

DECLASSIFIED
DOD DIR 5200.9

AMF STATION F-373

363rd Fighter Squadron
357th Fighter Group

SP-Fl-363-H
Dec, 1944

DECLASSIFIED
DOD DIR 5200.9

SECRET

I N D E X

NARRATIVE

OPERATIONAL	
GENERAL SUMMARY OF OPERATIONS.....	1
STATISTICAL SUMMARY.....	5
DEPARTMENT RECORDS.....	7
ADMINISTRATION	
PROMOTIONS.....	9
PERSONNEL TRANSFERRED IN.....	9
PERSONNEL TRANSFERRED OUT.....	10
AWARDS.....	10
LOSSES.....	11
CLAIMS.....	11
SPECIAL PROJECTS	
TRAINING PROGRAM - ORIENTATION PROGRAM.....	12

SUPPORTING DOCUMENTS

MISSION REPORTS.....	13
ENCOUNTER REPORTS.....	32

SECRET

GENERAL SUMMARY OF OPERATIONS

- 2 DECEMBER - THE FIRST MISSION OF THE MONTH FOR THE 363RD FIGHTER SQUADRON WAS THE ESCORTING OF BOMBERS TO THE MARSHALLING YARDS AT KOBLENZ. THIS MISSION WAS GREATLY IMPAIRED BY WEATHER, THERE BEING THREE LAYERS OF CUMULUS RANGING FROM 5,000 FEET TO 22,000 FEET. NO FLAK WAS ENCOUNTERED AND NO LARGE SQUADS OF ENEMY FIGHTERS WAS SEEN. A JU 88, SEEMINGLY RADAR EQUIPPED, WAS SIGHTED AND DESTROYED BY CAPTAIN ROBERT W. FOY.
- 4 DECEMBER - A BOMBER ESCORT MISSION TO THE ORDNANCE DEPOT AT KASTEL. NO ENEMY AIRCRAFT WERE SEEN ON THIS TRIP-- CLOUD COVERAGE VARIED FROM 5/10 TO SOLID TO 20,000 FEET MAKING ANY OBSERVATIONS OF THE BOMBING RESULTS IMPOSSIBLE.
- 5 DECEMBER - JUST ABOUT THE TIME THAT THE FIGHTER PILOTS OF THE 363RD GET THOROUGHLY FED UP WITH MILK RUN MISSIONS THERE COMES A BIG DAY - A DAY WHEN THE LUFTWAFFE DOES COME UP TO DO BATTLE AND THE FIGHTER PILOTS OF THE SQUADRON ARE ABLE TO GET IN THEIR COMBAT AND TO GET THEIR VICTORIES. SUCH A DAY WAS THIS. THE TARGET WAS BERLIN AND THE SQUADRON WAS ESCORTING THE 5TH COMBAT WING WHEN 20 PLUS FV 100S WERE ENCOUNTERED. THE ENEMY'S FIGHTERS WERE IMMEDIATELY ENGAGED AND PREVENTED FROM MAKING ANY ATTACK UP THE 'BIG FRIENDS'. EIGHT OF THE ENEMY PLACES WERE DESTROYED, TWO BY CAPTAIN ANDERSON, TWO BY CAPTAIN BUCKLEY, ONE BY CAPTAIN BROWNING, ONE BY LT STERN, ONE BY LT. RICE, AND ONE BY LT CARTER. CAPTAIN ANDERSON ALSO GOT ONE PROBABLY DESTROYED AND CAPTAIN MANTHUS AND LT CRUMP GOT A DAMAGED EACH. SO IT WAS A BIG DAY FOR THE SQUADRON AFTER SO MANY MILK RUNS. ALL OF OUR PILOTS CAME HOME SAFELY. FLAK WAS HEAVY, MODERATE, INACCURATE. A 5/10 CUMULUS BUILT UP TO 15,000 FEET, BUT FOR ONE BREAK OVER AN AIRFIELD THROUGH WHICH OUR PILOTS COULD SEE AN AIRFIELD BEING HEAVILY BOMBED.
- 6 DECEMBER - OUR FIGHTERS ESCORT BOMBERS TO THE OIL REFINERY AT MERSEBURG. NO ENEMY AIRCRAFT WERE SEEN, BUT THE FLAK WAS HEAVY ACCURATE AND INTENSE AND ROCKET CONTRAILS WERE SEEN. BOMBING RESULTS COULD NOT BE OBSERVED BECAUSE OF 8/10 BROKEN CLOUDS TO 13,000 FEET. ALL OF OUR PILOTS RETURNED SAFELY THOUGH CAPTAIN ANDERSON AND LT RICE LANDED AT BECCLES.

SECRET

- 10 DECEMBER - AGAIN THE MARSHALLING YARDS AT KOBLENZ IS BOMBED AND AGAIN OUR FIGHTERS ESCORT THE BOMBERS TO, AROUND AND AWAY FROM THE TARGET. DUE TO 10/10 UNDERCAST THE TARGET WAS BOMBED THROUGH THESE CLOUDS AND NO OBSERVATIONS OF THE BOMBING RESULTS WAS POSSIBLE. FLAK WAS LIGHT, INACCURATE, MODERATE. ALL OF OUR PILOTS CAME SAFELY HOME AND NO ENEMY AIRCRAFT WERE DETECTED AS NONE WERE SEEN.
- 11 DECEMBER - OUR FIGHTERS ESCORT BOMBERS TO GEISSEN - NO ENEMY AIRCRAFT WERE ENCOUNTERED. THERE WAS UNDERCAST THAT PREVENTED ANY OBSERVATIONS OVER THE ENTIRE CONTINENT. AND AGAIN IT LOOKS TO THE PILOTS AS THOUGH WE ARE TO HAVE A SUCCESSION OF MILK-RUNS.
- 12 DECEMBER - ANOTHER BOMBER ESCORT MISSION AS OUR PILTS TAKE THE BIG FRIENDS TO THE MARSHALLING YARDS AT DARMSTADT. NO ENEMY AIRCRAFT WERE SEEN. IT LOOKED FOR A MOMENT THAT THE LOOKED FOR AND PRAYED FOR ACTION WAS COMING AS THEY WERE VECTORED TO THE MANNHEIM AREA AFTER GUSIES -- BUT THE GUSIES TURNED OUT TO BE P-51S OF ANOTHER GROUP.
- 15 DECEMBER - THE MARSHALLING YARDS AT KASSEL ARE BOMBED AGAIN -- AND OUR FIGHTERS ESCORT THE BOMBERS. IT WAS AN ENTIRELY UNEVENTFUL MISSION, NO ENEMY AIRCRAFT SEEN, THE FLAK THOUGH HEAVY WAS MEAGER AND INACCURATE, THE BOMBING WAS DONE THROUGH SOLID OVERCAST.
- 17 DECEMBER - AND ANOTHER ONE OF THOSE MIS SIGNS WITH NO ENEMY AIRCRAFT SEEN AS WE ESCORT BOMBERS TO THE KASSEL ORDNANCE DEPOT. THE FLAK WAS HEAVY, MEAGER, INACCURATE - AND THE BOMBING WAS THROUGH SOLID 10/10 UNDERCAST FROM 25,000 FEET.
- 23 DECEMBER - AFTER NEARLY A WEEK OF REST AND MAINTENANCE THE SQUADRON WENT OUT AGAIN TO ESCORT BOMBERS TO KOBLENZ, AND WITH HIGH HOPES THAT THE LUFTWAFFE WOULD BE UP TO MEET THEM. THERE WERE NO ENEMY AIRCRAFT SEEN EXCEPT FOR ONE ME 262 SEEN SOUTH OF LIEGE BUT THAT RAN AWAY BEFORE THE SQUADRON COULD ENGAGE IT. CAPTAIN FOY AND LT. HELWIS LANDED AWAY FROM THE BASE - BUT ALL OF THE SQUADRON FINALLY CAME HOME SAFELY. LT. HELWIS AND CAPTAIN FOY ARRIVED HOME ABOUT ONE HOUR LATE AND CAPTAIN FOY REPORTED THE DESTRUCTION OF A ME 109.
- A SECOND MISSION THIS DAY WAS TO ESCORT SPITFIRES ON A PHOT RECON MISSION - PHOTOGRAPHING THE RHINE RIVER BETWEEN LUDWIGSHAVEN AND KARLSRUHE. LT SITZER DESTROYED A ME 109 ON THIS MISSION.

- 21, DECEMBER - CHRISTMAS EVE REALLY BROUGHT PRESENTS TO THE FIGHTER PILOTS OF THE 363RD. ON A BOMBER ESCORT MISSION THE BIG FRIENDS WERE THREATENED WITH ATTACK BY ABOUT 15 PLUS ENEMY AIRCRAFT ABOUT 25 MILES WEST OF KOBLENZ. TWO FLIGHTS WITH SUFFICIENT REMAINING GAS ESCORTED THE BOMBERS AROUND THE TARGET WHILE THE REST OF THE SQUADRON TOOK ON THE ENEMY PLANES AND KNOCKED SEVEN OF THEM OUT OF THE SKY. MAJOR CARLISLE DESTROYED A ME 109, LT CARTER A ME 109 AND A FW 190, LT ROBERTS A ME 109, AND LT SLBAN, LT CRUMP AND LT DUNLOP EACH DESTROYED A 109. ON THIS MISSION, LT HELWIG WAS IN A MID-AIR COLLISION WITH A P-51 FROM ANOTHER GROUP AND HIS SHIP WAS SEEN TO GO DOWN IN FLAMES WITH NO CHUTE EMERGING. THE WEATHER WAS CAVU AND FLAK HEAVY, MODERATE TO HEAVY, INACCURATE. THE LOSS OF LT HELWIG WAS KEENLY FELT BY ALL OF THE PERSONNEL OF HIS SQUADRON AS HE WAS KNOWN TO BE A FINE OFFICER AND AN EXCEPTIONAL PILOT.
- 25 DECEMBER - THE SHIPS OF THE SQUADRON WENT OUT WITH HIGH HOPES THAT THE LUFTWAFFE WOULD AGAIN BE UP, THAT THOSE OF THE PILOTS THAT HAD NOT BEEN ABLE TO COLLECT THEIR CHRISTMAS GIFTS IN THE SHAPE OF HEINIES WOULD BE ABLE TO DO SO THIS DAY. NO ENEMY AIRCRAFT WERE DIRECTED TOWARD THE BOMBER FORMATIONS THAT THE SQUADRON WAS ESCORTING AND THERE WERE CONSEQUENTLY NO VICTORIES FORTHCOMING FOR OUR PILOTS. THE BOMBER PILOTS DID NOT FOLLOW THE BRIEFED COURSE AND INSTEAD OF THE BRIEFED TARGET - THE KASSEL MARSHALLING YARDS THE BOMBERS HIT TARGETS AT MAINZ WITH GOOD RESULTS, THE WEATHER BEING CAVU. LT WINDHAM DID NOT RETURN WITH THE SQUADRON, BUT LATER WAS REPORTED TO HAVE LANDED SAFELY AT AN ALLIED FIELD. HE LATER RETURNED TO HOME BASE.
- 26 DECEMBER - THE SQUADRON IS ON ANOTHER BOMBER ESCORT MISSION. THE MISSION WAS A MILK RUN IN EVERY WAY EXCEPT FOR WEATHER WHICH COMPLETELY CLOED THE SQUADRON AWAY FROM THE HOME BASE. THE SQUADRON LANDED SAFELY AT WORMINGFORD TO REMAIN UNTIL IT WAS POSSIBLE TO RETURN TO THIS FIELD.
- 27 DECEMBER - WITH THE GREATER PART OF THE SQUADRON AT WORMINGFORD, FOUR OF THE SHIPS STILL AT THE HOME BASE WENT ON AN AREA SWEEP TO THE TRIER AREA. THESE SHIPS WERE VECTORED BY NUTHOUSE IN VAIN PURSUIT OF BANDITS IN THE KOLN AREA. ARRIVING IN KOLN AREA SQUADRON WAS STEERED TO FRANK-AREA TO ESCORT BOMBERS BUT WERE NOT ABLE TO FIND 'BIG FRIENDS'. NO ENEMY AIRCRAFT WERE OBSERVED IN THIS MISSION.

SECRET

- 28 DECEMBER - FOUR SHIPS OF THE SQUADRON THAT WERE ON THE HOME FIELD TOOK OFF, STOPPED AT GUNNINGFORD WHERE THEY WERE JOINED BY THE EIGHTEEN SHIPS THERE AND THE ENTIRE SQUADRON. THEN ESCORTED BOMBERS TO THE KOBLENZ AREA. THERE WERE NO ENEMY AIRCRAFT SEEN, THERE WAS NO FLAK, AND ALL OF THE PILOTS OF THE SQUADRON RETURNED HOME SAFELY.
- 29 DECEMBER - THE SQUADRON ESCORTS BOMBERS TO TARGETS AT BRIDGEN ON THE RHINE. NO ENEMY AIRCRAFT WERE SEEN, BUT CAPTAIN FOY WENT DOWN TO DESTROY A LOCOMOTIVE. WEATHER WAS CAVU AND FLAK WAS HEAVY MODERATE ACCURATE AT 25,000 FEET OVER THE TARGET. EXCELLENT BOMBING RESULTS WERE OBSERVED ON THE MARSHALLING YARDS AND OTHER TARGETS IN THIS TOWN.
- 30 DECEMBER - BOMBERS WERE ESCORTED TO THE MARSHALLING YARDS AT KASSEL. NO ENEMY AIRCRAFT WERE SEEN. FLAK AT THE TARGET WAS HEAVY MODERATE AND INACCURATE. THE IN-ACCURACY OF THE FLAK WAS BELIEVED TO HAVE BEEN DUE TO THE DROPPING OF CHAFF BY BOMBER SHIPS ESCORTED BY OUR SQUADRON. ALL OF THE PILOTS OF THE SQUADRON CAME SAFELY HOME.
- 31 DECEMBER - THE SQUADRON CLOSED THE MONTH OF DECEMBER -- AND THE YEAR 1945 -- WITH ESCORT MISSION TO PRUM. THE MISSION WAS UNEVENTFUL -- WITH WEATHER PREVENTING THE OBSERVATION OF BOMBING RESULTS AND FLAK MEAGER AND INACCURATE. UPON RETURN TO BASE LT EMERY SUFFERED A SLIGHT HEAD INJURY WHEN HE BELLIED HIS SHIP IN ON LANDING AT THE HOME FIELD.

STATISTICAL SUMMARY

I. A/C ABORTIVE ANALYSIS (EARLY RETURNS)

ENGINE	1
COOLANT SYSTEM	-
INSTRUMENT	-
LANDING GEAR	1
PROPELLER	-
OXYGEN	4
ELECTRICAL	2
FUEL INDUCTION	-
DROP TANKS	-
TOTAL ABORTS (MECHANICAL)	8
PILOT ILL	1
ESCORT	1
PILOT TROUBLE	2
NAVIGATION	-
RADIO	-
OTHERS	1
TOTAL ABORTS (NON-MECHANICAL)	5
AGGREGATE TOTAL - ABORTS - E/R	9

II. FLIGHT RECORD

NUMBER OF AIRCRAFT AIRBORNE 361
NUMBER OF A/C AIRBORNE (PREV. MON.) 352
PERCENTAGE OF AIRBORNE A/C ABORTIVE 2.5
PERCENTAGE OF AIRBORNE A/C ABORTIVE
(PREVIOUS MONTH) 9.1

* ENGINE INCLUDES POWER SETTING, ROUGHNESS, ENGINE FUEL LEAKS, ENGINE CONTROL, OIL LEAKS, FUMES IN COCKPIT ETC.

III. AMMUNITION STOPPAGE ANALYSIS

FOUND AMMUNITION FIRED	21,244
STOPPAGES	24
ROUNDS FIRED PER STOPPAGE	885

LINK JAMS	-
FAILURE TO EXTRACT FROM BELT	3
FAILURE TO EXTRACT FROM CHAMBER	-
FAILURE TO EJECT	-
DENTED PRIMER	7
SOLENOID	0
FAILURE TO CHAMBER ROUND	-
MISCELLANEOUS	9
TOTAL	24

SECRET

THE DEPARTMENTS

ENGINEERING

DURING THE MONTH OF DECEMBER, 1944 THE 363RD FIGHTER SQUADRON HAD THE HIGHEST NUMBER OF AIRCRAFT AIRBORNE AND THE LOWEST NUMBER OF AIRCRAFT ABORTIVE. THE PERCENTAGE ABORTIVE (2.5%) WAS THE LOWEST PERCENTAGE ABORTIVE FOR ANY SQUADRON IN THE GROUP DURING THE ENTIRE OPERATIONAL HISTORY OF THE GROUP. THE NEXT LOWEST PERCENTAGE ABORTIVE BY ANY SQUADRON IN THE GROUP DURING THE GROUP'S ENTIRE OPERATIONAL HISTORY WAS 5.0% -- OR EXACTLY TWICE THE PERCENTAGE OF ABORTIONS OF THIS RECORD THAT THE 363RD SET UP IN DECEMBER 1944.

THIS RECORD IS INDICATIVE OF THE CONSTANT STRIVING WITHIN THE ENGINEERING DEPARTMENT AND ASSOCIATED DEPARTMENTS FOR CONSTANT IMPROVEMENT AND GREATER EFFICIENCY. THIS RECORD HAS CERTAINLY HAD A DIRECT EFFECT ON THE EXCELLENT COMBAT RECORD OF OUR PILOTS.

HAND IN HAND, OUR AIR CREWS AND OUR GROUND CREWS HAVE MADE THIS, THE 363RD, TRULY "THE BEST DAMN SQUADRON IN THE WORLD, MISTER!"

COMMUNICATIONS

ON THE COMMUNICATIONS FRONT, THERE IS VERY LITTLE UNUSUAL TO REPORT. FOR THE USUAL PRECEDENT OF NO RADIO ABORTS FOR THE MONTH PROVED TO HAVE NO EXCEPTION IN DECEMBER 1944. THE LENGTH OF TIME SINCE THERE HAS BEEN A RADIO ABORT SHOULD BE SOMEWHERE APPROACHING A NEW RECORD FOR THE E.T.O. -- IF THE RECORD OF THIS SQUADRON HAS NOT ALREADY SET ONE.

ARMAMENT

STOPPAGE ANALYSIS FROM MAY 1944 TO DECEMBER 1944

MONTH	RDS FIRED	STOPPAGES	RDS FIRED PER STOPPAGE
MAY	45,876	47	976
JUNE	46,903	27	1737
JULY	20,780	20	1039
AUGUST	74,133	26	2851
SEPTEMBER	12,966	8	1625
OCTOBER	29,611	9	3291
NOVEMBER	13,225	11	1203
DECEMBER	21,244	24	885

SECRET

IN THE MONTH OF DECEMBER THE 3RD BOMBARDMENT DIVISION INSPECTED THIS DEPARTMENT AND GAVE IT A SATISFACTORY RATING.

ALL AIRCRAFT WERE EQUIPPED WITH THE K-14 GUNSIGHT AND IT IS BELIEVED THAT THIS SIGHT HAS BEEN A GREAT FACTOR IN THE FACT THAT MANY PILOTS GOT MORE THAN ONE AIRCRAFT DESTROYED ON ONE MISSION.

SERGEANT LEON E. ZIMMERMAN RECEIVED THE BRONZE STAR AWARD, MAKING HIM THE FIRST TO RECEIVE THIS AWARD IN THE ARMAMENT DEPARTMENT OF THE SQUADRON.

TABLE OF PROMOTIONS

NAME & SERIAL NUMBER	PROMOTED TO	ORDER NO.	RD RS	DATED
KEENE (N1) LANDIS, O-706596	CAPTAIN	357	B AF	30 DEC 44.
CLARENCE E ANDERSON, JR O730324 MAJOR		355	B AF	6 DEC 44
PETER (N1) PILLISH A742521	1ST LT	355	B AF	8 DEC 44

PERSONNEL TRANSFERRED IN

NAME, NO. RANK	RD RS	DATED	DES. RATINGS	CLAIMS
CLARENCE E ANDERSON, JR MAJOR O730324	327	AAF STA F-375 1 DEC 44	AM SOLD CFC 3 GLO	A 13-0-2 ETO 0 1-0-0 ETO
JAMES V CERMA, 2ND LT O1999 37	350	ETO 18 DEC 44	0	0
MATTHEW (N1) CHAMFORD 1ST LT O005545	345	AAF STA F-375 19 DEC 44	0	0
WILLIAM O. CURRIE 1ST LT O792688	345	AAF STA F-375 19 DEC 44	0	0
ALLEN K A-NER 2ND LT O2059705	345	AAF STA F-375 19 DEC 44	0	0
ROY (NMI) ANTHONY 2ND LT O828088	345	AAF STA F-375 19 DEC 44	0	0
GEORGE P. BARRATT 2ND LT O827351	345	AAF STA F-375 19 DEC 44	0	0
JACK (NMI) BEENNEY 2ND LT O727750	345	AAF STA F-375 19 DEC 44	0	0
JOHN G CASEY 2ND LT O832344	345	AAF STA F-375 19 DEC 44	0	0
ARTHUR T. DE LISIO, PFC 33421785	284	66TH FTR WING 22 DEC 44	0	0

PERSONNEL TRANSFERRED OUT

NAME, GRADE, SERIAL NO., HDQ	ORDER #	DATE	LEGATIONS	CLAIMS
ROBERT W FOY, CAPT, STA F-573 327 0745340 (TO 357TH FTR GP)		1 DEC 44	AM 3 OLC DFC 1 OLC PURPLE HEART	A 8-0-1 C 1-0-3
NORBERT G FISHER 0-886954 1ST LT 3D BOMB DIV 547 (COMPLETED TOUR)		12 DEC 44	AM 4 OLC DFC	A 0-0-0 G 0-0-0
HENRY R. KAYSER 0-682652 1ST LT 3D BOMB DIV 539 (COMPLETED TOUR)		4 DEC 44	AM 3 OLC C F C PURPLE HEART	A 2-0-0 G 0-0-0

AWARDS

NAME & SERIAL NUMBER	RAIR	AWARD	HOURS	ORDER NO.	DATE
LEON E ZIMMERMAN 0-7209924	SGT	BRONZE STAR	3D BOMB DIV	1068	12 DEC 44
PETER PIELICH 0-762521	2ND LT	AIR MEDAL	3D BOMB DIV	1069	13 DEC 44
ROBERT W FOY 0-745340	CAPT	4 OLC TO AM	3D BOMB DIV	1069	13 DEC 44
CLARENCE E ANDERSON, JR 0-730324	CAPTAIN	6 OLC TO AM	3D BOMB DIV	1069	13 DEC 44
DONALD H BOCHKAY 0-742834	CAPTAIN	4 OLC TO AM	3D BOMB DIV	1069	13 DEC 44
JOE W CANNON 0-826621	1ST LT	1 OLC TO AM	3D BOMB DIV	1069	13 DEC 44
JAMES T CRUMP 0-711 959	1ST LT	2 OLC TO AM	3D BOMB DIV	1069	13 DEC 44
HENRY R. KAYSER 0-682652	1ST LT	7 OLC TO AM	3D BOMB DIV	1069	13 DEC 44
FRANK L GAILER JR 0-688813	1ST LT	4 OLC TO AM	3D BOMB DIV	1069	13 DEC 44
JAMES R SLOAN 0-664070	1ST LT	1 OLC TO AM	3 BOMB DIV	1078	14 DEC 44
JAMES T WINDHAM 0-664109	1ST LT	1 OLC TO AM	3D BOMB DIV	1078	14 DEC 44
NORBERT G FISHER 0-886954	1ST LT	4 OLC TO AM	3D BOMB DIV	1078	14 DEC 44
HENRY R KAYSER 0-682652	1ST LT	PURPLE HEART	66 FTR WING	14	15 DEC 44
DANIEL N MYERS 0-722140	2ND LT	AIR MEDAL	3D BOMB DIV	1091	17 DEC 44
SAUL SITZER T-63064	F/O	AIR MEDAL	3D BOMB DIV	1091	17 DEC 44
CLARENCE E ANDERSON JR, MAJOR 0-730324	MAJOR	7 OLC TO AM			
ATLEE G MANTHOS 0-441026	CAPTAIN	8 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
CHARLES E YEAGER 0-887005	CAPTAIN	1 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
RAYMOND E WOLF 0-822316	1ST LT	6 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
WENDELL T HELWIG 0-821876	1ST LT	1 OLC TO AM	3D BOMB DIV	1091	17 DEC 44

SECRET

AWARDS (CONTINUED)

NAME	SERIAL NUMBER	RANK	AWARD	HOURS	ORDER #	DATED
WALTER E. CORBY	0-826632	1ST LT	1 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
KEERN LANDIS	0-706591	1ST LT	5 LC TO AM	3D BOMB DIV	1091	17 DEC 44
WARNER P. ROBERTS	0-817103	1ST LT	2 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
CARROLL W. OFSTON	0-700516	1ST LT	2 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
JOHN R. STERN	0-802350	1ST LT	4 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
JOHNNIE L. CARTER	0-886664	1ST LT	3 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
GEORGE J. RICE	0-756702	1ST LT	1 OLC TO AM	3D BOMB DIV	1091	17 DEC 44
PAUL N. BOWLES	0-826614	2ND LT	2 LC TO AM	3D BOMB DIV	1091	17 DEC 44
CHARLES E. YEAGER	0-887005	CAPTAIN	O F C	3D BOMB DIV	1104	19 DEC 44
HARRY E. WEBER	36071502	S/SGT	BRONZE STAR	3D BOMB DIV	1105	22 DEC 44

LOSSES

DATE	NAME AND RANK	SERIAL NO.	CIRCUMSTANCES	STATUS
24 DEC 44	WENDELL T. HELWIG, 1ST LT	0-821876	DURING OPERATIONAL FLIGHT, K.I.A. AND WHILE GIVING CHASE TO BOGIES RAN INTO TWO FLIGHTS OF P-51S AND CRASHED INTO ONE OF THESE P-51S. BOTH PLANES BURST INTO FLAMES IMMEDIATELY - LT HELWIG'S PLANE WAS SEEN TO FALL FOR ABOUT 2,000 FT AND NO CHUTES WERE SEEN. COLLISION OCCURRED ABOUT 10 MILES NORTH OF DAUN, GERMANY, AT 1230 HRS. AT 24,000 FT. ON FIELD ORDER #1443A	

CLAIMS

	PENDING	CONFIRMED	TOTAL
DURING DECEMBER 1944	AIR 17-0-1 GROUND 0-0-0		
AS OF 1 JANUARY 1945	AIR 16-0-0 GROUND 0-0-0	121-8-24 7-0-7	137-8-24 7-0-7

SECRET

TRAINING PROGRAM

ORIENTATION

IN THE ORIENTATION FIELD, THE NEVER ENDING SERIES OF MEETINGS AND DISCUSSIONS GO ON AND ON AND ON. DUE TO THE HOLIDAYS, ONE WEEK OF MEETINGS WAS "SCREWED".

THE PROGRAM FOR THE MONTH INCLUDED:

1. "WHAT PRICE 'SPAM' RIBBON" (OR "A YEAR IN THE E.T.O.")
2. A MOVING PICTURE ENTITLED "THE RAPE OF CZECHOSLOVAKIA"
3. "HAS THE HOME FRONT LET US DOWN".

SECRET

4-50-559,
2 Dec 44.

BUJ-7: 3-2, 3-3 Mission Report, Co. 244

A. 363rd Fighter Squadron - Captain [redacted] . PO1, leading

18. TAP-OFF: 1125. TURN: 1536

C. Bone

2. Repeat class-Target up art - 10/19/1913

3rd Ed.—FC # 502A.

•

11

• 4-11

100

TO (Air) as requested: One Ju, 88 by Capt in Reg. I. S. Y.

41

N. a. observations limited because of overcast.

1. No large gaggle seen but group encountered on 14 Oct near the deck north-east of a house, with above result while chasing three bogies.

JOHN E. H. J. J.
1st Lt, MC,
Intelligence Office

CONFIDENTIAL

363rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
USAAF Station F-373

rkb

AFO 559,
4 Dec 44.

SUBJECT: S-2, S-3 Mission Report No. 215

TO S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373, AFO 559.

- A. 363rd Fighter Squadron - Major G. I. GUNN, leading
- B. 21 CP. TAKE-OFF: 1140. DOWN: 1545
- C. Nil
- D. Penetration - Target Support - Withdrawal. PO #1370A. Target - Army Ordnance Depot.
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in north of BUCKLE at 1212 hrs at 18,000 ft. R/V early north of BUCKLE at 1220 hrs at 22,000 ft. with 10th 11th and 12th Combat Wings - escorted them around target leaving them vicinity of BUCKLE at 1430 hrs at 25,000 ft. L/F out south MALCHER I. LAND at 1515 hrs at 10,000 ft. 10th Combat Wing in poor formation low group far in the rear and high group strung out and straggling
- J. Nil
- K. Nil - due to overcast
- L. Nil
- M. Target - heavy weather inaccurate 25,000 ft.
- N. Cloud coverage varied from 6/10 to solid to 20,000 ft. Bombing results not observed due to cloud coverage
- O. Nil

Edward F. de MORGIS,
Captain, Air Corps,
Intelligence Officer.

CONFIDENTIAL

363rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
USAF Station F-373

AFPO 559
5 Dec 44

SUBJECT: S-2 S-3 Mission Report No. 216

TO: S-2 officer, 357th Fighter Group, Army Air Forces, USAF Station F-373, AFPO 559

- A. 363rd Fighter Squadron - Capt. D. H. Bockay, Leading
- B. 21 UP Take-off 0830 Down
- C. Nil
- D. Penetration - Target - up art - withdrawal FO # 13748 Target -
- E. Nil
- F. Nil
- G. Nil
- H. S-2-2 SE Captain CLARENCE A. A. , Jr. destroyed - 2 FW 190s-prob des. 1 FW 190
 Captain DONALD H. BOCKAY " 2 FW 190s
 Captain JAMES A. BOCKAY " 1 de 109
 Lt. JOHN R. STONE " 1 FW 190
 Lt. GEORGE J. KICK " 1 FW 190
 Lt. JOHN R. I. C. EYER " 1 FW 190
 Captain ATLAS G. MARTINOS damaged 1 FW 190
 Lt. JAMES T. CRUMP " 1 FW 190
- I. L/F in at E monde at 0915 at 16,000 ft. 2/V north of 2 MILS at 09:5 at 24,000 ft. with 5th Combat ing and escorted them around the target at which place Squadron engaged 20 plus 190s preventing them from making any attack upon the bombers with the above results. Broke escort north of 21 MILS at 1200 at 28,000 ft. L/F out Edgemane at 1300 at 16,000 ft.
- J. Nil
- K. a. limited due to overcast. One break over target xxi disclosed an airfield being heavily bombed
 b. 20 plus scattered 109s observed below the bombers one of which shot down as above
- L. See "I" and "K - b" above
- M. Target heavy moderate inaccurate at 5,000 ft.
- N. 5/10 cumulus built up to 15,000 ft. target area covered except for one break over an airfield
- O. Nil

JOHN H. EYER, JR.,
1st Lt, AC,
S-2 O.

CONFIDENTIAL

AF0 559,
6 Dec 44.

1 : B-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station F-373, APO 559.

- SPENCER F. DE WIG IS,
Captain, Air Corps,
Intelligence Officer.

76

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

363RD FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
USAAF Station F-373

AFD 559,
10 Dec 44.

SUBJECT: S-2, S-3 Mission Report. No 217

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 559.

- A. 363rd Fighter Squadron - Major G.I. CARLISLE, leading
- B. 22 Up 0930 Down 1235
- C. 1
- D. Penetration--Target Support--Withdrawal.
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in N Knocke at 1012 Hrs at 16,000 ft. R/V with assigned bombers Brussels
1020 Hrs at 19,000 ft and escorted first 2 CW's around target and 1/B Brussels
1052 Hrs at 15,000 ft. L/F out Zeebrughe 1210 Hrs at 10,000 ft. Mission un-
eventful. Target bombed thru 10/10ths overcast at approx. 1045 Hrs from 27,500 f
- J. Nil
- K. Object seen to go in in channel W of Walcheren Is. Pilots not sure whether it
was a plane or a bomb.
Other observations impossible due to cloud cover.
- L. Nil
- M. Target--Light--Inaccurate--Mod--25,000 to 29,000 ft.
- N. E of Rhine River 10/10ths to approx. 10,000 ft.
- O. Reported excessive unnecessary use of R/T by entire Group and Doller Sq. in
particular. Several pilots have ~~been~~ reported that at 1145 Hrs when on the
boundary of Holland and Belgium some one called out bagies and another replied
that they were C-47's carrying gliders.

FO 1404A

ERNEST F. DE NIGRIS
Capt. AC
Intelligence Officer.

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

363rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
USAAF Station F-373

AFPO 559
11 Dec 44.

SUBJECT: S-2, S-3 Mission Report No. 218

TO: S-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station F-373, AFPO 559.

- A. 363rd Fighter Squadron - Major G. I. CAMPBELL, leading
- B. 23 GP. TAKE-OFF: 1015 DOWN: 1400
- C. Nil
- D. Penetration - Target Support - Withdrawal PO #1408. Target: G-13 13
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in north of KNOCKS at 1055 hrs at 17,000 feet. R/V with assigned bombers south of H. G. at 1130 hrs at 22,000 feet. escorted bombers around target leaving them south of KNOCKS at 1215 hrs at 20,000 feet. L/F out north of KNOCKS at 1345 hrs at 19,000 feet.
- J. Nil
- K. a. Limited due to overcast over entire continent
b. Rocket at 1200 at 45 degree angle AMSTERDAM area
- L. Nil
- M. Light heavy inaccurate 25,000 ft. over target
- N. Overcast over continent and target
- O. Nil

JOHN B. MYERS, JR.,
1ST LT, AC,
S-2 C.

18

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

AT ORDERLY ROOM.

EWALD F. DE NIGRIS.
CAPT. AC
INTELLIGENCE OFFICER.

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

365TH FIGHTER SQUADRON,
357TH FIGHTER GROUP, ARMY AIR FORCES
USAAF STATION F-973

APD 559,
17 DEC 41.

SUBJECT: S-2 MISSION REPORT 12-1.

TO : S-2 OFFICER, 357TH FIGHTER GROUP, ARMY AIR FORCES, USAAF
STATION F-973, APD 559.

- A. 365TH FIGHTER SQUADRON - CAPTAIN ROBERT W. FOY, LEADING
- B. 12 UP. TAKE-OFF: 1125. DOWN: 1525
- C. TWO - INCLUDING ONE (DORR)
- D. CIRCUMSTANCES - TARGET SUPPORT - WITHDRAWAL - FORTITUDE TARGET CASTEL
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN NORTH OF OSTEND AT 1215 HRS AT 21,000 FT. 5/1 WITH
ASSIGNED BOMBERS EAST OF BELLE ES AT 1250 HRS AT 25,000 FT.
ESCORT PROVIDED TO 1ST TWO OF GREAT WINGS AROUND TARGET. THREE FLIGHTS
OF SQUADRON BROKE ESCORT AT 1320 HRS AT THEY WERE FORCED TO FLY ON
INSTRUMENTS DUE TO CLOUD CONDITIONS - L/F OUT AT SCHOWEN
ISLAND AT 1455 HRS AT 20,000 FT. THE OTHER FLIGHT, LED BY DRYDEN
PROVIDED ESCORT TO ENGLAND LEAVING BOMBERS AT 1527 HRS AT 6,000 FT
- THIS FLIGHT MADE L/F OUT OSTEND AT 1508 HRS AT 10,000 FT. BOMBERS
BOMBED TARGET AT 1555 HRS THROUGH 10/10 OVERCAST FROM 25,000 FT.
- J. NIL
- K. A. OBSERVATION OF BOMBING RESULTS AND GROUND CONDITIONS IMPOSSIBLE
BECAUSE OF 10/10 CLOUD COVERAGE. BOMBERS IN LOOSE FORMATION
APPARENTLY DUE TO CLOUDS WHICH WENT AS HIGH AS 53,000 FT.
- L. NIL
- M. TARGET HEAVY MESSER INADVERTENT 27,000 FT.
- N. SOLID 10/10 OVERCAST TO 10,000 FT. WITH HALE AND CIRRUS TO 53,000
FT.
- O. NIL

ERNEST F. DE NIGRIS,
CAPTAIN, AIR CORPS,
INTELLIGENCE OFFICER.

21
C O N F I D E N T I A L

CONFIDENTIAL

355TH FIGHTER SQUADRON
35TH FIGHTER GROUP, ARMY AIR FORCES
USAAF STATION F-373

APD 559,
23 DEC 44.

SUBJECT: E-2, E-2 MISSION REPORT. NO 252

TO : E-2 OF 10CR, 35TH FIGHTER GROUP, ARMY AIR FORCES, USAAF
STATION F-373, APD 559.

- A. 355TH FIGHTER SQUADRON - MAJOR G. T. CARLISLE, LEADING
- B. E-2 - 1120 - 1120
- C. NIL
- D. PENETRATION--TARGET SUPPORT--WITHDRAWAL
- E. XIX 2 HVR
- F. NIL
- G. XIX CAPT. ROBERT W. FOY-0715540---LT WENDELL T. HELWIG-0821876
- H. NIL
- I. L/F IN N ZELDENUGLE 1355 HRS AT 17,500 FT. L/F WITH ASSIGNED
BOMBERS SE BRUSSELS 1210 HRS AT 25,000 FT. VECTORED TO AREA
S AND SW OF KOBLENZ AND ALSO S TRIER TO INVESTIGATE BANDITS.
NONE SEEN--PATROLLED AREA MENTIONED TO 1355 HRS--THEN HEADED
HOME MAKING L/F OUT 1340 HRS BOULOGNE AT 15,000 FT. BOMBING
RESULTS NOT OBSERVED AS SE WAS PATROLLING AREA WHERE BANDITS
WERE REPORTED. SEE NOTE RE CAPT FOY AND LT HELWIG
- J. NIL
- K. A. ME 262 SEEN S LEIGE 1355 HRS--NOT ENGAGED-DREW AWAY FROM
OUR SHIPS BEFORE THEY COULD ATTACK.
B. HAZE TO 30,000 FT PREVENTED GROUND OBSERVATIONS.
- L. NIL
- M. NIL
- N. 5/10THS LOW CLOUDS TO 10,000 FT WITH 3000 AIR VISABILITY TO
25,000 FT WHERE HAZE STARTED AND BUILT UP TO 30,000 FT.
- O. NIL.

NOTE: MAJ CARLISLE REPORTS CAPT FOY AND LT HELWIG, WHO WERE SO
SPACES, WITH BOMBERS APPROX. 1355 HRS. LT OFSTHUN SAYS
HE HEARD CAPT FOY SPEAKING TO SOME GROUND CONTROLLER WHEN
HE (LT OFSTHUN) WAS MAKING L/F OUT AT 1340 HRS. LT OFSTHUN
ONLY HEARD CAPT FOY'S CALL-SIGN AND CAUGHT NONE OF THE CON-
VERSATION.

ERNEST F. DE NIGRIS
CAPT. AC
INTELLIGENCE O.

SECRET

CONFIDENTIAL

36580 FIGHTER SQUADRON
357TH FIGHTER GROUP, ARMY AIR FORCES
HSAF STATION F-373

APD 559.
23 DEC 54.

SUBJECT: 8-2, 8-3 MISSION REPORT. NO 222 SUPPLEMENT

TO : 8-2 OF 10.N, 357TH FIGHTER GRP, ARMY AIR FORCES,
HSAF STATION F-373, APD 559.

A. 36580 FIGHTER SQUADRON

FM 1005A

CAPT FOY AND LT HELMIS LARSEN AT NOPE BASE AT 1505 HRS.
CAPT FOY CLAIMS A ME 109 DESTROYED AT 1550 HRS AT 2,000 FT. EAST
OF WETZLAR. REPORTS A GRASS A/F AT 1500 5010 WITH 1 FA 100'S AND
6 ME 109'S ON IN REVELEMENTS--FIELD DID NOT APPEAR TO HAVE ANY FLAK
DEFENSES. BROUGHT 55 IN ITS UP TO THE A/F BUT NO ONE STRAFED.
CAPT FOY ALSO REPORTS A ME 109 AT APPROX 1200 HRS S OF LEIGE AND
JUST E OF MARCHE. THE JET A/C TURNED INTO CAPT FOY AT 10,000 FT
AND FOY MADE A 300 DEGREE TURN WITH IT. THE JET DID NOT HAVE ITS
JET UNITS ON AND FOY GOT BEHIND IT BUT NOT WITHIN FIRING RANGE.
THE L/A WENT INTO A SHALLOW DIVE WITH FOY BEHIND IT--BUT THE L/A
PULLED AWAY RAPIDLY WHEN IT TURNED ON ITS JET UNITS.

ERNEST F. CL NIGHTS
CAPT. 70
INTELLIGENCE B.

• 2007-08-16

• • •

• 11 L

100

• 11

W. A. L. T. L. L. L.
CAPT. AC
INTELLIGENCE.

CONFIDENTIAL

363rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
USAAF Station F-373

APD 559,
24 Dec 44.

SUBJECT: S-2, S-3 Mission Report. No 223

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APD 559.

- A. 363rd Fighter Squadron - Col DREGNE, leading
- B.
- C. 1 Mech. Failure
- D. Penetration--Target Support-- withdrawal. P.O. # 1446 A
- E. 6 ME--5 believed to have landed in Belgium.
- F. Nil
- G. Missing and believed in Belgium -Lt Colonel Dregne, Captain Foy, Captain Browning, Lt Ofstun, Lt Myers.
Missing - Lt 1st Lt. Wendall T Helwig, 0821876.
- H. In Air: 7-0-0 SE
Dest. Major Carlisle, 1 Me 109
Lt Carter, 1 Me 109 and 1 Pz 190
Lt Roberts, 1 Me 109
Lt Dunlop, 1 Me 109
Lt Crump, 1 Me 109
Lt Sloan, 1 Me 109
- I. 1/F in N Ebocke 1149 at 2100 ft. R/V assigned bombers N of Nasur at 1212 hrs at 24000 ft. and provided cover for 1st and 3rd CW's and 1/F Bombers to engage 15 plus SE c/A 25 miles N of Koblenz who were about to attack bombers. Two flights with sufficient remaining gas escorted Bombers around target leaving them E of Frankfurt, at 1300 hrs at 2400 ft making 1/F out N of Malcheron at 1412 hrs at 17000 ft. Lt Helwig was in a mid-air collision with a P 51 of another group in the area of the engagement at 1240 hrs and his ship was seen to go down in flames with no chute emerging.
- J. Nil
- K. a. One Me 262 seen 10 miles N of Nasur at 25000 ft where an air explosion was also observed.
b. 2 Me 262's seen over Dusseldorf at 1345 hrs at 1200 ft. and 28000 ft respectively being chased by a number of P 51's
c. L-5 fired on and hit on wing tip at 1250 hrs and pilot was seen to land his ship approximately 20 miles west of Arlon in friendly territory.
d. 7 bombers seen going down in flames Weisbaden area at 1300 hrs.
- L. 15 plus Se E/A in singles and pairs about to attack 25 miles N of Koblenz.
- M. Geison heavy moderate to heavy inaccurate, 25000 to 29000 ft.
- N. CAVU with only slight haze to 15,000 ft.

ERNEST F DE NIGRIS
Captain, AG.,
S-2

~~SECRET~~
CONFIDENTIAL

353RD FIGHTER SQUADRON
357TH FIGHTER GROUP, ARMY AIR FORCES
USAF STATION F-373

APU 359,
25 DEC 48.

SUBJECT: S-2, S-3 MISSION REPORT. NO 221

TO : S-2 OFFICER, 357TH FIGHTER GROUP, ARMY AIR FORCES,
USAF STATION F-373, APU 359.

- A. 353RD FIGHTER SQUADRON - MAJOR G. I. CARLSILL, LEADING
- B. 15 - 0900 - 1015
- C. NIL
- D. PENETRATION--TARGET SUPPORT--WITHDRAWAL PD 1051A
- E. 1 NYR--BELIEVED TO HAVE LANDED SAFELY A/F SW LEINE
- F. NIL
- G. LT. WINDHAM--BELIEVED TO HAVE LANDED AS IN PARA. "E".
- H. NIL
- I. L/F IN N KNOCKE 1015 HRS AT 15,000 FT. R/V 2 DRUSSELS AT 1015 HRS AT 25,000 FT. ESCORTED 1ST 3 OB'S AROUND TARGET L/S AT 1330 HRS 3 LIGE AT 25,000 FT. L/F OUT 5 ENGINE 1 1340 HRS 15,000 FT. BOMBERS DID NOT FOLLOW BRIEFED COURSE--DOWNED TARGETS 3 OF MAINZ WITH EXCELLENT RESULTS. LT WINDHAM REPORTED AS HE IN HIS COCK-PIE AND AT 1345 HRS SAID HE WAS LANING AT A/F SW LEINE.
- J. NIL
- K. A. UNIDENTIFIED JET FOLLOWED FORMATION FROM GENT TO S LEINE WHERE HAZE OBSERVED FURTHER OBSERVATION. E/A FOLLOWED AT 55,000 FT AND PILOTS BELIEVE HE WAS ACTING AS THE SPITTER FOR THE GAF.
B. FORMATION WITHIN GROUPS WAS GOOD--LOW SQUADRON HOWEVER IN ALL 3 GROUPS WAS A LITTLE TOO LOW AND TO THE REAR. GOOD INTERVAL BETWEEN GROUPS.
C. NO GROUND OBSERVATION DUE TO ALTITUDE.
- L. NO ENEMY AIR OPPOSITION EXPECTED TOWARD FORMATION--BUT A GOOD MANY (NO ESTIMATE GIVEN) U/I 1/2 A/C OBSERVED LOW BETWEEN FRANKFURT AND LUDWIGSHAVEN AREA.
- M. TARGET-HEAVY--INACCURATE--DEGREE TO MODERATE--25,000 TO 27,000 FT.
- N. CAVE--VISUAL BOMBING REPORTED EXCELLENT ON TARGET 3 MAINZ.
- O. NIL

ERNEST F. DE NIOPIS
CAPT. AG
INTELLIGENCE O.

THIS PAGE IS UNCLASSIFIED

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

363RD FIGHTER SQUADRON
357TH FIGHTER GROUP, ARMY AIR FORCES
USAAF STATION F-373

APD 559.
27 DEC 44.

SUBJECT: S-2, S-3 MISSION REPORT. NO 226

TO : S-2 OFFICER, 357TH FIGHTER GROUP, ARMY AIR FORCES,
USAAF STATION F-373, APD 559.

- A. 363RD FIGHTER SQUADRON, MAJOR G.I. CARLSILE, LEADING
- B. 4 - 1115 - 1145
- C. NIL
- D. AREA SWEEP 1456A FO. 1456A
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN 1155/KNOCKE/17000 FROM WHENCE SQUADRON LEADER WAS
VECTORED BY NUTHOUSE IN VAIN PURSUIT OF BANDITS IN KOLN AREA.
ARRIVING IN KOLN AREA NUTHOUSE STEERED SQUADRON TO FRANKFURT
AREA TO ESCORT BOMBERS. SWEEP AREA KOLN-FRANKFURT UNABLE TO
FIND BIG FRIENDS. NO E/A OBSERVED. MADE LANDFALL OUT
1415/KNOCKE/15,000.
- J. NIL
- K. NIL
- L. NIL
- M. NIL
- N. CAVU ABOVE FEW HUNDRED FEET. BELOW THAT HAZY AND FOG OBSCURED
OBSERVATION~~XXX~~ OF THE GROUND. CONTRAILS BEGAN AT 24 AND BECAME
PERSISTENT AT 27-28000. VISIBILITY GOOD.
- O. NIL

HENDRICKS

27

CONFIDENTIAL

SECRET

CONFIDENTIAL

343RD FIGHTER SQUADRON
357TH FIGHTER GROUP, ARMY AIR FORCES
USAAF STATION F-373

APG 559,
20 DEC 44.

SUBJECT: S-2, S-3 MISSION REPORT. NO 227

T : S-2 OFFICER, 357TH FIGHTER GROUP, ARMY AIR FORCES,
USAAF STATION F-373, APO 559.

- A. 343RD FIGHTER SQUADRON - CAPT CLARENCE E. ANDERSON, LEADING
- B. 4 LLISTON 1110 HRS; 10 WINDINGFORD 1030 HRS ALL DOWN 1500
- C. NE
- D. PENETRATION, TARGET SIGHT AND WITHDRAWAL FD 1050A
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN N DISTANCE AT 1102 HRS AT 21000 FT. RV/SQUADS S
BRIGLES AT 1100 HRS AT 20000 FT S GROUP LED BY MAJOR ANDERSON
PROVIDING CLOSE ESCORT TO 1ST AND 2ND CW'S AND EYESIGHT SQUADRON
LED BY MAJOR CARLISLE PROVIDING CLOSE ESCORT TO 3RD CW. ALL LEFT
SQUADS S BRIGLES AT 1100 HRS AT 19000 FT MAKING L/F OUT N
OF DUNKIRK AT 1112 HRS AT 19000 FT.
- J. NIL
- K. A 1,2,3RD COMBAT GROUPS SPACED TOO FAR APART TO RENDER MOST
EFFECTIVE SUPPORT ALTHOUGH FORMATIONS WITHIN GROUPS VERY GOOD.
B OVERCAST AND ALTITUDE PREVENTED GROUND OBSERVATIONS
- L. NIL
- M. OVERCAST NIL
- N. OVERCAST
- O. SQUADRON AND FLIGHT LEADERS SUGGEST CONTROLLERS USE RIGHT AND
LEFT IN VECTORING INSTEAD OF STARBOARD AND PORT FOR SIMPLICITY.

JOHN O MYERS JR
1ST LT AC
S-2 O

28
SECRET

SECRET

CONFIDENTIAL

353RD FIGHTER SQUADRON
357TH FIGHTER GROUP, ARMY AIR FORCES
USAAF STATION F-373

APD 559,
29 DEC 44.

SUBJECT: S-2, S-3 MISSION REPORT. NO 228

TO : S-2 OFFICER, 357TH FIGHTER GROUP, ARMY AIR FORCES,
USAAF STATION F-373, APD 559.

- A. 353RD FIGHTER SQUADRON - MAJOR G.I. CARLSILE, LEADING
- B. 22 - 1105 - 1524
- C. ONE SPARE
- D. PENETRATION, TARGET SUPPORT, WITHDRAWAL
- E. NIL
- F. NIL
- G. NIL
- H. XXX 1 LOCC CAPTAIN FGJ WHITE FLIGHT LWM, 9262
- I. L/F IN S KNOCKE AT 1100 HRS AT 15000 FT. R/V DID NOT
R/V WITH BRIEFED BOMBERS DUE TO TAKE OFF BEING 1/2 HRS LATE
R/V WITH BOX OF 8 24'S AND SQUADRON THEN PATROLLED TO SOUTH
OF THESE BOMBERS ALONG BRIEFED COURSE UNTIL THEY MET H 17'S
DURING BINGEN ON THE RHINE. THIS FORCE DID NOT HAVE ESCORT
SO SQUADRON PROVIDED TOP COVER FOR THEM. LEFT BOMBERS AT
1400 HRS AT BINGEN AT 20000 FT. L/F OUT S KNOCKE AT 1440 HRS
AT 15000 FT.
- J. NIL
- K. A EXCELLENT BOMBING RESULTS OBSERVED ON BR'S AND MARSHALLING
YARDS AT BINGEN AS WELL AS OTHER TARGETS AT THAT TOWN.
B ONE B 17 EXPLODED OVER BINGEN AND 2 CRUTLS OBSERVED
- L. NIL
- M. HEAVY MODERATE ACCURATE AT 25000 FT., AT BINGEN
- N. WEATHER CAVU
- O. NIL

FD 1463A

JOHN B MYERS JR
LST LT AC
S-2 O

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

363RD FIGHTER SQUADRON
357TH FIGHTER GROUP, ARMY AIR FORCES
USAAF STATION F-373

APD 559,
30 DEC 44.

SUBJECT: S-2 MISSION REPORT #229

TO: S-2 OFFICER, 357TH FIGHTER GROUP, AAF, APD 559.

- A. 363RD FIGHTER SQUADRON - LT. COL IRWIN H. DREGNE, LEADING. (A GROUP)
- B. 20 - 1015 - ~~1055~~ 1455
- C. ONE
- D. PENETRATION - TARGET SUPPORT - 1TH DRAGONAL FG #1067A. TARGET KASSEL W.
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN BELIEVED TO BE 1105 AT 13,000 FT. UNDETERMINED LOCALE DUE TO UNDERCAST. R/V WITH 1ST THREE COMBAT WINGS OF ASSIGNED BOMBERS AT 1122 HRS AT 25,000 FT. SQUADRON PROVIDED ESCORT TO 1ST COMBAT WING AND FIVE B-17S DROPPING CHAFF UNTIL 1105 HRS - BREAKING ESCORT AT 21,000 FT. L/F OUT AT 1125 HRS AT 13,000 FT. AT 1147 HRS YELLOW LEADER OF DOLLAR SQUADRON HEARD TO SAY OVER R/T WAS HIT BY FLAK - WING WAS ON FIRE AND WAS BAILING OUT. 10/10 UNDERCAST PREVENTED ANY OBSERVATION. TARGET BOMBED AT 1212 HRS.
- J. NIL
- K. A. FORMATION WITHIN COMBAT WINGS GOOD - BOXES SPACED TOO FAR APART.
- L. NIL
- M. TARGET - HEAVY INACCURATE MODERATE 20,000 TO 27,000 FT. INACCURACY DUE APPARENTLY TO DROPPING OF CHAFF.
- N. 10/10 OVERCAST OVER CONTINENT AND TARGET.
- O. NIL

ERNEST F. DE NICHIS,
CAPTAIN, AIR CORPS,
INTELLIGENCE OFFICER.

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

543RD FIGHTER SQ. ADRON
357TH FIGHTER GR. GP, ARMY AIR FORCES
USAAF STATION F-373

APR 559,
31 DEC 44.

SUBJECT: S-2, S-3 MISSION REPORT. NO. 230

TO : S-2 OFFICER, 357TH FIGHTER GR. GP, ARMY AIR FORCES,
USAAF STATION F-373, APR 559.

- A. 543RD FIGHTER SQUADRON - MAJOR G. I. CARLISLE, LEADING.
- B. 21 - 0910 - 1355
- C. ONE
- D. PENETRATION TARGET S. POINT WITH RAPIDAL FO 1421A
- E. NIL
- F. ONE CATB "B"
- G. 2ND LT MICHAEL E. EMERY D-26615 SLIGHT HEAD INJURY WHEN HE
BELTIED PLANE IN ON LANDING AT FIELD.
- H. NIL
- I. L/F IN N. WINDS AT 1000 HRS AT 1000 FT. P/V WITH DESIGNATED
BOMBERS AT 1030 HRS E. OF WINDS AT 20000 FT AFTER MAKING ORBIT
TO LOCATE DESIGNATED BOX. ESC. TRIED BOMBERS AROUND TARGET UNTIL L
S. BRUSSELS AT 1200 HRS AT 20000 FT THEN RETURNED TO TARGET AREA A
TO PATR. L. MADE L/F OUT N. WINDS AT 1335 HRS AT 15000 FT.
- J. NIL
- K. A. OVERCAST PREVENTED BOMBING OBSERVATIONS
B. COMBAT BIRDS AND SQUADRONS IN POOR FORMATIONS COMBAT GROUPS
BEING SO CLOSE TOGETHER A. TO MAKE DISTINCTION OF GROUPS
C. 10 LT. PLANES WITHIN SQUADRONS FLYING IN SINGLES OR
DOUBLES WITHOUT UNIFORMITY.
- L. NIL
- M. TARGET AREA HEAVY MISTAGE INACCURATE AT 22000 FT.
- N. OVERCAST
- O. NIL

JOHN B. BYE, JR.
1ST LT AG
S-2 U

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

ENCOUNTER REPORT

PILOT: ATLEE G. MANTHOS, Capt, AC, O-441026

- A. COMBAT
 - B. 5 December 1944 - Field Order #1374A
 - C. 363rd Fighter Squadron, 357th Fighter Group
 - D. 1055
 - E. Approx. 30 miles north of BERLIN, GERMANY
 - F. Several layers of overcast up to 23,000 feet.
 - G. FW 190
 - H. One FW 190 damaged.
 - I. I was flying Cement Yellow #3. My section, comprising eight ships (Cement Green and Yellow Flights), led by Captain CLARENCE E. ANDERSON, JR, observed contrails on the top of the undercast (Approximately 24,000 feet), approximately 25 miles north of the target. Captain ANDERSON'S section was flying at approximately 28,000 feet. Captain ANDERSON immediately turned to the enemy and with his section engaged a superior enemy force of some 20 plus FW 190s and Me. 109s. I became separated from my flight, led by Captain JAMES W. BROWNING, and continued to circle and climb in the immediate vicinity. I observed a FW 190 passing head on and 1,000 feet below me from the right, opened fire, observing strikes on his cowl and left wing root. The 190 disappeared into the undercast behind me and I did not see it again.
- I claim one FW 190 damaged.
- J. Ammunition Expended: 185 rds. Cal .50 MG.

Atlee G. Mantchos
ATLEE G. MANTHOS,
Capt, AC.

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

ENCOUNTER REPORT

PILOT: JOHNNIE L. CARTER, 1ST LT, AC, D-852004

- A. COMBAT
- B. 5 DECEMBER 1944 FIELD ORDER # 1576A
- C. 363RD FIGHTER SQUADRON, 55TH FIGHTER GROUP
- D. 1945
- E. NORTH OF BERLIN
- F. CIRRUS LAYER 9/10 - 1,000 FT.
- G. FW 190
- H. ONE FW 190 DESTROYED
- I. I WAS LEADING THE SECOND ELEMENT IN ORIENT WHITE FLIGHT WHEN WE ENGAGED THREE 190S. THEY WERE COMING ALMOST HEAD-ON SLIGHTLY TO OUR RIGHT AND LOW. WHEN THEY WERE ALMOST PARALLEL TO US MY FLIGHT LEADER BROKE INTO THEM TAKING THE ONE NEAREST HIM AND I ENGAGED THE ONE NEXT IN LINE. I FIRED A SHORT BURST AT HIGH DEFLECTION BUT NO STRIKES WERE SEEN. HE BROKE FOR THE DECK AND I FOLLOWED HIM BUT WAS UNABLE TO CATCH HIM THE FIRST TIME HE WENT DOWN. HE WENT DOWN TO ABOUT 10,000 FT AND STARTED UP AGAIN. I FOLLOWED HIM BACK AND SHOT ABOUT THREE SHORT BURSTS AT HIM BUT NO STRIKES. HE IMMEDIATELY BROKE FOR THE DECK AGAIN AND I GOT HIM WITH A GOOD BURST JUST BEFORE HE ENTERED THE TOP OF THE OVERCAST. I PULLED IN SLIGHTLY AND OBSERVED HIM COME BACK JUST OUT OF THE OVERCAST ALMOST PARALLEL WITH ME AND TO MY LEFT. HE WAS STREAMING FLAME AND SMOKE. THE PILOT BAILED OUT IN THE THIN CLOUDS AT ABOUT 1,000 FT. WHILE MANEUVERING AND ATTACKING THE 190 MY WINGMAN LOST ME. I CLAIM ONE FW 190 DESTROYED.

J. AMMUNITION EXPENDED: 297 RDS 50 CAL MG.

JOHNNIE L. CARTER,
1ST LT, AC.

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

SECRET

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: JAMES W. BROWNING, CAPT, AC, 4-040361

- A. DANGAI
- B. 5 DECEMBER 1961. FIELD ORDER #13764
- C. 363RD FIGHTER SQUADRON, 357TH FIGHTER GROUP
- D. 1100
- E. NORTH OF BERLIN
- F. HEAVY CIRRUS
- G. ME 109
- H. ONE ME 109 DESTROYED
- I. I SAW TWO 109S TOGETHER INFORMATION. I WAS COMING PRACTICALLY HEAD-ON WHEN THEY SAW ME AND DROPPED THEIR BELLY TANKS. I MADE A TURN TO THE LEFT TO GET ON THEIR TAILS, AND THEY BROKE INTO US. I TOOK THE SECOND AND WITH THE K-16 MADE QUITE A DEFLECTION SHOT. I OBSERVED HITS ON THE ENGINE AND COCKPIT. HE THEN WENT INTO A SPIN AND THE PILOT BAILLED OUT. I CLAIM ONE ME 109 DESTROYED.
- J. AMMUNITION EXPENDED: 482 RDS .50 CAL MG.

JAMES W. BROWNING,
CAPT, AC.

SUPPORTING STATEMENT

I SAW CAPTAIN BROWNING FIRING AT A ME 109. I SAW WHAT APPEARED TO BE THE CANOPY COME BY ME AND THEN SAW THE PILOT BAIL OUT AFTER WHICH THE AIRPLANE WENT INTO A VIOLENT SPIN.

SAUL SITZER,
F/O, AC.

CONFIDENTIAL

George J. Kuhl

James Krump

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

- 1. The first part of the report...
- 2. The second part of the report...
- 3. The third part of the report...
- 4. The fourth part of the report...
- 5. The fifth part of the report...

The first part of the report...

- 1. The first part of the report...
- 2. The second part of the report...

Ronald A. Bellamy

CONFIDENTIAL

The first part of the report...

Paul H. Smith

CONFIDENTIAL

C O N F I D E N T I A LC O U N T E R R E P O R T

PILOT: EARL SITZER, F/O, AG, T-3400

1. SUBJECT
2. THE ENEMY 109s WERE FIELD IN AN "EVIDENT" WITH STRIKING
3. WERE SEEN BY SITZER, WITH FIGHTER GROUP
4. 109s
5. 109s WERE SEEN BY SITZER
6. 109s WERE SEEN BY SITZER
7. 109s WERE SEEN BY SITZER
8. 109s WERE SEEN BY SITZER
9. 109s WERE SEEN BY SITZER
10. 109s WERE SEEN BY SITZER
11. 109s WERE SEEN BY SITZER
12. 109s WERE SEEN BY SITZER
13. 109s WERE SEEN BY SITZER
14. 109s WERE SEEN BY SITZER
15. 109s WERE SEEN BY SITZER
16. 109s WERE SEEN BY SITZER
17. 109s WERE SEEN BY SITZER
18. 109s WERE SEEN BY SITZER
19. 109s WERE SEEN BY SITZER
20. 109s WERE SEEN BY SITZER
21. 109s WERE SEEN BY SITZER
22. 109s WERE SEEN BY SITZER
23. 109s WERE SEEN BY SITZER
24. 109s WERE SEEN BY SITZER
25. 109s WERE SEEN BY SITZER
26. 109s WERE SEEN BY SITZER
27. 109s WERE SEEN BY SITZER
28. 109s WERE SEEN BY SITZER
29. 109s WERE SEEN BY SITZER
30. 109s WERE SEEN BY SITZER
31. 109s WERE SEEN BY SITZER
32. 109s WERE SEEN BY SITZER
33. 109s WERE SEEN BY SITZER
34. 109s WERE SEEN BY SITZER
35. 109s WERE SEEN BY SITZER
36. 109s WERE SEEN BY SITZER
37. 109s WERE SEEN BY SITZER
38. 109s WERE SEEN BY SITZER
39. 109s WERE SEEN BY SITZER
40. 109s WERE SEEN BY SITZER
41. 109s WERE SEEN BY SITZER
42. 109s WERE SEEN BY SITZER
43. 109s WERE SEEN BY SITZER
44. 109s WERE SEEN BY SITZER
45. 109s WERE SEEN BY SITZER
46. 109s WERE SEEN BY SITZER
47. 109s WERE SEEN BY SITZER
48. 109s WERE SEEN BY SITZER
49. 109s WERE SEEN BY SITZER
50. 109s WERE SEEN BY SITZER
51. 109s WERE SEEN BY SITZER
52. 109s WERE SEEN BY SITZER
53. 109s WERE SEEN BY SITZER
54. 109s WERE SEEN BY SITZER
55. 109s WERE SEEN BY SITZER
56. 109s WERE SEEN BY SITZER
57. 109s WERE SEEN BY SITZER
58. 109s WERE SEEN BY SITZER
59. 109s WERE SEEN BY SITZER
60. 109s WERE SEEN BY SITZER
61. 109s WERE SEEN BY SITZER
62. 109s WERE SEEN BY SITZER
63. 109s WERE SEEN BY SITZER
64. 109s WERE SEEN BY SITZER
65. 109s WERE SEEN BY SITZER
66. 109s WERE SEEN BY SITZER
67. 109s WERE SEEN BY SITZER
68. 109s WERE SEEN BY SITZER
69. 109s WERE SEEN BY SITZER
70. 109s WERE SEEN BY SITZER
71. 109s WERE SEEN BY SITZER
72. 109s WERE SEEN BY SITZER
73. 109s WERE SEEN BY SITZER
74. 109s WERE SEEN BY SITZER
75. 109s WERE SEEN BY SITZER
76. 109s WERE SEEN BY SITZER
77. 109s WERE SEEN BY SITZER
78. 109s WERE SEEN BY SITZER
79. 109s WERE SEEN BY SITZER
80. 109s WERE SEEN BY SITZER
81. 109s WERE SEEN BY SITZER
82. 109s WERE SEEN BY SITZER
83. 109s WERE SEEN BY SITZER
84. 109s WERE SEEN BY SITZER
85. 109s WERE SEEN BY SITZER
86. 109s WERE SEEN BY SITZER
87. 109s WERE SEEN BY SITZER
88. 109s WERE SEEN BY SITZER
89. 109s WERE SEEN BY SITZER
90. 109s WERE SEEN BY SITZER
91. 109s WERE SEEN BY SITZER
92. 109s WERE SEEN BY SITZER
93. 109s WERE SEEN BY SITZER
94. 109s WERE SEEN BY SITZER
95. 109s WERE SEEN BY SITZER
96. 109s WERE SEEN BY SITZER
97. 109s WERE SEEN BY SITZER
98. 109s WERE SEEN BY SITZER
99. 109s WERE SEEN BY SITZER
100. 109s WERE SEEN BY SITZER

EARL SITZER,
F/O, AG.S U P P O R T I V E S T A T E M E N T

I WAS FLYING PHOTO RECON ESCORT WHEN I SAW ONE ME 109 WHICH THE FLIGHT LEADER ATTACKED. MY WINGMAN SAW ANOTHER BELOW, CALLED ME BUT I COULDN'T HAVE RADIO CONTACT SO HE DROVE OFF AND FINISHED HIM. I SAW F/O SITZER AFTER THE E/A PILOTTAILED HIM AND HE WAS DIVING AT THE ENEMY PILOT TAKING PICTURES OF HIM IN THE CHUTE.

GLENWOOD A. ZAPWE,
1ST LT, AG.C O N F I D E N T I A L

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: WILLIAM R. DUNLOP, 1ST LT AC., #0-695159

- A. COMBAT
- B. 24 DEC 44. FIELD ORDER # 1446A
- C. 363RD FIGHTER SQUADRON, 357TH FIGHTER GROUP
- D. 1240
- E. 25 MILES WEST OF KOBLENZ
- F. CAVU
- G. ME-109
- H. ONE ME-109
- I. ACCOUNT OF COMBAT: I WAS FLYING CEMENT GREEN #3 WHEN WE SIGHTED A PAIR OF ME-109'S AT 12:00 O'CLOCK POSITION. ONE ME-109 SHOT AT A STRAGGLING BOMBER AS HE DROVE FOR THE DECK FROM 25,000 FT. I FOLLOWED HIM AND AT 10,000 FT I OBTAINED STRIKES ON THE FUSELAGE AND WING AND AGAIN AT 5,000 FT. THE PILOT JETTISONED HIS CANOPY WHICH FLEW BY MY RIGHT WING. THE PLANE TURNED OVER AND THEN SNAPPED UPRIGHT AS THE PILOT COULDN'T GET OUT. A FEW THOUSAND FEET LOWER HE SUCCEEDED IN GETTING. THE PLANE CRASHED INTO A SMALL PATCH OF WOODS, AND I TOOK A PICTURE OF THE PILOT IN HIS CHUTE. HE LANDED IN AN OPEN FIELD NEAR KOBLENZ. A YELLOW TAILED P-51 SAW THE ENCOUNTER.
- J. I CLAIM: ONE ME-109 DESTROYED
AMUNITION EXPENDED: 432 ROUNDS

William R. Dunlop
WILLIAM R. DUNLOP,
1ST LT., AC.,
PILOT.

CONFIDENTIAL

CONFIDENTIAL

STATEMENT

1. NAME: GERRISLY I. CARLSILE, MAJOR, AC., 2 100550

A. COMBAT

1. 22 DEC 64. FIELD NO. 1 111A
2. 1000-1100 HOURS, 1000 HOURS, 1000 HOURS
3. 1000
4. 25-1100 HOURS, 1000 HOURS
5. 1000
6. 1000
7. 1000
8. 1000
9. 1000
10. 1000
11. 1000
12. 1000
13. 1000
14. 1000
15. 1000
16. 1000
17. 1000
18. 1000
19. 1000
20. 1000
21. 1000
22. 1000
23. 1000
24. 1000
25. 1000
26. 1000
27. 1000
28. 1000
29. 1000
30. 1000
31. 1000
32. 1000
33. 1000
34. 1000
35. 1000
36. 1000
37. 1000
38. 1000
39. 1000
40. 1000
41. 1000
42. 1000
43. 1000
44. 1000
45. 1000
46. 1000
47. 1000
48. 1000
49. 1000
50. 1000
51. 1000
52. 1000
53. 1000
54. 1000
55. 1000
56. 1000
57. 1000
58. 1000
59. 1000
60. 1000
61. 1000
62. 1000
63. 1000
64. 1000
65. 1000
66. 1000
67. 1000
68. 1000
69. 1000
70. 1000
71. 1000
72. 1000
73. 1000
74. 1000
75. 1000
76. 1000
77. 1000
78. 1000
79. 1000
80. 1000
81. 1000
82. 1000
83. 1000
84. 1000
85. 1000
86. 1000
87. 1000
88. 1000
89. 1000
90. 1000
91. 1000
92. 1000
93. 1000
94. 1000
95. 1000
96. 1000
97. 1000
98. 1000
99. 1000
100. 1000

1. ACTION OF COMBAT: I WAS LANDING GREEN, YELLOW AND ORANGE FLIGHTS COVERING THE SECOND AND THIRD COMBAT GROUPS, FIRST FORCE WHEN WE-100'S AND FB-100'S WERE CALLED IN THE AREA. MY THREE FLIGHTS STARTED DOWN ON THE L/A'S DURING THE SECOND AND THIRD. WHEN IT WAS SEEN THERE L/A'S WERE DOWNED. I THEN SAW TWO WE-100'S HIT AND THEN LEFT. I DROPPED TANKS AND STARTED CLIMBING AFTER THEM. I FOLLOWED THEM FROM 25,000 FT TO 20,000 FT AND THEY WERE HIT AND THEN LEFT. I TOOK THE LEFT ONE AND BY 25 TON THE RIGHT. WE CONTINUED CLIMBING LEFT WHILE I WAS FIRING. FINALLY I CLOSED TO ABOUT 200 TO 300 YDS, HIS ENGINE CAUGHT FIRE AND HE BAILED OUT.

1. CLAIM: ONE WE-100 DESTROYED
2. ADDITION EXPENSE: 1000 HOURS

Gerrisly I. Carlsile
MAJOR, AC.,
PILOT.

SUPPORTING STATEMENT

I WAS FLYING 12 POSITION IN COMBAT GREEN FLIGHT WHEN WE SAW 1-10 TO THE ABOVE CADRE OF JERRIES. I FOLLOWED MAJOR CARLSILE WHEN HE BOUNCED THE WE-100 AND CIRCLED ABOVE HIM DURING THE FIGHT. I SAW HIS FIRE SEVERAL TIMES, THEN SUDDENLY, THE WE-100 STARTED STREAMING COOLANT OR SMOKE, ROLLED OVER AND WENT STRAIGHT FORWARD OUT OF CONTROL.

George J. Rice
GEORGE J. RICE,
1ST LT., AC.

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: JAMES R. SLOAN, 1ST LT, AG, O-664070

- A. COMBAT
- B. 24 DECEMBER 1944 - FIELD ORDER #1446A
- C. 553RD FIGHTER SQUADRON, 357TH FIGHTER GROUP
- D. 1240
- E. 25 MILES WEST OF KOBLENZ
- F. C A V U
- G. ME 109
- H. ONE ME 109 DESTROYED
- I. CEMENT SQUADRON HAD JUST MADE R/V WITH THE LEAD BOX OF BOMBERS WHEN IT WAS ATTACKED BY SEVERAL E/A. I WAS FLYING RED #2, COL. DREGNE WENT AFTER TWO ME 109S AND A THIRD ONE DROVE IN ON OUR TAIL. I CALLED THE COLONEL AND TOLD HIM TO BREAK RIGHT BUT HE DIDN'T. I THEN BROKE INTO THE E/A AND THE E/A CONTINUED TO CLOSE AND FIRED A SHORT BURST AT MY LEADER FROM ABOUT 800 TO 1,000 YDS. THE E/A THEN BROKE TO THE LEFT AND STARTED A TIGHT CLIMBING TURN. I WAS CLOSING SLOWLY IN A VERY TIGHT TURN AND SNAPPED TO THE RIGHT WHEN I HIT THE PROP WASH OF THE E/A. THIS ACTION WAS TAKING PLACE AT APPROXIMATELY 21,000 FT. I RECOVERED AT ABOUT 17,000 FT AND MADE A VERY ABRUPT PULL-OUT AND THE E/A WAS DIRECTLY AHEAD AND ABOUT 3,000 FT ABOVE ME ATTEMPTING TO LOCATE ME. HE THEN STARTED A SHALLOW TURN TO THE LEFT AND SPOTTED ME WHEN I WAS ABOUT 7,000 YDS FROM HIM. IN THE ENSUING COMBAT I WAS UNABLE TO TURN INSIDE THE E/A UNTIL I DROPPED 10 DEGREES OF FLAPS. I SAW A FEW HITS FORWARD OF THE COCKPIT AREA OF THE E/A WHICH BEGAN BELCHING GREY SMOKE. AT THIS TIME OUR ALTITUDE WAS ABOUT 10,000 FT AND THE E/A NOSED DOWN IN A TIGHT DIVING SPIRAL TO THE LEFT FROM WHICH HE NEVER RECOVERED. THE PILOT DID NOT BAIL OUT AND I OBSERVED THE E/A CRASH AND EXPLODE FROM 11,000 FT. I CLAIM ONE ME 109 DESTROYED.
- J. AMMUNITION EXPENDED: 1069 RDS.

JAMES R. SLOAN,
1ST LT, AG.

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: WARNER P. ROBERTS, 1ST LT, AG, O-817103

- A. COMBAT
- B. 21 DECEMBER 1944 -- FIELD ORDER #146A
- C. 563RD FIGHTER SQUADRON, 357TH FIGHTER GROUP
- D. 1210
- E. 25 MILES WEST OF KOBLENZ
- F. C A V U
- G. ME 109
- H. ONE ME 109 DESTROYED
- I. I WAS FLYING #2 POSITION AT ABOUT 25,000 WHEN ABOUT SIX FW 190S FLEW 500 FT ABOVE FROM 11:00 O'CLOCK. WE IMMEDIATELY BROKE INTO THEM AND WHILE FOLLOWING MY FLIGHT LEADER MY PLANE GOT INTO A POSITION WHERE IT FELT OUT OF CONTROL. AFTER GETTING CONTROL I HAD LOST MY FLIGHT LEADER BUT FINALLY JOINED UP WITH OUR #3 MAN WHO WAS ALSO ALONE. WE PROCEEDED TOGETHER TO 0 AFTER SOME CONTRAILS WHEN WE SAW TWO ME 109S AT NINE O'CLOCK. LT CARTER, THE #3 MAN SAID FOR ME TO TAKE ONE AND HE TOOK THE OTHER. I SAW LT CARTER GET HITS ON HIS WHEATHREY WERE BOTH HEADING FOR THE DECK. AS MINE WAS QUITE SOME DISTANCE AHEAD I WENT BY LT CARTER AND THE ME 109 AFTER MY ME 109. I FIRED A SHORT BURST BUT WAS OUT OF RANGE ALTHOUGH SOME SMOKE DID COME OUT OF IT. I FOLLOWED THE ME 109 FOR ABOUT 10 OR 15 MINUTES THROUGH VALLEYS RIGHT TO THE DECK. AT DIFFERENT INTERVALS I SHOT SHORT BURSTS WHEN FINALLY THE ME 109 HIT THE SIDE OF A HILL. THE PLANE DISINTEGRATED INTO A HUNDRED PIECES BUT THERE WAS NO FIRE. I TOOK PICTURES OF THE REMAINS OF THE PLANE BEFORE LEAVING FOR HOME. I WAS ALL ALONE; THE FILM WILL CONFIRM THE VICTORY. I CLAIM ONE ME 109 DESTROYED.
- J. AMMUNITION EXPENDED: 1149 RDS.

WARNER P. ROBERTS,
1ST LT, AG.

CONFIDENTIAL

44
SECRET

CONFIDENTIAL

END ENTER REPORT

PILOT: JOHNNIE L. CARTER, 1ST LT; AG, O-28664

- A. COMBAT
- B. 23 DECEMBER 1944 FIELD ORDER NO. 144A
- C. 33RD FIGHTER SQUADRON, 35TH FIGHTER GROUP
- D. 1240
- E. 25 MILES WEST OF ADELPHI
- F. DAWN
- G. FW 190 - ME 109
- H. ONE FW 190 DESTROYED - ONE ME 109 DESTROYED
- I. I WAS LEADING THE SECOND ELEMENT IN WHITE FLIGHT WHEN WE ATTACKED ABOUT 15 FW 190S AT ABOUT 29,000 FT. THEY WERE COMING IN AT ABOUT ONE O'CLOCK TO US ALMOST HEAD-ON. MY FLIGHT LEADER TOOK ONE OF A FLIGHT OF FOUR AND I TOOK ONE OF THE OTHERS. I GOT A GOOD BURST IN ON HIM AND I SAW STRIKES ALL ALONG THE SIDE OF THE FUSELAGE AND WING ROOTS. HE IMMEDIATELY BROKE AND WENT INTO A TIGHT SPIRAL. I FOLLOWED HIM UNTIL I ALMOST HIT COMPRESSION AT ABOUT 15,000 FT AND SAW THE FW 190 EXPLODE AND GOE APART. I CLAIM THIS FW 190 DESTROYED.
- AS I WAS CLIMBING BACK UP TO JOIN THE FORMERS CEMENT WHITE #2 JOINED ME. MY WINGMAN, CEMENT WHITE #1 HAD LOST ME. WE HAD CLIMBED UP TO ABOUT 25,000 FT WHEN I SAW ME 109S HEADED FOR A BOX OF BOMBERS. WE ATTACKED THEM IMMEDIATELY FROM ALMOST ASTERN. LT ROBERTS (CEMENT WHITE #2) TOOK ONE OF THEM ME 109S AND I TOOK THE OTHER. I FIRED THREE OR FOUR GOOD BURSTS FROM ABOUT THREE HUNDRED YARDS ASTERN AND I OBSERVED HITS ALL OVER THE ME 109. I FOLLOWED HIM DOWN TO ABOUT 11,000 FT. WHEN THE PILOT BAILED OUT. THE PLANE WAS STREAMING COOLANT AND HAD STARTED TO BURN.
- I CLAIM ONE FW 190 DESTROYED - ONE ME 109 DESTROYED
- J. AMMUNITION EXPENDED: 690 RDS. 50 GAL MG.

JOHNNIE L. CARTER,
1ST LT, AG.

CONFIDENTIAL

SECRET
CONFIDENTIAL

WITH MYSELF, I SAW THE FIRST OF THE FLIGHT
DURING THE 2ND WEEK WITH THE FV-100'S, LT CARTER AND I PROCEEDED
TOGETHER TO THE AFTER SOME CONTROLS WERE BE SEEN THE HE-100'S
AT 10:00 O'CLOCK. LT CARTER SAID FOR US TO TAKE THE 1ST AND 2ND
7:00 THE OTHER. I SAW LT CARTER GET INTO HIS HELICOPTER THEY WERE
BEING HEARD FOR THE 1ST. AS THERE WAS QUITE SOME DISTANCE
AHEAD I SAW BY LT CARTER AND THE HE-100 AFTER HE-100.

Warner P. Roberts
WARNER P. ROBERTS,
1ST LT., AC.

~~SECRET~~

Classification cancelled

by authority

CO. 33 Sig. Co. 9 Feb 46

by Richard A. Skeritt

date

SEP 1 5 1960

DECLASSIFIED

14-00000-141
14-145

~~SECRET~~

UNIT HISTORY

[REDACTED]

363RD FIGHTER SQUADRON

JANUARY

1945

50. Fi-363-H
JAN, 1945

UNCLASSIFIED

Classification cancelled by [REDACTED]

by authority of [REDACTED]

date

SEP 10 1980

INDEX

PHOTOGRAPHS

SOME OFFICERS OF THE 44TH FIGHTER SQUADRON.....	1
ENLISTED PERSONNEL OF THE SQUADRON(SHEET ONE).....	2
ENLISTED PERSONNEL OF THE SQUADRON (SHEET TWO).....	3

NARRATIVE

OPERATIONAL

GENERAL SUMMARY OF OPERATIONS.....	4
STATISTICAL SUMMARY.....	7
S/SGT CHUENEMAN - 1ST ENLISTED MAN TO BE KILLED IN LINE OF DUTY.....	9
DEPARTMENT RECORDS.....	10

ADMINISTRATION

PROMOTIONS.....	11
PERSONNEL TRANSFERRED IN.....	11
PERSONNEL TRANSFERRED OUT.....	12
AWARDS.....	12
LOSSES.....	15
CLAIMS.....	19

SPECIAL PROJECTS

ORIENTATION PROGRAM.....	10
--------------------------	----

SUPPORTING DOCUMENTS

MISSION REPORTS.....	17
ENCOUNTER REPORTS.....	32

PHOTOGRAPH

3005 OFFICERS

1st FIGHTER GROUP



STANDING - LEFT TO RIGHT

LT. JOHN F. BYERS, JR., ASST. INTL. AFF. OFFICER
 LT. HAROLD G. REYNOLDS, AIR OPERATIONS OFFICER
 CAPT. JERRY L. BAKER, ENGINEER-IN-CHIEF
 CAPT. PAUL C. DE WILDE, PILOT
 LT. JOHN C. SMITH, ASST. PILOT

KNEELING - LEFT TO RIGHT

CAPT. CHESTER C. DE WILDE, INTL. AFF. OFFICER
 CAPT. DAVID A. BRIDGES, PILOT
 CAPT. DAVID C. KILPATRICK, ASST. PILOT
 CAPT. CHARLES E. YERGEN, PILOT
 MAJOR DAN L. EVANSON, EXECUTIVE OFFICER
 CAPT. PAUL C. TRAPP, FLIGHT SURGEON

PHOTOGRAPHS

ENLISTED PERSONNEL OF THE SQUADRON
SHEET ONE

SECRET



SECRET

PHOTOGRAPHS

LISTED PERSONNEL OF THE SQUADRON
SHEET TWO

SECRET



SECRET

GENERAL SUMMARY OF OPERATIONS**SECRET**

- 1 JANUARY -- THE FIRST MISSION OF THE SQUADRON WAS FOR THE NEW YEAR'S AREA PATROL. THE SQUADRON WAS ON A TERRITORY CONTAINING ALL OF THE PATROL - NO ENEMY AIRCRAFT WERE SEEN, THERE WAS NO FLAK, ALL WE ALL IT WAS JUST A HOP FOR OUR PILOTS.
- 2 JANUARY -- THE SQUADRON IS AGAIN ON AREA PATROL MISSION, BUT THIS TIME THERE WAS SOME ACTION. NO ENEMY AIRCRAFT BEING SEEN THE SQUADRON WENT DOWN TO STRIKE. THE SQUADRON DESTROYED THREE LOCATIONS, THREE TRUCKS, APPROXIMATELY 50 SOLDIERS, ONE STAFF CAR. SOME AUTOMOBILES WERE DAMAGED. FLAK OVER BIELEN WAS MODERATE, LIGHT AND MODERATE ON THE DECK WHERE THE SQUADRON WAS. F/O HALL, F/O SALL, SGTEN TRIED TO RETURN FROM THIS MISSION. AT BIELEN, F/O SITTEN WAS SEEN WHEN HIS FLIGHT TURNED IN SOME TRUCKS, BUT FAILED TO RETURN THE FLIGHT AFTER THEY HAD WILDED UP. HIS ELEMENT LEADER WAS NOT ABLE TO CONTACT HIM IN THE F.A.T.
- 3 JANUARY -- THE SQUADRON WAS ON A COMBAT ESCORT MISSION TO ASCHA REINHOLD. 10/11 CLOUDS AT THROUGHOUT THE MISSION PREVENTED ANY OBSERVATIONS OF ANY KIND, INCLUDING THAT OF BOMBING RESULTS. NO FLAK WAS ENCOUNTERED AS WERE NO ENEMY AIRCRAFT.
- 4 JANUARY -- ANOTHER COMBAT ESCORT MISSION TO ASCHA REINHOLD. 10/12 CLOUDS PREVENTED THE TAKING OF ANY PICTURES.
- 5 JANUARY -- THE SQUADRON ESCORTS HEAVY BOMBERS TO THE FRANKFURT AREA. FLAK WAS HEAVY, INTENSE AND ACCURATE OVER THE TARGET AT 27,000 FEET BUT RESULTS OF VISUAL BOMBING WERE REPORTED AS BEING EXCELLENT. NO ENEMY AIRCRAFT WERE REPORTED AS ENCOUNTERED. THE GROUND CREW SPEARED OUT CAPTAIN YERGER, F/O WALLINE, LT HARE AND LT FIFIELD BUT THESE PILOTS WERE LATER REPORTED AS HAVING LANDED IN ENEMY AIRCRAFT TERRITORY IN FRANCE.
- 7 JANUARY -- ANOTHER COMBAT ESCORT MISSION - THIS TIME TO PADERBORN. DUE TO INTENSE CLOUDS THE MISSION WAS FLAINTLY A WILKRUN. NO FLAK WAS REPORTED, NO ENEMY AIRCRAFT WERE SEEN AND NO OBSERVATIONS OF BOMBING RESULTS WERE POSSIBLE.
- 10 JANUARY -- AREA PATROL BETWEEN KASSEL AND PADERBORN. NO ENEMY AIRCRAFT WERE ENCOUNTERED. BOMBERS WERE REPORTED BUT NONE WERE ENCOUNTERED WHEN SQUADRON ARRIVED AT AREA TO WHICH VECTORED BY NUTHOUSE. NO FLAK. ONE ROCKET SEEN.
- 13 JANUARY -- AGAIN THE SQUADRON ESCORTS BOMBERS TO THE MAINZ MARSHALLING YARDS. THE BOMBERS DID NOT BOMB DESIGNATED TARGETS BUT PICKED SECONDARY TARGETS SOUTH OF MAINZ IN THE VICINITY OF WORMS. BY NUTHOUSE, BUT BOMBES

SECRET

SECRET

TURNED OUT TO BE ONLY ONE AIRCRAFT. THERE WAS NO FLAK
ENCOUNTERED.

11 JANUARY-- THIS WAS THE BIG DAY FOR THE GROUP -- NOT FOR THE SQUADRON.
IT WAS ON THIS DAY THAT THE GROUP ORIGINALLY AND UNOCCASIONALLY,
ALL FIGHTERS IN THE EUROPEAN THEATER OF OPERATIONS FOR
ENEMY AIRCRAFT DESTROYED OR CAPTURED ON ONE DAY.
THE MISSION WAS A BOMBER ESCORT TO DESTROY THE OIL AT PASH
PORT AT BERGEN. THE SQUADRON DESTROYED THIRTEEN AIRCRAFT.
LT STONE DESTROYED 3 ME 109S IN THE AIR; CAPT BRUNING
DESTROYED 3 ME 109S IN THE AIR AND DAMAGED ONE ME 109 IN
THE AIR; CAPTAIN BOY DESTROYED 2 FW 190S IN THE AIR AND
ONE FW 190 ON THE GROUND. HE ALSO DESTROYED ONE LOCOMOTIVE.
LT RICE DESTROYED ONE ME 109 IN THE AIR; LT WILE DESTROYED
ONE ME 109 IN THE AIR AND DAMAGED ONE ME 109 IN THE AIR;
LT DAVISON DESTROYED ONE ME 109 IN THE AIR; LTS WINDHAM AND
LT BARRETT -- IT WAS A BIG DAY TO SEE THE RED-TAILED P-51C
GUZZ THE FIELD AND THEN FLY OVER TO INDICATE A VICTORY --
AND THEN PERHAPS ROLL OVER MAINHORN AND BARKER AGAIN.
THIS WAS THE DAY THAT THE 357TH FIGHTER GROUP PROVED THAT
IT WAS BEYOND ANY DOUBT THE BEST AND THE BEST FIGHTER GROUP
IN THE E.T.O.

TWO OF THE PILOTS OF THE SQUADRON FAILED TO RETURN FROM
THIS MISSION. LT DAVISON AND LT STONE. BOTH OF THESE
PILOTS WERE WITH THE FIGHTERS AT THE BEGINNING OF THE
ENCOUNTER NORTH OF BRANDENBURG BUT WERE NOT SEEN OR HEARD
FROM AFTER THE ENCOUNTER.

BRIEFLY THIS ENCOUNTER WAS AS FOLLOWS: 150 PLUS ENEMY
AIRCRAFT WERE ENCOUNTERED 25 MILES NORTH OF BRANDENBURG
APPROACHING FROM 2:00 O'CLOCK AND 3:00 O'CLOCK POSITIONS
IN COMPANY FRONT FORMATIONS WITH EIGHT ENEMY AIRCRAFT IN
EACH FORMATION FRONT. INTERCEPTION BY THIS GROUP WAS IMMEDIATE
AND PREVENTED ANY CO-ORDINATED ATTACK UPON THE BOMBERS. ONLY
TWO BOMBERS WERE SEEN TO GO DOWN AS A RESULT OF THE ATTACK.
THE ENEMY AIRCRAFT WERE VERY AGGRESSIVE WITH INTERCEPTOR
AND READILY ENGAGED IN COMBAT WITH OUR PILOTS.

ALL IN ALL THIS WAS THE BIG DAY AND THE BIG MISSION FOR
THE 357TH FIGHTER GROUP AND FOR THE 357TH FIGHTER SQUADRON.

16 JANUARY-- THE FIGHTERS OF THE 363RD ARE OFF ON A BOMBER ESCORT
MISSION FROM WHICH THE SQUADRON DID NOT RETURN TO BASE
UNTIL THE 19TH. THE MISSION WAS TO DESTROY THE
THOUGH FIVE OF OUR SHIPS DID RETURN TO BASE. ON THE MISSION
THERE WAS A 10/10 OVERCAST NECESSITATING COMING THROUGH
CLOUDS AND PREVENTING ANY OBSERVATIONS OF THE RESULTS OF THE
BOMBING. HEAVY BLACK SMOKE WAS REPORTED OVER THE TARGET
TO 6,000 FEET. WEATHER CONDITIONS PREVENTED THE SQUADRON
FROM RETURNING TO HOME BASE AND MOST OF THE SQUADRON LANDED
AT CITADEL TO RETURN ON THE 19TH. HOWEVER LT PEILICH LANDED
AT BUNDAY, LT WINDHAM AT BASE, LT CORDY AT BASE, LT THOMPSON
AT MANSTON. LT MALLONIC LANDED AT MARTIN FRANCE. LT
THOMPSON CRASHED AT FRANKINGHAM IN ENGLAND DUE TO UNKNOWN
REASONS. LT HENDERSON WAS KILLED IN THIS CRASH.

SECRET

17 JANUARY-- ON THE 17TH THE SHIPS STAGE ON THE BAY WERE SENT ON A SCOUT-ESORT MISSION WITH THE TARGET THE BIELFIELD MARSHALLING YARDS. THIS WAS A VERY SUCCESSFUL MISSION FOR THE FIVE PLANTS OF THE SQUADRON WHO TOOK PART - NO ENEMY AIRCRAFT WERE SEEN, NO FLAK WAS ENCOUNTERED AND THE TARGET WAS REACHED BY HIGH SPEEDS THROUGH THICK HIGH HAZY CLOUDS.

20 JANUARY-- ANOTHER SCOUT-ESORT MISSION WITH THE WEATHER "10/10 OVERCAST". THERE WAS NO ENEMY AIRCRAFT OR FLAK ENCOUNTERED. THE FLIGHTS OF THE 30TH AND 31ST WERE VERY SUCCESSFUL AND NO FLAK WAS REPORTED AT THEM OR AT THE BOMBERS AT THE TARGET. THERE WAS HEAVY, HEAVY AND INACCURATE FLAK WHILE THE SQUADRON WAS PASSING OUT OVER THE ARTLY NAMED CITY OF "OVERFLAKS".

21 JANUARY-- THE SQUADRON ESCORTS HEAVY BOMBERS - ALL AS IF THROUGH A 10/10 OVERCAST WITH THE BOMBERS DROPPING THEIR BOMBS BY INSTRUMENT AIMING. NO ENEMY AIRCRAFT WERE SEEN - AND FLAK WAS HEAVY. FLAK WAS VERY INACCURATE OVER STUTTGART AND KARLSRUHE AT 20,000 FEET. THE SQUADRON "BEATED OUT" LT FIELDS WHO WAS ON THE B/I TO SAY TO HIS WINGMAN, LT MYERS, THAT HE WAS GOING TO GO DOWN AS HE THOUGHT THAT HIS TRIP WAS COMING TO A LATE FINE. HE ASKED LT MYERS TO STAY WITH HIM. NEITHER PILOT RETURNED WITH THE SQUADRON. RELIEF WAS GREAT WHEN IT WAS LEARNED THAT THE TWO SHIPS HAD LANDED SAFELY IN FRIENDLY TERRITORY.

29 JANUARY-- AFTER A SEVEN DAY REST THE SQUADRON IS OUT AGAIN - ESCORTING HEAVY BOMBERS TO THE KASSEL AIRPORT AND A FOLLOWING STRAFING MISSION. FLAK OVER THE TARGET WAS HEAVY HEAVY AND INACCURATE AS TO LEAD SQUADRONS OF BOMBERS OVER THE TARGET AND HEAVY HEAVY AND ACCURATE AS TO THE FOLLOWING LOW AND HIGH SQUADRONS OF BOMBERS. NO ENEMY AIRCRAFT WERE SEEN. IN THE STRAFING EFFORTS THAT FOLLOWED THE ESCORT THE SQUADRON DESTROYED ONE LOCOMOTIVE AND TWO BOXCARS.

SECRET

SECRET

1. AIRCRAFT ABORTIVE ANALYSIS (EARLY RETURN)

ENGINE	13
COOLANT SYSTEM	2
INSTRUMENT	-
LANDING GEAR	1
PROPELLER	-
OXYGEN	4
ELECTRICAL	-
FUEL INDUCTION	-
WATER TANKS	-

TOTAL ABORTS (MECH - LOCAL)	10
-----------------------------	----

PILOT ILL	1
ESCORT	1
PILOT TROUBLE	2
NAVIGATION	-
RADIO	1
OTHERS	2

TOTAL ABORTS (NON-MECHANICAL)	11
-------------------------------	----

AGGREGATE TOTAL ABORTS AND E/R	25
--------------------------------	----

11. FLIGHT RECORD

NUMBER OF A/C AIRBORNE	293
NUMBER OF A/C AIRBORNE (PREV MONTH)	351
PERCENTAGE OF A/C ABORTIVE	10.5
% OF A/C ABORTIVE (PREV MONTH)	2.5

ENGINE INCLUDES POWER SETTING, ROUGHNESS, ENGINE FUEL
LEAKS, ENGINE CONTROL, OIL LEAKS, FUMES IN COCKPIT ETC.

SECRET

SECRET

111 APPARENT STORAGE ANALYSIS

ROUNDER WHO FIRED	18,122
STORAGE	8
ROUNDER FIRED PER STORAGE	1,665

LINK LMS	1
FAILURE TO EXTRACT FIRE GILT	1
FAILURE TO EXTRACT FROM CHARGE	-
FAILURE TO EJECT	-
BENT PRIMER	1
SOLENOID	2
FAILURE TO CHARGE ROUND	-
MISCELLANEOUS	1

TOTAL

SECRET

SECRET

DEATH OF STAFF SERGEANT SCHUENEMAN

ON 27 JANUARY 1945 THE FIRST VOLUNTEER TO BE KILLED IN LINE OF DUTY IN THIS SQUADRON, AS WELL AS THE ENTIRE 45TH FIGHTER GROUP CAME WITH THE DEATH OF STAFF SERGEANT MELVIN H. SCHUENEMAN IN A CRASH OF AN AT-50 IN WHICH HE WAS A PASSENGER.

MELVIN H. SCHUENEMAN WAS 23 YEARS OF AGE. HE LIVED WITH HIS WIFE, VALORA SCHUENEMAN, ON THE CONTROL ROAD 50 MILES FROM MARINE CITY MICHIGAN UNTIL THE TIME OF HIS ENLISTMENT IN THE ARMY ON 18 MAY 1942. IN CIVILIAN LIFE HE WAS EMPLOYED IN A MANUFACTURING PLANT IN THE MAKING OF PLASTICS. HIS FATHER AND MOTHER BOTH DIED IN HIS INFANCY.

S/SST SCHUENEMAN ATTENDED AIRPLANE MECHANICS SCHOOL FOR EIGHTEEN WEEKS. LATER HE ATTENDED A P-51 SCHOOL FOR SIX WEEKS AND A MERLIN ENGINE SCHOOL FOR TWO WEEKS. HE WAS ASSIGNED TO THIS SQUADRON ON 5 JANUARY 1943. HE WAS PROMOTED TO CORPORAL 1 MARCH 1943, TO SERGEANT ON 1 APRIL 1943 AND STAFF SERGEANT ON 1 JUNE 1943.

STAFF SERGEANT SCHUENEMAN WAS CLASSIFIED AS AN AIRPLANE MECHANIC ON 23 NOVEMBER 1942 AND AS AN AIRPLANE MAINTENANCE TECHNICIAN-AREA CHIEF ON 10 MARCH 1943.

HE WAS AWARDED THE GOOD CONDUCT MEDAL ON 15 JUNE 1944 AND THE BRONZE STAR ON 1 AUGUST 1944.

ON 22 JANUARY 1945, STAFF SERGEANT SCHUENEMAN WAS ORDERED TO THE CONTINENT TO REPAIR CERTAIN P-51 AIRPLANES OF THE SQUADRON THAT HAD LANDED ON THE CONTINENT FOLLOWING COMBAT MISSIONS BECAUSE OF VARIOUS NEEDS FOR REPAIRS ETC. HE WAS TRANSPORTED TO THE CONTINENT IN AN AT-40 WITH 1ST LT WILLIAM E. CORBY AS PILOT.

RETURNING FROM THIS DUTY OF 27 JANUARY 1945 STAFF SERGEANT SCHUENEMAN WAS KILLED WHEN THE PLANE CRASHED AT SWINGATE, NEAR DOVER, IN KENT, ENGLAND. THERE WERE NO EYE-WITNESSES TO THE CRASH BECAUSE OF LIGHT FOG, BUT THOSE HEARING THE AIRPLANE REPORT THAT IT WAS FLYING AT APPROXIMATELY 200 FEET WHEN THE SHIP APPARENTLY ATTEMPTED TO GAIN ALTITUDE. SUDDENLY THE ENGINE STALLED AND THE AIRCRAFT CRASHED, KILLING BOTH OCCUPANTS AND DEMOLISHING THE AIRCRAFT AS IT BURNED.

STAFF SERGEANT SCHUENEMAN WAS ONE OF THE VERY FIRST TO BE ASSIGNED TO THIS SQUADRON. HIS DEATH CAME AS A GREAT SHOCK AND WAS FELT AS A GREAT LOSS BY ALL OF HIS FELLOW SOLDIERS WHO HELD A VERY HIGH RESPECT AND A VERY WARM REGARD FOR HIM AS A SOLDIER AND AS A FRIEND.

SECRET

SECRET

THE DEPARTMENTS

COMMUNICATIONS

THE COMMUNICATIONS DEPARTMENT HAS VERY LITTLE TO REPORT FOR THE MONTH OF JANUARY 1945. THE DEPARTMENT DID MANAGE TO COLLECT A RADIO REPORT DESPITE ITS UNFLAGGING EFFORTS. THE SQUADRON NOW HAS TWELVE MONTHS OF COMBAT OPERATIONS UNDER ITS BELT AT PRESENT AND THE COMMUNICATIONS DEPARTMENT HAS A TOTAL OF SIX AGENTS, NOT TWO, AND EVEN BETTER WHEN CONSIDERING THAT TWO OR THREE WERE PILOT ERRORS. MOST OF THE MONTH WAS SPENT IN ROUTINE WORK DUE TO THE COMPARATIVELY FEW "OPERATIONAL DAYS" AS A RESULT OF OLD MAN WEATHER'S EFFORTS.

TRAINING PROGRAM

ORIENTATION

THE MONTH OF JANUARY WAS IN THE USUAL WAY FOR ORIENTATION -- SOME WERE GOOD AND SOME NOT SO GOOD. HOWEVER BELOW IS A LIST OF PROGRAMS AND THE DISCUSSION LEADERS:

- (1) "WAR CRIMINALS AND WHAT TO DO WITH THEM" - S/SGT SETZER
- (2) "HOW ABOUT WORLD WAR III" - S/SGT CLINE
- (3) "JERRY'S ATTITUDE TOWARD OUR G.I.'S" - SGT ANDERSON
- (4) "A TALK ON THE 'WESTERN FRONT'" - AN INFANTRY OFFICER

SECRET

SECRET

NAME & SERIAL NUMBER	ADDITIONAL PROMOTIONS	ORDER NO.	DATE
ALVIN L. BRYAN, 10230743	PFC	1	AAF STA 373 1-1-45
FRANK L. CARLISLE, 10230743	LT COL	12	AAF STA 373 1-1-45
RAUL A. ESQUIVAL, 10230743	PFC	1	AAF STA 373 1-1-45
LOUIS H. HAYS, 10230743	PFC	1	AAF STA 373 1-1-45
ROBERT F. REYNOLDS, 371677-1	PFC	1	AAF STA 373 1-1-45
CHARLES L. GUSTI, 13113412	PFC	1	AAF STA 373 1-1-45
VINCENT W. INGLELL, 342730-2	PFC	1	AAF STA 373 1-1-45
RAMON V. RIVEROBUEZ, 342730-2	PFC	1	AAF STA 373 1-1-45
THOMAS E. PAYNE, 10230743	PFC	1	AAF STA 373 1-1-45
DONALD G. MOORE, 10230743	PFC	13	AAF STA 373 1-1-45
FLOYD W. ATRINS, 10230743	PFC	13	AAF STA 373 1-1-45
MINE (NMI) DUECK, 10230743	PFC	19	AAF STA 373 1-1-45
HOLLEY C. JOHNSON, 10230743	PFC	24	AAF STA 373 1-1-45
FRANK A. KYLE, 10230743	PFC	24	AAF STA 373 1-1-45
GENE H. LASSWELL, 10230743	PFC	24	AAF STA 373 1-1-45
WILLIAM T. LEE, 10230743	PFC	23	AAF STA 373 1-1-45
RICHARD W. TAYLOR, 10230743	PFC	30	AAF STA 373 1-1-45

SECRET

PERSONNEL TRANSLATION

NAME, RANK, SERIAL #	UNIT	DATE	AWARDS	NOTES
RONALD W. STITT , 6915272	56 FTR WING	2-1-45		
LEE S. HANTROS 1ST LT, O-441026	8 AF	2-1-45	AM 1 OLC	1-1-41 ETC
(TRANSFERRED TO 8 AF - DUTY ASSISTANT ASST TO DIR OF CPUS)				
CLARENCE E. ANDERSON, JR O-730321	30 AIR DIV	17-1-45	AM 10 OLC	12-2-2 ETC
(COMPLETED SECOND TOUR)				
CHARLES E. YEAGER CAPT, O-807065	30 AIR DIV	11-1-45	AM 5 OLC	13-2-3 ETC
(COMPLETED TOUR OF DUTY)				
DFC				
BRONZE STAR				
SILVER STAR				
PURPLE HEART				
NORMAN W. GAILER CAPT, O-061568	45 (US) GEN HOSP	21-1-45		
(TRANSFERRED TO DET OF PATIENTS)				

AWARDS

NAME & SERIAL #	RANK	AWARD	NOTES	ORDER #	DATED
HENRY L HARE O-829855	2ND LT	AM	30 AIR DIV	10	7-1-45
CLARENCE E ANDERSON, JR	MAJOR	3 OLC TO AM	" " "	"	"
O-730321		10 OLC TO AM	" " "	"	"
JAMES W. BROWNING, CAPTAIN		8 OLC TO AM	" " "	"	"
O-710361					
FRANK L GAILER	1ST LT	7 OLC TO AM	" " "	"	"
O-688813					
WILLIAM R.F. DUNLOP, JR	1ST LT	6 OLC TO AM	" " "	"	"
O-695150					
JOHNNIE L CARTER, 1ST LT		4 OLC TO AM	" " "	"	"
O-886664					
JOHN R. STERN	1ST LT	5 OLC TO AM	" " "	"	"
O-802360					
GEORGE J RICE	1ST LT	2 OLC TO AM	" " "	"	"
O-754702					
JAMES R. SLOAN	1ST LT	2 OLC TO AM	" " "	"	"
O-671070					

SECRET

SECRET

		AWARDS (CON)		SECRET	
NAME	SERVICE NO.	RANK	AWARD	HOW	DATE
DONALD H. BOCHKAY		CAPT	5 OLC TO AM	30 AIR DIV	17-1-45
U-712346					
WILLIAM R. F. COLE		1ST LT	5 OLC TO AM	" " "	"
U-695159					
RAYMOND E. SOLEY		1ST LT	2 OLC TO AM	" " "	"
U-122317					
JOE S. CANNON		1ST LT	2 OLC TO AM	" " "	"
U-122621					
CL. WOOD A. 2A 100		1ST LT	1 OLC TO AM	" " "	"
U-122318					
PETER PIELICH		1ST LT	1 OLC TO AM	" " "	"
U-705041					
CHARLES T. GUNN		1ST LT	5 OLC TO AM	" " "	"
U-711557					
SAUL T. ALBAN		1ST LT	5 OLC TO AM	" " "	"
U-706079					
JAMES T. BENDMAN		1ST LT	2 OLC TO AM	" " "	"
U-701139					
ROBERT E. FETTER		1ST LT	5 OLC TO AM	" " "	"
U-701007					
WARNER P. HEDGECOCK		1ST LT	5 OLC TO AM	" " "	"
U-117105					
GEORGE J. WISE		1ST LT	3 OLC TO AM	" " "	"
U-757042					
CARROLL B. CANTON		1ST LT	5 OLC TO AM	" " "	"
U-700315					
PAUL N. BOYLES		2ND LT	5 OLC TO AM	" " "	"
U-825616					
DOLO E. AUGUGLIARO		S/SGT	BRONZE STAR	" " "	X51 15-1-45
32175558					
EDWARD K. SIMPSON		CAPTAIN	4 OLC TO AM	" " "	51 15-1-45
U-745529					
DANIEL A. MYERS		2ND LT	1 OLC TO AM	" " "	51 15-1-45
U-722160					
SAUL SITZER T-3064		F/O	1 OLC TO AM	" " "	51 15-1-45
MICHAEL E. EMERY		2ND LT	AIR MEDAL	" " "	66 19-1-45
U-826613					
DONALD H. BOCHKAY		CAPTAIN	6 OLC TO AM	" " "	66 19-1-45
U-742854					
WALTER E. CORRY		1ST LT	2 OLC TO AM	" " "	66 19-1-45
U-826632					
JOHNIE L. CARTER		1ST LT	5 OLC TO AM	" " "	66 19-1-45
U-866664					
GUERNSEY I. CARLISLE		MAJOR	10 OLC TO AM	" " "	81 23-1-45
U-395550					

SECRET

	PENDING	RESERVED	TOTAL
AS OF 31 DECEMBER 1964	AIR 16-0-0 GROUND 0-0-0	121-0-21 7-0-7	137-0-21 7-0-7
DURING JANUARY 1965	AIR 12-0-2 GROUND 1-0-0		
AS OF 31 JANUARY 1965	AIR 185-0-26 GROUND 7-0-7	15-1-1 1-0-0	

CRET

LOCUS

3-1-45 ALL SITZER
A-3064

FA SITZER WAS FLYING THE WING OF MIA
LT. JOHN W. L. CARTER, DURING AN OPERA-
TIONAL FLIGHT IN VICINITY OF WITZLAR,
GERMANY, WHEN THE SQUADRON WENT DOWN
WHEN THEY STARTED DOWN TO BURNED SOME
TRUCKS, FA SITZER WAS ON LT. CARTER'S
WING. AFTER THE FLIGHT PULLED UP FA
SITZER WAS NOT IN THE FORMATION - NO
ONE HEARD OF OR SEEN AGAIN.

14-1-45 WILLIAM R. DUNLAP
O-25152 1ST LT

LT DUNLAP WAS WITH THE SQUADRON WHEN MIA
THE SQUADRON INTERCEPTED 150 PLUS E/A
THAT WERE ATTEMPTING TO ATTACK THE BOMBERS
ESCORTED BY THE SQUADRON. AFTER THE ATTACK
NOTHING MORE WAS HEARD OF OR SEEN OF LT
DUNLAP.

11-1-45 JAMES R. SLOAN 1ST LT
O-26070

LT SLOAN WAS WITH THE SQUADRON WHEN MIA
A SQUADRON INTERCEPTED 150 PLUS E/A THAT
WERE ATTEMPTING TO ATTACK THE BOMBERS
ESCORTED BY THE SQUADRON. LT. SLOAN WAS
WITH THE SQUADRON WHEN THE ATTACK ON
THE E/A WAS MADE BUT FOLLOWING THE
ENCOUNTER WAS NOT HEARD OF OR SEEN
AGAIN.

15-1-45 WILLIAM B. THOMPSON
O-71248 2ND LT

ON ARRIVING AT THE HOME BASE AFTER A KILLED
COMPLETION OF AN OPERATIONAL MISSION
LT THOMPSON WAS NOT ABLE TO LAND
BECAUSE OF EXTREMELY HAZARDOUS
WEATHER CONDITIONS. HE WAS DIRECTED
BY FLYING CONTROL TO PROCEED TO ANOTHER
BASE WHERE CONDITIONS WERE MORE FAORABLE.
HE REPORTED ONE HOUR'S GAS SUPPLY AT
THAT TIME. ENROUTE TO SUBSTITUTE FIELD
THE SHIP CRASHED AND PILOT WAS KILLED.
CAUSE OF CRASH IS UNDETERMINED.

27-1-45 WALTER E. CORBY 1ST LT
O-226732

LT. CORBY WAS RETURNING FROM THE KILLED

CRET

CRET

