stationary in close formation were seen. The first burst of fire from our aircraft caught the enemy off guard in their original formation, dispersing for cover after the leading element opened fire on them. Several strafing passes were made along the road, straddling ditches, and the nearby woods, killing at least 150 men.

Captain HERGERT reformed the flights and returned to base.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
20 March 1945.

SQUADRON HISTORY

The day's fourth mission was led by Lt. DONALD O. SCHERER of Sidney, Ohio. Upon reaching Saarunion, the section was directed to look for motor vehicles on the road between Frankenstein and Bad Durkheim. Twenty-five vehicles were seen first, parked facing East. Twenty-one 260 pound fragmentation bombs were dropped scoring many direct hits and strafing passes were made. Ten vehicles were destroyed and fifteen damaged. Continuing on their course, twenty other parked vehicles facing East were seen, upon which twenty-six 260 pound fragmentation bombs were dropped scoring 7 direct hits and strafing passes were made. Eight vehicles were destroyed and ten damaged. About six miles further North, 20 enemy vehicles were strafed, destroying 5 and damaging 3. Before returning to the base, a staff car was strafed and destroyed.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
20 March 1945.

SQUADRON HISTORY

On a mission reminiscent to the veteran pilots of the squadron of those flown during the historical breakthrough at St. Lo, the squadron, led by Lt. ALLAN GILBERT of Burbank, California, attacked over 350 motor vehicles west of Bad Durkheim with excellent results.

The ground controller at Saarunion vectored the squadron to the target. Captain ANDREW J. NEMSHICK of Hazelton, Pennsylvania and Lt. STEPHEN A. MANNING of Marlboro, Massachusetts, leading Red and Yellow flights respectively, led their flights into the attack with the squadron leader. Almost 4½ tons of bombs were dropped on the enemy vehicles, scoring 27 direct hits and several near misses; after which several strafing passes were made. It is estimated that 81 vehicles were destroyed, 49 vehicles damaged, and an undetermined number of enemy personnel killed and wounded. This attack caused great havoc and confusion in the area with many vehicles left in flames.

Before returning to the base, another formation of American aircraft were observed making very effective attacks on motor vehicles just west of Bad Durkheim where an effective roadblock was created.

It was estimated that over 600 enemy vehicles of all types were retreating eastward, scattered out on all roads between Frankenstein and Bad Durkheim.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
20 March 1945.

SQUADRON HISTORY

The Squadron, led by Captain ANDREW J. NEMSHICK of Hazelton, Pennsylvania, flew to Saarunion, but no contact could be made with the ground controller. However, while en route to Pirmasens, the ground controller called and gave instructions to attack motor and horse drawn vehicles on a road northeast of Pirmasens.

When the section arrived at its destination, another outfit was observed attacking the target with good hits among the vehicles. After this attack was completed, the squadron dropped twenty-four 260 pound fragmentation bombs on about 75 motor vehicles and 100 horse drawn vehicles including artillery. Many strafing passes were made. Thirty-eight horse drawn vehicles were destroyed, 32 horse drawn vehicles were damaged, 21 motor transports were destroyed and 23 motor transports were damaged.

As the squadron was leaving the area, another squadron was vectored to attack the same target. However, they heard over the R/T that the enemy were waving white flags and then the ground controller said to cease attack as the ground forces were moving in to capture the remainder of enemy personnel and equipment.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. ARMY,
20 March 1945.

SQUADRON HISTORY

On an air cooperation and armed reconnaisance mission, the squadron, led by Major SAMUEL L. HITCHCOCK, flew the fifth mission of the day on a route to Saarunion, Landau, southwest of Edenkoben, and returned to the base.

The ground controller at Saarunion gave the squadron a target of motor vehicles southwest of Edenkoben. When the squadron arrived at that point, a great number of enemy vehicles were found on all roads in the area, parked facing East. Fifty-five 260 pound fragmentation bombs were dropped on over 100 vehicles, and numerous strafing passes were made. Thirty-six vehicles were destroyed and thirty-five damaged.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
24 March 1945.

SQUADRON HISTORY

Railroad targets bore the brunt of the squadron's attacks on the first mission of the day. Led by Lt. JOE W. TEST of Gentry, Arkansas, the squadron flew to the Karlsruhe area and East to Helmsheim, where two 500 pound general purpose bombs were dropped on a train heading North. Two direct hits on the locomotive destroyed it, and one gun position on a flat-car was strafed and destroyed. Proceeding to Helmstadt marshalling yard, eight bombs were dropped, seven of which landed in the yards. Five direct hits among the cars and strafing destroyed ten railroad cars and damaged eight. One building on the edge of the yard was destroyed. Two tank cars just North of the yard were strafed and left smoking. West of Mosbach, six 500 pound bombs were dropped on a train, destroying the locomotive with three direct hits, four railroad cars destroyed by three near misses, and six cars were strafed and damaged. Another locomotive was destroyed and ten railway cars damaged by bombs and strafing at Moslach. Continuing on course, two trains were observed in a marshalling yard north of Heilbronn. The bombs dropped destroyed a locomotive with two direct hits, and also, a factory near the south end of the yards was destroyed. A locomotive pulling ten passenger cars was strafed and destroyed; three of its cars were damaged. The bombs cut many rails in the yards. Still another train, heading East, was strafed damaging the locomotive and one of its cars. Before returning to the base, the squadron strafed and damaged a locomotive south of Pfzorheim.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Locomotives	5	3
Railroad cars	14	31
Flak guns	1	0
Buildings	2	0

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

AIR FORCE: FIRST TACTICAL AIR FORCE (PROVISIONAL)

COMMAND: XII TACTICAL AIR COMMAND

WING: 64TH FIGHTER WING

GROUP: 358TH FIGHTER GROUP

SQUADRON: 366TH FIGHTER SQUADRON

DATES INCLUDED: 1 April 1945 to 30 April 1945

TABLE OF CONTENTS

[redacted]

OUTLINE HISTORY, 366th Fighter Squadron, April 1945

a. Present designation: 358th Fighter Group, 64th Fighter Wing.

b. Changes in Organization: Negative.

c. Strength: 56 Officers, 248 Enlisted Men.

d. Present Station: Y-79, Sandhofen, Germany since 9 April 1945.

e. Movements: Squadron moved from A-90 Toul, France to Y-79 Sandhofen, Germany. Advanced echelon arrived Y-79 on 4 April, subsequent movement of personnel and equipment were made by air amd motor transportation. Entire move completed on the 9th.

f. Campaigns: Part in Battle of Germany.

g. Operations: During the month of April, dive-bombing, glide-bombing, and low-level strafing attack missions were flown in support of the VI Corps and XV Corps of the Seventh Army. The squadron executed numerous missions of armed recce, mainly against the railroad traffic and railroad facilities but occasionally, enemy airfields, motor transport and supply dumps were assigned as targets and effectively attacked. The mission flown in close support to the ground forces consisted of divebombing, glidebombing, and strafing gun emplacements, troop concentrations, fortified towns and other obstacles directly ahead of the ground forces in the area of Kitzingen, Rothenburg, Crailsheim, and Ellwangen. The missions of armed reconnaisance against rail targets covered a wide area east of the Rhine, north to Bamberg, east to Munich, and south to the Swiss Alps.

(2) Number of missions: 81. Number of sorties: 862.

(3) Outstanding missions:

(a) Fifth mission 4 April attacking Pineapple targets on recce route.

1. Attacking enemy road and rail supply lanes which were supplying the German armies.

2. Five vehicles south of Bamberg strafed, 4 destroyed and one damaged. Eight 500 pound bombs dropped on over 60 camouflaged vehicles south of Bayreuth destroying 30 vehicles and 9 buildings. Following these bombing attacks, the squadron strafed and damaged 19 M/T; 4 locomotives and 6 railroad cars were strafed and damaged and one boxcar destroyed.

3. Photographic evidence not available.

(b) Fourth mission during 5 April attacked

[redacted]

Pineapple targets while flying armed recce.

1. Attacking enemy rail and road supply lanes supplying German armies.

2. Bombing and strafing attacks in area just east of Lohr destroyed 19 M/T, 10 railroad cars, one locomotive, and four buildings; and damaged 29 M/T, 10 railroad cars, 3 locomotives, 5 half-tracks, 2 tanks, one building, and one switch-engine.

3. Photographic evidence not available.

(c) The fifth mission 5 April attacked Ansbach airfield.

1. To destroy enemy aircraft that have been harassing our front line troops.

2. Flying through light moderate flak, the squadron glidebombed the airfield and made about 25 to 30 individual strafing passes, destroying 11 enemy aircraft, two railroad cars and damaged 5 enemy aircraft.

3. Photographic evidence not available.

(d) The third mission 8 April was directed against Ingolstadt airfield.

1. To destroy enemy aircraft of the dwindling Luftwaffe.

2. Eight aircraft strafed flak positions while 8 aircraft strafed enemy aircraft on the ground in a well co-ordinated attack. Various types of aircraft were on the field. These attacks destroyed 4 barracks, 1 fuel storage point and 21 enemy aircraft, and damaged 4 flak positions, 2 railroad cars and 14 enemy aircraft.

3. Photographic evidence not available.

(e) The second mission 10 April was directed against Munich autobahn airstrip.

1. To destroy enemy aircraft harassing our advancing ground troops.

2. Strafing attacks caused numerous secondary explosions destroying 5 enemy aircraft, 16 M/T, and damaged 2 M/T, 1 flak position, and 4 enemy aircraft. Intense light flak was encountered.

3. Photographic evidence not available.

[redacted]

[redacted]

(f) Fourth mission 10 April was directed against Ingolstadt airfield.

1. To divebomb and destroy enemy aircraft of the dwindling Luftwaffe.

2. 46 X 260 pound fragmentation bombs dropped on the airdrome with the largest concentration of hits in the southern wooded dispersal area. Some bombs fell on the north edge of the field on a fuel storage point and parked aircraft. Each aircraft made about 4 strafing passes, mainly on the southern and southeastern dispersal areas. Thirteen enemy aircraft, one gun position, and one M/T were destroyed.

3. Photographic evidence not available.

(g) The second mission 12 April was directed against M/T and H/D vehicles on roads between Bamberg and Bayreuth.

1. To destroy enemy supply lines.

2. Forty-seven 260 pound fragmentation bombs were dropped on scattered targets in this area and the squadron strafed resulting in the destruction of 13 M/T, 1 locomotive, 1 railroad car, 1 building, and damage to 10 M/T, 13 locomotives, 2 railroad cars, and one horse-drawn artillery piece.

3. Photographic evidence not available.

(h) The second mission 24 April was directed against M/T traffic southeast of Kaufbeuren.

1. High priorty target of enemy aircraft was observed on an airfield near Kaufbeuren while flying en route to vectored target.

2. Bombing, strafing, and rocket attacks resulted in the destruction of 17 enemy aircraft, 3 M/T, and damage to 5 enemy aircraft and 1 hangar.

3. Photographic evidence not available.

(i) The first mission 30 April was directed against Pineapple target south of Munich.

1. To destroy the retreating ground forces of the German Army.

2. Bombing, strafing, and rocket attacks destroyed 54 M/T dand damaged 29. On an airfield near Holzkirchen, Yellow flight made a total of 25 individual strafing passes destroying 8 enemy aircraft and damaging 6.

[redacted]

[redacted]

h. Leaders of outstanding missions:

1. g-3-a. 1st Lt. James O. Hall.
g-3-b. 1st Lt. Roy E. Ireland.
g-3-c. 1st Lt. George H. Veldboon.
g-3-d. 1st Lt. Donald O. Scherer.
g-3-e. 1st Lt. Allan Gilbert.
g-3-f. 1st Lt. George H. Veldboon.
g-3-g. Colonel James B. Tipton.
g-3-h. Major Samuel L. Hitchcock.
g-3-i. 1st Lt. Roy E. Ireland.

i. Losses in action:

1. Killed: Nil.

2. Wounded: 1st Lt. Lyle M. Lovell, 0-710136, 11 April 1945.

3. Missing: 2nd Lt. John W. Kelly, 0-834252, 26 April 1945.

4. Taken prisoner: 1st Lt. Lyle M. Lovell, 0-710136, 11 April 1945.
1st Lt. Herbert A. Durham, 0-509812, 11 April 1945.
Both pilots were repatriated.

j. Awards received during period:

1. John (NMI) Paczak, 36325189.

a. Mission: Nil.

b. Airplane completing more than 300 consecutive missions without a mechanical abort.

c. First Oak Leaf Cluster to Bronze Star awarded per section 2, GO # 63, XII TAC , 9 April 1945.

[redacted]

THIS PAGE IS UNCLASSIFIED

SECRET

WAR DIARY, 366TH FIGHTER SQUADRON, APRIL 1945.

1 Many members of the squadron attended morning and afternoon Easter Services held in Red Cross Building and Merton Hangar. S/Sgt Bernatonis was painfully injured when a frag bomb he was handling accidentally fell on his foot. Six 8 plane armed recce missions were flown.

2 A meeting for the organization of a Camera Club was held in the N. C. O. Club. The club is sponsored by the Enlisted Mens Council and organized as a post war activity.

3 Preparations are being made for moving into Germany. Operations will continue from Toul during the move.

4 Twelve enlisted men and two officers leave by motor for new base. A survey of buildings revealed that very few are suitable for use and it is decided that personnel will live in tents, sites are chosen.

5 Advance echelon moves by motor convoy and begin setting up living area and line. The chosen site of living area is a pine grove, no arrangement of tents is made and tents are pitched in spaces between the trees. The line is hardstand in front of bombed-out hangars.

6 Other personnel and equipment arrive by air. Engineers are filling bomb craters on the line. Operations, Intelligence, Engineering and Armament set up offices in a slightly damaged building near the line.

7 More men and equipment continues to arrive by air and motor transport. Everyone is amazed at the condition of buildings and installations. All hangars have been demolished by bombing, nothing is left but piles of wreckage and debris. Roads have to be cleared of rubbish. Personnel are warned against exploring and souvenir hunting because of much unexploded ammunition and duds lying around.

8 Airplanes arrive and operation from new field begins. It was especially interesting to those who traveled by motor convoy to see the shot-up, burned-out and bombed vehicles along the roads in the vicinity of Saargumines and in the area between Saargumines and Ludwigshaven. Our squadron had several "field days" in that area and it was interesting to see some of the results of some of our missions.

9 Personnel who stayed behind until the airplanes left arrived today, completing the move. Squadron is for the first time stationed in enemy territory necessitating a more adequate guard and more rigid adherence to security regulations. All personnel are confined to the limits of the station except for official business trips.

10 Special Service Theater opens. The Theater, Red Cross Club and N.C.O. Club are all conveniently located in a building near the squadron living sites.

SECRET

SECRET

11 1st Lts Lovell and Durham missing in action. Lt Durham was last seen bailing out in the vicinity of Weiderstettin, Germany.

12 Lt Merritt and Cpl Magnes leave to investigate areas where pilots were reported missing in an effort to determine the status of the missing pilots.

13 Lt Powers formerly reported missing in action was found to have been killed when his airplane crashed in the vicinity of Saargemund, Germany. Two missions were flown today.

14 No flying today, pilots released. Mechanics have "maintenance day". Men have practically completed flooring tents with lumber obtained from bombed buildings. A hospital ward tent is put up in living area for use as a Day Room. A crap table and ping pong table are in the process of being built and a supply of chairs has been obtained.

15 Almost every night since arriving on this base a German airplane dubbed "Bed Check Charlie", has visited this area. He was over again tonight and received a warm reception, everything on the base opened up and drove him away. The Special Service Theater presented the movie "Wilson". 1st Lt Test promoted to Captain and 2nd Lt Parker promoted to 1st Lt.

16 The Enlisted Men's Council held a meeting for the purpose of selecting a Staff to Edit and publish a Group Newspaper. Squadron flew four dive-bombing missions.

17 Lt Leety formerly reported missing in action has been found to have been killed. Softball games have been resumed in the Group Softball League. Newly constructed volleyball and badminton courts are now ready for use.

18 Captain Hergert, Operations Officer is assigned to the 365th Squadron to be Squadron Commander. Captain Jones joins the 366th and becomes Operations Officer. We traded Medical officers with the 367th Squadron, Captain Pearlman left us and we got Captain Benjamin. Lts Coppolino and Wilke get leaves to the 1st TAF rest home in Annecy, France.

19 Two Bowling Alleys in the Theater building are now available for use. It is the first time since leaving the states that bowling fans have had the opportunity to engage in their favorite past time.

20 Special Service announced a track and field meet to be held in the near future. Entries are requested to participate in the High Jump, Pole Vault, Broad Jump, Shot Put, Discus and Javelin Throw, 100 yard Dash, 220 yard Relay, 60 yard Sprint and 15 Man Tug of War Team. Baseball league starts today.

21 An outdoor theater has been completed in the special Service Area. The French Variety Show with a cast of 20 was presented. The first Edition of "Orange Tales", the recently organized Group Newspaper was distributed today.

22 Three Crew Chiefs, S/Sgts Groves, Olson and Pacsak have records of more than 300 missions being flown in airplanes they maintained without a return for mechanical failure.

SECRET

23 Our Ground officer personnel seems to be changing rather frequently, Major Guthrie is assigned to us as Executive Officer and Captain Craft is assigned to the 365th squadron.

24 Seventeen enemy aircraft were destroyed in the air and on the ground in the only mission flown today.

25 Information volunteered by a German civil mechanic who used to be employed on this base reveals that this was one of the best airfields in the Reich.

26 Lt Durham returned to the squadron after being missing in action since the 11th. He bailed out in enemy territory and was taken prisoner, interrogated and placed in a prisoner of War Camp where he remained until he was liberated by our advancing ground forces. He waived the right to go back to the States in order to continue flying combat.

27 Another French Variety Show is presented at the Special Service Theater.

28 Ten enlisted men and an officer leave for three days rest in Toul and Nancy. The Group maintains a building in Toul to accommodate members of the Group.

29 Five enlisted men of the squadron are flown to Paris on three day pass.

30 In todays first mission squadron destroyed 54 motor transports and 8 aircraft damaged 29 motor transports and 6 aircraft in Munich and Dillingen areas. The second mission returned to the base because of bad weather.

THIS PAGE IS UNCLASSIFIED

SECRET 366 Ftr. Sq.

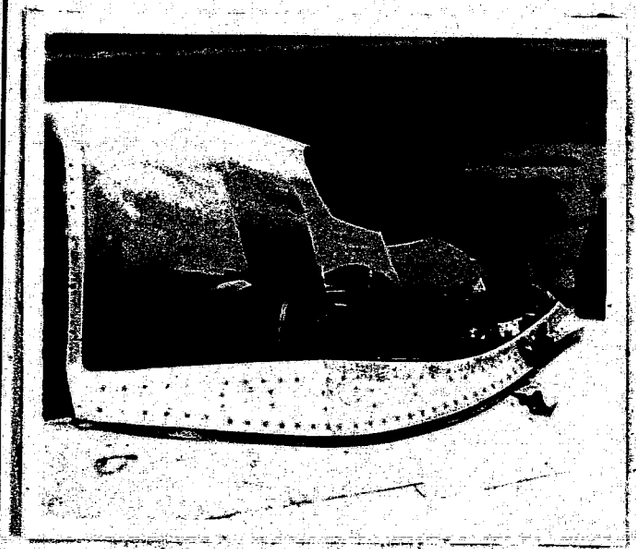
Colonel Tipton awarding Lt Allan Gilbert the D.F.C. on 10 March 1945.

Colonel Tipton awarding Lt. Stephen A. Manning the D.F.C. on 10 March '45.

SECRET

THIS PAGE IS UNCLASSIFIED

~~SECRET~~ 366th Ftr. Sq.



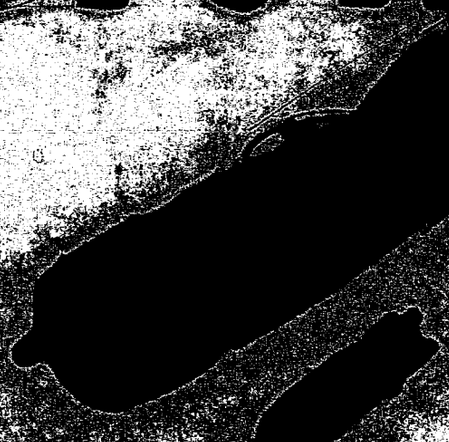
Aircraft flown by Lt John Weinzig, Jr. hit by cannon fire from enemy aircraft on 30 April 1945.

~~SECRET~~

THIS PAGE UNCLASSIFIED

356 SQUADRON HISTORY

APRIL 1945



	Destroyed	Probable	Damaged
E/A (MK)	5	0	0
E/A (GROUND)	17	0	64
HT	365	16	196
BOMB + ROCKET BUNKERS	4	0	111
TRAIN	26	0	29
A.S. CARS	50	0	155
BRIDGES	0	0	1
RAIL ENGAGEMENTS	1	0	7
RAIL CUTS	11	0	0
A.T.	10	0	0
M/V (ATTACKED)	7	0	0
[illegible]	630	0	165
[illegible]	32	0	15

[redacted]

566TH FIGHTER SQUADRON

APO 374, U. S. Army,
30 April 1945

SQUADRON HISTORY

The squadron, led by Lt. ROY E. IRELAND of Wadena, Minnesota, destroyed a great number of enemy motor vehicles southeast of Munich, and Yellow flight, led by Lt. DONALD O. SCHEER of Sidney, Ohio, effectively attacked an enemy airfield near Polzkirchen destroying many aircraft.

The enemy vehicles were spotted on scattered areas on various roads southeast of Munich and leading away from the city. Shooting rockets, dropping twenty-four fragmentation cluster bombs, and strafing, the squadron destroyed fifty-four vehicles, damaged twenty-nine others and killed numerous personnel of the enemy. While en-route to base, Yellow flight observed an airfield near Polzkirchen with all types of enemy aircraft dispersed along the airfield and in the surrounding woods. This flight made a total of twenty-five individual strafing passes with the guns of one aircraft burning out, limiting it to one strafing pass. Bursting into flame two Ju-52's, three Ju-86's, one FW-190, and two unidentified aircraft were destroyed, and one Ju-52, two FW-190's, and two Me-109's were damaged.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Motor vehicles	54	29
Enemy Aircraft	8	6

[redacted]

THIS DOCUMENT IS UNCLASSIFIED

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
24 April 1945.

SQUADRON HISTORY

The squadron, led by Major SAMUEL L. HITCHCOCK of Muskogee, Oklahoma, received instructions from the ground controller to attack enemy motor traffic around a section southeast of Kaufbeuren. Although this target could not be found, an enemy airdrome with many aircraft dispersed upon it, was discovered on the southern outskirts of Kaufbeuren. Bombing, strafing, and rocket attacks resulted in the destruction of three Me-109's, seven He-111's, one Do-217, three Ju-88's, one Me-410, one Bu-131, and three motor vehicles, and damage to three He-111's, two Ju-88's, and one of the hangars. Twelve 500 pound general purpose bombs were dropped on the enemy aircraft.

Total claims for this mission are as follows:

	DESTROYED	DAMAGED
Aircraft	17	5
Motor transport	3	0
Hangars	0	1

[redacted]

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
12 April 1945.

SQUADRON HISTORY

The squadron, led by Colonel JAMES B. TIPTON of Blytheville, Arkansas, was requested to recce the roads between Bamberg and Bayreuth. On the targets found in this area forty-seven fragmentation bombs were dropped and a great many strafing passes were made. These attacks destroyed thirteen motor vehicles, one locomotive, one railroad car, and one building and damaged ten motor vehicles, thirteen locomotives, three railroad cars, two buildings, and one horse-drawn artillery piece. Several piles of boxes were observed along the roads. These boxes were strafed and their unknown contents were damaged.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Motor transports	13	10
Locomotives	1	13
Railroad cars	1	3
Buildings	1	2
Horse-drawn artillery		1

[redacted]

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
10 April 1945.

SQUADRON HISTORY

With many German airfields deep in the Reichland now in range of Allied fighter-bombers, the Ingolstadt Airfield became one of the targets during this day's work. On the fourth mission, the squadron led by Lt. GEORGE H. VELDBOON of Los Angeles, California, dropped forty-six fragmentation bombs on the airfield and the squadron made four strafing passes on the dispersed enemy aircraft. Many fires and explosions resulted from these persistent attacks, destroying four Ju-188's, five Ju-88's, one Fw-190, two Me-109's, and one He-111 and damaging two Ju-188's, one Ju-88, two Fw-190's, two Me-109's, three He-111's, and one unidentified aircraft. In addition to these claims, four gun positions were attacked and one motor vehicle was destroyed.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Aircraft (on the ground)	13	11
Motor vehicle	1	

[redacted]

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
10 April 1945.

SQUADRON HISTORY

The Munich autobahn airstrip in the vicinity of Sauerlach was the target of this strafing mission, the second mission of the day. The Germans were using this super automobile highway as an airstrip as well as a highway. Flying through thick concentrations of light flak, the squadron, led by Lt. ALLAN GILBERT of Burbank, California, strafed the dispersed enemy aircraft and motor vehicles in this vicinity. As a result of this attack, at least three Fw-190's, one Me-109, and one unidentified aircraft were destroyed; one Fw-190, one He-111, and two unidentified aircraft were damaged. In addition to these aircraft claims, sixteen motor vehicles were destroyed, two motor vehicles and one flak position were damaged.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Motor transports	16	2
Flak position		1
Aircraft (on ground)	5	4

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
8 April 1945.

SQUADRON HISTORY

The third mission for the day was a strafing attack on the Ingolstadt airfield led by Lt. DONALD O. SCHERER, of Sidney, Ohio; brought fruitful results. Over 100 aircraft were observed dispersed in the woods and around the extreme edges of the field. In a well coordinated attack, eight of our aircraft strafed the flak positions, while the other eight attacked the dispersed enemy aircraft. After about four strafing passes per aircraft were made, at least fifteen enemy planes were observed to be in flames, while explosions followed attacks on others. Four Hs-129's, nine Ju-88's, three Me-109's, one He-111, one Fw-190, and three Me-410's were destroyed; three Me-109's, one He-111, four Fw-190's, two Me-110's, and four unidentified aircraft were damaged. In addition to the aircraft claims, four barracks buildings and one fuel storage point were destroyed; one locomotive, two railroad cars and four flak positions were damaged. During the strafing attack, an Me-262 circling the airfield at 10,000 feet, finally made a pass at one of our aircraft but was chased away.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Barracks	4	
Fuel storage point	1	
Locomotive		1
Railroad cars		2
Aircraft (on ground)	21	14

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
5 April 1945.

SQUADRON HISTORY

While leading a section of eight aircraft on an armed reconnaisance mission, the fifth mission of the day, Lt. GEORGE H. VELDBOON of Los Angeles, California, spotted over thirty Ju-88's on the Ansbach airdrome. These enemy aircraft were dispersed in groups of six's and eight's near wooded areas and fairly well camouflaged. A glide-bombing attack and about thirty-five to forty individual strafing passes were made in spite of the light flak being thrown up. Fires billowed from the burning planes all over the field. Eleven aircraft were destroyed, five aircraft damaged, and two box-cars were destroyed.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Aircraft (on ground)	11	5
Railroad cars	2	

[redacted]

366TH FIGHTER SQUADRON

APO 374, U. S. Army,
5 April 1945.

SQUADRON HISTORY

A section of eight aircraft on the fourth mission of the day, led by Lt. ROY E. IRELAND of Wadena, Minnesota, and each carrying two 500 pound general purpose bombs, were rectored to recce the area east of Lohr. In the ensuing attacks, four buildings were destroyed and one damaged by bombs. As a result of numerous other strafing passes and bomb runs, nineteen motor vehicles, 10 railroad cars and one locomotive (direct hit) were destroyed; and twenty-nine motor vehicles, sixty railroad cars, three locomotives, five half-tracks, two tanks and one switch engine were damaged. Dispersed enemy vehicles in transit were observed in a general movement East and West between Bamberg and Bayreuth. After these attacks, the squadron returned to the base.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Motor transports	19	29
Railroad cars	10	60
Locomotives	1	3
Half-tracks		5
Tanks		2
Buildings	4	1
Switch-engine		1

[redacted]

366TH FIGHTER SQUADRON

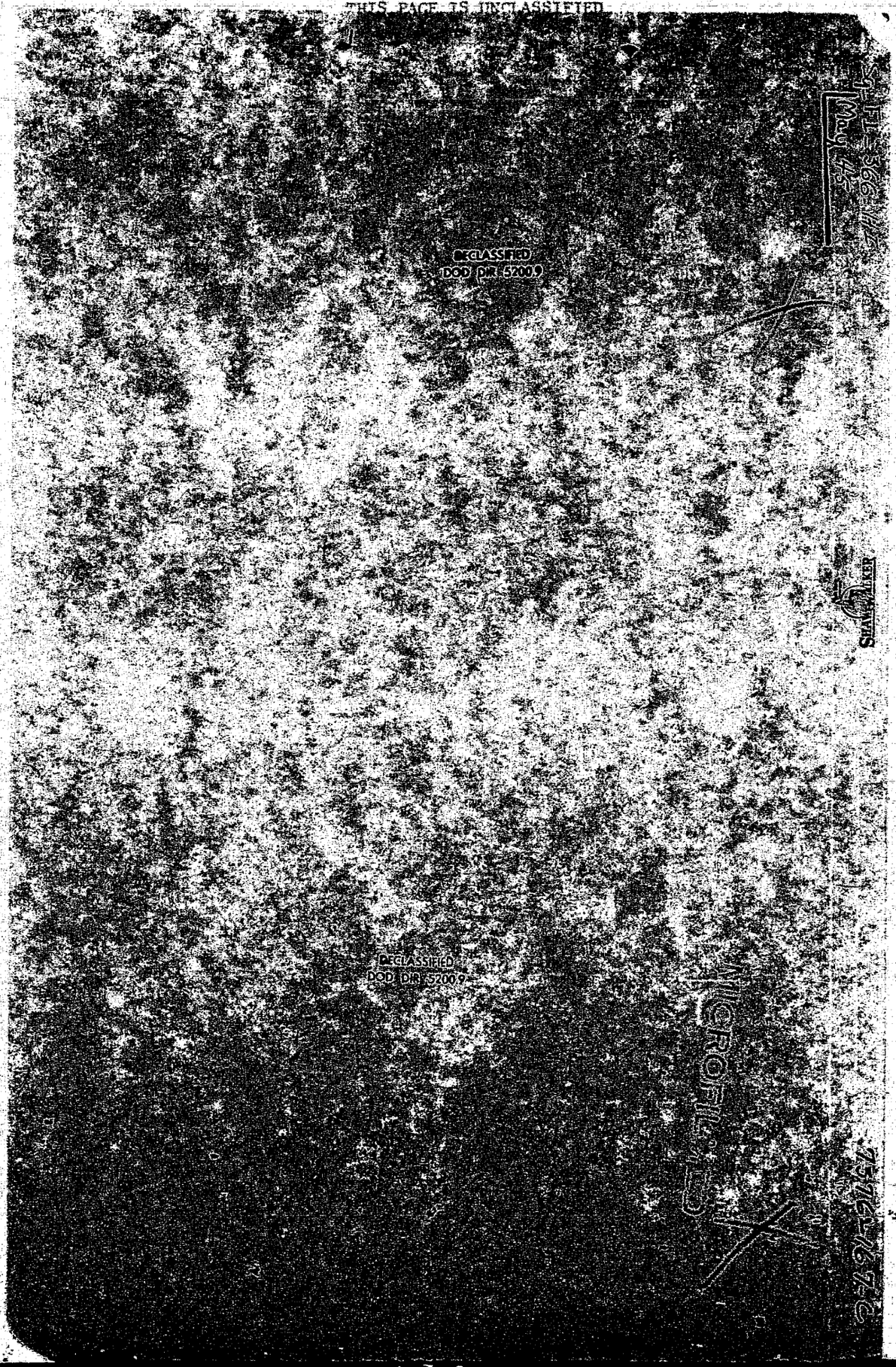
APO 374, U. S. Army,
4 April 1945.

SQUADRON HISTORY

Leading a squadron of sixteen aircraft on the fifth mission of the day, Lt. JAMES O. HALL of Meadville, Pennsylvania, found many ground targets to attack. One flight strafed five motor vehicles south of Bamberg, destroying four and damaging one. Over sixty camouflaged motor vehicles were found south of Bayreuth, upon which eight 500 pound bombs were dropped, destroying thirty of the vehicles and nine buildings. In addition, thirteen of these vehicles were strafed and damaged. Four vehicles were destroyed and six damaged as a result of other strafing attacks in the same vicinity. Fifteen boxcars and fifteen flat cars, which some of the aforementioned motor vehicles were upon, were strafed and the last box car, which was camouflaged, exploded. Four locomotives and six passenger cars were strafed and damaged before the squadron set course for home.

The total claims for this mission are as follows:

	DESTROYED	DAMAGED
Buildings	9	
Locomotives		3
Railroad cars	1	
Motor transports	39	21


DECLASSIFIED
DOD DIR 5200.9
DECLASSIFIED
DOD DIR 5200.9
SHAW-WALKER
TH-3661 MAY 75
7317572 PC
UNCLASSIFIED

RESTRICTED

366th Fighter Squadron HISTORY

May 1945

Missions 672
Sorties 7646
Bomb Ton on Target 2229

TOTAL CLAIMS

DEC. 20, 1943 To MAY 8, 1945

	Destroyed	Probable	Damaged
E/A Air	34	6	15
E/A Ground	90	0	70
M/T	1177	21	675
Arm'd Vehicles & Tanks	67	10	156
Locos	147	2	191
R.R. Cars	1503	27	2386
Bridges	23	0	15
Gun Positions	149	39	84
Dumps	19	0	3
Factories + Buildings	874	10	339
Vessels + Barges	30	19	38
Horse Drawn Equipment	69	19	53
Road Cuts	28	0	0
R.R. Cuts	260	0	0
Hangars	63	0	0

RESTRICTED

SECRET

366TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 374, U. S. Army,
12 June 1945.

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, APO 374, U.S. Army

1. In accordance with Ltr. Hq., XII TAC, dated 4 December 1944, attached hereto is the history of 366th Fighter Squadron for the month of May 1945.

For the Squadron Commander

Milton A. Carlton

MILTON A. CARLTON,
Captain, Air Corps,
Squadron Historian.

3 Incls:
Incl 1 - Outline Hist, 366th Fitr Sq, May 1945.
Incl 2 - War Diary, 366th Fitr Sq, May 1945.
Incl 3 - Photographs.

DECLASSIFIED
DD DIR 5200.9

RESTRICTED

AIR FORCE:	FIRST TACTICAL AIR FORCE (PROVISIONAL)
COMMAND:	XII TACTICAL AIR COMMAND
WING:	64TH FIGHTER WING
GROUP:	358TH FIGHTER GROUP
SQUADRON:	366TH FIGHTER SQUADRON
DATES INCLUDED:	1 May 1945 to 31 May 1945

TABLE OF CONTENTS

RESTRICTED

SECRET

COMBAT HISTORY, 36th Fighter Squadron, May, 1945.

a. Present designation: 353th Fighter Group, 34th Fighter Wing.

b. Changes in Organization: Negative.

c. Strength: 61 Officers, 243 Enlisted Men.

d. Present Station: Y-79, Landhofen, Germany since 4 April 1945.

e. Movements: Negative.

f. Campaigns: Participated in Battle of Central Germany.

g. Operations:

(1) At the beginning of the month German air and ground resistance had almost entirely collapsed on the Seventh Army - First Tactical Air Force (Prov) Front. The demoralized enemy was surrendering in large numbers and it was apparent the end was very near. Nevertheless, the squadron continued to fly out on armed reconnaissance and patrol missions, though on only one occasion, described later, could profitable targets be found. Finally, the last mission was flown May 8th, the last day of the war in Europe. This was an uneventful patrol of the Munich-Salzburg area and was led by Major Samuel L. Hitchcock. Thus, for this squadron, in a quiet and routine manner, the curtain was rung down on combat operations in Europe, and ended a period of valiant and and victorious struggle against the Germans.

(2) Number of missions: 7. Number of sorties: 88.

(3) Outstanding missions:

(a) Second mission 3 May 1945 was directed against enemy motor vehicles in the Donauworth-Munich area.

1. Attacking enemy road transportation and communication lanes which were supplying the German armies.

2. At a point about 28 miles southeast of Munich, 25 - 30 men on horseback were observed heading East. They were strafed and many were killed. A few miles from this point, a number of motor vehicles, horse-drawn vehicles, trucks and artillery pieces were observed. Numerous strafing passes resutlted in the destruction of 61 motor vehicles, 7 horse-drawn vehicles, 1 staff car, and damaged 20 motor vehicles and 1 artillery piece.

3. Photographic evidence not available.

h. Leaders of outstanding missions:

1. g-3-a, 1st Lt. Paul E. Williams.

[redacted]

i. Losses in action:

(1) Killed: Negative.

(2) Wounded: Negative.

(3) Missing: Negative.

(4) Taken prisoner: Negative.

j. Awards received during month:

(1) 1st Lt. Donald O. Scherer, 0-732874

(a) Mission: Attack enemy airfield.

(b) Act: On 8 April 1945, Lt. Scherer led the squadron on a mission to attack the Ingolstadt airfield. Lt. Scherer strafed enemy aircraft at extremely low altitude, thereby drawing a great volume of enemy antiaircraft fire. At the risk of his life, he made six additional attacks, regardless of the powerful antiaircraft defenses and enemy aircraft flying in the area, and destroyed four and damaged three enemy aircraft. The total claims for the mission were 21 enemy planes destroyed, 14 enemy planes damaged, 4 barracks buildings destroyed, 1 fuel storage point destroyed, 1 locomotive and two railroad cars damaged and 4 flak positions damaged.

(c) Award: Silver Star.

(2) 1st Lt. Allan Gilbert, 0-803967.

(a) Mission: Divebomb ammunition and supply depot 25 February 1945.

(b) Act: On 25 February 1945, Lt. Gilbert led the squadron on a mission to bomb an ammunition and supply depot near Homburg, Germany. Despite poor visibility, Lt. Gilbert located the target and dove through intense anti-aircraft fire to drop his bombs in the center of the target causing large explosions and numerous fires. He assembled the squadron and continued bombing and strafing other targets, destroying eight rail cars, damaging eight locomotives, and over thirty-three rail cars, making numerous rail cuts, and the destroying of several buildings and other supply installations.

(c) Award: Distinguished Flying Cross.

(3) 1st Lt. Stephen A. Manning, Jr., 0-812223.

(a) Leading outstanding armed reconnaissance mission.

(b) Act: On 25 December 1944, Lt. Manning led a flight on an armed reconnaissance over the Saarbrucken-Zweibrucken-Kaiserlautern area. He led the flight in bombing the Kaiserlautern marshalling yard,

destroying a locomotive and fifteen cars and damaging ten boxcars. Nearby he strafed the city remain in one place and a locomotive and twenty-five cars in another causing destruction and damage to vital enemy equipment.

(c) Award: Distinguished Flying Cross.

(4) 1st Lt. Roy A. Ireland, Jr., 0-710113.

(a) Mission: Leading outstanding armed reconnaissance mission.

(b) Act: Lt. Ireland particularly distinguished himself on 5 March 1945, while leading his flight on an armed reconnaissance of the Karlsruhe-Speyer area. By his daring example in pressing combing and strafing attacks to extremely low altitudes in the face of strong enemy fire, several locomotives, railroad cars, motor transport and personnel were damaged or destroyed.

(c) Award: Distinguished Flying Cross.

(5) 1st Lt. Roy L. Kilpatrick, 0-748588.

(a) Mission: Air Cooperation.

(b) Act: On 10 March 1945, Lt. Kilpatrick led a flight on an air cooperation mission southeast of Karlsruhe. Lt. Kilpatrick flew to the target, a division headquarters, known to have anti-aircraft defenses. His demolition bombs fell in the middle of the cluster of buildings causing flame and smoke. Other pilots of his flight followed his example in bombing and effectively destroyed the target.

(c) Award: Distinguished Flying Cross.

(6) 1st Lt. Donald C. Scherer, 0-748374.

(a) Mission: Divebombing.

(b) Act: Lt. Scherer particularly distinguished himself on 8 February 1945 on a divebombing mission against railroad bridges and in the destruction of two Me-109's. His aggressiveness and determination to press home the attack in spite of overwhelming odds are in the finest traditions of the Armed Forces of the United States.

(c) Award: Distinguished Flying Cross.

(7) 1st Lt. Paul E. Williams, 0-713587.

(a) Mission: Armed Reconnaissance.

(b) Act: On 1 March 1945, Lt. Williams led his flight on an armed reconnaissance mission in the Darmstadt-Heilbronn area. Flying in poor weather conditions, Lt. Williams observed activity in a railway marshalling yard at Augenber. Disregarding enemy anti-aircraft fire,

He led his flight and released bombs on a group of loaded cars resulting in a large explosion and fires.

(c) Award: Distinguished Flying Cross.

(8) Major Samuel L. Hitchcock, O-417630.

(a) Mission: Attack enemy airfield.

(b) Act: On 24 April 1945, Major Hitchcock led his squadron in a destructive attack upon an enemy airfield. After bombing a disposal area, he led his squadron on four strafing passes in spite of the heavy concentrations of anti-aircraft fire. Seventeen enemy aircraft were destroyed and five others damaged.

(c) Award: Distinguished Flying Cross.

(9) Captain Fred L. Hillis, O-666175.

(a) Mission: Attack enemy airfield.

(b) Act: On 10 April 1945, Captain Hillis led a flight on a mission to attack the Ingolstadt airfield in Southern Germany. Intense anti-aircraft fire was encountered when the area was reached. Observing over 100 enemy aircraft of various types dispersed on the field, Captain Hillis strafed a Ju-188, setting it on fire. In the following attack, he strafed another Ju-188 causing it to explode. In repeated attacks, Captain Hillis personally destroyed two Ju-188's and damaged one, destroyed a He-111 and damaged a Me-109.

(c) Award: Distinguished Flying Cross.

(10) 1st Lt. George M. Veldboon, O-553420.

(a) Mission: Attack enemy airfield.

(b) Act: On 10 April 1945, Lt. Veldboon led his squadron on a mission to attack the Ingolstadt airfield in Southern Germany. Despite intense anti-aircraft fire in the area, Lt. Veldboon led bombing and strafing attacks against dispersed enemy aircraft and personally destroyed one Ju-188, one Me-109 and one Ju-88. The formation that Lt. Veldboon was leading accounted for thirteen enemy aircraft destroyed, fourteen damaged, one gun position destroyed and three damaged.

(c) Award: Distinguished Flying Cross.

(11) 1st Lt. Domenic A. Coppolino, O-829649.

(a) Mission: Armed Reconnaissance.

(b) Act: Lt. Coppolino particularly distinguished himself on 11 April 1945, while leading his flight on an armed reconnaissance of the Ulm-Dillingen area. Throughout the mission, Lt. Coppolino led

bombing and strafing attacks until he was deep in enemy territory, low on gas and out of ammunition. The flight under the leadership of Lt. Coppolino, accounted for the destruction of three locomotives, eight railroad cars, three buildings and one motor transport, and the damaging of two locomotives, sixteen motor transports, eleven railroad cars, and two marshalling yards.

(c) Award: Distinguished Flying Cross.

(12) 1st Lt. James C. Hall, 0-826416.

(a) Mission: Armed Reconnaissance.

(b) Act: On 4 April 1945, Lt. Hall led a squadron formation on an armed reconnaissance of the Bamberg-Nurnberg area. Lt. Hall observed sixty plus motor transport and attacked by bombing and strafing. Thirty-two vehicles were destroyed and nine buildings destroyed and nineteen motor transports were damaged; numerous box-cars were also destroyed and damaged.

(c) Award: Distinguished Flying Cross.

(13) 1st Lt. Paul M. Hughes, 0-821498.

(a) Mission: Armed Reconnaissance.

(b) Act: On 24 March 1945, Lt. Hughes led a flight on an armed reconnaissance in the Heilbronn-Bruschal area. Observing activity in the marshalling yards at Mosbach, Lt. Hughes led his flight in attack and destroyed numerous loaded boxcars, causing fires in the area and great damage to equipment and the marshalling yards.

(c) Award: Distinguished Flying Cross.

(14) Major Thomas M. Hergert (16th OLC)
Captain Fred L. Hillis (13th OLC)
Captain Maynard (NMI) Edwards (1st OLC)
1st Lt. Richard G. Birnie (16th OLC)
1st Lt. Robert E. Caraway (2nd, 3rd OLC)
1st Lt. Domenic A. Coppolino (11th OLC)
1st Lt. Thomas C. Funderburke, Jr. (2nd OLC)
1st Lt. Allan (NMI) Gilbert (17th OLC)
1st Lt. George M. Graber (11th OLC)
1st Lt. James O. Hall (11th OLC)
1st Lt. Charles A. Pender (AM)
1st Lt. Robert M. Leety (11th OLC)
1st Lt. Herbert A. Durham (2nd OLC)
1st Lt. Thomas P. Halloran (10th, 11th OLC)
1st Lt. Paul M. Hughes (11th, 12th OLC)
1st Lt. Roy E. Ireland (16th OLC)
1st Lt. Roy L. Kilpatrick (14th OLC)
1st Lt. Lyle M. Lovell (10th OLC)
1st Lt. Hugh V. Martin (AM, 1st OLC)

1st Lt. Donald E. Parker (7th, 8th CLC)
1st Lt. Donald C. Scherer (14th CLC)
1st Lt. George H. Veldboon (13th, 14th CLC)
1st Lt. John (NMI) Weinnig, Jr. (11th, 12th CLC)
1st Lt. Vernon C. Wilke (12th, 13th CLC)
1st Lt. Paul E. Williams (17th CLC)
2nd Lt. Percy T. Bush (1st CLC)
2nd Lt. Roland D. Camp (2nd, 3rd CLC)
2nd Lt. Philip L. Caserio (1st, 2nd CLC)
2nd Lt. Neil W. Currie (6th, 7th CLC)
2nd Lt. Ira M. Davis (5th, 6th CLC)
2nd Lt. John A. DeLorey (1st, 2nd CLC)
2nd Lt. William M. Dwyer (1st, 2nd CLC)
2nd Lt. William G. Engelmann (2nd, 3rd CLC)
2nd Lt. Donald W. Gervens (AM, 1st CLC)
2nd Lt. Fenton W. Guild (2nd CLC)
2nd Lt. Thomas L. Powers (5th CLC)
2nd Lt. Arthur A. Manning (AM)
2nd Lt. Donald D. McLaren (4th, 5th CLC)
2nd Lt. William H. Nicklas (4th, 5th CLC)
2nd Lt. Don C. Pierce (3rd, 4th CLC)
Flt O Louis C. Schowe (4th, 5th CLC)
Flt O Robert R. Walker (4th, 5th CLC)
Flt O Claude L. Woody (4th, 5th CLC)

(a) Mission: Participation in missions flown by this squadron, Armed Reconnaissance, Fighter Sweeps, Patrols, Close Co-operation, etc.

(b) Act: For meritorious achievement while participating in aerial flights against the enemy in the European Theater of Operations.

(c) Award: Air Medal and Oak Leaf Clusters to the Air Medal previously awarded. The above were awarded per General Orders #61, 31 March 1945, #74, 14 May 1945, and #78, 18 May 1945, Hqs. XII Tactical Air Command.

[illegible], 366th FTR GRP - [illegible], [illegible] 1945.

1 Inspection results were announced and it was clear to every member of this organization that drastic steps will have to be taken to raise that "Satisfactory" rating that we received in our living area. We played the 468nd Service Squadron in baseball and it was an exciting game, even though we were beaten by one point.

2 Lieutenants Allan Gilbert, Roy L. Kilpatrick, Jr., and Stephen A. Manning, Jr. left the squadron -- homeward bound!

Our squadron took-off at 0605, led by Major Jones, on an armed reconnaissance mission over Donauworth. However, because of poor weather, they were forced to return to the base with all their bombs.

Taking off again at 1045, our squadron led by Lt. DeLorey, flew on an armed reconnaissance mission over Donauworth and Munich. No targets were available, so the planes returned to the base.

3 Our squadron took-off at 1025, led by Major Hitchcock, on an armed reconnaissance mission over Ulm, Kempten, and Kaufbeuren. The squadron could not contact controllers, so they were forced to return with all bombs.

Taking off again at 1342, our squadron led by Lt. Williams, flew on an armed reconnaissance mission over Donauworth and Munich. During the course of this mission, 61 M/T's were destroyed and 20 damaged, 7 horse-drawn vehicles were destroyed, 1 staff car was destroyed and 1 artillery piece was damaged.

4 Today was Bargain Day, as we received word that the P.X. would be open this afternoon and all rushed over to stock up on supplies. This was the first chance many of us had to throw our money around and see just how much "purchasing power" these German marks have.

5 A stage show, entitled "Conad Capers", was presented this evening by a group of G.I.'s and was enjoyed by all.

6 As a result of yesterday's inspection, we have gone one step higher in the rating for our living area -- a "Very Satisfactory" and our administration site received a "Superior".

Our squadron took-off at 1315, led by Major Jones, on an area cover and patrol mission over Furstenfeldbruck, Salzburg, and Memmingen. The mission was uneventful.

7 The movie for tonight was "Objective Burma".

8 Our squadron took-off at 0755, led by Captain Ellis, on a patrol mission over Munich and Salzburg. The mission was uneventful.

Taking off again at 1510, our squadron led by Major Hitchcock flew a patrol mission of the Munich-Salzburg area--uneventful.

9 V-E Day with no celebration -- unless you'd call drilling celebrating. The lights are shining from tents as blackout restrictions were lifted yesterday. We played MR&R this evening in baseball and the game resulted in a tie.

10 We drilled again this afternoon.

11 Private Joseph F. Burns left for home today, much to the envy of all of us.

12 Plans are being made by the Information - Education Office for activities which include: (1) A station school, (2) A practical training program, (3) A program of tours, and (4) A hobbies program.

13 We finally received a "Superior" rating in our living site area -- now we are wondering how long we'll be able to keep it. The movie for tonight was "Winged Victory". A Camera Club has been formed and is located under our mess hall. We continued our daily afternoon drill.

14 The officers moved into barracks just outside the gate.

16 The film "Two Down and One To Go" explaining the Army's plan for redeployment of forces to the United States and the Pacific Theater was shown to us this evening. Tonight our squadron played the 867th Chemical Co. in softball.

17 The glad tidings of the day were that drill has ceased for the time being. The Colonel was very pleased with the showing we made.

18 An all G.I. show, "San Francisco" was produced on the stage by the 22nd Depot Repair Squadron this evening.

19 Captain Best left the squadron to return to the States.

20 The first three graders have moved into the barracks vacated by the officers. The Officers' Club is now open.

21 We dropped down to a rating of "Excellent" in our living site inspection. Swimming runs are leaving twice a week for Heidelberg. There is an indoor pool in Heidelberg and many of us are glad to take advantage of this opportunity to cool off, exercise, and get off the base.

22 The movie for tonight was "Eadie Was A Lady" with Ann Miller.

23 1st Lieutenant Donald G. Scherer was promoted to the rank of captain.

24 The 50th Fighter Group moved onto this field and we are now sharing it with them.

27 We kept our rating of "Excellent" in the living site and received a "Superior" in the Tech Site and Mess Hall inspection.

28 We have been having swimming runs to an outside pool on the other side of Frankenthal. This is a beautiful pool complete with diving tower, slide, floats and a canoe with added attractions supplied by the German civilians.

29 Captain William Jones was promoted to the rank of major. 2nd Lieutenants Roland D. Camp, Ira K. Davis, Fenton W. Guild, William H. Nicklas, Donald D. McLaren, and Don C. Pierce, Jr. were promoted to the grade of 1st Lieutenant.

30 The squadron was cited for gallantry and extraordinary heroism in armed conflict with the enemy for the period of 19 and 20 March 1945; awarded First Bronze Oak Leaf Cluster to the Unit Citation.

Lt. Gilbert points to flak hole in his map made by German flak on mission while map was in his hand.

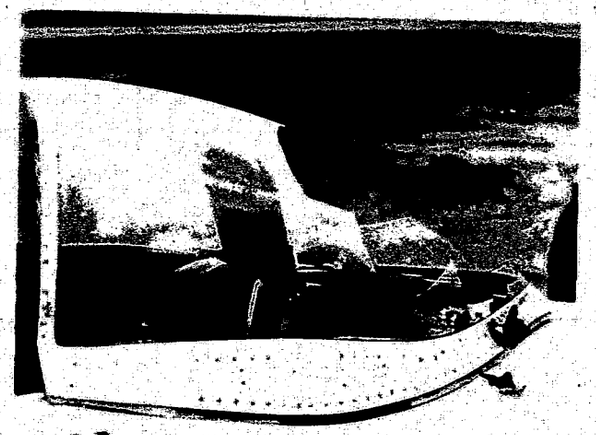
Close up of flak hole in Lt. Gilbert's map.

RESTRICTED

Capt. Joe Tost and the men of 'A' flight.

RESTRICTED

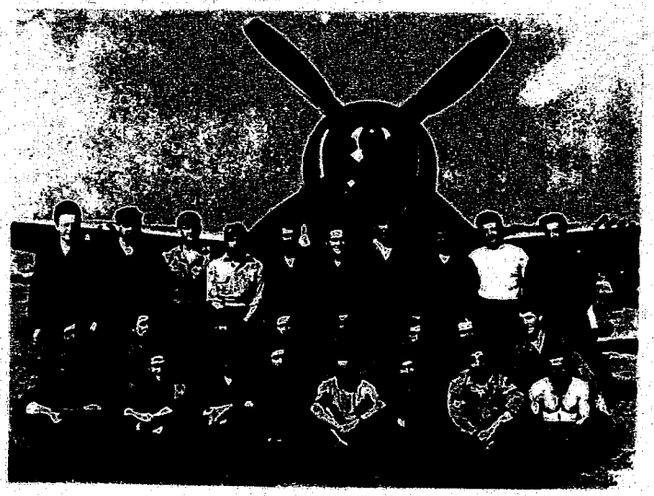
Part of damage from 30 mm cannon shell which exploded inside Lt. Weinnig's plane on a mission near Munich.



Some more damage to Lt. Weinnig's plane from 30 mm. cannon shell. Close, what?

RESTRICTED

The men of "C" flight.

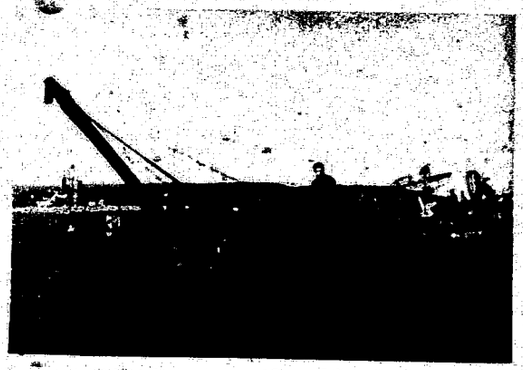


RESTRICTED

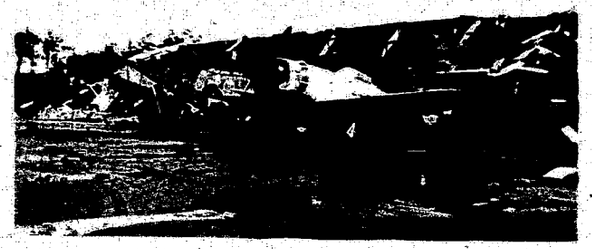
RESTRICTED

Maj. Gen. Webster, C.G. 1st TAF., Brig. Gen. Barcus, C.G. 12th Tac. and Col. Tipton in front of pilot's shack at Toul, France.

Another picture of Gens. Webster, Barcus, Col Tipton and pilots, in front of operations.



Tlsgt. Di Foggio on cleat track, down on the line.



One of the aircraft dispersal areas at Mannheim Sandhoffen with destroyed German hangar in background.

RESTRICTED

RESTRICTED

12

Sq-FI-366-SU-OR-E
Dec 43. MAR 44

358th Ftr Gp
366th Sq

RESTRICTED

9037-78

1320

F.O. # 204 VIII Fighter Command 20 December 1943

White Section
" Flight

Major Therriault
Littlejohn
Kimball
McClellan

Red Flight

Jones
Shook
Serapiglia
Tuck

Yellow Section
" Flight

Underwood
Austin
Hylen
Krug

Blue Flight

Stewart
Corson
Idol
Dian

Spare:
McClure

F.O. #206 VIII Fighter Command 21 December 1943

White Section
" Flight

Major Szaniawski
Littlejohn
Serapiglia
Farlow

Red Flight

Hylen
Krug

Yellow Section
" Flight

Major Therriault
Buckner
Corson

Blue Flight

Schuster
Schwellenbach
McClure

1322

F.O. #209 VIII Fighter Command 24 December 1943

White Section
" Flight

Major Therriault
Littlejohn
Schuster
Harber

Red Flight

Jones
Farlow
Shook
McDaniel

Yellow Section
" Flight

Underwood
McClellan
Austin
Schwellenbach

Blue Flight

Kimball
McClure
Idol
DeGruchy

F.O. #210 VIII Fighter Command 30 December 1943

White Section
" Flight

Lt. Col. Wells
McClure
Austin
Dian

Red Flight

Serapiglia
Farlow
Stewart
McDaniel

Yellow Section
" Flight

Major Therriault
Littlejohn
Hylen
Krug

Blue Flight

Underwood
Harber
Kimball
Corson

Spare:
Shook

F.O. #212 VIII Fighter Command 4 January 1944

White Section
" Flight

Major Wertenbaker
Littlejohn
Shook
McDaniel

Red Flight

Schuster
Gorson
Jones
Idol

Yellow Section
" Flight

Serapiglia
Hamilton
Buckner
Dian

Blue Flight

Kimbell
Krug
Hylen
Stewart

Spares:
Farlow
Austin

F.O. #213 VIII Fighter Command 5 January 1944

White Section
" Flight

Lt. Col. Wells
Littlejohn
Buckner
McClellan

Red Flight

Jones
Hamilton
Shook
McDaniel

Yellow Section
" Flight

Underwood
Kantorski
Serapiglia
Schwellenbach

Blue Flight

Kimball
Kropenick
Idol
Austin

Spares:
Dian
Farlow

F.O. #215 VIII Fighter Command 7 January 1944

White Section
" Flight

Major Wertenbaker
McClure
Buckner
Kropenick

Red Flight

Jones
Hamilton
Kimball
Shook

Yellow Section
" Flight

Major Therriault
Harber
Idol
Corson

Blue Flight

Underwood
Serapiglia
Hylen
Krug

Spares:
Kantorski
Austin

THIS DOCUMENT IS DECLASSIFIED

F.O. #216 VIII Fighter Command 11 January 1944

White Section
" Flight

Major Therriault
Tuck
Buckner
McClellan

Red Flight

Schuster
DeGruchy
Shook
McDaniel

Yellow Section
" Flight

Underwood
Kantorski
Farlow
Kropenick

Blue Flight

Jones
Hamilton
Austin
Hylen

Spares:
Dian
Littlejohn

Forward Relay: Corson
McClure

F.O. #217 VIII Fighter Command 14 January 1944

White Section
" Flight

Major Therriault
Littlejohn
Serapiglia
Kantorski

Red Flight

Kimball
McClure
Krug
Tuck

Yellow Section
" Flight

Underwood
DeGruchy
Jones
Hamilton

Blue Flight

Schuster
Harber
Idol
Kropenick

Spares:
Hylen
Farlow

Spotters:
Corson
McDaniel

F.O. #221 VIII Fighter Command 21 January 1944

White Section
" Flight

Major Therriault
Krug
McClure
Buckner

Red Flight

Schuster
Corson
Idol
Schwellenbach

Yellow Section
" Flight

Serapiglia
Brokus
Hylen
Kropenick

Blue Flight

Austin
Hamilton
Jones
Harber

Spares:
Kantowski
Farlow

Spotters:

Shook
McDaniel

F.O. #222 VIII Fighter Command 24 January 1944

White Section
" Flight

Lt.Col. Wells
DeGruchy
McClure
McClellan

Red Flight

Jones
Hamilton
Idol
Kantorski

Yellow Section
" Flight

Major Therriault
Kropenick
Hylen
Tuck

Blue Flight

Serapiglia
Brockus
Buckner
Harber

Spares:
Corson
Krug

Forward Relay:
Farlow
McDaniel

F.O. #40 66th Fighter Wing 25 January 1944

White Section
" Flight

Major Therriault
DeGruchy
McClure
Tuck

Red Flight

Jones
Hamilton
Shook
McDaniel

Yellow Section
" Flight

Serapiglia
Kantorski
Farlow
Kropenick

Blue Flight

Buckner
Harber
Idol
Brockus

Spares:
McClellan
Corson

F.O. #42 66th Fighter Wing 28 January 1944

White Section
" Flight

Major Therriault
DeGruchy
McClellan
Tuck

Red Flight

Jones
Hamilton
Shook
Schwellenbach

Yellow Section
" Flight

Serapiglia
Kantorski
Idol
Kropenick

Blue Flight

Buckner
McClure
Gorson
Brockus

Spares:
Farlow
Schuster

Spotter:
Austin

F.O. #227 VIII FIGHTER COMMAND 30 JANUARY 1944

WHITE SECTION
" FLIGHT

LT.COL WERTENBAKER
MCCLURE
KIMBALL
KRUG

RED FLIGHT

AUSTIN
KAMTORSKI
SHOOK
HAMILTON

YELLOW SECTION
" FLIGHT

MAJOR THERRIAULT
DEGRUCHY
HYLEN
MCCLELLAN

BLUE FLIGHT

SCHUSTER
CORSON
IDOL
BROCKUS

SPARES:
SERAPIGLIA
KROPENICK

SPOTTERS:
BUCKNER
FARLOW

F.O. #226 VIII Fighter Command 29 January 1944

White Section
" Flight

Major Therriault
McClure
Krug
Tuck

Red Flight

Jones
Hamilton
McDaniel
Buckner

Yellow Section
" Flight

Serapiglia
DeGruchy
Hylen
McClellan

Blue Flight

Schuster
Kantorski
Idol
Kropenick

Spare:
Shook

F.O. #273 VIII FIGHTER COMMAND 3 FEBRUARY 1944

WHITE SECTION
" FLIGHT

MAJOR THERRIAULT
DEGRUCHY
AUSTIN
KROPENICK

RED FLIGHT

KIMBALL
FARLOW
SHOOK
TUCK

YELLOW SECTION
" FLIGHT

SERAPIGLIA
KANTORSKI
BUCKNER
MCCLELLAN

BLUE FLIGHT

SCHUSTER
HARBER
IDOL
BROCKUS

SPARES:
HAMILTON
CORSON

F.O. #234 VIII FIGHTER COMMAND 4 FEBRUARY 1944

WHITE SECTION
" FLIGHT

MAJOR THERRIAULT
DEGRUCHY
AUSTIN
SCHWELLENBACH

RED FLIGHT

JONES
KROPENICK
HYLEN
MCCLELLAN

YELLOW SECTION
" FLIGHT

UNDERWOOD
MCCLURE
KIMBALL
TUCK

BLUE FLIGHT

SCHUSTER
HARBER
CORSON
BROCKUS

SPARES:
KANTORSKI
IDOL

AUXILIARY:
FARLOW
BUCKNER

THIS DOCUMENT IS UNCLASSIFIED

F.O. 235 VIII FIGHTER COMMAND 5 FEBRUARY 1944

WHITE SECTION
" FLIGHT

MAJOR THERRIAULT
FARLOW
AUSTIN
MCCLELLAN

RED FLIGHT

JONES
DEGRUCHY
SHOOK
MCDANIEL

YELLOW SECTION
" XXXXXXX FLIGHT

UNDERWOOD
HYLEN
KIMBALL
TUCK

BLUE FLIGHT

SCHUSTER
HARBER
CORSON
BROCKUS

SPARES:
MCCLURE
HAMILTON

THIS PAGE IS UNCLASSIFIED

F.O. 250 VIII FIGHTER COMMAND FEBRUARY 1944

WHITE SECTION
" FLIGHT

UNDERWOOD
LITTLEJOHN
AUSTIN
DIAN

RED FLIGHT

MAJOR THERRIAULT
BUCKNER
JONES
SHOOK

YELLOW SECTION
" FLIGHT

KIMBALL
TUCK
FARLOW
DEGRUCHY

BLUE FLIGHT

SCHUSTER
HARBER
CORSON
BROCKUS

SPARES:
MCCLELLAN
HAMILTON

SPOTTER:
SCHWELLENBACH

F.O. 237 VIII FIGHTER COMMAND FEBRUARY 1944

WHITE SECTION
A FLIGHT

UNDERWOOD
LITTLEJOHN
AUSTIN
KANTORSKI

RED FLIGHT

JONES
DEGRUCHY

SHOOK
MCDANIEL

YELLOW SECTION
A FLIGHT

KIMBALL
DIAM
HYLEN
TUCK

BLUE FLIGHT

BUCKNER
KROPENICK
IDOL
BROCKUS

SPARES:
MCCLURE
MCCLELLAN
SCHELLENBACH

F.O. #240 VIII Fighter Command 11 February 1944

White Section
" Flight

Underwood
Ferguson
Austin
Coldren

Red Flight

Buckner
Melancon
McClellan
Dian

Yellow Section
" Flight

Kimball
Littlejohn
Farlow
DeGruchy

Blue Flight

Schuster
Harber
Corson
McDaniel

Strato-Squadron:

Jones
Hamilton
Hylen
McClure

F.O. #245 VIII Fighter Command 20 February 1944

White Section
" Flight

Lt. Col. Wells
Col. Meyers
Serapiglia
Coldren

Red Flight

Jones
Schwellenbach
Hylen
Dian

Yellow Section
" Flight

Kimball
Ferguson
Krug
Kropenick

Blue Flight

Schuster
Melancon
Corson
Kantorski

Green Flight or Spares:

McClure
Littlejohn

Spotters

Farlow
Tuck

F.O. #246 VIII Fighter Command 21 February 1944

White Section
" Flight

Lt. Col. Wells
Col. Myers
Melancon
Dian

Red Flight

Jones
Hamilton
Littlejohn
Kropenick

Yellow Section
" Flight

Serapiglia
Coldren
Brockus
Ferguson

Blue Flight

Schuster
Harber
McClure
Kantorski

Spares

Tuck
McDaniel

Forward Relay

Corson
McClellan

TO E

F.O. #247 VIII Fighter Command 23 February 1944

White Section
" Flight

Lt.Col. Wertenbaker
Melancon
Dian

Red Flight

Jones
McClure
Farlow
McDaniel

Yellow Section
" Flight

Serapiglia
Coldren
Littlejohn
Kantorski

Blue Flight

Schuster
Harber
Brockus
Ferguson

Spares

DeGruchy
Kropenick

Forward Relay

Shook
Tuck
Bassler

F.O. #250 VIII Fighter Command 24 February 1944

White Section
" Flight

Lt.Col. Wells
Littlejohn
Jones
DeGruchy

Red Flight

Melancon
Schwellenbach
Krug
McClure

Yellow Section
" Flight

Schuster
Harber
Austin
Brockus

Blue Flight

Buckner
Farlow
Shook
McDaniel

Spares

Kropenick
Kantorski

Spotters

Corson
Hylen

F.O. #251 VIII Fighter Command 25 February 1944

White Section
" Flight

Lt.Col. Wells
Eylen
Austin
McClellan

Red Flight

Melancon
Tuck
Krug
Kantorski

Yellow Section
" Flight

Schuster
Harber
Farlow
Brockus

Blue Flight

Buckner
Kropenick
Shook
McDaniel

Spares

Jones
McClure

Forward Relay

Corson

F.O. #255 VIII Fighter Command 29 February 1944

White Section
" Flight

Major Therriault
Idol
Farlow
Shook

Red Flight

Melancon
McDaniel
Krug
Littlejohn

Yellow Section
" Flight

Lt.Col. Wertenbaker
Buckner
Austin
DeGruchy

Blue Flight

Schuster
Hamilton
Corson
Brockus

F.O. #65 IX Fighter Command 2 March 1944

White Section
" Flight

Major Therriault
Littlejohn
Krug
Tuck

Red Flight

Melancon
Dian
Austin
Coldren

Yellow Section
" Flight

Serapiglia
DeGruchy
Shook
Hamilton

Blue Flight

Schuster
Corson
Buckner
Brockus

Spares

McClure
McDaniel

Relays

Farlow
Idol

366TH FIGHTER SQUADRON

Field Order #67 3 March 1944

White Section - White Flight

Major Therriault
McClellan
Krug
Tuck

Red Flight

Melancon
Dian
McDaniel
Coldren

Yellow Section - Yellow Flight

Serapiglia
DeGruchy
Idol
Hamilton

Blue Flight

Buckner
Kantorski
Brockus
Kropenick

Spares

Austin
McClure

Forward Relay

Littlejohn

366TH FIGHTER SQUADRON

Field Order #68 4 March 1944

White Section - White Flight

Major Therriault
Littlejjohn
Krug
Tuck

Red Flight

Melancon
Dian
Farlow
Coldren

Yellow Section - Yellow Flight

Serapiglia
Hamilton
Shook
Kropenick

Blue Flight

Austin
Kantorski
Idol
Brockus

Spares

McClellan
DeGruchy

Spotter

Buckner

Diary

366th

Fighter Group

1353

DIARY, 366TH FIGHTER SQUADRON

This diary is an official record of events and happenings of personnel and the squadron as a whole for a period beginning 18 May 1943 until squadron is inactivated.

18 MAY 1943--Flight Officer Shook appointed 2nd Lt., AUS.

21 MAY 1943--2d Lts Buckner, DeGruchy, Kimball, Melancon, Schuster, Serapiglia and Jones promoted to 1st Lts., effective 19 May 1943----Lt. Col. Snyder, PADW Administrative Inspector visited this organization and inspection was made of all records, barracks and mess hall.

22MAY 1943--2d Lt McMillin suffered two broken legs in aircraft accident on Plum Tree Island. Plane completely demolished. Second ship completely wrecked in which pilot escaped serious injury----Squadron party at mess hall at 2100. Large attendance and enjoyed by everyone.

25 MAY 1943--366th Fighter Squadron transferred from Langley Field, Va., to Camp Springs Army Air Field, Washington, DC. Convoy left Langley at 1115 and main part arrived at destination at 2000 same night. Motor trouble delayed movement considerably and 14 trucks were stranded along route; last truck arriving 0445, 26 May 1943. Camp Springs is a new base, with new buildings and runways. Living conditions very good, mess especially good and working conditions, fair. Morale of men: excellent.

26 MAY 1943--2d Lts Siebel, Arno, Brockus and Lindroth assigned and joined from Group Headquarters as of 21 May 1943. 2d Lt. McClellan assigned but not yet joined - sick in hospital, Valley Forge General Hospital, Phoenixville, Pa.

28 MAY 1943--Headquarters, 358th Fighter Group, transferred from AAB, Baltimore, Md., to Camp Springs and attached to this organization for rations, quarters and administrative purposes.

1 JUNE 1943--Four mechanics, Sgts Virden, Stawiasz, Roubichek and Cpl Lonergan returned from DS at Republic P#47 School, Farmingdale, N.Y. Greatly relieve work on some of crews on ships.

2 JUNE 1943--S/Sgts Kennedy and Kochevar and Sgt Groves in auto accident near camp. Sgt Groves in Walter

2 June, Continued:

Reed General Hospital with serious cut over eye. S/Sgts Kennedy and Kochevar escaped with slight injuries. Car was complete wreck.

5 JUNE 1943—1st Lt. Edward J. Harris, Squadron Adjutant, transferred to AFTTC at Miami Beach, Fla. A former enlisted man and a former member of the AVG or Flying Tigers, Lt. Harris was one of the best liked officers in squadron. No new adjutant assisgned as yet; Lt. Yarid, supply officer, will be acting adjutant.

6 JUNE 1943—Pvt 1cl Pelletier becomes first member of organization to be confined to guard house---- Pvt Roy W. West confined to guard house at AAB, Baltimore, for AWOL----1st Lt Kimball placed on DS at Foster Field, Texas, for gunnery training.

8 JUNE 1943--2d Lts McMillan and McClellan relieved from assignment and are assigned to 327th Fighter Group, AAB, Richmond, Va. Both officers were absent sick at time of transfer.

9 JUNE 1943--Pvt Pelletier tried by Special Court Martial and sentenced to six months hard labor and to forfeit $33 per month for like period. One month of confinement remitted----Lt Col Snyder, PADW Administrative Inspector, visited squadron for another inspection. Sq in good order and only few minor discrepancies found.

10 JUNE 1943--Capt Allan W. Charlton assigned and joined from Hq, 327th Fighter Group, AAB, Richmond. Assigned to duty as Squadron Adjutant. Former member of AAFTTC at Keesler Field, Gulfport and Miami Beach----2d Lts Corson and Bell, pilots, assigned and joined from Group Headquarters.

11 JUNE 1943--S/Sgts Cooke and Jones, H.A., appointed Tech Sgts; Sgts Getz, Guinn, Hazel, Paczak, Groves, Kern and Pierce appointed S/Sgts; Cpls McNeill, Faughnan, Chirsan, Rowe, Anderson, Allgood, Cuzzola, Starr, Gengo, Presnell, Schiappacasse, Klucka, Morse, Hurry, Peck, Robinson, Grebing, Steiner, Thurnau, Joy, Brynes, Osmer, Rye, Grace, Jacota, Graves and Killigrew appointed Sgts; Pvts 1cl Thames, Taylor, Wernick, Rocchiccioli, Wells, Voll, Dent, Kaufman, Reed, Lee, Rowell, Kiess, Blair, Peterson, Clove, Bassuk, Smith, L.L., Williams, Matthews and Martin appointed Cpls; Pvts Roberts, Cronk, Huels, Kaminsky, Baldridge, Schulz, Michalowski, Swasnick, Moore, Burleson, Rozanski, Inglis, Pugh and Fordyce appointed Pvts 1cl.

11 June, Continued

All promotions effective 1 June 1943.

16 JUNE 1943--Capt Hemschley, First Air Force Ground Training Report Inspector, and 1st Lt. Moore, I Fighter Command Inspector, here to check status of trainingof squadron. ----Lt. Col. DeBolt, PADW Inspector, Lt Col Kruse, Inspecotr and WO's Fox and Bivona, Wing Inspectors, all here during week to hold inspections on squadron.

17 JUNE 1943--7 mechanics returned from DS at P-47 school at Farmingdale, N.Y.----13 officers and 40 enlisted me men placed on DS at AAB, Millville, NJ., to complete ground gunnery training.

18 JUNE 1943--2d Lt. Donovan, enghneering officer, transferred to Hq. 327th Fighter Group, AAB, Richmond, Va.---- Hq. 358th Fighter Group, consisting of 23 officers and 59 enlisted men relieved from attached to this organization and transferred to AAB, Mumicipal airport, Philadelphia, Pa.

19 JUNE 1943--1st Lt. Caldwell, absent sick Valley Forge General Hospital, Phoenixville, Pa., transferred to Hq 327th Fighter Group, AAB, Richmond, Va. Lt Caldwell had never joined this organization.

20 JUNE 1943--2d Lts Idol, Hylen, Saemen, Krug appointed 1st Lts (temp) effective 16 June 1943 per Par 15, S.O. #167, War Department, 16 June 1943.

21 JUNE 1943--2d Lts Less and Simches appointed 1st Lts, (temp) effective 17 June 1943 per Par 15, S.O. #168, War Dept., 17 June 1943----3 Comm EM, Sgts Abbott, Rowe and Dempsey returned from DS at Orlando, Fla.----Ground gunnery training at Millville progressing very fast; several pilots completed course and returned to this station the following day. As one pilot returns from gunnery, another pilot leaves to complete his training.

22 JUNE 1943--1st Lt Kimba ll from DS, Foster Field, Texas, to duty.----1st Lt Buckner, DeGruchy, Dimmick, 2d Lt Idol, Austin, F/O Coldren and Farris from DS, AAB, Millville, NJ, to duty.----1st Lt Serapiglia; 2d Lt Corson, Arno, Littlejohn and Harber from DS AAB, Millville, to duty, 21 June 1943----1st Lt Jones, 2d Lts Brockus, Hamilton, McClure, Shook, Lindroth from duty to DS, AAB, Millville, NJ.

28 JUNE 1943--All officers and enlisted men on DS at Millville, N.J., to duty----

30 JUNE 1943--2d Lt Tuck crashed at Baltimore, Md., on 18 June 1943. Plane complete loss but Lt. Tuck escaped without serious injuries. Released from Holabird General Hospital on 30 June, 1943. Fourth complete wreck without loss of life.

2 JULY 1943--366th Fighter Sq., 358th Fitr. Gp., trasnsferred from AAB, Camp Springs Field, Washington, D.C., to AAB, Philadelphia, Pa., per Par 3 S.O. #69, Hq AAB, Camp Springs. Movement made by GOMT and military aircraft. Convoy departed at 1010 and arrived at 1730. Convoy in charge of colored officer from Mitchel Field, N.Y., and was very well handled. Movement completed in less time than previous moves. Morale of men: excellent. Men well satisfied with new location.

3 JULY 1943--1st Lt Dimmick, Buckner, 2d Lt Shook, Littlejohn, F/O Coldren from duty to ordinary leaves---- Schedule now in effect to give all officers a short leave of absence----New policy in effect for EM also. 10% may now be sent on furlough, a total of 24. All men who have not had furloughs this year will be able to receive them.

4 JULY 1943--2d Lt Bell and Lindroth transferred from squadron. Lt Bell to 327th Fitr Gp and Lt Lindroth to a bomber squadron at AAB, Dyersburg, Tenn. Pfc Roberts reduced to Private, for cause.

5 JULY 1943--Cpl Kertes reduced to grade of Pvt., for cause.

6 JULY 1943--2d Lt Robbins assigned and joined from 327th Fighter Gp as new engineering officer.---Cpl Maloney and Cpl Petkon reduced t. grade of private for cause. Pilots and EM leaving and returning on furloughs regularly.

7 JULY 1943--S/Sgt Poe, mess Sgt., leaves for 14 day furlough. Sgts Evans and Fust acting mess sergeants.

8 JULY 1943--S/Sgt Jamiolkowski, Sgts Dempsey, Rowe from duty to DS Millville, NJ, for a week of Radio School.

9 JULY 1943--S/Sgt Havlik from duty to Valley Forge General Hospital, Phoenixville, Pa., possible appendicitis operation; may be transferred.

10 JULY 1943--Capt Pearlman returns to duty from leave, relieving Major McClusky as Acting Squadron Surgeon.

11 JULY 1943--Promotions out today----Pvt Jezak from duty to AWOL; fourth time for his absence without leave since activation of squadron.

12 JULY 1943--Capt Therriault gets much deserved 10 day leave. 1st Lt Underwood assumes command.

13 JULY 1943--Pvt Jezak returned from AWOL----Pvt Zabka from Furlough to AWOL, had been on convalescent furlough----Pvt Jezak placed in arrest of quarters.

14 JULY 1943--Cpl Baldridge from duty to Valley Forge General Hospital. He was shot in thigh with .45 pistol while on guard duty. Was shot accidentally.

15 JULY 1943--Pvt Zabka returned from AWOL--received squadron punishment, restriction, for seven days.

18 JULY 1943--Cpl West from duty to hospital----S/Sgt Blackwell returned to duty from Pratt & Whitney School in Dearborn, Mich.

19 JULY 1943--1st Lt Vollink assigned and joined. Assigned prinicpal duty as Squadron Adjutant; Captain Charlton now Squadron Executive Officer.

20 JULY 1943--Everyone working for inspection by General Royce. ----Pvt Jezak was court-martialled by Special Court today; as yet no word as to punishment.

22 JULY 1943--Capt Therriault, Lts Melancon, Austin, Corson, McDaniel returned from leave to duty. Captain Therriault assumes command.

23 JULY 1943--Several officers and enlisted men leave on furlough and passes----Inspection by Maj Gen Royce not held; scheduled to be held either Monday or Tuesday.

25 JULY 1943--1st Lt Underwood, Operations officer, promoted to Captain, (temp) AUS----2d Lts Guthrie and Lundgard appointed 1st Lts.----Cpl Spiatto reduced to Pvt---- 4 officers attached for flying purposes.

27 JULY 1943--Capt Underwood leaves for 6 days----Sgt Morse, prop specialist, discharged for dependency.

28 JULY 1943--2d Lt Dodds from duty to Valley Fogge General Hospital, LOD.

29 JULY 1943--2d Lt Strohm, attached from 365th Fighter Sq., appointed 1st Lt.

30 JULY 1943--Scheduled inspection by Maj General Royce was never held----All buildings and grounds in first class shape.

31 JULY 1943--Cpl Abey reduced to grade of Private.

1 AUGUST1943--Sgt DeVaul, Cook, returned from Walter Reed General Hospital----Pvt Jezak released from Guard house----Pvt Tyler, propellor man, assigned to fill vacancy.

2 AUGUST 1943--F/O Farris appointed 2d Lt----Capt Underwood from leave to duty.

3 AUGUST 1943--10 EM leave on furlough----All men will get their furloughs before the 1st of September.

4 AUGUST 1943--Sgt Michalak, radio mechanic, assigned and joined from Group Headquarters----Pvt Pelletier, in confinement GH, Camp Springs, Washington, DC, transferred to 327th Fighter Group, Richmond, Va.

7 AUGUST 1943--Sgts Fish, Klucka, Hobza, Lentz, Schiappacasse, Leonhart, Pederson, Hurry, Parry, Peterson, Cuzzola, Roubitchek, Kiess, Peck, Harvey, Presnell, Grebing, Thurmau, Bernatonis, Dempsey, Rowe, Rocchiccioli, Chirsan, Allgood, Anderson, HN, appointed S/Sgts----Cpls Reed, WJ, Rowell, Crider, Huels, Schulz, Reed, CW, Martin, GR, Schilly, Smith, LL, Wells, Hill, Dent, LaMonte, Taylor, Iwwerks, Wilke, Monahan, Boots, Moore, Anderson, LE, Wherritt appointed Sgts. ----Pvt 1cls Stine, Swasnick, Fordyce, Inglis, Lindberg, Smith, LJ, Polley, Schukantz, Mitchell, Altstatt, Wolitski, Ray, WL, Palmer, West, RW, Gilliam, Michalowski, Altman, Bingham, Pvts King, Asaro, Pearson, Maloney, Petkon, Roberts and Kertes appointed Cpls---All promotions effective 1 Aug 1943----

8 AUGUST 1943--Pvt Moseley from duty to hospital, Valley Forge General Hospital.

10 AUGUST 1943--All officers and enlisted men of organization on leave or pass, not scheduled to return by midnight 12 August 1943 ordered to report by that time and date.

13 AUGUST 1943--All EM but three and all officers able to report before leaving. Organization transferred from AAB, Philadelphia, Pa. to AAB, Richmond, Va. Left Philly at 0700, this date and arrived by 2000 same date. Move made without undue occurrence. Meal prepared by 327th Fighter

13 Aug. Continued:

Group ready for men on arrival. Good, clean barracks. Morale of men concerning move; Excellent. concerning passes and furlough: fair.

14 AUGUST 1943--All furloughs and 3-day passes discontinued. ----Days off cancelled and passes from 1800 to 0600 only.---

15 AUGUST 1943--Passes for married men with wives living in Richmond or Sandston from 1800 to 0600 are changed to 1900 to 0700. Several EM greatly benefitted by this.

16 AUGUST 1943--Usual garrison duties. Morale: Excellent.

17 AUGUST 1943--Cpl Bassuk, Ord., returns from Valley Forge General Hospital----Cpl Lindberg arrives from California; had been on furlough and unable to return.

18 AUGUST 1943--S/Sgt allgood from duty to hospital, AAB, Richmond, Va.----Pvt James Nairn, refuel unit operator, assigned and joined. Replaces Pvt Spiatto who was transferred to ERC----F/O Coldren and F/O Dian appointed 2d Lts., effective 15 and 16 Aug respectively.

20 AUGUST 1943--All forms and records being put in shape. Form 20s, 24s being thoroughly checked. Base and First Air Force inspectors seemed well pleased. All EM issued guns. Range program begins today; 40 today, 80 the 21st, 40 the 22nd, 61 the 23rd--scheduled to fire carbine. Will also fire sub-machine guns. Officers to fire pistols. 50% must qualify. Squadron divided in two groups, each taking two hours a day of drill and games.

21 AUGUST 1943--All EM who have been issued rifles or sub-machine guns must carry them at all times. Range program progressing rapidly.

22 AUGUST 1943--Squadron practicing formation flying with other squadrons in group for past several days in preparation for Air Inspector.

21 AUGUST 1943--(ADDED)--Squadron party held at mess hall. Well attended by officers and EM and their wives. Beer, cokes, sandwiches, pretzels, potato chips served. No regular supper prepared. All men reported party as okay. Most successful party held in squadron.

23 AUGUST 1943--No change. Usual garrison duties.

24 AUGUST 1943--Lts Johnson, Strohm, Lusby, Lowman relieved from attached for flying.----Cpls Peterson and HE West and Pvt Moseley transferred to 327th Fighter Group. West and Moseley at Valley Forge Gen Hospital.---- Pvts 1cl Buetow, welder, Epke, Radio, and Garner, clerk, transferred in as replacements.

28 AUGUST 1943--Sgt Hill in hospital----2d Lts Weigel, Farris, Arno, Seibel transferred to 365th Fitr Group----Lt Dodds transferred to 366th Fitr Group----

29 AUGUST 1943--Entire organization left by motor transportation from AAB, Richmond, Va., to bivouac area near West Point, Va., arriving at 0900. Camouflage officer and EM preceded convoy and selected sites. All departments in operation by noon. Mess prepared on trucks on journey and meal served on time. Entire area well camouflaged. Operating under simulated field conditions, personnel dispersed and found cover at sound of approaching aircraft. Several strafings and gas attacks anticipated and prepared for. Men and officers slept in pup tents.

30 AUGUST 1943--Squadron underwent several air attacks and subjected to several camera missions by the Camouflage Engineers. All areas well concealed. Cakes, candy, chewing gum, cigarettes, etc., offerred for sle in improvised PX. Morale of men excellent. Men granted passes to visit West Point. GI transportation furnished, trucks leaving at 1815 and 1900 and returning at 2359. A guard of 80 men was posted around area and absolutely no one allowed in or out without written pass from Capt. Therriault. Lt. Col. Wells, Maj Keator, Maj McClusky, Capt Loesch visited area. Maj Keator had camera in possession and was confiscated by guard. All cars thoroughly searched when entering or leaving area. Guard very efficient, under direction of Capt Underwood and 1st Lt Less.

31 AUGUST 1943--Men out for drill in full field equipment and guns. Several ground strafing and gas attacks made and men given instruction on proper conduct under attack. All instructions and demonstrations carried out very well and men dispersed and found cover very effectively. Pay day for men. Pay call was held at 1400 and men were paid in field. All men paid and squadron insignia sold. Men also signed pay books, Forms 43, 204 and 206. Cokes and beer added to stock of field PX and sold rapidly. Several card and dice games in area until dark. All games and sleep interrupted by small fire or smudge in Flight "C" area. Five men restricted because of fire.

1 SEPTEMBER 1943--All men except those not actually on guard, including cooks and KP's out for formation in full field equipment for gas attack drill and dispersing drill. All cooks and KP's able to attend as squadron was rationed with "K" ration for the day. Breakfast of chopped ham and eggs in cans, biscuits and coffee; dinner of canned cheese, biscuits and lemonade. Men notified at 1300 to pack everything and return to station. Trucks arrived at 1500, loaded and trip accomplished by 1900. Unloading and setting up done in record time and squadron was in operation by 2100.

2 SEPTEMBER 1943--Pvt Garner transferred to 365th Fitr Gp; Pvt Knoblock, clerk, in as replacement.

3 SEPTEMBER 1943--Sgt Wherritt, operations clerk, from duty to AWOL, 0601, 2 September 1943.

4 SEPTEMBER 1943--Three inspections being held at one time. Show down inspection by Base, Group and Squadron Supply; Practical tests and written tests given all men in Armament, Engineering and Communications. Administrative inspection of service records, forms 20 and emergency addressee cards. Only minor discrepancies found.

5 SEPTEMBER 1943--S/Sgts Sekzer, Chirsan promoted to T/Sgts. Squadron now at full T/O strength on ratings with exception of three corporals. Pvts DelSordo and Marx appointed Pvts 1cl.

6 SEPTEMBER 1943--Entire Squadron participating in physical training consisting of volley ball, soft-ball and drill. Average four to six hours daily.

7 SEPTEMBER 1943--Squadron engineering soft ball team beats Officer's team 21 to 12.

8 SEPTEMBER 1943--Sgt Henninger from duty to sick station hospital----Pfc Bogart, driver, Cpls King, Kaufman and Pfc Callahan wrecked jeep on unathorized trip. First three EM taken to hospital; Pfc Bogart seriously hurt.

9 SEPTEMBER 1943--T/Sgt Sekzer from duty to sick station hospital. Punctured ear drum.

10 SEPTEMBER 1943--Sgt Henninger, Cpls King, and Kaufman returned from hospital---- Pfc Epke is granted emergency four day furlough.

11 SEPTEMBER 1943--Informal beer party held for officers and EM before and during soft ball game between Officers and Engr EM. Party enjoyed by everyone.

12 SEPTEMBER 1943--Sgt LaMonte from duty to sick station hospital. Enlarged knee-cap, possible water on knee.

13 SEPTEMBER 1943--Pfc Epke returned from furlough----Cpl Rodgers (759) assigned and joined from Headquarters, 358th Fighter Group.

14 SEPTEMBER 1943--Pfc Bogart and T/Sgt Sekzer transferred while sick in hospital to 327th Fighter Group. T/Sgt Sekzer awaiting CDD----Cpl Voll returned from hospital.

15 SEPTEMBER 1943--1st Lt DeGrucky from duty to hospital---- Cpl Baldridge returned from Valley Forge General Hospital----

16 SEPTEMBER 1943--S/Sgt Slie (747), Pvt Galvin (521) assigned and joined from 327th Fighter Group. S/Sgt Slie stationed at Wheeler Field, Hawaii, during Jap attack on 7 Dec 1941----Foreign service totals 18 months.

17 SEPTEMBER 1943--S/Sgt Groves returned from Walter Reed General Hospital----Cpl Voll transferred to 327th Fighter Group.

18 SEPTEMBER 1943--Squadron still participating in physcial training. Soft ball games held regularly and are enjoyed by all members of squadron.

19 SEPTEMBER 1943--1st Lt Lundgard from station hospital to duty.

20 SEPTEMBER 1943--Orderly Room EM played Medical Department EM soft ball game. Orderly Room won 19 to 12. Game enjoyed very much.

21 SEPTEMBER 1943--Sgt LaMonte transferred to 327th Fighter Group---Pfc Rosenkrantz, replacement, assigned and joined from 327th.----LtDeGruchy from sick station hospital to duty.

22 SEPTEMBER 1943--Lt Saeman transferred to 365th Fighter Gp. Squadron now full strength with exception of Weather Officer----Sgt Michalak reduced to grade of Cpl, without prejudice, this date----Pvt Pool and Hagewood from duty to AWOL.

23 SEPTEMBER 1943--Pvts Pool and Hagewood arrested by MP's and comfined overnight. Returned at 1300 this date. Charges AWOL and disorderly conduct. Both EM placed in arrest in quarters.

24 SEPTEMBER 1943--Pvts Pool and Hagewood given squadron punishment and relieved from arrest.

25 SEPTEMBER 1943--All passes with exception of emergency, stopped. Usual garrison duties.

26 SEPTEMBER 1943--Squadron departed from AAB, Richmond, Va., 2020 EWT, 25 Sept 1943 by rail for permanent change of station; arrived Camp Kilmer, NJ, 26 Sept 1943, 1135 EWT. 38 officers and 251 EM.

27 SEPTEMBER 1943--Cpl King becomes first EM in organization to have venereal disease (syphilis) confined to station hospital.

28 SEPTEMBER 1943--Sgt Boots from duty to hospital, LOD.

29 SEPTEMBER 1943--Squadron completed processing this date, passes for 50% of men present for duty expected to start tomorrow.

30 SEPTEMBER 1943--Passes for 50% of EM and officers start. Morlae: Excellent. Also exdellent train and bus connections from camp to New York, Philadelphia and Newark.

1 OCTOBER 1943--Training program begins for entire squadron, consists of games, movies, drill and lectures.

2 OCOTBER 1943--EM and officers allowed half day off this date.

3 OCTOBER 1943--Practically all men in Squadron takes off this date (Sunday). Church services attended and passes given from 0600 until 1800 and 1800 to 2359.

4 OCTOBER 1943--Officers and EM begin training program again. Usual garrison duties.

5 OCTOBER 1943--Passes for entire squadron stopped until 2100. EM turned in "B" bags and officers turnedin bed rolls. Probably last night personnel will be allowed passes.

6 OCTOBER 1943--Cpl King returns from hospital; sgt Boots from hospital to duty----Squadron now full strength with exception of Sgt Wherritt (AWOL) and Weather Officer. Expecting replacement for Sgt Wherritt, but no weather officer available.---Pvt Reeves assigned and joined from NYPE-Replacement Pool, Camp Kilmer, NJ. Movement orders were received and were given last minute instructions for movement.

7 OCTOBER 1943--Squadron boarded train at 0245 and train departed from Camp Kilmer at 0330. Arrived at Jersey City ferry landing at 0515. Rode ferry to Pier 3, Army Transport Service, and boarded S.S. Monterey at 0645. For most part of the squadron this was the first time aboard a large ship and all are anticipating the voyage.

8 OCTOBER 1943--At 0200 the S.S. Monterey left the pier and by daylight was well out at sea. Squadron headquarters was established in Room 231 C-Deck. Officers were appointed to duty at stations in enlisted men's area at various times. Captain Therriault was commended by Transport Commander upon excellent state of quarters occupied by this squadron. Sea unusually calm, no one seasick. Morale of men: Superior.

9 OCTOBER 1943--Our second day at sea. Officers and men pass the time by playing cards, reading, etc. We had an "Abandon Ship" drill, all men aboard were at lifeboat stations in 15 minutes. Ships gunners fired several practice rounds. Sea still calm; no one seasick.

10 OCTOBER 1943--Third day at sea. In contrasts to the first two days the sea is choppy and rough. Several persons seasick. Abandon ship drill improvement over previous day; time: 10 minutes, 50 seconds. 1st Lts Guthrie and DeGrucky ill, committed to hospital aboard ship. Squadron again commended for excellent state of quarters.

11 OCTOBER 1943--Sea again calm, seasickness a bit improved. Enlisted men received a carton of cigarettes eac each which were presented to troops overseas by Cigarette Companies and organizations in the States.

12 OCTOBER 1943--Bags distributed by the Red Cross were given to each member of the squadron today. Bags contained V-Mail stationery, soap, cigarettes, playing cards, sewing kits, book, shoe laces and a package of mints. Men spend time reading books, playing cards and watching other ships in convoy. Morale of men:Excellent.

13 OCTOBER 1943--Lts Guthrie and DeGrucky return to duty.

14 OCTOBER 1943--Pvt Hagewood jumped from his bunk cutting his foot on a can being used as an ash tray, placed in ships hospital.

15 OCTOBER 1943--Still smooth sailing. Men participating in docking pool to see who can guess the nearest to the hour, minute and day the ship will dock.

16 OCTOBER 1943--Sea again rough, but everyone more or less used to the ships rocking so there is none of the sickness and unpleasant feeling experienced at first. Morale: Excellent.

17 OCTOBER 1943--Men anticipating the end of the voyage, wondering just how much longer before sighting land. No sea-sickness today; sea calm.

18 OCTOBER 1943--Land in sight at daybreak this morning. Men crowd top decks to get their first views of Irish and Scottish coasts as we are now in Irish Sea. Two Spitfires circle convoy several times. Church services conducted on deck.

19 OCTOBER 1943--Our ship is anchored somewhere between the Isle of Man and Liverpool awaiting docking space at Liverpool. We dock a few minutes after three p.m. M/Sgt Ross wins $167.00 as part of the docking pool.

20 OCTOBER 1943--Disembark today at 0715 and board train for movement to new station. Arrived at AAF Station F-345 Goxhill, Lincs, at 1540 hours.

21 OCTOBER 1943--Lt. Austin from duty to sick station hospital. Officers and enlisted men begin training program again. Usual garrison duties.

22 OCTOBER 1943--Capt. Underwood from duty to sick station hospital----S/Sgt Roubitchek, S/Sgt Pierce and Cpl Palmer from duty to sick station hospital----Departments move into barracks to themselves----Squadron receives first P-47 since arrival in ETO.

23 OCTOBER 1943--Lt Austin returns from hospital----Lt McDaniel from duty to sick station hospital---- S/Sgt Roubitchek returns to duty----Entire group received welcome address by Col. McGee, Station Commander. Coffee and cakes were served as refreshments by Red Cross.

24 OCTOBER 1943--Lts. Buckner, Guthrie and Iess from duty to DS at London.----T/Sgt Jones and Cpl King from duty to sick station hospital.

25 OCTOBER 1943--Capt Underwood, Lt McDaniel from hospital to duty----Usual garrison duties.

26 OCTOBER 1943--T/Sgt Jones from hospital to duty----Morale: Excellent.

27 OCTOBER 1943--Cpl Mathews from sick, General Hospital, Liverpool, to duty.

28 OCTOBER 1943--Cpl Swasnick from sick station hospital to duty.

29 OCTOBER 1943--Lts Buckner, Guthrie and Less from DS to duty----New planes being received almost daily--Planes all being sanded and waxed.

30 OCTOBER 1943--Lt Tuck from duty to sick station hospital ----S/Sgt Pierce from station hospital to duty----A large number of men suffering from severe colds. Climate very damp.

31 OCTOBER 1943--Mistake in previous days remark; should be Lt. Littlejohn instead of Lt. Tuck----Lt. Littlejohn returns to duty.

1 NOVEMBER 1943--Lt Guthrie leaves for seven days on DS---- Sgt Flanary admitted to hospital----Pvt Hagewood returns to duty from general hospital, Liverpool.

2 NOVEMBER 1943--Cpl Hilbig (payroll clerk) goes to hospital ----Pay day to be about the 9th.

3 NOVEMBER 1943--M/Sgt Ross, armament chief, admitted to station hospital----Sgt Flanary, Cpl Palmer return to duty----Squadron pilots making numerous ferry trips.

4 NOVEMBER 1943--Cpl Gifford reduced to Private for posing as Sergeant.

5 NOVEMBER 1943--Colds and flu continue----Cpl Roberts admitted, Cpl Swasnick released from hosital---- S/Sgt Pierce goes to general hospital with perforated ear drum; may be lost to squadron.

6 NOVEMBER 1943--Lt. Less from duty to DS, Intelligence School, London----S/Sgt Leonhart admitted to hospital----2d Lt Zatlin, radio officer, transferred-- Radio officer for Fighter squadron not authorized in ETO.

9 NOVEMBER 1943--Lt Guthrie from DS to duty----M/Sgt Ross from hospital to duty----Officers begin getting two day leaves---EM and officers now able to go to Londonand Scotland----Number of planes growing rapidly---- Weather still bad and pilots having trouble getting in flying time.

10 NOVEMBER 1943--Numerous complaints received concerning EM mess----Colds remain prevalent---Cpl Roberts to duty; Cpl Cronk admitted to hospital----Squadron receives additional bicycles - no other transportation available most of the time.

11 NOVEMBER 1943--Armistice Day----Cpls Kertes, S/Sgt Kelly admitted to hospital----No Armistice Day celebration here; men wish they were celebrating Armistice for this war.

12 NOVEMBER 1943--Cpl Cronk returns to duty. Morale; excellent.

13 NOVEMBER 1943--1st Lt Dimmick, pilot, transferred to the 310th Ferrying Squadron----Cpl Kertes to duty----Weather very bad.

14 NOVEMBER 1943--Cpl King returns from general hospital.

15 NOVEMBER 1943--S/Sgt Pickard pormoted to T/Sgt (Flight Chief); Cpl Hilbig (Payroll), Cpl Parkman (Operations) promoted to Sgt; Pvts 1cl Epke (Comm), Cra (Opns), Knoblock (Intell), Buetow, Nairn, Tyler (Engineering) promoted to Cpl, all promotions effective 12 Nov 1943 ----S/Sgt Leonhart to duty----Lt. Vollink, Squadron Adjutant, takes over as Group Mess Officer--much improvement anticipated.

16 NOVEMBER 1943--S/Sgt Kelly returns to duty----Squadron issued more vehicles----Capt Therriault promoted to Major, effective 13 Nov 1943; promotion well deserved and should have been made several months ago---- Morale: Excellent.

17 NOVEMBER 1943--Lt McClure and Cpl Altstatt from duty to sick station hospital----T/Sgt Putnam from duty to DS, Radio School(Cryptographic)..to be gone about 30 days--T/Sgt Abbott assumes charge(NCO) of Communications.

18 NOVEMBER 1943--S/Sgt Poe, Mess Sgt., from DS, Mess Sgts. School, to duty.

19 NOVEMBER 1943--Cpl Graver from duty to sick station hospital.

20 NOVEMBER 1943--Usual garrison duties; morale, excellent.

21 NOVEMBER 1943--Lt. Less from DS to duty.

22 NOVEMBER 1943--Cpl Altstatt from sick station hospital to duty---S/Sgt Leininger and Cpl Clove also enter hospital this date.

23 NOVEMBER 1943--Pvt Parlow, fireman, returns to duty.... S/Sgt Leininger, Cpl Graver return to duty.

24 NOVEMBER 1943--Major THERRIAULT, S/Sgts Kennedy and Slie and Sgt Rye from duty to DS; Capt. Underwood assumes command. Major Therriault not expected to rejoin squadron until completion of several aerial missions.

25 NOVEMBER 1943--Thanksgiving Day--Squadron works as usual, no holiday declared. EM and officers enjoy very good dinner although the "one pound per man" was an exaggerated expression----LtMcClure from hospital to duty.

26 NOVEMBER 1943--Cpl Glove from hospital to duty----No change in weather, several EM are taking cold shots from Capt. Pearlman. Morale, excellent.

27 NOVEMBER 1943--S/Sgt Cowan from duty to station hospital.

28 NOVEMBER 1943--Capt Underwood from duty to hospital---- 1st Lt Melancon assumes command----Sgt Brynes and Pfc Rosenkrantz from duty to hospital----Officers and EM having bicycles are busy cleaning and oiling them for inspection by Base which is to begin 0800, 29 Nov 1943.

30 NOVEMBER 1943--Pvt Hagewood confined to hospital.

1 DECEMBER 1943--Major Therriault returned from DS today-- assumes command. Took part in four (4) operational missions while on DS----Sgt Brynes returns to duty----S/Sgt Newman confined to hospital----Cpl Bingham severely beaten in Grimsby while on pass--sent to 30th General Hospital--condition undetermined.

2 DECEMBER 1943--Major Therriault from duty to station hospital..1t Melancon assumes command----S/Sgt Newman returns to duty.

3 DECEMBER 1943--Squadron departed Goxhill by rail, military aircraft and motor transportation at 1100, this date, arrived at Saxmundham at 1700, same date--Travel performed in good manner and the morale is excellent----Sq. complimented on condition of area and manner of boarding and loading train - took two less freight cars for this squadron than any other----S/Sgt Cowan reported for duty prior to departure----Capt. Pearlman, 1st Lts Buckner, DeGruchy, Parlow, 2d Lts Corson, McDaniel and S/Sgts Cuzzola, Groves, Dempsey, Grebing, Thurnau, Murry, Kern, jj, Sgts Jarding, Flanary, Cpl Meisel remained at Goxhill on DS to perform gunnery---- S/Sgt Cipriani, Sgts Schank and MacGregor to DS at Station

3 December 1943, Continued:

F-141----Pvt Hagewood, Pfc Rosenkrantz, Maj Therriault, Capt Underwood remained at Goxhill in hospital----S/Sgt Newman returns to duty prior to departure.

4 DECEMBER 1943--S/Sgt Pierce reports from 30th General Hospital for duty----Capt Underwood from hospital, Goxhill, to DS to perform operational missions.

6 DECEMBER 1943--S/Sgts Kennedy, Slie, Sgt Rye from DS to duty.

8 DECEMBER 1943--Pfc Rosenkrantz, Pvt Hagewood from absent sick to duty.

9 DECEMBER 1943--Capt Pearlman from DS to duty----Capt Charlton from duty to DS----Cpl Roberts from duty to sick station hospital.

10 DECEMBER 1943--Major Therriault from absent sick, Goxhill, to duty; assumes command.

11 DECEMBER 1943--Capt Charlton from DS to duty.

12 DECEMBER 1943--2d Lt Dian, Pfc Marx from duty to hospital ----Cpl Bingham from absent sick, 30th Gen Hospital to duty; 2 EM, 367th Fighter Sq., in Guard House awaiting trial for assault on Cpl Bingham.

14 DECEMBER 1943--1st Lt Guthrie, Sgt Frenchi to hospital.

15 DECEMBER 1943--2d Lt Dian returns to duty.

16 DECEMBER 1943--T/Sgt Putnam from DS to duty----Pfc Marx from hospital to duty.

17 DECEMBER 1943--S/Sgt Cipriani, Sgts Schank, MacGregor from DS to duty.

18 DECEMBER 1943--Capt Pearlman from duty to DS.

19 DECEMBER 1943--Capt Underwood from DS to duty; performed one operational flight----Lt Guthrie, Sgt Frenchi return to duty from hospital.

20 DECEMBER 1943--1st Lts Buckner, DeGruchy, Farlow, 2d Lts Corson, McDaniel from DS, Goxhill to duty ----Cpl Heffele to duty----Squadron took part in first mission today, led by Major Therriault who aborted, Capt Underwood taking over. Mission was shallow penetration support.

20 December 1943, Continued:

Besides Major Therriault, Lts Schuster and Shook also aborted. No action.

21 DECEMBER 1943--1st Lt Melancon, 2d Lts Brockus, Coldren from duty to DS, Goxhill----S/Sgt Grebing, Thurnau, Hurry, Kern, JJ, from DS, Goxhill to duty----Squadron performs second mission, led by Major Jones. Lts McClure and Farlow abortive. Mission was fighter sweep. Enemy planes sighted but no encounters reported. No flak.

22 DECEMBER 1943--Squadron led by Major Therriault performed shallow penetration-escort mission despite bad weather conditions. No abortives. No action or flak reported or observed.

24 DECEMBER 1943--Major Therriault led squadron on general area support - one abortive. Very long mission today and 12 planes landed at Raydon for gas before returning----Capt Pearlman returns from DS----Cpl Roberts out and Cpl Wolitski in hospital.

25 DECEMBER 1943--Christmas Day--No mission today--weather closing in----Men in very good spirits; morale, excellent; a very good Xmas dinner served--lots of turkey and all the trimmings.

26 DECEMBER 1943--Lt Kropenick, pilot, assigned and joined, brngs pilot strength up to T/C----Cpls Heffele and Wolitski return to duty.

27 DECEMBER 1943--S/Sgt Presnell transferred to General Hospital, NLD----2d Lt Hamilton, Sgt Taylor to hospital----S/Sgt Jamiolkowski reduced to Private--blew up radio in CO's ship.

28 DECEMBER 1943--Pvt burns to hospital at Ipswich - operated on for appendicitis while on pass.

29 DECEMBER 1943--1st Lt Jones, 2d Lt Tuck to hospital.

30 DECEMBER 1943--Lt Col Wells, Group CO, led squadron on todays mission - all planes completing. Scatterred flak observed, very accurate. Bombers sighted only once. Numerous bandits reported. One plane landed at Manston for gas--No action, no losses----2d Lt Hamilton, Tuck from hospital----S/Sgt Berg goes to hospital----2d Lt Kantorski, pilot, assigned and joined; squadron now overstrength as to pilots.

31 DECEMBER 1943--Major Wertenbaker, deputy Group Commander, led mission today - three abortives. Lt Kimball's flight escorted lone bomber back, rest of squadron proceeding on mission. Accurate bombing reported. Flak heavy but inaccurate----T/Sgt Putnam to DS, radio school.

1 JANUARY 1944--S/Sgt Berg, Sgt Taylor from hospital to duty. ----Squadron is one year old today - only squadron in group that has not lost a pilot during all training period and combat operations to date.

2 JANUARY 1944--Cpl Meisel from DS, Goxhill, to duty.

3 JANUARY 1944--Pfc Sargent from duty to AWOL, 0800.

4 JANUARY 1944--Major Wertenbaker again led squadron, penetration support - four abortives. Met bombers and escorted them in. Inaccurate and scattered flak reported. Visibility good----1st Lt Jones to duty----Pvt Jamiolkowski appointed Sgt; Pfc Rosenkrantz appointed Corporal.

5 JANUARY 1944--Lt Col Wells led squadron on withdrawal support mission-No abortives. Upon meeting bombers Col. Wells sighted Me 109 and attacked with his flight but could not get into position. Lt. Buckner fired at this plane but does not claim any hits. Capt. Underwood sighted Me-109 but was not in position to attack. Flak reported very inaccurate and light. Air to air visibility very good. Lt. Buckner had prop failure over home field and made a belly landing - Plane almost complete wreck - Lt. Krug hit by flak-minor damage. Pfc. Box to hospital.

7 JANUARY 1944--Maj Wertenbaker leading squadron-no abortions. Escorted bombers approximately thirty minutes before returning. Capt Underwood had oxygen trouble and Maj Therriaults flight found themselves directly over Ostend and were subjected to very heavy flak and AA Fire. Lt Jones led his flight in low over English coast and were fired on by English AA fire.

8 JANUARY 1944--Pfc. Sargent from AWOL to arrest in quarters, 1930, 7 Jan 44.

9 JANUARY 1944--1st Lt. Vollink, Squadron Adjutant, appointed Captain, 2nd Lt. Corson, Pilot, appointed 1st Lt--S/Sgt Heere, Sgt Wells to hospital--T/Sgt Putnam from DS to duty.

10 JANUARY 1944--Major Therriault led squadron on free-lance mission-two abortive. No enemy aircraft encountered but heavy flak reported bursting at approximately

11 January 1944, Continued:

26.000 feet. Reports of radio jamming by enemy-- Cpl West reduced to private for inefficiency

12 JANUARY 1944--Pfc. Box from hospital to duty.

13 JANUARY 1944--S/Sgt. Heere from hospital to duty.

14 JANUARY 1944--Squadron led by Major Therriault-six abortive Lt. Schuster had oxygen trouble and was escorted home by entire flight. Sighted 45 to 50 merchant vessels off coast of France. Flak was light and scattered. Unidentified aircraft carrier sighted in channel. Lt. Littlejohn landed at Woodbridge for gas--Sta F-373 officially presented to American Authorities. 29 EM led by Lt DeGruchy participated in ceremonies

15 JANUARY 1944--2nd Lt. Dian enters hospital--2nd Lt Brockus from DS Goxhill to duty.

16 JANUARY 1944--Pfc Sargent from arrest in quarters to confined Station Guard House for 30 days and forfeit 2/3 of 1 months pay.

17 JANUARY 1944--Sgt. Wells returns from hospital.

18 JANUARY 1944--1st Lt. Lundgard, Ordnance Officer, transferred to Fighter Training Group; 1st Lt. Rathgeber, Armament Officer, assumes his duties--Sgt. Musson Pvt. Gifford to hospital.

19 JANUARY 1944--2nd Lt. Littlejohn from duty to DS Goxhill-Cpl Wollen to hospital.

20 JANUARY 1944--2nd Lt. McClellan, Cpl Thompson to hospital.

21 JANUARY 1944--Squadron on mission, led by Major Therriault, no abortives, No encounters. Light and inaccurate flak reported. Lt Harber landed at Manston for gas--2nd Lt. Kaufman, Jacob, Station Photo Officer assigned and joined--S/Sgt. Presnell reassigned from general hospital-- Cpl Paquette from duty to DS Cooks and Bakers school--Pvt Gifford from hospital.

22 JANUARY 1944--2nd Lt. Dian returns to duty.

23 JANUARY 1944--2nd Lt. McClellan, Sgt Musson returns to duty.

24 JANUARY 1944--Squadron led by Lt. Col Wells, two abortives, No encounters. Light and inaccurate flak reported--Cpl Wollen transferred t General Hospital IOD.

25 JANUARY 1944--Squadron on mission led by Major Therriault-
No abortives. Covered briefed route of
22,000 feet. Medium flak reported-accurate as to altitude.
Visibility good.

26 January 1944--Major Therriault, 1st Lts Austin, Jones
Serapiglia, 2nd Lts Dian, McClellan, McDaniels,
awarded Air Medal per G.O. #4 VIII Fighter Command; Capt. Underwood, 1st Lt Kimball awarded Air Medal per G.O. #3 VIII Fighter Command. Presentation ceremonies at Group Headquarters Area all Squadrons Participating. Col. Woodbury, C.O. 66th Fighter Wing made presentations--Pfc. Zabka to hospital LOD--Pvt Burns returns to duty.

27 JANUARY 1944--Sgt Monahan to hospital, LOD.

28 JANUARY 1944--Squadron led by Major Therriault on sweep-
No abortives. No enemy activity was observed
or encountered.

29 JANUARY 1944--Squadron led by Major Therriault, no abortives;
Made rendezvous with bombers at briefed point
and continued on briefed route. Visibility: Air to Air, excellent; Air to ground, nil. Radio jammed from enemy coast in. It was reported that four FW 190's followed formation but did not attack. E/A was seen to fire a rocket which fell short of bomber box....Cpl Thompson from hospital to duty.

30 JANUARY 1944--Squadron on mission, led by Lt. Col.
Wertenbaker. No abortives. Made rendezvous
at briefed point. Four E/A reported at 3500. Lt. Col. Wertenbaker attacked with his flight, firing on one and Lts Shook, Hamilton and Kimball on others, planes diving into clouds and flight returned to formation. Lt. Shook claimed one Me 109 damaged. Lt. Brockus was fired on by E/A and was hit three times with minor damage. One B-17 was seen crash in mid-channel. R/T good...2d Lt. Robbins, Engineering Officer, promoted 1st Lt., effective 1 Dec 43. Orders had been lost.

1 FEBRUARY 1944--Squadron transferred again, from Station F-373, Leiston to Station 157, Raydon. Movement made by truck. Pilots flying. Much better location and working conditions. Morale of men: Excellent; Squadron again operating own Mess Hall. This move also transferred squadron from 8th Air Force to 9th Air Force. Crew chiefs, Flight chiefs and other EM remained at Leiston until planes left; Planes held up because of weather...Sgts Reed, W.J., and Starr enter hospital prior to movement.

2 FEBRUARY 1944--Planes and pilots left Leiston today; All EM also arrived; 1st Lts Kimball, Schuster promoted Captain, effective 25 Jan 44; 2d Lts McClure aptd 1st Lt, same date; Sgt Brynes aptd S/Sgt; Pfc Stephens appointed Corporal, Pvts Ferraiolo and Pool appointed Pfc's, eff 30 Jan 44...Weapons-carrier, driven by M/Sgt Ross, hauling several men from old station to new, was hit by US Army vehicle, causing some damage to vehicle and injuring S/Sgt. Jacob Kern, who was sent to hospital at Sta F-373. Sgt Monahan returned to duty.

3 FEBRUARY 1944--Squadron on mission today; led by Major Therriault. One abortive. Made rendezvous with bombers on course and on time and escorted along briefed route to limit of endurance; Air to Air visibility, good; R/T good; 2d Lt. Kaufman transferred eff 28 Jan 44. Sgt Starr returned to duty; T/Sgt Abbott, Cpl Buetow enter hospital, LOD;

4 FEBRUARY 1944--Mission today, led by Major Therriault; No abortives. Met bombers and performed mission as briefed. Moderately accurate flak reported; visibility excellent, R/T good. Sgt Drake to hospital LOD;

5 FEBRUARY 1944--Major Therriault leading mission, no abortives. Covered area and escorted bombers as briefed. Saw them drop their bombs. Visibility good. R/T good.

6 FEBRUARY 1944--On today's mission Capt Underwood led Squadron to enemy coast where Major Therriault assumed command. Escorted bombers as briefed. Heavy and accurate flak going in, visibility good. R/T good, bad jamming on "C" Channel...Sgt Reed, W.J., Cpl. Buetow return to duty.

7 FEBRUARY 1944--1st Lt. Melancon, 2d Lts Coldren, Littlejohn, S/Sgts Cuzzola, Dempsey, Groves and Sgts Jarding, Flanary return to duty from DS, Goxhill...Sgt Drake to duty. 2d Lt. Lee S. Tennyson, Signal Corps, assigned and joined 6 Feb 44, working with Squadron Communications Section. Detachment "T", 21st Weather Sq., and Det "U", 40th Mobile Communications Sq., attached for rations, quarters and administration. 2 Officers and 17 EM.

8 FEBRUARY 1944--Pfc Sargent released from Guard House at Leiston and returned to duty..Major Therriault enters hospital with slight attack of neuritis. Capt Underwood assuming command. T/Sgt Abbott return to duty from hospital.

9 FEBRUARY 1944--Major Therriault returns to duty..assumes command.

10 FEBRUARY 1944--S/Sgt Hurry enters hospital, LOD.

11 FEBRUARY 1944--Capt. Underwood again led squadron, penetration support; one abortive. Met bombers at enemy coast, proceeding as briefed. R/T good... 217 EM awarded Good Conduct Ribbon, in lieu of Good Conduct Medal, per Par 5, SO #2, Hq 358th Fitr Gp, dtd 7 Feb 44.

12 FEBRUARY 1944--S/Sgt Jacob Kern, injured in wreck as leaving Leiston, returned to duty..

13 FEBRUARY 1944--S/Sgt Hurry, Sgt Drake from hospital to duty.

14 FEBRUARY 1944--All squadron, officers and enlisted men, enjoying few days of rest due to no missions. Many officers and men taking days off and night passes. Daily inspection of barracks and area being conducted and show great improvement over all inspections at former bases. Morale of men: Excellent.

15 FEBRUARY 1944--17 EM, 2 Off. Det "U" 21st Weather Squadron and 40th Mobile Communication Squadron attached for rations, quarters and administrative purposes. Order received awarding the Air Medal to 1st Lts Buckner, Corson, Farlow, Hylen, Krug, 2nd Lts Littlejohn, McClure and Shook, authority Sec. VI, Gen. Order #5 Hq VIII Fighter Command, 28 Jan 1944. Air Medal 1st Lts DeGruchy, Idol, Schuster, 2nd Lts. Hamilton and Harber, Sec V; Oak Leaf Cluster, Major Therriault, Capt. Underwood, Sec. VI, both per G.O. #7 Hq VIII Fighter Command, 5 February 1944; Air Medal: 2nd Lts Kantorski, Kropenick, Sec VI; 2nd Oak Leaf Cluster: Major Therriault, Oak Leaf Cluster: 1st Lts Buckner, Hylen, Kimball, Krug, Serapiglia, 2nd Lts Hamilton, McClure, Shook, Sec VII, both per G.O. #9 Hq VIII Fighter Comma nd, 14 Feb 1944. Almost all pilots have earned one or more oak leaf Cluster, but orders have not been received.--Capt. Vollink from duty to hosp LOD.

16 FEBRUARY 1944--1st Lt. Less, Intelligence Officer, promoted to Captain AUS effective 1 Feb 1944--Lt Barnette, weather officer, relieved from attached--Sgt. Drake, Pfc Zabka from hospital to duty--S/Sgts Groves, Harvey, Trudel, Sgts DeVaul, Stawiasz, Steiner, Cpls. Polley, Pugh, L.J. Smith, Pvt. Jezak from dut, to furlough 5 days.

17 FEBRUARY 1944--Cpl Stephens from hospital to duty.

18 FEBRUARY 1944--Maj. Therriault, Capt. Underwood, M/Sgt Ross from duty to sick station hospita l, LOD; Capt. Kimball assumes command.

19 FEBRUARY 1944--1st Lt. Simches, T/Sgt. Chirsan, S/Sgts Patton, Cpl. Bingha m from duty to sick sta hospital, LOD.

20 FEBRUARY 1944--Capt. Vollink returns to duty-Cpl Wright from duty to DS--Lt Col Wells led squadron on mission-no abortives. Bombers met on time, on course. Stayed with bombers 5 minutes longer than briefed. Moderate flak reported, directed at fighters. Visibility good; return trip good.

21 FEBRUARY 1944--T/Sgt. Chirsan, S/Sgt Patton, Cpl Bingham from hospital to duty--EM return from furlough-Lt. Col Wertenbaker led mission today, no abortives. Met bombers on time and proceeded as briefed, without indicent. Overcast all the way in and out. Visib ility excellent a bove overcast. Return trip good.

22 FEBRUARY 1944--M/Sgt Ross from hospital to duty--Sgts Anderson, L.E. Hill, Cpls Ray, W.L., Ridlon, Ryder Wolitski, Thompson, Pfc Jaquith, Pvt Abey, Hagwood fr duty to furlough 5 days--Lt Col Wertenbaker again led squadron on mission no abortives, proceeded as briefed and rendezvous made on time. No action. Due to haze and overcast unable to give definite landmarks or landfall coming out. Weather clear above 10.000 feet over continent, hazy above 10,000 from Base to Dutch coast. R/T good.

23 FEBRUARY 1944--T/Sgt Selbovitz, Sgt Legezos, Cpl Polley from duty to sick station hospital LOD.

24 FEBRUARY 1944--Major Therriault from hospital to duty, assumes command--Cpl Paquette from DS to duty--Cpl Altstatt to hospita l, LOD--Lt Col Wells led squadron on mission, no abortives. Proceeded on course as briefed. Escorted bombers without incident. Heavy and accurate flak reported at Antwerp and Diest. Visibility excellent, return trip good.

25 FEBRUARY 1944-- Lt Serapiglia from duty to hospital LOD--Cpl Wollen reassigned, joined from Hq 12th Repl Control Depot--2nd Lt Walter E. Feltz, pilot, assigned and joined from 358th Fitr Gp.--Lt Col Wells led squadron again today, two abortives. Major Therriault still grounded. Bombers met and escorted as briefed, but without incident. Rockets observed shooting at fighters south of Ghent. Visibility good, R/T good.

26 FEBRUARY 1944--T/Sgt Selbovitz from hospital to duty--1st Lt Hylen, 2nd Lts Harber, Tuck, Sgt Frenchi from duty to hospital LOD.

27 FEBRUARY 1944--Cpl Wright from DS to duty--EM return from furlough.

28 FEBRUARY 1944--1st Lts Hylen, Serapiglia, Sgt Legezos from hospital to duty.

29 FEBRUARY 1944--2nd Lt. Tuck from hospital to duty--Sgt Frenchi, Cpls Polley, Altstatt return to duty. S/Sgt Kern, C.E. Patton, Sgts Monahan, Wilke, Cpls Bingham, Meisel, Nairn, Palmer, Pearson, Wright, PFC Callahan, Pvt Ramlow from duty to furlough 5 days--Capt Kimball, 1st Lt Robbins, S/Sgts Jones, P.J., and Fish, Sgt Martin, G.R, from duty to DS Low Level Attack School for three weeks-beginning 22 Feb 1944--Major Therriault led squadron today, no abortives. Proceeded on mission as briefed, escorted bombers without incident. Inaccurate light flak reported. Visibility: air to air, good, air to ground, fair. R/T good.

1 MARCH 1944--2d Lt Tennyson, Signal Corps, appointed Assistant Communications Officer, principal duty, and Sq. Radio Officer, additional duty, effective 23 February 1944---- 2d Lt Haddock, Jack L., assigned and joined 19 February 1944 per letter orders, Hq IX Air Support Command, assigned principal duty as Assistant Armament-Ordnance Officer.

2 MARCH 1944--Squadron performed mission, Major Therriault leading, 3 abortives. Rendezvous with bombers made on course and on time; squadron proceeding as briefed, escorting bombers 5 minutes longer than briefed. Lt. Serapiglia developed engine trouble at 27,000 feet over enemy territory. Engine cut out and he fell to approximately 10,000 feet before he got engine started again. Was given orders by Major Therriault to bail out but he got engine started again just before deadline. Returned to base accompanied by Lt DeGruchy. Low clouds, 5/6/ths coverage. Visibility good ---- 2d Lt Harber from hospital to duty ---- Cpl Nelson from duty to DS, Cryptographic School.

3 MARCH 1944--2d Lt Williams, Charles E., QMC, assigned and joined 29 Feb 1944 per SO #43, Par 2, Hq IX Fitr Command, assigned principal duty as Personal Equipment Officer ---- Pvt Hagewood, Ordnance, from duty to hospital ---- Squadron and Group led by Major Therriault today, no abortives. Made landfall in at 23,000 at 1120, proceeding on briefed route, but did not contact bombers. Recall was made 3 or 4 minutes beyond end of course and Group immediately turned back. Heavy and very accurate flak was encountered south of Eyden. Visibility good. R/T good.

4 MARCH 1944--Captain Underwood, 1st Lt Sinches from hospital to duty ---- Major Therriault again led squadron and Group, one abortive. Group went beyond briefed route 13

4 March 1944, Continued -- minutes but could not contact bombers; followed briefed route out. Heavy, accurate flak reported at Ghent, Brussels and Koln. Enemy coast solid overcast from 19,000 to 27,000 feet. Visibility: Air to air good; air to ground fair thru cloud breaks. R/T good.

5 March 1944--Pvt Jezak appointed Pvt 1cl, eff 1 March 1944; Pfc Sargent reduced to Pvt., eff 1 Mar 44 ---- Vehicle driven by Pfc Jezak with Capt Less as passenger involved in accident with British army truck in which two British soldiers were killed. Accident was caused by British truck swerving and hitting command car driven by Pfc Jezak. Capt Less and Pvt 1cl Jezak unhurt; vehicle damaged some.

6 March 1944--Two missions today. Early mission, Major Therriault led Group and Squadron for third consecutive mission, three abortives. Rendezvous made with bombers as briefed; escorted them as briefed without incident. Circled out at Dummer Lake. Landfall out at 21,000, south of Landvoort. Overcast over seas from 12000 to 19000 feet, scattered clouds over continent. Visibility: air to air, good; air to ground, good thru breaks. R/T good ---- Late mission, Major Therriault led squadron, two abortives. Landfall in 1400 at 26,000 across middle of Texel Island. Rendezvous with bombers at 1415 at 16,000 feet over island, bombers coming out over Texel Island and north (Frisian Islands). Bomber was seen to crash west of Ijmuden about 15 miles off coast. Above clouds, visibility good; air to ground good thru cloud breaks. Under clouds, visibility fair. R/T good. ---- First time squadron had flown two missions in one day. Now operating for first time under Field Orders from IX Fighter Command; all previous missions were flown under VIII Fighter Command orders---1st Lt. Jones, Flight Leader, a member of squadron since soon after activation, was transferred to 84th Fighter Wing, to be an Asst Operations Officer for Wing----Orders received on more Air Medals and Oak Leaf Clusters. Air Medal awarded 1st Lts Buckner, Corson, Farlow, Hylen, Krug, McClure, 2d Lts Littlejohn and Shook per Sec VI, GO $5, Hq VIII Fighter Command, dated 28 Jan 44---- Capt Schuster, 1st Lts DeGruchy, Idol, 2d Lts Hamilton and Harber awarded Air Medal per Sec V, GO #7, Hq VIII Fighter Command dated 5 Feb 44----Major Therriault, Capt Underwood, awarded Oak Leaf Clusters to Air Medal per Sec VI, GO #7, Hq VIII Fitr Comd, 5 Feb 44---2d Lts Kantorski and Kropenick awarded Air Medal per Sec VI, GO #9, Hq VIII Fitr Comd, 14 Feb 44-- Major Therriault awarded second Oak Leaf Cluster and Capt Kimball, 1st Lts Buckner, Hylen, Krug, McClure, Serapiglia, 2d Lts Hamilton and Shook awarded first Oak Leaf Cluster to Air Medal per Sec VII, GO #9, Hq VIII Fitr Comd, 14 Feb 44--- S/Sgts Kern, C.E., Patton, Sgts Monahan, Wilke, Cpls Bingham, Meisel, Nairn, Palmer, Pearson and Wright, Pfc Callahan, Pvt Ramlow from furlough to duty---

March 7--1st Lts Austin, Buckner from duty to five days ordinary leave---Pvt Matheny, Medic, from duty to hospital.

March 8--1st Lt. Ruthgeber from duty to ordinary leave, 5 days---T/Sgts Jones, Lempke, S/Sgts Kennedy, Kochevar Olaon, Sgts Parkman, Cpls Cronk, Martinez, R., and M., Paquette, Rigby and Williams from duty to furlough, 5 days---Major Therriault led squadron on early mission, no abortives. Rendezvous with bombers made at Egmond at 25,000 at 1158. Escorted bombers as breifed, landfall out south of Ljmuden 20,000 feet at 1258. Overcast north of course 6 to 8/10ths, 10/10ths south of course; clear along course 2 to 3/10ths slight haze layer at 2 to 3,000 feet. R/T good, jamming. Major Therriault led both squadron and group on afternoon mission, one abortive. This was a withdrawal support mission. Rendezvous with bombers at 1600, 18,000 feet at 5237 - 0620. Bombers were in very good formation. 2d Lt. Coldren's engine cut out at 18,000, aircraft gliding down to 10,000 feet with pilot trying to start engine. At this point prop froze. He spun in from 3,000 feet and was seen to crash. No chute was seen. This was confirmed by Lt. McClellan, his element leader, who followed him down to approximately 4,000 feet. Cause of engine trouble unknown. Landfall out at 1632 at 12,000 feet. Visibility excellent--Loss of Lt. Coldren was first since organization formed 14 months ago and officers and enlisted men were hard hit--Lt. Coldren has been an enlisted man, a staff sergeant pilot, flight Officer and 2d Lt. He was married and had one child, born since his arrival in ETO.

March 9--Pvt Mathenyfrom hospital to duty--Squadron on mission, led by Major Therriault, no abortives. Location of landfall unknown because of overcast. Rendezvous made with bombers but location could not be given. Bombers flying in good formation. Overcase 1 to 2,000 feet. Thin layer of clouds at 20,000 feet. Cloud layer at 14,000 feet. Visibility above clouds good. R/T good.

March 10--Pvt Matheny, released from hospital yesterday, returns to hospital---1st Lts Austin and Buckner from leave to duty.

March 11--Sgt Gurule, duty NCO, reduced to grade of Private, effedtive 1 Mar 44---Capt Schuster and 1st Lt Corson from duty to ordinary leave, 5 days.

March 12---Capt Kimball from DS, Low Level Attack School, Milfield, Northumberland, to duty; other men on DS there enroute back---Capt Pearlman from duty to ordinary leave 5 days.

March 12-(cont'd)--T/Sgts Jones, Lemke, S/Sgts Kennedy, Kochevar, Olson, Sgt Parkman, Cpls Cronk, Martinez, R., and M., Paquette, Rigby, Williams from furlough to duty--1st Lt. Rathgeber from ordinary leave to duty.

March 13--1st Lt. Robbins, S/Sgts Jones, Fish, Sgt Martin from DS, Milfield, Northumberland, to duty---1st Lt. Guthrie Assistant Intelligence Officer, from duty to transfer Hq & Hq Sq., 70th Fighter Wing---S/Sgts Green, Cowan, Havlik, Pierce, Sgt. Killigrew, Cpls King, Asaro, Buetow, Altstatt, Wernick, Pfc Kaminsky from duty to furlough, 5 days---25 enlisted men and 1 officer of this Squadron take part in ceremonies incident to awarding of Air Medals and Oak Leaf Clusters to pilots of this group. Awards were made by Brig. Gen. Quesada, Commanding General, IX Air Support Command.

March 14--2d Lt. Urdang, Joseph (NMI), assigned and joined from Group Hq., principal duty, Assistant Intelligence Officer. Pvt Hagewood from hospital to duty---Several changes in assignment of pilots have been made; 1st Lt. Serapiglia transferred from duty as Asst. Operations Officer to Flight Leader of "B" Flight; and 1st Lt. Austin from element Leader in "C" Flight to Asst. Operations Officer.

March 15--Squadron performed two operational missions today. On early mission Lt. Col. Wells led Group and Squadron and Major Therriault led yellow section, three abortives. Made L/F in at Ijmuden 0927 at 21,000. Made circle after going in enemy coast and came back and picked up bombers at Hoorn at 21,000 feet, 15 minutes late. Escorted bombers to Mappen and left bombers at 1014 at 21,000. L/F out south of The Hague at 1031. Bombers were in especially good formation. Base to Channel, CAVU, in mid-channel overcast at 8,000, over enemy coast and inland 6 to 8/10 clouds - visibility good. R/T good. On late mission Major Therriault led squadron, no abortives. Did not make L/F, met bombers ten miles west of Ijmuden off Dutch coast at 1330 at 21,000 feet. Escorted bombers back to English coast at 12,000 feet. R/T good.-----Cpl Nelson from DS to duty ---- S/Sgt Kiess from duty to DS, RAF Station 124---- Capt Schuster, 2d Lts Tuck, Kantorski, Littlejohn, Dian awarded Oak Leaf Cluster to Air Medal; Capt Kimball, 1st Lt. Jones awarded 2nd Oak Leaf Cluster, per Sec II, G.O. #48, Hq Ninth AF, 8 March 1944 ----

March 16--Squadron led by Major Therriault on withdrawal support mission, one abortive. L/F in between Dunkerque and Ostend at 1235 at 17,000 feet. Heavy accurate flak from coast to 50 miles in both on L/F in and out. R/V with bombers a few minutes late 20 miles south of Nancy at 1358 at 17,000 feet.

March 16--Continued--Left bombers 20 miles south of Chalons at 1441 at 17,000. I/F out over Calais at 10,000 at 1450. No E/A encountered. 4/10 to 6/10 clouds over continent and channel, overcast at 4,000, scattered overcast from 4 to 10,000 feet. Air to air visibility good. R/T good.---- Capt Schuster, 1t Corson from duty to ord leave, 5 days ----

March 17--Capt Pearlman from leave to duty.

March 18--Lts McClure, Tuck from duty to ordinary leave, 5 days ---- S/Sgts Green, Cowan, Havlik, Pierce, Killigrew, Cpls King, Asaro, Buetow, Altstatt, Kernick, Pfc Kaminsky from furlough to duty ---- S/Sgt Kiess from DS to duty ---- Squadron led by Lt Col Wells on withdrawal support mission, one abortive. I/F in at Gravelines at 1510, at 17,000. Meager inaccurate flak on coast. Made R/V with bombers 10 miles south of Epernay at 1545 at 13,000 feet. Bombers in good formation, left bombers at 1626, location unknown due to overcast at 13,000. I/F out 15 miles south of Berck sur Mer at 1640 at 9,000 feet. No E/A encountered. Overcast over continent at 17,000 and 20,000. Scattered clouds over continent 3/10 coverage, 10/10 over channel on the way out, clear on return. R/T good. ---- S/Sgts Kelly and Mockus from duty to sick station hospital, LOD ---- Major Therriault from duty to DS for approximately 18 days for duty with troops in Italy. ---- Capt Underwood now acting C.O. ----

March 19--2d Lt Brockus, Cpl Michalak from duty to sick station hospital, IOD ----

March 20--T/Sgt Morris, S/Sgts Bernatonis, Nine, Sgts Jacota, Moore, Cpls Nelson, Swasnick, Thames, White, Pfcs Fox, Zabka from duty to furlough, 5 days ---- Lt Coldren listed as "Killed in Action," instead of "Missing in Action."---- Capt Underwood led squadron on fighter-bomber dive-bombing mission, no abortives. I/F in over LeTreport at 0955 at 17,500, had previously made R/V with fighter-bombers at 0942, 10 miles south of Mermingford 15,000 feet. Due to poor weather conditions, fighter-bombers were not seen over target area. I/F out at LeTreport 1055 at 5,000 feet. No flak or E/A reported. Bombing results not observed. 2/10ths to 3/10ths stratus over channel. Over continent 8/10ths at 6,000 and at 10,000. R/T good. ----

March 21--S/Sgt Mockus from hospital to duty; Sgt Jamiolkowski from duty to hospital, IOD ----

March 22--Lts Tuck, McClure from leave to duty ---- S/Sgt Martin from duty to hospital, IOD ---- Capt Underwood again led squadron, no abortives. I/F in 1415 at 20,000 feet.

March 22-Continued--R/V with bombers vicinity of Happen 1441, 20,000. Left bombers at Egmond 1517, 18,000. L/F out 1520 15,000, north of Ijmuden. Nothing unusual observed. Barrage flak, six bursts at a time, reported moderate and inaccurate at Den Helder. Much shipping observed in Zuyder Zee in ~~xxx~~ canals near Amsterdam. R/T good with jamming. Fighter-bomber communication very ~~xxxx~~ poor. ----

March 23--Lt Brockus from hospital to duty ---- Sgt Taylor from duty to DS ---- Lt. Col. Wells led squadron on mission, no abortives. L/F in on course at 0910, 25,000. R/V with bombers on time, on course at 0917, 25,000. Nothing unusual observed. Light inaccurate flak at Antwerp, barrage type. Left bombers as briefed at 0952, 25,000 feet. L/F out on time, on briefed course at 1020, 22,000. Visibility excellent. R/T good. ---- Squadron relieved from operational status after mission. Most of planes to be transferred and new planes assigned with wing ~~xxxxx~~ racks for tanks or bombs and with water injection. Some planes kept and others that are now in Depot for above modifications will be retruned. To be off operations for approximately two weeks. Pilots and line personnel given a needed rest. ---- Lts Farlow, Hamilton from duty to leave. ----

March 24--S/Sgt Martin from hospital to duty ---- Pfc Jaquith from ~~xxxxxxxx~~ duty to hospital. ----

March 25--T/Sgt Morris, S/Sgts Bernatonis, Nine, Sgts Jacota, Moore, Cpls Nelson, Swasnick, Thames, White, Pfcs Fox, Zabka from furlough to duty ---- Approximately 50 enlisted menof squadron stricken with slight cases of ptomaine poisoning; 39 admitted to hospital at approximately 6 P.M., 25 March ---- Base and Squadron Medical Officers inspect Mess Hall but no definite decision was reached as to cause of poisoning. ----

March 26--T/Sgts Pickard, Putnam, S/Sgts Hall, Jones, McLeod, Presnell, Rowe, Sgt Dinanzio, Cpls Knobloch, Magnes, Pvts Sargent, Galvin from duty to furlough. ---- Men admitted to hospital yesterday released at 1000 today -- still weak but feeling okay; cause still undetermined. ----

March 27--Sgt Jamiokowski, Pfc Jaquith from hospital to duty. ----New T/O for squadron received, dated 22 Dec 1943. Calls for same number of officers and 245 EM, as compared to 252 EM on old T/O. Change also received calling for additional 12 officers and 2 additional EM. ----

March 28--1st Lt Melancon, "C" Flight Leader, from duty to transfer to 363rd Fighter Group - a P51B Group. Had been a Flight Leader for more than a year. ---- Lts Farlow, and Hamilton from leave to duty ---- Squadron assigned new APO number - from 638 to 595. ----

March 29--Capt. Charlton, Executive Officer, and Lt Yarid, Supply Officer, went to new base to make arrangements and necessary preparations for next move. Preliminary reports are none too favorable. ----

March 30--Cpl Kertes, Pfc Carley, Pvts Ray, Matheny, Ferrelli, Medical Corps, transferred to Group Head uarters and placed on detached service with squadron. ---- S/Sgt McLeod, Tech Supply NCO, transferred to Group HQ. ---- Transfers result of new T/O. ---- Squadron received 8 new planes today -- all men on line busy making acceptance inspections and necessary modifications. ----

March 31--Capt Underwood, C.O., Capt Vollink, Adj., Capt Pearlman, Sq. Surgeon and 1st Sgt Spalding made trip to new base - laying out positions of Mess Hall, latrines, ablution rooms and area for tents. Area not as bad as previous reports indicated but will be rough for a while. ---- Squadron received 8 more new planes - now have 41 planes, only 4 short.----

April 1--T/Sgts Richard, Putnam, S/Sgts Hall, Jones, McLeod, Fresnell, Lowe, Sgt Blanzir, S/Sgts Lundeen, Haynes, Pvts Sargent, Malvin from furlough to duty ---- Sgts Joy, Reed, M.J., Cpls Baldridge, Gilliam, Petkon, Rosenkrantz, Tyler, Pfcs Burleson, Pool, Pvts Davis, Bowden, Brzezinski from duty to furlough, 5 days ---- 1st Lt Sinches from duty to ordinary leave, 5 days ---- Cpl Liefalak from duty to hospital ---- Pvt Durule appointed Corporal.

April 2--Cpl Mairn, Pfc Jaquith from duty to D3, Motor Vehicle Water proofing School, for 7 days ---- 2d Lt Dian from duty to hospital, MD ---- 1st Lt Yarid from duty to leave.

April 3--1st Lt Idol, 2d Lt Brockus from duty to leave, 5 days.

April 4--Usual duties ---- Morale: Excellent.

April 5--S/Sgt Kelly from hospital to duty ---- Sgt Taylor from D. to duty.

April 6--1st Lt Sinches from leave to duty.

April 7--Sgts Joy, Reed, MJ, Cpls Baldridge, Gilliam, Petkon, Rosenkrantz, Tyler, Pfcs Burleson, Pool, Pvts Bowden and Brzezinski, Davis from furlough to duty ---- 2d Lt Ferguson, Asst. Comm. Officer, from duty to transfer, 36th Tng Sq as Supply Officer ---- 1st Lt Yarid from leave to duty ---- 1st Lts DeGruchy, Serapiglia, 2d Lt Hamilton, S/Sgts Hazel, Kenevar, Havlik, Sgts Schilly, Donahan, Cpls Kolitski from duty to D3, Low Level Attack School, Scotland ---- 36 EM, 2 Officers leave Sta 157 as advance detail to new base; detail to get up tents, stoves, lights, mess hall, etc.

April 8—1st Lt Ladd, 2d Lt Brockus from leave to duty ---- 2d Lt Lian from hospital to duty ---- Capt Chairn, Pfc Dunwith from DS to duty ---- Squadron performed first mission since 22 March, led by Capt Underwood; no abortives. Time landfall on course at 1235; at 21,500, R/V with bombers time, 1245, north of Zwolle. Left bombers at Dunkirk time at 1307 at 21,000. R/F cut at Ijmuiden at 1337 at 1[illegible],000. Heavy accurate flak at Ijmuiden. No E/A encountered. Visibility excellent. R/T good. ---- Second mission; 15 P-47s. Target: troop train in Dernay area. Time up: 1614; over target: 1750; down: 1[illegible]. Lts Hylen and McClellan were both hit several times by enemy fire but returned safely. Results of strafing good. Went down thru overcast at Dernay and leveled off at 6,000 feet. Strafed trains on siding near woods. Intense light and heavy flak in woods in vicinity of Lisseaux. Returned fire of AA guns emplacements. Overcast top 1000; ceiling 6000 all the way to target ----2d Lts Blevins, Edward F., Given, Ernest ..., Wheeler, John H., and Allen, Martin Z., all pilots, assigned and joined this date. ---- Advance detail really working, putting up AA tents first day of work only to be told they had to be moved. Much confusion in manner and place for tents to be erected.

April 9—2d Lt Williams from duty to DS, Burton Wood Repair Depot, Warrington, Lanc. ---- Squadron and Group led by Lt. Col. XXXXX Hertenbaker, no abortives. Proceeded on mission as briefed. Mission uneventful. R/V with bombers on course, on time. Light inaccurate flak reported. R/T excellent with light jamming. ---- Advance detail moving tents; progress being made, but slowly.

April 10—1st Lt Bedrucky from DS to duty --- Pfc Pool from duty to hospital, LOD ---- Lt Col Wells led Squadron on escort mission, one abortive. Time up: 0755; over target: 0[illegible]05 to 0935; down: 1024. Bombing results of 1st Task Force were concentrated in one small area; and Task Force results were seen to hit three different areas. Damage type flak reported over the town of Le Havre. Light overcast from base across channel at 1500 feet. Visibility unlimited with very slight haze. ---- Capt Schuster led squadron on late mission; no abortives. Time up: 1652; time down: 1[illegible]24. Meagre flak reported from base to Suzaine. Squadron broke from group at Soignies and were vectored by type 16 St. Quentin. Proceeded from there to Charlaville then turned north to Florennes and proceeded on course home. Passed the target and observed it to be smoking. ---- Tents all up in new location and lights being installed. Removed from Officers Area. Condition of area; Good.

April 11—Cpl Knobloch from duty to hospital, LOD ---- Lt Col Wells led Squadron on Thunder-bomber mission and escort for A-20s; one abortive. Time up: 0915; over target with bomb-

April 11—Continued-- ers, 1035; thunder bombed 1045; time down: 1142. 14 500 lb bombs dropped in concentrated area on target. Bomb runs started at 12,000, released at 7500. Strafed target from 5 to 4500 feet. Course followed as briefed. Observed concentrated hits all within target area by A-20s. One A-20was seen to crash north of target area at Prevent; two chutes seen. Meagre light flak over target, barrage type. Inaccurate flak at Amiens going in; inaccurate moderate barrage type flak at Calais on way out. Old crates observed in target area. 3/10ths clouds; visibility good. ---- Lt Col Wells again led Squadron on late mission, a Thunder-bomber escort; two abortives. Time up: 1640; down: 1945. Squadron patrolled bombed area, escorted stragglers back. Very accurate bombing was observed with hits on machine shops, dispersal areas and other buildings. Very intense accurate light flak over target at strafing planes. Going in enemy coast at Granville predicted inaccurate flak. On way out over Cherbourg peninsula intense accurate heavy flak. Between Pt. De La Percée and La Hague, V-shaped fortifications were seen at low tide; it is believed that these fortifications would be invisible at high tide. 3 to 4/10th clouds, tops 6,000 feet. ---- Advance Detail: Ablution and Mess tent up, stoves in and some beds arrive. Beds are not very satisfactory. Convoys from Haydon arriving daily.

April 12—1st Lt Cerapiglia, "B" Flight Leader, was killed in Scotland when his ship collided with a Spitfire. Lt. Cerapiglia was in Scotland on DS at Low Level Attack School. Full details of accident unknown. Had been Asst. Operations Officer of Squadron since activation until few weeks ago. Lt. Cerapiglia was one of smallest pilots in group and one of best liked. Second pilot lost since activation of squadron. ---- Men on advance detail have everything in readiness for rest of squadron. Approximately 100 men without beds of any kind. Planes and men expected tomorrow. All men on advance detail begin eating at own mess halls tomorrow at breakfast. Men on advance detail have been working hard and have also enjoyed many visits to the various small towns surrounding camp. Morale: Excellent. ---- Many changes affecting personnel of the squadron announced: Maj or Thermault, CO since activation, now on DS in Italy, transferred to Group Headquarters to become Deputy Group Commander; Capt Underwood, Operations Officer, appointed new CO; Capt Schuster, "D" Flight leader, to be Operations Officer; Capt Kimball, "A" Flight leader, to be Assistant Operations Officer; 1st Lts Hylen, Farlow, Buckner and Austin, all element leaders, to be new flight leaders of "A", "B", "C", AND "D" flights respectively. No changes announced in ground personnel.

April 13—Capt Underwood led Squadron on escort and dive-bombing mission; no abortives. Time up: 0843; over target: 1005; down: 1052. Escorted bombers over target and observed

April 13--Continued--bombing results. Most of bombs dropped by P-47s on northeast target landed about [illegible] yards west of target in a field. Some hits observed in target area of both targets but majority outside. Bombing of fighters only fair. 500 lb bombs dropped from [illegible] feet. Light inaccurate flak in vicinity of disement south of target; intense barrage type flak in target area. 7/10ths to scattered clouds over England and Channel at [illegible] feet. Over target 5,000. ---- Planes landed at new base after mission. ---- [illegible] to duty ---- Organization transferred from Station 157, Hepton, Suffolk, to Stat on 141, Leiston, Kent. New No 141 assigned. Movement made this date by 30 C-47, military aircraft and rail. Men and officers quartered in tents - some without beds. S/Sgt Poe from duty to hospital with attack of appendicitis (at new station) ---- Pilots don't like runways and taxi strips at new field. Runways and strips made out of wire netting and are bumpy and soggy and full of holes. ---- Living conditions, good, as line is near squadron area. ---- Group Headquarters relieved from attached for rations; 2 56th EFFG, 1 officer and 2 EM, attached for rations, quarters; Flying Control Detachment, 3 officers and 16 EM, attached for rations, quarters and administration.

April 14-- No mission scheduled. Line and squadron area being set up for better operation.

April 15--Weather threatening and rainy. Planes grounded. Runways and strips soggy and spongy; planes can't take off from this field with either belly tanks or wing tanks. ---- Cpl Maebloch from hospital, Station 157, to duty ---- Sgt DeVaul from duty to hospital.

April 16--S/Sgt Rochevar, Sgt Schilly, crew members on it. Serapiglia's plane, from LS, Scotland, to duty. ---- 1st Lt Buckner from duty to hospital.

April 17--2d Lt Williams from LS to duty. ---- Still unable to operate from this field due to weather.

April 18--No mission today. Pilots testing runway. ---- Weather clearing up. ---- Men fixing tents and area. Morale of Squadron: Excellent.

April 19--Sgt Carl W. Reed, instrument man, reduced to grade of Private, effective 17 April 1944, for cause.

April 20--1st Lt. Buckner from hospital to duty. 2d Lt Hamilton, S/Sgt Hazel from DS, Scotland to dy. First mission since arriving at new base flown today. Maj Therriault leading. Several pilots from other squadrons also flying with us. It was a dive-bombing mission-no abortives. Time up: 1810, over target, 1905: down: 2005. Dive bombed railroad marshalling yard at Criel with excellent results. Sixteen 500 lb bombs, almost all hitting target area. Accurate light flak over target, heavy accurate flak coming out. Weather over target: CAVU--Capt Less from duty to DS.

April 21--Lt Harber from duty to DS for 90 days. Capt Underwood led squadron on fighter sweep for targets of opportunity. Planes left this field with wing tanks empty and landed at Manston to refuel and fill wing tanks. Several mechanics and crew chiefs going down in vehicles to handle planes. 19 P-47s, no abortives. Time up: 1655; over target; unknown; down: 1830. Made sweep L/F north of Dunkirk. Made sweep in clockwise direction covering Ghent going south to avoid Lille, making L/F out at approximately Le Touquet. Due to poor visibility no targets of opportunity sighted and most of wing tanks were dropped in the channel. Flight was at 15,000 feet. No flak or E/A encountered. Cloud cover over channel base at 3500, top 8,000. Over continent cloud layer base, 8,000 tops 11,000 to 14,000. Another layer at 20,000.

April 22--Capt Less from DS to duty. First mission--dive-bombing, at St. Ghislain marshalling yards. 17 P-47s, no abortives. Time up: 1146, over target; 1240; down: 1352. Numerous bomb hits on tracks, sheds and freight cars. Yard was crowded with freight cars. 17 500 lb bombs were dropped on target as briefed or casual target. White flight dropped bombs on air field coming out as bombs failed to drop on target. Light, inaccurate, meager flak encountered, visibility excellent. Second mission was area support--16 planes, no abortives. Led by Capt. Underwood, Squadron gave area support over briefed area with no unusual occurrences. Meager light accurate flak at Gravelines. At about Freeges B-26s were seen bombing but target could not be identified. L/F out at Le Touquet, 15 minutes late. Weather hazy over continent below 10,000. Visibility decreased to 6 miles since morning mission.

April 23--Two dive bombing missions today. First: Railway marshalling yards; 18 P-47s and 2 spares, one abortive. Time up: 1154, over target, 1240; down: 1340. Followed course with exception of landfall in at Gravelines, 33 250 lb GP bombs dropped in target area. About 25 on yards and rest on nearby rails. One bomb failed to release and was dropped in

April 23 (cont'd)--channel coming back. Typhoons were seen bombing airdrome near Lille. Light moderate inaccurate flak over target. Instnse heavy accurate flak near twin cities of Roubaix-Lille and from Lille-Verdeville airdrome. Visibility good. Second: Dive bombed marshalling yards at Namus. 17 P-47s, no abortives. Time up: 1638; over target; 1730, down 1831. 34 250 lb GP bombs dropped on target area. 12 struck yards and 22 struck materiel dump on canalbank and were followed by terrific explosion and flames. In area SW of Ghent, 10 barges in Canal. No flak over target. Intense accurate flak north of Furnes. Haze over channel & continent; Visibility aloft good.

April 24--Cpl Altstatt from duty to DS, Booby Trap Sch. Withdrawal support. 15 P-47s, 2 abortives. Squadron again refueled at Manston and filled wing tanks. Sq led by Capt Schuster made L/F in at Dunkirk 1344 at 13,000. R/V with bombers at Guenthal at 1433 at 20,000. Left bombers 10 minutes south of Coxhyde 1537 at 13,000. Intense heavy flak at Dunkirk--Coxhyde, in and out. Bombers in fair formation, 3 stragglers. Weather hazy over channel with cloud cover over continent, thinning to scattered clouds.

April 25---S/Sgt Havlik, Sgt. Monahan, Cpl. Wolitski from DS, Scotland to duty. Sgt. Evans from duty to Hospital, puts mess hall in bad shape for cooks; Mess Sgt. Asst Mess Sgt and 1st Cook all in hospital. Dive bombing mission scheduled to hit yards at St. Ghislain, but as they were closed in, target hit was Poperingh Airdrome NW of Lille. 18 P-47s, no abortives. Time up, 0908; over target; 1000, down , 1050: 36 500 lb SAP bombs dropped on area of Poperingh Airdrome. About 24 hit hangar, nearby buildings and runways, other 12 hit in target area. Airdrome had macadam runways. No flak or E/A encountered. Cloud cover St Ghislain 10/10, cloud cover in and out 9/10.

April 26--Morning mission led by Capt Kimball proceeded as briefed and after becoming airborne to 10 miles off English Coast, mission was scrubbed and planes recalled. Escort mission in afternoon. 16 P-47s, no abortives. Time up, 1817, over target, 1930, down 2028: Escorted as briefed and observed 24 B-26s bomb target with concentrated hits. No flak going in or over target, meager accurate, green colored flak over Lille. Weather, 3 to 5/10 clouds over target. Haze at 5,000 feet.

April 27--Sgt. Evans from hospital to duty--Dive bombing mission on Marshalling yards at Haines, St. Pierre in AM. 18 P-47s, no abortives, time up: 1005; Over target: 1100; Down: 1208. 36 500 SAP bombs dropped in target area. 27 struck target, 3 hit south of target and six north of target. Excellent bombing results reported. Briefed course followed. Six "E" boats or minesweepers were seen entering Dunkirk Harbor. No flak or E/A encountered. Marshalling yards at Montes-Cassicaurt bombed in afternoon. 16 P-47s, no abortives. Time up: 1703; Over target; 1753: Down: 1847. 32 500 lb SAP bombs dropped on target area. Bombs released between 4000 & 5000 feet. 60% of bombs hit southeast & northwest ends of target. 25% in center of area near isolated railway shed and 15% in rest of target area. Entire target area blanketed by smoke. Many good hits by other formations were seen. Moderate accurate light flak over target. bursting at 5000 feet; meager accurate heavy flak at Neufchatd coming out. Considerable haze up to and at 8,000feet, very slight clouds above that.

April 28--Cpl. Wright from duty to DS--Lt Brockus from duty to hospital--Todays mission Laon Couvron Airdrome was not bombed because of overcast; Reins-Burgogne Drome believed hit instead. 17 P-47s, one abortive spare. Time up: 0808; over target; 0905: Down: 1005. Unable to determine briefed course becaude of overcast. Excellent hits observed, mostly down hangar line. Field was grass covered. Moderate accurate heavy & light flak over target. 2 three gun batteries at north end of field. 10/10 clouds all way over and into continent until just north of Reins. Tops 6000, base unknown. Scattered clouds beyond Reins.

April 29--6 men on DS to salvage wrecked B-17 on this Base attached for rations and quarters ---- Bomber escort mission, 17 P-47s, one abortive. Time up: 1141; down: 1412. Squadron led by Lt Col Wells made L/F in at Massluis 1230 at 20,000 feet. R/V with bombers NE of Zwolle at 1251 at 19,500. Bombers escorted to Egmond where squadron left them at 1329 at 18,000 feet. L/F out at Egmond 1329, 18,000. Bombers ingood formation, on time, on course. No flak except at L/F in. 10/10ths clouds over channel and continent, first layer tops at 3500 feet, second layer, base, 9000 ft., tops 14400. ---- 2d Lts David J. Godfrey, Traian T. Mayte, Hugh J. Smith, Jr., all pilots, assigned and joined this date/

April 30--Two dive bombing missions today. First: Bethune marshalling yards. 16 P-47s, no abortives. Time up: 1123; over target: 1215; down: 1253. 32 500 lb. GP bombs dropped. 70% to 80% struck target area. East of round house, oil storage dump blown up resulting in red flames

April 30--(Continued)--followed by black billowing smoke. Area north of target strafed on way down. No flak or E/A encountered. Haze layer over channel and continent with tops at 3500 feet, visibility 3 to 4 miles. No clouds. ---- Marshalling yards at Cambrai was afternoon target. 15 P-47s, no abortives. Time up: 1800; over target: 1850; down: 1935. 27 500 lb GP bombs dropped on target and target area; 3 bombs dropped in channel because of failure to release over target. Bombng results fair. One bomb hit factory west of Cambrai on canal with considerable damage resulting. 15% of bombs hit target area, 85% hit surrounding area. Briefed course followed with exception of one flight made L/F out at Le Touquet and another at Berch-Sur-Mer. Moderate accurate heavy flak over Boulogne and Berck-Sur-Mer. Haze all the way to target, tops 7,000 feet. No clouds.

May 1--Cpl Altstatt from DS to duty ---- Pfc Marx from duty to DS ---- T/Sgts Abbott and Chenoweth promoted to M/Sgts; S/Sgt Anderson, H N, to T/Sgt; Sgt Weber to S/Sgt; Cpls Ridlon, Parker, Kelly and Bingham to Sgt. ---- Squadron took off at 1107 on first mission with Col. Wells leading to bomb marshalling yards at Tergnier with each plane carrying two 500-lb bombs. L/F in at Boulogne where intense flak was encountered, both barrage and predicted type. Time over the target was 1208. Hits were scored east of railway shops and between the two shops in spite of light accurate flak that was thrown up. One bomb was observed to hit the main target. 10/10ths clouds over continent, with tops 4 to 5,000 feet. to Doublens and 3 to 5/10ths to target, clear over the channel. Landed at 1309. ---- Second mission was led by Capt. Underwood, take off time was 1725, followed course as briefed except L/F in was over LeTouquet where meager light inaccurate flak was encountered. Marshalling yards at Somain were the target. Reached at 1831. Bomb hits were scored on a large building in the target and one on the roundhouse. Several hits were also observed in railroad yards south and southwest of target. Each plane carried two 500-lb bombs. Planes landed at 1916. ---- All types of missions now being flown from this field with exception of belly tanks which cannot be used.

May 2--Crews on all planes were gotten up at 0230 this morning for practice mission with troops in Southern England. Planes all ready by 0330 but take off was at 0608, Capt. Underwood leading. Briefed course followed. B-26s were observed bombing as squadron flew over target area. Navy was still shelling the coast but troops had not effected a landing. Hazy overcast at 4000 over target. Target reached at 0725, planes landing at 0830.

May 3--Crews again routed out for early mission at 0330, but it was scrubbed and only local flights took place.

May 4--Sgt DeVaul from hospital to duty. Greatly relieves situation at mess hall. S/Sgt Poe, Mess Sgt., still in hospital and will probably be transferred ---- S/Sgt Kiess from duty to hospital, with pneumonia.

May 5--Orders received alerting squadron for departure. No other details known ---- All boxes to be re-marked, vehicles marked and all equipment and clothing to be repaired, everything must be in A-1 condition.

May 6--Pvt West, Ordnance, now AWOL as of 0001, 5 May 1944. To London on pass and has failed to return. ---- Lt. Buckner from hospital to duty.

May 7--Major Therriault led squadron on bomber escort mission, taking off at 0822. Left English coast at 0905 and proceeded as briefed until recalled at approximately 0925 on course just north of St. Trond. L/F in was made at Dunkirk and also L/F out, L/F out at 1015. Mission uneventful and bombers not seen. 6/10 clouds over continent, tops 4500, bottom 2000. Visibility good above overcast. ---- Squadron area being cleaned and inspected daily. Numerous wing and higher inspectors being here from time to time. Not entirely satisfied with area, especially mess hall. Much progress being made and everything will soon be okay. ---- Squadron beer party held this date. First one since arrival in ETO. Soft ball game between officers ane EM during party, EM winning by unknown score. Lots of beer on hand and a good bit of cider also. Sandwiches and potato ~~xxxx~~ salad served with beer. A few crap games and poker games were also "enjoyed" by some. Capt Underwood, Squadron CO, received orders promoting him to Major on this date, effective 1 May which also added to the pleasure of the occasion, especially the new Major.

May 8--2d Lt Littlejohn prmoted to 1st Lt., effective 1 May 1944---- Six EM attached this squadron for quarters and rations while on DS here, relieved from attached. ---- Pvt West still over the hill.

May 9--Major Underwood led dive bombing mission today. Course and time as briefed. 30 500-lb SAP bombs dropped over target. 35% hits on target and rest on target area. Bombs released at 5000. Few bursts approximately 1 mile SSW of target. Haze to 5000 feet, visibility 4 to 5 miles. ---- Capt Schuster led dive bombing mission in afternoon. Briefed target was marshalling yards SW of Charleroi, uncertain whether target hit was this or one at Mons. 16 1000-lb GP bombs were

May 9--(Continued)--dropped. 75% hits were observed. One bomb dropped by 367th Sq on Lille-Vendeville airdrome blew up hanger. Intense heavy accurate flak over Lille-Vendeville. Haze over continent, top 10,000. Smoke layer south of Lille and between Lille and target, top 7000, visibility 4 miles. ---- Inspections still continuing, most of them ok.

May 10--Cpl Wright from DS to duty ---- Capt Schuster led Squadron on escort for other squadrons of group on dive bombing mission; target, railway marshalling yards at Charleroi. Due to peculiar difficulties on take off, 10 aircraft unable to join rest of group and Lt McDaniel did not take off. Good bombing results observed but target not identified because of weather. Over target at 1635 where meager light inaccurate flak was encountered. 10/10ths clouds over channel and continent, tops 12,000, base 8,000. Landed at 1740. ---- Morale of men: Excellent. ---- Sgt Joy reduced to grade of Private.

May 11--Major Underwood led Squadron and Group on dive-bombing mission ---- Two 1000-lb. GP bombs on each plane - taking off at 1255. Target was Bethune marshalling yards and power plant. Over target at 1334, dive started at 11000and pulled out and released bombs at 6000. Excellent results observed with 25 bombs landing within the yards. 6 bombs were jettisoned in channel and 1 dropped on target of opportunity. Meager light inaccurate flak at Hardelot. Thick haze to 12,000 feet, visibility 3 to 5 miles. Landed at 1414. This was a very successful bombing mission. Lt Buckner's gun bay door came open and he landed at Manston for repairs; Lt Dian, his wing man, also landed. Later the wing had to be changed. ---- Late mission this date, led by Major Underwood, took off at 1847 and followed briefed course. A-20s were in good formation but their bombing results could not be observed because of haze. Heavy inaccurate and moderate flak encountered over Courtrae, Brussels, Louvain and Ghent. Lt Dian could not take off and 2 others aborted. Solid haze over channel and continent, tops 15000 feet. ---- King Peter of Yugoslavia and Maj Gen Royce, Deputh Commander of Ninth Air Force, will be here tomorrow for tour of inspection. Everything in readiness. Inspections and inspectors now coming regularly and most fo them are being passed okay.

May 12--Inspection by King Peter and Gen Royce was slight, and everything was in good order. ---- Otherwise a very eventful day. Squadron flew three mission in one day and Lt Buckner bailed out to become the first pilot of this squadron to do so. ---- All three missions were at same target. First: Dive bombing, led by Major Underwood with 1 1000-lb bomb on each plane. Take off at 0947, over target at 1006 and bombs released from 6000 feet. At least two of the bombs

May 12—(Continued)--were direct hits on railroad bridge at Liege and one hit on north side on right. It was later discovered that this was wrong bridge. On L/F in, Lt Buckner's plane was badly damaged by flak but he proceeded to target and dropped his bombs anyway. On return trip, his motor cut out just before reaching English coast and he bailed out and landed on English coast with a bloody nose as his only injury. Heavy intense flak over Calais. Haze over channel and continent, visibility 5 to 8 miles. Landed 1113. ---- On second mission Major Underwood led Squadron and Group, same target and same bomb load. Reaching target at 1545, squadron dove at 60 degree angle from 11,500, releasing bombs between 5000 and 6000 feet. No hits observed on target. 2 bombs jettisoned in channel. Moderate heavy inaccurate flak at Gravelines and intense accurate flak at Juzaine airdrome, south of Florennes. Haze over continent and channel, visibility 2 to 3 miles. Landed at 1743. ---- Capt Schuster led third mission on same target - same bomb load, taking off at 1900, target reached at 2019. Began dive at 9000 feet at a 70 degree angle, bombs released at 3000. 7 hits observed on target area. Due to heavy concentration of smoke and flak over target, it was impossible to determine if target was hit. Concentrated gun positions on east and west end of target and accurate small arms and light barrage type flak encountered. Two bombs dropped on Courtrai-Weaveghen airdrome, 3 jettisoned in channel. Landed at 2132B. 5/10ths clouds over channel and continent and haze. Visibility 1 mile. Several pilots logged more than 8 hours with Lt Corson logging 8 hours, 45 minutes.

May 13—Pvt West returned voluntarily from AWOL and placed in arrest in quarters at about 2400 hours. Absent 8 days and charges for General Courts Martial being prepared. Will probably get the works. ---- Major Underwood led squadron on Ramrod mission. Off at 1217, made L/F in over Noordwal 1320 at 22000. Met Forts at Minden 1352 at 28,000 and provided Fighter escort. Bombers in good formation and good bombing patterns were observed near Osnabruck. Left bombers NE of Munster. L/F out over Walcheren Islandsat 1503 at 25-000. Moderate accurate flak over Hilversum. Landed at 1540. Before R/V with bombers, Lt McDaniels engine cut out and he returned to base with rest of flight as escort. Haze with tops of 18000 feet, widely scattered clouds and visibility 1 to 2 miles. ---- Inspections continue and passed okay.

May 14--Pvt Burns from duty to hospital. -- Morale: Excellent.

May 15--Weather grounds all planes again today. Pilots have much needed rest. ---- Much work being done on runways and taxi-strips. American Engineer unit repairing ends of runway and English unit repairing taxi-strips.

May 16--No mission again today - few local flights. ---- 5 new pilots assigned and joined: 2d Lts Warren R. Lobdell, Craig C. McCall, James E. Morris, Jr., Charles H. Maerhlein and Henry Murphy.

May 17--Squadron area in good condition, all inspections satisfactorily passed and mess hall commended. ---

May 18--S/Sgt Hurry from duty to hospital ---- Several officers from Wing Hq and XIX TAC here for PCM(SSV) inspections. All boxes and equipment being reworked and re-marked.

May 19--Capt Schuster, Capt Kimball participated in 8 plane reconnaissance mission over continent. Interrogated by Gp Intelligence Officers. ---- Late mission led by Capt Buckner, leading for first time. Providing bomber escort, squadron remained with bombers from 1955 to 2035 with Quistreham as target. Followed a direct course home from Pointe de La Perce. Intense accurate heavy flak with predicted concentration over Caen, and intense accurate flak over an airdrome 4 miles west of Caen. Meager heavy inaccurate flak from St Aubin-Sur-Mer. Scattered clouds over continent, visibility 5 to 6 miles, haze over channel and continent, tops 11,000 feet. Landed at 2134. ---- Orders received that Major Therriault, former CO, was promoted to Lt Col, on 12 April 1944, same day he was transferred and assumed uties as Deputy Group CO. Congratulations, Colonel!

May 20--2d Lt Robert H. Rice, pilot, assigned and joined 19 May 1944 ---- Major Underwood led dive bombing missions on Mons marshalling yards, take off at 1309. 2 500-lb bombs carried by each plane. Reaching target at 1404, dive began at 11,500 feet at 55 degree angle, bombs away at 5500. 5 bombs released on Denain-Prouby airdrome. Bombing results obscured by weather. Over target 8 to 9/10ths cover with 6000 base and 10000 top and same enroute. Landed 1504.

May 21--Lt Harber from DS to duty, Did not have to stay full 90 days. ---- Major Underwood led sweep over France to strafe locomotive facilities. It was a field day as there was no opposition at all over target. 3 locomotives destroyed, four damaged, as well as 20 to 30 freight cars. Over target from 1100 to 1140. Light inaccurate flak between Epernay and Chalons. 8 to 10/10ths overcast with 2000 base and 10000 tops over target and continent. Landed at 1221.

May 22--Sgt Moore, Pfcs Box and Jaquith from duty to DS ---- Col Wells led squadron and group today. Take off at 1836, escorted B-26s from 1855 to 2043. Numerous bomb hits in woods on north side of Beauvis airdrome, other hits on

May 22--(Continued)--runways and buildings near runways.
Before making L/F in on enemy coast, Capt Kimball developed oil leak and aborted with Lt. Smith escorting him back. Intense inaccurate flak west of Beauvis and meager inaccurate flak over Elbeu. Weather over target and continent was 1/10ths cumulus, base 5000, tops 7000, with 3 to 5 miles visibility. Landed at 2055. ---- This was first operational mission for Lts. Godfrey, Smith and Mayte.

May 23--Pfc Marx from DS to duty. 22 May 44--Cpl. Oberschelp from duty to hospital with possible broken ankle,.may be lost to squadron--Maj Underwood led squadron on withdrawal s support mission, taking off at 0836. L/F in over Boulogne at 0922 at 16,000 feet. R/V with bombers at 1035 at 24,000 but unable to determine location because of 10/10 overcast. Left bombers at 24,000 feet at 1040. L/F out at Cape Guisney 1045, at 16,000. Meager inaccurate flak at Boulogne. 10/10 clouds over channel and continent, tops 11000. Landed at 1132.

May 24--Cpl Buetow from duty to hospital; was cutting side out of belly tank and it exploded and caused severe burns and bruises---Capt Schuster led dive bombing mission, take off at 1310, carrying tow 500 lb bombs. Over target at 1400. 22 GP bombs dropped from 5,000 ft at a 60 degree angle, 1 aircraft failed to release bombs and they were jettisoned in channel. 60% hits were observed in target area. Moderate heavy accurate flak reported at Auffoy and moderate inaccurate light flak west of Auffay. 3/10 cloud cover over continent and target with base at 4,000 and tops 6,000. Visibility 6 miles with haze. Landed at 1445.

May 25--Pvt Burns from hospital do duty----Capt Schuster again led squadron on dive bombing mission, taking off at 1023, target being a railroad bridge at Convlaus. Over target at 1120, squadron dove from 12,000 at 30 degree angle and released bombs at 400 feet, with no hits observed on bridge, most of bombs landing in water. While pulling out of dive, flak positions were strafed. Lt. Tuck aborted because of engine trouble and turned back and bombed marshalling yards between Abancorut and Forges en route to base with good results. 2 bombs on one plane and 1 on another failed to release over target and were jettisoned in channel. Moderate inaccurate light flak over target and meager inaccurate light flak over Cormeilles en Airdrome. Heave inaccurate meager flak thrown up over Labosse. Landed at 1225.

May 26--S/Sgt. Poe, Mess Sgt, from sick hospital to transfer to Det of Patients, 48th General Hospital; Sgt. Fust now acting Mess Sgt, appointed Mess Sgt. S/Sgt Kiess from

May 26---(contd) hospital to duty. Escort mission led by Maj Underwood took off at 1643. R/V with B-26s at 1715 and escorted them to bomb Chatres Airdrome. Hits were observed on hangars, runways and revetments. Bombers in good formation; one or two hit by flak over target. Intense inaccurate heavy flak, barrage type, from batteries on SW part of airdrome. Left bombers at 1912 and landed at 1932. 1/10 clouds over continent, tops 4500, base 2500; 10/10 over channel with 1/10 cloud cover over target, base 2500; visibility 6 to 8 miles---Designation of Squadron changed from 366th Fighter Squadron to 366th Fighter-Bomber Squadron.

May 27---1st Lt. Buckner promoted to Capt; 2d Lts Brockus, Dian, Hamilton, McClellan, McDaniel, Shook, Tuck promoted to 1st Lts, all effective 15 May 1944. All pilots who arrived overseas with squadron are now 1st Lts or higher Two escort missions this date: First, led by Maj Underwood, made R/V with bombers at 25,000 feet at 1219, south of Troyes. L/F in at 16,500 at 1118 west of Trouville. Mission was uneventful. Bombers strung out but flying in good formation. One bomber jettisoned bombs in channel and four others were seen to abort. Heavy intense accurate flak over LaChappelle la R. Airdrome, using pointed aimed fire. Slight haze, no clouds, visibility 10 to 15 miles. L/F out between LeTreport and Dieppe at 16000 at 1221, landing at 1317----Second led by Capt Schuster off at 1927. Course as briefed. Smoke rising from water 10 miles off LeTreport. Excellent bomb hits observed on target resulting in large fires and smoke columns to 6000 feet. 3 bombers shot down over target by AA. 3 men parachuted from first two and two from third. Heavy intense accurate flak over target from two A/D south & SE of Omiens. Moderate accurate heavy flak over Abbeville. Over target: 2020 - 2124. Landed: 2138. Haze up to 6,000 feet. Visibility 20 to 30 miles.

May 28--Maj Underwood, Capts Buckner, Kimball, 1st Lt. Corson, McClure, Brockus, Dian, Idol, Harber, 2d Lts Kantoski, Kropenick awarded third oak leaf cluster to Air Medal; Maj Underwood, Capts Kimball, Buckner, 1st Lts Austin, Dian, McDaniel, McClellan, Corson, McClure, Farlow, Hylen, Krug, Littlejohn, Shook, DeGruchy, Idol, Hamilton, 2d Lts Kantorski, Kropenick awarded Fourth OLC: Capt Schuster, 1st Lts. McDaniel, McClellan, Farlow, Krug, Littlejohn, Shook, Idol, 2d Lt Kropenick awarded Silver OLC: Capt Schuster, 1st Lt. Idol, 2d Lt. Kropenick awarded Sixth OLC: Capt Schuster awarded seventh OLC: All awards per Par 2, Sec II, GO 134, Hq Ninth Air Force, 14 May 1944---Ffcs Box, Jaquith from DS to duty--- Capt Schuster led withdrawal support, one of longest hauls deep in the heart of Germany. Taking off at 1346, L/F in over Dunkirk at 1435 18,000 feet. R/V with bombers 30 miles east

May 28--(contd) of Frankfurt at 1547 at 24,000 feet.
"Heavies" were escorted as far as Dunkirk where squadron made L/F out 1701 20,000 feet and proceeded to base. Heavy intense inaccurate flak over Frankfurt; moderate heavy accurate flak south of Dunkirk on way out. Heavy intense inaccurate flak between Maastricht and Aachen. Barge activity was observed in canals around Frankfurt. 3/10 cirrus clouds over continent, tops 17,000; 7/10 cumulus over channel, tops 17,500 feet. CAVU. R/T good. Landed at 1725.

May 29--Two escort missions today. Escorting medium bombers with Junisy as their target, the squadron led by Maj Underwood took off at 1019 and escorted bombers from 1149 to 1204. Briefed course followed. Concentrated bomb hits observed in tow areas. Visibility 5 to 6 miles over target. Cirrus clouds at 15000 over channel, hazy with visibility 2 to 3 miles. Landed at 1321---Taking off again at 1708. Squadron led by Capt Schuster escorted bombers from 1800 to 1834. Excellent bombing results observed by both bombers and fighter-bombers. One B-26 was shot down by AA over Calais and 3 chutes were seen. Moderate heavy accurate flak encountered, mainly from an airdrome east of Calais. CAVU. Landed at 1901.

May 30--S/Sgt. Hurry from hospital to duty---1st Lts Tuck Corson and Idol from duty to 5 days recuperative leave. All pilots are scheduled to get these leaves---Squadron formation was held at 2100 to present letters of commendation to eleven crew chiefs whose airplane had completed 30 or more missions without an abortion. Col. Wells, Group CO, presented these letters to T/Sgt. Hall, S/Sgt. Havlik, Mockus, Kern, J.J., Kochevar, Kern, C.E., Berg, Hentz, Paczak, Grebing, Hazel, Lt. Col. Therriault, Deputy Group CO, and former squadron Squadron CO, Maj Bartnick, Group Executive, Maj Underwood, Sq CO, were all members of reviewing party. Ceremony was brief and impressive. Lt. Col. Therriault led squadron and group on escort mission, taking off at 0915, executing mission as briefed. Unable to observe bombing results. Moderate heavy inaccurate flak was directed at the bombers on way out near Dunkirk. Large convoy off about 30 unknown type of small boats was observed 15 miles off Knocke heading towards Wolcheren Islands. A large merchant vessel or tanker was seen in Knocke Harbor. Observations were made from 16000 at 1130. CAVU. Haze below 10,000 over base with visibility 2 to 3 miles. Landed at 1150.

May 31--Sgt. Moore from DS to duty--Capt Vollink, Sq Adj., involved in accident and confined to hospital, condition undetermined. Capt Schuster led squadron on another escort mission. Take off was at 1002. After two flights had taken off, Lt Allen's landing gear collapsed resulting in explosion

May 31---(contd)
and burning of belly tank, preventing take off of other planes. All Planes but first two flights were recalled and first two flights made unsuccessful attempt to make R/V with bombers. 9 to 10/10 clouds cover up to 28,000 with storm clouds and snow. L/F in over Hardelot 1030 at 12,000 feet. Went to vicinity of Charlarai and returned to base. L/F out undertermined because of overcast. R/T good. Bombers target was the Jemel railroad sidings. Sq landed at 1135.

June 1--Maj Underwood from duty to absent sick hospital; Capt Schuster assuming command. Capt Charlton, Sq Executive O promoted to Major effective this date. 1st Lts Austin, Farlow & Hylen, Flight Leaders, promoted to Capt effective 22 May 44. Sgt Eust appointed Mess Sgt and promoted to S Sgt. 2d Lt. Phillip J. Bendt assigned and joined 22 May 44 and assigned duties as Assistant Engineering Officer and Tech Supply Officer.

June 2--Sgt Norman L. Lapkin, Armorer, assigned and joined this date. Squadron took off at 1736 with 2 500 lb bombs, led by Capt Schuster. L/F in over Cayeux at 1813 at 13000. Over target, Aubigny, at 1838 but did not bomb because of overcast. Left target at 1848 and made L/F out at Cayeux at 1907 at 13,000 feet. Aircraft landed at 1924 with all bombs on. 9/10 clouds over target with tops 4000 and base 2500. Visibility 2 miles down-sun, nil upsun. Heavy haze layer enroute up to 4,000 feet.

June 3--Maj Underwood returns to duty, assumes command. Cpl Oberschelp from absent sick to transfer to Detachment of Patients, 48th General Hospital, APO 646---Capt Kimball led squadron, taking off at 2008, to escort bombers whose target was Ault. L/F in at 2040, R/V at 2053. Bombers in good formation; good pattern of bomb hits observed. One bomber hit by flak. Course as briefed. Intense inaccurate heavy flak from Criel to Le Treport, Visibility 15 miles to and from target. 10/10 cloud cover over the channel, tops 13000, base 7000. L/F out at 2111, leaving bombers at 2115 near English coast, landed at 2139. All leaves ans passes cancelled this date. Men to wear helmets, belts and carry weapons, with ammunition at all times. One may to sleep under wing of each ship, stanting tonight. Invasion believed near. Col Wells gave talk to all men at 1900 this date.

June 4---Pvt Joy from duty to DS, Machine Gun school. Capt Ransom H. Doyon, assigned & joined, appointed Sq Adjutant. 2nd Lts Edward J. Fox, Charles H. Miller, Ralph G. Neas, all pilots, assigned & joined. Pvts Reed, C.W., and Joy promoted to Sgt and Cpl, respectively eff 3 Jun 44.

June 5--Maj Underwood from duty to hospital; Capt Schuster commanding. T/Sgt. Wynott from duty to transfer, Hq 358th Fitr-Bomb Gp. Former Squadron Inspector, he will now be Group Inspector. S/Sgt. Alexander Elcavage, former line chief of 367th Fitr-Bomb Sq, assigned and joined. 1st Lts Tuck, Corson, Idol from 5 days sk lv to dy. Capt Schuster led Sq on mission to dive-bomb a bridge at St. Germaine, taking off at 1918. Because of flak and weather unable to bomb primary target but twelve aircraft bomber the Rambouvillel marshalling yards with 24 1000 lb bombs starting large fires. A large concentration of rolling stock was observed. 3 planes dropped 6 bombs on a highway bridge at undetermined location. 2 bombs jettisoned in Channel by Capt Hylen who aborted because of mechanical difficulties. Lt Blevins plane was hit by flak after he dropped his bombs badly damaging wings and fuselage--he landed at Manston. Heavy intense accurate flak was encountered overtarget and heavy intense and light intense accurate flak from all airdromes near target. 10/10 cloud cover all the way, base 2500, tops 6000. Visibility excellent above overcase and good below. Over primary target at 2035 and secondary at 2040; landed at 2144.

June 6--The time for which the entire world had long awaited and upon which more speculation has taken place than any other one subject in history has finally arrived. D-DAY!! The invasion of the continent from England by the Allies began shortly after midnight on this date with the landing of paratroops on the Normandy coast of France. Assult troops and others were landed at approximately 0500 and very little opposition was met by first landing parties. Complete air superiority has kept the skies free of enemy planes and our air force is now bombing enemy shore installations. This squadron was ready for flight at 0330 but orders were not received and squadron waited on alert all day. Take-off was at 21 2110 with Capt Kimball leading to escort C-47s. Briefed course followed, timings and navigation as planned. Flooded area approximately ½ mile inland and 1 mile deep observed but it appeared to be shallow and it was apparent that troops were beyond flooded area. Inaccurate light flak encountered by C-47s at drop zone. 4 to 5/10 cloud cover over drop zone, base 6000. Visibility: CAVU. Sq over drop area at 2110 and landed at 2250.

June 7--Planes pre-flighted at 0300 and took off at 0420, Col Wells leading to escort C-47s. Reached Bournemouth at 0512 at 2500 ft. R/V at Portland Bill 7 minutes late at 0525 at 500 ft. Reached drop zone on Cherbourg peninsula at 0628. Machine gun, AA Fire, intense and inaccurate in drop zone area. About 10 C-47s were seen to make forced landings in drop zone, several due to AA Fire. 4 C-47s ditched in channel one near St. Marcauf Islands. A friendly vessel was

June 7--(contd) seen going to the rescue. Flooded areas/in as previous report. Returned with C-47s to Portland Bill and left them at 0718 and followed same course back to base. Lt McClure aborted because of electrical failure and landed at Lasham. Lts Allen, Given, Hamilton & Idol returned early because of inability to make R/V. Weather enroute 10/10 overcast with base from 1700 to 2500. Visibility 3 to 5 miles. Rain was encountered east of Southhampton and north of Cherbourg peninsula. Take off was in rain. 8/10 cloud cover over drop zone, visibility 5 miles.

June 8--Pvt Roy West from arrest in confinement to transfer, DTC #4, APO 546---Maj Underwood returns to duty--assumes command. Cpl Sharp from duty to hospital. S/Sgt Paczak from duty to hospital.

June 9--Capt Vollink from absent sick to transfer Detachment of Patients, 38th Gen Hospital, APO 646, eff 3 June 1944---Cpl Joy from DS to duty. EM still pre-flighting planes at 0330 but weather has been very bad. No missions for two days. Squadron on "stand by" orders. 4 truck loads of forward echelon equipment left today for marshalling area.

June 10--Cpl Gurule from duty to confinement Base GH per VOCO to await results of trial by General CM. All vehicles in squadron on first echelon being waterproofed and drivers assigned.

June 11--Drivers working on water proofing vehicles--20 vehicles and 13 trailers to be on forward echelon.

June 12--T/Sgt Putnam from duty to DS--Sgt Grace from duty to hospital, had fingers badly cut and lost end of middle finger on left hand when cable broke on hoist on cletrac. May be lost to squadron--Squadron flew 100th operational mission today with Lt. Col Therriault leading, taking off at 1046, to bomb gun positions on Cherbourg Peninsula. L/F going in at Christ Church Airdrome at 6000 at 1144; over target from 1200 to 1205; circled target once before releasing bombs. Three bombs dropped on secondary target. Unable to observe hits in target area because of previous bombing on shelling. No ground activity observed. One sub conning tower sighted east of Selsey Bill. 3 bombs jettisoned in channel because of failure to release over target. 5/10 cloud cover, base 3000 tops 6000, visibility 10 miles. Landed at 1249---Capt Schuster led squadron on afternoon mission, planes carrying 3 500 lb bombs to glide bomb coastal guns on Cherbourg Peninsula. Take off at 1609, over target 1720 to 1740, circling target four times before releasing bombs. 44 500lb GP bombs dropped from 700 feet on target area. Hits unobserved because of smoke

June 12--(cont'd) of smoke from previous bombing. One radar installation or range finder destroyed in target area. Lt. Dian bombed railroad yard but missed. Capt. Schuster & Lt Feltz dropped 1 bomb each on road under alternate target. Capt Farlow landed at Beaulieu because of rough engine and oil leak. High overcase, visibility 6 to 8 miles. Landed at 1822.

June 13--S/Sgt Paczak from hospital to duty..Capt Schuster led Squadron on glide-bomb straging mission, taking off at 0551. Over target0730. 10 500 lb bombs dropped from 1500 feet. Dropped bombs on railroad between Angers and Mans. 5 direct hits on railroad track. Lt Shook destroyed 1 locomotive, Lt Brockus & Lt McDaniel claim 1 locomotive destroyed and observed fires among oil tank cars. Large merchant vessel seen in harbor at Granville. 1 bomb jettisoned in channel. 1 left at Manston and 4 returned to base. 10/10 bloud cover over target, base 2000 feet, tops 6000. Enroute top was 12000; visibility 8 to 10 miles. Landed at 0915----Capt Buckner led squadron to bomb military targets in Argentan, Angers, Vice Areas, taking off at 2054, arriving over target at 2224, left target at 2250. 15 500 lb bombs dropped from 1500 feet. Hits scored on railroad fill east of Mayenne and a Y in a railroad track at Domfront; trucks were strafer near Barenton. Falaise was observed to be on fire, and about 10 tanks were seen in woods SW of Vice. Briefed course followed except Angers was never reached. Observation was hampered because of darkenss. Light moderate accurate flak SW of Vice. Heavy meager accurate flak at Hanfleur. Flak from allied convoy west of LeHarve. 10/10 clouds in Angers area, base 13000, tope unknown, visibility 15 miles. Landed at 2330. This was latest squadron has ever returned from mission. Crews on ships get very little sleep.

June 14--Pfc Ferraidofrom duty to DS--taking off at 0717 to glide bomb railroad tracks at Aetemps and Gallardon, squadron led by Capt Kimball, over target from 0833 to 0849. Dropped 28 500 lb GP bombs, diving from 12000 feet at a 25 degree angle, releasing at 3000 feet; all bombs fell in target area. Bombed tracks between Domden and Areneau with 3 direct hits on tracks and others fell along railroad. Yellow section attacked trains on tracks 12 miles north of Rambouillet, 5 cars left burning. Large explosions followed indicating possible ammunition train. Woods filled with 3 trains of about 20 cars each, all loaded with supplies. Light meager fairly accurate flak and small arms fire at Rambouillet from area along railroad tracks. 6 to 8/10 cloud cover over continent. Tops 8000, base 2 to 3000, visibility 8 to 10 miles. Landed at 0949. Capt Schuster led squadron to bomb and strafe rolling stock at Sille, Sable and Beaumont taking off at 1713. Dropped 32 500 lb GP bombs from 1000 feet at an angle of 50 degrees and released bombs at 50 feet, all bombs hitting target area.

June 14 (contd) Over target from 1817 to 1824. RR cars and locomotives at Marelles bombed & strafed, also the following equipment and vehicles clamed as follows: Yellow flight; destroyed 1 concrete bridge at Marolles; y direct hits on target; 1 locomotivedestroyed and 8 RR cars burning; Blue flight; destroyed 1 radio truck at Treen, destroyed 1 locomotive at Evron and damaged 1 at Sille. White flight destroyed 2 locomotives, 6 goods wagons burning. 1 command car destroyed at Sille and 2 locomotives damaged and 1 large truck destroyed at Le Mans. Red flight: strafed & bombed RR sidings and tracks between Le Mans and Beaumont; 2 trucks destroyed on highway and 4 RR cars damaged. Armored cars were reported seen from 10,000 feet at 2000. 7/10 cloud cover, base 4000, tops 7000, visibility 10 miles above & below clouds. Landed at 1950. Cpls Bassuk, Joy and Michalak working with Fire Fighters--to take over when they leave. 4 Men take part in ceremony at Group Hq incident to awarding of decorations to pilots of this Group.

June 15--All vehicles for forward echelon all waterproofed & ready for travel. All tents in Armament & Communicatio rows taken down. All men in forward echelon move from tents into pup tents or "shaks" built from belly tank boxes, and 25 tents, stoves, etc, packed and marked for shipment. Germans began use of pilotless planes, jet-propelled, AA fire very heavy and several shot down in this vicinity. Taking off at 0601, squadron led by Capt Schuster, dive-bombed targets in Coutanees, Auranches and Domfront area. Over target from 0655 to 0743. 28 500 lb GP bombs were dropped from 50 feet. Course followed as briefed. Coutanees Area observed to be on fire. Lt DeGruchy destroyed or severely damaged 3 armored cars at Cerisy La S, west of Coutanees. Capt Hylen destroyed 6 box-cars and a bridge. Lt McClellan bombed RR fill and strafed RR Cars in area r resulting in fires. Me 109 sighted by Lt Allen but could not be located by him or Lt McClure. Capt Schuster claims a bridge destroyed SW of Cantanees. Lt Blevins landed at field north of Isle of Wright to refuel. Lt Rice jettisoned his bombs in the channel. Meagre inaccurate and heavy flak south of Cherbourg in woods of La Loge. 3/10 cloud cover base 4000, tops 6000. Visibility 10 miles. Lt Col Therriault led dive-bombing mission with take off at 1256. Over the target from 1355 to 1450. Followed course as briefed. L/I at C. Levy 11000 feet 1352. Red flight bombed bridge at Periers where 3 hits were seen. Bombed RR tracks andtrain at the same time and destroyed 5 goods wagons and also 1 scout car on highway. Yellow flight destroyed a radio tower and RR tracks at Periers and also attacked flak installations. White flight bombed a large highway bridge on road S of Cantanees at Hyenville. Bridge damaged with 2 hits. Blue flight:

bombed RR tracks and observed 8 direct hits on triple tracks and 8 box cars. Heavy accurate flak south of Cherbourg. Ambulance escorted by 2 armored cars seen NE of Cantanees. 3/10 cloud cover, base 4 to 5000 feet; CAVU. 30 500 lb bombs dropped from75 to 400 feet on target areas. 3rd mission of day was led by Capt Kimball with 1054 take-off for glide bombing. 32 500 lb bombs dropped from 200 feet on target area. Over target from 1951 to 2050. Lt Kropenick destroyed one truck 3 miles NW of target. Gun emplacements observed at La Boultiere. Bridge that was main objective wasnot destroyed. 4/10 cloud cover, base 4500, tops 7000. Visibility unknown. Landed 2133.

June 16--At early hour on this date entire squadron was roused with warning that paratroops and glider troops had landed at nearby airfields. All men reported to Defense Officer, Lt. Rathgeber, and NCO's in charge took men to previously designated posts. A very efficient guard was set up very quickly around entire area--including 366 & 367th living sites, line and hangar, road along hangar and end of field, and both runways and ammunition dump. Everyone passing was challenged by guards and recognized before being allowed to pass. Pilots were on stand-by orders.----Squadron led by Capt Kimball took off at 1835 to bomb gun positions at 342004. Over target from 1947 to 1957 and dropped 31 GP 500-lb bombs from 300 feet, all bombs hit in target area. Machine gun positions at the north end of field were strafed. One bomb was jettisoned in channel because of failure to release over target. Small arms and machine gun fire was encountered over target. 10/10ths cloud cover with base 3000 feet, tops unknown. Visibility 3 to 4 miles over target, 2 miles elsewhere. Down at 2101. ---- Pfc Ferraiolo from duty to DS with Wing Hq.

June 17--Sgt Grace from hospital to duty ---- Squadron led by Col Wells took off at 0844 carrying fragmentation bombs and they were dropped on enemy bivouac area southeast of St. Lo -- over target at 0945. squadron strafed area after dropping bombs with excellent results. Capt Schuster was hit by flak 20 miles north of target and landed on friendly emergency strip in France. Plane was category B damage. Squadron landed at ALG #2 in error at 1020 nd immediately took off again and landed at ALG #3 to which they were assigned. Troop concentrations observed south of St Lo. ---- 8 planes took off at 1600 from strip #3 with 4 carrying 500-lb bombs nd 4 for top cover; target was road between Lessay and Periers. Over target at 1620 the top cover flight was bounced by 12 to 15 FW 190s and Me 109s at Lessay. a 190 got on tail of Lt Brockus who hit the deck to evade his pursuer and called for assistance. Was seen to explode in mid-air and crash near Carentan. Col Wells and Lt. Kropenick attacked this aircraft, exhausting their ammunition

June 17--continued--While attemtping to maneuver away from them the 190 stalled and crashed from 800 feet. Lt. Kantorski attacked a FW 190 and two Me 109s, damaging the 190. Capt Austin attacked two FW 190s with one of them probably destroyed. Lt Tuck attacked a FW 190 at 800 feet and damaged it. All bombs were jettisoned when attacked. Left target area at 1640 and and landed at 1650. ---- 6 planes took off on another mission from ALG #3, three with 500 lb bombs and three for cover, to bomb road between La Haye du Puits and Lesay. Off at 1700, reached target at 1715 and attacked 20 to 25 armored vehicles, horse drawn artillery and trucks on a 4 mile stretch of road from Contreville to Lesay, destroying about 50% of them. Lt Shook had a direct hit and the other four bombs hit the road. No flak was encountered. Landed at #3 at 1815. ---- 13 planes, 9 with bombs and four for cover, took off at 2015 with same target as former mission. Over target area at 2100 but failed to locate vehicles. Anti-aircraft positions were attacked and silenced. Lt. Idol ws hit by flak and was seen to bail out sourth of Periers and land in clump of bushes. Formation retumned to home station, landing at 2225. A great conentrtion of light flak and troops appeared in afternoon near La Haye which was not observed there in the morning. It is believed the Germans were evacuating troops from the northern end of the peninsula to the south.

June 18--Cpl Zimmerman from duty to DS ---- Maj Underwood, CO, from duty to transfer to Group Hq -- Capt Schuster Operations Officer, new CO ---- Capt Buckner, flight leader, appointed Operations officer ---- Capt Kimball attached to Group Hq for duty ---- Capt Schwellenbach assigned and joined from Group Hq ---- Lt Col Therriault led an escort withdrawal and bombing mission with A-20s to bomb oil supplies and tanks SW of Conches. Flew course as briefed. I/I was at 13000 at 1055 and I/O at 11000 at 1130, but point of I/F could not be determined because of cloud cover. R/V on time and over target from 1110 to 1130. Escorted bombers until 10 minutes out of enemy territory. Bombers did not drop bombs. Cloud cover over target was 10/10ths, base 3000, tops 4500. Visibility 8 miles air to air, 12 miles air to ground, with slight haze above the clouds. Returned to base at 1204 with all their bombs.

June 19--Set-up on command and operations now as follows:

Capt Schuster	Commanding Officer
Capt Buckner	Operatons Officer
Capt Austin	[redacted] Asst Ops Off
Capt Nylen	"A" Flight Leader
Capt Farlow	"B" Flight Leader
Lt DeGruchy	"C" Flight Leader
Capt Schwellenbach	"D" Flight Leader

June 20--Capt Buckner led flight of 12 planes on g-ide bombing mission, dropping 24 500-lb GP bombs, released from 1500 feet. 2 flights bombed a convoy of ten armored vehicles and ten large trucks moving south at Oublainville, destroying 3 armored vehicles and four trucks. One flight bombed marshalling yards at Meru hitting the railroad tracks. 10 to 12 large lorries observed on highway at Meru headed towards Chaumont. Over target at 2200 nd landed at base at 2305. Intense inaccurate light flak was encountered over bombing area. ---- 2d Lts Allen, Blevins, Feltz, Given, Wheeler awarded Air Medals and 1st OLC; Lts Allen, Feltz awarded 2nd OLC; Lts Feltz, Tuck - 3rd OLC; Lts Feltz, Brockus, Harber, Tuck - 4th OLC; Lts Feltz, Brockus, Kantorski, DeGruchy, Hamilton, Harber, Tuck, Corson, McClure, Dian, Capts Buckner, Hylen, Kimball - 5th OLC; Capts Buckner, Farlow, Hylen, Kimball, Austin, Lts. Brockus, Kantorski, DeGruchy, Hamilton, Tuck, Corson, Krug, Littlejohn, McClure, Shook, Dian, McClellan, McDaniel - 6th OLC; Capts Buckner, Buckner, Farlow, Hylen, Austin, Kimball, Lts Kropenick, Kantorski, DeGruchy, Hamilton, Idol, Tuck, Corson, Krug, Littlejohn, McClure, Shook, Dian, McClellan, McDaniel - 7th OLC; Capts Schuster, Buckner, Farlow, Hylen, Austin, Kimball, Lts Kropenick, DeGruchy, Hamilton, Idol, Corson, Krug, Littlejohn, McClure, Shook, Dian, McClellan, McDaniel - 8th OLC; Capts Schuster, Buckner, Farlow, Hylan, Austin, Lts Kropenick, DeGruchy, Hamilton, Idol, Corson, Krug, Littlejohn, McClure, Shook, Dian, McClellan, McDaniel - 9th OLC; all per par 1, Sec II, GO #10, Hq XIX TAC, 13 June 1944.

June 21--Cpl Gurule reduced to Pvt and sentenced to confinement at hard labor for six months and to forfeit $25 per month for 6 months per GCM Order #16, Hq XIX TAC, 5 June 44 ---- T/Sgt Putnam from DS, Sgts Dent, Jamiolowski, Cpls Michalak, Rodgers, Swasnick fromduty to transfer, 319th Sta Comp Sq, Station 476 ---- Take off at 0829, Squadron led by Capt Schuster made L/I at 0956 but could not determine location because of 10/10 overcast which cleared up near Bremen. R/V at Bad Oldesloe at 1115 at 23000 feet. Straight course followed to Hanover and then to Hamburg. Escorted bombers until L/O at 1145, 22,000 feet, location unknown. Heavy moderate inaccurate flak over Hamburg and Neumunster. Intense heavy flak was seen in distance at Osnabruck and heavy intense accurate flak was encountered over Bremen. Bombers in good formation and none in trouble. Landed at 1300 ---- Diving from 10,000 feet at 75 degree angle, squadron led by Capt Buckner, released 576 fragmentation bombs from 3000 feet on hangars and living quarters of Peronne Airdrome and strafed area on way down. Hits were concentrated on living area starting numerous fires and causing a large explosion which was probably caused by a hit on an oil dump. Take-off was at 2017, over target 2126 to 2156 and landed at 2214.

June 22--Cpl Martinez, Reyes, and Cpl King from duty to hospital, LOD ---- Squadron designation changed from 366th Fighter-Bomber Squadron to 366th Fighter Squdron ---- Squadron, led by Lt. Col. Therriault took off at 1240 to glide-bomb and strafe target area south of Cherbourg. Reached target area 1335 and dropped 45 GP 500-lb bombs from 250 to 400 feet. All hits were in target area. Briefed course flown. Heavy layers of smoke over target area, possibly from smoke generators. Unable to gain sufficient altitude on take-off, Lt Miller struck trees at end of runway damaging his landing gear. Jettisoned bombs immediately and proceeded to Manston where he made belly landing without mishap. Meager inaccurate heavy flak going in and coming out of Cherbourg. Landed at 1429. ---- Squadron led by Capt. Kimball took off at 1959 to escort bombers to LaChappelle Moche. Course flown as briefed. Bombers made a wide 360 degree angle over the target and then bombed. Target was reached at 2020 and left target at 2040. I/I was made due north of St. Lo at 12000 at 2059. Bombers were in good formation, none in difficulty, and laid down an excellent bombing pattern. Visibility enroute and over target, 5 miles; squadron landed at 2240.

June 23--1st Lt Robbins promoted to Captain, temp. effective 15 June 1944.

June 24--Cpl King from hospital to duty ---- Cpl Zimmerman from DS to duty ---- Morale of men; Excellent. ---- Many air raid alerts have ben sounded this month due to presence of flying bombs in this area. Several have been shot down near here but none have caused damage to field or personnel of this base.

June 25--Pfc Kottler assigned and joined from Group Headquarters ---- Take-off at 0739, led by Capt Schuster, escorted A-20s to their target west of LaForte Mace. Course flown as briefed and over target from 0810 to 0842. Bombers were in good formation and laid down an exellent bombing pattern. Visibility enroute and over target was 15 miles with a haze at 5000 feet. Landed at 0953. ---- Lt Col Therriault led squadron to provide escort B-26s to bomb woods at Senonches, taking off at 1450 nd remained with the bombers until 1721. Course flown as briefed to target. R/V made just south of Worthing. Over target from 1623 to 1633. Intense inaccurate heavy flak over airdromes at Varnuiel, Breteuil, Conches and Beaumont. 2/10ths cloud cover over target with base 6000 feet and tops 8000 feet and visibility 8 to 10 miles. Enroute to target there was 9/10ths cloud cover with haze over the channel and visibility in that area 3 to 5 miles. Landed at 1730.

June 26--Pvt Abey from duty to sick in hospital, LOD ----
2d Lts Joe W. Test and Harold G. Stalnaker, pilots, assigned and joined from group headquarters.

June27--6 EM of Flying Control Detachment relieved from attached for quarters, rations and administration and attached to 2056th E.A.F.F. Platoon ---- 2056th EAFF Platoon relieved from attached for rations and quarters only ---- Squadron led by Col Wells dropped 14 GP 500-lb bombs on fuel dumps at Argentan. Taking off at 1500, over target from 1605 to 1620 and landed at 1720. Bombs released from 1000 feet. L/I and L/O was made at Fecamp. 15 tanks seen at le Mele Sur S. at 1610 from 100 feet heading southwest. Lt Harber was shot down by these tanks and was last seen making a belly landing in the vicinity of Courtcomer in a clear field. No fire was seen. Lts. Krug, McCall and Maerhlein claimed two tanks left burnng and one probably destroyed. ---- Lt. Col. Therriault led squadron on glide-bombing and strfing mission, taking off at 1838. 7 of our aircraft dropped 14 GP 500-lb. bombs, diving from 1500 feet at a 30 degree angle and releasing the bombs from 300 feet. Bombs were dropped on a road east of Argentan. Lts Littlejohn, Morris, Feltz, and Miller each destroyed a truck. Lt. Littlejohn was hit by flak resulting in category B damage to his plane and he landed at an ALG on the Normandy beach head. Lt. Lobdell reported that he was low on gas and although no word has ben heard from him it is believed that he also landd at an ALG on the beach head. Over the target from 2000 to 2030, landed at 2110.

June 28--2d Lts Neas and Fox from duty to transfer to 367th Fighter Sq. ---- T/Sgt Brengartner, armorer; Sgt Sobol, cook; Sgt Wolff, clerk; Pvts Boland, Melton, Underwood, Goff, basics, assigned and joined from Group Hq. ---- Squadron led by Capt Schuster, took off at 0545 to patrol area over Normandy beach head. Area patrolled from 0640 to 0810. Capt Schuster saw the 365th bounced by Me 109s. Meager heavy accurate flak encountered over airdrome west of Caen. Squadron landed at 0848. ---- Pvt Gurule from confinement to duty.

June 29--Squadron led by Capt Buckner took off at 0540 to patrol area over Normandy beach head. L/I and L/O as briefed. Planes patrolled at altitude from 8000 to 12000 feet from 0640 to 0805, landing at 0820. ---- Second mission off at 1110 and patrolled area at 5 to 7000 feet from 1130 to 1220, landing at 1330. ALG #4 was used instead of #5. No unusual occurrences reported. Meager heavy inaccurate flak over Caen. Moderate accurate light flak near St Lo; heavy moderate accurate flak NE of Caumont. Returned to base at 1330. ----

June 29--Continued--Advance echelon of 8 officers and 83 EM given notice at 1500 that they were leaving that night. Vehicle party assembled in squadron area and vehicles driven to 365th area to join convoy and await final movement orders. Marching party assembled in squadron area at 2330 and marched to service group hangar to await transportation to train station at Headcorn. ---- Flying bombs ~~gx~~ again over in great numbers. Bombs sent over each night are subjected to heavy AA fire and day attacks are pursued by Tempests and Typhoons with occasionally a P-51 or P-47 giving chase.

June 30--1st Lt DeGruchy promoted to Captain, effective 20 June 1944 ---- 2d Lt Williams promoted to 1st Lt., effective 15 June 1944 ---- Vehicle convoy and marching party departed High Halden at 0500 and proceeded without incident to Marshalling area near Southampton. Vehicle convoy arrived at 1715 and marching party at 1800. Final phase waterproofing, drawing of rations, messing and assignment of marching party and assistant drivers to quarters completed day. Drivers of vehicles had to sleep in ~~xxxxx~~ vehicle.

July 1--Vehicle convoy departed Marshalling Area at 0935 for docks at Southampton. To be moved to continent by Liberty ship but must wait for loading. Men loafing and sleeping waiting for time to load. Final phase waterproofing completed. ---- Marching party departed Marshalling Area at 1600, arrived at docks at approximately 1730 and loaded on LCI at 2100. ---- S/Sgts Austin, Kiess promoted to T/Sgts; Sgt R E Smith to S/Sgt; Cpls Rigby, Paquette, Meisel, Michalowski to Sgts; Pfcs Jaquith, Marx, Zabka, Walker, Kaminsky, Pvt Reeves to Cpl; Pvt Galvin to Pfc ---- Cpl Reyes Martinez from hospital to duty.

July 2--Vehicle party slept on docks at Southampton in rain waiting to be loaded. Vehicles loaded during night. Marching party slept on board ship and departed at 0430 and disembarked at Omaha beach at 1800 and marched to transit area and dug in for overnight stay ---- Vehicle party boarded Liberty ship at 1200 and stayed at docks all day; slept aboard ship that night ---- Cpl Sharp from hospital to duty.

July 3--Liberty ship carrying vehicle party departed at 0230 and anchored off Omaha beach at approximately 1300. -- Men sleeping, playing cards, shooting craps, reading, etc. ---- Marching party departed transit area at 1430, arrived at ALG #14, Cretteville, at 1630 ---- Unloading began around 1600 and three trucks left for transit area and stayed there overnight. ---- 2d Lts Brown, Cuddihee, Giamalva, Hammer, Keever, pilots, assigned and joined from Group Hq. ---- Pvt. Meyer Schneider, clerk, assigned and joined from Group Hq. ---- Pvt Abey from hospital to duty.

July 4--Unloading continues and vehicles taken to transit area for de-waterproofing. ---- 2 convoys leave for new station, last one out at 1400, arrived at AIG #14 at 1600. Rest of vehicles to stay overnight at transit area. ---- New field not far from front lines - about two miles - and heavy artillery is still on field. Small arms and machine gun fire can be heard very distinctly. Many men and officers walking to front lines, picking up souvenirs and viewing wreckage and dead - both American and German. Believe this to be closest an Air Corps unit has been stationed to front lines. All men "dug in."---- German "88" shells whistle over at night. ---- Pfc Ferraiolo from DS to duty. ---- Capt Schuster led first mission, taking off at 0905 with frag bombs to drop on troop concentrations on Cherbourg peninsula; dropped from 1000 feet, all hit in target area. 18 bombs jettisoned - 6 at Manston and 12 in channel - for failure to releaseover target. Over target from 1010 to 1020; ~~[illegible]~~ landed at 1115. ---- Capt. Austin led second mission to glide bomb RR embankment NE of Chartres - take off at 1454, with 500-lb bombs, released from 50 feet. All hits in target area with one direct hit. over target from 1552 to 1602, but briefed target not bombed because it could not be identified. Lt. Hamilton dropped 2 bombs in mouth of tunnel east of Bueil. Lt Shook destroyed 3 AA guns and crews by strafing at Caudevac, east of Le Havre. Lt Shook's flight got two trucks NE of Le Havre. Capt Austin was hit by flak at Les Andelys and went out of sight at river north of Hendeville - explosion seemed to follow and no chute seen. Lt. McClellan dropped bomb on flak installation at Les Andelys. Light intense accurate flak at Les Andelys and Caudevac. Landed at 1708. ---- Capt Buckner led third mission of day - off at 2027 with 500-lb bombs - to glide bomb railway between Montfort and Mamers, with a single track RR north of Montagne and a RR between Nonant and Laigle as seconday targets. Over target area from 2145 to 2151, bombs released from 200 feet - all in target area. One category A damage. All hits landed on the rail line between Nonant and Laigle. Lt Corson became separated from flight and bombed other secondary target. Briefed route followed south only to east of Alencon. Severe ice conditions over continent. Troop concentrations in woods east of Argentan and NE of Echauffour. Tanks on road east of Alencon. 2 bombs jettisoned - one in channel and 1 in France - for failure to release over target. Light meager inaccurate flak in woods at Neufchatel. Landed at 2230.

July 5--Remainder of vehcile party arrived AIG #14 at 1030 this date. ---- AA moving up from field. Men restricted to base. ---- Squadron messing with Airdrome Sq. ---- Capt Hylen led mission to dive bomb flak positions at Caen and to escort B-26s. Off at 0809, escorted bombers from 0900 to 1003 and over target area from 0933 to 0938, dropped bombs from 10000feet at70 degree angle, releasing at 5000 feet. All hits

July 5--continued--in target area and good pattern of hits on flak installations east of Colombelles and NE of Cormelles. Bombers in good formation but bombing pattern not observed. Heavy intense accurate flak at Caen, Colombelles and Cormelles. Landed at 1027. ---- Capt Buckner led squadron on next mission - off at 1930. Escorted bombers over target around Bourg Achard from 1953 to 1930. Excellent bomb hits observed south of Beauvais. Bombers in good formation. Intense heavy accurate flak at Amiens and Abbeville; meager accurate flak at Le Treport. Landed at 2125.

July 6--Rear echelon of 4 officers and 152 EM departed Station 411 at 1200 and arrived at marshalling yards at 1830. ----42 officers, pilots, and 11 EM remained at High Halden with planes - airdrome squadron and these men to operate from 411 until move complete. ---- Advance echelon at Cretteville moving to own areas and tents being pitched. Start messing at own mess hall at breakfast tomorrow. Infantry still in two fields to be used as living areas; tents must be dispersed and camoflaged. ---- 3 missions today. Capt Hylen led first, off at 0725 to escort bombers over Rennes. Over target area from 0810 until 0940 and a good pattern of bomb hits were observed. Heavy accurate moderate flak east of Vire and one puff of red flak observed. Down at 1020. ---- Lt Col Therriault led second mission, taking off at 1245 to dive bomb RR tracks SE of Laval. Over target from 1430 to 1450, 23 GP 500-lb bombs with 8-11 tail fusings were dropped from 1000 feet at a 30 degree angle after starting the dive from 3000 feet. All bombs fell in target area. Several near misses and one direct hit observed on RR and highway junctionn SE of Laval. L/I over Trouiville 12000 feet at 1400 and L/O at 1505 at 8000, 10 miles west of Caen. A convoy of Red Cross trucks was seen 5 miles east of Vire. Oil dump SE of Laval containing railroad tank cars was shot up and exploded. Heavy moderate inaccurate flak was encountered over bomb line at Caumont. Landed at 1545. ---- Col. Wells led 3rd mission with 1820 take off to escort medium bombers to target near Arras. L/I over Gravelines 1900 13000 feet. Aircraft 10 minutes late over target. Good hits and orange smoke seen on the target. Bombers formation poor. L/O over Dunkerque at 1950 13000 ft. Heavy accurate moderate flak over Dunkerque coming out and heavy inaccurate meager flak going in. Down at 2015.

July 7--Rear echelon departed Marshalling Yards 1245 and boarded a LCI at Southampton for far shore - on board over night. ---- Advance echelon setting up area. -- approximately 25 tents up, mess hall operating and all line offices set up. Men are digging in around assigned revetments. ---- Capt Schuster led squadron today, taking off at 2030. L/I at 2130 10 miles west of Le Havre at 13000. L/O at 2220 10 miles

July 7--(Continued)--west of Le Havre at 12000. Bomb hits were seen in Caen resulting in what appeared to be an ammunition dump blowing up or incindiary fires. Caen was burning like hell. Heavy intense inaccurate flak was thrown up over Caen. Ships landed at 2300.

July 8--Rear echelon disembarked at Omaha beach at 1800 and arrived at Transit Area #3 at 1900 and dug in for the night. ---- Advance echelon taking it easy. ---- Capt Schuster led squadron on dive-bombing mission, with 1010 take off and Nante-Orleans railroad as target. 7 500-lb bombs dropped on target - 4 planes bombing marshalling yards 3 miles north of Le Mons with all bombs on edge of yards and 4 aircraft bombed railroad 3 miles north of Sagre with all hits in target area. 2 direct hits broke track in 2 points. Flak gun position was strafed 10 to 15 miles SW of Caen. Over target from 1115 to 1200. Heavy meager accurate flak 5 miles west of Caen and light intense accurate flak ~~gk~~ going in at St Lo. A large refugee convoy was observed traveling south from St Lo on road to Vire. All ships landed at base at 1300.

July 9--Rear echelon departed transit area at 1500 and arrived at Cretteville 1700. ---- Some of the men had to sleep in pup tents; all men fed and dug in. More tents and equipment arrived with rear echelon and tents will be put up tomorrow. ---- Morale of Men: Excellent. ---- Planes not expected for at least a week as runway is not completed.

July 10--Many men on detail -- digging latrines, setting up tents and moving mess hall. ---- Pilots to live in Chateau and ground officers to be quartered in area. ---- Planes still operational from High Halden. ---- Capt Hylen led squadron on dive bombing mission with 3 gun positions and fuel dump east of Lessay as targets. Off at 0810, L/I was made 0915 over NE tip of Cherbourg peninsula at 1500, over target area from 0920 to 0945. L/O at 7000 over Bayeaux. Landed at 1035 with all bombs as no visible contact was made with ~~[illegible]~~ target. 10/10ths cloud cover over target in three layers. ---- Lt Hammer, landing with bombs, dropped approximately 50 feet onto runway and hit so hard drove landing gear thru wings.- plane a complete washout.

July 11--Weather Squadron, Mobile Comm Sq, Flying Control Det, attached for rations, quarters and administration; 6th Bomb Disposal Sq., 4th Tac Air Comm Sq., and 2056th EAFF Platoon attached for rations and quarters. ---- With 8 planes loaded with bombs and 4 for top cover, squadron took off with Capt Buckner leading to dive bomb a gun position east of Lessay. Over target 1855 to 1915, 7 planes dropped 14 500-lb bombs from 200 feet with unobserved results. 2 bombs failed to release and were brought back to base. Heavy and light

July 11-(Continued)--meager inaccurate flak over target. Landed at 2020. ---- Cpl Knobloch transferred to Group Hq., and Pfc Palmisano assigned and joined from Group Hq.

July 12--Squadron very well set up - equipment arriving from beach every few days ---- Latrines completed, mess hall moved and adequate tentage up. Some men prefer to live in dugouts. ---- Capt Schuster led two missions today -- 1st off at 0640, squadron dropped 16 500-lb bombs from 500 feet, hitting a double track railroad just east of Cherisy cutting the tracks and destroying a concrete railroad bridge on outskirts of Cherisy. Observed a static train 3 to 4 miles long just north of Santeuil consisting of box cars, flat cars and passenger cars and one locomotive. Heavy guns were on flat cars. 10 armored vehicles parked on road west of Rambouillet, 6 trucks destroyed on road south of Rambouillet. Meager light inaccurate flak over target area. Over target from 0800 to 0820; landed at 1000. ---- 2nd mission off at 1330 to get train seen on first mission - 8 with bombs, 4 for cover. Bombs dropped when flight bounced by 6 plus FW 190s near Dreux. Lt Dian claimed on FW 190 damaged. Lt. Blevins believed to have been shot down by 190. L/I 10 minutes early north of Le Havre at 10000, over target area from 1435 to 1450. L/O at 1500 at 10000 over Le Havre. Landed at 1545. ---- Sgt Crider reduced to grade of Private, for cause.

July 13--Runways and taxi strips still not completed. ---- Planes, pilots and EM not expected for several days.

July 14--Capt Farlow led armed reconnasssance mission - taking off at 1310 and reached target at 1419. Capt Farlow destroyed a mobile flak unit and he and Lt Giamalva destroyed 3 or 4 tank cars with bombs and strafing south of Argentan. Squadron bounced by 20 plus FW 190s and 15 plus Me 109s at 1440 north of Alencon. E/As were zooming in and out of clouds. White and yellow flights attacked second section of E/As and Capt Farlow, Lts Giamalva and Miller each destroyed a FW 190. Lt. Test for a Me 109 and damaged another. Lt Wheeler was last seen circling in light flak and did not return. Lt. Hamilton shot down one and maybe two E/As before being shot down himself - last seen diving on 4 E/As with 4 more on his tail. E/As were not in definite formation - some were in 3 ship flights. Moderate light accurate flak near Nogent. Moderate light and heavy inaccurate flak near Le Havre. Landed at 1610. ---- Capt Schuster from duty to sick hospital, IOD.

July 15--Cpl Buetow from absent sick to transfer, Det Pat, 48th Gen Hospital, U.K.

July 16--Twenty pilots rejoin squadron from England. ---- Planes arrive and men on line are really busy. ---- 11 men at High Halden have really been putting out and ships need lots of minor repairs and inspections are over-due. ---- Lt Col Keator, Group Operations Officer, attached for purpose of assuming command ---- Squadron formation called by Capt Buckner and men given talk on miltary courtesy and discipline and other pertinent matters.

July 17--Cpl Roberts from duty to transfer, attached unassigned, 188th Avn Dispensary ---- All men hospitalized in combat zone are automatically transferred and immediately dropped. Will be reassigned to squadron when released from hospital if practicable. ---- Capt Kimball led squadron on mission --- take off at 1257 to dive bomb fuel installations near Laval. Over target from 1500 to 1510. 16 500-lb bombs dropped from 4000 feet at a 70 degree angle after diving from 7000. One direct hit on a fuel tank observed and several near misses in target area but no fires were started. Enroute back to base Capt DeGruchy saw 4 P-51s chasing a FW 190 and gave chase and got hits on wings and fuselage but E/A disappeared in clouds and was next seen 2 to 3 miles away out of range. First sighted at 4000 feet east of Avranches near Brecey. Planes down at 1552.

July 18--Flying 8 plane missions, squadron flew 4 missions today -- all beach patrol. Capt Hylen led first, off at 0654 and patrolled area from 0700 to 0830. A B-24 was seen to spin in and blow up four miles NE of Bayeaux. It had three engines feathered when first sighted. Every assistance was offered aircraft by buzzing ALGs but pilot of bomber said he could make it okay. No parachutes were seen. Moderate accurate heavy flak over St Lo. Landed 0836. ----Capt Kimball led second beach patrol; off at 1149. Flew course as briefed and patrolled from 1200 to 1330. Patrol uneventful. Landed at 1335. ---- 3rd mission led by Capt Buckner; take off at 1625, patrolled area from 1630 to 1815 uneventfully. Enemy tanks observed to be buried in the ground south of Periers. Landed at 1823. ---- Capt Farlow led 4th mission; off at 2110, patrolled area as briefed from 2118 to 2205. Accurate intense flak north of Periers which was heavy and light. Lt Shook hit the deck and shot up two 40-mm guns and crews. Believe guns destroyed and casualties to personnel inflicted. Patrol landed at 2212. ----This is first time squadron has flown four missions in one day. ---- 15 pilots and 11 EM from High Halden rejoin squadron at 1815. ---- Capt Schuster from hospital to duty and assumes command. ---- Entire squadron together for first time this month.

July 19--Capt Buckner led mission to escort A-20s over Tours. Take off at 1840, over target area from 1920 to 2040. A-20s made excellent hits on south end of a bridge at Tours; hits were also observed at a RR station SE of Tours. The central section of the bridge was seen to collapse. Bombers were escorted in until 20 miles out in the channel but they made their bomb run from the west instead of the east as planned. Bombers were in good formation although a few straggled after being hit by flak - none went down. Heavy intense accurate flak over target, inaccurate meager heavy flak over Le Havre and Heavy accurate meager flak over Gorges NE of Lessay. Landed at 2114.

July 20--Capt Buckner led beach patrol mission. Taking off at 1344, squadron patrolled area from 1350 until 1505 uneventfully. Planes flew at an altitude of from 12000 to 13000. Cloud cover was 8/10ths with a base of 500 feet and tops of 1500 to 2000. Visibility was 3 miles below the clouds and 12 to 15 miles above. 2 aborts - one radio and one abortive escort. Planes landed at 1514. ---- Morale of men: Excellent. ---- Recreational facilities being arranged: movies at Officers Mess each night, stage shows scheduled and baseball and softball diamonds being made.

July 21--S/Sgt Newman, Sgt Wells from duty to hospital and transfer, 188th Avn Dispensary.

July 22--2d Lts Feltz and Kropenick promoted to 1st Lt., temporary, effective 10 July 1944.

July 23--S/Sgt Poe, former Mess Sgt., re-assigned to sq. ---- Cpl Marx from duty to hospital and transfer, 188th Avn Dispensary ---- Capt Hylen, 1st Lts. McClellan, Krug, Littlejohn, Dian, McDaniel from duty to five days operational leave -- in England.

July 24--Capt Schuster led 1st mission with 1059 takeoff. 12 aircraft loaded with 24 260-lb frag bombs bombed a point approximately T-380660. 16 bombs were released at 1000 feet after diving from 4000 at 25 degree angle. Target was outlined by red smoke. Lt McClure could not release his bombs and his flight jettisoned bombs in channel. Intense heavy and light accurate flak over target. Intense accurate light and heavy flak in neighboring area. Over target from 1140 to 1200; landed at 1205. ---- 2nd mission led by Capt Buckner. Off at 1545 carrying 500-lb bombs to dive bomb airdrome at the Angers area and strafe airdrome at Corze. Over target area 1633 to 1650 -- all bombs dropped on target area. One bomb hit started a fire in one revetment. Airdrome at Corze strafed -- it had gun positions on it but they did not fire. Moderate accurate light flak at St Martine, NE

July 24--(Continued)--of Coutances. Cloud cover over target area with base 4000 feet and 8000 feet tops. Visibility: above clouds 1 to 2 miles because of haze; below clouds 4 to 5 miles. Landed at 1722. ---- Capt Schuster led 3rd mission to bomb troop concentrations at Percy. Off at 2110, squadron was over area from 2134 to 2140 but did not bomb because of poor visibility. Heavy intense accurate flak 10 miles due north of target. There was one category A damage. There was a heavy haze at 600 feet but no clouds. Visibility: up sun - nil; down sun - 1 mile. Down at 2145.

July 25--S/Sgt Kanelos, Officers Mess Sgt., assigned to squadron as cook, and S/Sgt Poe transferred from squadron to group. ---- Col Wells led squadron to glide bomb target near St Lo with frag bombs. 0907 take off. At 0950 the planes flew over the target and glided down from 6000 feet to release bombs at 2000 feet at an angle of 30 degrees. Mission uneventful. Moderate heavy-light ~~fix~~ accurate flak over Periers. All hits in target area and planes flew at 6000 feet with a clear visibility of from 4 to 5 miles. Base of overcast estimated at 10000. Landed at 1000.

[redacted]

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58
By: Dir, RS, – Init. _____

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58
By: Dir, RSI – Init. _____

[redacted]

RESTRICTED

367TH FIGHTER SQUADRON
Army Air Force Station F - 373
A.P.O. 637 U. S. Army

HH/mn

25 December 1945.

Subject: Letter of Transmittal.

To: Commanding Officer, Army Air Force Station F-373, A.P.O. 637, U. S. Army.

1. In compliance with Paragraph 5 b, Fighter Command Memo 125-1, a narrative history of this organization is herewith transmitted.

For the Squadron Commander:

Harvey Hall

HARVEY HALL,
Captain, Air Corps,
Executive.

1st Ind. TAB/fmg

HQ AAF STATION F-373, APO 637, US Army, 27 Dec 45.

TO: Historian Officer, VIII Fighter Command, APO 637, US Army. (Thru Channels)

Forwarded.

For the Station Commander:

T. A. BARTNICK,
Major, Air Corps,
Adjutant.

[redacted]

RESTRICTED

[redacted]

367TH FIGHTER SQUADRON
Army Air Force Station F - 373
A.P.O. 637 U. S. Army

HH/mn

25 December 1943.

Narrative History of 367th Fighter Squadron

The 367th Fighter Squadron was activated 1 January 1943 at Richmond Army Air Base, Richmond, Virginia. At this time a cadre of 4 Officers and 57 Enlisted Men formed the nucleus of the organization, one of three Squadrons of the 358th Fighter Group. The original officers were:

1st Lt. DONALD A. YOUNGLAS, Commanding Officer
1st Lt. FELIX A. FRAZIER, JR., Operations Officer
1st Lt. ANDREW J. MALATESTA, Supply Officer
2nd Lt. HARVEY (NMI) HALL, Adjutant

During the period 1 January - 20 April the organization concentrated first on individual ground training, stressing physical fitness, and later on technical proficiency at the assigned jobs. Many men attended various advanced schools during this period; the organization was brought up practically to full strength by this time. An alert detachment was transferred to Bolling Field, Washington, D.C. during this period.

On 20 April, the organization moved to Camp Springs Army Air Base, Washington, D. C., where operational training was continued. At the time this Squadron went to Camp Springs the field was brand new, a station complement having moved on the field only two days previously. The Squadron became a corps of engineers for all practical purposes, working upon the improvement of its area, since the field was not yet operational, and flying personnel were with the alert detachment at Bolling Field. Things developed quickly, and by the time the alert detachment rejoined the organization (7 May, 1943) living and working conditions on the field were excellent.

On 29 May 1943 the 367th Fighter Squadron moved to Millville Army Air Base, Millville, New Jersey, for the purpose of receiving gunnery training, the final phase of Operational Training.

On 6 June a plane crashed on take-off, the Squadron's first crash since the time of activation, and the Squadrons record of hours was broken. The pilot escaped with very minor injuries.

On 16 June this Squadron moved to Philadelphia Army Air Base, Philadelphia, Pennsylvania, operational training was completed during the organizations stay at this base.

[redacted]

1421

[redacted]

On 13 August 1943, the organization returned to its home station, Richmond Army Air Base, for processing of supplies, materiel, and personnel preparatory to moving to the staging area. During this period we were inspected by every echelon of command by both administrative and technical staffs. The concensus of opinion seems to have been that we were ready for overseas duty. Physical conditioning was again stressed during this period; several hikes up to 15 miles in length were taken. A field kitchen was set up and a hot noon meal was served. On September 6 - 8 the organization set up a temporary Bivouac at West Point, Virginia. Flights set up tents in four seperate areas, messing together in a squadron consolidated mess. Camp was broken on the morning of September 8th in a pouring rain. The morale of the men was high however, and the drenching did more damage to equipment then to spirits.

On 25 September 1943 the organization moved to Camp Kilmer, New Jersey, a staging area of the New York Port of Embarkation. We here underwent a series of final inspections.

On 7 October the Squadron proceeded to the port proper and embarked for overseas duty.

On 20 October the organization reached Liverpool, England, and proceeded to Station F 345, where we were stationed temporarily for the purpose of receiving training in matters of specific importance in the theater. The pilots received additional gunnery training.

On 4 December the organization moved to its operational base, Station F 373, where every effort is being made to place the new base on combat status.

On 17 December 1943 the first group mission was scheduled and then cancelled because of weather.

Harvey Hall

HARVEY HALL,
Captain, Air Corps,
Historical Officer.

[redacted]

1422

[redacted]

367TH FIGHTER SQUADRON
Army Air Force Station F-157
APO 638 U. S. Army

Mission No. 1
December 20, 1943

Field Order No. 204
Credit 2 sorties

Flights:

White	Lt Col Wells	Yellow	Major Younglas
	Lt Perry		Lt Pousette
	Lt Schilke		Lt Van Cott
	Lt McCabe		Lt Wiersema
Red	Lt Sprietsma	Blue	Capt Frazier
	Lt Ballinger		Lt Voorhees
	Lt Ognisty		Lt Pedigo
	Lt Wilson		Lt Fautt

Spares: Lt Siegel
Lt Beach

The squadron provided penetration support for the Second Task Force of the BC which was attacking Bremen. Flying as indicated above they took off at 1041. Flying as briefed they made landfall at the center of Tessel Island. R/V with the bombers at 1128 hours and 27,000 feet altitude. They left the bombers at the designated time and left the enemy coast at 1144 hours, just north of Alkmaar. Altitude was about 26,000 feet. Two Me 109s were seen off the east coast of Tessel and approximately four fursts of flak were observed over Tessel Island. On the way home the squadron sighted a B-24 which exploded in vicinity of 52 degrees 28 minutes N - 2 degrees 23 minutes East. No chutes were seen. We had one ship abort because of supercharger failure. There were very thin clouds after leaving the English coast, about 5/10 for fifty miles on set course, it increased to 10/10 on course. Over the continent there were broken clouds, about 4/10 with good visibility. The squadron landed at 1225 hours. Lt Ballinger was the aborter, turning back just past mid-channel.

[redacted]

[redacted]

Mission No. 2
December 21, 1943

Field Order No. 206
Sweep. Credit 1 sortie

Flights:

White	Lt Col Wells	Yellow	Capt Frazier
	Lt Perry		Lt Pedigo
	Lt Sprietsma		Lt Peterson
	Lt Ballinger		Lt Arnold
Red	Major Younglas	Spare	Lt Pousette
	Lt Voorhees		
	Lt Siegel		
	Lt Fautt		

The squadron, flying as indicated above, took off at 1123 hours to provide medium bomber escort into France. Flying close to the English coast most of the way, they then went due east making landfall near Cayeux at 1203 hours about 20,000 feet. This being a general area support, they did not make rendezvous with the bombers, nor were they sighted. They circled around Amiens and then came home. They left the enemy coast near Biville at 1218 hours and altitude about 19,000 feet. They did not use belly tanks on this mission and could not stay in too long. There were 3 Me 109s sighted about 8 miles southwest of Amiens in the sun. The visibility was good and there were low scattered cumulus clouds over the continent, about 3/10. A light haze about 30 miles in. R/T reception was good. The squadron landed at 1317 hours. Lt Voorhees was listed as NYR as he ran low on gas and landed at Halesworth at 1315. He phoned Operations and after gassing up returned to the base.

[redacted]

[redacted]

Mission No. 3
December 22, 1943
Penetration Support

Field Order No. 207
Credit - 2 sorties

Flights:

White	Major Szaniswski	Yellow	Major Younglas
	Lt Voorhees		Lt Waters
	Lt Sprietsma		Lt Van Cott
	Lt Ballinger		Lt Wiersema
Red	Lt Schilke	Blue	Capt Frazier
	Lt McCabe		Lt Perry
	Lt Pool		Lt Ognisty
	Lt Schneider		Lt Wilson

Spares: Lt Pedigo
Lt Bedford

The squadron, flying as indicated above took off at 1207 to provide penetration support for heavy bombers attacking Munster. Flew course as briefed to vicinity of Egmond, arriving at 1255 hours at 29,000 feet. Bombers could not be seen so squadron continued on course and made a 180 degree turn in the vicinity of Oldebrock, and came out along route to be followed by bombers going to target. No bombers were observed. Landfall out in the vicinity of Egmond at 1320 hours at 27,000 feet. A course of 280 degrees flown back to base. Bombers and fighters were observed to north of squadron on way home over the North Sea between an altitude of 24,000 to 28,000 feet. Streaky patches of cirus clouds at 20,000 feet. Thin, spotty clouds between 20,000 feet and 25,000 feet. Visibility of the clouds was excellent, both horizontally and vertically. Persistent contrails between 19,000 and 20,000 feet. R/T good. Red Flight bounced a B-24 about 30 miles off English coast at an altitude of 16,000 feet. The squadron landed at 1410 hours. Lt Sprietsma aborted off enemy coast when belly tank failed to release.

[redacted]

[redacted]

Mission No. 4
December 24, 1943

Field Order No. 209
Area Support

Flights:

White	Major Younglas	Yellow	Major Wertenbaker
	Lt Perry		Lt Peterson
	Lt Van Cott		Lt Ognisty
	Lt Wiersema		Lt Wilson
Red	Lt Sprietsma	Blue	Capt Frazier
	Lt Ballinger		Lt Beach
	Lt Pedigo		Lt Schilke
	Lt Rueschhoff		Lt Pool

Spares: Lt Col Wells
Lt McCabe
Lt Arnold

Our squadron took off at 1251, flying the above indicated to provide general area support for medium and large bombers around St Omer. Major Jones, who was leading the Group, had to abort because his radio would not receive. He aborted just before the Group made landfall. Lt Col Wells, who was flying as one of our spares, took over and they made landfall a little south of the set course, going directly over Dunkerque and running into a heavy and accurate barrage of flak. One flight had to take evasive action. The time was 1325 and the altitude about 24,000 feet. The squadron proceeded inland making a sweeping turn to the left, and approached Lille, where AA fire was observed to be of the barrage type and was to the front and low. A turn was executed and the squadron proceeded to St Omer where again barrage type flak was sighted; the planes flew around this. Southeast of St Omer approximately eight bogies were observed patrolling at an altitude of 30,000 feet. The squadron circled around St Omer and then proceeded out of enemy territory making landfall slightly west of Calais at 1422 at an altitude of 23,000 feet. One pilot observed a factory type building to explode in the vicinity of St Omer. Heavy, accurate fire of flak was observed over Calais and appeared to be of the barrage type. One large red burst was seen slightly below and to the left of our formation. The squadron, with the exception of Lt Wiersema, landed at 1455. Lt Wiersema with his gas supply running low landed at Martlesham Heath and after calling had his plane gassed up and returned to base. There were scattered clouds, about 2/10 around 12,000 feet. The visibility was unlimited. R/T reception was very good.

[redacted]

[redacted]

Mission No. 5
December 30, 1943

Field Order No. 210
Penetration Support

Flights:

White	Major Younglas Lt Pousette Lt Perry Lt Arnold	Yellow	Capt Frazier Lt Waters Lt Van Cott Lt Fautt
Red	Lt Sprietsma Lt Ballinger Lt Voorhees Lt Bedford	Blue	Lt Schilke Lt McCabe Lt Pool Lt Schneider

Spares: Lt Peterson
Lt Pedigo

Patrol: Lt Ognisty
Lt Siegel

The squadron took off at 1020 with Major Younglas leading. The target for the heavies today is Ludwigshafen, and we are acting as penetration escort. The squadron made landfall in at Graveslines at 26,000 feet at 1102, and continued on course to Roye. Lt Van Cott had trouble with his belly tank, which failed to release, and Lt Peterson flying as a spare, took over his position. At Roye Major Younglas executed a left turn and continued on the course as briefed to the vicinity of Liart where another left turn was made. The squadron not seeing the bombers turned for home following the course, and making landfall out west of Ostend. R/T reception throughout the mission was good and visibility was excellent. Low stratus clouds were observed over the continent at 15,000 to 20,000 feet, from Lille on in. All planes returned to base landing at 1230. Slight damage was done to Lt Voorhees plane when it was hit by flak in the vicinity of St Omer.

[redacted]

[redacted]

Mission No. 6
December 31, 1943

Field Order No. 211
Penetration, Target, and
Withdrawal Support

Flights:

White	Lt Col Wells	Yellow	Major Younglas
	Lt Beach		Lt Rueschhoff
	Lt Van Cott		Lt Sprietsma
	Lt Siegel		Lt Bedford
Red	Lt Ognisty	Blue	Lt Schilke
	Lt Wilson		Lt Schneider
	Lt Perry		Lt Pool
	Lt Fautt		Lt Pousette

Spares: Lt Voorhees
Lt Arnold

Sixteen planes led by Lt Col Wells took off at 1037 to provide penetration, target and withdrawal support to heavy bombers attacking Paris. Major Younglas led the second section of the squadron. Lt Bedford aborted over the field just prior to the time that the squadron set course, and he was forced to return to base due to oil leaks. The squadron flew as briefed and made landfall in in the vicinity of St Valery at 27,000 feet. R/V with bombers was made on schedule in the vicinity of Yerville at 27,000 feet at 1132. The bombers were escorted over Paris where heavy barrage type flak was encountered which was accurate for altitude. One B-17 was observed to be hit by flak and exploded southeast of Paris. Lt Sprietsma on becoming separated from his flight prior to reaching the target escorted a straggling B-17 to the target area where he was forced to withdraw due to low fuel supply, and joined a flight of P-47s led by Major Wertenbaker. The squadron withdrew without encountering e/a, and made landfall out in the vicinity of Ault at about 1250. Planes were scheduled to refuel at Manston, but due to low gasoline supply, nine planes landed at Manston, and the remainder were scattered at various points along the southeast coast. Lt Beach crash landed at Tertenden without injury to himself. Lt Ognisty crash landed at Bexhill and was seriously injured. Lt Fautt crash landed at Gravesend and sustained serious injuries. The squadron with the exceptions of Lts Beach, Ognisty, Fautt and Siegel, who stayed at Manston, landed at Leiston at 1340. Visibility over the channel was approximately three to five miles. Over the continent there were 4/10 clouds, and visibility was good.

[redacted]

[redacted] Copy

30TH POSTAL REGULATING SECTION
HEADQUARTERS, VIII FIGHTER COMMAND
AAF STATION F-341 A.P.O. 637

AG 314.7. 5 February, 1944.

SUBJECT: HISTORICAL REPORT FOR THE CALENDAR YEAR 1943.

TO : COMMANDING GENERAL, SOS, ETOUSA, APO 887, U.S. ARMY. (ATTENTION: HISTORICAL OFFICER, POSTAL DIVISION, AGO).

1. The following historical report relative to the history of the services and operation of Army Post Office 637 under this command for the calendar year 1943 is submitted in compliance with letter AG 314.7 (29 Jan 44) Headquarters, Services of Supply, ETOUSA and in accordance with AR 345-105.

2. APO 637 Personnel Roster 1 January, 1943.

Captain WILLIAM T. WHITTLE 0-342573 (Postal Officer).
S/Sgt. John E. Conner, 31075276.
Sgt. James E. Lawler, 32316077, (Army Mail Clerk).
Cpl. Edward J. O'Day, 11062094, (Ass't Army Mail Clerk).
Sgt. Cornelius J. Madera, 32258555.
Sgt. Henry Rosenberg, 32224470.
Cpl. Carroll F. Kinsman, 20141668.
Cpl. Nathan Miller, 32259193.
Pfc. Wilfred A. Breare, 32155149.
Pfc. Israel E. Felter, 33133709.
Pvt. John Pietruska, 33157750.
Pvt. Solomon Rosenbloom, 32234276.

3. Summary of Postal Business Transacted at APO 637 Main Office During 1943.

SACKS RECEIVED	SACKS DISPATCHED	INCOMING WEIGHT OF MAIL HANDLED	MONEY ORDERS WRITTEN	TOTAL AMOUNT MONEY ORDERS
15,709	10,187	465,270	3,336	$162,033.88

STAMP STOCK SOLD	MONEY ORDERS SOLD FOR BOND PURCHASE	REGISTERS DISPATCHED	INSUREDS DISPATCHED
$19,806.89	$9,675.00	4,320	834

4. Establishment of APO 637, Unit No. 1. On 5 April, 1943, APO 637 Money Order Unit No. 1 was established as a branch office at AAF Station F-356 to serve a concentration of VIII Fighter Command units in that locality. This branch office was staffed with three (3) EM on DS from APO 637, S/Sgt. John E. Conner, Sgt. Henry Rosenberg, and Pvt. John Pietruska. Additional help was secured from AAF Station F-356. This APO unit operated in the same manner as a regular APO but without a regular postal officer. All correspondence was handled through the postal officer of the parent unit APO 637 located at AAF Station F-341. On 14 July, 1943, eight (8) EM on DS from the 12th R.O.D. were placed on duty with APO 637, Unit No. 1, names as follows:

Cpl. Alexander E. Zachar, 32390925.
Cpl. Michael J. McCormick, 39017804.
Pvt. Donald L. Veltz, 32472415.
Pvt. Sam (nmi) Zielke, 18078764.
Pfc. Peter W. Wallace, 35495140.
Pvt. Warren G. VanHorn, 18132524.
Pvt. Glenn G. Walls, 17166541.
Pvt. Calvin W. Waters, 18215510.

These eight (8) EM had no previous postal training so they were brought to the 637 parent unit and given practical training in all phases of APO work.

[redacted]

AG 314.7, 5 Feb., 1944, Continued. [redacted]

At the end of August 1943 postal business at the APO 637, Unit No. 1 had increased to such an extent that it was necessary to place on DS to the unit two (2) more assistant army mail clerks from the parent unit in addition to five (5) of the eight (8) EM undergoing training.

5. **Summary of Postal Business Transacted at APO 637, Unit No. 1 located at AAF Station F-356, from 5 April, 1943 to 7 December, 1943.**

SACKS RECEIVED	SACKS DISPATCHED	WEIGHT OF MAIL HANDLED INCOMING	MONEY ORDERS WRITTEN	TOTAL AMOUNT MONEY ORDERS	STAMP STOCK SOLD
16,227	5,647	584,508	7,459	$317,991.92	$22,537.97

MONEY ORDERS SOLD FOR BOND PURCHASE	REGISTERS DISPATCHED	INSUREDS DISPATCHED
$16,781.25	2,487	1,359

6. On the 7th December, 1943, APO 637 Money Order Unit No. 1 rejoined the parent unit APO 637 located at AAF Station F-341 after being replaced by APO 546 at AAF Station F-356. The volume of postal business had increased monthly to such an extent to warrant a full size APO. The following table shows the degree of increase by comparison with the first full months operation and the last full months operation:

PERIOD	SACKS RECEIVED	SACKS DISPATCHED	WEIGHT OF MAIL COMING	MONEY ORDERS WRITTEN	TOTAL AMOUNT MONEY ORDERS
Month of May, 1943	493	215	14,790	331	$22,885.24
Month of Nov., 1943	4,423	1,220	199,035	1714	$61,512.48

PERIOD	STAMP STOCK SOLD	MONEY ORDERS SOLD FOR BOND PURCHASE	REGISTERS DISPATCHED	INSUREDS DISPATCHED.
Month of May, 1943	$601.76	$2,531.25	442	80
Month of Nov., 1943	$4,687.97	$2,287.50	336	246

7. The 30th Postal Regulating Section was activated at the Headquarters, VIII Fighter Command pursuant to letter, Headquarters, Eighth Air Force, file 320.2 dated 4 December, 1943, subject: "Activation of 30th Postal Regulating Unit" and was further assigned to the VIII Fighter Command by letter, Headquarters, USAAFUK, file 320.2 dated 14 December, 1943, subject: "Assignment of Troops (No. 16)". Personnel for the unit were obtained from the Headquarters and Headquarters Squadron, VIII Fighter Command, and from the permanent APO 637 personnel.

8. The 30th Postal Regulating Section was relieved from assignment to U. S. Army Air Forces and assigned to Headquarters, SOS, ETOUSA, by letter, Headquarters, ETOUSA, file 322 MOC, dated 16 December, 1943, subject: "Troop Assignment (No.16)". The 30th P.R.S. was attached to U.S. Army Air Forces and further attached to the VIII Fighter Command for administration, rations, quarters, and supply.

9. The following is a roster of all personnel 30th Postal Regulating Section,

[redacted]

[redacted]

AG 314.7, 5 Feb. 1944, continued.

APO 637 as the close of the year 1943:

Captain WILLIAM T. WHITTLE,	O-342573	Commanding Officer.
1st Lt. EMANUEL L. WILDER,	O-570773	Assistant Postal Officer.
S/Sgt. Edward J. O'Day	11062094	Army Mail Clerk.
S/Sgt. James E. Lawler	32316077	Assistant Army Mail Clerk.
S/Sgt. Cornelius J. Madera	32258555.	
S/Sgt. Henry Rosenberg	32224470	Assistant Army Mail Clerk.
Sgt. Wilfred A. Breare	32155149	Assistant Army Mail Clerk.
Sgt. John E. Connor	31075278	Assistant Army Mail Clerk.
Sgt. Carrell F. Kinsman	20141668.	
Sgt. Nathan Miller	32259195.	
Sgt. John Pietruska	33157750.	
Sgt. Solomon Rosenbloom	32244276	Assistant Army Mail Clerk.
Cpl. Israel Felter	33133709.	
Cpl. Frank Goldberg	32412865.	
Cpl. Vivian M. Lee (WAC)	A-302589.	
Cpl. Michael J. McCormick	39017804.	
Cpl. Lyle M. Moffett	12045225.	
Cpl. Donald L. Veltz	32472418.	
Cpl. Peter W. Wallace	35495140.	
Cpl. Alexander R. Zachar	32390925.	
Pfc. Eugene A. Demel	38459134.	
Pfc. Warren G. VanHorn	18132524.	
Pfc. Glenn G. Walls	17166541.	
Pfc. Calvin W. Waters	18215510.	
Pfc. Sam Zielke	18078764.	

William T. Whittle
WILLIAM T. WHITTLE,
Capt., A. G. D.,
Commanding.

[redacted]

[redacted]

DECLASSIFIED
DOD DIR 5200.9

DECLASSIFIED
DOD DIR 5200.9

[redacted]

1434

THIS DOCUMENT DECLASSIFIED

SQ-F1-367-HI

RESTRICTED [redacted]

[redacted] JAN 1944

[redacted]

367th FIGHTER SQUADRON
Office of the Intelligence Officer
APO 638 U. S. Army

6 February 1944.

DECLASSIFIED
DOD DIR 5200.9

Subject: Unit History.

To : Group Historian, 358th Fighter Group, AAF Station F-157, APO 638, U. S. Army.

In accordance with VIII Fighter Command Memorandum 125-1, dated 13 Nov 1943, attached herewith is History of the 367th Fighter Squadron for the month of January 1944.

For the Squadron Commander:

Ralph F. Palaia
RALPH F. PALAIA
2nd Lt, Air Corps
Unit Operational Historian

1 Incl: Incl 1 - Unit History

DECLASSIFIED
DOD DIR 5200.9

[redacted] [redacted]

[redacted]

Mission No. 7
January 4, 1944

Field Order No. 212
Penetration Support

Flights:

White	Major Younglas	Yellow	Capt Frazier
	Lt Sprietsma		Lt Pedigo
	Lt Van Cott		Lt Rueschhoff
	Lt Wiersema		Lt Siegel
			Lt Schilke
Red	Lt Perry		Lt McCabe
	Lt Pool		Lt Wilson
	Lt Peterson		
	Lt Arnold		

With fifteen planes worked into three flights our boys took off at 0855 hours to give penetration support to our "Big Brothers" the B 17s. The primary target was Munster and from the number of bombers in the show and the excellent weather conditions they probably got a damn good pasting. The squadron with Major Younglas leading left the English coast on course and after a cold ride made landfall in the enemy coast on the Northern tip of the Island of Tessel at 27,000 feet, and 0952 hours, the squadron being several minutes late. The briefed course was flown and as the turn towards Munster was made the bombers were sighted a few minutes ahead of briefed time. They actually R/V at Dokkum with the bombers the time being 1007 and the altitude 27,000 feet. The bombers were in good formation and we escorted them to the vicinity of Assen. From there the squadron made a right turn and came out to the vicinity of Anna Paulowna. Landfall out was made on course at 28,000 feet and 1040 hours. As our squadron flew over Tessel on the way in meager inaccurate flak was observed. Our boys did not get a glimpse of Herr Goerring's youngsters and the "milk run" was flown on course. R/T reception was fair to good with noticeable jamming. There was 9/10 clouds over the channel with top about 23,000 feet, decreased to 7/10 over the continent. Non persistent contrails at 22,000 feet. Visibility above the clouds was excellent. So ends another day for our boys with Jerry. Forgotten, but just for a second, our boys were down at 1119 hours.

[redacted]

[redacted]

Mission No. 8
January 5, 1944

Field Order No. 213
Withdrawl Support

Flights:

White	Major Younglas	Yellow	Capt Frazier
	Lt Pousette		Lt Pedigo
	Lt Voorhees		Lt Van Cott
	Lt Siegel		Lt Wiersema
			Lt Perry
Red	Lt Schilke		Lt Rueschhoff
	Lt McCabe		
	Lt Sprietsma		
	Lt Ballinger		

Our squadron flying our own unique three flight formation, took off at 1116 hours for the continent to give some aid to our "big brothers" after they left the target for the day Elberfeld, big ball-bearing works in Germany. Major Younglas was leading and with no trouble going in made landfall over Walcheren Island at 27,000 feet and the hour being 1159. Course all the way in was as briefed. Bombers in good formation were observed coming out in the vicinity of Hasselt at 1220 hours. They were about 2 or 3 minutes early. The squadron executed a left turn to position themselves over the bombers. At this time Major Younglas observed an enemy aircraft diving from above towards the squadron. He executed a sharp left turn position himself dead astern of the e/a. He fired a burst from about 100 yards and the e/a appeared to stop in the air, quiver and then flip over on its back and went down. Lt Siegel flying white 4 also fired a short deflection burst as the e/a was turning over but makes no claim. This occurred at an altitude of 21,000 feet. The squadron then continued with the bombers on course without further incidents, making landfall out in the vicinity of Westhoofd at 1252 hours and 27,000 feet. R/T reception was good. A heavy overcast was encountered all over the channel route taken. This was the same over the continent. Visibility over the overcast was very good and there were non-persistent contrails encountered at 22,000 feet. Major Younglas also noted that the e/a he tangled with had a large belly tank on. Our boys came back to us at 1327 hours, and that's all for today folks.

[redacted]

[redacted]

Mission No. 9
January 7, 1944

Field Order No. 215
Penetration Support

Flights:

White	Lt Col Wells	Yellow	Major Younglas
	Lt Voorhees		Lt Pousette
	Lt Sprietsma		Lt Rueschhoff
	Lt Ballinger		Lt Bedford
Red	Lt Schilke	Blue	Capt Frazier
	Lt Schneider		Lt Siegel
	Lt Beach		Lt Perry
	Lt Wilson		Lt Peterson

Our squadron with Lt Col Wells leading took off at 1008 to give penetration support to the bombers who were going to Ludwigshaven, large German chemical plant. 10/10 clouds were observed up to 11,000 feet over the channel increasing up to 18,000 feet over the continent. Clouds were slightly broken and above the clouds the visibility was good. Landfall in was made at approximately 1057 hours in the vicinity of Scheveninger and the height was 26,000 feet. A right turn was made in the vicinity of Vianen and the squadron continued on course. The bombers were observed to be flying on course and in good formation at an altitude of 22,000 feet and the time was 1114 hours. The squadron escorted the bombers along the course for seventeen minutes until 1131 at which time a P-51 Group was observed to make R/V with the bombers. Landfall out was believed to have been made at 26,000 feet, 1158 hours over the Walcheren Islands. Meager to moderate AA was observed at various points along the course and in general was accurate for altitude but inaccurate for direction. AA fire was believed to have come from Rotterdem on the way in and over the Walcheren Islands, on the way out. R/T reception was very good. "C" channel reception was good with some boxes of bombers but weak and not clear with others. A May-day call was heard on "A" channel about 1230-5 while the squadron was on its way home. May-day was heard twice and nothing further. The first two flights, white led by Lt Col Wells and red, led by Lt Schilke were down at Leiston at 1245 hours. The blue flight led by Capt Frazier ran into a little trouble and after finally getting their bearings with a course home degree and hitting the deck, literally, all the way home Capt Frazier and Lt Perry landed at North Weald and after gassing up came home. Lts Peterson and Siegel landed at AAF Station F-161 and did the same as the former two. Yellow flight, led by our CO, Major Younglas weren't as fortunate as the others and after having engine trouble and losing their way ran in to about 8 Me 109s. They were at a very bad altitude as they were about 800 feet circling a grass field that they thought was a Spit fieldwhen they were bounced. Lt Rueschhoff after going through hell and high water, out-maneuvering them finally

[redacted]

[redacted]

got away and landed at Bungay where he re-fueled and came home. Major Younglas, Lts Pousette and Bedford haven't been heard from as yet. We all know they are all right and will probably walk in on us any day. Our little "Wheels" was so hot in the pants he shot up an enemy ship about a mile off the enemy coast.

[redacted]

[redacted]

Mission No. 10
January 11, 1944

Field Order No. 216
Penetration Support

Flights

White	Lt Col Wells	Yellow	Lt Col Wertenbaker
	Lt Rueschhoff		Lt Siegel
	Lt Voorhees		Lt Van Cott
	Lt Ballinger		Lt Wiersema
Red	Lt Schilke	Blue	Capt Stewart
	Lt McCabe		Lt Peterson
	Lt Schneider		Lt Perry
			Lt Arnold

Our squadron, led by Lt Col Wells, was off at 1036 hours. Our mission for the day was penetration support for B-24s. Their target was Braunsweig, large airplane parts factory. Lt Beach scheduled to fly Red 3 did not take off because of mag drop. The overcast was heavy over the channel and the solidness of it went up to 12,000 feet. There were middle clouds, scattered up to 24,000 feet. The squadron made R/V 18 minutes early with the bombers picking them up at 1115 hours before landfall was made and north of Imuiden. Altitude was estimated to be about 24,000 feet. Landfall in could not be given, weather observation preventing figures being given. They stayed with the bombers until 1155 hours on the briefed course, and after being relieved turned and started home. Flying the briefed course the squadron made its way home. Weather observation prevented giving the time and place out of enemy landfall, altitude was about 21,000 feet. R/T reception on "A" channel was jammed but "C" and "D" channels were good. There were no e/a sighted and there was light inaccurate flak over Imuiden and Amsterdam. It was a listless 600 mile ride and the boys were down at 1303 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

Mission No. 11
January 14, 1944

Field Order No. 217
General Area Support

Flights

White	Lt Col Wells	Yellow	Capt Stewart
	Lt Rueschhoff		F/O Korpac
	Lt Voorhees		Lt Perry
	Lt Pool		Lt Wilson
Red	Lt Schilke	Blue	Lt Van Cott
	Lt McCabe		Lt Wiersema
	Lt Siegel		Lt Pedigo
	Lt Schneider		Lt Waters

Sixteen planes, led by Lt Col Wells, took off at 1423. Our squadron was assigned an area along the channel coastal area of France between Ostend and Graveslines to patrol and keep free of enemy fighters, so that the bombers could range over the invasion coast and inland to bomb assigned targets. The course was flown as briefed and landfall in was made at 15,000 feet over Nieuport. The area was patrolled for fifty minutes without event. Twelve enemy planes were seen to take off from an air field about four miles northeast of Hazebrouck, but were not seen afterwards. Our bombers were observed to be bombing with effect south of our area. Heavy barrage type flak was encountered over Lille, and it was said to be very accurate by numerous pilots. Visibility over the continent was excellent. Landfall out was made over Graveslines at 15,000 feet. The squadron with the exception of Lt Van Cott's flight, landed at Leiston at 1617 hours. Lts Van Cott, Wiersema, Pedigo and Waters landed at Manston for re-fueling and then proceeded back to base.

THIS MAP TO BE DESTROYED

[redacted]

Mission No. 12
January 21, 1944

Field Order No. 221
General Area Support

Flights

White	Lt Col Wells	Yellow	Capt Stewart
	Lt McCabe		F/O Korpac
	Lt Sprietsma		Lt Peterson
	Lt Rueschhoff		Lt Arnold
Red	Capt Frazier	Blue	Lt Schilke
	Lt Pool		Lt Beach
	Lt Perry		Lt Pedigo
	Lt Wilson		Lt Siegel

Our squadron led by Lt Col Wells, was off at 1310 hours to provide general area support to the bombers who were attacking the vicinity of Calais. Flying as briefed the squadron made landfall in at Dunkerque at 1346 hours and altitude was 16,000 feet. It was just before Dunkerque the squadron released their belly-tanks and as Lt "little jug-butt" Beach's wouldn't come off he aborted. The squadron proceeded to the assigned area and patrolled it until 1450 hours, at which time the squadron withdrew. They were in the vicinity of Amiens, south of the assigned area and came out over Amiens and Abbeville, making landfall out over Cayeux at 1500 hours and altitude was 18,000 feet. Light inaccurate flak was observed over Abbeville. The small boxes of bombers were in good formation and didn't report trouble at any time. R/T reception was very good and channel "C" was good. The weather over the channel was good as the visibility was excellent and there were no clouds. Over the continent there were scattered clouds, about 5/10, at approximately 18,000 feet increasing to 10/10 as deeper penetration was made. Visibility above the clouds was excellent. While flying at 21,000 feet non-persistent contrails were observed above at approximately 25,000 feet. Four of our boys landed at Manston, Lts "Lil-Alvie" Siegel, "Pete" Peterson, "Tripod" Arnold and "Shilk" Schilke. After refueling they all landed home. Our squadron, officially, was down at 1532 hours, and so ends another "milk-run".

[redacted]

[redacted]

Mission 13
January 24, 1944

Field Order 222
Penetration & General Area Support

Flights

White	Capt Stewart	Yellow	Lt Col Wertenbaker
	Lt Schneider		Lt Wiersema
	Lt Sprietsma		Lt Van Cott
	Lt Rueschhoff		Lt Waters
Red	Capt Frazier	Blue	Lt Schilke
	Lt Pool		Lt Beach
	Lt Perry		Lt Peterson
	Lt Wilson		Lt Arnold

Our squadron, led by our CO, Capt Stewart, took off at 0927 hrs. to provide penetration and area support for our "big friends" who were making Frankfurts marshalling yards their target for the day. Flying as briefed our boys made landfall in at Knocke at 1010 hrs. and altitude was 22,000 ft. After makin a slight left turn the bombers were seen and in good formation. They were escorted beyond the withdrawal point, a solid overcast below made it impossible to determine the point at which the squadron withdrew, but it is believed to have been in the vicinity of St. Vith. On the way out the bombers were observed and escorted toward the coast, where they were left going out to the South of the course being flown by our squadron. Landfall out was made several miles NE of Ostend at 16,000 feet at 1115 hrs. by the leading section and at Knocke at 11,000 feet by the second section. Several explosions were observed in the water about five miles off Knocke and many small vessels were observed several miles off shore. Flak was observed coming from a flak boat just off the coast at Knockeand was described as accurate. Visibility over the channel was good and the overcast over the continent was above 20,000 feet. Visibility was excellent with 7/10 clouds. The overcast which was encountered inland became solid at withdrawal point out. R/T reception was very good on "A" channel. "C" channel was poor with jamming and unintelligible conversation. Our boys completing their second "milk-run" in a row were down at 1155 hrs., so be it.

[redacted]

Mission No. 14
January 25, 1944

Wing Order No. 40
Sweep

Flights

White	Lt Col Wertenbaker	Yellow	Capt Stewart
	Lt Schneider		Lt Pedigo
	Lt Sprietsma		Lt Van Cott
	Lt Rueschhoff		Lt Waters
Red	Capt Frazier	Blue	Lt Schilke
	Lt Pool		Lt Beach
	Lt Voorhees		Lt Peterson
	Lt Ballinger		Lt Arnold

Spare: Lt Wilson

Our boys were up at 1409 hours and were led by Lt Col Wertenbaker. It was a new type of mission for us as there were two other 47 groups dive-bombing north of us and south of us. We went over as a sweep mission and might be added a general area support waiting for bandits to attack the 353rd Group, who were dive-bombing in the north. Landfall in was made at the Hague at 1454 hours, altitude was 22,000 feet. They proceeded on in to Utrecht where the executed a left turn and patrolled around the Zuider Zee. Lt Peterson aborted just after landfall in was made due to stomach cramps at altitude and Lt Wilson filled in. After making a few turns of the patrolled area, Red flight returned to base as Lt Ballinger had engine trouble. The squadron made landfall out north of Ijmuiden at 1546 hours and 21,000 feet. Heavy and accurate flak was observed at the Hague on the way in. R/T reception was fair to good with intense jamming. Over the channel the visibility was unlimited with persistent contrails at 21,000 feet and 7/10 clouds. The continent's weather was practically the same. White, Yellow and Blue Flights were down at 1640 hours and we dashed up to get our blouses on to go to mess.

[redacted]

Mission No. 15
January 28, 1944

Wing Order No. 42
Escort for Thunder-Bombers.

Flights

White	Capt Stewart Lt Schneider Lt Schilke Lt Beach	Yellow	Capt Frazier Lt Pool Lt Pedigo Lt Waters
Red	Lt Sprietsma Lt Ballinger Lt Voorhees Lt Rueschhoff	Blue	Lt Perry Lt Wilson Lt Siegel Lt Peterson

Spares: Lt Wiersema
Lt McCabe

Spotter: Lt Arnold

Our squadron, led by Capt Stewart, was off at 1521 hours, altitude at landfall in was 22,000 feet, overcast preventing time and place but believed to be in the vicinity of Den Helder at 1608 hours. Squadron proceeded on course to Leewarden but overcast prevented them from seeing the target so squadron came out. After they turned pilots flying the rear section spotted two aircraft to their rear at 23,000 feet. These aircraft circled ours and then turned off. They were not within striking distance but were believed to be Focke-Wolfes 190s by our recognition expert Lt Pool. They flew due east as the squadron came out. Landfall out was believed to be on course but several minutes late with altitude 22,000 feet. R/T was fair to good. Weather over the channel and continent was about the same with an overcast 9/10 up to 6,000 to 8,000 feet. Visibility above overcast was excellent, no contrails and that's all kids for today. Ah, yes, down at 1722 hours.

[redacted]

[redacted]

Mission No. 16
January 29, 1944

Field Order No. 226
Penetration Support

Flights

White	Lt Col Wertenbaker	Yellow	Capt Stewart
	Lt Arnold		Lt Ballinger
	Lt Schilke		Lt Sprietsma
	Lt Beach		Lt Voorhees
Red	Capt Frazier	Blue	Lt Van Cott
	Lt Pool		Lt Wiersema
	Lt Pedigo		Lt Perry
	Lt Waters		Lt Peterson

Spares: Lt McCabe
Lt Schneider

Our squadron led by Lt Col Wertenbaker, was up at 0920. Heavy overcast forced Capt Frazier and his Red Flight to abort. Lts Beach and Voorhees also aborted because of belly tank connection trouble. The overcast prevented observation of place or time of landfall in but altitude was about 23,000 feet. Our squadron flying on course R/V with the bombers, who were in good formation, at 1009 hours and 22,000 feet altitude. Overcast made it impossible to recognize the place. It was here Lt Schilke had electrical trouble and aborted with Lt McCabe flying his wing home. Lt McCabe was a spare and filled in for Lt Beach. Lt Schneider the other spare filled in for Lt Voorhees. Squadron made a left turn at 1033 hours and headed home. Time and place of landfall out was not known and the altitude was 20,000 feet. "C" channel was fair and "D" channel excellent. Weather over the channel was a solid overcast from 7 to 800 feet on up to 4000 feet. Visibility above the overcast was excellent. Moderate persistent contrails at 28,000 feet. Continent had same weather conditions. Squadron was down at 1205. With great reluctance I close this narrative of this mission.

[redacted]

[redacted]

Mission No. 17
January 30, 1944

Field Order No. 227
Withdrawal Support

Flights

White	Capt Stewart	Yellow	Capt Frazier
	Lt Wilson		Lt Pool
	Lt Schilke		Lt Siegel
	Lt Beach		Lt Ballinger
Red	Lt Van Cott	Blue	Lt Sprietsma
	Lt Waters		Lt Voorhees
	Lt Pedigo		Lt Perry
	Lt Wiersema		Lt Peterson

Spares: Lt Schneider
Lt Arnold

With Capt Stewart, our CO, leading our boys were up at 1217 hours to provide withdrawal support for the heavies who were taking it out on Brunsweig that day. Flying as briefed we made landfall in at the vicinity of Ijmuiden at 23,000 feet at 1304 hours. Just after the squadron took off Lt Van Cott came back because his prop was out and Lt Pedigo took over the lead of red flight. Lt Schneider filled in red 4. Lt Arnold our other spare filled in with the 365th Squadron. After making landfall in they proceeded on course and as they executed a 180 degree turn they noted the bombers coming out in good formation. They escorted the bombers for about 5 minutes when they engaged Me 109s about 10-15 miles east of Zwolle with the following results:

1 Me 109 destroyed	Lt Schilke
1 Me 109 destroyed	Lt Waters
1 Me 109 destroyed	Lt Wilson
1 Me 109 probably destroyed,	Lt Lawrence W. Pool
1 Me 109 probably destroyed,	Lt "H.J." Schneider
1 Me 109 damaged	Lt "Jawn" Pedigo
1 Me 109 damaged	Lt "Sonny" Ballinger
1 Me 109 damaged	Lt "Winkie Poo" Wilson

The Me 109s approaching from the south were quickly intercepted by our boys with happy results for our boys and a sad day for "Bubbles" Goerring. The squadron was broken up by the battle and came home in bunches. Lt Waters' plane was hit during his encounter and damaged considerably. Landfall out was made at 1405 hours at Ijmuiden at 24,000 feet. The boys saw a B-17 go into the sea and one man was seen on a dinghy. Our boys also escorted a P-38 across the North Sea which had a feathered engine. R/T was good and weather conditions were also favorable. There was excellent visibility with contrails at 23,000 feet, mostly non-persistent. A solid overcast at 5000 feet over the continent extending up to 9000 feet. The squadron was down at 1434 hours and thus we completed our most successful mission to date. Congrats boys!

[redacted]

[redacted]

DECLASSIFIED
DOD DIR 5200.9

RECEIVED
RESEARCH STUDIES
INSTITUTE
USAF
HISTORICAL DIVISION
ARCHIVES BRANCH

DECLASSIFIED
DOD DIR 5200.9

[redacted]

[redacted]

AUTH: [redacted] FW
DATE: 11 Mar 1994
INIT.: [illegible]

367th FIGHTER SQUADRON
APO 638 U. S. Army

B-H1

6 March 1944.

SQ-FI-367-H1
FEB, 1944

Subject: Squadron History.

To: Commanding Officer, 358th Fighter Group, APO 638, U. S. Army.

1. Submitted herewith is Squadron History for month of February, this organization.

a. Organization:

(1) Negative.

b. Strength:

(1) Officers, 37; Enlisted Men, 248.

c. Movement:

(1) Squadron transferred from Eighth Air Force to Ninth Air Force as of 1 February 1944. Physical change of station from AAF Station F-373, Leiston, Suffolk, to AAF Station F-157, Raydon, Suffolk, was accomplished on 31 January 1944.

d. Casualties:

(1) 2nd Lt. Carl E. Shannon, 0-810579, was missing in action off the coast of England on 25 February 1944.

e. Decorations:

(1) 1st Lt. Otto M. Rueschhoff, 0-666993, Captain Edward H. Sprietsma, 0-732392, and 1st Lt. Louis L. Wilson, Jr., were awarded an oak leaf cluster to the air medal, previously awarded.

For the Squadron Commander:

Harvey Hall

HARVEY HALL,
Captain, Air Corps,
Historian.

DECLASSIFIED
DD DIR 5200.9

[redacted]

2844-T

1451

THIS DOCUMENT IS UNCLASSIFIED

[redacted]

Mission No. 18
February 3, 1944

Field Order No. 233
Penetration Support

Flights

White	Lt Col Wertenbaker	Yellow	Capt Stewart
	Lt Peterson		Lt Pedigo
	Lt Sprietsma		Lt Van Cott
	Lt Ballinger		Lt Wiersema
Red	Capt Frazier	Blue	Lt Schilke
	Lt Pool		Lt McCabe
	Lt Rueschhoff		Lt Voorhees
	Lt Arnold		Lt Beach

Spares: Lt Wilson, Lt Schneider
Spotters: Lt Siegel, F/O Korpac

Our squadron led by Lt Col Wertenbaker was off at 0943 hours; flying as pentration support for the heavies who were bombing Wilhelmshaven. Our boys flew as briefed and made landfall in enemy coast in the vicinity of Egmond at 1026 hours at 27,000 feet. They made R/V with the bombers as briefed at 22,000 to 27,000 feet, and were in good formation. It was just before this that Lt Beach aborted because of oil on his windshield and Lt Schneider filled in blue 4. Lt Col Wertenbaker was an early return because of turbo trouble and Capt Stewart led our squadron and Lt "Winkie Poo" Wilson filled in yellow 4. They escorted bombers until 1120 hours and then headed home. Landfall out was made at Ijmuiden at 26,000 feet and 1125 hours. R/T reception was good and continued that way until bombers left and then there was intense jamming. The weather over the continent and channel was the same with clouds up to 27,000 feet. Visibility was excellent and below it was poor. There were moderate persistent contrails starting at 26,000 feet. Lts Schilke, McCabe, Voorhees and Schneider landed at Halesworth as Lt Schilke had an oil leak. Our squadron was down at 1230 hours and the Halesworth visitors just came in at 1425 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 19
February 4, 1944

Field Order No. 234
Penetration Support

Flights

White	Lt Col Wells	Yellow	Capt Frazier
	Lt Siegel		Lt Pool
	Lt Schilke		Lt Van Cott
	Lt McCabe		Lt Schneider
Red	Lt Sprietsma	Blue	Lt Perry
	F/O Korpac		Lt Peterson
	Lt Voorhees		Lt Rueschhoff
	Lt Beach		Lt Wilson

Spares: Lt Pedigo
Lt Wiersema

Our squadron took off at 1056 hours, led by Lt Col Wells, to provide penetration escort for the "big friends" who were after Frankfurt today. It was on the take-off that Lt Lawrence Wade Pool's loose canopy broke and as it slid back hit him on the head and cracked his right lens of his goggles--he wasn't injured, with the exception of several pieces of glass in his eye and returned to base. Lt Pedigo filled in for him in yellow 2. The squadron continued on course and just before landfall in enemy coast Lt Schilke had to abort because of an oil leak. Lt Wiersema filled in white 3. The boys made landfall in on course at 24,000 feet at 1130 hours. Bombers were seen to the left and R/V was made after overtaking the bombers at 1139 hours--4 minutes late. They escorted the bombers from turn-about to 1155 hours without making contact of any kind with e/a. They left the bombers in the vicinity of Genmen. They made another left turn at 1212 hours, and made landfall out of the enemy coast just south of the Hook at 20,000 feet and 1232 hours. R/T reception was good. The weather over the channel--there were broken clouds, about 4/10 to 5/10 with excellent visibility. There was an overcast over the continent up to 20,000 feet with excellent visibility. It might be noted that the wind reached a velocity of 180 MPH, which is really blowing. The trip across was uneventful but there was a happier return as our three flight leaders had their Captaincy come. Three congrats to Capts Schilke, Sprietsma and Van Cott. Our boys were down at 1314 hours, and that's all folks.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 20
February 5, 1944

Field Order No. 235
General Area Support

Flights

White	Lt Col Wells F/O Korpac Capt Sprietsma Lt Rueschhoff	Yellow	Capt Frazier Lt Pool Lt Peterson Lt Arnold
Red	Capt Van Cott Lt Wiersema Lt Pedigo Lt Wilson	Blue	Capt Schilke Lt Beach Lt Siegel Lt Schneider
Green	Lt Perry Lt Voorhees Lt McCabe		

Our squadron, with Lt Col Wells leading, was up at 1036 hours. We were general area support for the heavies who were bombing the towns of Le Mans and Orleans in France. The squadron made landfall in a little off course but time was as briefed. St Valery was the place and time was 1109 hours. Altitude was 22,000 feet. They proceeded inland and picked the bombers up near Chartes at 1130 hours and 20,000 feet. They stayed with the bombers until 1210 hours and left them in the vicinity of Vernon. We made landfall out south of Dieppe at 1226 hours and 18,000 feet altitude. There was about 8/10 overcast over the channel and 3/10 to 5/10 overcast over the continent; visibility was fair and there were light persistent contrails about 18,000 feet. R/T was good and there was a slight jamming on "C" channel. Our boys were down at 1328 hours. A plug for the engineering officer--19 planes up--no early returns, no aborts--nice work.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 21
February 6, 1944

Field Order No. 236
Penetration Support

Flights

White	Lt Col Wells	Yellow	Capt Frazier
	Lt Schneider		Lt Pool
	Capt Sprietsma		Lt Peterson
	Lt Hollaway		Lt Arnold
Red	Capt Van Cott	Blue	Lt Perry
	Lt Waters		Lt Beach
	Lt Pedigo		Lt Voorhees
	Lt McCabe		Lt Siegel

Spare: F/O Korpac

Our boys were up and at them for the fourth straight day and with Lt Col Wells leading were up at 0953 hours. They made landfall in the enemy coast at St Inglevert at 1029 hours at 16,000 feet. It was here F/O Korpac, the spare, came home. The squadron proceeded to R/V with the bombers and at 1034 hours and 20,000 feet contacted them in the vicinity of Hornoy. The squadron proceeded on course and bandits were reported to the south about 6000 feet above us. They dove down and Col Wells executed a right turn and started to climb in to them; they rolled over and continued their dive--the boys broke in an irregular pattern and the FW 190s made their pass. Lts Siegel, Peterson and Arnold fired their guns with Arnold making the claim of 1 FW 190 probably destroyed. The squadron made landfall out in the vicinity of Bercks sur-mer at 1147 hours and 16,000 feet. R/T was good. There were 6/10 clouds over the channel with excellent visibility above the clouds with the same over the continent. They came home at 1218 hours.

[redacted]

THIS DOCUMENT IS UNCLASSIFIED

[redacted]

Mission No. 22
February 8, 1944

Field Order No. 23
Penetration Support

Flights

White	Capt Frazier Lt Libertore Lt Siegel Lt Hollaway	Yellow	Capt Schilke Lt McCabe Lt Beach Lt Schneider
Red	Capt Van Cott Lt Waters Lt Pedigo F/O Korpac	Blue	Capt Stewart Capt Sherman Lt Peterson Lt Arnold

Spares: Capt Sprietsma
Lt Ballinger

Captain Frazier lead the squadron off at 0925 hours. Lt Waters had mag trouble and did not get off. Capt Sprietsma filled in Red two. Landfall in enemy coast was made just north of Cayeux at 1018 hours, at an altitude of 27,000 feet. R/V with the bombers was made northwest of Amiens at 1022 hours. Several stragglers were observed and bombers were not in the usual close formation. Lt Beach's engine was cutting out and he returned to base just before this time. Lt Siegel also had the same trouble and returned with Lt Hollaway as escort. Escort was provided along the briefed course until about 1040 hours when some bombers were observed to turn left and apparently abort. These bombers were escorted out along a courseof 300 degrees until they were left in the vicinity of Valenciennes at 1104 hours. While escorting in the vicinity of Fournies one B-17 was observed to explode and four chutes were seen. 1 T/E e/a and 3 190s were observed in this vicinity. The FW 190s bounced the squadron from the rear and above but did not press an attack. Landfall was made at Ambletense at 12,000 feet at 1122 hours. Lt Schneider moved up to yellow three and P. R. Ballinger filled in yellow four, when Lt Beach returned home.
R/T was good with little jamming.
Weather: 2/10 -4 /10 clouds over the channel at 6000 feet, increased to 8/10 over continent. Excellent visibility.

[redacted]

[redacted]

Mission No. 23
February 11, 1944

Field Order No. 240
Penetration Support

Flights

White	Lt Col Wertenbaker Col Meyer Lt Siegel Lt Schneider	Yellow	Capt Sprietsma Lt Hollaway Lt Voorhees F/O Korpac
Red	Capt Van Cott Lt Waters Lt Pedigo Lt Libertore	Blue	Lt Perry Lt Parrish Lt Pool Lt Ballinger
Green	Capt Stewart Capt Sherman Capt Schilke Lt McCabe	Spares	Lt Wiersema Lt Beach Lt Wilson

Our squadron was up at 0942 hours, led by Lt Col Wertenbaker. They were providing penetration support for 400 heavies who were bombing Frankfurt. There were 900 fighters in the show making a total of 1300 a/c. Landfall in the enemy coast was made west of Ostend at 23,000 feet and at 1025 hours. We R/V with the bombers at this point, which was early, and escorted them until 1105 hours without any activity. They withdrew southwest of Liege and their altitude was 27,000 feet. Just southwest of the withdrawal point with the bombers several Me 109s were observed in a dog-fight with a group of P-47s having red, yellow and blue noses. Landfall out was made at Calais at 1130 hours and at 22,000 feet. Green flight of the "bouncing" squadron made landfall out at Knocke. Lt Voorhees aborted just after R/V was made because of mechanical trouble and his wingman F/O Korpac escorted him back. The spares Lts Wiersema and Beach returned just after landfall in was made. Lt Wilson filled in with the 366th Green flight of the bouncing squadron and went all the way. R/T was good on "A" channel with slight jamming. "C" channel had noise and intense jamming. Over the channel there was excellent visibility with 6 to 8/10 low clouds up to 8000 feet. High overcast over enemy coast at 20,000 feet which broke up as the squadron penetrated in the enemy territory. There was excellent visibility above the clouds at all times. There were moderate persistent contrails at 25,000 feet. In what proved to be an uneventful mission our boys were down at 1206 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 24
February 20, 1944

Field Order No. 245
Penetration Support

Flights

White	Capt Schilke	Yellow	Capt Sprietsma
	Lt Malone		Lt Preston
	Lt Voorhees		Lt Pool
	Lt Holloway		Lt McCabe
Red	Capt Van Cott	Blue	Lt Perry
	Lt Wiersema		Lt Shannon
	Lt Siegel		Lt Wilson
	Lt Ballinger		Lt Schneider

Spares: Lt Arnold
Lt Parrish

Our squadron was up at 1115 hours for our first mission in eight days. They were led by Capt Schilke, our new operations Officer. We were penetration support for our "big friends" who were attacking various type targets in Germany. Lt Pool didn't get off the ground because of battery trouble and Lt Arnold filled in yellow 4 as Lt McCabe slid up to yellow 3. Flying the briefed course we made landfall in the enemy coast at Zandfort at 23,000 feet and 1206 hours. R/V with bombers was made about a minute early at 1232 hours in the vicinity of Hardenberg and the altitude was 24,000 feet. The formation of the bombers was good with the boxes slightly spread. They escorted the big friends until 1245 hours without any unusual occurances--they withdrew south of Dummer Lake still at 24,000 feet. It was along this course, in the vicinity of Osnabruck, intense and accurate flak was observed. Landfall out was made at 1319 hours at 16,000 feet in the vicinity of Katwijk ann Zee. There was slight jamming on the R/T. Over the channel there was 4/10 to 6/10 clouds with the base being at 4,000 feet and ceiling was 6000 feet. Over the continent it increased to 6/10 to 8/10 and at 7000 feet visibility above this was good and there was just a slight haze. There were non-persistent contrails at 24,000 feet. Our boys were back with us in good order and at 1405 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 25
February 21, 1944

Field Order No. 246
Penetration Support

Flights

White	Capt Stewart	Yellow	Capt Van Cott
	Lt Arnold		Lt Preston
	Lt Voorhees		Lt Wiersema
	F/O Korpac		Lt Libertore
Red	Lt Perry	Blue	Lt Pool
	Lt Shannon		Lt Schneider
	Lt Wilson		Lt Siegel
	Lt Parrish		Lt Ballinger

Spares: Lt Malone
Lt McCabe
Spotter: Capt Schilke

Captain Stewart lead the squadron off at 1219 hours, and our boys made landfall in the enemy coast at Ijmuiden at 26,000 feet at 1317 hours. Lt Siegel aborted due to aileron malfunction, and his position, blue three, was filled in by Lt Ballinger. Lt Malone filled in blue four. Lt McCabe the other spare returned as the squadron made landfall in enemy coast. R/V with the bombers was made at 1328 hours on course. The bombers were in good formation, stacked between 24,000 and 25,000 feet. and were escorted uneventfully along the briefed course until 1354 hours, when our squadron withdrew. Overcasts prevented determining the point of withdrawal. Landfall out was at Zandvoort at 1419 hours at 20,000 feet. R/T was good, with a slight jamming inland.. Over the channel 10/10 clouds with base at 3000 feet and top at 6000 feet. Non-persistent contrails at 24,000 feet. 8/10 clouds over continent increased to 10/10 to the south and decreased to 5/10 to the north. Visibility was excellent. On this mission Capt Schilke was a spotter, something new for him. Another mission done, and another day nearer victory.--Squadron down at 1506 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 26
February 22, 1944

Field Order No. 247
Penetration Support

Flights

White	Capt Stewart	Yellow	Lt Perry
	Lt Parrish		Lt Shannon
	Lt Voorhees		Lt Wilson
	Lt Libertore		Lt Arnold
Red	Capt Van Cott	Blue	Capt Schilke
	Lt Preston		Lt Malone
	Lt Wiersema		Lt Pedigo
	Capt Sherman		Lt McCabe

Spares: Lt Schneider
F/O Korpac

Our squadron, with Capt Stewart leading, was off again at 1115 hours, again escorting heavies to points in Germany. This was the third mission in as many days. Landfall in the enemy coast was made at Noordwal at 27,000 feet and at 1213 hours. Lt Schneider and F/O Korpac, who were spares, returned after making landfall in the enemy coast. Just after the spares had left, Lt Wiersema's plane began to cut out--supercharger regulator failed--and he had to return home, being escorted back by Capt Sherman. R/V with the bombers was made on course at 1229 hours and at 26,000 feet. The bombers in good formation were escorted uneventfully until 1254 hours; the squadron then withdrew in the vicinity of Borken. Landfall out was at Noordwal at 1311 hours at 22,000 feet. On this trip no e/a were seen, and no unusual flak encountered. R/T was good. Over the channel were 10/10 clouds with base at 2000 feet, and top of first layer at 7000 feet. Broken clouds layers up to 20,000 feet. Restricted visibility. The visibility above 20,000 feet was excellent. Persistent contrails were above 15,000 feet. 2/10 clouds were over the continent with excellent visibility above. Another good days work done. The squadron landing at 1352 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 27.
February 24, 1944

Field Order No. 250
Withdrawal Support.

Flights

White	Capt Stewart	Yellow	Capt Van Cott
	Lt Ballinger		Lt Libertore
	Lt Voorhees		Lt Pedigo
	Lt Schneider		Lt Wiersema
Red	Lt Perry	Blue	Capt Schilke
	Lt Peterson		Lt Waters
	Lt Wilson		Lt Pool
	Lt Arnold		Lt McCabe

Spares: Lt Beach
Capt Sherman

Our squadron, led by our CO, Capt Stewart, was up at 1308 hours. We were providing withdrawal support for our "big friends" who were blasting Gotha, large airplane parts factories. Lt Voorhees didn't get off of the ground because of a flat tire, which was obtained while taxing. Landfall in the enemy coast was made at Knocke, at 1353 hours, and 24,000 feet. The bombers were observed at 10 o'clock and about ten minutes ahead of schedule. A Call was put in by the bombers that they were under attack by e/a, but even though our boys fire-walled everything the e/a were gone by the time they arrived. Lt Wiersema aborted because of supercharger trouble just before landfall in was made. R/V was made with the bombers after Tirlemont at 1425 hours in the vicinity of Huy. There were several stragglers in the bomber formation, but on a whole it was good. The bombers were escorted all the way out of the enemy territory without sighting any e/a of any type. Our boys after escorting this box of B 17s out, went back in and escorted another box out. Landfall out was made at 1505 hours at Furnes, and 22,000 feet, altitude. There was heavy barrage type of flak at Brussels and was listed as accurate. R/T was good with no jamming on "A" channel and intense constant jamming on "C" channel. Over the channel there were no clouds and this pertained to the continent too. There were light non-persistent contrails at 26,000 feet, and there was a slight haze over the continent. A mission, which was by far the best job of escorting bombers yet seen, our boys were down at 1534.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 28
February 25, 1944

Field Order No. 251
Withdrawal Support

Flights

White	Capt Stewart	Yellow	Capt Van Cott
	Lt Preston		Lt Waters
	Lt Beach		Lt Pedigo
	Lt Parrish		Lt Wiersema
Red	Lt Voorhees	Blue	Lt Pool
	Lt Shannon		Lt Malone
	Lt Wilson		Lt Peterson
	F/O Korpac		Lt Libertore

Spares: Lt Arnold
Lt Ballinger
Forward Relay: Lt Schneider
Spotter: Capt Schwellenback

Led by Capt Stewart our squadron was up at 1358 hours. Lt Arnold, one of our spares, lost the boys through the overcast and after trying to catch up couldn't and came back home. Lt Shannon, flying red 2, was contacted after the squadron went through the overcast but was not heard from, and is an NYR. The squadron continued on the briefed course and made landfall in the enemy coast at Ostend at 18,000 feet, and 1441 hours. R/V was made with the bombers at Arlon, eight minutes early at 1521 hours. Lt Ballinger filled in white 4 when Lt Parrish had to return because of his oxygen regulator being out. The bombers were in good formation and were escorted by our boys until we withdrew at 1602 hours in the vicinity of Amiens at 21,000 feet. At this point the Spitfires were observed to pick up the bombers. Landfall out was made at Pointe Haut Banc, at 1622 hours, and 12,000 feet. R/T was recorded as good with slight jamming. Over the channel there was 10/10 clouds with the base at 2,000 feet and top at 4,000 feet. The visibility above this was good. As the squadron penetrated the continent the 10/10 clouds cleared to nil. Horizontal visibility was restricted by a slight haze. Vertical visibility was excellent. The boys were down at 1647 hours, and another very successful escort job has been completed.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 29
February 29, 1944

Field Order No. 255
Withdrawal Support

Flights

White	Capt Stewart	Yellow	Capt Van Cott
	Lt Malone		Lt Preston
	Lt Siegel		Lt Schneider
	Lt Beach		Lt Waters
Red	Lt Perry	Blue	Lt Voorhees
	Lt Parrish		F/O Korpac
	Lt Peterson		Lt Pedigo
	Lt Arnold		Lt Libertore

Spares: Capt Sherman
Lt McCabe

Our squadron, led by Capt Stewart, was up at 1038 hours. We were providing middle cover for our "big friends" who were plastering Brunsweig today. Flying the briefed course, we made landfall in south of Ijmuiden at 1131 hours, and at 26,000 feet. Continuing on in the continent the squadron spotted the bombers who were in very good formation and R/V was made at Lingen, at 1157 hours and 26,000 feet. The bombers were escorted out of enemy territory to the coast uneventfully and one straggler was given special attention and escorted out to the enemy coast. Landfall out was made north of Ijmuiden, at 1252 hours and 15,000 feet. Aborts were numerous as Lt Malone came back immediately after take-off because of an oil leak. Capt Sherman filling in white 2. Lt Waters, flying yellow 4, had engine trouble just before R/V was made and all of yellow flight came back with him. Lt Beach had an oil leak a little before R/V and returned with Lt Siegel, his element leader, providing the escort. R/T on "A" channel, there was slight jamming and was reported fair to good. "C" channel was good to very good. There were 5/10 clouds over the channel with a slight haze below. Visibility was good and there light non-persistent contrails at 22,000 feet and starting at 24,000 feet they were moderately persistent. Over the continent the clouds were about 3/10 to 4/10. Our boys continuing their excellent escort of the bombers were down at 1329 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

DECLASSIFIED
DOD DIR 5200.9

RETURN TO
RESEARCH STUDIES
INSTITUTE
U.S.A.F.
HISTORICAL DIVISION
ARCHIVES BRANCH

DECLASSIFIED
DOD DIR 5200.9

MICROFILMED

[redacted]

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

[redacted]
AUTH: 20
DATE: 3 April 44
INIT: [illegible]

367th FIGHTER SQUADRON
APO 595 U. S. Army

B/H/2

3 April 44.

SR-FI-367-HI
MARS 1944

SUBJECT: Squadron History.

UNCLASSIFIED
DOD DIR 5200.9

TO : Commanding Officer, 358th Fighter Group, APO 595, U. S. Army.
(Attn: S-2)

1. Submitted herewith is Squadron History for month of March, this organization.

a. Organization:

(1) Unit is being reorganized under the new T/O number 1-27, dated 22 December 1943

(a) This T/O provides for another flight (total four) plus a combat section which increases the authorized officer strength to 51.

(b) The enlisted strength authorized under this new T/O is 245 plus 2 additional mess personnel in the combat section, bringing the total authorized enlisted strength to 247.

b. Strength:

(1) Officers, 35; Enlisted men, 240.

c. Movement:

(1) Negative.

d. Casualties:

(1) Flight Officer Edward P. Korpac, T-122308, was accidentally killed on a routine aerial flight over England, 4 March 1944.

e. Decorations:

(1) Capts James C. Stewart, 0-366788, Clarence E. Van Cott, 0-732409, 1st Lieuts. Lawrence W. Pool, 0-666576, Alen V. Voorhees, 0-666590, Alvin W. Siegel, 0-732385, John H. Pedigo, 0-666985, 2nd Lieuts. John A. Wiersema, 0-732423, James J. McCabe, 0-671484, Victor (NMI) Beach, 0-522154, Robert (NMI) Schneider, 0-671777, Milford C. Peterson, 0-522319, Max C. Arnold, 0-673296, were awarded a bronze oak leaf cluster to the air medal preficusly awarded.

(2) Capts James F. Schilke, 0-666998, Edward H. Sprietsma, 0-732392, Clarence E. VanCott, 0-793409, 1st Lieuts Alfred W. Perry, 0-793529, Louis L. Wilson Jr., 0-25623, John H. Pedigo, 0-666985, 2nd Lieuts James J. McCabe, 0-672636, Milford C. Peterson, 0-522319, Robert (NMI) Schneider, 0-671777, were awarded second bronze oak leaf cluster to the air medal previously awarded.

f. Remarks:

(1) Confirmation of two enemy aircraft previously reported destroyed, was received.

For the Squadron Commander:

UNCLASSIFIED
DOD DIR 5200.9

Harvey Hall
HARVEY HALL,
Capt., Air Corps,
Historian.

Incl #4

THIS PAGE IS UNCLASSIFIED

[redacted]

[redacted]
AUTH:
DATE:
INIT:

[redacted]

367TH FIGHTER SQUADRON
Office of the Intelligence Officer
APO 595 U.S. Army

1 April 1944.

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, AAF Station F-157, APO 595, U. S. Army.

In accordance with IX Fighter Command Memorandum 20-4, dated 22 Dec 1943, attached hereto is History of the 367th Fighter Squadron for the month of March 1944.

For the Squadron Commander:

Ralph F. Palaia RMB
RALPH F. PALAIA,
1st Lt., Air Corps,
Unit Operational Historian.

1 Incl: Incl 1 - Sq His, Mar 1944.

[redacted]

1324

THIS DOCUMENT IS UNCLASSIFIED

[redacted]

Mission No. 30
March 2, 1944

Field Order No. 65
Penetration Support

Flights

White	Capt Stewart	Yellow	Capt Schilke
	F/O Korpac		Capt Sherman
	Lt Pedigo		Lt Voorhees
	Lt Libertore		Lt Siegel
Red	Lt Perry	Blue	Capt Van Cott
	Lt McCabe		Lt Waters
	Lt Peterson		Lt Beach
	Lt Arnold		Lt Ballinger

Spare: Lt Preston

Captain Stewart led our squadron again today and we were up at 1024 hours, providing penetration support for the "big friends" who were taking it out on Frankfurt. We made landfall in at Dunkirk at 1104 hours and 22,000 feet. Flying the briefed course on in the continent we R/V with the bombers, who were in good formation, west of Fournies, at 1124 hours and 29,000 feet. We escorted them uneventfully to the withdrawal point which was south of St. Vith at 1140 hours. The squadron then made a left turn and started home. Landfall out was made at Ostend at 1223 hours, and 20,000 feet. We had seven aborts today at Lt Ballinger's plane had prop trouble and when he aborted, Lt Preston filled in Blue 4. Lt Libertore contracted cramps just before landfall in the enemy coast and he came home with Lt Pedigo escorting him. Just as R/V was made Capt Van Cott and Lt Perry had engine trouble and they aborted with Lts Waters and McCabe their escort. R/T on "A" channel , there was slight jamming and was fair to good. "C" channel was reported as having moderate jamming and was fair. Weather: Over the channel there was 3/10 to 4/10 thin wispy clouds at 5 to 20,000 feet. Visibility was excellent and there were persistent contrails starting at 24,000 feet. Continent had about 7 to 8/10 clouds and there was restricted horizontal visibility because of a slight haze. Our boys completing their 30th mission, were down at 1304 hours.

[redacted]

1324

THIS PAGE IS UNCLASSIFIED

SECRET

Mission No. 31
March 3, 1944

Field Order No. 67
Withdrawal Support

Flights

White	Capt Schilke	Yellow	Capt Van Cott
	Capt Sherman		Lt Preston
	Lt Voorhees		Lt Pedigo
	Lt Hollaway		Lt Ballinger
Red	Lt Perry	Blue	Lt Pool
	Lt Parish		Lt McCabe
	Lt Peterson		Lt Siegel
	Lt Arnold		F/O Korpac

Relay: Lt Ognisty

After being completely briefed for a withdrawal escort mission for the heavies, who were attacking Berlin, our boys were recalled before they could take off, and were re-briefed for a withdrawal up in the northern part of the continent. We were led by Capt Schilke, and were up at 1327 hours. As altitude was being made F/O Korpac had to abort because his fuel gage regulator was fluctuating improperly. The squadron flew the briefed course and made landfall in at Den Helder, at 1425 hours and 24,000 ft. They continued on course until the fighter recall was given and then they did a 180 degree turn north of Oldenburg and started home. Lt Perry had to abort after the squadron passed over the Zuider Zee, his aileron froze forcing him to come back, Lt Parrish came back as his escort. Landfall out was made at Egmond, at 1542 hours and 20,000 feet. The bombers were not seen and could not be reached on "C" channe. Heavy accurate flak was encountered at Emden between 23,000 and 24,000 feet. R/T was classified as good. Over the channel there were 7/10 clouds with a base at 3,000 feet and tops at 15,000 feet. Horizontal and vertical visibility was excellent. There were non-persistent contrails at 18,000 feet. Over the continent there were 7/10 clouds with tops at 18,000 feet. The boys were down at 1608 hours.

SECRET

1327

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 32
March 4, 1944

Field Order No. 68
Withdrawal Support

Flights

White	Capt Schilke	Yellow	Capt Van Cott
	Capt Sherman		Lt Preston
	Lt Voorhees		Lt Pedigo
	Lt Hollaway		Lt Libertore
Red	Lt Perry	Blue	Lt Pool
	Lt Parrish		Lt Beach
	Lt Peterson		Lt Siegel
	Lt Arnold		Lt Schneider

Spare: Lt Ballinger

Capt Schilke led our squadron off at 1425 hours and today our squadron is providing withdrawal support for the heavies who were bombing Berlin. Landfall in was made in the vicinity of Knocke at 1504 hours, and 25,000 feet. Flying on course toward the R/V point Lts Beach and Siegel had their enginecut out so they started home. At that time Lt Pool, the flight leader, had his prop go out so he came home with them, with Lt Schneider as escort. Lt Ballinger filled in with Barnshoe Red 4, which is the 365th Squadron. We passed R/V point without seeing the bombers at all and a turn was made to the left. It was at this point when our boys received heavy accurate flak by getting too close to "flak happy valley." Coming out the boys noticed quite a few aircraft on the field at Antwerp. Heavy accurate flak was also received at Antwerp. Landfall out was made over Knocke, at 1627 hours, and 26,000 feet. R/T was good with slight jamming. Over the channel the weather was 6/10 to 8/10 with the base at 3,000 feet and top at 20,000 feet. Visibility was excellent. There were non-persistent contrails at 20,000 feet, and were moderate persistent at 25,000 feet. Over the continent there were 9/10 clouds with tops at 20,000 feet. Visibility was good. Boys were down intact at 1701 hours.

1324

[redacted]

[redacted]

Mission No. 33
March 6, 1944

Field Order No. 70
Penetration Support

First Effort

Flights

White	Capt Stewart	Yellow	Capt Schilke
	Capt Sherman		Lt Wiersema
	Lt Pool		Lt Pedigo
	Lt Beach		Lt Libertore
Red	Capt Van Cott	Blue	Lt Voorhees
	Lt Parrish		Lt Hollaway
	Lt Wilson		Lt Peterson
	Lt Arnold		Lt Ballinger

Spare: Lt Siegel

Capt Stewart led the squadron off at 1000 hours on the first effort of a scheduled two mission day. We are to provide penetration support to heavy bombers attacking Berlin. Seventeen planes were air-borne but Lt Beach aborted shortly after take off due to landing gear trouble, and his position was filled by Lt Siegel. The squadron made landfall in at Ijmuiden and R/V with bombers several later at Zwolle at 26,000 feet. The escort was uneventful and penetration was made to the vicinity of Dummer Lake where a 180 degree turn was executed and we withdrew. Landfall out was made at Noordwick-an-zee at 1158 hours at 21,000 feet. An unidentified aircraft with elliptical wings was observed to pass over our formation as landfall in was made. One balloon was seen north of Meppel above the cloud. R/T was good. Visibility over the channel was good above the 6/10 clouds cover. Over the continent there were 3/10 clouds with top at 5,000 feet. Air to air visibility was excellent. The squadron landed at base at 1237. The boys are in good spirits and looking forward to the next mission in one-half hour, when they expect to see more action.

[redacted]

1324

1472

THIS DOCUMENT CONTAINS CLASSIFIED

[redacted]

Mission No. 34
March 6, 1944

Field Order No. 70
General Area Support

Second Effort

Flights

White	Capt Stewart	Yellow	Capt Schilke
	Capt Sherman		Lt Beach
	Lt Pool		Lt Pedigo
	Lt Siegel		Lt Libertore
Red	Lt Perry	Blue	Lt Voorhees
	Lt Parrish		Lt Hollaway
	Lt Wilson		Lt Peterson
	Lt Arnold		Lt Ballinger

Spare: Lt Wiersema

With one mission already under their belts, today, the squadron took off at 1342 hours with Capt Stewart leading, to provide general area support for the heavies withdrawing from Berlin. Landfall in was made at the Hook at 1425 hours, where squadron made a right turn and flew south for several minutes. Another turn was made and a northeast course flown until R/V was effected in vicinity of Zwolle. The bombers were escorted to Egmond without incident. A B-24 was seen headed toward enemy coast, and when contacted on the radio said that it was low on gas and couldn't make it, and was continuing on a course of 120 degrees as far as possible. Another B-24 was escorted over the north Sea until about 15 miles from the English coast--ten chutes were seen to come from this aircraft. Capt Sherman indicated the position of onecrew member in the water to a rescue launch and rescue was observed. Other members of the crew were also seen to be picked up by this launch. A B-17 with one engine out was escorted to mid-channel. R/T was good. Excessive talking was heard on "C" channel. Over the channel there were 4/10 clouds with base at 3,000 feet and top at 4,000 feet with excellent visibility. Over the continent there were 9/10 clouds with top at 5,000 feet, and restricted visibility. The boys were down at 1617 hours, and there was a great deal of disappointment that the elusive enemy was once again conspicious by his absence.

[redacted]

1324

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 35
March 8, 1944

Field Order No. 73
Penetration Support

First Effort

Flights

White	Capt Stewart	Yellow	Capt Schilke
	Lt Ognisty		Lt Malone
	Lt Voorhees		Lt Pedigo
	Lt Hollaway		Lt Peterson
Red	Lt Perry	Blue	Lt Pool
	Lt Parrish		Lt Alward
	Lt Wilson		Lt Siegel
	Lt Arnold		Lt Wiersema

Relay: Lt Ballinger
Spare: Capt Sherman

Leading our squadron off at 1059 hours, Capt Stewart climbed to altitude and we were off to give penetration support to the bombers who were after Berlin again. Landfall in was made at Ijmuiden at 1158 hours and 25,000 feet. After they were in the continent the bombers were observed to the north and a left turn was executed and we made R/V with them at 1210 hours at 25,000 feet, in the vicinity of Bergen. The bombers were in good formation and were escorted uneventfully until 1239 hours when the squadron withdrew in the vicinity of Dummer Lake, at 26,000 feet; landfall out was made north of the Hague at 1254 hours, and 22,000 feet. No E/A were observed at all. R/T was good with moderate jamming. Over the channel there were 6/10 clouds with tops about 4500 to 5000 feet. Over the continent the 6/10 clouds cleared to 0/10 in the area of withdrawal. The visibility was excellent and there wer N/P contrails at 26,000 feet. Our boys were down at 1332 hours.

[redacted]

[redacted]

Mission No. 36
March 8, 1944

Field Order No. 73
Withdrawal Support

Second Effort

Flights

White	Capt Stewart	Yellow	Capt Schilke
	Lt Ognisty		Capt Sherman
	Lt Voorhees		Lt Pedigo
	Lt Hollaway		Lt Ballinger
Red	Lt Perry	Blue	Lt Pool
	Lt Peterson		Lt Alward
	Lt Wilson		Lt Siegel
	Lt Arnold		Lt Wiersema

Taking off for the second mission in one day, Capt Stewart led the squadron off at 1440 hours, to provide withdrawal support for our "big friends" who were on their way out after bombing Berlin. We made L/F in the enemy coast at Westhoofd at 1534 hours and 17,000 feet. R/V with the bombers was made in the vicinity of Meppel, at 1604 hours and 17,000 feet. We escorted them uneventfully out of the enemy coast and L/F out was made at Ijmuiden at 1643 hours and 10,000 feet. Our boys reported over the North Sea they saw a box of B 17s make a 180 degree turn back toward the enemy coast, with no apparent reason. It was west of Egmond. On the way out, off the coast at Orfordness, a red nose P 47 was observed to dive into the clouds; pilot was seen to bail out, but a chute was not seen. R/T was good. There were 10/10 clouds all the way over the channel with tops at 4000 to 5000 feet. Visibility was was fair. There were broken clouds over the continent with persistent contrails at 27,000 feet. Red flight, led by Lt Perry, aborted. As they were going through the overcast they suddenly realized they were in a diving turn and as they pulled out, three members of the flight broke belly tank connections, so they all returned to base. Lt Wilson didn't break his belly tank connection, but came back as escort. The squadron after completing their second mission were down at 1714 hours.

[redacted]

Mission No. 37
March 9, 1944

Field Order No. 74
Penetration Support

Flights

White	Lt Col Wertenbaker	Yellow	Capt Schilke
	Lt Ognisty		Capt Sherman
	Lt Perry		Lt Pedigo
	Lt Peterson		Lt Ballinger
Red	Capt Stewart	Blue	Lt Pool
	Lt Hollaway		Lt Alward
	Lt Voorhees		Lt Rueschhoff
	Lt Arnold		Lt Wiersema

Relay: Lt Siegel
Spare: Lt Wilson

The squadron, led by Lt Col Wertenbaker, was up at 1004 hours to provide penetration support for the heavies who were going into northern Berlin today. Right after take off Lt Pool's engine cut out at 300 feet. He kept working on it and finally got enough power in it to circle and make a landing. His flight tried to make it through the overcast, but separated and also returned to base. The squadron continued on the briefed course and solid overcast prevented a knowledge of L/F in, R/V with bombers, or withdrawal point. The bombers were observed to the north and a left turn was executed and R/V was made about four minutes later. The bombers were in good formation and were at 25,000 feet. They were recognized at B-24s of the 3rd Task Force and they were escorted out uneventfully for a period of 20 minutes, squadron withdrew after that time. The squadron was over the base at 1225 hours and 16,000 feet, and from then until time down they were letting down through the overcast. R/T was good with moderate jamming. "C" channel was clear. The channel had 10/10 clouds with a 1500 ft. base and top at 3,000 feet. Visibility was very good above the tops of the clouds. There was a second layer of broken clouds about 8/10 which had a base at 15,000 feet, and tops at 16,000 feet. There were N/P contrails at 28,000 feet. Weather was definitely on the "stinking" side and it was a good mission, to have behind us. Boys were down at 1302 hours.

THIS DOCUMENT IS DOWNGRADED

[redacted]

Mission No. 38
March 15, 1944

Field Order No. 80
Penetration Support

1st Effort

Flights

White	Capt Stewart	Yellow	Capt Schilke
	Lt Ognisty		Lt Ballinger
	Lt Wilson		Lt Pedigo
	Lt Wiersema		Lt Arnold
Red	Capt Sprietsma	Blue	Lt Pool
	Lt Hollaway		Lt Libertore
	Lt Rueschhoff		Lt Perry
	Lt Siegel		Lt McCabe

Spares: Lt Beach
Lt Schneider
Relay: Lt Preston

Our squadron, after a five day rest, was off at 0831 hours, and led by our CO, Capt Stewart. The squadron gained their altitude and started on the briefed course. Lt Perry had to abort midway in the channel as he only got 30 minutes gas consumption out of his belly tank. Lt Beach filled in Blue 3. We were serving as penetration support for the heavies who were bombing Brunsweig's aircraft parts factories. Landfall in the enemy coast was made north of Ijmuiden and we were six minutes early at 0925 hours and 25,000 feet. R/V with the bombers was made at Edam, north of Amsterdam. The bombers were in good formation and were escorted to the vicinity of Coevorden where squadron withdrew at 27,000 feet at 1004 hours. L/F out was made just north of The Hague, at 1036 hours and 25,000 feet. On the way home just off of the Hague's coast, 6 P-47s were observed strafing vessels. R/T was good with moderate jamming on "C" channel. There were clouds about 8/10 with a base at 5,000 and tops at 6,000 feet. Visibility above was excellent. There were light N/P contrails at 23,000 feet. Over the continent there were broken clouds about 4/10 to 6/10 with tops at 6,000 feet. The boys were down at 1120 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 39
March 15, 1944.

Field Order No. 80
Withdrawal Support

2nd Effort

Flights

White	Capt Stewart Lt Libertore Lt Wilson Lt Wiersema	Yellow	Capt Schilke Lt Ballinger Lt Pedigo Lt Arnold
Red	Capt Sprietsma Lt Hollaway Lt Rueschhoff Lt Siegel	Spares:	Lt Perry Lt McCabe

In a second effort mission today, our squadron taking off exactly 70 minutes after they landed, were up at 1230 hours and were led by Capt Stewart. We are providing withdrawal support for the heavies coming out after their bomb run at Brunsweig. L/F in the enemy coast was made at Ijmuiden at 1320 hours, and 23,000 feet. They continued on in over the Zuider Zee with the recall given and the squadron executed a 180 degree turn and headed home. L/F out of the enemy coast was also made at Ijmuiden and time was 1342 hours and 18,000 feet. R/T was good. Weather was the same as the morning mission and visibility continued to be excellent. Our tired and hungry boys were down at 1436 hours.

[redacted]

[redacted]

Mission No. 40
March 16, 1944

Field Order No. 84.
Withdrawal Support

Flights

White	Capt Stewart	Yellow	Capt Schilke
	Lt Preston		Lt Malone
	Lt Siegel		Lt Pedigo
	Lt Wiersema		Lt Libertore
Red	Capt Sprietsma	Blue	Lt Perry
	Lt Ballinger		Lt Arnold
	Lt Rueschhoff		Lt Beach
	Lt Hollaway		Lt Ognisty

Our squadron, led by Capt Stewart, was up at 1212 hours. We were supporting the heavies who were bombing Munich and Augsberg. Lt Ognisty didn't get off the ground as he had trouble with his radio. Landfall in the enemy coast was made at Dunkerque, at 1300 hours and 20,000 feet. They continued on course and made R/V with the bombers at 1337 hours in the vicinity of Bar le duc. The bombers who were at 18,000 feet, were escorted uneventfully to the south of Chalons, where the squadron withdrew. They stayed with the bombers 4 minutes longer than briefed and time when they left was 1404 hours. L/F out was made at Gravelines at 1439 hours and 11,000 feet. There was moderate and accurate flak from Dunkerque, all the way in, and all of the way out of the enemy coast. There were no E/A seen. R/T was good with moderate jamming on "A" and "C" channels. There were layers of clouds over the channel and continent, with one layer of 10/10 at 24,000 feet, and one layer about 8/10 and tops at 5,000 feet. Visibility was restricted by a haze and there were moderate persistent contrails starting at 24,000 feet. The boys were down at 1514 hours, and not to get set for the big dance tonite.

[redacted]

Mission No. 41
March 18, 1944

Field Order No. 39A
Withdrawal Support

Flights

White	Capt Stewart	Yellow	Capt Schilke
	Lt Ballinger		Lt Wiersema
	Lt Voorhees		Lt Pedigo
	Lt Holloway		Capt Sherman
Red	Lt Perry	Blue	Lt Pool
	Lt Preston		Lt Schneider
	Lt Wilson		Lt Siegel
	Lt Ognisty		Lt Beach

Spare: Lt Rueschhoff

Capt Stewart led the squadron off at 1435 hours, but had to abort soon after as his radio was out. Lt Ognisty and Capt Sherman came down a few minutes later because of belly tank malfunction. The squadron ended up this way. The second section took over and the first section moved back with Capt Schilke leading the squadron. Red flight moved up to yellow flight's position and white flight moved back to blue flight after the sections changed. Lt Rueschhoff, the spare, filled in blue 4. We were supposed to be target support for the mediums but our plans were changed at the last minute and we went on withdrawal for the heavies who were going after Munich and Augsberg again today. L/F in was made at Gravelines, at 23,000 feet, time was supposed to be as briefed. They continued into the continent and R/V with the bombers was made in the vicinity of Chalons, at 1545 hours and 19,000 feet. They were escorted uneventfully for 30 minutes until the squadron withdrew at 1615 hours on course. L/F out of the enemy coast was at 1642 hours at 8000 feet, in the section number of Cayeux. There was one burst of red flak in the vicinity of Chalons. R/T was good with moderate jamming. There was a haze layer over the channel which restricted visibility. This haze layer continued on into the continent with its base being 12,000 feet and tops at 22,000 feet. There were broken clouds below. Persistent contrails started about 24,000 feet. No E/A were seen and the squadron was down at 1722 hours.

[redacted]

[redacted]

Mission No. 42
March 20, 1944

Field Order No. 95
Penetration, Target and
Withdrawal Support

Flights

White	Capt Stewart	Yellow	Capt Schilke
	Lt Wiersema		Lt Ballinger
	Lt Voorhees		Lt Pedigo
	Lt Hollaway		Lt Ognisty
Red	Lt Pool	Blue	Lt Perry
	Lt McCabe		Lt Preston
	Lt Siegel		Capt Van Cott
	Lt Schneider		Lt Arnold

Spare: Lt Malone

Capt Stewart led our squadron off at 0904 hours to provide escort all the way for the 362nd Group who were on a dive-bombing mission. R/V was made with them at their base and on course. L/F in was made at Le Treport at 0955 hours and 16,000 feet. We were split up and our squadron was designated to escort the one squadron who were supposed to bomb Poix. They circled, apparently trying to find a target. Bombs were dropped at 1025 hours on an airfield believed to be Grandvilliers. The first group of bombers were observed to over shoot the target and the next group were observed to fall on the target hitting the airfield, the taxi strips, and building area on the southwest corner of the field. Other bombs were observed to fall short of the target. On the way out a B-24 was escorted from the vicinity of Amiens to the enemy coast. Landfall out was also made at Le Treport, at 1050 hours, at 10,000 feet. R/T was good. There were thin clouds over the channel with a haze limiting visibility. Contrails were observed at 25,000 feet. 5/10 clouds with tops at 5000 feet over continent with good visibility. Late in getting back, our boys were down at 1136 hours.

[redacted]

[redacted]

Mission No. 43
March 22, 1944

Field Order No. 97
Withdrawal Support

Flights

White	Capt Stewart	Yellow	Capt Van Cott
	Lt Schneider		Lt Ognisty
	Lt Pool		Lt Pedigo
	Lt McCabe		Lt Beach
Red	Lt Perry	Blue	Capt Sprietsma
	Lt Parrish		Lt Alward
	Lt Voorhees		Lt Rueschhoff
	Lt Arnold		Lt Ballinger

Our squadron was off at 1321 hours led by Capt Stewart. We were providing withdrawal support for the heavies who were after military targets near Berlin. Landfall in the enemy coast was made in the vicinity of Noordwijk aan Zee, at 1415 hours and 21,000 feet. The bombers, who were in good formation, were observed to the north. Squadron noticed the individual boxes of bombers were spread and made escort difficult. R/V was effected at 1451 hours in the vicinity of Assen and were escorted uneventfully until 1508 hours when the squadron withdrew in the vicinity of Stavorem. We escorted one B 17 straggler out of the enemy coast. Landfall out of the enemy coast was just north of Ijmuiden, at 1515 hours, and 18,000 feet. At the enemy coast one flight went down to investigate two bogies. It was yellow flight and they identified the bogies as 47s, but also observed two small vessels which were fired upon and strikes were observed. The action took place just off the coast of Ijmuiden. R/T jamming was greater than usual on all channels. There were 10/10 clouds over the channel and there were tops at 6000 feet. Over the continent they encountered 8/10 to 9/10 clouds with tops at 5000 feet. The visibility above was excellent and contrails of the light non persistent variety were observed at 25,000 feet. Our boys were down at 1601.

[redacted]

THIS DOCUMENT IS DECLASSIFIED

[redacted]

Mission No. 44
March 23, 1944

Field Order No. 99A
Penetration Support

Flights

White	Capt Stewart	Yellow	Capt Sprietsma
	Lt Alward		Lt Ognisty
	Lt Siegel		Lt Rueschhoff
	Lt Parrish		Capt Sherman
Red	Lt Voorhees	Blue	Capt Van Cott
	Lt Malone		Lt Preston
	Lt Beach		Lt Pedigo
	Lt Arnold		Lt Wiersema

Spare: Lt Schneider
Lt Ballinger

The squadron took off at 0827, to provide penetration support for the heavies, with Capt Stewart leading. Landfall in the enemy coast was made according to schedule, in the vicinity of Ostend at 0905 hours. R/V with the bombers was made several minutes early, and they were escorted without incident until 0952 when the squadron withdrew south of Leige. On the way out of enemy territory one He 110 was observed on the deck. Yellow flight was dispatched to deal with the E/A, which they did with gratifying result. Capt Sprietsma attacked from astern and was covered by his own and Capt Van Cott's flights. Strikes were observed on this E/A as it was fired upon by Capt Sprietsma, and shortly after it burst into flame and crashed in a field. Heavy accurate flak was encountered in the vicinity of Louvain. R/T was good, but with jamming on "A" and "C" channels. Visibility over the channel was excellent. There were 10/10 clouds with base at 3,000 feet and top at 6,000 feet. Over the continent there were light non-persistent contrails at 25,000 feet, and 4/10 to 6/10 clouds with excellent visibility.

[redacted]

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

Encounter Report

a) Combat.

b) 23 March 1944.

c) 367th Fighter Squadron, 358th Fighter Group.

d) 0957 hours.

e) Namur.

f) Scattered clouds about 5000 feet with visibility 3 to 5 miles all the way down to 0 feet.

g) 1 Me 110.

h) 1 Me 110 destroyed.

i) I was leading Cutdress Yellow section. Immediately after Cutdress Leader gave the recall, I reformed on him at the rear of the bombers we were escorting. Five minutes after leaving the bombers, Cutdress Red Leader called in one airplane on a river, very low. Cutdress leader dispatched my section to investigate. I broke down and to the left, with my section following me, and immediately sighted a white aircraft, flying very low down the Maas River. He was approximately 18,000 feet below me, and about two miles ahead. I chopped my throttle, pointed the nose down, and S'd gently to keep from over-running the aircraft. Yellow flight and Blue flight were immediately above me, in good formation, giving excellent cover, and I concentrated my entire attention on the aircraft. As I approached from astern and slightly above, I identified the aircraft as an all white Me 110, with no markings of any sort on wings or fuselage. I came directly up behind him, as he was making a gentle left turn, and at about 300 yards, with a 20 degree deflection, fired a burst. I saw my bullets striking the river bank behind and slightly above him, corrected, and got him directly in the fuselage at the wing roots. His right engine let out a burst of flame, and I fired three more bursts, finally setting his right engine completely on fire. During the attack, he broke a bit sharper, and my angle of fire increased slightly, but I closed to two hundred yards. The aircraft crashed in a field to the left, going quite fast and burst into flame. This combat took place at zero to 100 feet altitude. The remainder of Yellow flight and Blue flight were circling above me, and I did a 360 around the aircraft, went down and took a picture of him, assembled my section and came home. The encounter occurred at 0957, starting just east of the town of Namur on the Maas River, thru the town, and ended just the other side of Namur when the aircraft crashed on a field south of the river. I claim one Me 110 destroyed.

j) 1200 rounds, caliber .50.

Edward H. Sprietsma
EDWARD H. SPRIETSMA
Captain, Air Corps

Supporting Statement

I was flying Cutdress Yellow 3 and observed the above encounter. I saw Captain Sprietsma attack the e/a and observed it to commence trailing black smoke and then to crash in a field.

Otto M. Rueschhoff
OTTO M. RUESCHHOFF
1st Lt, Air Corps

[redacted]

[redacted]

DECLASSIFIED
DOD DIR 5200.9

S-71-387-H1
Ft. H1

DECLASSIFIED
DOD DIR 5200.9

[redacted]

MICROFILMED

1487

THIS PAGE IS UNCLASSIFIED

[redacted]

RESTRICTED

SO-FI-367-HI
APRIL 1944
JR

367th FIGHTER SQUADRON
APO 141 U. S. Army

B-HI

4 May 1944.

SUBJECT: Squadron History.

DECLASSIFIED
DOD DIR 5200.9

TO: Commanding Officer, 358th Fighter Group, APO 141, U. S. Army. (Attn: S-2)

1. Submitted herewith is Squadron History, this organization, for the month of April, 1944.

a. Organization:

(1) Unit completed reorganization under T/O 1-27 dated 22 December 1944.

b. Strength:

(1) Officers: 39 - Enlisted Men: 242.

c. Arrival and departure from stations.

(1) Departed AAF Station F-157, Raydon, Suffolk, 13 April 1944 and arrived at AAF Station 411, High Halden, Kent, 13 April 1944.

d. Casualties:

(1) 2nd Lt. Philip R. Bellinger, 0-671484, was missing in action 11 April 1944 over Rennes, France.

e. Awards and Decorations:

(1) Air Medal: Captain Lewis F. Sherman, 0-732383; 2nd Lt. Joe R. Holloway, 0-671744; 2nd Lt. James B. Libertore, Jr., 0-675783; 2nd Lt. George T. Malone, Jr., 0-810533, 1st Lt. Michael F. Ognisty, 0-671482; 2nd Lt. Owen S. Parrish, Jr., 0-672662; 2nd Lt. Rae E. Preston, 0-810562.

(2) First Bronze Oak Leaf Cluster to Air Medal: 2nd Lt. Olen L. Waters, 0-672728; Captain Lewis F. Sherman, 0-732383; 2nd Lt. Joe R. Holloway, 0-675783; 2nd Lt. James B. Libertore, Jr., 0-675783.

[redacted] [redacted]

DECLASSIFIED
DOD DIR 5200.9

SECRET

(3) Second Bronze Oak Leaf Cluster to Air Medal: 1st Lt. Alen V. Voorhees, 0-666590; 1st Lt. Lawrence W. Pool, 0-666576; 2nd Lt. Philip R. Ballinger, 0-671484; 2nd Lt. Max C. Arnold, 0-671482; 1st Lt. John A. Wiersema, 0-732423; 1st Lt. Alvin W. Siegel, 0-732385; 1st Lt. Victor Bbach, 0-522154; Major James C. Stewart, 0-366788.

(4) Third Bronze Oak Leaf Cluster to Air Medal: Captain James F. Schilke, 0-666998; 1st Lt. Alfred W. Perry, 0-793529; Captain Edward H. Sprietsma, 0-732392; 1st Lt Alen V. Voorhees, 0-666590; 1st Lt. Louis L. Wilson, Jr., 0-25623; 2nd Lt. Philip R. Ballinger, 0-671484; 2nd Lt. James J. McCabe, 0-672636; 1st Lt. John A. Wiersema, 0-732423; Captain Clarence E. Van Cott, 0-732409; 1stLt. John H. Pedigo, 0-666985; 1st Lt. Alvin W. Siegel, 0-732385; Major James C. Stewart, 0-366788; 2nd Lt. Max C. Arnold, 0-671482; 1st Lt. Milford C. Peterson, 0-522319; 2nd Lt. Robert Schneider, 0-671777.

(5) Fourth Oak Leaf Cluster to Air Medal: Captain James F. Schilke, 0-666998; 1st Lt. Alfred W. Perry, 0-793529; 2nd Lt. Philip R. Ballinger, 0-671484; Major James C. Stewart, 0-366788.

(6) Fifth Oak Leaf Cluster to Air Medal: Captain James F. Schilke, 0-666998.

(7) Distinguished Flying Cross: Captain James F. Schilke, 0-666998; Captain Clarence E. Van Cott, 0-732409; 1st Lt. Alfred W. Perry, 0-793529; 1st Lt. Alen V. Voorhees, 0-666590; 2nd Lt. Max C. Arnold, 0-671482; 1st Lt. Milford C. Peterson, 0-522319; 1st Lt. John H. Pedigo, 0-666985.

For the Squadron Commander:

Harvey Hall

HARVEY HALL,
Captain, Air Corps,
Executive.

Major James C. Stewart

Major Stewart, the Commanding Officer, of the 367th Fighter Squadron is from Fort Payne, Alabama. He is married and is the father of two young children. The Major was graduated from Alabama Polytechnical Institute in 1938 and received his commission as a Second Lieutenant in the Field Artillery at that time. He is a member of the Fort Payne Lions Club and Alpha Gamma Rho Fraternity. Major Stewart entered active duty in August 1941 and began pilot training in March 1942, receiving his pilot's rating on October 9, 1942. He was promoted to 1st Lieutenant in June 1941, to Captain in July 1942, and to Major in March 1944.

Prior to entering active duty, Major Stewart served as County Agent in DeKalb County, Alabama for a period of three years. Major Stewart has been awarded the Air Medal and four Oak Leaf Clusters for participation in operational flights over enemy occupied territory. Before his assignment to this organization, Major Stewart served as Assistant Operations Officer, Headquarters 356th Fighter Group.

Captain S[illegible] 67th Fighter Squadron and hails from [illegible], his enlistment in the Air Corps he was employed by the Milwaukee Herald Citizen, as an advertising salesman. Captain Schilke served as a flight leader until his assignment as Operations Officer in February 1944. He received his commission as a Second Lieutenant together with his pilot's rating in November 1942 and was promoted to First Lieutenant in May 1943, to Captain in January 1944. Captain Schilke has been awarded the Air Medal and Five Oak Leaf Clusters, and the Distinguished Flying Cross for outstanding performance in operational flights over enemy occupied territory. While on a bomber escort mission, January 9, 1944, Captain Schilke attacked and des-

Captain Edward H. Sprietsma

Captain Sprietsma is a Flight Leader in the 367th Fighter Squadron. He is married and resides in Riverside, Illinois. Prior to his entrance into the army, Captain Sprietsma was an actor with NBC, CBS and MBS. Captain Sprietsma graduated from flying school in October 1942 and commissioned a Second Lieutenant. He was promoted to First Lieutenant in May 1943 and to Captain in January 1944. Captain Sprietsma has been awarded the Air Medal and three Oak Leaf Clusters for participation in operational missions over enemy occupied territory. On March 23, 1944, while on a mission over Namur, Belgium, Captain Sprietsma attacked and destroyed an Me 110, observing it to crash and burn on the ground following his attack.

Captain Clarence E. Van Cott

Captain Van Cott's home is in Lansing, Michigan. He is married. He was commissioned a Second Lieutenant upon completion of his flying training in October 1942. Captain Van Cott has served as a Flight Leader of the 367th Fighter Squadron, and was promoted to First Lieutenant in May 1943, to Captain in January 1944. He has received the Air Medal and three Oak Leaf Clusters, and Distinguished Flying Cross for outstanding performance in participation in missions over enemy occupied territory.

[redacted]

DECLASSIFIED
DOD DIR 5200.9

DECLASSIFIED
DOD DIR 5200.9

[redacted]

MICROFILMED

1496

RESTRICTED [redacted]

SQ-PI-367-N1
MAY 1944

367th FIGHTER-BOMBER SQUADRON
APO 141 U. S. Army

B-H1

2 June 1944.

DECLASSIFIED
DD DIR 5200.9

SUBJECT: Squadron History.

TO: Commanding Officer, 358th Fighter-Bomber Group, APO 141, U. S. Army. (Attention: S-2)

1. Submitted herein is Squadron History, this organization, for the month of May, 1944.

a. Organization:

(1) Negative

b. Strength:

(1) Officers: 47. Enlisted Men: 241.

c. Arrival and departure from stations.

(1) Negative.

d. Casualties:

(1) Negative.

e. Awards and Decorations:

(1) Air Medal: 2nd Lt. Robert P. Alward, 0-810723.

(2) Second Bronze Oak Leaf Cluster to Air Medal: 1st Lt. Joe R. Holloway, 0-675783.

(3) Third Bronze Oak Leaf Cluster to Air Medal: 1st Lt. Lawrence W. Pool, 0-666576.

(4) Fourth Bronze Oak Leaf Cluster to Air Medal: 1st Lt. Lawrence W. Pool, 0-666576; 1st Lt. Alen V. Voorhees, 0-666590; 1st Lt. Louis L. Wilson, Jr., 0-25623; 1st Lt. James J. McCabe, 0-672636; 1st Lt. John A. Wiersema, 0-732423; 1st Lt. John H. Pedigo, 0-666985; 1st Lt. Alvin W. Siegel, 0-732385; 1st Lt. Robert Schneider, 0-671777; 1st Lt. Max C. Arnold, 0-671482.

(5) Fifth Bronze Oak Leaf Cluster to Air Medal: Major James C. Stewart, 0-366788; 1st Lt. Max C. Arnold, 0-671482.

[redacted]

DECLASSIFIED
DD DIR 5200.9

[redacted]

[redacted]

(6) Sixth Bronze Oak Leaf Cluster to Air Medal: Major James C. Stewart, 0-366788.

For the Squadron Commander:

Merle C. Hoppe

MERLE C. HOPPE,
Captain, Air Corps,
Executive.

[redacted]

[redacted]

Mission No. 46
Nov 2, 1944

Operations Order
Dive Bombing

1st Effort

Flights

White	Major Stewart Lt Moran Lt Pool Lt Alward	Yellow	Capt Schilke F/O Blazicek Lt Beech Lt Holloway
Red	Capt Van Cott Lt Wilson Capt Sherman Lt Cornisty	Blue	Lt Peterson Lt Malone Lt Meschhoff Lt Parrish

The squadron, consisting of sixteen planes, each with two 250 lb bombs, was off at 1115 hours to attack the marshalling yards at Vernier. At 1200 hours the boys were over the target and the bomb run was commenced. Diving to approximately 2000 feet, twenty-nine 250 lb bombs were dropped in the target area. Hits were seen to bracket the rolling stock works, and one direct hit was seen on this building, and the locomotive depot. Other hits were observed in the north gathering yards. The only opposition encountered was light, moderate, accurate flak in the target area. Visibility along the entire route was excellent. Three bombs were jettisoned in the channel on the return trip. All of our planes were down again at 1300 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 19
May 2, 1944

Operations Order No.
Dive Bomber Escort

Lni Effort

Flights

White	Col Wells	Yellow	Capt Van Cott
	Lt Holloway		F/O Blazicek
	Lt Hiersemenzel		Lt Edward
	Lt Preston		Lt Peach
Red	Lt Wilson	Blue	Capt Sherman
	Lt Homan		Lt Manwaring
	Lt Pool		Lt Nassikoff
	Lt Malone		Lt Parrish

Lt Perry
Lt Diegel

Col Wells was scheduled to lead the squadron on this mission, but he was forced out by an unfortunate accident caused by his plane striking a hole in the taxi strip. Capt Van Cott then took over and led the boys off at 1739 hours. We were flying top cover for the other two squadrons, which are dive bombing the marshalling yards at Lonain, France. Lt Preston aborted when his radio went out just after the take off. Flying through a cloudless sky, the squadron arrived at Lonain at 1840 hours, and circled while the other two squadrons unloaded on the target. Hits were seen to fall in the M/Y area east of the bridge. Hits were also seen close to the locomotive depot. A few bombs fell short of the target area. Ground fire was completely absent in the target area. Our planes were all down again at 1920 hours.

[redacted]

[redacted]

Schemers
May 4, 1944 Ground Cooperation

Flights

White	Capt Schilling	Yellow	Capt Carlstrom
	Lt Goebe		Lt Hasenhoff
	Lt Wilson		Capt Sherman
	Lt Preston		Lt Tesch
Red	Capt Van Cott	Blue	Lt Pool
	Lt Schneider		Lt Holloway
	Lt Berry		Lt Hiersche
	Lt Siegel		Lt Parrish

The squadron took off at 0[illegible] hours to participate in maneuvers being held in south-western England. The planes were all loaded with two 100 lb practice bombs, the assignment being to bomb a flight strip east of Dartmouth. A direct course was flown to Salisbury, and from there to Exeter. They then proceeded to the target which was blanketed by an overcast which prevented bombing. Landing barges were seen off the shore south of Dartmouth, and naval vessels were lying in the channel. Some paratroops were seen jumping from C-47s southwest of Torquay. The squadron returned to base at 0831 hours, with the bombs which were not dropped.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 70
Mar 7, 1944

Operations Order No. 320
Ramrod

Flights

White	Major Stewart Lt Albertone Lt Leach Lt Preston	Yellow	Capt Gorietz Lt Parrish Lt Peterson Lt Pedro
Red	Lt Christy Lt Holloway Lt Kuechhoff Lt Manwaring	Blue	Lt Pool Lt Alward Lt Wilson Lt Malone

The squadron was up at 0829 hours, with Major Stewart leading, to provide target and withdrawal support for B-24s of the Eighth Air Force, which were attacking Leipe. The briefed course was flown making landfall in at Travelines at 15,000 feet. Five minutes before the scheduled R/V time, the recall was received. Landfall out was made at Ostend at 1010 hours. Heavy flak was encountered over Dunkerque and Ostend, which was moderate to intense, and accurate. Lt Wilson's plane was struck a number of times by fragments causing minor damage. Visibility was excellent over the continent. The squadron was down at 1029 hours after an uneventful mission.

[redacted]

[redacted]

Mission No. 71
Mar 9, 1944

Operations Order No. 230
Dive Bombing

Flights

White	Col Wells	Yellow	Capt Schilke
	Lt Libertore		Lt Parrish
	Capt Sherman		Lt Ornisty
	Lt Arnold		Lt Holloway
Red	Capt Brietema	Blue	Capt Van Cott
	Lt Manwaring		Lt Alward
	Lt Pool		Lt Rueschhoff
	Lt Peterson		Lt Wiersema

Sixteen planes were off at 0918 hours to bomb No-ball targets at Forêreval, France. Half of the squadron carried one 1,000 lb bomb under the belly and the other half carried two 500 lb wing bombs. The target was reached at 1000 hours, and the bomb run was started at 10,000 feet, going from south to north. A diving angle of approximately sixty degrees brought them down upon the target and release was made at 5,000 feet. The area was well pock marked with craters from previous bombings and our boys added a few of their own. Several small buildings were observed to go up in smoke as a result of direct hits. Other hits were scattered through the target area. Flak over the target was light, moderate and inaccurate. Five 500 lb bombs and three 1000 lb bombs were jettisoned in the channel on the way home. Lt Rueschhoff landed at Manston with his bomb when it failed to release. The rest of the boys landed at base at 1044 hours.

[redacted]

Mission No. 72
May 9, 1944

Operations Order No. 234
Dive Bombing

Flights

White	Major Stewart Lt Ward Lt Voorhees Lt Peterson	Yellow	Capt Sprietz W/O Blanicek Lt Wilson Lt Moran
Red	Capt Sherman Lt Lanwarine Lt Pedigo Lt Hollaway	Blue	Lt Cornisty Lt Parrish Lt McCabe Lt Schneider

The squadron took off at 1519 hours with Major Stewart leading. The target was the marshalling yard at Monceau-Sur-Sambre near Charleroi. All aircraft were equipped with 1,000 pound GP bombs, fused 1/10 nose, 1/40 tail. Hits were observed to fall just to west of engine shed, one to hit near south side of shed. One strike was observed in center of marshalling yard. The bomb run was made from 12,000 feet, bombs being released at 5,000 feet. Angle of dive was approximately 75 degrees. Lts Hollaway and Parrish were unable to release their bombs over the primary target and bombed the Mills-Vendeville airfield on the way home. One hit believed to have been the bomb released by Lt Hollaway, was observed to demolish a hangar. Nice work, Joe! The weather was good. There was no cloud and visibility was excellent. Target time was 1615 hours and the squadron landed at 1655 hours.

[redacted]

Mission No. 73
May 10, 1944

Operations Order No. 238
Dive Bombing

Flights

White	Capt Sprietsma	Yellow	Capt Van Cott
	Lt Preston		F/O Blazicek
	Lt Holloway		Capt Sherman
	Lt Manwaring		Lt Libertore
Red	Lt Peterson	Blue	Lt Ognisty
	Lt Alward		Lt Parrish
	Lt Rueschhoff		Lt Arnold
	Lt Malone		Lt McCabe

Capt Sprietsma lead the squadron off at 1538 hours. The briefed target was the marshalling yard at Monceau-Sur-Sambre directly south of the yard hit the previous day. Lt Alward lost one bomb on take off but all other planes took off with two 1000 pound GP bombs, fused 1/10 nose, 1/40 tail, a heavy load. Poor visibility made it difficult to locate the assigned target. The marshalling yard at Mons was observed to contain a heavy concentration of goods wagons and was effectively dive bombed. The greatest portion of hits fell among the goods wagons in the yard causing explosions followed by smoke and fire. One shed on the south side of the yard was observed to have been demolished. Flak was the heaviest experienced in some time and was received during the entire mission over the continent necessitating evasive action. Lt Alward was unable to get his bomb off at the target and dropped it "safe" on the way out. There was 7/10-8/10 clouds with base at 11,000 feet. Visibility was good; Excellent bombing!

[redacted]

[redacted]

Mission No. 74
May 11, 1944

Operations Order No. 242
Top Cover for Dive Bombing

1st Effort

Flights

White	Maj Stewart Lt Hogan Lt Wilson Lt Parrish	Yellow	Capt Sprietsma F/O Blazicek Lt McCabe Lt Schneider
Red	Lt Voorhees Lt Wiersema Capt Sherman Lt Ward	Blue-	Lt Ognisty Lt Manwaring Lt Pedigo Lt Holloway

Spares: Lt Ruesch off
Lt Alward

The squadron, with Major Stewart leading took off at 1242 to fly top cover to the 365th and 366th which were dive bombing the marshalling yard at Bethune, France. Lt Ward changed ships at the last moment and as a result was late in getting off and was unable to overtake the formation. Lt Pedigo returned to base when his radio failed. The above spares filled in. The target was observed to have been effectively bombed by the other squadrons. Major Stewart and others estimated that 75% of the bombs dropped fell in the locomotive shed and round house. Other hits were observed in the yard. No flak was encountered on the mission. The weather was good except for poor visibility. The squadron was down at 1411 hours.

[redacted]

[redacted]

Mission No. 75
May 11, 1944

Operations Order No. 245
Escort of A 20's.

2nd Effort

Flights

White	Maj Stewart F/O Blazicek Lt Rueschhoff Lt Holloway	Yellow	Capt Van Cott Lt Manwaring Lt Pedigo Lt Libertore
Red	Lt Ornisty Lt Malone Capt Sherman Lt Ward	Blue	Capt Sprietsma Lt McCabe Lt Parrish Lt Preston

Major Stewart led the squadron off at 1839 hours for the second mission of the day, this time escorting medium bombers, A-20's who were attacking targets in the Brussels area. Lt Pedigo had to make an early return due to his radio going bad. The rest of the squadron flew the course as briefed, and the bombers were escorted from the H/V point, which was as briefed, out to mid-channel. Both boxes of bombers were in good formation, and were escorted uneventfully all the way out. Our boys reported both smoke and fire in the target area of the bombers. Over Louvain, Malines and Nieuport, our squadron encountered some flak described as heavy, moderate, and inaccurate. The weather was not so good and a heavy haze restricted visibility to two miles. The squadron landed back at High Halden at 2119 hours. Time with the bombers was forty minutes.

[redacted]

[redacted]

Mission No. 76
May 12, 1944

Operations Order No. 249
Dive Bombing

1st Effort

Flights

White	Capt Sprietsma	Yellow	Capt Schilke
	Lt Holloway		Lt Miersema
	Lt Arnold		Lt Voorhees
	Lt Schneider		Lt Malone
Red	Lt Perry	Blue	Lt Pool
	Lt Ward		Lt McCabe
	Lt Peterson		Lt Beach
	F/O Blazicek		Lt Litertore

Target for the early morning mission was the Railroad Bridge at Liege, Belgium, the old fortress town. The squadron was up at 0839 with Capt Sprietsma leading. The first section bombed the assigned target, while the second bombed the railroad bridge at Andenne. Lt Pool aborted because his radio cut out, returning to base. Eleven A/C dropped eleven GP 1,000 pound bombs, fused 1/10 nose, 1/10 tail, from 6,000 feet, after beginning their dive at 12,000 feet at a 75 degree angle. 11 hits were made in the target areas. Four bombs were jettisoned because of two mechanical failures, one wing tank failed to release and one personnel failure(unable to sight on target). Two of these were jettisoned in the channel and two were jettisoned over the continent. The mission and course was flown as briefed. The first section dropped six bombs in the target area. Concentration of hits were observed by our pilots on the north bank of the river among the tracks near the bridge. There were no hits on the bridge itself. The second section bombing with the 366th bombed a bridge at Andenne. Hits were seen among the buildings on both the north and south banks of the river. Two hits made on one corner of the bridge. A factory was observed to be burning in the area. Five bombs were dropped in this area. Just north of Liege, there was heavy,meagre and accurate flak and also light, moderate accurate. Several miles west of Gravelines there was heavy, moderate and inaccurate. The weather was not to good as visibility was restricted two miles up sun, and five miles down sun. The mission was not too successful as the bridge, the main target, did not suffer a knock out. Our pilots were all down at High Halden at 1121, except Lt Schneider who landed at Manston because of low fuel supply.

[redacted]

[redacted]

Mission No. 77
May 12, 1944

Operations Order No. 249
Dive Bombing

2nd Effort

Flights

White	Maj Stewart	Yellow	Capt Schilke
	Lt Manwering		Lt Miersema
	Lt Pedigo		Capt Van Cort
	Lt Holloway		Lt Malone
Red	Lt Perry	Blue	Lt Pool
	Lt Ward		Lt Preston
	Lt Rueschhoff		Lt Beach
	F/O Blazicek		Lt Libertore

Major Stewart led the squadron off at 1422 for a second time to bomb the railroad bridge at Liege, Belgium. Lt Perry and Lt Pool were not able to take off, leaving fourteen planes airborn. F/O Blazicek had radio trouble and aborted, while Lt Ward's landing gear failed to retract. Both abortives jettisoned their bombs in the channel. Eight A/C dropped 8 GP 1000 pound bombs, fuses 1/10 nose, 1/40 tail from 12,000 feet, angle 80 degrees, released from 6000 feet. Seven hits were made in the target area, being to the right and left of the railroad bridge. There was one hit on the right side of the bridge which Capt Schilke believed to have caused damage to it. Of the four planes whose bombs did not hit in the target area, two were jettisoned in the channel, and two were released on an A/D believed to be Tirlemont/Gossoncourt. The flak around Dunkerque and Namur was heavy, meagre and inaccurate, while over the target it was heavy, meagre and inaccurate; light, moderate, inaccurate. The visibility was restricted by haze to 3 miles. Our pilots were down at base at 1641 hours.

[redacted]

S[redacted]

Mission No. 78
May 12, 1944

Operations Order No. 249
Dive Bombing

3rd Effort

Flights

White	Major Stewart	Yellow	Capt Brietsma
	Lt Manwaring		Lt Wiersema
	Capt Sherman		Lt Arnold
	Lt Hollaway		Lt Schneider
Red	Capt Van Cott	Blue	Lt Pool
	Lt Ward		Lt Preston
	Lt McCabe		Lt Voorhees
	F/O Blazicek		Lt Libertore

For the third time today our squadron was off again to bomb the railroad bridge at Liege, which had escaped a direct hit on the two previous missions. Major Stewart led the pilots off at 1912 hours. Lt Manwaring had fuel pressure trouble and F/O Blazicek's tachometer was out and neither got off the ground. On the way in, the flak was too much for three pilots who suffered battle damage and came back to base. One plane was put in Cat AC. Seven of our planes dropped 7 GP 1000 pound bombs, fuses 1/10 nose, 1/40 tail, beginning the dive at 12,000 feet, and releasing the bombs at 6000 feet. The seven hits were made in the target area, but were to the left and right of the bridge on the south bank, except for one hit which was on the tracks on the north bank. Pilots observed fires burning in the target area. At the target there was intense flak of the light variety. Four bombs could not released at the target, adn were jettisoned safe over the continent on the way out. Lt's Pool, Preston and Voorhees who had to come back because of flak damage dropped their tombs in the channel. The visibility on this trip was very poor due to the haze which was up to 11,000 feet. Our boys were down at 2120 hours-the railroad bridge at Liege still stands after three trys at it.

Mission No. 79
May 13, 1944

Operations Order No. 254
Escort

Flights

White	Capt Sprietsma Lt Lanwering Lt McCabe Lt Holloway	Yellow	Capt Van Gott Lt Ward Lt Viersema Lt Preston
Red	Lt Perry F/O Blazicek Lt Pedigo Lt Arnold	Blue	Lt Pool Lt Malone Capt Sherman Lt Schneider

Relays: Lt Voorhees
Lt Limestore

The squadron with Capt Sprietsma leading was up at 1206 hours to provide escort to heavy bombers, this time doing penetration, target and withdrawal support. The heavies were attacking Lensbruck. Capt Sherman was forced to abort, due to engine detonation and radio. The briefed course was flown but R/V with the bombers was made several minutes late, and being in the vicinity of Dummer Lake at 24,000 feet. The bombers were flying along in good formation, and were escorted without anything unusual. Over the target there was heavy, intense and accurate flak, but no one suffered any damage. Visibility throughout the mission was fair, air to air, but was poor to the ground. Some of our pilots saw fire and smoke rising from the target after the heavies had dropped their bombs. After an uneventful trip, our pilots were down at base at 1553 hours ready for something good to eat.

Mission No. 80 Reconnaissance
May 19, 1944

Major Stewart
Capt Barietsma
Lt Ferry

Eight planes, lead by Major Stewart, were assigned to make a reconnaissance of the railroads between Louvain and Tirlemont. The flight was made without event. No enemy aircraft or flak were encountered. The formation was airborne at 1132 hours and returned to base at 1345 hours. Mission was flown at 8000 feet.

[redacted]

Mission No. 81
May 19, 1944

Operations Order No. 268
Target support escort

Flights

White	Capt Sprietsma	Yellow	Lt Berry
	Lt Siegel		Lt Ward
	Lt Pedigo		Lt Rueschhoff
	Lt Hogen		Lt Schneider
Red	Lt Ognisty	Blue	Lt Wilson
	Lt Parrish		F/O Blazicek
	Lt Peterson		Lt Voorhees
	Lt Arnold		Lt McGabe

Our squadron led by Capt Sprietsma was up at 1900 hours to provide target support escort for the medium bombers who were after Quistreham. They flew the triefed course and R/V at 1948 with the bombers. The bombers were in good formation and our boys observed the mediums to score a concentration of hits in the target area. The mission was uneventful as far as E/A were concerned. They ran into heavy, moderate, inaccurate flak at the target and 5 miles east of Dreux they ran into the same type. Over the target there was a haze layer up to 10,000 feet. Air to air, visibility was good and air to ground was fair. Elsewhere the weather was the same with visibility being poor. Our boys were down at 2123 hours.

[redacted]

[redacted]

Mission No. 82
May 20, 1944

Operations Order No. 274
Dive Bombing

Flights

White	Major Stewart	Yellow	Capt Sprietsma
	Lt Lemmering		Lt Ward
	Lt Siegel		Lt Cornisty
	Lt Alward		Lt Schneider
Red	Lt Peterson	Blue	Lt Perry
	Lt Parrish		F/O Blazicek
	Lt Wilson		Lt Wiersema
	Lt McCabe		Lt Holloway

In a dive bombing mission which was to bomb the Lons M/Y our squadron was led off by Maj Stewart at 1303 hours. They flew the briefed course and 11 planes dropped their 22 500 pound bombs, which were fuzed 1/10 in the nose and 1/40 in the tail, on the target area; a concentration of their hits were short of buildings in the NE corner of the airdrome. 3 of our planes bombed the secondary target, which was the Lille/Vendeville A/D. They were over the target at 1400 hours. Lt Peterson aborted because of his tank being out. He jettisoned his bombs in the channel. Weather over the target was good with nil clouds and one mile visibility. En route, it wasn't too good with 10/10 clouds, base unknown and tops at 12,000 feet. Air to air visibility was good with air to ground poor. They were not bothered by flak at all and were home by 1507 hours.

[redacted]

SECRET

Mission No. 83
May 21, 1944

Operations Order No. 275
Escort-top cover

Flights

White	Capt Schilke Lt Wilson Lt Peterson Lt Libertore	Yellow	Capt Van Cott Lt Pedigo Lt Siegel Lt Schneider
Red	Lt Pool Lt Parrish Lt Voorhees Lt Arnold	Blue	Lt Cornisty F/O Blazicek Lt Viersema Lt Holloway

Relays: Lt McCabe
Lt Ward

For this mission we were to provide top cover to our other two squadrons who were going to be on the deck strafing all rolling stock. We were off at 1002 hours with Capt Schilke leading. They flew the briefed course and Lt Peterson aborted soon after set course was made because of his prop being out. Observation by our squadron of the strafing by the other two squadrons was an engine and six cars were strafed effectively and an engine and eight coaches were caught in a siding and strikes were seen all over with huge steam puffs coming from the engine. Over the area there was heavy, moderate and accurate flak. This pertained to the area around Chiens as well. Over the target there were 10/10 clouds with a base at 3000 feet and tops at 5000 feet. Air to air visibility was excellent and air to ground fair. En route, cloud coverage was 7/10 with base at 3000 feet, tops at 5000 feet. Down at 1220 hours.

SECRET

[redacted]

Mission No. 84
May 22, 1944

Operations Order No. 280
Escort

Flights

White	Major Stewart	Yellow	Capt Sprietsma
	Lt Schneider		F/O Buckio
	Lt McCabe		Lt Rueschhoff
	Lt Ward		Lt Holloway
Red	Capt Van Cott	Blue	Lt Pool
	Lt Hanwaring		Lt Summerlin
	Lt Wiensema		Lt Pedigo
	F/O Blazicek		Lt Preston

Our boys were off at 1833 hours, led by Major Stewart, to provide escort for the mediums who were bombing the Beauvais-Tille airdrome. We had two aborts not long after take-off. Lt Pool's radio was out and Capt Van Cott had an oil leak. The squadron picked the mediums up not many minutes after setting their course. They stayed with them from 1900 to 2010 hours, when they made landfall out. The mediums did some excellent bombing and our squadron reported an oil dump hit in the SE corner of the air field blowing up with flames up to 6 and 7000 feet. Taxi strips and buildings were also hit. The bombers were in poor formation and our squadron had to split up into sections to cover them. Over the target and in the vicinity of Rouen there was heavy, moderate and inaccurate flak. There were no clouds over the target and visibility about 10 miles. En-route, about 7/10 clouds with a base at 4000 feet and tops at 6500 feet. Visibility was restricted by a haze. Down at 2059 hours.

[redacted]

SECRET

Mission No. 15
May 23, 1944

Operations Order No. 283
Escort

Flights

White	Major Stewart F/O Buckio Lt Pool Lt Libertore	Yellow	Capt Schilke Lt Manwaring Lt Arnold Lt Ward
Red	Capt Van Cott Lt Sutherlin Lt Peterson Lt Malone	Blue	Lt Ognisty F/O Blazicek Lt Rueschhoff Lt Holloway

Spares: Lt Tiersema
Lt Schneider

Forward Relays: Lt Pedico
Lt McCabe

Back to the VIII F.C. for this heavy bomber escorting job we go. Up at 0843 hours and led by our C.O., Major Stewart. The "Big Friends" were after Liege today. We are withdrawal support so flying the briefed course we made L/I at Boulogne at 0922 and 14,000 feet. We R/V with the bombers, who were in good formation, at Verdun, at 1005 hours, and 24,000 feet. Escort was uneventful and L/O was also made at Boulogne, at 1103 hours, and 8500 feet. In the vicinity of Lens our boys encountered heavy, moderate and inaccurate flak. Overcast prevented pin pointing. Visibility through-out mission was poor from air to ground and good from air to air. 10/10's clouds with tops at 6000 feet and base at 800 feet. Our boys were down at 1127 hours, just in time for chow.

SECRET

SECRET

Mission No. 86
May 24, 1944

Operations Order No. 289
Dive-bombing

Flights

White	Lt. Col. Thermiault	Yellow	Lt Beach
	Lt. Col. Mann		Lt Logan
	Lt Voorhees		Lt Siegel
	Lt Preston		Lt Dunworing
Red	Lt Pool		
	Lt Malone		
	Lt Holloway		
	Lt Alward		

Our boys took off at 1330 hours; led by Lt Col. Thermiault, to dive bomb Noball target at Bois de pre. Only three flights were designated to go so we had twelve ships up. The mission was flown as planned and we were over the target at 1402 hours. There was a concentration of hits in the area between the square buildings and the large rectangular building. No direct hits were observed on the buildings. Our bombs were fused the usual way with 1/10 in the nose and 1/40 in the tail, 500 pound GP. There was no flak and the weather was good as there were no clouds and just a slight haze both over the target and en route. The fellows were back home at 1433 hours.

SECRET

SECRET

Mission No. 87
May 25, 1944

Operations Order No. 294
Dive-Bombing

Flights

White	Col. Wells	Yellow	Capt Schilke
	Lt Preston		Lt Holloway
	Lt McCabe		Lt Schneider
	Lt Malone		Lt Alward
Red	Lt Perry	Blue	Capt Sprietsma
	Lt Wilson		Lt Arnold
	Lt Beach		Lt Peterson
	Lt Libertore		Lt Parrish

Led by our Group CO, Col Wells, our squadron was up at 1028 hours to dive-bomb RR bridge at Conflans-St-Honorine. The mission was flown as briefed and our boys were over the target at 1122 hours. Hits were observed to fall over and short of the target; also off the bridge on the north bank among buildings. Two hits were observed on the S side of bridge and one just off the SW corner were observed to nick the bridge. Yellow flight made a 360 degree turn and strafed heavy and light flak positions between the woods and the river east of the target. This flight also observed a flak tower and strafed it just N of Pierrelaye and a military convoy of five trucks. One truck stopped and believed destroyed. Lt Beach dropped two armed bombs on the coast. Flak over the target was light, moderate, inaccurate, and heavy, intense, inaccurate. We phoned a hot news reportin - at the Vernueil-Sur-Seine M/Y were observed jammed with goods wagons. There were no clouds over the target and visibility was excellent. En route, there were 2/10 clouds with a middle cloud about 15,000 feet, and visibility excellent. Home just in time for chow our boys were down at 1233 hours.

SECRET

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 88
May 26, 1944

Operations Order No. 297
Escort

Flights

White	Capt Schilke Lt Burnerlin Lt Libertore Lt Alward	Yellow	Capt Sprietsma F/O Rudkio Lt Peterson Lt Ward
Red	Lt Pool Lt Horan Lt Beach Lt Preston	Blue	Lt Ornisty F/O Blazicek Lt Holloway Lt Parrish

Forward Relays: Lt Siegel

In a late afternoon mission, our boys, led by Capt Schilke were off at 1623 hours to escort the mediums who were after the A/D at Chartres. They flew the briefed course to R/V with the bombers at 1725 hours. They didn't observe any flak en route to the target. Over the A/D our boys saw direct hits on the buildings in the S.W. part of the field. Hits were also observed on the south and north ends of the field. Over the target there was heavy, intense, but inaccurate flak. As our boys were coming out they observed a large tanker in the harbor at Le Havre. We left the bombers at 1915 hours. Enroute to the target there were 10/10 clouds with a base at 4000 feetand tops at 6000 feet. Visibility was 1 to 2 miles. Over the target, clouds were nil and visibility excellent. Engine trouble was the cause of one of our ships not taking off and one to abort after becoming airborne only for a short time. The "little angels", as the B-26 boys call them, were down at 1927 hours.

[redacted]

THIS PAGE IS UNCLASSIFIED

[redacted]

Mission No. 89
May 27, 1944

Operations Order No. 297
Escort

1st Effort

Flights

White	Major Stewart	Yellow	Capt Sprietsma
	Lt Summerlin		Lt Wiersema
	Lt Rueschhoff		Lt Beach
	Lt Wilson		Lt Ward
Red	Lt Perry	Blue	Lt Pool
	Lt Manwaring		F/O Blazicek
	Lt Siegel		Lt Holloway
	Lt Libertore		Lt Parrish

Our squadron, led by Maj Stewart, was off at 1021 hours; to provide penetration support for the heavy's. While setting course Lt Wilson had prop trouble and had to return to base. The mission was flown as planned and I/I was made at Cabourg at 1120 hours and 12,000 feet. R/V was also effected at this point. The bombers were in good formation and were escorted uneventfully to a point NW of Lens where we withdrew at 1212 hours and 20,000 feet. I/C was made at LeTrecort at 1245 hours and 15,000 feet. Squadron observed smoke coming from wooded areas on course in area of SE of Lisieux led some pilots to believe that troops might be bivouaced in that area. Heavy, moderate, inaccurate barrage type flak was encountered over Mondesir A/D. Over the channel it was 10/10 clouds with base at 1000 feet and tops at 2000 feet. Visibility above overcast was excellent. There were no clouds over the continent and just a slight haze with 8-10 miles visibility. Boys were home at 1305 hours.

[redacted]

THIS DOCUMENT IS DECLASSIFIED

[redacted]

Mission No. 90
May 27, 1944

Operations Order No. 302
Penetration, target and Withdrawal Support

2nd Effort

Flights

White	Capt Sprietsma F/O Blazicek Lt Rueschhoff Lt Alward	Yellow	Lt Pool F/O Duckio Lt Siegel Lt Malone
Red	Lt Perry Lt Parrish Lt Wilson Lt Ward	Blue	Capt Van Cott Lt Summerlin Lt Beach Lt Preston

We were off for our second mission of the day with Capt Sprietsma leading. Up at 1921 hours and total support for the A-20s who were bombing the R/Y at Amiens. Lt Ward had to abort because of low oil pressure. We R/V with the bombers at 2000 hours and flew the mission as planned. The bombers had a good formation and our boys noted an excellent concentration of bombs in target area. Three A-20s were seen to crash after being hit by flak at the target. Two chutes were seen to open. Over the target there was heavy, intense, and accurate flak, in bombers especially on the last group. The weather was CAVU enroute and over the target. The boys were through for the day at 2126 hours.

[redacted]

S[redacted]

Mission No. 91
May 26, 1944

Operations Order No. 304
Withdrawal Support

Flights

White	Major Stewart	Yellow	Capt Schilke
	Lt Mueschhoff		F/O Buchio
	Lt Pedro		Lt Perry
	Lt Alward		Lt Parrish
Red	Lt Ornisty	Blue	Lt Pool
	Lt Schneider		Lt Miersema
	Capt Sherman		Lt Beach
	Lt Ward		Lt Preston

Led by Major Stewart, our squadron was off at 1339 hours to provide withdrawal support for the "Big Friends". The mission was flown as briefed and R/I was made at Sumatte at 1435 hours, and 12,000 feet. It was here the flak was heavy, intense, and accurate. Lt Beach's fuel tank was blown off and damage to the plane forced him to abort. Lt Preston came home with him as escort. R/V with the bombers was effected in the vicinity of Limburg at 1541 hours and 25,000 feet. Bombers were escorted uneventfully to area SW of Ghent where squadron withdrew at 1637 hours and 22,000 feet. L/O was made at Nieuport at 1650 hours. Three large forest fires observed burning in area of St Vith. There were no clouds with a slight haze air to air and air to ground. Visibility was fair. Maj Stewart settled our boys in at 1700 hours.

S[redacted]

[redacted]

Mission No. 92
May 29, 1944

Operations Order No. 309
Escort all the way

1st Effort

Flights

White	Major Stewart	Yellow	Capt Sprietsma
	Lt Summerlin		F/O Buchio
	Lt Rueschhoff		Lt Siegel
	Lt Alward		Lt Malone
Red	Lt Wilson	Blue	Lt Beach
	Lt Schneider		F/O Blaziock
	Capt Sherman		Lt Parrish
	Lt Ward		Lt Preston

Forward Relays: Lt Pool
F/O Loveless

With Major Stewart leading, we were providing total support for the B-20s who were attacking targets at Juvisy. We were off at 1004 hours and flying the planned course. R/V with the bombers at 1114 hours. Over the target the flak was heavy, intense, and inaccurate. The fellows escorted uneventfully to the target and out. Boxes of bombers were scattered. At Etampes the flak was heavy, moderate and inaccurate. Enroute there were nil clouds and visibility was good. Over target, no clouds and visibility was fair with some haze. A long mission, totally uneventful, our boys were down at 1323 hours.

[redacted]

[redacted]

Mission No. 93
May 29, 1944

Operations Order No. 313
Dive-Bombing

2nd Effort

Flights

White	Major Stewart Lt Surrierlin Lt Voorhees Lt Schneider	Yellow	Capt Sprietsma F/O Buckio Lt Kueschhoff Lt Preston
Red	Lt Perry F/O Blazicek Lt Wilson Lt Alward	Blue	Lt Peddro Lt Ward Lt Siegel Lt Parrish

Our second effort of the day was a dive-bombing assignment and took us to the 105 mm flak emplacements on the Calais coast. Led by our CO, Maj Stewart, the squadron was up at 1717 hours. They flew the briefed course and were over the target at 1800 hours. Over the target for 23 minutes, our 16 planes dropped 31 bombs, of the 500 lb GP type, on the target area. Target did not stand out so hits were only observed to be in area. One bomb was jettisoned in the channel. Over the target area the flak was light, meagre and inaccurate. The weather en route and over the target was the same. Hill clouds and visibility fair, about 10 miles. The boys were down at 1848 hours.

[redacted]

SECRET

Mission No. 94
May 30, 1944

Operations Order No. 316
Escort, total

Flights

White	Capt Schilke Lt Summerlin Lt Osnisty F/O Buckio	Yellow	Capt Sprietsma F/O Blazicek Lt Arnold Lt Ward
Red	Lt Wilson Lt Manwaring Lt Siegel Lt McCabe	Blue	Lt Peterson Lt Alward Lt Voorhees Lt Preston

With 16 ships up at 0908 hours, our squadron went over to the continent to provide total support to the B-17's who were bombing Noball targets and a power plant. Capt Schilke was scheduled to lead but his ship was not clicking properly so while he did a fast job of getting another ship, Capt Sprietsma moved up to take over the lead. Lt Wilson's electrical system was out so just after taking off he had to abort. The mission was flown as planned and L/I was made the same time R/V was made- SW of Ostend, at 1022 hours, and 21,000 feet. The bombers were escorted uneventfully to the target. Heavy, intense, inaccurate flak received by the bombers from woodd 5050 N- 0210 E. After escorting this group of bombers out at Gravelines, at 1036 hours and 23,000 feet our squadron went back in to Brussels to pick up another group and escort them out. They were several minutes early. We made L/O at Schouen at 20,000 feet. SW of Brussels a large flat object, about the size of a belly tank, fell through the formation, which was at 23,000 feet. What appeared to be a military camp and large military concentration of equipment were observed in area approximately 10 miles NE of Lens. Observation was made from 23,000 feet and about 1040 hours. There were no clouds and a slight haze with about 10 mile visibility. The boys were down at 1158 hours.

SECRET

[redacted]

DECLASSIFIED
DOD DIR 5200.9

DECLASSIFIED
DOD DIR 5200.9

[redacted]

THIS PAGE [illegible]

[redacted]

SQ-FI-367-HI
JUNE 1944

R

RESTRICTED

367TH FIGHTER SQUADRON
APO 141 U. S. Army

1 July 1944.

SUBJECT: Squadron History.

DECLASSIFIED
DOD DIR 5200.9

TO: Commanding Officer, 358th Fighter Group, APO 141, U. S. Army. (Attention S-2)

1. Submitted herein is Squadron History, this organization, for the month of June 1944.

a. Organization
(1) Negative

b. Strength
(1) Officers: 54 Enlisted Men: 250

c. Arrival and departure from stations.
(1) The Air Echelon composed of 7 officers and 85 enlisted men departed the 29 June from Station 411 for the marshelling area, the first step in the organization's plans for movement to the Continent.

d. Casualties
(1) 1st Lieuts. Robert (NMI) Schneider, 0-671777, and John A. Wierseme, 0-732423, were missing in action 5 June 1944 over France.
(2) 2nd Lieut. Billy C. Wall, 0-816960, was missing in action 15 June 1944 over France.
(3) F/O Jacob C. Blazicek, T-61516, was seriously injured in action 17 June 1944 over France.
(4) 2nd Lieut. Marshall J. Summerlin, 0-695216, was seriously injured in action 21 June 1944 over Kent, England.
(5) Capt. Edward H. Sprietsma, 0-732392, and 2nd Lieut. George T. Malone, Jr., 0-810533, were killed in action 21 June 1944 over Kent, England.

51

For the Squadron Commander:

Merle C. Hoppe
MERLE C. HOPPE,
Captain, Air Corps,
Executive.

DECLASSIFIED
DOD DIR 5200.9

[redacted]

1530

THIS PAGE IS UNCLASSIFIED

~~SECRET~~

367TH FIGHTER SQUADRON
Office of the Intelligence Officer
APO 141 U. S. Army

1 July 1944

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, APO 141, U. S. Army.

In accordance with IX Fighter Command Memo 20-4, dated 22 Dec 1943, attached hereto is History of Operations for the 367th Fighter Squadron for the month of June 1944.

For the Squadron Commander:

Ralph F. Palaia
RALPH F. PALAIA,
1st Lt, Air Corps,
Unit Operational Historian.

1 Incl: Incl 1 - Sq Hist
June 1944

~~SECRET~~

[redacted]

Mission No. 95
June 2, 1944

Field Order No. 327
Dive-Bombing

Flights

White	Major Stewart	Yellow	Capt Sprietsma
	Lt Wetherill		Lt Wall
	Lt Pedigo		Lt Rueschhoff
	Lt Summerlin		Lt Manwaring
Red	Capt Pool	Blue	Capt Sherman
	Lt Petrosky		Lt Powell
	Lt McCabe		Lt Hollaway
	F/O Buckio		Lt Preston

Squadron of 16 A/C was up at 1722 hours to dive-bomb RR embankments in vicinity of Arras. We were lead by Major Stewart. Landfall in was made at Cayeux, 1805 hours., and 12,000 feet. We were over the target at 1833 hours and the one flight of 4 that bombed the primary target did so at 150 feet; another flight of 3 A/C dropped their bombs on a target of opportunity, which was a train composed of approximately 20 box and ore cars, four miles east of Aubigny. No hits were seen. Poor visibility made it difficult to locate the assigned targets. L/O made at Cayeux, at 1846 hours and 9,000 feet. Four bombs were jettisoned, two over channel and two over continent, hit by flak. 14 bombs were brought back to the base. Flak received at Lens was light, moderate, and inaccurate. En route and over the target there were about 6 to 7/10s clouds with base at 3,000 feet and tops at 7,000 feet. Haze restricted visibility to 2 miles. Visibility above was excellent. Squadron was down at 1930 hours. We carried two 500 pound GP bombs with an 8-11 second delayed tail fuse.

[redacted]

SECRET

Mission No. 96
June 3, 1944

Operations Order No. 341
Escort for Medium Bombers

Flights

White	Major Stewart F/O Loveless Lt Schneider Lt Powell	Yellow	Capt Schilke F/O Nee Lt McCabe Lt Wall
Red	Capt Pool F/O Petrosky Lt Peterson Lt Ward	Blue	Lt Ognisty Lt Wetherill Lt Beach Lt Manwaring

Squadron was off at 2004 hours, Major Stewart leading 16 ships. L/F in E/C was made at Le Touquet at 2030 hours at 12,000 feet. Bombers entered target area in the vicinity of Camier at 2035 and were supported in area until 2100 hours. L/F out was made at Le Touquet at 2100 hours at 12,000 feet and bombers were escorted to mid-channel where squadron withdrew at 2105 hours. No E/A seen. Heavy, meagre, inaccurate flak was encountered over Le Touquet. 10/10's clouds were encountered over target area with base at 10,000 feet and tops at 11,000 feet. Visibility above the cloud, which was breaking up as squadron was in area, was excellent.

SECRET

SECRET

Mission No. 97
June 5, 1944

Operations Order No. 344
Skip-Bombing

Flights

White	Major Stewart Lt Schneider Capt Van Cott Lt Wiersema	Yellow	Capt Schilke Lt Pedigo Lt Voorhees Lt Siegel
Red	Capt Perry Lt Arnold Lt Peterson Lt Wilson	Blue	Capt Pool Lt McCabe Capt Sherman Lt Rueschhoff

Major Stewart lead 16 ships off at 1900 hours. 10/10's clouds prevented observation of places and times of L/F in and L/F out. Lt Siegel aborted when his belly tank failed to function properly. Lt Pedigo also aborted when he was unable to release his belly tank. A break in the overcast was found as squadron approached target area and squadron descended to 3000 feet. Intense, light, accurate flak was encountered and only white flight was able to reach the Primary Target. Lt Wiersema received a direct hit by flak as flight approached target and was observed to crash and explode. Time over target was 2030 hours. 2 hits were believed made on East end of bridge and 2 hits near West end between approach and river bank. Lt Schneider was hit at the target by flak and his ship damaged. He managed to fly to a point believed to have been near the enemy coast in the vicinity of Dieppe. He was observed to bail out safely. Two other flights attacked RR and RR cars several miles East of Beynes. Six A/C attacked, dropping 12 bombs. Four direct hits were observed on train composed of approximately 20 passenger cars. One flight bombed RR and cars in area NW of target. Four A/C attacked, dropping 8 bombs. Hits were observed among cars on siding. Lt Wilson was hit by flak in this area and landed at Manston. The base of the overcast was at 5000 feet and the top at 9000 feet. Visibility above and below the overcast was excellent.

SECRET

SECRET

Mission No. 98
June 6, 1944

Operations Order No. 331
Escort for Troop Carrier
A/C towing Gliders.

Flights

White	Major Stewart	Yellow	Capt Sprietsma
	Lt Powell		F/O Loveless
	Lt Pedigo		Lt Rueschhoff
	Lt Summerlin		F/O Blazicek
Red	Capt Van Cott	Blue	Capt Sherman
	Lt Nee		Lt Wall
	Lt Libertore		Lt Hollaway
	Lt Preston		F/O Buckio

Major Stewart lead the Squadron off at 1908 hours. Planes were equipped with two 108 gal wing tanks. Squadron flew to Southampton, Bournemouth and Portland Bill. R/V with C 47's at Portland Bill at 2014, C 47's were 5 minutes late. Transport formation, flying at 500 feet, was escorted uneventfully to drop area in the vicinity of Ste Mere Eglise. Squadron flew at 1000 feet. Gliders were seen to land in an area which appeared flooded, at 2126 hours. Several were observed to crack up upon landing. One C-47 was observed burning on the ground. Light, meagre, inaccurate flak was encountered in the drop area and was believed to have been fired at the gliders. Visibility throughout the mission was excellent. 6/10 - 8/10 clouds with base at 3000 feet and top at 4,000 feet. There was no cloud in the drop area. Squadron was down at base at 2300 hours. Lt Powell was forced to abort shortly after take off when his propeller went out.

SECRET

SECRET

Mission No. 99
June 7, 1944

Operations Order No. 332
Escort for Transport A/C
to Western Assault Area,
Neptune Operation.

Flights

White	Capt Schilke	Capt Pool
	Lt Powell	Lt Petrosky
	Lt Wilson	Lt Beach
	Lt Manwaring	Lt Alward
Red	Lt Peterson	Lt Siegel
	Lt Ward	Lt Malone
	Lt Arnold	Lt McCabe
	Lt Wetherill	Lt Parrish

Capt Schilke lead the Squadron off at 0424 hours under unfavorable conditions. Heavy rain was falling and day light had not arrived. R/V with C-47 transports was made 10 minutes late at 0533 hours. C-47's were in good formation and were escorted uneventfully to area and out again. Three C-47's were observed ditched just off coast of drop zone. A/S/R observed to pick up crews of two. Another C-47 was observed to have exploded after landing in water off of western tip of Cherbourg. Light, moderate, inaccurate machine gun fire was encountered South and East of Drop Zone. 10/10 clouds on route with base at 3000 feet. Visibility was 4 to 5 miles. In target area there were 9/10 clouds with base at same altitude and visibility 6 - 8 miles.

SECRET

SECRET

Mission No. 100
June 7, 1944

Operations Order No. 352
Fragmentation Bombing of
Military targets.

Flights

White	Capt Sprietsma Lt Pedigo Capt Perry Lt Summerlin	Yellow	Capt Van Cott Lt Preston Lt Libertore F/O Buckio
Red	Lt Voorhees F/O Blazicek Lt Hollaway Lt Nee	Blue	Capt Sherman Lt Wall Lt Rueschhoff Lt Manwaring

Capt Sprietsma lead the squadron off at 1633 hours. Planes each had two clusters of three parachute fragmentation bombs. The mission called for the bombing of enemy truck and troop movements along the Coutances-St Lo road. This road was flown over and back but no traffic was seen so Capt Sprietsma lead squadron to south in search of a target. A concentration of trucks parked in a wood area was discovered and bombed but most bombs were observed to fall short of the target. The first section bombed, the second section having become separated. This section then swept area to north and attacked parked military trucks along the St Lo-Periers road. Approximately 15 trucks were destroyed. These attacks were made at 1525-1535 hours. Fires started burned with black smoke. No flak was encountered during entire mission. Five miles N of Cherbourg, Capt Sherman observed a partially submerged submarine proceeding in an easterly direction at 1545 hours, but it submerged before it could be attacked.

SECRET

SECRET

Mission No. 101
June 12, 1944

Operations Order No. 374
Dive-Bombing

Flights

White	Major Stewart	Yellow	Capt Schilke
	Lt Hogan		Lt Nee
	Lt Parrish		Lt Libertore
	Lt Preston		F/O Loveless
Red	Capt Sherman	Blue	Lt Voorhees
	F/O Buckio		F/O Blazicek
	Lt Hollaway		Lt Rueschhoff
	Lt Powell		Lt Wall

Our squadron, lead by Major Stewart, was off at 1039 hours; to dive-bomb gun emplacements at LaPernelle which is located on the north-east side of the Cherbourg. Lt Voorhees had to abort right after take-off as he had an oil leak. Flying the briefed course our boys were over the target from 1203 to 1215 hours. Smoke from the bombs previously hitting the area made it impossible for section behind to detect any results; all bombs were concentrated in the one area. There were 15 A/C that dropped 43 GP 500 pound bombs on this area. Two were jettisoned in the channel because release stuck over the target. There was no activity of any kind reported either in or out of the area. En route there were no clouds and visibility was excellent, being about 20 miles. Over the target there were 5-7/10's clouds with a base at 5000 feet and tops at 6000 feet. Visibility was the same. Capt Schilke landed at an advanced A/D and later came back to our base, he was low on gas. The squadron was down at 1305 hours.

SECRET

~~SECRET~~

Mission No. 102
June 13, 1944

Operations Order No. 378
Dive-Bombing

Effort No.1

Flights

White	Col. Wells F/O Blazicek Lt Rueschhoff Lt Wall	Yellow	Capt Sprietsma F/O Buckio Lt Hollaway Lt Powell
Red	Lt Pedigo Lt Nee Lt Parrish F/O Loveless	Blue	Capt Van Cott Lt Preston Lt Libertore Lt Summerlin

Col. Wells lead our squadron off at 0539 hours for a dive-bombing mission. Our targets were military traffic on the roads from Angers to Laval to Fougeres to Vire. Secondary target was RR and trains east of Laval. We flew the briefed course and before L/I the enemy coast was made Capt Van Cott had to abort because of power plant trouble and Lt Parrish came home because of the heavy overcast and inability to find the squadron after getting separated from them. 10 A/C dropped 10 GP 500 lb bombs from 1000 feet on the target area. Complete overcast in assigned area made it impossible to find roads. Squadron attacked two trains in area west of Laval. Two hits on one train and two hits on another were observed both in the same area. Trains composed of flat cars and box cars; also scored two hits on a section of RR. Weather made accurate pinpointing impossible. Fire was observed after attack on trains. Two bombs were unaccounted for, two were brought back and two were jettisoned in the channel because bombs would not release over target. There was no flak anywhere on the trip. En route there were scattered clouds with tops at 8000 feet; visibility was good. Over the target there were 10/10's clouds with tops at 2500 feet with good visibility above the clouds. F/O Loveless is listed as NYR,--flying Red 4, he dropped out of the formation going through the overcast. He called in to Red Leader later saying he was at 11,000 feet and since then no word of him has come through. Lt Pedigo Red Leader, landed at Winkton. Squadron was down at 0912 hours.

~~SECRET~~

SECRET

Mission No. 103
June 13, 1944

Operations Order No. 378
Dive-Bombing.

Effort No. 2

Flights

White	Major Stewart	Yellow	Capt Schilke
	Lt Hogan		Lt Malone
	Lt Siegel		Lt McCabe
	Lt Alward		Lt Petrosky
Red	Capt Perry	Blue	Lt Peterson
	Lt Beach		Lt Ward
	Lt Wilson		Lt Arnold
	Lt Manwaring		Lt Wetherill

Spare: Capt Pool

Major Stewart led our squadron off on our second effort of the day. We were up at 2040 hours flying the course as briefed. We hit our target at 2224 hours. Darkness prevented squadron flying to Angers so we looked for a target and found 150 to 200 goods wagons in a M/Y at Mayenne and attacked these. Five direct hits observed among goods wagons causing explosions followed by fire. Trains observed t blow up. There was no flak at the target. Darkness prevented accurate obsergation of type of goods wagons. Several hits observed on RR tracks not among cars. We had one A/C not take-off because tail wheel collapsed. One had to abort right after take-off because of power failure. Capt Pool filled in White 2. Squadron of 15 A/C dropped 15 GP bombs 500 pound on M/Y. 1 bomb was returned to Lashenden. Over the target there was 10/10's clouds with base at 5,000 feet and tops 6,500 feet. Visibility was excellent. En route there were scattered cirrus clouds above 12,000 feet and visibility was excellent. Squadron was down at 2330 hours.

SECRET

[redacted]

Mission No. 104
June 14, 1944

Operations Order No. 381
Dive-Bombing

1st Effort

Flights

White	Capt Schilke F/O Buckio Lt Rueschhoff Lt Wall	Yellow	Capt Van Cott Lt Thompson Lt Parrish Lt Preston
Red	Lt Voorhees F/O Blazicek Lt Hollaway Lt Powell	Blue	Capt Sherman Lt Summerlin Lt Libertore Lt Nee

Squadron up at 0720 hours, led by Capt Schilke. Course flown as briefed and L/I made at Le Treport at 0803 hours and 12,000 feet. 16 A/C bombed railway lines 8 miles So east of Etampes. 32 bombs of GP 500 pound size with instant fuse were all dropped on the target area. 5 direct hits were observed. We were over the target from 0844 hours until 0904 hours. There was no flak at the target and squadron made land-fall out at St Valery, 0918 hours, and 12,000 feet. Enroute there was 10/10's clouds with tops at 10,000 feet and base at 3,000 feet. Visibility was good 10 to 15 miles. Over the target there were no clouds and 10 miles visibility. Squadron down at 1015 hours.

[redacted]

[redacted]

Mission No. 105
June 14, 1944

Operations Order No. 381
Dive-Bombing

2nd Effort

Flights

White	Major Stewart Lt Hogan Lt Arnold Lt Wetherill	Yellow	Capt Perry F/O Alessi Lt McCabe Lt Petrosky
Red	Capt Pool Lt Malone Lt Beach Lt Alward	Blue	Lt Peterson Lt Ward Lt Wilson Lt Manwaring

Our squadron was up at 1708 hours in a mission over the Argentan to Tours area. We were led by Major Stewart and flying the briefed course made L/I at Fecamp, 1759 hours, and 12,000 feet. They toured the highways and finally spotted the M/Y at Le Mans. Major Stewart, Capt Perry, and Lt Peterson all bombed and strafed the M/Y and a locomotive destroyed and 100 passenger coaches damaged. Capt Pool's flight picked out a power unit, and proceeded to bomb and strafe it. The unit, which was a few miles S of Le Mans was hit effectively and huge fires with blue flames were observed. The squadron was over the area from 1817 to 1847 hours. It was here Lt Petrosky was reported missing and we turned in an NYR on our Opflash Report. Good news came to us this morning, tho, as Lt Petrosky was reported to have landed safely on the beachhead held by the allies on the continent. There was light, barrage, inaccurate type of flak at Le Mans. Our squadron of 16 A/C dropped 30 500 pound GP bombs on the primary and secondary targets. 2 bombs were unaccounted for pending Lt Petrosky's statement when he returns. L/O was made at Trouvilles, 1922 hours, and 10,000 feet. Weather en route and over the target area was the same with 8/10's clouds tops at 8,000 ft, base at 5,000 feet. Visibility was excellent and they had 10 miles plus. Squadron was down at 2006 hours.

[redacted]

SECRET

Mission No. 106
June 15, 1944

Operations Order No. 385
Dive-Bombing

1st Effort

Flights

White	Capt Schilke	Yellow	Capt Pool
	Lt Yedinak		F/O Alessi
	Lt Peterson		Lt Wilson
	Lt Ward		Lt Manwaring
Red	Lt Ognisty	Blue	Lt Beach
	Lt McCabe		Lt Alward
	Lt Arnold		Lt Siegel
	Lt Wetherill		Lt Malone

In a dive-bombing mission on the roads from Valognes to St Sauveur to La Haye with RR bridges as secondary target our squadron, led by Capt Schilke, was up at 1055 hours. We had two aborts before the squadron was up very long as Lt. Manwaring's radio was out and Lt Yedinak lost his flight in the overcast and after unsuccessful attempts to contact them returned to base. The squadron made L/I at Pte de Barfleur at 12,000 feet and 1151 hours. Ground control vectored our squadron to St Mere Eglise to look for shipping, we then vectored back to the area and 13 A/C carrying GP 500 pound bombs, 26 of them; RR bridge and rail ines were bombed and near misses were made on the bridge to damage it. Three tanks were observed and ALO advised of there position. L/O was made at Pte de Barfleur at 3,000 feet and 1300 hours. Two bombs were jettisoned in the channel and two were brought back. Over the channel islands heavy, intense, inaccurate flak was encountered; same at St Sauveur. South of St Martin there was light and small arms, heavy, intense, inaccurate. En route and over target area there was 5/10's clouds with 8,000 feet tops and 3,500 feet base with 5 mile visibility. Boys were home by 1400 hours.

SECRET

SECRET

Mission No. 107
June 15, 1944

Operations Order No. 385
Dive-Bombing

2nd Effort

White	Major Stewart F/O Thompson Lt Pedigo Lt Summerlin	Yellow	Capt Sprietsma Lt Nee Lt Libertore F/O Loveless
Red	Lt Ognisty F/O Buckio Lt Hollaway Lt Powell	Blue	Lt Voorhees F/O Blazicek Lt Parrish Lt Wall

Squadron, led by Major Stewart, was off for the second effort of the day 1653 hours. We were dive-bombing the roads or gun emplacements between Valognes to St Sauveur to La Haye. L/I was made at Rethoville, 1751 hours; 8,000 feet. They flew up and down the assigned area and then bombed 3 miles north of La Haye Du Puits - gun emplacements. Red, Yellow, and Blue flights bombed and strafed it totally destroying them. Lt Wall, flying Blue 4, was seen to spin to the ground and explode soon after a few white puffs of flak were seen around his ship. The flak at this place was described as heavy, moderate, and inaccurate. They bombed the gun emplacements from 1825-1830 hours. White flight bombed railway lines in same vicinity but no hits were observed. L/O was made at Rethoville, 1855 hours, 7,000 feet. Weather over target and en route was the same; 3 to 5/10's clouds with base at 2500 feet and tops at 3500 feet. Visibility was 10 miles. Our boys were down at 2000 hours.

SECRET

[redacted]

Mission No. 108
June 16, 1944

Operations Order No. 391
Dive-Bombing Gun Position.

Flights

White	Major Stewart	Yellow	Capt Sprietsma
	Lt Hogan		F/O Alessi
	Lt McCabe		Lt Siegel
	Lt Malone		Lt Alward
Red	Capt Perry	Blue	Lt Wilson
	Lt Ward		Lt Manwaring
	Lt Beach		Lt Arnold
	F/O Petrosky		Lt Wetherill

Lt Ward did not get off-mag trouble. Major Stewart led 15 A/C off at 1840 hours. L/F in enemy coast was made at Vrasville at 1944 hours at 3,000 feet. Squadron proceeded to Gun Position 342095 and bombed and destroyed same (France 1:50,000, 6E/3&4). Yellow flight strafed roads north of target on course home and Capt Sprietsma destroyed a car, while Lt's Siegel and Alward destroyed a military truck. This occurred at St Pierre Eglise. The flight received intense machine gun fire in this area. Time over target was 1947 hours. Light, meagre, inaccurate flak was received at the target. L/F out at Vrasville at 2010 hours at 3,000 feet. Lt Beach had generator trouble and returned before making landfall in E/C. Lt Petrosky had engine trouble and returned before making LF in E/C with Capt Perry as escort.

[redacted]

[redacted]

Mission No. 109
June 17, 1944

Operations Order No. 392
Glide-Bombing enemy concentration SE St Lo.

1st Effort

Flights

White	Major Stewart	Yellow	Capt Sprietsma
	Lt Nee		F/O Thompson
	Lt Libertore		Lt Parrish
	F/O Loveless		Lt Preston
Red	Lt Pedigo	Blue	Capt Sherman
	F/O Blazicek		F/O Buckio
	Lt Rueschhoff		Lt Hollaway
	Lt Summerlin		Lt Powell

Major Stewart led the above off at 0618 hours. Lt Libertore aborted because of radio before L/F in was made. L/F in at St Martin de Varreville at 0733 hours at 3,000 feet. Target area was bombed effectively from 1200 feet. No movement was observed but squadron received light, intense, accurate fire from target area. Squadron then flew to Area 3 and landed. F/O Blazicek was unable to release his bombs at the target and they exploded while he was landing, seriously wounding him and destroying the A/C. Target was bombed at 0737 hours.

SECRET

[redacted]

Mission No. 110
June 17, 1944

Operations Order No. 392
Armed Recc. La Haye du Puits,
Lessay to Coutances.

2nd Effort

Flights

White	Major Stewart Lt Nee Lt Rueschhoff Lt Loveless	White	Capt Sprietsma F/O Thompson Lt Preston
Red	Lt Hollaway F/O Buckio Capt Sherman	Red	Lt Pedigo Lt Parrish Lt Powell

The first section of the second mission of 7 A/C were led off by Major Stewart at 1345 hours to patrol above area. First flight of four A/C carried two 500 pound bombs fused 1/10 nose, 1/40 tail. The squadron flew to assigned area. In the vicinity of Lessay three Me 109's bounced the formation and Lt Loveless and Lt Rueschhoff jettisoned their bombs. Lt Nee jettisoned one bomb but the other would not release. A Me 109 positioned himself astern of Lt Nee and scored hits severly damaging the plane and slightly wounded Lt Nee. Lt Hollaway, leading the cover bounced this 109 from 3,000 feet and destroyed it. Pilot was observed to bail out and plane to crash. Major Stewart dropped his bombs on bridge. This section landed at 1545 hours. Captain Sprietsma led a section of six A/C off at 1500 hours to cover same area. Three A/C were carrying 2 500 pound bombs. Road in vicinity of Perier was bombed - 2 hits and 2 near misses. Convoy of trucks had been moving on the road. This section also strafed and dispersed horse drawn artillery destroying approximately 12 vehicles. This section landed at area 3 at 1630 hours.

SECRET

[redacted]

Mission No. 111
17 June 1944

Operations Order No. 392
Armed Recc. Perier, Lessay,
La Haye du Puits.

3rd Effort

Major Stewart
Lt Summerlin
Lt Loveless
F/O Buckio

Capt Sprietsma
Lt Thompson
Lt Rueschhoff
Lt Hollaway

Lt Pedigo
Lt Powell
Lt Parrish
Capt Sherman

Major Stewart led 12 A/C off at 1900 hours from Area 3. Lt Summerlin was carrying 2 - 500 pound GP bombs. Squadron flew in area from Perier, Lessay, La Haye du Puits. 2 FW 190's were observed in vicinity of Lessay but fled before they could be engaged. Lt Summerlin jettisoned his bombs when 190's were observed. Some trucks, obviously previously attacked were shot up some more. L/F out at 3,000 feet at St Vaast and squadron down at base at 2025 hours.

~~SECRET~~

SECRET

Mission No. 112
June 20, 1944

Operations Order No. 400
Glide-Bombing

Flights

White	Lt Col. Therriault	Yellow	Capt Sprietsma
	Lt Manwaring		F/O Thompson
	Lt Ognisty		Lt Arnold
	Lt Summerlin		Lt Ward
Red	Capt Pool		
	F/O Alessi		
	Lt Rueschhoff		
	F/O Buckio		

Lt Col. Therriault led our squadron off at 2056 hours for a glide-bombing mission on military traffic on highway and railway between Paris and Laon. Only three flights went on the mission. They flew the briefed course and made L/I a little So of Cayeux, 2155 hours and 12,000 feet. Red flight bombed M/Y at Chantilly - 5 direct hits were observed and an explosion and huge fire started; there were also 75 to 80 box cars among the hits. Yellow flight bombed a M/Y at Lassigny with six direct hits observed on target which included about 20 box cars. White flight bombed an elbow in the track at Clermont with good results. We had 11 A/C drop 22 - 500 pound GP bombs on the target area. Coming out the squadron got some light, moderate, inaccurate flak at Beauvais. L/O was made at Cayeux, 2234 hours, and 3,000 feet. En route there was 8/10's clouds with base at 3,000 feet and tops at 4,000 feet. Visibility was 3 to 4 miles. Over the target there weren't any clouds with 1 mile visibility down sun and 2 to 3 miles up sun. There was a thick haze. Squadron was down at 2249 hours.

SECRET

SECRET

Mission No. 113
June 21, 1944

Operations Order No. 403. IX F.C.
Withdrawal Support VIII B.C.

1st Effort

White	Col. Wells F/O Alessi Lt McCabe Lt Petrosky	Yellow	Capt Schilke Lt Hogan Lt Peterson Lt Wetherill
Red	Lt Ognisty Lt Ward Lt Beach Lt Alward	Blue	Capt Sprietsma Lt Arnold Lt Siegel Lt Malone

Squadron took off at 0836 hours. While forming, Lt Malone, blue four and Capt Sprietsma, blue leader collided while going through the overcast and both pilots were killed when their planes crashed to the ground. Lt Arnold, blue two, witnessed the accident and vicinity was West Malling. Lt Peterson developed an oil leak and had to abort with his wingman escorting him. Lt's Arnold and Siegel also aborted because of weather. Squadron made L/I at The Hague, 0951 hours, and 11,000 feet. R/V with the bombers was made 20 minutes late at 1119 hours and 22,000 feet; and place was unknown. They stayed with the bombers who were in poor formation, until 1219 hours; when we made L/O at Meldorf and 22,000 feet. Squadron received heavy, moderate, fairly accurate flak at Oldenburg. Over the channel there were 10/10's clouds with tops at 4,000 feet and base at 1500 feet. Visibility above the clouds was unlimited. Over the continent there were 10/10's clouds, solid. Visibility down sun was 15 miles and up sun 8-10 miles. Squadron received heavy flak at Ramsgate when they were at 6,000 feet and making L/O England. At Lemmerden A/D in Germany observation was made of heavy bombers on field. Squadron was down at our base at 1428 hours.

SECRET

[redacted]

Mission N. 114
June 21, 1944

Operations Order No. 405 P
Dive-Bombing

2nd Effort

White	Major Stewart	Yellow	Capt Van Cott
	Lt Siegel		Lt Preston
	Lt Hollaway		Lt Libertore
	Lt Powell		F/O Loveless
Red	Lt Voorhees	Blue	Lt Pedigo
	F/O Buckio		Lt Summerlin
	Lt Parrish		Lt Rueschhoff
	Lt Nee		Lt Petrosky

Major Stewart led our squadron off at 2025 hours for a dive-bombing mission. We were to bomb and strafe targets of opportunity in the St Quentin area. Lt Summerlin crashed into the trees while T/O and was seriously injured. Blue 3 and 4 weren't able to get off. Squadron made L/I at 2104 hours, and 10,000 feet; and because of the overcast place was unknown. Maj Stewart picked the A/D at Clastres and all three flights bombed there. We had 432 frag bombs with 36 on each ship, and hits were observed in the So East corner of field on dispersed area buildings and runways. L/O was at 2215 hours, 11,000 feet; and place was unknown. There was light, moderate, inaccurate flak at the target. Weather over target was nil clouds and visibility was 3 to 5 miles. En route there were 10/10's clouds with tops at 4,000 feet and base unknown. Visibility was excellent. Squadron was down at 2225 hours.

S[redacted]

[redacted]

Mission No. 115
June 22, 1944

Operations Order No. 406
Low Level Bombing

1st Effort

Flights

White	Capt Schilke F/O Thompson Lt Parrish Lt Nee	Yellow	Capt Sherman Lt Yedinak Lt Arnold F/O Buckio
Red	Lt Siegel F/O Alessi Lt Beach Lt Petrosky	Blue	Lt Voorhees F/O Loveless Lt Hollaway Lt Powell

Capt Schilke led our squadron off at 1231 hours for a low level bombing mission of military troops and installations on the tip of the Cherbourg. Lt Yedinak didn't get off because of a right brake lock. Our boys made L/I at Les Herbeuses, 1333 hours and 11,000 feet. Our target area was Flottemanville-Hague and the 15 A/C carrying 44 - 500 pound bombs, Capt Sherman dropped one on T/O, scored numerous hits on gun emplacements, buildings and an oil dump which was burning fiercely when the squadron left the area. Flak towers were also strafed in this area. Blue flight emptied their guns on a heavy flak tower at Cap Levy and gave it a good going over. L/O was made at Quettehou, 1343 hours, and 6,000 feet. Over the target there was heavy, intense, and inaccurate flak while at Beaumont-Hague they received light, intense and fairly accurate flak. There were no clouds en route and visibility was 8 to 10 miles. Over the target there were 5/10's clouds with a base at 4,000 feet and tops at 5,000 feet. Visibility was about 8 miles. Squadron was down at 1443 hours.

[redacted]

[redacted]

Mission No. 116
June 22, 1944

Operations Order No. 407
Escort Mediums

2nd Effort

Flights

White	Col. Wells	Yellow	Capt Sherman
	Lt Yedinak		F/O Thompson
	Lt Parrish		Lt Arnold
	Lt Nee		F/O Buckio
Red	Lt Siegel	Blue	Lt Voorhees
	F/O Alessi		Lt Powell
	Lt Beach		Lt Holleway
	Lt Petrosky		Lt Ward

Squadron, led by Col. Wells, was off at 1949 hours to provide total support for the mediums who were after fuel dumps south of the Cherbourg. Flying the briefed course we R/V with the bombers at St Catherine's Pt; 2027 hours, and 12,000 feet. The bombers were in fairly good formation and we both made L/I at the Wash, 2046 hours, and 15,000 feet. Bombers scored numerous hits on the wooded area which was supposed to be bombed and dark smoke was seen to rise from the wooded area, no fire was observed. L/O was made at Cabourg, 2139 hours, and 12,000 feet. Squadron stayed with the bombers until St Catherine's Pt; where they left at 2200 hours, and 7,000 feet. There was no flak received anywhere and as a whole the mission was uneventful. Weather over the target and en route were the same; nil clouds and visibility up sun was 2 miles and down sun 10 to 15 miles. Squadron was down at 2219 hours.

[redacted]

SECRET

Mission No. 117
June 25, 1944

Operations Order No. 413
Escort Mediums

1st Effort

Flights

White	Capt Van Cott	Yellow	Capt Sherman
	Lt Hogan		Lt Buckie
	Lt Preston		Lt Holleway
	Lt Yedinak		Lt Powell
Red	Lt Voorhees	Blue	Capt Ognisty
	F/O Thompson		F/O Alessi
	Lt McCabe		Lt Pedigo
	Lt Alward		Lt Petrosky

Led by Capt Van Cott, our Squadron took off at 0817 hours to provide total escort support for the mediums who were bombing fuel dumps at Domfront. R/V was made with the bombers at Worthing, 0855 hours and 13,000 feet. The bombers were in good formation and we escorted them on the briefed course making L/I at Trouvilles, 0922 hours, and 13,000 feet. Smoke and dust prevented squadron from seeing the accuracy of the bombing but their hits were concentrated on the wooded area which was the target. Squadron and bombers made L/O at Cabourg, 1000 hours, and 13,000 feet. Just north of Cabourg our squadron left the bombers and the time was 1010 hours, and 13,000 feet. There was no flak all way around and the mission was uneventful. Weather over the target and en route were the same. Nil clouds with a slight haze and visibility 7 to 10 miles. Boys came home at 1039 hours.

SECRET

SE[redacted]

Mission No. 118
June 25, 1944

Operations Order No. 114
Escort Mediums

2nd Effort

Flights

White	Major Stewart Lt Wetherill Lt Voorhees F/O Loveless	Yellow	Capt Perry Lt Buckio Capt Sherman Lt Manwaring
Red	Capt Pool F/O Alessi Lt Pedigo Lt Nee	Blue	Lt Peterson Lt Ward Lt Preston F/O Thompson

Our squadron was up at 1528 hours, led by Major Stewart. We were providing total escort for the second time today. The Mediums were again going after fuel dumps. Mission was flown as planned and R/V with the bombers was made as scheduled, 1610 hours, and 8,000 feet. L/I was made at Cabourg, 1640 hours; and 14,000 feet. Bombers were over the target at 1703 hours and our squadron observed a good concentration of hits on target. Five or six fires were seen and there were three white columns of smoke up to 3,000 feet. Blue flight of 4 A/C escorted one B-26 with one engine out from target area to beachhead area and then to channel. This B-26 received intense, heavy, accurate flak at Epinay. Blue flight leader called Oppdan for a homing and received 082 degrees, which was obviously incorrect and Blue flight leader believes this vector to have been given by the enemy. L/F out at Cabourg, 1735 hours, at 14,000 feet. Bombers were left over channel at 1755 hours. There were nil clouds over the target with visibility from 12 to 15 miles. En route there was a 10/10 overcast at L/F in and it gradually cleared to 3 to 5/10's as squadron approached target. Tops were at 3,500 feet and base 2,000 feet. Visibility was excellent above overcast. Squadron was down at 1811 hours.

[redacted]

SE[redacted]

Mission No. 119
June 27, 1944

Operations Order No. 417A
Glide-Bombing

1st Effort

Flights

White	Capt Schilke F/O Alessi Lt Beach Lt Alward	Yellow	Capt Sherman Lt Hogan Lt Holloway Lt Wetherill
Red	Capt Ognisty Lt Nee Lt Siegel Lt Petrosky		

Capt Schilke led our squadron off at 1442 hours on a mission which was to be glide-bombing fuel dumps in a wooded area near Argentan. We had eight ships bombed up and four were escort. Around L/O of the English coast Capt Schilke and Capt Ognisty aborted because of radio trouble; Lt Holloway had an oil leak, Lt Wetherill's prop was out, and Lt Nee's belly tank wouldn't feed properly; all five aborted. Rest of the squadron made L/X at St Valery, 1559 hours, and 12,000 feet. Wooded area was bombed about 1610 hours, when the boys went in from 3,000 feet at a 30 degree angle and released their bombs from 1500 feet. 5 A/C with 10 - 500 pound GP bombs dropped them all in the target area and huge fires were seen. Coming out, Lt Siegel damaged one tank; F/O Alessi destroyed one staff car near St Maurice, and Capt Sherman's flight strafed a fuel truck and saw it explode; this was 8 miles east of Argentan. Lt Alward had to land at Manston after being hit while strafing a gun emplacement- location was 2 miles west of Dreux. Flak received was light, moderate, and accurate. Enroute there were 5 to 6/10's clouds with tops at 7,000 feet and base 2,000 feet. Visibility was 15 miles plus. Over the target there were 8/10's clouds with tops at 6,000 feet and base at 3,500 feet. Visibility air to air was 7 to 8 miles and air to ground was 4 to 5 miles. Squadron down at 1734 hours.

[redacted]

[redacted]

Mission No. 120
June 27, 1944

Operations Order No. 417A
Glide-Bombing

2nd Effort

Flights

White	Capt Schilke	Yellow	Capt Ognisty
	Lt Nee		Lt Libertore
	Lt McCabe		Lt Rueschhoff
	Lt Wetherill		Lt Parrish
Red	Capt Perry		
	Lt Holloway		
	Lt Arnold		
	Lt Petrosky		

Capt Schilke again led the squadron off for the second effort of the day. We were off at 1830 hours and were again going to the Argentan, Alencon, Chartres area but as we knocked out the fuel dump in the first effort this was for rolling stock or targets of opportunity. L/I was made at Fecamp, 1934 hours, and 13,000 feet. Squadron then flew to Argentan where our leader observed tents and vehicles in a wooded area north of Moulins. 6 A/C carrying 12 - 500 pound GP bombs hit this area and all were in the target area. Coming out the squadron strafed 5-6 vehicles parked along road southwest of Verneuil damaging some of them. L/O was made at Fecamp, 2049 hours, and 11,000 feet. Yellow flight flew tops cover throughout mission. Lt Wetherill who aborted, radio out; brought his bombs back to base and Lt McCabe jettisoned his in the channel. Bomb run by squadron was started at 2000 feet, and from 100 feet and a 20 degree angle were released. Light, meagre, inaccurate flak was received at South Argentan. Weather was the same en route and over the target with 8/10's clouds, base 4,000 feet and tops 8,000 feet. Visibility was excellent. Over the target they had heavy scattered showers. Squadron came home at 2118 hours.

[redacted]

SECRET

Mission No. 121
June 29, 1944

Field Order Wing Assignment
Area Patrol

1st Effort

Flights

White	Major Stewart Lt Hogan Lt Rueschhoff Lt Fox	Yellow	Capt Van Cott Lt Lickteig Lt Parrish Lt Nee
Red	Lt Pedigo Lt Ward Lt McCabe Lt Garrett	Blue	Lt Peterson Lt Neas Lt Hollaway Lt Manwaring

Major Stewart led our squadron off at 0420 hours for a mission which was to take them on patrol over the east and west Cherbourg areas. Flying the briefed course they made L/I at Port en B. 0520 hours, and 14,000 feet. Major Stewart's section took the east area to patrol and Capt Van Cott took his section to patrol the west area. They patrolled the areas from 0520 hours to 0640 hours and landed at one of the A.L.G. in France. Weather over the patrolled area was 10/10's clouds with base at 9,000 feet and tops at 12,000 feet. Visibility was 15 miles plus. Squadron observed a big explosion South of Boulogne when they were going across the channel. Mission was uneventful and they landed on the ALG at 0645 hours.

SECRET

SECRET

Mission No. 122
June 29, 1944

Field Order: Wing Assignment
Area Patrol

2nd Effort

Flights

White	Major Stewart	Yellow	Capt Van Cott
	Lt Hogan		Lt Lickteig
	Lt Rueschhoff		Lt Parrish
	Lt Fox		Lt Nee
Red	Lt Pedigo	Blue	Lt Peterson
	Lt Ward		Lt Neas
	Lt McCabe		Lt Hollaway
	Lt Garrett		Lt Menwaring

After resting for several hours on the ALG, Major Stewart led the squadron off again at 0945 hours to patrol the same area. They patrolled the areas from 0945 hours to 1115 hours and then started home. They made L/O at Pte de la Percee, at 1115 hours, and 10,000 feet. Nothing of importance to relate; weather was the same, and squadron landed at 1153 hours on our base.

SECRET

LAWRENCE W. POOL

Mr and Mrs J. W. Pool's son, Lawrence Wade, was born on May 1, 1921. He graduated Abilene High School in 1938 and then went to McMurray College in Abilene for two years. Capt Pool enlisted as an aviation cadet on March 3, 1942 and not only received his commission and pilot's wings on November 10, 1942 from Lake Charles Army Flying School, La; but was also married the next day to Bobbie Lousie Pool. Capt Pool, who is a flight leader in the 367th Fighter-Bomber Squadron, has named his ship "Kuminatcha II". He has flown his P-47 Thunderbolt Fighter over enemy held territory enough to receive the Air Medal with four Oak Leaf Clusters and has probably destroyed one ME 109. Before the war, Capt Pool worked on the Abilene Reporter News in the advertising department and as an architectural draftsman for Hughes & Olds Architects of Abilene, Texas.

THIS PAGE IS UNCLASSIFIED

JOE R. HOLLAWAY, JR

1st Lt Joe R. Hollaway, Jr. was born on September 21, 1922. He is the son of Mr & Mrs. Joe R. Hollaway, Sr. of 210 East 68th Street, Shreveport, La. He graduated C.E. Byrd High School., Shreveport, La, in 1940, was a member of Delta Phi Kappa fraternity, boxing team, and his hobbies included fishing, hunting, and flying. Lt Hollaway later attended North Texas A & M, Arlington, Texas for one year. He enlisted on March 22, 1942 and was commissioned as a 2nd Lt with pilots wings on February 16, 1943 at Eagle Pass Flying School, Texas. He has been promoted to a 1st Lt since coming overseas. 1st Lt Hollaway's Thunderbolt fighter ships name is "Hairless Joe" and he has been awarded the Air Medal with one Oak Leaf Cluster for flying this ship over enemy held territory. He is single and before the war was a "roughneck" oil field worker.

ALFRED W. PERRY

Capt Alfred W. Perry was born on May 28, 1916, son of Mrs. J. E. Perry, Franklin, N. C. He graduated Franklin High School, Franklin, N. C. in 1934 and while there played varsity football. Capt Perry went to University of N. C. and graduated with a B. S. degree in 1940. He was a member of Chi Phi Fraternity. On January 20, 1942 Capt Perry enlisted as an aviation cadet and Nov 10, 1942 he received his commission and pilots wings from Craig Field, Selma, Ala. He was promoted to a 1st Lt June 16, 1943 and again to a Captain in May of 1944. Capt Perry has been awarded the Distinguished Flying Cross, and the Air Medal with four Oak Leaf Clusters for participation in escorting of the big bombers over "Festung Europa." Capt Perry is single and his pre-war occupation of clerical-accountant was for the Nantahala Power & Light Co., Franklin, N. C.

OTTO M. RUESCHHOFF

1st Lt Otto M. Rueschhoff, son of Mrs Margaret Rueschhoff of Park, Kansas, was born December 30, 1920. He attended Park High School and after that worked as a cashier on the Santa Fe Railroad, Wichita, Kansas. He enlisted as an aviation cadet February 27, 1942 and received his commission and pilots wings from Foster Field, Texas on November 10, 1942. He was promoted to a 1st Lt on June 16, 1943. Lt Rueschhoff has named his Thunderbolt fighter "My Gal Sal" and for piloting her over "Festung Europa" he has been awarded the Air Medal with one Oak Leaf Cluster.

GEORGE T. MALONE, JR

2nd Lt George T. Malone, Jr., son of Mr & Mrs G. T. Malone, Sr; was born on November 25, 1920. He is single and resides at 40 Newcomb Street; Arlington, Mass. Lt Malone graduated Arlington High School in 1939 and then went to Boston College for three and one half years participating in hockey and baseball at both places. He enlisted May 1942 as an aviation cadet and received his commission and pilots wings August 30, 1943 from Spence Flying Field, Ga. Lt Malone has been awarded the Air Medal with one Oak Leaf Cluster for flying his thunderbolt fighter over enemy held Europe both in escort work and dive-bombing.

JAMES J. MC CABE

1st Lt James J. McCabe, son of Mr & Mrs H. D. McCabe of 5911 Jolian Avenue; St Louis, Mo., was born March 3, 1923. He graduated St Louis University High School in 1941 and played basket-ball and baseball on the high school team. He then enlisted on February 25, 1942 as an aviation cadet and received his commission and pilots wings from Moore Field, Texas on February 16, 1943. Lt McCabe has named his Thunderbolt Fighter "Lil'l Pecker" and has been awarded the Air Medal with four Oak Leaf Clusters for escorting the heavy bombers over enemy held territory. He is single and lives with his parents.

ALVIN W. SIEGEL

1st Lt Alvin W. Siegel is one of the oldest members of the 367th Fighter-Bomber Squadron. Son of Mrs. R. Smith of 3641-20th Street, San Francisco, California. Lt Siegel was born on July 3, 1920. He graduated from Polytechnic High School of San Francisco in 1938 and then worked as a radio worker. He enlisted as an aviation cadet on Feb 14, 1942 and received his commission and pilots wings from Luke Field, Arizona, on Oct 30, 1942. Lt Siegel was promoted to a 1st Lt on June 16, 1943. His ship, the "Sea Gull" has been flown over "Festung Europa" enough for it's pilot to receive the Air Medal with four Oak Leaf Clusters.

ALEN V. VOORHEES

1st Lt Alen V. Voorhees, son of Mr & Mrs Carl E. Voorhees of 22 Riverview, Battle Creek, Michigan., was born March 10, 1920. He attended Battle Creek Central High, Battle Creek, Michigan and graduated in 1939. While there Alen played varsity football and track. He later attended Jackson Junior College, Jackson, Michigan for one year. Lt Voorhees enlisted January 27, 1942 and was commissioned on November 10, 1942 from Lake Charles Army Flying School, Lake Charles, Louisiana. Lt Voorhees is married and has one son; Alen Jr. His wife, Dolaritha resides at 51 Bennet Street; Battle Creek, Michigan. Before the war Lt Voorhees worked as a valve polisher at the Wilcox Rich Division Eaton, Manufacturing Company; Battle Creek, Michigan. His Thunderbolt fighter has been named "Roundy" and he has flown it over enemy held Europe enough to merit him the Air Medal with four Oak Leaf Clusters and also Distinguished Flying Cross.

MICHAEL F. OGNISTY

1st Lt Michael F. Ognisty, son of Mr & Mrs Joseph Ognisty of 505 East 6th Street, New York City; was born November 14, 1919. He is married and his wife and son also live with his parents. Lt Ognisty graduated Seward High School of New York City in 1938 and then attended New York University for one year. While at Seward High School he participated in football, basket-ball and swimming. He enlisted as an aviation cadet January 14, 1942 and received his commission and wings from Craig Field Flying School, Selma, Alabama on November 10, 1942. Lt Ognisty has been awarded the Purple Heart for injuries after crash landing his plane in England after a tough escort mission over Europe. He also holds the Air Medal . Before the war he was a labratory technician - Bacteriology at Memorial Hospital in New York City.

VICTOR BEACH

On September 9, 1921 a son, Victor, was born to Mr and Mrs Roy Beach of Yancey, Texas. He attended high school in Dover, Kansas and graduated in 1939. He played varsity football and basketball, making his award in both sports. Lt Beach enlisted December 17, 1940 and graduated Training School, Luke Field, Phoenix, Arizona as a Staff Sergeant pilot. On December 5, 1942 he was promoted to Flight Officer, and May 23, 1943 as a 2nd Lieutenant. Lt Beach was married just before leaving the States and his wife Mrs. Velma L. Beach resides at Route 9, Topeka, Kansas. Lt Beach was promoted to a 1st Lieutenant on April 1, 1944. He has been awarded the Air Medal with two Oak Leaf Clusters. The name of his airplane is "Coming Out On Top."

[redacted]

[redacted]

MICROFILMED

[redacted]

367th FIGHTER SQUADRON
Office of the Intelligence Officer
[redacted] APO 141 U. S. Army

1 August 1944

DECLASSIFIED
DOD DIR 5200.9

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, APO 141, U. S. Army.

In accordance with IX Fighter Command Memo 20-4, dated 22 Dec 1943, attached hereto is History of Operations for the 367th Fighter Squadron for the month of July 1944.

For the Squadron Commander:

Ralph F. Palaia
RALPH F. PALAIA,
1st Lt, Air Corps,
Unit Operational Historian.

1 Incl: Incl 1 - Sq Hist
July 1944

2-12346

DECLASSIFIED
DOD DIR 5200.9

[redacted]

[redacted]

[redacted]

367th FIGHTER SQUADRON
APO 141 U. S. Army

B-M2

1 August 1944.

SUBJECT: Squadron History.

TO: Commanding Officer, 358th Fighter Group, APO 141, U. S. Army.
Attention: S-2.

1. Submitted herein is Squadron History, this organization, for the month of July 1944.

a. Organization.
(1) Negative.

b. Strength.
(1) Officers 54; Enlisted Men 253.

c. Arrived and departure from stations.
(1) The Air Echelon composed of 7 officers and 85 enlisted men which had departed Station 411 the 29 June arrived at the Omaha Beach on the shores of France the 4 July, moving to our new station at Cretteville, France (ALS #14) the following day.

(2) The Ground Echelon consisting of 5 officers and 151 enlisted men departed their old station #411 near High Halden, Kent, England the 6 July and after a very short stay in the marshalling area arrived at the Omaha Beach on the shores of France the 8 July, moving the following day to our new station near Cretteville, France (ALS #14).

(3) A Flight Echelon consisting of 43 flying officers and 11 enlisted men remained at station 411 until the other two echelons completed their moves to the continent.

Moving by air and in small units, the Flight Echelon completed its move to our new station near Cretteville, France (ALS #14) on the 23 July.

d. Casualties.
(1) 1st Lieut. Otto M. Rueschhoff, O-666993, missing in action near St. Lo, France, 18 July 1944.

For the Squadron Commander:

MERLIN C. HOPPE,
Capt., Air Corps,
Executive.

[redacted]

[redacted]

Mission No. 123
July 4, 1944

Operations Order No. 432 L
Glide-Bombing

1st Effort

Flights

White	Major Stewart	Yellow	Capt Perry
	Lt Preston		Lt Lickteig
	Lt McCabe		Lt Wilson
	Lt Wetherill		Lt Ward
Red	Lt Pedigo		
	F/O Loveless		
	Lt Peterson		
	Lt Neas		

Major Stewart led squadron off at 0851 hours to glide-bomb troop concentrations South of Lessay. L/I was made at Querqueville, 3,000 feet and 0951 hours. Target, which seemed to be an open field was bombed. Some tracks were seen going across the field but results of the bombing is unknown. L/O made at Querqueville, 3,000 feet and 1010 hours. Squadron received light, moderate, inaccurate flak at Creances. En route they had 2 to 3/10's clouds with the base at 8,000 feet and tops at 9,000 feet. Visibility was excellent. Over the target there were 6/10's clouds with base at 1,000 feet and tops at 3,500 feet. Visibility was excellent. Boys were down at 1051 hours. Mission uneventful.

[redacted]

SECRET

Mission No. 132
July 8, 1944

Operations Order No. 440 C
Dive-Bombing

Flights

White	Capt Van Cott Lt Garrett Lt Libertore F/O Loveless	Yellow	Capt Perry Lt Wetherill Lt Parrish Lt Ward
Red	Lt Pedigo Lt Nee Lt McCabe Lt Manwaring		

Capt Van Cott led squadron off at 1030 hours. RR north of Laval was bombed. L/I was made east of Caen at 1130 hours, and L/O was made at Le Havre, 1210 hours. Four ships acted as escort. Results of bombing was fair. Squadron was down at 1250 hours.

SECRET

Mission No. 134
July 11, 1944

Operations Order No. 445
Dive-Bombing

Flights

White	Major Stewart Lt Snell Lt Parrish Lt Garrett	Yellow	Lt Pedigo Lt Nee Lt Libertore Lt Ward
Red	Capt Perry Lt Lickteig Lt Arnold Lt Wetherill		

Major Stewart led squadron off at 1800 hours to bomb gun emplacements east of Lessay. There was a little light, moderate, inaccurate flak at the target and results of the bombing was poor. There was no enemy action and squadron was down at 2035 hours.

SECRET

SECRET

Mission No. 135
July 12, 1944

Operations Order No. 446
Dive-Bombing

1st Effort

Flights

White	Capt Schilke	Yellow	Capt Sherman
	Lt Owens		Lt Powell
	Lt Rueschhoff		Lt Buckio
	F/O Thompson		Lt Neas
			Col. Wells
Red	Lt Voorhees		
	Lt McKenna		
	Lt Beach		
	Lt Fox		

Capt Schilke led squadron off at 0645 hours to bomb railroad tracks at Dreux. There was no E/A and no flak. Results of the bombing could not be observed as the weather was 10/10's en route and over the target. Squadron was down at 0945 hours.

SECRET

SECRET

Mission No. 136
July 12, 1944

Operations Order No. 446
Armed Reconnaissance

2nd Effort

Flights

White	Capt Van Cott	Yellow	Capt Perry
	Lt Snell		Lt Manwaring
	Lt Preston		Lt Arnold
	Lt Garrett		Lt Wetherill
Red	Lt Pedigo (Not Off)		
	Lt Coy		
	Lt McCabe		
	F/O Loveless		

Capt Van Cott led squadron off at 1330 hours and the mission was Armed Reconnaissance in the vicinity of SW Paris. Seven of our ships jettisoned 14 bombs near Dreux when the 366th squadron was bounced by 6 FW 190's, resulting in claims of:
1 FW 190 Destroyed - Lt Wetherill
1 FW 190 Destroyed - Lt McCabe
1 FW 190 Probably Destroyed - Lt Arnold
1 FW 190 Damaged - Capt Perry
There was no flak and L/O was made at Fe Camp, 1520 hours. Weather was 10/10's clouds, 2800 feet base and 4,000 feet tops. Visibility was 4 to 6 miles. Lt Manwaring aborted just before L/O was made. Squadron was down at 1545 hours.

SECRET

[redacted]

Mission No. 137
July 14, 1944

Operations Order No. 450 C
Armed Reconnaissance

Flights

White	Major Stewart (A)	Yellow	Capt Pool (A)
	Lt Owens		F/O Alessi
	Lt Rueschhoff		Lt Beach
	Lt Fox		Lt McKenna
Red	Lt Siegel		
	F/O Thompson		
	Lt Wilson		
	Lt Petrosky		

Major Stewart led squadron off at 1325 hours on an Armed Reconnaissance mission in the area of Dreux. We bombed RR tracks in the vicinity of Dreux. Bad weather hindered the bombing efficiency. No flak or E/A were encountered. Squadron was down at 1545 hours.

[redacted]

[redacted]

Mission No. 138
July 17, 1944

Operations Order No. 84, P-14
Dive-Bombing

1st Effort

Flights

White	Major Stewart	Yellow	Capt Van Cott
	Lt Alward		Lt McCabe
	Lt Siegel		Lt Pedigo
	Lt Buckio		Lt Wilson
Red	Capt Perry		
	Lt Arnold		
	Lt Rueschhoff		
	Lt Parrish		

Major Stewart led the squadron off at 1349 hours to bomb fuel tanks and buildings in area SE of Laval. Squadron set course 10 minutes early and was over the target at 1455 hours. Target bombed and one direct hit seen but tank did not explode. Tanks believed largely empty. Small amount of black smoke observed. No flak or E/A on mission. Over the target there were nil clouds and visibility 6 to 8 miles. En route there were 5/10's clouds with base at 3,000 feet, tops at 5,000 feet. Visibility was fair. Squadron was down at 1544 hours.

[redacted]

[redacted]

Mission No. 139
July 17, 1944

Operations Order No. ZMH-10
Dive-Bombing

2nd Effort

Flights

White	Capt Schilke Lt McCabe Capt Van Cott Lt Rueschhoff	Yellow	Capt Perry Capt Ognisty Lt Alward
Red	Capt Pool Lt Arnold Lt Wilson Lt Buckio		

Capt Schilke led squadron off at 1841 hours to bomb artillery and troops along north edge of orchard near St Lo. We had 14 hits in the target area with two direct hits on road 1 mile SSW of St Lo. Two direct hits on RR tracks one and one-half miles west of St Lo. Some hits were observed in wooded area south of St Lo. There were no troops or vehicles seen. Heavy, moderate, inaccurate flak was received at the target. Weather was CAVU. Squadron was down at 1938 hours.

[redacted]

SECRET

Mission No. 140
July 18, 1944

Operations Order No. Z61-1
Beach Patrol

1st Effort

Flights

White	Capt Schilke
	Lt McCabe
	Lt Rueschhoff
	Lt Alward
Red	Capt Pool
	Lt Buckio
	Lt Siegel
	Lt Parrish

Capt Schilke led our squadron of eight ships on beach patrol off at 0833 hours. They patrolled the area from 0835 to 1015 hours. Patrol was uneventful. Two flights were down at 1021 hours. Weather over target was overcast up to 18,000 feet. 2 to 3 mile visibility below, unlimited above. En route, overcast with base at 3500 feet broken in layers, tops 17,000 feet. Top of haze over base at 1500 feet.

[redacted]

[redacted]

Mission No. 141
July 18, 1944

Operations Order
Beach Patrol

2nd Effort

Flights

White	Capt Van Cott
	Lt Arnold
	Lt Pedigo
	Lt Alward
Red	Capt Perry
	Lt Wilson
	Capt Ognisty
	Lt Buckio

Capt Van Cott led the two flight squadron off at 1316 hours for their second patrol mission of the day. Mission flown in area at 11,000 feet was completely uneventful. Weather over the patrol area was 8/10's clouds in layers between 5,000 feet to 15,000 feet with visibility 6 miles. Squadron was down at 1513 hours.

[redacted]

SECRET

Mission No. 142
July 18, 1944

Operations Order No. Z61-1
Beach Patrol

3rd Effort

Flights

White	Major Stewart
	Lt Parrish
	Capt Perry
	Lt Wilson
Red	Capt Van Cott
	Lt McCabe
	Capt Pool
	Lt Rueschhoff

Major Stewart led the squadron off at 1803 hours for the third and final patrol mission of the day. Squadron patrolled area Cherbourg, Lessay, and Bayeux. Vectored south-east of St Lo for bandits. Below overcast at one thousand feet; light, intense, accurate flak encountered here. (T-5756). One A/C seen to crash here and one, believed to be a P-47, burning on ground in this vicinity. Squadron broke and flew north and then west. No bandits found. Noticeable road movement to the south. Lt Otto Rueschhoff was listed as MIA. Weather over the entire area was 10/10's overcast, base at 1,000 feet, visibility 1 to 2 miles. Squadron was down at 1930 hours.

SECRET

SECRET

Mission No. 143
July 19, 1944

Operations Order No. 87
Escort

Flights

White	Capt Schilke	Yellow	Lt Pedigo
	F/O Alessi		Lt Lickteig
	Lt Beach		Lt Ward
	Lt McKenna		Lt Neas
Red	Lt Arnold		
	Lt Powell		
	Lt Alward		
	Lt Fox		

Capt Schilke led the squadron off at 1816 hours to provide escort for the A-20's who were bombing in the vicinity of Angers from 4918N-0003E. Mission flown without incident. Bombers observed to score excellent concentration of hits on bridge SW of Angers. Two of our A/C down at ALG #6 for refueling. Bombers received heavy, meagre, inaccurate flak east of Alencon. Over the target there were 1/10 thin cloud with tops at 7,000 feet, visibility 10 miles. Elsewhere the weather was the same with overcast and hazy near the coast at 7,000 feet. Squadron was down at 2043 hours.

SECRET

SECRET

Mission No. 144
July 23, 1944

Mission No. 1 21-58
Operations Order No. 99
Armed Reconnaissance

1st Effort

Flights

White	Capt Schilke	Yellow	Capt Sherman
	Lt Owens		Lt Wetherill
	Lt Preston		Lt Manwaring
	Lt Garrett		Lt Nee
Red	Lt Wilson		
	F/O Thompson		
	Lt Ward		
	Lt Petrosky		

Capt Schilke led the squadron off at 1035 hours for an Armed Sweep of the Channel Islands and South. The course was flown as planned at 2,000 feet. No observations were made on the patrol, so secondary target was bombed - nothing observed at point of target. There were no E/A or flak seen on the mission. There was an overcast at the target, with base at 4,000 feet, scattered clouds at 1,500 - 2,000 feet. Visibility 2 to 3 miles. En route there was a base overcast 3,500 feet; haze below. Visibility poor 1 to 2 miles. Squadron returned to base at 1215 hours.

SECRET

SECRET

Mission No. 145
July 23, 1944

Operations Order No. EZK 7
Glide-Bombing

2nd Effort

Flights

White	Capt Pool	Yellow	Lt Beach
	Lt Lickteig (Not Off)		Lt McKenna
	Lt Powell		Lt Alward
	F/O Alessi		
Red	Capt Van Cott		
	Lt Snell		
	F/O Loveless		
	Lt Coy		

Capt Pool led the squadron off at 1433 hours for the second mission of the day and our target was troop concentrations south-east of St Lo. Just before they reached the target, heavy flak broke them up at St Gilles. White flight broke right and Red flight broke left as the flak came in between them. They weren't able to reform and White flight leader after dropping his bomb on a gun emplacement, with no observation made, returned to base with his flight and Yellow flight, which was top cover. Red flight tried to locate the target but was unsuccessful because of poor visibility. They jettisoned their bombs in the sea and returned to base. There were 8 to 10/10's clouds with visibility very bad. Squadron was down at 1508 hours.

SECRET

SECRET

Mission No. 146
July 24, 1944

Operations Order No. 88
Dive-Bombing

1st Effort

Flights

White	Col. Wells	Yellow	Capt Sherman
	Lt Owens		Lt Wetherill
	Lt Manwaring		Lt Ward
	Lt Neas		Lt Garrett
Red	Lt Beach		
	F/O Thompson		
	Lt Buckio		
	Lt Lickteig		

Col. Wells led our squadron off at 1057 hours for a bombing mission north of St Lo - Periers Road. They flew the course as briefed and were over the target on time but had to make two 360 degree turns until the target area was clear of friendly planes flying over. They bombed ten minutes late at 1155 hours. There were an excellent concentration of hits in the target area. They received some heavy, meagre, accurate flak west of the target. There was an overcast with a base at 4,000 feet. Visibility was about 2 miles. Squadron was down at 1227 hours.

SECRET

[redacted]

Mission No. 147
July 24, 1944

Operations Order No. 102
Dive-Bombing

2nd Effort

Flights

White	Major Stewart	Yellow	Capt Van Cott
	F/O Alessi		Lt McKenna
	Lt Alward		Lt Preston
	Lt Petrosky		F/O Loveless
Red	Lt Siegel		
	Lt Powell		
	Lt Fox (Not Off)		
	Lt Snell		

Major Stewart led our squadron off at 1550 hours on the second mission of the day. Course was flown as briefed and target, which was a landing strip at 0-871942, was bombed with all of our bombs hitting in the target area. Lt Siegel had to abort because of illness; he brought his bomb back. Observation was made at landing strip 0-936885, Soucelles of the remains of 15 to 20 well camouflaged burnt planes and looked like a decoy. Over the target our boys received light, moderate, accurate flak which resulted in White four being hit and necessitated a wing change. There was 6 to 8 miles visibility and an overcast which had a base of 5,000 feet and tops at 7,000 feet. Squadron was down at 1742 hours.

SECRET

SECRET

Mission No. 148
July 25, 1944

Operations Order No. 88
Glide-Bombing

1st Effort

Flights

White	Capt Sherman	Yellow	Lt Peterson
	Lt Coy		Lt Nee
	Lt Manwaring		Lt Buckio
	Lt Neas		Lt Smith
Red	Capt Ognisty		
	Lt Wetherill		
	Lt Fox		
	Lt Garrett		

Capt Sherman led the squadron off at 0900 hours in a mission which was to take our squadron over the bomb line concentrating on troops. Our squadron flew the course as briefed, dropped 36 frag bombs on the target strip. There was an excellent concentration of hits and black smoke was observed. At the target, they received heavy, moderate, accurate flak. Visibility was excellent even tho there was a heavy haze. There was 10/10's clouds with a base of 8,000 feet. Squadron was down at 1025 hours.

SECRET

SECRET

Mission No. 149
July 25, 1944

Operations Order No. DZK-7
Dive-Bombing

2nd Effort

Flights

White	Major Stewart Lt Yedinak Lt Alward (A) Lt Petrosky	Yellow	Lt Beach Lt Owens Lt Ward Lt Powell
Red	Capt Pool Lt Ueeck F/O Loveless Lt McKenna		

Major Stewart led squadron off at 1419 hours on our second mission of the day. We were after the Gestapo Headquarters in the vicinity of Avranches. Course was flown direct from base to target. Squadron made two 360 degree turns in target area. Dive made from SE to NW. There were 12 hits in area, 5 within 50 yards of Chateau. Roof of Chateau hit with machine gun fire. Tracks on road indicated building was in use. Over the target there was light, meagre, inaccurate flak and at T-1334 same type was received. Over the target the visibility was 15 to 20 miles with 10/10's clouds base at 11,000 feet, tops unknown. Squadron was down at 1526 hours.

SECRET

SECRET

Mission No. 150
July 25, 1944

Operations Order No. DZK-7
Dive-Bombing

3rd Effort

Flights

White	Major Stewart	Yellow	Capt Ognisty
	Lt Wetherill		Lt Neas
	Lt Preston		Lt Buckio
	F/O Alessi		Lt Smith
Red	Capt Van Cott		
	Lt Nee		
	Lt Fox		
	Lt Coy		

Major Stewart led the squadron off at 1650 hours going after the Gestapo Headquarters again as no direct hits were recorded on the second mission. He led the squadron directly to the large Chateau area and they all planted their bombs in between the buildings and one bomb hitting a small house on the edge of the wooded area just south-west of the Chateau, started a huge fire and white smoke billowed up from the explosion. It is believed to be a gas dump. All of the buildings in the target area were strafed. No flak or E/A were seen. There were 8 to 10/10's clouds over the target with the base at 8,000 feet, tops unknown. Visibility was about six miles. At the base, visibility was 3 miles, restricted by haze. Squadron was down at 1813 hours.

SECRET

[redacted]

Mission No. 151
July 26, 1944

Operations Order No. 94.(SYG. 19-20
Glide-Bomb troop concentration and
dug-in positions at T-584630 and
596631

1st Effort

Flights

White	Lt Col. Therriault	Yellow	Lt Beach
	Lt Ueeck		Lt Owens
	F/O Loveless		Lt Alward
	Lt McKenna		Lt Petrosky
Red	Capt Sherman		
	Lt Yedinak (Not Off)		
	Lt Manwaring		
	Lt Powell		

11 aircraft were airborne at 0623 hours and were over the target, east of St Lo at 0650 to 0710 hours. The target was not marked with smoke so squadron did not bomb. Bomb load was 2 X 500 GP bombs, fused 1/10 nose,1/40 tail. All bombs were returned to the base. There was 8/10's cloud at 500 feet with 7/10's clouds between 7,000 and 8,000 feet. Visibility air to air was excellent.

[redacted]

SECRET

Mission No. 152
July 26, 1944

Operations Order No. 94.(NHP-8)
Dive-Bomb Chateau at T-630592.

2nd Effort

Flights

White	Major Stewart	Yellow	Capt Pool
	Lt Hogan		F/O Alessi
	Lt Nee		Lt Ward
	Lt Wetherill		Lt Coy
Red	Lt Peterson		
	Lt Neas		
	Lt Buckio		
	Lt Smith		

Major Stewart led our squadron off at 1105 hours and our mission was to dive-bomb a Chateau which was the German Headquarters. Squadron could not bomb target on time because of changing cloud cover. They were vectored to the vicinity of Vire by the controller and returned to bomb target at 1230 hours. Chateau destroyed by numerous direct hits. Last man over the target saw only shambles, flame, and smoke. Four bombs were jettisoned in channel-pilots could not locate target. Over the target there was meagre machine gun fire from wooded area south of target, T-628591; also heavy, meagre, accurate flak at T-600470. Approximately seven holes in field observed directly south of target, possible gun positions at T-628589. Changing cloud cover nil to 9/10's., Base 1,500 feet, tops 3,000 feet. Visibility excellent below clouds-ten miles plus. Area to the south 7 to 9/10's clouds. Squadron was down at 1253 hours.

SECRET

SEC[redacted]

Mission No. 153
July 26, 1944

Mission No. KHH-5
Glide-Bombing

3rd Effort

Flights

White	Capt Van Cott	Yellow	Lt Siegel
	Lt Yedinak		Lt Garrett
	Lt Manwaring		Lt Preston
	F/O Thompson		Lt Owens
Red	Capt Sherman		
	Lt Ueeck		
	Lt Fox		
	Lt McKenna		

Capt Van Cott led the squadron off on the third mission of the day at 1708 hours. Our target was machine gun and mortar dug in along highway T-365685 to cross-roads at T-361687. Squadron made about six 360 degree turns trying to get permission from the controller to attack the target. They finally bombed at 1740 hours. White leader got two direct hits and the rest of the squadron all had an excellent concentration of bombs slightly north and south of the road. Three buildings in target area were on fire before the bomb run was made. There was some meagre machine gun fire at the target. 10/10's clouds with holes in it with visibility excellent at the target. 4 to 6/10's clouds with base at 3,000 feet and tops at 4,500 feet. Visibility excellent was the way it looked en route to the target. Squadron's last man was down at 1800 hours.

SECRET

SECRET

Mission No. 154
July 27, 1944

Operations Order No. 114
Mission No. X 51-53
Dive-Bombing

1st Effort

Flights

White	Major Stewart	Yellow	Lt Peterson
	Lt Hogan		Lt Wetherill
	Lt Alward		Lt Buckio
	Lt Neas		Lt Coy
Red	Lt Beach		
	Lt Powell		
	Lt Petrosky		
	Lt Smith		

Major Stewart led the squadron off at 1000 hours on a dive-bombing and armed reconnaissance mission around the Le Mans area. Squadron bombed RR bridge at Y-9050, east of Laval-no results were obtained. They also strafed M/Y at Montsurs and box cars 1 mile east of Laval. Because of a heavy rain storm, squadron landed on Site 7 and Site 10 - they were down there at 1140 hours and were back at our base after the storm subsided. Weather over the target was 10/10's with a hole in it right over the target. Visibility was excellent.

SECRET

SECRET

Mission No. 155
July 27, 1944

Operations Order No. 114
Mission No. XKL 13-15
Dive-Bombing

2nd Effort

Flights

White	Capt Van Cott	Yellow	Capt Ognisty
	Lt Nee		F/O Alessi
	Lt Preston		Lt Fox
	F/O Thompson		Lt McKenna
Red	Capt Sherman		
	Lt Garrett		
	Lt Ward		
	Lt Yedinak		

Capt Van Cott led the squadron off at 2027 hours on a mission which was to take them to the vicinity west of Caumont. White leader picked up the town of St Lo and followed the main road down SE to target where squadron was completely broken up by flak which was both intense and accurate. Squadron leader decided low ceiling and flak made it unfavorable to make the bomb run. Yellow leader dropped his bombs on a gun position at T-600560 but only armed one of his bombs which hit near the gun position. There were 4 to 6/10's clouds at 2,000 feet and 8/10's at 4,000 feet. Visibility was good. Squadron was down at 2124 hours.

SECRET

[redacted]

Mission No. 156
July 28, 1944

Operations Order No. 117
Mission No. Y 21-54
Troop Support

1st Effort

Flight

White Capt Pool
Lt Ueeck
Lt Alward
Lt Owens

Capt Pool led a flight of four off at 0618 hours to provide support for our troops who were making a drive toward Coutances. They flew the vicinity of Cerisy-LaSalle and contacted combat controller but could not locate him due to low ceiling making navigation difficult. Patrolled area SW of Coutances, flight strafed MT and personnel,,trucks headed south. One truck left burning. Two of our A/C were damaged by flak. 10/10's clouds, 500 to 800 feet, visibility 4 to 6 miles. Flight down at 0724 hours. Flight jettisoned their bombs.

[redacted]

[redacted]

Operations Order No. 117
Mission No. Y 21-54
Troop Support

Mission No. 157
July 28, 1944

2nd Effort

Flight

Red — Capt Sherman
Lt Wetherill
Lt Petrosky
Lt Snell

Capt Sherman led this flight off at 0708 hours to provide support for the troops moving toward Coutances. They were advised by ground controller to proceed to Notre Dame de-Cenilly. Attacked four tanks south of Percy with bombs and strafing, 3 in one group and one alone. Results not certain but believed one tank destroyed and others damaged. A considerable number of horse drawn vehicles on roads in area, also civilians. 8/10's clouds, with base 500 feet, tops 4,000 feet. Thin layer of 10/10's clouds at 7,000 feet. Visibility below 2 to 3 miles. Flight was down at 0821 hours.

[redacted]

SECRET

Mission No. 158
July 28, 1944

Operations Order No. 117
Mission No. Y 21-54
Troop Support

3rd Effort

Flight

Yellow Lt Siegel
Lt Powell
Lt Neas
Lt Coy

Lt Siegel led his flight off at 0743 hours for our third flight up, providing support for the troops moving toward Coutances. Flight observed many German vehicles and horse-drawn artillery evacuating south from Coutances. Flight strafed vehicles and horse-drawn artillery, destroying eight trucks-NRO on artillery strafing. The ceiling was too low to drop instant fused bombs so flight brought them back. Low clouds at 500 feet closing in from south. Visibility 5 to 10 miles. Flight was down at 0919 hours.

SECRET

SECRET

Operations Order No. 117
Mission No. Y 21-54
Troop Support

Mission No. 159
July 28, 1944

4th Effort

Flight

White Capt Van Cott
F/O Thompson
Lt Fox
Lt McKenna

Capt Van Cott led his flight off at 1513 hours for more support of our troops who are driving toward Coutances. They strafed 5 horse-drawn vehicles 1 mile SW of Coutances and destroyed 4 of them. In the town and on the outskirts of Gavray, they strafed 200 to 300 vehicles and left at least 20 burning and an untold amount damaged. There were 4 to 6/10's clouds, base 1500 feet to 2000 feet. Visibility excellent. Flight down at 1635 hours.

SECRET

[redacted]

Operations O. er No. 117
Mission No. Y-21-54
Troop Support

Mission No. 160
July 28, 1944

5th Effort

Flight

Red Lt Peterson
Lt Yedinak
Lt Ward
Lt Lickteig

Lt Peterson led his flight off at 1547 hours for another troop support mission in the vicinity of Coutances. They strafed 15 large vehicles and 30 smaller ones WSW of Gavray T-275382, leaving seven vehicles burning and destroyed. Numerous others damaged. Lead truck of convoy released two orange ballons. 4 to 6/10's clouds, base 1500 to 2000 feet, visibility excellent. Flight was down at 1700 hours.

~~SECRET~~

SECRET

Mission No. 161
July 28, 1944

Operations Order No. 117
Mission No. Y 21-54
Troop Support

6th Effort

Yellow Flight
Lt Beach
Lt Smith
Lt Preston
Lt Garrett

Lt Beach led yellow flight off at 1639 hours on the sixth mission of the day. Flight flew to Notre Dame-le-Cenilly but could not contact Murphy, combat controller. Flew to Brehal and went down on trucks between Brehal and Coudeville. Trucks were already destroyed so they did not fire. As they were pulling up off of the target, 8 FW 190s were observed flying north at 4500 feet at 1720 hours. Flight attacked from astern and destroyed one, pilot observed to bail out and E/A crashed. Remaining E/A broke contact by entering the clouds. Flight went above clouds at 4500 feet to try to find E/A but failed to do so. They then proceeded to Gavray where they strafed trucks along roads (T-297406) damaging six, 4 or 5 vehicles burning from previous attacks. Flight then patrolled area to south but saw nothing on road but refugees. Also observed several yellow bus-like vehicles bearing red crosses, in vicinity of Brehal. Flak was received at Muneville-sur-Mer, T-200445, light, moderate, inaccurate. Scattered 10/10's clouds with base at 3,000 feet and tops at 4,000 feet. Visibility unlimited. Flight down at 1751 hours.

Mission No. 162
July 28, 1944

Operations Order No. 117
Mission No. Y 21-54
Troop Support

7th Effort

White Flight
Col. Wells
Lt Hogan
Lt Buckio
Lt Coy

Col. Wells led the flight off at 1937 hours. Flight patrolled east and south of Brehal, could not contact controller on ground. No traffic other than ambulances with trailers moving on roads. All vehicles in area burning or destroyed. Flight unable to engage E/A reported in area east of Granville by sweepstakes. 9/10's clouds at 4,000 feet with excellent visibility. Flight landed at 2105 hours.

SECRET

SECRET

Mission No. 163
July 28, 1944

Operations Order No. 117
Mission No. Y 21-54
Troop Support

8th Effort

Red Flight Lt Siegel
Lt Neas
Lt Wetherill
Lt Ueeck

Lt Siegel led his flight off at 2020 hours for another strafing mission. Flight flew to assigned area but could not contact ground controller "Murphy". Excessive radio chatter made RT contact between planes impossible. Trucks SW Coutances strafed resulting in one destroyed and three damaged. No movements on roads observed. 30 vehicles marked with red crosses observed north of Coutances at T-2358. Light, inaccurate, meagre flak SW of Coutances T-2152. 10/10's clouds at 4,000 feet with good visibility. Flight down at 2153 hours.

Mission No. 164
July 28, 1944

Operations Order No. 117
Mission No. Y 21054.
Troop Support

9th Effort

Yellow Flight Capt Ognisty
Lt Owens
Lt Nee
Lt Snell

Capt Ognisty led his flight off for our ninth and last mission of the day. They were off at 2106 hours and flew to assigned RV, could not contact ground controller. Pātrolled assigned area from Coutances to Granville. Flew just east of Granville at 4,000 feet and received no flak. 8/10's clouds at 4,000 feet with good visibility. Flight was down at 2226 hours.

SECRET

SECRET

Mission No. 165
July 29, 1944

Operations Order No. 118
Mission No. Y 21-58
Dive-Bombing

1st Effort

Yellow Flight — Capt Sherman
Lt Powell
Lt Fox
Lt Lickteig

Capt Sherman led the first flight off of the day at 0610 hours for a dive-bombing and strafing mission in the vicinity of Percy. SSE of Coutances. Flight observed numerous vehicles destroyed on roads. Contacted ground controller and he asked flight to locate him by red panels on the lead tank, but weather made it impossible. Yellow 3 and 4 bombed hedgerows where small arms fire was coming from at le Mesnil Rogues, T-2736. Friendly convoy heading SW at T-4040, consisting of at least 100 vehicles. 6/10's clouds, 200 to 500 feet. Visibility below clouds very poor. Flight was down at 0753 hours.

Mission No. 166
July 29, 1944

Operations Order No. 118
Mission No. Y 21-58
Armed Reconnaissance

2nd Effort

White Flight — Capt Van Cott
Lt Smith
Lt Ward
Lt Yedinak

Capt Van Cott led the second flight of the day off at 1138 hours for armed reconnaissance in the vicinity of St Denis-le-Gast T-3045. Flight contacted ground controller "Murphy" who was located at T 207407. He said he was surrounded by Germans and shelled by artillery. Flight tried to find where Germans were located by going up and down main roads at 0 feet and shooting short bursts, but were not fired upon and could not locate anything. Two trucks were destroyed at T-2545. 4/10's clouds, 2,000 feet base, tops 3,000 feet, visibility excellent over target. 10/10's overcast moving in just a few miles south of target. Flight was down at 1250 hours.

SECRET

SECRET

Mission No. 167
July 29, 1944

Operations Order No. 118
Mission No. Y 21-58
Troop Support

3rd Effort

Red Flight

Capt Pool
F/O Thompson
Lt Petrosky
Lt McKenna

Capt Pool led his flight off at 1243 hours for Support combat Command "B", east of Brehal. Flight flew to assigned area and contacted Murphy. Optide gave position of enemy force on road at Rouncey but when flight arrived, other P-47s had situation well in hand. 2 A/C dropped 4 bombs on truck at T-270375. No hits with bombs; strafed also and scored concentrated hits. 2 other A/C dropped 4 bombs on armored vehicle at T-239362. No hits with bombs, but scored hits in strafing. 2 to 3/10's scattered clouds at 5000 feet, visibility 20 miles over target area. Elsewhere the same with overcast at 3000 feet to S.E. of area patrolled. Flight was down at 1345 hours.

Mission No. 168
July 29, 1944

Operations Order No. 118
Mission No. Y 21-58
Troop Support

4th Effort

Yellow Flight

Major Stewart
Lt Snell
Lt Preston
Lt Nee

Major Stewart led our fourth flight up at 1338 hours for Support combat Command "B", east of Brehal. Flight flew down to assigned area and contacted ground controller "Murphy". He told them he didn't have a target for them and anything south and west of him was alright. Flight bombed approximately 3 to 5 tanks which were well hidden by foliage at T-2746. Black smoke was seen after bombing but tanks did not burn. Weather over the target was 3 to 5/10's clouds at 6,000 feet, Visibility excellent. Flight was down at 1455 hours.

SECRET

SECRET

Mission No. 169
July 29, 1944

Operations O. er No. 118
Mission No. Y 21-58
Troop Support

5th Effort

White Flight — Lt Beach
Lt Neas
Lt Alward
Lt Wetherill

Lt Beach led his flight off at 1438 hours, for Support combat Command "B" east of Brehal. Flight flew to assigned area, could not contact "Murphy". Patrolled area and bombed and strafed two vehicles at T-355330. Two bombs hit about twenty yards away and vehicles were smoking when flight left. This attack occurred at 1535. Vehicles were well camouflaged. 3/10's low scattered cloud at 2,000 feet, 10/10's cloud at 4,000 feet with 10 mile visibility over the target. Flight was down at 1600 hours.

Mission No. 170
July 29, 1944

Operations Order No. 118
Mission No. Y 2D-58
Troop Support

6th Effort

Red Flight — Col. Wells
Lt Coy
Lt Fox
Lt Garrett

Col. Wells led his flight off at 1543 hours, for Support combat Command "B", east of Brehal. Flight patrolled assigned area from 1600 to 1635 hours. Bombed and strafed one half-track, T-241345. One bomb hit about 10 yards from vehicle, which later blew up when strafed by Col. Wells. 3 other vehicles immediately South of Brehal strafed, but they had already been attacked and destroyed. No movement on roads. No flak. Weather over target was 9/10's clouds with base at 4,000 feet, tops unknown. Visibility good. Elsewhere, 10/10's clouds with base at 2000 feet. Flight was down at 1645 hours.

SECRET

SECRET

Mission No. 171
July 29, 1944

Operations Order No. 118
Mission No. Y 21-58
Troop Support

7th Effort

Yellow Flight Lt Siegel
Lt Buckio
Lt Smith

Lt Siegel led his flight of three off at 1638 hours for Support combat Command "B", east of Brehal. Flight flew around but could not contact controller Murphy. They then went down on the deck to attack targets of opportunity, but could not locate any. They were recalled because weather was closing in. Flight was back down at base at 1743 hours. Weather over target was 10/10's clouds, 3500 to 4000 feet. Lower clouds forming at 300 to 400 feet. Visibility good.

Mission No. 172 & 173.
July 30, 1944

Operations Order No. 119
Mission No. Y 21-2.
Support of Armored Column 6th Division.

1st Effort

Red Flight Lt Beach
Lt Ueack
Lt Nee
Lt Wetherill

2nd Effort

Yellow Flight Lt Peterson
Lt Coy
Lt Alward
Lt Garrett

Lt Beach led the first flight up at 1210 hours, and the target was between Montinartin and Brehal for the support of Armored column 6th Division. Lt Peterson led his flight off at 1237 hours for the same target. Both flights tried to contact ground controller "Liver", but could not get him. Weather made it impossible to locate targets so Flights brought bombs back to base. Weather over target was 10/10's clouds, base 300 feet to 500 feet, tops 4500 to 5000 feet. Visibility below excellent. Lt Beach's flight was back down at base at 1324 hours and Lt. Peterson's flight was down at 1337 hours.

SECRET

S[redacted]

Mission No. 174
July 30, 1944

Operations Order No. 119
Mission No. Y 21-2
Support of Armored Column, 6th Division.

3rd Effort

White Flight Capt Van Cott
F/O Thompson
Lt Petrosky
Lt Yedinak

Capt Van Cott led the third effort of the day off at 1306 hours. Our target was Support of Armored Column, 6th Division, Montinartin and Brehal. Flight flew to assigned area, could not contact group controller. Cutbreak at T-463460 reported enemy tanks approaching him from east. Area searched but 500 feet ceiling made navigation difficult. No observations. In area from 1227 to 1400 hours. Weather over target area, 8/10's clouds, base 800 feet, tops 4500 feet. 10/10's cloud inland from area patrolled. Visibility 10 to 15 miles. Flight was down at base 1409 hours.

Mission No. 175
July 30, 1944

Operations Order No. 119
Mission No. Y 21-2
Support of Armored Column, 6th Division.

4th Effort

Red Flight Capt Pool
Lt McKenna
Lt Ward
Lt Lickteig (A)

Capt Pool led his flight off at 1507 hours. Our target was the same as the previous missions for the day, Support of Armored Column, 6th Division, Montinartin and Brehal. Flight flew assigned area. No instructions from ground. 3 horse drawn vehicles destroyed by strafing at Sartilly. Staff car, motorcyclist and truck strafed and destroyed on main road, S.E. Sartilly. One A/C dropped 2 bombs near truck mentioned but missed. 2 tanks bombed and strafed S.E. Sartilly. Hits about 50 feet, one left smoking. 2 bombs dropped on wooded area S.W. Sartilly where small arms fire was coming from. 2 hits in the woods. 4 miles N.E. Avranches, 16 FW 190s flying N.W. at 1000 feet bounced one of this flight but our A/C got into clouds and away. Light, intense, accurate flak at T-2222, also machine gun fire from wooded area. Over target area, we had 8/10's clouds, base 800 feet, tops 4500 feet, visibility 10 to 15 miles. Flight was down at 1625 hours.

S[redacted]

[redacted]

Mission No. 176
July 30, 1944

Operations O..er No. 119
Mission No. Y 21-2
Support of Armored Column, 6th Division.

5th Effort

Yellow Flight Capt Ognisty
Lt Snell
Lt Preston (Not Off)
Lt Owens

Capt Ognisty led his flight of three A/C off at 1542 hours, for Support of Armored Column, 6th Division, Montinartin and Brehal. No contact with ground control. Patrolled area south and east of Brehal at 500 feet, from 1600 to 1630 hours. No observations, No flak. Bombs returned to base. 8/10's clouds, base 800 feet, tops 4500 feet over target area. Visibility 10 to 15 miles. Base varied during the day, was as low as 500 feet. 10/10's cloud inland from area patrolled. Flight was back down at base 1645 hours.

Mission No. 177
July 30, 1944

Operations Order No. 119
Mission No. Y 21-2
Support of Armored Column, 6th Division.

6th Effort

White Flight Capt Sherman
Lt Hogan
Lt Buckio
Lt Smith

Capt Sherman led his flight off at 1606 hours for Support of Armored Column, 6th Division, Montinartin and Brehal. No contact with ground control. Flight proceeded to Avranches and dive-bombed concentration of trucks on road N.E. out of Avranches from 7000 feet to 3000 feet, angle 30 degrees, 8 bombs. Horse drawn vehicles observed on road, also men of foot. One hit within 25 yards of column of vehicles. No flak encountered. They had 8/10's clouds, base 800 feet, tops 4500 feet. Elsewhere, visibility 10 to 15 miles. 10/10's cloud inland from area patrolled. Flight was back down at base 1729 hours.

[redacted]

SECRET

Mission No. 178
July 30, 1944

Operations Order No. 119
Mission No. Y 21-2
Support of Armored Column, 6th Division.

7th Effort

Red Flight
Lt Hollaway
Lt Powell
Lt Nee
Lt Wetherill

Lt Hollaway led the 7th flight of the day off at 1803 hours for Support of Armored Column, 6th Division, Montinartin and Brehal. No contact with ground control. Flight proceeded S. to Avranches and bombed and strafed military traffic on roads S. and E. moving S.E. 20 trucks destroyed and 3 damaged. 3 tanks destroyed, 2 by direct bomb hit, one exploded when strafed. 8/10's clouds, base 800 feet, tops 4500 feet over target area. Visibility 10 to 15 miles and 10/10's cloud inland from area patrolled. Flight was down at 1923 hours.

Mission No. 179
July 30, 1944

Operations Order No. 119
Mission No. Y 21-2
Support of Armored Column, 6th Division.

8th Effort

Yellow Flight
Lt Voorhees
Lt Coy
Lt Fox
Lt Garrett

Lt Voorhees led his flight off at 1837 hours, for the 8th effort of the day. Target was Support of Armored Column, 6th Division, Montinartin and Brehal. No contact with ground control. Bombed and strafed 2 trucks and one large tank just N. of St James Y-3099. 3 A/C dropped six bombs 2500 feet to deck at 40 degree angle. One truck left burning. Two other trucks in area strafed and hits scored. Flight then patrolled area E. of Avranches but no observations. Weather over target area was 4/10's to 5/10's clouds with base at 2500 feet, tops at 3000 feet. Visibility 20 miles. Flight was back down at base 1947 hours.

SECRET

SECRET

Mission No. 180
July 30, 1944

Operations Order No. 119
Mission No. Y 21-2
Support of Armored Column, 6th Division.

9th Effort

White Flight
Lt Peterson
Lt Lickteig (Not off)
Lt Petrosky
Lt Neas

Lt Peterson led his flight of 3 planes off at 1906 hours for the 9th and last effort of the day. Target was Support of Armored Column, 6th Division, Montinartin and Brehal. 3 tnaks, well camouflaged, bombed by one A/C N.W. Sartilly at T-181256. Bombed from 4500 to 50 feet, angle 90 degrees. 2 A/C bombed and strafed six trucks in area leaving 3 burning and 3 hit with concentration of hits. Also strafed 4 horse drawn vehicles scoring hits. 6 tanks on road at Montill T-200272 strafed. Weather at 2000 hours. 4/10's clouds with base at 1000 feet and tops at 2000 feet. Visibility 20 miles. Flight was back down at base 2015 hours.

Mission No. 181
July 31, 1944

Operations Order No. 120
Mission No. 21-4
Dive-Bombing

1st Effort

Flights

White	Major Stewart	Yellow	Lt Voorhees
	Lt Smith		Lt Mckenna
	Lt Fox		Lt Buckio
	Lt Garrett		Lt Coy
Red	Lt Hollaway (A)		
	Lt Yedinak (A)		
	Lt Petrosky (A)		
	F/O Thompson		

Major Stewart led the squadron off at 1050 hours for a dive-bombing mission. Target was road bridges, Pontfarcy T-532432, and Tessy T-516474. Soon after take-off, there were three aborts because of radio, oil leak, and tack, prop out. The mission aborted because of the weather. Over target, there were 6 to 9/10's clouds, base 1500 feet, tops 3500 feet, with excellent visibility above. All bombs were returned to base. Squadron was back down at base at 1213 hours.

SECRET

SECRET

Operations O. er No. 120
Mission No. 21-4
Armed Reconnaissance

Mission No. 182
July 31, 1944

2nd Effort

Flights

White	Capt Schilke Lt Owens Lt Petrosky Lt Neas	Yellow	Capt Perry Lt Lickteig Lt Wetherill Lt Snell
Red	Lt Peterson Lt Ueeck Lt Ward Lt Nee		

Capt Schilke led the second mission of the day off at 1345 hours, for Armed Reconnaissance and Ammunition Dump st Pontorson T-165016. Squadron flew briefed course and made bomb run south to north. All bombs hitting in racetrack and vicinity, but there were no explosions of any kind. Bandits were called, in vicinity of Avranches but Squdron could not locate them. Mission uneventful. 5/10's clouds, tops 4500 feet, base unknown, visibility good, slight haze. Large hole in clouds over target. Squadron was down at base at 1535 hours.

SECRET

[redacted]

Mission No. 128
July 6, 1944

Operations Order No. 436 J
Escort

1st Effort

Flights

White	Capt Schilke	Yellow	Capt Van Cott
	Lt Smith		Lt Manwaring
	Lt Libertore		Lt Ward
	F/O Loveless		Lt Lickteig
Red	Capt Ognisty		
	Lt Nee		
	Lt Arnold		
	Lt Wetherill		

Capt Schilke led squadron off at 0711 hours for an escort mission taking the mediums in the vicinity of Rennes where they were bombing a bridge. L/I was made at Pte de Barfleur, 0826 hours, and 12,000 feet. Target was hit but observation could not be made as there was intense smoke around bridge. L/O was made at Pte de la Percee, 0926 hours, and 10,000 feet. There was no flak over the target but at Coutances they received heavy, moderate, inaccurate flak. Weather en route was CAVU with 7/10's clouds and visibility 10 miles. Squadron was down at 1018 hours.

[redacted]

SECRET

Mission No. 129
July 6, 1944

Operations Order No. 437 B
Dive-Bombing

2nd Effort

Flights

White	Major Stewart	Yellow	Lt Peterson
	Lt Snell		Lt McKenna
	Lt Preston		Lt Rueschhoff
	Lt Owens		Lt Neas
Red	Capt Perry		
	Lt Fox		
	Lt Hollaway		
	Lt Powell		

Squadron was up at 1240 hours. Major Stewart did not take off so seven aircraft dropped 13 bombs on RR between Le Mans and Lille. No hits were observed. Four aircraft acted as escort. Squadron down at 1535 hours.

SECRET

SECRET

Mission No. 130
July 6, 1944

Operations Order No. 437 S
Escort

3rd Effort

Flights

White	Major Stewart Lt Ueeck Capt Sherman Lt Buckio	Yellow	Capt Van Cott F/O Thompson Lt Beach Lt Petrosky Col. Wells
Red	Capt Pool Lt Coy Lt Alward F/O Alessi		

Major Stewart led squadron off at 1805 hours for our third mission of the day. We were escorting B-26's and it was a very uneventful mission as there was no flak or E/A contacted. Squadron was down at 2025 hours.

SECRET

SECRET

Mission No. 131
July 7, 1944

Operations Order No. 438 F, 439 A
Beach Patrol

Flights

White	Capt Schilke	Yellow	Lt Rueschhoff
	F/O Alessi		Lt Neas
	Capt Sherman		Lt Beach
	Lt Powell		Lt Alward
Red	Lt Voorhees		
	Lt Buckio		
	Lt Siegel		
	Lt Fox		

Capt Schilke led squadron off at 2028 hours for a patrolling mission from Cabourg to Alencon. There was no enemy action. Squadron was down at 2304 hours.

SECRET

SECRET

Mission No. 126
July 5, 1944

Operations Order No. 434 G
Dive-Bombing and Escort

1st Effort

White	Col. Wells	Yellow	Capt Sherman
	Lt Snell		Lt Buckio
	Lt Siegel		Capt Ognisty
	F/O Thompson		Lt Powell
Red	Lt Rueschhoff		
	Lt Fox		
	Lt Beach		
	Lt Lickteig		

Squadron was up at 0813 hours and they were dive-bombing the marshalling yards west of Caen, and escorting mediums. L/I was made at Luc sur Mer, 0930 hours, and 12,000 feet. We had a good concentration of hits on warehouses. We received heavy, intense, and inaccurate flak, plus light, moderate, inaccurate flak over the target. There were nil clouds and visibility was from 10 to 30 miles. Squadron was down at 1026 hours after making L/O at Luc sur Mer, 0936 hours, and 11,000 feet.

SECRET

SECRET

Mission No. 127
July 5, 1944

Operations Order No. 435 C
Escort

2nd Effort

Flights

White	Major Stewart	Yellow	Capt Ognisty
	Lt Owens		Lt Manwaring
	Lt Parrish		Lt Libertore
	Lt Lickteig		F/O Loveless
Red	Capt Perry		
	Lt Nee		
	Lt Peterson		
	Lt Ward		

Major Stewart led the squadron off at 1859 hours for the second mission of the day. We were escorting medium bombers who were after the Lille sector. R/V was made with the bombers at North Foreland, 1938 hours, and 12,000 feet. Course flown as briefed and L/I was made at Gravelines, 1948 hours, and 14,000 feet. Mediums bombed through clouds so no observation could be made by our squadron. L/O was made at Cayeux, 2033 hours, and 14,000 feet. As we were making L/I over England, Lt Peterson destroyed a "buzz-bomb" at Rye, time was 2048 hours, 3,000 feet and he was indicating 325 MPH. We received heavy, moderate, fairly accurate flak at Calais. Over the target it was 10/10's clouds, base 3,000 feet, tops 4,000 feet. Visibility was 25 miles plus. En route, weather was CAVU. Squadron was down at 2056 hours.

SECRET

SECRET

Mission No. 124
July 4, 1944

Operations Order No. 432 V
Glide-Bombing

2nd Effort

Flights

White	Col. Wells	Yellow	Lt Voorhees
	Lt. Petrosky		Lt Buckio
	Lt Siegel		Lt Hollaway
	F/O Thompson (Not Off)		Lt Powell
Red	Capt Van Cott		--
	Lt Garrett		
	Lt Parrish		
	Lt Nee		

Col. Wells led the squadron off at 1441 hours to glide-bomb radio station, south-east of Chartres. Squadron made L/I north of Dieppe, 5,000 feet and 1517 hours. They proceeded on course and the radio station was located. Our squadron of seven planes dropped fourteen bombs on the target with excellent results. Observation was made of small house in center of radio poles was blasted and station was totally destroyed. Coming out squadron strafed railroad box cars and flat cars. Observation was made of 3 fires which were started along line about one mile long. Cars contained railway ties, drums, and machinery. Location was north of Chartres. Railroad leading from Dreux had box cars 2 to 3 miles long on a double track. L/O was made north of Dieppe, 10,000 feet and 1642 hours. Over the target they received light, moderate, and inaccurate flak. There were 8/10's clouds, base 2,500 feet and tops at 8,000 feet. Visibility under clouds was 8 miles plus. en route there was heavy, moderate, and fairly accurate flak at Gaillon. There were 2/10's clouds broken and visibility was good, 20 miles plus. Squadron was down at 1704 hours.

SECRET

SECRET

Mission No. 125
July 4, 1944

Operations Order No. 433
Glide-Bombing

3rd Effort

Flights

White	Capt Schilke	Yellow	Lt Pedigo
	Lt Neas		F/O Loveless
	Lt McCabe		Lt Preston
	Lt Ward		Lt Garrett
Red	Lt Peterson		
	Lt Manwaring		
	Lt Arnold		
	Lt Wetherill		

Capt Schilke led squadron off at 2019 hours in a bombing mission in which we were cutting railway lines south of Alencon. L/I was made at Cabourg, 2125 hours, and 13,000 feet. Results of bombing were excellent as the railway line was cut in two places 4 and 8 miles south of Alencon. Big fires were observed in buildings running along railway lines. Lt Peterson knocked out a machine gun nest of six guns including crews south-west of Alencon. Explosion and fire followed his shooting. L/O was made at Cabourg, 2207 hours, and 11,000 feet. Over the target we received light, intense, and accurate flak. Over the target there were 8/10's clouds, base 3,000 feet, tops 8,000 feet. Visibility down-sun 5 miles, upsun 2 miles. En route there were 2/10's clouds broken, with visibility downsun 10 miles plus. Squadron was down at 2239 hours.

SECRET

[redacted]

DECLASSIFIED
DOD DIR 5200.9

DECLASSIFIED
DOD DIR 5200.9

[redacted]

1625

[redacted]

[redacted]

SG-F-207-41
AUGUST 1944

367TH FIGHTER SQUADRON
APO 141 U. S. ARMY

B-H3

3 September 1944.

DECLASSIFIED
DOD DIR 5200.9

SUBJECT: Squadron History.

TO: Commanding Officer, 358th Fighter Group, APO 141, U. S. Army.

1. Submitted herein is Squadron History, this organization, for the month of August 1944.

a. Organization.
(1) Negative.

b. Strength.
(1) Officers, 55; Enlisted men, 253.

c. Arrival and departure from stations.
(1) Advanced Echelon of 6 officers and 86 enlisted men departed station at Cretteville, France, ALS #14, the 14 August 1944, arriving at our new station, ALS #28 near Pontorson, France the same day.
(2) The Flight Echelon accomplished its move to our new station, ALS #28 near Pontorson, France the same day.
(3) The Ground Echelon consisting of 6 officers and 168 enlisted men departed station ALS #14, Cretteville, France 16 August 1944, arriving at station ALS #28, Pontorson, France the same day.

d. Casualties.
(1) 2nd Lieut. Eugene E. Garrett, 0-697198 missing in action over enemy held territory in France, 12 August 1944. Later changed to killed in action.
(2) Pfc Harry R. McClelland, 33168617 accidentally killed 19 August 1944.
(3) 1st Lieut. Robert P. Alward, 0-810723 and 2nd Lieut John W. Smith, 0-701816 missing in action, 18 August 1944.

For the Squadron Commander:

DECLASSIFIED
DOD DIR 5200.9

MERLE C. HOPPE,
Captain, Air Corps,
Executive.

[redacted]

[redacted]

1626

SECRET

367TH FIGHTER SQUADRON
Office of the Intelligence Officer
APO 141 U. S. Army

2 September 1944

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, APO 141, U. S. Army.

In accordance with IX Fighter Command Memo 20-4, dated 22 Dec 1943, attached hereto is History of Operations for the 367th Fighter Squadron for the month of August 1944.

For the Squadron Commander:

Ralph F. Palaia
RALPH F. PALAIA,
1st Lt, Air Corps,
Unit Operational Historian.

1 Incl: Incl 1 - Sq Hist
August 1944

SECRET

SECRET

Mission No. 183
August 1, 1944

Operations Order No. 121
Mission No. W 51-3
Armed Reconnaissance

1st Effort

Flights

White	Capt Wilson	Red	Lt Parrish
	Lt Yedinak (A)		Lt Powell
	Lt Manwaring		Lt Fox
	Lt McKenna		Lt Coy

Yellow
Lt Arnold
Lt Garrett
F/O Loveless
Lt Smith

Capt Wilson led our squadron off at 1637 hours for an Armed Reconnaissance mission to Rennes, Ploermel, Loudeac, Lamballe, Dinan. Flew course around assigned area. 2 trucks were bombed and strafed south-east of Pontivy (X-0853), by 3 A/C., One truck carrying personnel moving north-west, both left burning at 1755 hours. Two A/C bombed Overpass (X-6091), but missed. 2 A/C bombed and strafed siding at X-6091. 3 direct hits among 20 to 25 cars starting fires, black smoke. Over the target, our squadron had haze, 3000 to 4000 feet, visibility 5 to 6 miles. 6/10's clouds over base, base at 1000 feet, tops at 1500. Visibility was 3 miles below. Squadron was back down at base 1856 hours.

Mission No. 184
August 1, 1944

Operations Order No. 121
Mission No. W 51-3
Armed Reconnaissance

2nd Effort

Flights

White	Capt Perry	Red	Lt Hollaway
	Lt Snell		Lt Ueeck
	Lt Ward (A)		Lt Wetherill
	Lt Lickteig		Lt Petrosky

Yellow
Lt Voorhees
Lt Owens
Lt Neas
Lt Nee

Capt Perry led our squadron off at 2018 hours for an Armed Reconnaissance mission to Dinan, Rennes, Chateaubriant, Ploermel, Loudeac, Lamballe, Squadron recalled by Sweepstakes when L/F in was made at Pte du Grouin. Approximately 50 small boats seen in water between Cancale and the point. Approximately 100 barge type vessels seen in inlet in vicinity of St Servan. Observation made by one pilot at 2050 hours while at 4500 feet. Over target, there were no clouds, visibility restricted by haze, 3 to 4 miles. From Coutances to base, 10/10's clouds with base at 200 feet. Squadron was back down at base at 2127 hours.

SECRET

SECRET

Mission No. 185
August 2, 1944

Operations Order No. 8
Mission No. W 51-7
Armed Reconnaissance

White	Lt Voorhees	Red	Lt McCabe
	Lt Garrett		Lt McKenna
	Lt Manwaring		Lt Fox
	Lt Smith		Lt Powell

Yellow
Lt Peterson
F/O Loveless (A)
Lt Coy
Lt Yedinak

Lt Voorhees led our squadron off at 1605 hours on an Armed Reconnaissance mission, vicinity of Rennes, Nantes, Angers, Laval. Squadron flew briefed course to reconnaissance area and continued on due south, making their turn in the vicinity of Nantes. They continued on back to base as some of the men were low on gas. They observed nothing on the highways, and mission was uneventful. They received heavy, meagre, inaccurate flak at Rennes. They had 1/10's scattered clouds, visibility good, 15 miles plus over reconnaissance area. Base to reconnaissance area 2/10's clouds, scattered, visibility poor. Squadron was down at base 1803 hours.

Mission No. 186
August 4, 1944

Operations Order No. 4
Mission No. W 51-3
Armed Reconnaissance

White	Lt Peterson	Red	Lt McCabe
	Lt Yedinak		Lt Powell
	F/O Loveless		F/O Alessi
	Lt McKenna		Lt Smith

Yellow
Lt Hollaway
Lt Petrosky
Lt Manwaring
Lt Garrett

Lt Peterson led our squadron off at 1410 hours for an Armed Reconnaissance mission covering Laval, Gontier, Segre, Cande, La Chappelle, Redon, Rennes. Squadron flew assigned course but extended it on to Ploermel. Our vehicles observed on road between Saint Meen and Ploermel. Obsergation made from 3000 feet at 1518 hours. 5 destroyer type vessels in inlet at St Malo(S-8007), observation from 3000 feet at 1520 hours. There was nil flak and no E/A reaction encountered on mission. Over the target area, there were 3/10's clouds, base 5000 feet, tops unknown. Visibility 5 to 8 miles down sun, 3 to 5 miles up sun. Haze 3000 to 4000 feet. Squadron back down at base at 1609 hours.

SECRET

SECRET

Mission No. 187
August 5, 1944

Operations Order No. 5
Mission No. W 51-1
Armed Reconnaissance

1st Effort

Flights

White	Capt Wilson	Red	Lt Voorhees
	Lt Lickteig		Lt Nee
	Lt Ward		Lt Wetherill
	Lt Neas		Lt Ueeck

Capt Wilson led the first mission ofthe day off at 0750 hours. It was an Armed Reconnaissance mission to Fougeres, Vitre, Laval, Mayenne, Domfront, Fougeres. Assigned area patrolled. Ground Controller Exclaim contacted but had no assignment. Canto not readable. One truck headed east destroyed by bombing and strafing east of Laval (Y-8045). Two trucks headed east, both carrying personnel destroyed by bombing and strafing at Y-8572. One staff car headed east destroyed by strafing at Y-9169. Our vehicles in Mortain. No other observations. Over target area, they had 1/10's clouds, base and tops unknown. Visibility was good. Squadron was back down at base at 0934 hours.

SECRET

Mission No. 188
August 5, 1944

Operations Order No. 5
Mission No. W-51-1
Armed Reconnaissance

2nd Effort

Flights

White	Major Stewart	Red	Lt Parrish
	F/O Thompson		Lt Snell
	Lt Manwaring		Lt Fox
	F/O Loveless		Lt Owens

Squadron led by Major Stewart was up at 1023 hours, on Armed Reconnaissance from Fougeres, Vitre, Laval, Mayenne, Domfront, Fougeres. Squadron observed many of our trucks and troops storming into Mayenne from the west. Convoy extended on main road east-north-east of the town to K-1288 where convoy was stopped. Ground controller Exclaim was contacted but never acknowledged our calls. Canto, other ground controller acknowledged our calls but didn't have any targets for us. All our bombs were brought back to base. Weather over target, clouds nil, and visibility excellent. North of St Lo road, 8/10's clouds, base 600 feet, tops 1500 feet, visibility less than a mile. Flights were down at 1220 hours.

Mission No. 189
August 5, 1944

Operations Order No. 5
Mission No. W 51-1
Armed Reconnaissance

3rd Effort

Flights

White	Capt Schilke	Red	Lt Manwaring
	Lt Garrett		Lt Smith
	F/O Loveless		Lt Fox
	Lt Powell		Lt Coy

Flights were up at 1916, Captain Schilke leading. Squadron flew to assigned area. Ground Controller, Poodle 1 vectored flight to cover tank column on road between Mortain and Barenton. Our tanks on road leading into Barenton, T-6705, observed being held up by fire coming from building but were returning fire. No assignment received from ground controller Poodle 1. No other observations. All 16 bombs were returned to base, squadron landing at 2124 hours. Some flak was encountered in the vicinity of Flers, being light, intense, and accurate. No clouds, visibility up sun one and one half miles, down sun three miles.

SE[redacted]

Mission No. 190
August 6, 1944

Operations Order No. 6
Mission No. W 51-5
Task Force Cover

1st Effort

Flights

Yellow Capt Wilson
Lt Neas
Lt Petrosky
Lt Owens

Captain Wilson leading Yellow Flight on continious cover of special task force. R/V made at Dinan. Flight took off at 1422. Flight leader contacted ground controller, Grandchap Able and was given an observation assignment. While on this assignment, they located about 50 horse drawn artillery located on the main road from Guingamp to St Brieuc at S-1505, headed east. They were stationary at the time. They tried to contact ground controller so they could attack but could not get any verification from him. They continued to call it in and also called into the 4 flight ship that was relieving them, and did not attack. Weather everywhere was CAVU. Flight was down at 1612 hours.

Mission No. 191
August 6, 1944

Operations Order No. 6
Mission No. W 51-5
Fighter Patrol

2nd Effort

Flights

White	Capt Schilke	Red	Lt McCabe
	Lt Yedinak		F/O Alessi
	Lt Wetherill		Lt Lickteig
	Lt Snell		Lt McKenna

With Captain Schilke leading, squadron flew to Mortain, where Ripsaw One vectored flight to Dinan to contact ground controller Jenny, target marked with smoke was extremely close to our own troops who were resting in fields. No enemy action seen in area. Our troops seen just outside of St Malo. Flight remained in this area from 1455 hours until 1530 hours, then vectored to Rennes by Ripsaw One, but no assignment given. No other observations. Some flak was encountered north-east of St Malo, and was light, moderate, inaccurate. Over target area no cloud, visibility 5 to 6 miles; elsewhere 8/10's clouds beginning mid-way between Dinan and Rennes and extending south. Tops 6,000, base 2500 feet, with visibility 2 to 3 miles. Squadron down at base at 1622 hours.

[redacted]

SECRET

Mission No. 192
August 6, 1944

Operations Order No. 6
Mission No. 51-5
Fighter Patrol

3rd Effort

Flights

White	Lt Voorhees	Red	Lt Ward
	Lt Garrett		Lt Nee
	Lt Fox		Lt Powell
	Lt Coy		Lt Smith

Lt Voorhees led the squadron off at 1721 hours on Fighter Patrol in area of Mortain, Fougeres, Rennes, Chateaubriant, Vitre. Contacted ground controller Ripsaw on D channel and he vectored squadron to Ploermel. There, squadron leader lost contact with him. Ground controller could not receive squadron leader. Squadron flew back towards Rennes, but by the time contact was made again, gas was low, so squadron came home, with all 8 bombs. Over Vitre, heavy, moderate, inaccurate flak; also light, moderate and accurate. Weather over target area was 3/10-5/10's clouds, base 3000, tops unknown. Visibility 3 miles. Base to target area, nil clouds with visibility less than 1 mile. Squadron down at 1911 hours.

Mission No. 193
August 6, 1944

Operations Order No. 6
Mission No. 51-5
Special Task Force Cover

4th Effort

Flights

Yellow	Lt Hollaway
	Lt Ueeck
	F/O Loveless
	Lt McKenna

Flight was continuous cover of special task force, R/V at Dinan. Lt Hollaway leading flight, which was up at 1720 hours. Flight leader could not contact ground controller Grand-Chap Able so flight leader called Sweepstakes, and told him that he was going to patrol assigned area. Flight received intense, light flak from an aerdrome at S-7505. Lt Hollaway was hit by flak, with his plane put in Cat "AC". They could not locate any targets. No clouds anywhere, with visibility 5 to 8 miles. Flight down at 1915 hours.

SECRET

SECRET

Mission No. 194
August 6, 1944

Operations Order No. 6
Mission No. 51-5
Special Task Force Cover

5th Effort

Flight

Yellow Lt Parrish
Lt Owens
Lt Wetherill
Lt Snell

Lt Parrish led Yellow Flight on Continuous Cover of special Task Force, making R/V at Dinan. Flight was up at 2020 hours. Flight contacted ground controller Grand Chap Able and he vectored flight to west of St Brieuc where he said Germans were attacking on main road. Flight strafed 3 trucks and 12 horse drawn artillery at R-9510, resulting in 3 trucks destroyed and unknown damage to horse drawn artillery. All four bombs were brought back to base. There were no clouds, and visibility about two miles, with slight haze. Base to target acattered clouds. Flight was back down at base at 2215 hours.

Mission No. 195
August 6, 1944

Operations Order No. 6
Mission No. 51-5
Fighter Patrol

6th Effort

Flights

White	Lt Peterson	Red	Lt Manwaring
	Lt Neas		Lt Yedinak
	F/O Thompson		Lt Petrosky
	Lt Lickteig		F/O Alessi

Lt Peterson led two flights on fighter patrol in area of Mortain, Fougeres, Rennes, Chateaubriant and Vitre, and were up at 2021 hours. Squadron leader contacted ground controller Ripsaw who vectored them to Le Mans, where they were told to cut and bomb 20 to 30 box cars and RR tracks. RR tracks were cut at two places just short of box cars, and 3 direct hits on box cars. One bomb was returned to base, and other 7 hitting in target area. No clouds and visibility was 10 miles. Flights landed at 2216 hours.

SECRET

SECRET

Mission No. 196
August 8, 1944

Operations Order No. 8
Mission No. X 51-2
Armed Reconnaissance

1st Effort

Flights

White	Major Stewart	Red	Lt Beach
	Lt McKenna		Lt Garrett
	Lt Alward		Lt Preston
	F/O Thompson		Lt Lickteig

Yellow
Lt Hollaway
Lt Snell
Lt Fox
Lt Nee

Major Stewart led 12 planes up at 1106 hours on Armed Reconnaissance to Beauvais, Compeigne, Amiens and Beauvais. In vicinity of Elbeuf flak was encountered and Red leader's A/C was hit. His flight bombed RR siding at Pavilly scoring one direct hit on track and then returned to base. Other two flights continued to vicinity of Crillon where 3 A/C bombed wooded area where smoke was coming from, and several trucks were seen. One plane bombed train of approximately 50 box cars plus 2 or 3 flak cars. No hits. Cars were also strafed and hits scored. Train was stationary at the time. Thin clouds at 12,000 ft over target, with visibility 6 to 8 miles. West of patrol area, haze restricted visibility. Squadron was down at base at 1314 hours. Lt Hollaway's plane received major battle damage. Lt Beach also was hit some.

Mission No. 197
August 8, 1944

Operations Order No. 8
Mission No. X 51-2
Armed Reconnaissance

2nd Effort

White	Capt Pool	Red	Lt Libertore
	Lt Owens		Lt Coy
	F/O Alessi		Lt Neas
	Lt Yedinak		Lt Smith

Yellow
Capt Ognisty
F/O Loveless
Lt Petrosky
Lt Ueeck

Squadron was up at 1558 on Armed Recce to Beauvais, Compeigne, Amiens, Beauvais. Capt Pool did not get off. Briefed course flown. In wooded area white flight dropped 4 bombs on supply dump, 4 hits in area. Some black smoke observed. No movements on RRs or roads. Flak at Lillebonne and La Bouille, heavy, moderate, accurate. 3/10's-4/10's clouds, base 4000, tops 9,000. Visibility 4 to 6 miles. Squadron was down at base 1816 hours.

SECRET

THIS PAGE IS INTENTIONALLY

SECRET

Mission No. 198
August 9, 1944

Operations Order No. 9
Mission No. W 51-1
Assault Area Cover

1st Effort

Flights

White	Capt Pool	Red	Capt Ognisty
	Lt Garrett		F/O Thompson
	Lt Preston		Lt Alward
	Lt Nee		Lt Lickteig

Yellow
Lt Hollaway
Lt Snell
Lt Fox
Lt McKenna

Capt Pool led 12 planes up at 1105 hours on Assault Area Cover to Fougeres, Chateaubriant, La Fleche; Le Mans, Laval. Squadron patrolled assigned area as requested by Ripsaw One. Large force of our vehicles seen moving south from Laval on road toward Chateau-Gontier and on road from Le Mans to St Calais. Also on road from Le Mans to Monfort(V-5565), having reached Monfort. No other observations. Ceiling unlimited, visibility 5 miles over target. Overcast with base between 500-1000 feet moving in along west coast Cherbourg Peninsula. Squadron was back down at base 1253 hours.

Mission No. 199
August 9, 1944

Operations Order No. 9
Mission No. W 51-1
Assault Area Cover

2nd Effort

Flights

White	Lt Voorhees	Red	Lt Beach
	Lt Owens		Lt Yedinak
	Lt Petrosky		Lt Neas
	Lt Ueeck		Lt Coy

Yellow
Lt McCabe
Lt Smith
F/O Loveless
F/O Alessi

Squadron was up 1355 hours on Assault Area Cover, Fougeres, Chateaubriant, La Fleche, Le Mans, Laval. Squadron leader contacted ground controller Ripsaw who told them he had no targets and to patrol the assigned area. No targets of opportunity were sighted. Our troops and vehicles were observed on main road as far east as St Calais(V-7848). 3 to 4/10's clouds, base 5,000 feet over target. Visibility 4 miles. Base to target area CAVU. Squadron was back down at base 1600 hours.

SECRET

Mission No. 200
August 9, 1944

Operations Order No. 9
Mission No. W 51-1
Assault Area Cover

3rd Effort

Flights

White	Capt Wilson	Red	Lt Libertore
	Lt Owens		Lt McKenna
	Lt Lickteig		Lt Fox
	Lt Snell		Lt Nee

Yellow
Lt Parrish
F/O Thompson
Lt Alward
Lt Garrett

Squadron led by Capt Wilson was up at 1656 hours on Assault Area Cover of Fougeres, Chateaubriant, La Fleche, Le Mans, Laval. Patrolled assigned area. Controller, Ripsaw One hard to hear near Le Mans. No assignment from ground control. Heavy movement of our forces into Le Mans. No other observations. Line north-south thru Chateau-Gontier 4 to 5/10's clouds extending east. Base 3500, tops 7,000 feet. Visibility one and one half miles to three miles, restricted by haze. CAVU between base and Patrol Area. Squadron was back down at base 1853 hours.

Mission No. 201
August 9, 1944

Operations Order No. 9
Mission No. W 51-1
Assault Area Cover

4th Effort

Flights

White	Capt Ognisty	Red	Lt Preston
	F/O Alessi		Lt Yedinak
	F/O Loveless		Lt Neas
	Lt Smith		Lt Coy

Yellow
Lt Siegel
Lt Snell
Lt Petrosky
Lt Ueeck

Capt Ognisty led our squadron off for the 4th mission of the day on Assault Area Cover of Fougeres, Chateaubriant, La Fleche, Le Mans, Laval. They were up at 1952 hours. Patrolled assigned area. Ripsaw One, ground control contacted but had no assignment. Heavy movement of our vehicles eastward from Laval. No other observations. Over the target, they had haze, visibility 3 miles, high thin cirus clouds. North of Avranches, visibility excellent. Squadron was back down at base 2144 hours.

THIS PAGE IS UNCLASSIFIED

SECRET

Mission No. 202
August 10, 1944

Operations Order No. 10
Mission No. W 41-2
Assault Area Cover

1st Effort

Flights

White	Major Stewart	Red	Capt Wilson
	Lt Garrett		Lt Petrosky
	F/O Thompson		Lt Fox
	Lt Coy		Lt McKenna

Yellow
Lt Alward
Lt Nee
F/O Alessi
Lt Smith

Major Stewart led the squadron off at 1038 hours on Assault Area Cover-Fougeres, Chateaubriant, La Fleche, Le Mans, Laval. Squadron leader contacted ground controller Ripsaw who vectored them 15 miles NE of Le Mans. He said there were reported in to him, 500 enemy tanks in that vicinity. Our squadron patrolled that area thoroughly staying in that area 15 minutes overtime, but could not locate anything. All bombs were returned to base. Weather over target area-Nil clouds; excellent visibility. Base to target area 6 to 8/10's clouds, visibility excellent below cloud base. Squadron was back down at base 1254 hours.

Mission No. 203
August 10, 1944

Operations Order No. 10
Mission No. W 41-2
Assault Area Cover

2nd Effort

Flights

White	Capt Ognisty	Red	Lt Preston
	Lt Snell		Lt Yedinak
	Lt Neas (A)		Lt Lickteig
	Lt Owens		Lt Smith

Yellow
Lt Beach
F/o Thompson
F/O Loveless
Lt Ueeck

Squadron was off at 1338 hours on the second mission of the day on Assault Area Cover-Fougeres, Chateaubriant, La Fleche, Le Mans, Laval. Squadron leader contacted ground controller Ripsaw. He did not have any assignment and told squadron to patrol theassigned area. When patrol time was up, Ripsaw contacted Squadron leader again and vectored them up to Mortain to report on the situation there. Squadron only observed our troops and our red paneled vehicles in Mortain and on all the main roads in and out of the town. Heavy, meagre, inaccurate flak at T-6020. Over target, 2 to 3/10's clouds, base 4,000, visibility excellent. Base to target area 8/10's clouds, base 2500, visibility below clouds excellent. Squadron down at 1552 hours.

SECRET

SECRET

Mission No. 204
August 10, 1944

Operations C er No. 10
Mission No. W 41-2
Assault Area Cover

3rd Effort

Flights

White	Capt Schilke	Red	Lt McCabe
	Lt Garrett		Lt Petrosky
	Lt Alward		Lt Fox
	Lt Coy		Lt Owens

Yellow
Lt Parrish
Lt Nee
Lt Libertore
F/O Alessi

Capt Schilke led our squadron off on the third mission of the day at 1642 hours for Assault Area Cover-Fougeres, Chateaubriant, La Fleche, Le Mans, Laval. Squadron leader contacted ground controller Ripsaw who did not have any assignment for them..Squadron patrolled the assigned area and located two pieces of horse drawn artillery at P-1686. Flight of four strafed and destroyed them. All bombs were brought back to base. Weather over target: 2/10's clouds, 6000 feet base, visibility unlimited. Base to target area 8/10's clouds, base 1200 feet. Visibility one half mile to one mile. Squadron down at 1839 hours.

Mission No. 205
August 11, 1944

Operations Order No. 11
Mission No. 51-2.
Armed Reconnaissance

1st Effort

Flights

White	Capt Sherman	Red	Lt Libertore
	Lt Ueeck		Lt Coy
	Lt Neas		F/O Loveless
	Lt Snell		Lt McKenna

Yellow
Lt Preston
Lt Owens
Lt Lickteig
Lt Yedinak

Capt Sherman led our squadron off at 1132 hours on an Armed Reconnaissance mission covering Nantes and Angers. On way to Nantes, Ripsaw One vectored squadron to point south of Angers (0-8573) to bomb field piece. 6 bombs dropped, 2 direct hits, others close. 2 bombs returned to base. Our troops moving east out of Angers. No other observations. Weather on entire mission CAVU. Squadron was back down to base at 1333 hours.

SECRET

SECRET

Mission No. 206
August 11, 1944

Operations Order No. 11
Mission No. 51-2
Armed Reconnaissance

2nd Effort

Flights

White	Capt Pool	Red	Lt Siegel
	Lt Garrett		Lt Nee
	Lt Alward		F/O Alessi
	Lt Coy		Lt Smith

Yellow
Lt Beach
Lt Fox
Lt Petrosky
Lt Ueeck

Capt Pool led the squadron off at 1430 hours on the second mission of the day. It was Armed Reconnaissance covering Nantes and Angers. Ripsaw vectored squadron to enemy troop concentration 4 miles south-west Redon (H-6503) woods dive bombed. 4 direct hits, 4 others in area. Troops ween running out of woods. Return fire received. Area between Nantes and Angers then patrolled. No other observations. Light, moderate, inaccurate flak 4 miles south-west Redon (H-6503). Weather throughout area, ceiling unlimited, visibility 10 to 12 miles, air to air visibility excellent. Squadron down at 1629 hours.

Mission No. 207
August 11, 1944

Operations Order No. 11
Mission No. 51-2
Armed Reconnaissance

3rd Effort

Flights

White	Lt Voorhees	Red	Lt Hollaway
	Lt Snell		Lt Yedinak (A)
	Lt Neas		Lt Lickteig
	Lt Owens		Lt Smith

Yellow
Lt Preston
F/O Thompson
F/O Loveless
Lt McKenna

Squadron was off at 1733 hours on the third mission of the day. It was an Armed Reconnaissance mission covering Nantes and Angers. Squadron leader contacted controller Ripsaw and he told them to patrol the assigned area. Squadron located two camouflaged Reconnaissance cars and 3 motor-cycles at P-5045. They were strafed and destroyed. Squadron continued on patrol area and located an engine and 15 flat cars at P-7467 just west of Tours. They strafed it and engine was observed to catch fire and was destroyed. Flat cars were damaged. Light, moderate, accurate flak at P-7467. One of our A/C hit by flak, Cat "A". Over target area, nil clouds, visibility 8 to 10 miles. Base to target: nil clouds, visibility 4 to 5 miles. Squadron down at base 2006 hours. All bombs were returned to base.

SECRET

SECRET

Mission No. 208
August 12, 1944

Operations Order No. 12
Request Mission No. ILA-3
Troop Support

1st Effort

Flights

White	Capt Wilson	Red	Lt McCabe
	Lt Garrett		Lt Petrosky
	Lt Alward		Lt Fox
	Lt Coy		Lt Ueeck

Yellow
Lt Parrish
F/O Alessi
Lt Nee
Lt Smith

Capt Wilson led our squadron up on a request mission at 1008 hours to attack enemy troop concentrations at M-887995. 8 of our A/C had 500 pound GP bombs and 4 of our A/C were top cover. Excellent concentration of hits in wooded area (M-887995). Return fire received. 2 flights strafed in dive. No other observations. Squadron received heavy and light, moderate, inaccurate flak at target. Over the target, weather was good with ceiling unlimited, visibility 5 to 10 miles, with slight haze. North of target area, 1/10's clouds, visibility 5 miles, base 5000 feet. Squadron down at base 1152 hours.

Mission No. 209
August 12, 1944

Operations Order No. 12
Mission No. W 51-6
Armed Reconnaissance

2nd Effort

Flights

White	Capt Schilke	Red	Lt Siegel
	Lt Yedinak		Lt Snell
	F/O Loveless		Lt Neas
	Lt Coy		Lt McKenna

Yellow
Lt Beach
Lt Owens
Lt Lickteig
F/O Thompson

Capt Schilke led the squadron off on the second mission of the day at 1333 hours for Armed Reconnaissance in vicinity of Angers and Nantes. Squadron leader contacted Ripsaw Four who vectored them to St Gildas des B (N-7089) to bomb the town where their were enemy troop concentrations. Bombs were well concentrated in center of town. Fire and huge explosion was observed. 8 A/C carried 500 pound bombs and 4 A/C acted as top cover. No enemy reaction encountered on entire mission. Nil clouds, visibility 10 miles over target area. From base to target area, 8/10's clouds, base 4000 feet, visibility 5 to 6 miles. Squadron down at base 1545 hours.

SECRET

S[redacted]

Operations Order No. 12
Request Mission.
Armed Reconnaissance
3rd Effort

Mission No. 210
August 12, 1944

Flights

White	Capt Ognisty	Red	Lt Hollaway
	F/O Alessi		Lt Ueedk
	Lt Preston		Lt Alward
	Lt Garrett		Lt Nee

Yellow
Lt Libertore
Lt Smith
Lt Fox
Lt Petrosky

Capt Ognisty led the third mission of the day off at 1645 hours on an Armed Reconnaissance from Sourdeval to Paris. Squadron flew in Flers-Argentan area and received intense flak, heavy and light which broke up formation. Lt Garrett reported being hit and that he was leaving area. No word has been received from him and is being listed MIA. British vehicles just to north, just to the north of this area. US vehicles with white panels only as far east as Briouze (U-0115). Two command cars destroyed in area by Lt Smith. No other observations. Light and heavy, intense, accurate flak in area between Flers and Argentan. Weather over target area: 8/10's clouds, base 3000 feet, visibility 2 to 3 miles. Heavy haze below clouds. Squadron was back down 1831 hours.

[redacted]T

SECRET

Mission No. 211
August 12, 1944

Operations Order No. 12
Armed Reconnaissance

4th Effort

Flights

White	Lt Voorhees	Red	Lt Parrish
	Lt Yedinak		Lt Lickteig
	Lt Neas		Lt Thompson
	Lt Snell		Lt Loveless

Yellow
Lt McCabe
Lt McKenna
Lt Owens
Lt Coy

Squadron with Lt Voorhees was up at 1936 hours, on Armed Reconnaissance from Sourdeval to Paris. Squadron flew to Alencon then northeast to vicinity of Exmes where enemy vehicles parked off roads were strafed. All the vehicles were well camouflaged and dispersed in small groups. Our pilots claim destroyed 8 trucks, 2 armored cars, 2 staff cars. 2 trucks and 1 heavy gun were damaged. All the vehicles were parked headed east. In the vicinity of Alencon there was slight, moderate and inaccurate flak All bombs were brought back, and squadron landed at 2129 hours.

Mission No. 212
August 13, 1944

Operations Order No. 13
Mission No. W 51-5
Armed Reconnaissance

1st Effort

Flights

White	Capt Pool	Red	Lt Beach	Yellow	Lt Siegel
	Lt Ueeck		Lt Snell		Lt Owens
	Lt Loveless		Lt Neas		Lt Lickteig
	Lt Coy		Lt McKenna		Lt Thompson

Capt Pool led squadron up at 1536 hours on Armed Reconnaissance in area bounded by Argentan, Dreux, Etampes, Orleans, Vendome, Nogent le Roteu, Argentan. Squadron Leader contacted ground controller who did not have any assignment so squadron patrolled assigned area. No targets were located. All bombs were brought back to base. Our troops were observed on main road heading northeast at R 5004. On the way in heavy, meagre, inacurate flak was encountered at Flers. There were no clouds at the target, and visibility was 5 miles. Squadron landed at base 1727 hours.

SECRET

SECRET

Mission No. 213
August 13, 1944

Operations Order No. 13
Mission No. W 51-5
Armed Reconnaissance

2nd Effort

Flights

White	Capt Wilson	Red	Lt Libertore	Yellow	Lt Preston
	Lt Smith		Lt Nee		Lt Alessi
	Lt Alward		Lt Fox		Lt Loveless
	Lt Petrosky		Lt Ueeck		Lt McKenna

The squadron led by Capt Wilson was on Armed Reconnaissance in area bounded by Argentan, Dreux, Etampes, Orleans, Vendome, Nogent le Rotou, Argentan, and was up at 1834 hours. Squadron bombed approximately 50 freight cars stationary in vicinity of Auneau. One bomb cut Railway track, and several cars were left burning. One tank and two staff cars were destroyed by strafing in vicinity of Chateau-Renault. Light, moderate, inaccurate flak was encountered near Auneau. Middle cloud at 12,000 ft, haze fromground to 8000 ft, which restricted visibility to 2 miles. Squadron landed at 2104 hours.

Mission No. 214
August 14, 1944

Operations Order No. 14
Mission No. W 51-4
Troop Support

1st Effort

Flights

White	Capt Sherman	Red	Lt Ward
	Lt Yedinak		Lt Owens
	Lt Buckio		Lt Lickteig
	Lt Powell		Lt McKenna

Squadron was up at 0955 to support troops in the Alencon-Argentan area, Capt Sherman leading. Squadron Leader contacted ground controller Field Fare. He vectored squadron to bomb the north side of Argentan where he said enemy troops were concentrated. Other squadrons were bombing the same area so our results could not be determined. All bombs were well concentrated. Near Flers flak was heavy, meagre, inaccurate. Squadron leader heard on RT that German troops were waving white flag to surrender, so planes circled overhead until Infantry arrived. the Weather was CAVU. Squadron landed at 1202 hours.

SECRET

SECRET

Mission No. 215
August 14, 1944

Operations Order No. 14
Mission No. W 51-4
Troop Support

2nd Effort

Flights

White	Lt Peterson	Red	Lt Manwaring
	Lt Snell		Lt Neas
	Lt Wetherill		Lt Fox
	Lt Smith		Lt Coy

Lt Peterson led squadron on Air Support in the Alencon-Argentan area, being air borne at 1255 hours. Squadron leader contacted both ground controllers Exclaim and Field Fares, but they only wanted certain points or targets investigated. None of these were enemy tanks or positions so they were not bounced. Squadron patrolled assigned area, staying 10 minutes past the briefed time. Weather was CAVU, and no flak was met. Squadron was down at base at 1519 hours.

Mission No. 216
August 14, 1944

Operations Order No. 14
Mission No. W 51-4
Troop Support

3rd Effort

Flights

White	Lt Voorhees	Red	Lt Parrish
	Lt Lickteig		Lt Ueeck
	Lt Alward		Lt Buckio
	Lt McKenna		Lt Owens

Squadron was air borne at 1555 hours, with Lt Voorhees leading. Squadron Leader contacted ground controller Ripsaw who did not have a target. Squadron patrolled assigned area and located 15 trucks. They strafed and left all 15 burning. They are believed to be oil trucks as black smoke shot high into the air. Gun emplacements straffed, and a staff car destroyed. Some flak was encountered, which was heavy, intense, and accurate. 1/10s clouds were seen, base 5000 ft, visibility ½ to 1 mile. Squadron was down at base at 1805 hours.

SECRET

SECRET

Mission No. 217
August 14, 1944

Operations Order No. 14
Mission No. W 51-4
Troop Support

4th Effort

Flights

White	Lt McCabe	Red	Lt Preston
	Lt Snell		Lt Smith
	Lt Fox		Lt Wetherill
	Lt Yedinak		Lt Coy

Lt McCabe led squadron on troop support, being in the air at 1901 hours. Squadron leader contacted ground controllers Exclaim and Smalltwig. Squadron was given a target, but it was out of our range as we had almost completed our patrolled area time. Squadron observed our troops and vehicles at ¢ 3025. Both Lt Snell and Lt Wetherill aborted. There were no clouds, and visibility was 2 miles. Squadron landed at 2115 hours.

Mission No. 218
August 16, 1944

Operations Order No. 10
Mission No. W51-2
Troop Support

Flights

White	Capt Wilson	Red	Lt Hollaway
	Lt McKenna		Lt Yedinak
	Lt Buckio		Lt Powell
	Lt Ueeck		Lt Snell

Squadron was supporting 5th Armd Division, 79 Infantry, and 2nd French Division in the Argentan-Dreux area, and was up at 1800 hours. Squadron patrolled assigned area from 1825 to 2000 hours. Smalltwig, ground control, gave target as enemy artillery marked with smoke at U 186178 which was bombed. One direct hit, two near misses. Smalltwig endeavored to vector squadron to strafe enemy troops in castle south of Ecouche but squadron was unable to locate. Our troops in Ecouche. Over the target flak was light, meagre, inaccurate, and elsewhere in area north of Ecouche it was heavy, moderate, inaccurate. There were 3/10s clouds, base 10,000 feet, visibility 3-5 miles over target; elsewhere the cloud increased to 5/10-7/10 west to Domfront. Squadron was down at 2015 hours.

SECRET

SECRET

Mission No. 219
August 17, 1944

Operations Order No. 17
Mission No. W 51-8
Armed Reconnaissance

1st Effort

Flights

White	Capt Schilke	Red	Lt Peterson
	Lt Neas		Lt Wetherill
	Lt Alward		Lt Ward
	Lt Smith		Lt Owens

Capt Schilke led squadron up at 1800 hours on Armed Reconnaissance in area of Tours, Vierzon, Blois. Squadron Leader could not contact ground controller in the area. They patrolled the assigned area and located two trucks northeast of Blois. They strafed and destroyed them leaving them smoking. No suitable targets for bombs were found so they were brought back. Flak was heavy, meagre, inaccurate south part of Tours. Squadron was on the ground at 2018 hours.

Mission No. 220
August 18, 1944

Operations Order No. 18
Mission No. W 51-2
Troop Support

1st Effort

Flights

White	Capt Pool	Red	Lt Beach
	Lt Yeddinak		Lt Owens
	Lt Preston		Lt Fox
	Lt Powell		Lt Ueeck

Squadron was air borne at 1034 hours with Capt Pool leading. Squadron leader contacted controller Sweepstakes on "C" channel, but would not let squadron attack any ground targets west of the Siene river. Ground controller "Chasefarm" was contacted and squadron investigated some ground targets for him. Targets were not attacked. No flak. Squadron was back at base at 1257 hours.

SECRET

SECRET

Mission No. 221
August 18, 1944

Operations Order No. 18
Mission No. W 51-2
Troop Support
2nd Effort

Flights

White	Capt Sherman	Red	Lt Hollaway
	Lt Neas		Lt McKenna
	Lt Alward		Lt Lickteig
	Lt Smith		Lt Snell

Capt Sherman led our squadron off on a Troop Support mission vicinity of Dreux at 1306 hours. Squadron entered assigned area 1350 hours and contacted ground control who had no assignment. Flew at 3000 ft to vicinity Nogent Le Roi (R-4424) where 20 plus Me 109s were observed flying from NE at 10 o'clock and 2000 feet above our formation. 109s bounced White Flight and in turn were bounced by Red Flight. E/A immediately took strong evasive action and could not be engaged in combat. E/A were in no recognizable formation when first observed. Large concentrations of US vehicles observed on roads at Nogent Le Roi. Two of our A/C did not return from mission. Lt Alward and Lt Smith are listed as MIA. Weather over target was 4/10's clouds, base at 4000 ft, tops 4500 to 5000 ft. Visibility 12 to 15 miles. Squadron back down at base 1511.

Mission No. 222
August 18, 1944

Operations order No. 18
Mission No. W 51-2
Troop Support
3rd Effort

Flights

White	Capt Ognisty	Red	Col. Wells
	Lt Wetherill		Lt Coy
	Lt Ward		Lt Manwaring
	Lt Owens		Lt Powell

Capt Ognisty led our third mission of the day off at 1538 hours for Troop Support vicinity of Dreux. Squadron patrolled assigned area. Ground Control contacted, but had no assignment. No observations. No flak or E/A encountered on mission. Squadron was back down at base 1753 hours.

SECRET

SECRET

Mission No. 223
August 18, 1944

Operations Order No. 18
Mission No. W 51-2
Troop Support
4th Effort

Flights

White	Capt Wilson	Red	Lt Siegel
	Lt Yedinak		Lt McKenna
	Lt Fox		Lt Lickteig
	Lt Ueeck		

Capt Wilson led our two flights off on the fourth mission of the day at 1808 hours for Troop Support vicinity of Dreux. Squadron leader contacted ground controllers Divequick and Exclaim, but they did not have any assignments for the squadron. Squadron patrolled assigned area. Large concentrations of our troops and vehicles seen heading east at points R-6060 and R-4374. Squadron was back down at base at 2030 hours after an uneventful mission.

Mission No. 224
August 19, 1944

Operations Order No. 19
Mission No. W 51-4
Armed Reconnaissance

Flights

White	Capt Schilke	Red	Lt Parrish	Yellow	Lt Hollaway
	Lt Wetherill		Lt Powell (A)		Lt Coy
	Lt Lickteig		Lt Owens		Lt Snell
	Lt McKenna				Lt Yedinak

Capt Schilke led our squadron off at 1119 hours for Armed Reconnaissance Tours, Blois, Orleans. Assigned area patrolled. 50 freight cars 10 miles south of Orleans bombed but no hits observed. No engines attached. Numerous flak towers in area but no fire received. Two near misses on freight cars. Squadron was back down at base at 1334 hours.

SECRET

SECRET

Mission No. 225
August 20, 1944

Operations Order No. 14
Mission No. W 51-3
Area Support
1st Effort

Flights

White	Capt Sherman	Red	Lt Beach
	Lt Neas		Lt Yedinak
	Lt Manwaring		Lt Preston
	Lt Ueeck		Lt Coy

Capt Sherman led our two flights off on the first mission of the day at 0855 hours for Area Support 5th Armored Division and 79th Infantry Division between Mantes-Gassicourt and Louviers. Squadron covered assigned area. Ground Control, Exclaim, contacted but had no targets. Weather made observation difficult. Moderate, inaccurate, heavy flak at Paris. Area east of Seine River, 8/10's clouds, base 500 feet, tops 1500, 9/10's clouds, base 3000 feet, tops 5000 feet. Squadron was back down at base 1122 hours.

Mission No. 226
August 20, 1944

Operations Order No. 14
Mission No. W-51-3
Area Support
2nd Effort

Flights

White	Lt Voorhees	Red	Lt Ward
	Lt Owens		Lt Lickteig
	Lt Wetherill		Lt Fox
	Lt McKenna		

Lt Voorhees led the second mission off at 1112 hours for Area Support 5th Armored Division and 79th Infantry Division between Mantes Gassicourt and Louviers. Squadron leader contacted ground controller "Divequick". He vectored them to R-3867 where he said enemy tanks were ambushed. Spot was bombed, 2 hits in area, and 2 direct hits. No flak or E/A encountered on mission. Squadron was back down at base 1318 hours.

SECRET

SECRET

Mission No. 227
August 20, 1944

Operations Order No. 14
Mission No. W 51-3
Area Support
3rd Effort

Flights

White	Capt Ognisty	Red	Lt Peterson
	Lt Yedinak		Lt Powell
	Lt Preston		Lt Manwaring
	Lt Coy		

Capt Ognisty led our two flights up at 1327 hours on Area Support 5th Armored Division and 79th Infantry Division between Mantes Gassicourt and Louviers. Squadron leader contacted "Fieldfare". He vectored them to R-4575. They were told to bomb long flat vessels which were carrying enemy tanks across the Seine River. Two bombs were long and two near misses. Squadron then strafed vessel twice. Our troops and vehicles were loaded on main highway into Vernon. Squadron was down at 1553 hours.

Mission No. 228
August 20, 1944

Operations Order No. 14
Mission No. W 51-3
Area Support
4th Effort

Flights

White	Capt Wilson	Red	Lt Parrish
	Lt Snell		Lt Owens
	Lt Wetherill		Lt Fox
	Lt McKenna		

Capt Wilson led the fourth mission of the day off at 1543 hours on Area Support 5th Armored Division and 79th Infantry Division between Mantes Gassicourt and Louviers. Ground Controller "Divequick" requested squadron to bomb E/T atR3970 but another squadron arrived first. Bandits reported in area by Sweepstakes and Ripsaw, who was operating on "C" channel. Ground Controller, Fieldfare, requested squadron to look for pontoon bridges in area around Vernon but nothing seen. Our forces were observed crossing Siene just north of Mantes Gassicourt. "Klondike" tied up radio during entire period with excessive radio chatter so that Squadron Leader had great difficulty in obtainging instructions from Ground Controller. No E/A or flak encountered on entire mission. Squadron was back down at base 1756 hours.

SECRET

SECRET

Mission No. 229
August 20, 1944

Operations Order No. 14
Mission No. W 51-3
Area Support
5th Effort

Flights

White	Lt Hollaway	Red	Lt Ward
	Lt Ueeck		Lt Neas
	Lt Lickteig		Lt Manwaring
	Lt Coy		Lt Powell

Lt Hollaway led the two flights up on the 5th mission of the day for Area Support 5th Armored Division and 79th Infantry Division between Mantes Gassicourt and Louviers. Ground Controller "Fieldfare" was contacted and vectored squadron to R-4173, a wooded area where he said 5 tanks and a machine gun nest were located. Two bombs were long of the target, and one direct hit on the machine gun nest which was marked by white smoke. One bomb hung up because of mechanical failure and was returned to base. 5 tanks dispersed after the bombing and were strafed by the squadron when they came into the open. Claims: 5 tanks damaged, machine gun nest destroyed. Our vehicles were sighted bumper to bumper on all roads leading into Vernon. Squadron back down at base 2023 hours.

Mission No. 230
August 22, 1944

Operations Order No. 22
Mission No. W 51-3
Armed Reconnaissance
1st Effort

Flights

White	Capt Pool	Red	Lt Siegel	Yellow	Lt Ward
	Lt Wetherill		Lt Loveless		Lt Yedinak
	Lt Thompson		Lt Petrosky		Lt Powell
	Lt Snell (A)		Lt Owens		Lt Ueeck

Capt Pool led our squadron off at 1239 hours for Top Cover, Armed Reconnaissance of A/Ds in area bounded by Melun, Meaux, Chalons, Troyes. Squadron flew cover over assigned area. 10 Me 109s bounced other squadrons from 5000 ft at 1430 hours and were engaged. 4 E/A bounced while six remaining, circled at 5000 ft then 5 went down on other squadron A/C singlely. Remaining one chased to 14,000 ft. One Me 109 damaged by Lt Ueeck. Weak, inaccurate, heavy flak east of Paris and weak, accurate, light in the vicinity of Falaise. Squadron was back down at base 1609 hours.

SECRET

SECRET

Mission No. 231 — Operations Order No. 22
August 22, 1944 — Sweep
2nd Effort

Flights

White	Major Stewart	Red	Lt Preston	Yellow	Lt Beach
	Lt Coy		Lt Loveless		Lt Snell
	Lt Buckio		Lt Thompson		Lt Yedinak
	Lt Alessi		Lt Owens		

Major Stewart led the squadron off at 1917 hours on a strafing mission of the A/D at Creil. Squadron flew briefed course to Creil A/D. Just as they were making their pass at the A/D they spotted two Me 110s just landing, both were destroyed and seen to burn as they hit the ground. Three Me 410s were spotted on the ground and also two He 111s. These were strafed, resulting in claims of one Me 410 probably destroyed and two Me 410s damaged, also one He 111 damaged. Squadron only made one pass at the field, and only Yellow Leader made a second pass. Personnel barracks strafed on field and approximately 10 Germans killed. Weak, inaccurate, heavy flak over target area. Moderate, inaccurate, light 4 miles north of Creil. We had one A/C damaged by flak, Cat "A". Squadron was back down at base at 2118 hours.

Mission No. 232 — Operations Order No. 23
August 23, 1944 — Area Support
1st Effort

Flights

White	Capt Schilke	Red	Lt Preston	Yellow	Lt Parrish
	Lt Wetherill		Lt Yedinak		Lt Loveless
	Lt Thompson		Lt Powell		Lt Petrosky
	Lt Snell		Lt Ueeck		Lt Owens

Capt Schilke led our squadron off on the first mission of the day at 1003 hours on Area Support 7th Armored Division and 5th Infantry Division, in area bounded by Melun, Montereau, Pthiviers, Etampes. Squadron patrolled assigned area. "Ripsaw" reported Bandits in area but none observed. No other observations. Moderate, accurate, heavy flak encountered at Melun. Weather over target area was 5 to 6/10's clouds, base 4,000, tops 5,000 feet, 10/10's clouds at 10,000 feet. Visibility 5 to 6 miles, with light haze. White Flight carried 500 pound bombs which were returned to base. Squadron was back down at base at 1216 hours.

SECRET

SECRET

Mission No. 233 — Operations Order No. 23
August 23, 1944 — Area Support
2nd Effort

Flights

White	Capt Wilson	Red	Lt Peterson	Yellow	Lt Voorhees
	Lt Coy		Lt Loveless		Lt Snell
	Lt Buckio		Lt Ward		Lt Manwaring (A)
	Lt Alessi		Lt Owens		Lt Yedinak

Capt Wilson led our three flights off at 1507 hours on the second mission of the day. The mission was Area Support for the 7th Armored Division and the 5th Infantry Division, in area bounded by Melun, Montereau, Pthiviers, Etampes. Squadron entered assigned area at 1611 hours. "Wetrag", ground control requested squadron to patrol area from Melun to Corbeil and to look for enemy vehicles. No observations made other than our own vehicles, in area on west side of river. "Wetrag" vectored Squadron to Reau (S-2314) to attack gun position but squadron was unable to locate position. There was no movement of enemy vehicles on roads between Melun and Corbeil on east side of river. Capt Wilson's flight carried 8 bombs and were all brought back to base. Squadron was back down at base 1821 hours.

Mission No. 234 — Operations Order No. 25
August 25, 1944 — Mission No. W 51-4
Sweep
1st Effort

Flights

White	Capt Ognisty	Red	Lt Manwaring	Yellow	Lt Siegel
	Lt Coy		Lt Nee		Lt Ueeck
	Lt Buckio		Lt Powell		Lt Petrosky
	Lt Alessi		Lt Wetherill		Lt Yedinak

Capt Ognisty led our squadron off at 0805 hours on a sweep of area bounded by Poitiers, Montmorillon, Le Blanc, Chateauroux. Engine at U-8574 headed west and pulling 15 hospital cars strafed and damaged before crosses were observed on cars. Seven trucks moving north-east between St Pierre-de-Noille and Tournon St Martin (U-8687 - U-9494) destroyed by strafing. Other vehicles, well camouflaged observed in area off of road. No other observations on mission and Squadron was back down at base 1008 hours.

SECRET

SECRET

Mission No. 235
August 25, 1944

Operations Order No. 25
Mission No. W-51-8
Area Support

2nd Effort

Flights

White	Capt Sherman (A) Lt Loveless Lt Ward Lt Alessi	Yellow	Lt Beach Lt Powell Lt Snell Lt Owens
Red	Lt Preston Lt Ueeck Lt Thompson Lt Yedinak (A)	Blue	Lt Peterson Lt Wetherill Lt Petrosky (A) Lt Coy

Capt Sherman led our squadron off at 1426 on Area Support to the 2nd 8th and 29th Infantry Divisions and Task Force "B", vicinity of Brest. Squadron leader contacted Ground Controller, "Kleenex Able" who vectored them to V-9394, 5 miles SE of Brest. He said there were 10 boats in that vicinity. Squadron flew to the area, picked out the largest boat which was thought to be a troop transport and dropped 25 bombs. There were no direct hits but numerous near misses. Squadron strafed on the way down. Intense, inaccurate, light flak from Troop Transport which they were bombing. Over the target, there were nil clouds, visibility excellent. Base to target, 8/10's clouds, base 3000 feet, tops 10,000 feet, visibility good. Squadron was back down at base 1642 hours.

SECRET

SECRET

Mission No. 236
August 26, 1944

Operations Order No. 26
Mission No. BPF-1
Area Support

1st Effort

Flights

White	Capt Schilke	Yellow	Lt Voorhees
	Lt Ueeck		Lt Nee
	Lt Thompson		Lt Loveless
	Lt Yedinak		Lt Powell
Red	Lt Ward	Blue	Lt Preston
	Lt Snell		Lt Coy
	Lt Manwaring		Lt Buckio
	Lt Alessi		Lt Wetherill

Capt Schilke led the squadron off at 1315 hours for Area Support to the 29th, 8th and 2nd Infantry Divisions and Task Force "Kleenex Able" assaulting Brest. All four Flights had contact with Ground Control and were given targets is assault area. 2 A/C dropped 4 bombs on gun position (Q-866998) and 2 A/C dropped 4 bombs on truck and field at (Q-855997). Field also strafed and small buildings were hit. 4 A/C dropped 8 bombs on gun position (Q-974026). 4 A/C dropped 8 bombs on gun position (R-005018). 4 A/C dropped 8 bombs on Artillery position at (W-012993). In all cases hits were scored in areas marked with smoke by ground forces. One merchant ship observed to blow up in harbor at (V-9794), at approximately 1445 hours. The Squadron encountered weak, inaccurate, light flak over the target area. No cloud, visibility 10 miles. Overcast to north and west over target area. On course, 5/10's scattered clouds between 3000 and 5000 feet, good visibility. Squadron was back down at base at 1331 hours.

SECRET

SECRET

Mission No. 237
August 27, 1944

Operations Order No. 27
Mission No. OTK-1
Area Support

1st Effort

Flights

White	Capt Pool (A)	Yellow	Capt Sherman
	Lt Paeth		Lt Guintini
	Lt Buckio		Lt Loveless
	Lt Wetherill		Lt Nee
Red	Lt Siegel	Blue	Lt Preston
	Lt Thompson		Lt Snell
	Lt Powell		Lt Manwaring
	Lt Alessi		Lt Coy

Capt Pool led the squadron off at 1111 hours for Area Support to the 29th, 8th, and 2nd Infantry Divisions and Task Force "Kleenex Able" assaulting Brest. Capt Pool's bomb dropped off on the way to the target area due to a faulty shackle, and he had to abort. White Flight: Contacted ground controller who vectored them to Q-950025 where he said there were three 88mm guns. 4 bombs in target area, which was marked by violet smoke. Exact results could not be obtained because of the smoke. Red Flight: Ground controller vectored them to V-775044, where he said 3 88mm gun positions were located. 3 bombed, one direct hit, two near misses. Yellow Flight: Ground controller vectored them to Q-991033, where he said there were a group of flour buildings, and he marked them with purple smoke. 4 bombed, one direct hit, two near misses, and 1 long. Weak, inaccurate, light flak received here. Blue Flight: Ground Controller vectored them to W-014977 where he said there were supplies and personnel. Target was marked with green smoke. 4 bombed, and all were in target area. Flight strafed two merchant marine ships at V-9488. Received moderate, inaccurate, light flak. Two merchant ships damaged. Weather over target was 1/10's clouds, base 3,000 feet, visibility unlimited. Squadron was back down at base 1331 hours.

SECRET

SECRET

Mission No. 238
August 27, 1944

Operations Order No. 27
Mission no. OTK-1
Area Support

2nd Effort

Flights

White	Capt Wilson	Yellow	Capt Ognisty
	Lt Ueeck		Lt Paeth
	Lt Powell		Lt Manwaring
	Lt Alessi		Lt Yedinak
Red	Lt Beach	Blue	Lt Ward
	Lt Guintini		Lt Snell
	Lt Loveless		Lt Petrosky
	Lt Coy		Lt Nee

Capt Wilson led the squadron on the second mission of the day off at 1711 hours on Area Support for the 29th, 8th, and 2nd Infantry Divisions and Task Force "Kleenex Able" assaulting Brest. White Flight: 4 A/C dropped 8 bombs at Q-899025, enemy strong point. Hits in area marked. Ground controller requested Flight to strafe enemy light flak positions in buildings at V-740984, which was done. Red Flight: They dropped 8 bombs on gun and troop emplacements at Q-968008. Hits in area. Yellow Flight dropped 8 bombs on gun positions at Q-990014. 4 hits in area marked with smoke. Blue Flight dropped 8 bombs on M/V at V-967930. No hits. Also strafed vessel. Fire observed on stern. Weak, inaccurate, light flak received from ship. Weather over targets was no cloud, visibility up to 7,000 feet, restricted to 4 miles by haze. Squadron was back down at base at 1939 hours.

SECRET

[redacted]

Mission No. 239
August 28, 1944

Operations Order No. 28
Mission No. W 51-3
Area Support

Flights

White	Capt Pool	Yellow	Lt Voorhees
	Lt Paeth		Lt Coy
	Lt Wetherill		Lt Thompson
	Lt Nee		
Red	Lt Buckio	Blue	Lt Preston
	Lt Guintini		Lt Yedinak
	Lt Loveless		Lt Ueeck

Capt Pool led the squadron off at 0912 hours for Area Support to the 29th, 8th and 2nd Infantry Divisions, and Task Force "Kleenex Able" assaulting Brest. Squadron flew to assigned area and aborted because of weather conditions. Squadron leader contacted ground controller "Default" and told him it would be impossible to operate under the cloud coverage. Weather over target area: 10/10's clouds, tops 3000 to 4000 feet, base 400 to 500 feet, visibility below less than a mile. From base to target area: 5 to 7/10's clouds at 7000 feet. Visibility 6 to 8 miles. All A/C carried 2 - 500 pound GP bombs, and all were returned to base. Squadron was back down at base 1043 hours.

[redacted]

SECRET

Mission No. 240
August 31, 1944

Operations Order No. 31
Mission No. OCD-1
Area Support
1st Effort

Flights

White	Capt Wilson	Yellow	Lt Hollaway
	Lt Guintini		Lt Thompson
	Lt Powell		Lt Nee
	Lt Neas		Lt Lickteig
Red	Lt Ward	Blue	Lt Manwaring
	Lt Paeth		Lt Wetherill
	Lt Petrosky		Lt Loveless
	Lt McKenna		Lt Alessi

Capt Wilson led the squadron off at 0907 hours on the first mission of the day for Area Support to the 29th, 8th and 2nd Infantry Divisions and Task Force "Kleenex Able" assaulting Brest. White Flight could not contact "Default". Flight went over and bombed with Red Flight at Q-968031 which were 4 buildings, open gun positions and troops. 3 near misses and 1 did not explode. Target marked with green smoke. Weak, inaccurate, light flak encountered in this area. Red Flight contacted "Stanza" who gave them a target at Q-968031. Flight bombed with two near misses and two did not explode. Buildings strafed twice. Yellow Flight contacted "Hoptide" who gave them a gun position at R-006019. They could not bomb because of low clouds. 4 jettisoned in the channel. Blue Flight contacted "Kleenex Able" who told them to bomb the town at W-105875 where there were troop concentrations. 4 in target area, 4 returned. This flight was the only flight that used the 500 pound GP bombs. The three other flights carried Napalm bombs, a new type bomb which we just started using. Weather over target area: Cumulus clouds at 2000 feet, heavy rain, low clouds down to 500 feet, visibility very poor. Weather clearing up as squadron came back to base. Squadron back down at base at 1138 hours.

SECRET

SECRET

Mission No. 241
August 31, 1944

Operations Order No. 31
Mission No. XCD-1
Area Support

2nd Effort

Flights

White	Capt Ognisty	Yellow	Capt Sherman
	Lt Alessi		Lt Guintini
	Lt Wetherill		Lt Fox
	Lt Nee		Lt Powell
Red	Lt Buckio	Blue	Lt Peterson
	Lt McKenna		Lt Paeth
	Lt Thompson		Lt Loveless
	Lt Neas		Lt Lickteig

Capt Ognisty led our squadron off on the second mission of the day at 1504 hours for Area Support to the 29th, 8th and 2nd Infantry Divisions and Task Force "Kleenex Able" assaulting Brest. 6 of our A/C carried one Napalm bomb on the belly, and 10 A/C carried two 500 pound wing bombs. White Flight contacted "Default". Gun positions and German Headquarters bombed and strafed at V-8594. All 8 bombs short of the target. Red Flight contacted "Stanza". Gun positions at Q-944017 bombed and strafed twice. 8 bombs in target area. Yellow Flight contacted "Hoptide". Group of buildings containing enemy troops were bombed and strafed, at Q-991019. One direct hit on building, one near miss, two in target area, two fire bombs long of target. Meagre, inaccurate, light flak encountered in this area. Blue Flight contacted "Kleenex Able". He have them gun positions containing 6 to 8 guns at V-998883. They were bombed and strafed. Two bombs in target area, two short. Intense, inaccurate, small arms fire in this area. Squadron was back down at base 1721 hours.

SECRET

[redacted]

DECLASSIFIED
DOD DIR 5200.9

RETURN TO
RESEARCH [illegible]
INSTITUTE
U.S.A.[illegible]
HISTORICAL [illegible]
ARMY [illegible] BRANCH

DECLASSIFIED
DOD DIR 5200.9

[redacted]

[redacted]

367th FIGHTER SQUADRON
APO 141 U. S. Army

B-H5

2 October 1944.

SUBJECT: Squadron History.

DECLASSIFIED
DOD DIR 5200.9

TO : Commanding Officer, 358th Fighter Group, APO 141, U. S. Army
Attention: S2.

1. Submitted herein is Squadron History, this organization, for the month of September 1944.

a. Organization.
(1) Negative.

b. Strength.

(1) Officers 65; Enlisted men 255.

c. Arrival and departure from stations.
(1) Advance Motor Echelon departed station at Pontorson, France, AIS 28, the 14 September 1944, arriving at our new station, AIS #67 near Vitry En Perthois, France the 15 September 1944.
(2) Advanced Air Echelon departed AIS #28, Pontorson, France, 15 September 1944 arriving at AIS #67, Vitry En Perthois, France the same day. Movement was accomplished by military aircraft.
(3) The Rear Echelon and equipment was moved from AIS #28 to our new station AIS #67 by air on the 16, 17, 18, 19 September 1944.
(4) Rear Motor Echelon departed AIS #28 on the 19 September 1944, arriving at AIS #67 the 20 September 1944.
(5) The move was completed the 20 September 1944. 10 Officers and 58 enlisted men were moved by motor transportation and 51 Officers and 196 enlisted men moved by military aircraft.

d. Casualties.
(1) Negative.

For the Squadron Commander:

DECLASSIFIED
DOD DIR 5200.9

MERLE C. HOPPE,
Captain, Air Corps,
Executive.

SQ. HI. 367th
SEPT. 1944

[redacted]

367TH FIGHTER SQUADRON
Office of the Intelligence Officer
APO 141 U. S. Army

1 October 1944

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, APO 141, U. S. Army.

In accordance with IX Fighter Command Memo 20-4, dated 22 Dec 1943, attached hereto is History of Operations for the 367th Fighter Squadron for the month of September 1944.

For the Squadron Commander:

Ralph F. Palaia
RALPH F. PALAIA
1st Lt, Air Corps
Unit Operational Historian.

1 Incl: Incl 1 - Sq Hist
September 1944

[redacted]

Mission No. 242
September 1, 1944

Operations Order No. 32
Mission No. W 51-2
Area Support

Flights

White	Major Stewart	Red	Lt Peterson	Yellow	Lt McCabe
	Lt Guintini		Lt McKenna		Lt Wetherill
	Lt Buckio		Lt Petrosky		Lt Powell
	Lt Fox		Lt Alessi		Lt Lickteig

Major Stewart led our squadron off at 1100 hours for Area Support to the 29th, 8th and 2nd Infantry Divisions assaulting Brest. White Flight: Three A/C dropped 6 bombs on gun emplacement at V-855950. One A/C dropped 2 bombs on 2 buildings at V-844954, near misses. Chateau, enemy Headquarters strafed at V-858948. Four A/C of Red Flight dropped 8 bombs on gun emplacements at Q-955006. 8 hits in area. Road and town of Lambezellec, Q-950026 strafed. Yellow Flight dropped 8 bombs on gun positions at Q-973007, 8 hits in area, which was strafed also. Light, moderate, inaccurate flak encountered at V-855950 and V-973007. Weather over target area: 10/10's clouds at 5000 feet, moving in from the West, 2 to 3/10's clouds at 1000 feet with visibility excellent. On course, 2 to 3/10's clouds at 3500 feet, 7/10's at 10,000 feet. Squadron was back down at base at 1316 hours.

Mission No. 243
September 2, 1944

Operations Order No. 33
Mission No. W 51-1
Area Support

Flights

White	Capt Pool	Red	Lt Ward	Yellow	Lt Beach
	Lt Neas		Lt Lickteig		Lt Fox
	Lt Petrosky		Lt Loveless		Lt Thompson
	Lt Alessi		Lt Nee		Lt McKenna

Capt Pool led our three flights up at 0713 hours for Area Support to the 29th, 8th and 2nd Infantry Divisions assaulting Brest. Ground Controllers, "Default and Hoptide" were contacted and told squadron could not bomb because of low cloud content. Meagre, inaccurate, light flak encountered at Brest. Weather: Over target area, 9/10's clouds, base 200 to 1500 feet, heavy rain. Tops 7 to 11,000 feet. Visibility above good, below haze 1 to 3 miles. Base to target area 7 to 9/10's clouds. All bombs were returned to base. Squadron was back down at 0927 hours.

[redacted]

[redacted]

Mission No. 244
September 3, 1944

Operations Order No. 34
Mission No. BW 51-2
Area Support

1st Effort

Flights

White	Capt Ognisty	Yellow	Lt Hollaway
	Lt Alessi		Lt Neas
	Lt Powell		Lt Loveless
	Lt Guintini		Lt Paeth
Red	Lt Buckio	Blue	Lt Preston
	Lt Fox		Lt Nee
	Lt Manwaring		Lt Petrosky
	Lt Wetherill		Lt McKenna

Capt Ognisty led our squadron off at 1111 hours for Area Support to the 29th and 8th Infantry Divisions assaulting Brest. White and Red Flight dropped 16 bombs on Fort, V-852947. 4 direct hits, other near misses. Also strafed. Strafed troops and gun position at V-780975. Yellow and Blue Flights dropped 14 bombs and strafed gun position and ammunition dump 500 yards east of 968008. Hits in the area. 2 bombs dropped in woods at Q-964005. 4 A/C flew reconnaissance over Crozon area, but no observations made. We had one A/C damaged by flak, Cat "A". Weak, light, inaccurate at Q-968008. Small arms fire, weak, inaccurate at V-7897. Weather over target area: 8/10's clouds, base 3000 feet, tops 6500 feet. 10/10's clouds at 8000 feet, visibility 10 miles. Our Squadron was in the target area from 1200 hours to 1300 hours then returned to base at 1346 hours.

[redacted]

SECRET

Mission No. 245
September 3, 1944

Operations Order No. 34
Mission No. BW 51-2
Area Support

2nd Effort

Flights

White	Capt Sherman	Yellow	Lt Beach
	Lt Buchanan		Lt Fox
	Lt Wetherill		Lt Loveless
	Lt Paeth		Lt Nee
Red	Lt Ward	Blue	Lt Buckio
	Lt McKenna		Lt Neas
	Lt Petrosky		Lt Powell
	Lt Alessi		Lt Guintini

Capt Sherman led the squadron off on the second mission of the day at 1714 hours for Area Support to the 29th and 8th Infantry Divisions assaulting Brest. White Flight: 4 A/C dropped 3 Napalm bombs on gun position at V-753965. No hits, 1 failed to explode. 1 hung up and was jettisoned. They dove from 4500 feet, released at 500 feet, angle 20 degrees. Gun position and area effectively strafed. Red Flight: 4 A/C dropped 8 bombs on gun position at V-938996. Also strafed area. 2 near misses. Yellow Flight: Camouflaged ammunition dump 1000 yards east of Q-968008 bombed by 4 A/C with 8 bombs. No results observed. Blue Flight: 4 A/C dropped 4 Napalm bombs on motor pool, Q-968008. One bomb observed to burn for only few seconds. Dive from 5000 feet to 50 feet, no angle. Clouds prevented accurate bombing and observation of results. Moderate, light, inaccurate flak at V-7498 and V-938996. Weather over target area: 9/10's clouds, base 2500 feet, tops 4500 feet with visibility unlimited. Squadron was back down at base 1950 hours.

SECRET

Mission No. 246
September 5, 1944

Operations Order No. 36
Mission No. W 51-2
Area Support
1st Effort

Flights

White:	Red:	Yellow:
Major Schilke	Lt Manwaring	Lt Voorhees
Lt Harris	Lt Paeth	Lt Hedberg
Lt Alessi	Lt Loveless	Lt Petrosky
Lt Neas	Lt Nee	Lt McKenna

Major Schilke led the squadron up on the first mission of the day at 1205 hours for Area Support for Task Force "B" assaulting Crozon. Ground controller contacted throughout mission. Gun position at V-930905 bombed and strafed. 3 bombs failed to explode but were set afire by strafing. 2 bombs hung up and were jettisoned in Bay of St Malo. Good concentration of hits in area. Red Crosses and letters PW observed at V-9209. All of our A/C carried Napalm bombs. Weather over target: 8/10's clouds, base 4000 feet, tops 7000 feet with visibility 8 miles. From St Brieuc to base, 10/10's overcast. One of our A/C was damaged by flak, Cat "A". Squadron was down at 1424 hours.

Mission No. 247
September 5, 1944

Operations Order No. 36
Mission No. W 51-2
Area Support
2nd Effort

Flights

White:	Red:	Yellow:
Capt Ognisty	Lt Preston	Lt Buckio
Lt Hunt	Lt McGrew	Lt Buchanan
Lt Wetherill	Lt Thompson	Lt Fox
Lt Guintini	Lt Powell	Lt Lickteig

Capt Ognisty led the second mission off at 1642 hours for Area Support to Task Force "B" assaulting Crozon. 8 of our A/C carried Napalm bombs and the other 4 carried two 500 pound bombs on each plane. Ground control "Kleenex Able" contacted. Gun position V-984856, bombed with 3 Napalm bombs. Coordinate given by Controller. 4 A/C bombed V-965856, marked with smoke. Good concentration of hits on both targets. Yellow Flight unable to obtain target from controller due to excessive R/T chatter. Bombs were returned to base. R/T was jammed during entire time in area with excessive chatter. Weak, light, inaccurate flak at V-984856. Weather over target: 5/10's clouds, base 3000 feet, tops 5 to 6000 feet, with visibility 10 miles. On course, 7/10's clouds, base 3000 feet, tops 5 to 6000 feet with visibility 10 miles. Squadron was back down at base 1902 hours.

[redacted]

Mission No. 248
September 6, 1944

Operations Order No. 37
Mission No. X 51-2
Area Support

1st Effort

Flights

White	Capt Pool	Red	Lt Fox	Yellow	Lt Hollaway
	Lt Buchanan		Lt McGrew		Lt Hunt
	Lt Wetherill		Lt Powell		Lt Thompson
	Lt Paeth		Lt Lickteig		Lt Hedberg

Capt Pool led the squadron up at 0715 to support 2nd Inf Division assaulting Brest. Squadron leader contacted Hoptide who did not have a target. Controller Stanza vectored squadron to Q 968007, a road junction, where he said there were troops concentrated. Five direct hits, 16 in target area, 3 jettisoned in bay at St Brieuc. Squadron strafed on way down. There was one large explosion as squadron dropped their two-500 GP bombs. Weak, inaccurate, light flak was received in the east end of the City of Brest. Squadron landed at 0912 hours at base.

Mission No. 249
September 6, 1944

Operations Order No. 37
Mission No. X 51-2
Area Support

2nd Effort

Flights

White	Lt McCabe	Red	Lt Petrosky	Yellow	Capt Wilson
	Lt McGrew		Lt Hunt		Lt Harris
	Lt Neas		Lt Alessi		Lt Nee
	Lt Guintini		Lt McKenna		Lt Paeth

The squadron of twelve planes led by Lt McCabe was up at 1140 hours again providing area support for 2nd Inf Division assaulting Brest. Eight A/C dropped 16 bombs on an enemy strong point, and strafed area with a good concentration of hits which caused explosion and fires. Hoptide released flight to Kleenex Able and squadron proceeded to Crozon and 4 A/C dropped 8 bombs on gun position at V 890755, with good concentration. There was no flak seen on this mission. The planes carried 12 x 2 x 500 GP bombs. Squadron landed at 1416 hours.

[redacted]

[redacted]

Mission No. 250
September 6, 1944

Operations Order No. 37
Mission No. X 51-2
Area Support

3rd Effort

Flights

White	Capt Ognisty	Red	Lt Peterson	Yellow	Lt Beach
	Major Hitchcock		Lt Hedberg		Lt McKenna
	Lt Lickteig		Lt Loveless		Lt Buckio
	Lt Buchanan		Lt Guintini		Lt Wetherill

Capt Ognisty led the squadron up at 1605 hours to support the 2nd Inf Division assaulting Brest. "Hoptide" directed White and Yellow Flights to go to "Kleenex Able" area, but weather prevented. Contacted "Default". Gun position, V-744954 bombed and strafed. 6 direct hits; others in excellent concentration in area. No other observations. Red Flight contacted "Hoptide". Heavy Arty position, Q-973008 bombed and strafed. Excellent concentration of hits. Target smoked. No other observations made by this flight. The planes carried 12 X 2 X 500 GP bombs. There was no flak or E/A reaction on entire mission. Weather over target: 3/10's scattered clouds between 3000-4000 ft. 10/10's, base 4500 ft, visibility restricted by smoke and haze. Squadron landed at 1826 hours.

Mission No. 251
September 8, 1944

Operations Order No. 39
Mission No. X 51-1
Area Support

1st Effort

Flights

White	Capt Sherman	Red	Lt Fox	Yellow	Lt Ward
	Lt Hedberg		Lt McGrew		Lt Harris
	Lt Powell		Lt Petrosky		Lt Nee
	Lt Guintini		Lt McKenna		Lt Ueeck

Capt Sherman led the squadron off at 0840 to support 2nd Inf Division assaulting Brest. Ground Controller, "Hoptide" contacted. Vectored Squadron to Q-980021. Target was a clump of 4 to 6 houses. Bombing was done north to south. 10 direct hits, 14 in target area. Squadron strafed on way down, went back and strafed again. Controller called and said results of bombing was excellent. No flak encountered on mission. Weather over target area was 1 to 2/10's clouds, bottom 2000, tops 8000 ft. Visibility unlimited. Squadron was down at base 1039 hours.

[redacted]

[redacted]

Mission No. 252
September 8, 1944

Operations Order No. 39
Mission No. X 51-1
Area Support

2nd Effort

Flights

White	Capt Ognisty	Red	Lt Manwaring	Yellow	Lt Peterson
	Major Hitchcock		Lt McKenna		Lt Harris
	Lt Loveless		Lt Thompson		Lt Lickteig
	Lt Buchanan		Lt Owens		Lt Paeth

Capt Ognisty led our squadron off on the second mission of the day at 1312 hours to support the 2nd Inf Division assaulting Brest. "Hoptide", gound controller, radio was out. Squadron contacted "Default" who vectored them to V-752947, a gun position which was surrounded by 6 to 8 buildings. 8 direct hits and 16 in target area. Former direct hits at point V-752947 and latter bombs at a gun position 200 yards away at V-745946. Squadron strafed on way down. Moderate, accurate, light flak at V-752947 and moderate, inaccurate, light flak at V-738981. Weather over target area: 7 to 8/10's clouds, base 3 to 4000 feet, heavy showers. Tops unknown. Visibility above good, in showers down to 2 miles. Squadron returned to base at 1533 hours.

Mission No. 253
September 8, 1944

Operations Order No. 39
Mission No. X 51-1
Area Support

3rd Effort

Flights

White	Lt Hollaway	Red	Lt Petrosky	Yellow	Lt Parrish
	Lt McGrew		Lt Alessi		Lt Hedberg
	Lt Lickteig		Lt Wetherill		Lt Powell
	Lt Owens		Lt Neas		Lt Guintini

Lt Hollaway led our third mission of the day off at 1743 hours to support 2nd Inf Division assaulting Brest. Squadron contacted "Hoptide" and he vectored them to Q-985001. Target which contained enemy troops was a clump of 5 houses. All of the 24 bombs were either direct hits or near misses. All bombs were within a radius of 100 feet of the buildings. All five houses completely destroyed. Target was marked with white and purple smoke. Squadron strafed 4 times. Weak, inaccurate, light flak at Q-985001. Weather over target area: 8 to 9/10's clouds, base 3000 feet, tops unknown. Visibility below excellent. Target to base was CAVU. Squadron landed at 1956 hours.

[redacted]

[redacted]

Mission No. 254
September 9, 1944

Operations Order No. 40
Mission No. X 51-1
Area Support

1st Effort

Flights

White	Capt Sherman	Red	Lt Nee
	Lt Buchanan		Lt Paeth
	Lt Owens		Lt Loveless
	Lt Guintini		Lt Harris

Capt Sherman led our two flights off at 0714 hours to support 2nd Inf Division assaulting Brest. Squadron contacted "Default" who vectored them to V-906987. The target was a heavy concrete square gun emplacement with three wooden buildings inside. Results ofthe bombing were nine direct hits, five short, and two long. Squadron strafed the position twice. One building was left burning. Weak, inaccurate, light flak at V-8798. Our planes carried 8 X 2 X 500 GP bombs. Weather over target area: 1/10's clouds, base 5000, tops 5100 feet. Visibility excellent. En route: Base 5000, tops 5100 feet, 9/10's cloud with visibility excellent. Squadron returned to base at 0922 hours.

Mission No. 255
September 9, 1944

Operations Order No. 40
Mission No. X 51-1
Area Support

2nd Effort

Flights

White	Capt Ognisty	Red	Lt Parrish
	Lt Hunt		Lt McGrew
	Lt Thompson		Lt Yedinak
	Lt Hedberg		Lt Snell

Capt Ognisty led our two flights off on the second mission of the day at 1310 hours to support the 2nd Inf Division assaulting Brest. "Hoptide" contacted. Target V-977998, AA position marked with white and purple smoke, bombed. 3 direct hits, 12 others in area. One bomb hung up. "Hoptide" gave coordinate V-965952 incorrectly. Description of target and smoke made attack possible. Squadron proceeded to "Kleenex Able" area. Controller requested A/C with bomb to bomb A/D, V-973873. Bomb hit on north edge of field. No flak encountered on mission. Weather over target was 8/10's clouds, base 3000, tops 5500 feet. Visibility good. Squadron was back down at base at 1516 hours.

[redacted]

[redacted]

Mission No. 256
September 10, 1944

Operations Order No. 41
Mission No. X 51-1
Area Support

Flights

White	Lt Beach	Yellow	Lt Peterson
	Lt Schriber		Lt Alessi
	Lt McKenna		Lt Neas
	Lt Hunt		Lt Coy
Red	Lt Powell	Blue	Lt Lickteig
	Lt Buchanan		Lt Lower
	Lt Ueeck		Lt Petrosky (A)
	Lt Fox		Lt McGrew

Lt Beach led our squadron off at 1314 hours to support the 2nd and 29th Inf Divisions assaulting Brest and Task Force "B" assaulting Crozon. White Flight contacted "Default". 4 A/C dropped 8 bombs and strafed gun position, V-884928. No direct hits with bombs. Area well covered on two strafing passes. Target not marked. Red Flight released by "Default" to "Hoptide". 4 A/C dropped 8 bombs on wooded area containing buildings, V-953991. 3 direct hits, others in area which was well covered by two strafing passes. Target marked. Yellow and Blue Flights contacted "Kleenex Able" and he marked target. 7 A/C dropped 14 bombs and strafed Artillery position, V-993858. 2 direct hits, others close. Area well covered in four strafing passes. Intense, inaccurate, light flak at V-993858. One of our A/C was damaged, Cat "A". It was hit by shell casing of A/C ahead. Weather over target area was 3 to 4/10's clouds at 10,000 feet, visibility 10 miles. Squadron returned to base at 1540 hours.

[redacted]

[redacted]

Mission No. 257
September 11, 1944

Operations Order No. 42
Mission N. X 51-1
Area Support

1st Effort

Flights

White	Capt Sherman	Red	Lt Loveless
	Lt Buchanan		Lt Paeth
	Lt Ueeck		Lt Coy
	Lt Guintini		Lt Harris

Capt Sherman led our two flights off on the first mission of the day at 0717 hours to support the 29th Inf Division assaulting Brest. White Flight contacted "Default". Gun position, V-915975 bombed with 8 bombs and strafed. 1 direct hit, others close. Fire started in gun pit. Red Flight bombed and strafed gun position, V-912978. 8 bombs dropped. Good concentration of six bombs in target area. Weak, inaccurate, light flak at V-915975. Weather over target area: Haze layer to 5000 feet, no clouds, visibility 4 to 5 miles. Our planes carried 8 X 2 X 500 GP bombs. Squadron was down at base at 0948 hours.

Mission No. 258
September 11, 1944

Operations Order No. 42
Mission No. X 51-1
Area Support

2nd Effort

Flights

White	Lt McCabe	Red	Lt Thompson
	Lt McKenna		Lt Hunt
	Lt Snell		Lt Petrosky
	Lt McGrew		Lt Hedberg

Lt McCabe led our second mission of the day off at 1025 hours to support the 29th Inf Division assaulting Brest. "Default" contacted. 6 A/C dropped 12 bombs and strafed gun position, V-883929. 2 direct hits. 2 A/C dropped 4 bombs on gun position, V-888935. No hits. Area well covered by strafing. No flak or E/A encountered on entire mission. Weather over target area was CAVU. Squadron was back down at base at 1227 hours.

[redacted]

[redacted]

Mission No. 259
September 11, 1944

Operations Order No. 42
Mission No. X 51-1
Area Support

3rd Effort

Flights

White	Capt Ognisty	Red	Lt Parrish
	Lt Owens		Lt Harris
	Lt Powell		Lt Nee
	Lt Buchanan		Lt Coy

Capt Ognisty led our two flights off on the third mission of the day at 1318 hours to support the 29th Inf Division assaulting Brest. White Flight contacted "Default". 4 A/C dropped 8 bombs and strafed coastal gun position, V-848879. No direct hits, many near misses. Red Flight: 3 A/C dropped 6 bombs on Chateau, enemy Headquarters at V-848878. No direct hits. Fire started by two strafing passes. Strafed barracks just west of gun position, V-848879. 2 bombs released prematurely over town, V-859878. NRO. Light machine gun fire at V-848878(Chateau). Weather over target area: Ceiling unlimited, haze to 5000 feet, excellent visibility. Squadron returned to base at 1540 hours.

Mission No. 260
September 11, 1944

Operations Order No. 42
Mission No. X 51-1
Area Support

4th Effort

Flights

White	Lt Hollaway	Red	Lt Peterson
	Lt Lowers		Lt Jones
	Lt Lickteig		Lt Alessi
	Lt Yedinak		Lt Schriber

Lt Hollaway led our two flights up at 1624 hours for support to the 29th Inf Division assaulting Brest. White Flight of 4 A/C dropped 8 bombs at V-899981. This coordinate marked by "Default" although he gave target(gun position) as V-901979. 6 direct hits in area smoked. Target also strafed. Red Flight of 4 A/C dropped 8 bombs and strafed village at V-904974, enemy strong point. No hits. Area effectively strafed. No other observations made. No flak or E/A encountered on mission. Weather over target area was CAVU, haze up to 5000 feet. Squadron was back down at base at 1831 hours.

[redacted]

[redacted]

Mission No. 261
September 12, 1944

Operations Order No. 43
Mission No. X 51-1
Area Support

1st Effort

Flights

White	Lt Beach	Red	Lt Powell
	Lt Schriber		Lt Guintini
	Lt Neas		Lt Fox
	Lt Hedberg		Lt Paeth

Lt Beach led our two flights off on the first mission of the day at 0926 hours to support the 29th Inf Division assaulting Brest. Our planes carried 8 X 2 X 500 GP bombs. One bomb was dropped on T/O. 8 A/C dropped 15 bombs on gun position, V-912963. 8 bombs in area marked. Fire started by strafing. No other observations were made. Intense, accurate machine gun fire at V-912963. Two of our A/C were damaged, Cat "A". Weather over target area: Thin layer of cloud forming at 4000 feet, some haze. Visibility 5 miles. Squadron returned to base at 1140 hours.

Mission No. 262
September 12, 1944

Operations Order No. 43
Mission No. X 51-1
Area Support

2nd Effort

Flights

White	Capt Ognisty	Red	Lt Peterson
	Lt Johnson		Lt McGrew
	Major Hitchcock		Lt Lickteig
	Lt Harris		Lt Lowers

Capt Ognisty led our second effort of the day off at 1524 hours, again supporting the 29th Inf Division assaulting Brest. "Default", ground controller, vectored squadron to a heavy gun position at V-855886. 9 bombs in target area. 5 near misses, and 2 direct hits. Squadron strafed in dive. Weak, inaccurate, light flak at V-852888. Numerous fishing boats were seen at an inland cove at V-863882. Weather over target area was nil clouds, visibility 15 miles up to 5000 feet. Our planes carried 8 X 2 X 500 GP bombs. Squadron returned to base at 1735 hours.

[redacted]

[redacted]

Mission No. 263
September 13, 1944

Operations Order No. 44
Mission No. PEA-2
Area Support

1st Effort

Flights

White	Major Schilke	Red	Lt Petrosky	Yellow	Lt Snell
	Lt Paeth		Lt McGrew		Lt Coy
	Lt Owens		Lt McKenna		Lt Yedinak
	Lt Guintini		Lt Hunt		Lt Hedberg

Major Schilke led our first mission of the day off at 1132 hours to support the 3rd Army at Metz. "Wetrag" contacted. Enemy gun position, U-7659, marked with smoke and bombed. 4 direct hits, 5 near misses. Area also strafed. Explosion seen. Patrolled river from Metz to Pont a Mousson. Over the target area, we had intense, inaccurate, light flak at U-7659. Moderate, inaccurate, heavy flak at Metz. Our planes carried 12 X 1 X 500 GP bombs. 9 bombs in target area and 3 were returned to base. Weather over target area was 8/10's clouds at 14,000 feet. Squadron returned to base at 1345 hours.

Mission No. 264
September 13, 1944

Operations Order No. 44
Mission No. PEA-2
Area Support

2nd Effort

Flights

White	Col. Wells	Red	Lt Petrosky	Yellow	Lt Snell
	Lt Paeth		Lt McGrew		Lt Coy
	Lt Owens		Lt McKenna		Lt Yedinak
	Lt Guintini		Lt Hunt		Lt Hedberg

Col Wells led our squadron off at 1505 hours, to support the 3rd Army at Metz. "Wetrag" contacted. No target. "Gasket" requested squadron Recon area 15 miles SE of Metz. Nothing seen. Col. Wells ship hit by flak while in area south of Metz. Col. Wells was over A/D at Vionville when he stated on R/T that he was going to bail out. Our planes carried 12 X 1 X 500 GP bombs. 4 were jettisoned in area as they were low on gas. The remaining 8 were returned to base. Light, intense, accurate flak in the entire target area. Moderate, inaccurate, heavy at A/D south of Metz. We had one A/C damaged by flak, Cat "A". Col Wells was listed as MIA, but later found KIA. Weather over target area was 8/10's clouds at 10,000 feet. 2/10's scattered clouds at 6500 feet, visibility 4 to 6 miles. Squadron returned to base at 1725 hours.

[redacted]

Mission No. 265
September 14, 1944

Operations Order No. 45
Mission No. X 51-1
Area Support

Flights

White	Capt Ognisty	Red	Lt Peterson
	Lt Hedberg		Lt Lowers
	Lt Powell		Lt Lickteig
	Lt Nee		Lt Thompson

Capt Ognisty led our two flights off at 1610 hours, again supporting the 29th Inf Division assaulting Brest. Squadron leader contacted ground controller, "Default". He vectored Squadron to V-905970. Target which was marked with white smoke was a concentration of enemy troops in a wooded area. 5 direct hits, 4 near misses and 7 in target area. Squadron strafed 3 times including their bomb run. Our planes carried 8 X 2 X 500 GP bombs. Weather over target area was 5/10's clouds, broken. Base 500 to 1000 feet, tops 1500 feet. Visibility was very good. From base to target, 7 to 10/10's clouds, base 3000 feet, tops 5 to 6000 feet with visibility very good. Squadron returned to base at 1833 hours.

Mission No. 266
September 16, 1944

Operations Order No. 46
Mission No. W 51-2
Armed Reconnaissance

Flights

White	Capt Sherman	Red	Lt Loveless	Yellow	Lt Hollaway
	Lt Neas		Lt Thompson		Lt Powell
	Lt Fox		Lt Coy		Lt Lickteig
	Lt Alessi				Lt Nee (A)

Capt Sherman led our squadron off at 1600 hours for an Armed Reconnaissance mission to Lahr, Offenburg, Gegenbach, Housach. We had one abort because of an oil leak. Squadron flew to briefed area and bombed railway lines, cutting them in four places with seven direct hits. Places cut were at W-0975, W-0872, W-0770 and W-0668. Our planes carried 7 X 1 X 500 GP bombs. Over the target area, the weather was 10/10's clouds, base 7000 feet, visibility below 4 to 5 miles. From Nancy to Strasbourg-Clouds 10,000 feet to deck in layers, visibility a half mile. No flak was encountered on mission. Squadron returned to base at 1830 hours.

[redacted]

Mission No. 267
September 20, 1944

Operations Order No. 51 Par C.
Armed Reconnaissance

Flights

White	Capt Pool	Red	Lt Preston	Yellow	Capt Wilson
	Lt Paeth		Lt Schubert		Lt Wharton
	Lt Lickteig		Lt Fox		Lt Powell
	Lt Harris		Lt Buchanan		Lt Guintini

Capt Pool led our squadron up at 1500 hours for an Armed Reconnaissance mission covering Bonn to Wissan to Ludenschied to Dusseldorf. Our planes in White Flight carried 4 X 1 X 500 GP bombs. The remaining A/C flew top cover. Intense, accurate flak at Bonn damaged one A/C in White Flight and White Flight returned to base. White leader dropped 1 bomb on gun position approximately 5 miles south of Bonn. NRO. The 3 remaining bombs were brought back to base. 8 remaining A/C flew top cover as other Squadrons bombed and strafed RR targets in area. Heavy, intense, accurate flak 5 miles south of Bonn. Our A/C that was damaged by flak was Cat "A". Weather over target was 6/10's clouds, tops 8 to 9000 feet, haze up to 9000 feet. Visibility 2 to 3 miles. Squadron returned to base at 1724 hours.

Mission No. 268
September 21, 1944

Operations Order No. 52
Armed Reconnaissance

Flights

White	Capt Ognisty	Red	Lt Buckio	Yellow	Lt Preston
	Lt Molen		Lt Johnson		Lt Schriber
	Lt Wetherill		Lt Owens		Lt Neas
	Lt McGrew		Lt Ueeck		Lt Hunt

Capt Ognisty led our squadron off at 1656 hours on an Armed Reconnaissance mission to strafe A/Ds at Wiesbaden and Frankfurt. Squadron flew to assigned area, made several circles and then came back to base because of weather. Intense, inaccurate heavy flak encountered at Q-4572, Q-6083 and M-1938. Weather over target area was 10/10's clouds, stratified haze layers up to 15,000 feet, base unknown. Visibility air to ground about 1 mile. Air to air 4 to 5 miles. From base to target area: 10/10's clouds, tops 13 to 14,000 feet, base unknown. Visibility same as in the target area. Squadron was back down at base at 1844 hours.

[redacted]

SECRET

Mission No. 269
September 22, 1944

Operations Order No. 53
Mission No. W 51-6
Dive Bombing

Flights

White	Lt Voorhees	Red	Lt Powell	Yellow	Lt Fox
	Lt Jones		Lt Lowers		Lt Buchanan
	Lt McKenna		Lt Coy		Lt Snell
	Lt Hedberg		Lt Harris		Lt Johnson

Squadron led by Lt Voorhees was up at 1112 hours to dive bomb a supply depot at Q 549576 and Q 550576. Squadron was over target from 1150 to 1230 and bombed first two targets, resulting in four direct hits and 18 near misses. Supply Dump was in a wooded area so results could not be observed. Lt Voorhees, Lt Powell and Lt Fox cut a RR in four places. There was intense, inaccurate, heavy and light flak encountered on way in. Four camouflaged A/C were seen on a grass field. Visibility was 7 to 8 miles. Squadron was back at base at 1302 hours.

Mission No. 270
September 27, 1944

Operations Order No. 58
Area Support
Mission No. VVZ-1

Flights

White	Captain Ognisty	Red	Lt Wetherill
	Lt Coy		Lt McGrew
	Lt Fox		Lt Nolen
	Lt Guintini		Lt Paeth

Captain Ognisty led two Flights up at 0958 hours to give area support to 80th Infantry Div near Chateau Salins. They were over target from 1030 to 1100. Ripsaw instructed squadron to work with Unstrap (35th Inf Div) on B channel. Controller requested reconnaissance of Chambrey for enemy tank activity. There was nothing seen, and squadron patrolled area from Solgne, Herny, Chateau, and no observations in this area were made. All planes brought there bombs back to base. Over the target area there was intense, accurate and heavy flak. Also over target 10/10s clouds, between 6000-7000 ft, but visibility below was good. Squadron landed back at base at 1139 hours.

SECRET

SECRET

Mission No. 271
September 27, 1944

Operations Order No. 58
Mission No. VVZ-1
Area Support

Flights

White	Lt Harris	Red	Lt Buckio
	Lt McKenna		Lt Schriber
	Lt Johnson		Lt Jones
			Lt Hunt

Captain Sherman was to lead the squadron, but did not get off, so seven planes were up at 1155 hours to again give area support to the 80th Inf Div in vicinity of Chateau Salins. Ironclad requested squadron to bomb a town 12 miles east of Chateau Salins (U 9126), but unable to comply because of clouds. Beagle gave target of 35 tanks 6 miles southwest of Dieuze, but area was covered with clouds, and nothing was seen. No Flak was met on this mission. All planes brought their bombs back to base. Squadron landed at 1316 hours.

Mission No. 272
September 27, 1944

Operations Order No. 58
Mission No. VVZ-1
Area Support

Flights

White	Captain Pool	Red	Lt Lickteig
	Lt Ueeck		Lt Yedinak
	Lt Wharton		Lt Snell
	Lt Buchanan		Lt Lowers

Captain Pool led squadron up at 1349 hours supporting the 80th Inf Div in vicinity of Chateau Salins. Each plane was carrying two 500 lb. GP bombs. Squadron under base of overcast received intense, accurate, heavy and light flak upon entering area north of Chateau Salins. Formation broken up and no attack made. Capt Pool aborted due to head-set being out. Lt Yedinak's plane was badly damaged by flak, resulting in it being salvaged, but he stayed with his flight until they returned to base. He was hit near Toul, and jettisoned his bombs. Base of clouds was at 3200 feet with 9/10s clouds, visibility 3-5 miles. Squadron landed at 1507 hours.