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59-41-31-4
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81ST AIR FORCE
VIII FIGHTER COMMAND
66TH FIGHTER WING
357TH FIGHTER GROUP
36TH FIGHTER SQUADRON

JUNE 1944

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744-92

Classified "SECRET"
Auth VIII Ftr Comd
Memorandum 125-1
Dated 13 November 1943
Handwritten initials

S E C R E T

UNIT HISTORY

363rd Fighter Squadron

CHRONOLOGICAL SEQUENCE

OF

EVENTS

Month of June 1944

FOREWORD: JUNE and "D" day has arrived. The tension, anticipation and final phase that all peoples of enslaved and free nations have been awaiting finally was unleashed with a methodical precision and purpose a forethought never before witnessed by man, the emancipation of a continent. The colossal military plan became an achievement and reality when on the morning of the sixth of June, large amphibious forces of British and Americans with contingents of other nations, landed on the French Coast between Le Havre and Cherbourg. To all the members of the Squadron it meant that each man was to play his assigned part and participate in the "Big Show" which was to be forever commemorated in the annals of history. All were eager to "get going" and a new air of responsibility prevailed, the pilots room for the ground forces on the beachheads who were going in. The crouching lion had sprung, this then, is June---

1 June Announcement is made of the following awards to Pilots of the Squadron:

DISTINGUISHED FLYING CROSS

WILLIAM R O'BRIEN, Capt., AC
CHARLES K PETERS, 1st Lt., AC
JOSEPH F PIERCE, 1st Lt., AC

OAK LEAF CLUSTER TO AIR MEDAL

JAMES W BROWNING, 1st Lt., AC	ROBERT N MOORE, 1st Lt., AC
ROBERT W FOY, 1st Lt., AC	WILLIAM B OVERSTREET, JR, 1st Lt., AC
ROBERT C GANGWISH, 2nd Lt., AC	CHARLES S PEARSON, 1st Lt., AC
GEORGE G GEORGE, 2nd Lt., AC	EDWARD K SIMPSON, JR, 1st Lt., AC
EDWIN W. HIRO, Captain, AC	RAYMOND W STAUDTE, 1st Lt., AC
HENRY R KAYSER, 2nd Lt., AC	LAWRENCE D WOOD, 1st Lt., AC
WILLIAM D MICHAELY, 1st Lt., AC	JOSEPH F PIERCE, 1st Lt., AC

TWO OAK LEAF CLUSTERS TO AIR MEDAL

ERNEST C TIBDE, JR 1st Lt., AC

(See document 2 append)

-1-
SECRET

S E C R E T

PURPLE HEART

CHARLES E YEAGER, Flight Officer, AC

(See Document 3 append)

And of the following awards:

ROGER E PAGELS, 1st Lt., AC., Distinguished Flying Cross
ROBERT W FOY, 1st Lt., AC., Oak Leaf Cluster to Air Medal
LAWRENCE D. WOOD, 1st Lt., AC., Oak Leaf Cluster to Air Medal
(See Document 4 append)

The following EM are assigned to the Squadron:

KENNETH C SYLVESTER, T/Sgt., ASN 12162147

FRANK R HARTIG, Cpl., ASN 33398759

(See Document 5 append)

1st Lt ROBERT W FOY, was the first pilot to be sent to the Rest Home for Combat Crews on orders and from his reports it is quite a place. Steaks, good old US ice cream, the luxury of a real mattress and the numerous sports facilities such as a swimming pool all added to the enjoyment of "Grand Hotel".

(See Document 6 append)

The following promotions of EM were announced:

MILBURNE WUYKENDALL, ASN 35477294, to Master Sergeant
JOHN J SMUDA, ASN 36348987, to Master Sergeant
LEO L OWOC, 35383486, to Technical Sergeant
WARREN R ADAMS, ASN 33185168, to Staff Sergeant
CHESTER A BERRY, ASN 35589259, to Staff Sergeant
CHARLES H HAMMELL, ASN 32159310, to Staff Sergeant
RAYMOND L MCKAIN, ASN 35716139, to Staff Sergeant
REGINALD K BARRATT, ASN 37231606, to Staff Sergeant
FRANCIS B CLARKE, ASN 32287011, to Staff Sergeant
PHILLIP S HAMMOND, ASN 18121072, to Staff Sergeant
PAUL K REICHEL, ASN 32378117, to Staff Sergeant
ROBERT D STODDARD, ASN 37457026, to Staff Sergeant
LEON E ZIMMERMAN, ASN 38249924, to Sergeant
RAY R FAIRMAN, ASN 33415590, to Corporal
CESARE CALVANO, ASN 33582834, to PFC
ELM H CLAMPITT, ASN 35090605, to PFC
LEO GUILLORY, ASN 38486506, to PFC

2 June

Bomber escort to Beaumoin with no enemy aircraft seen. Bombing results were again obscured by 10/10 overcast. All pilots returned to base.

(See append 7)

The second mission of the day was to escort two B 17's over the southern coast of England for a distance of 50 miles out over the English Channel. Nothing eventful occurred but such a flight by two lone B 17's is unusual. Is there something in the air?

3 June

Another short bomber escort mission to Bruxelles. The channel and coast continue overcast.

(See document 9 append)

S E C R E T

Announcement is made of the following awards to Pilots now MIA:

STANLEY M OMERNIK, 2nd Lt., ASN O-807593, Oak Leaf Cluster to Air Medal
DONOVAN D SIVERTS, 1st Lt., ASN O-751469, Oak Leaf Cluster to Air Medal
(See Document 10 append)

Announcement is made of the following promotions:

ROBERT W FOY, ASN O745340, to Captain
CHARLES K PETERS, ASN O745495 to Captain
(See Document 11 append)

4 June Another bombing escort mission to airfields in France, this time Avord and Tours. Recently our missions have changed from strategic to tactical with continued short hauls into France. Tactical targets have been the objectives of the bombers, and the flights have been keynoted by the absence of the Luftwaffe. The sky over France is filled with our big and little friends consequently our enviable record of claims is now remaining dormant. All the pilots are impatient to engage the Luftwaffe. Where are they?

(See Document 12 append)

5 June Another short two hour sweep of the Pas De Calais area. Again no enemy planes seen and all returned. BUT THERES SOMETHING COOKING IN THE CHANNEL!

(See Document 13 append)

At 2130 hours a briefing of all pilots and S-2 officers was called in group briefing. "D DAY HAD ARRIVED" Detailed maps and plans were disclosed as the command deemed necessary to accomplish the group missions for the morrow. ALL WAS SECRET. Many security measures were taken and guests on the post were detained for the night. An undercurrent of expectancy prevailed.

6 June With Colonel DONALD W GRAHAM leading the group and squadron the planes took off at 0215 hours in total darkness. The droning of motors from heavies had been heard for an hour or more. Few pilots or ground personnel could sleep this night. All knew that the fighters were to have busy days ahead giving support to bombers and amphibious forces. Our first mission for the early morning consisted in area patrol just west of JERSEY and GUERNSEY islands off the Cherbourg peninsula. Weather conditions were anything but favorable. A heavy overcast and a strong northeast wind handicapped the work of the airforce. For seven continuous hours our fighters patrolled over the channel some being blown far south into France. Necessary R/H priorities limited the use of a "Fix". At 0915 the squadron returned to base without encountering a single enemy plane. One of our pilots failed to return from this mission - 1st Lt ROGER E PAGELS (See document 14 appended) 1st Lt CHARLES E PEARSON, first reported MIA later was discovered to have successfully landed in England. (See document 15 append) All pilots reported the sky over France filled with friends.

(See document 15 append)

SECRET

S E C R E T

The second mission of the day was to bomb all transportation and military movements in an area in the vicinity of MAYENNE. It was the beginning of a plan to delay and harass the bringing up of supplies and re-inforcements to the beachheads. The squadron destroyed by bombing and strafing, a Tiger tank, three gas trucks, a personnel truck, two locomotives, one radion tower and five staff cars, one staff car having a motorcycle escort. 1st Lt IRVING A SMITH, failed to return from this mission (See Document 17 append). The pilots returned eager to go again. (See document 16 append)

The third mission of the day had as its objective the bombing of a troop movement in the vicinity of Chateaudun. The primary target was not seen however other targets of opportunity were bombed and strafed. A gasoline train, two military vehicles were destroyed and two locomotives were damaged. All pilots returned. At 2200 hours the pilots went to the mess for their first real meal of the day, with the satisfaction that they were indeed in the show. Many congratulatory remarks were made to the crew members and other personnel during this period for maintenance and performance of aircraft.

(See document 18 append)

7 June A solid overcast prevented the squadron from locating the motor convoy reported moving north from southern France and it was necessary to return to base with bombs.

(See document 19 append)

The second mission was consisting of area support. Inclement weather again harassed our fighters. No enemy aircraft being seen, the flights proceeded to the deck and destroyed one locomotive and damaged two flak towers by strafing.

(See document 20 append)

8 June More bombing and strafing was the order of the day. On the first mission to LAVAL train movements were hit hard. At Vitre 10 to 15 flat cars and box cars were destroyed with two warehouses at a marshalling yard. Ten box cars and RR tracks were damaged at Chateaunourg. Numerous convoys were reported dispersing along the side roads leading from southern to northern France. These were observed on the way out. All pilots returned. (See document 21 append)

On the second mission the squadron again went to LAVAL. Using bombs rail-road transportation was again given a terrific pasting. Eight flat cars, two tank cars, six box cars, three locomotives, two locomotive tenders were destroyed. RR tracks, a roundhouse, locomotive, turntable, radio tower, five flat cars with trucks and twenty other box cars were damaged by bombs and strafing. Again all pilots returned safely.

(See document 22 append)

The third mission resulted in a bomber - recall due to bad weather. (See document 23 append)

Announcement is made of the following promotions:

WILLIAM S DAVIS, ASN 0813125, to 1st Lt.
JOHN R SKHRA, ASN 0759099, to 1st Lt.

(See document 24 append)

S E C R E T

The following pilots were assigned to the Squadron:

WILLIAM S FENNELL, 1st Lt., AC., 0726353
HENRY B FRANKLIN, 2nd Lt., AC., ASN 0683434
RICHARD C ROPER, 2nd Lt., AC., ASN 0678821

(See Document 25 append)

10 June

After a days rest due to weather the squadron participated in another three mission day. On the First mission the squadron patrolled the sky south of the beachhead for five hours without encountering a single Jerry. Again poor weather limited the visibility but if Jerry was there he wasn't about to come near.

(See Document 26 append)

The second mission was nother area support for the heavies at CHATEAUDON. Again no enemy aircraft was seen.

(See document 27 append)

The third mission was dive bombing at Constances and Argentan. Again road and train transportation was the target. A big day was had by all with the exception that 2nd Lt JOHN K CHILDS, one of the most popular of the new pilots, was reported MIA. It is believed and hoped that he bailed out (See Document 29 append). The following transportation was destroyed: six military vehicles, one ammunition vehicle car, one armored car, one Diesel engine, two large vans, one truck, railroad tracks, two personnel lorries and a railroad shed and several box cars. The end of a perfect day.

(See document 28 append)

11 June

Another glide bombing mission and one wonders when the Wehrmacht moves. We destroyed four military trucks one medium tank, four flat cars and damaged one medium tank and one tiger tank. As to the damaged tank it was a case of "Hold that Tiger". The Tiger was chased through villages across fields, through several farm houses and even attempted concealment in a barn. Due credit must be given the Tiger for exhausted of bombs and ammunition, it surted as a very tired and badly damaged tank.

(See document 30 append)

The second mission was a reconnaissance mission to southern France in search of a Panzer division reported moving north from south of Bordeaux. A low overcast made observation difficult and the target was not discovered.

(See Document 31 append)

12 June

A return to the type of mission with which the Squadron is so familiar with was announced - area support and bomber escort. Both missions were uneventful although the planes were in the air for a total of approximately seven hours. Noyon and Druex, were the targets for the heavies however no enemy aircraft were seen on either mission.

(See Documents 32 & 33 append)

It is announced that the following Pilots are assigned to the Squadron:

HAROLD O. HAND, ASN 0706384, 2nd Lt., AC
DONALD J PASAKA, ASN 0702833, 2nd Lt., AC
FRANCIS L SULLIVAN, ASN 0818042, 2nd Lt., AC

(See Document 34 append)

S E C R E T

13 June Another bomber escort to Beaumont and Beauvais. Again heavy overcast prevented observation of bombing results. The question is now on everyones tongue "What is Jerry waiting for"?

(See document 35 append)

It is announced that FREDERICK BIERSCHWALE, Corporal, ASN 38256048, is transferred to 357th Fighter Group.

(See document 36 append)

14 June A short area support Type 16 control mission to Chartres. Again no contact with Jerry.

(See document 37 append)

15 June A bomber escort mission to Hanover, the first to Germany in weeks. But Jerry is consistent and again refuses to fight.

(See document 38 append)

Award of an Oak Leaf Cluster to the Air Medal is made to the following Pilot Missing in Action - WILLIAM D MICHAELY, 1st Lt., AC.

(See document 39 append)

16 June This strafing mission to POITIERS introduced a new technique in destroying ground targets. Lt-Colonel Hayes in briefing suggested dropping wing tanks with about 2/3 gas on targets and then to set the targets afire by strafing them. And how it worked! First the tanks were dropped on the first sweep and then by strafing a conflagration was started in the marshalling yard at POITIERS. The following were destroyed: One locomotive, one ammunition truck and seven passenger cars. There were in addition approximately one hundred various types of railroad cars in the yard when the pilots left the vicinity four large huge fires had been started. It was impossible to assess the number of cars which burned. What a day!

(See document 40 append)

The following EM have been assigned to the Squadron:

JOE KOVACH, JR., PFC, 36177284
VINCENT J INGLESE, PVT., 32273942
ALOYSIUS R PYKA, PVT., 36347094

VICTOR BROWNEAGLE, PVT., 36264494
LOUIS H HAYS, PVT., 38406862

(See document 41 append)

17 June Another uneventful mission escorting bombers to NANCY with all pilots returning safely.

(See document 42 append)

The second mission was a bomber escort to LAVAL to destroy the airfield. For the first time in weeks there was good air to ground visibility and excellent bombing results were observed. Still the Luftwaffe refused to come up.

(See document 43 append)

18 June Another bomber escort mission to Germany, this time the target was our old target HAMBURG. The bombers really pasted their targets and huge fires and heavy smoke covered the area.

(See document 44 append)

S E C R E T

19 June A bomber escort mission to Laval was recalled due to bad weather.
(See document 45 append)

An uneventful area support mission over St Pol occurred in the afternoon. Again no enemy fighters were encountered and everyone is becoming concerned over Jerry's refusal to come up. "You can't hit 'em when you can't see 'em," but Jerry just isn't there.
(See document 46 append)

20 June Another long range bomber escort mission to East of Stettin. For the first time in weeks Jerry came up but only to hit at the straggling bombers and too far out for range for the Squadron to engage them. Only three Me 109's were seen below which were handily taken care of by one of the other squadrons.

(See document 47 append)

Everyone welcomed a strafing mission for the afternoon to Soissons area, looking forward for some real action. A Panzer division reported moving between Soissons and Paris was the objective, however it could not be located on either the highway or the railroad. A military truck was destroyed just north of the Soissons when it tried to disperse into a side road.

(See document 48 append)

21 June Finally another mission to big "B". Certainly Jerry would come up when Berlin was bombed. One of the largest task forces ever to hit the area was employed and though fires and smoke were observed all over the area no enemy fighters were encountered. All returned safely.
(See document 49 append)

22 June An escort mission to PARIS. The heavies started numerous fires at their target and again the sky was filled with nothing but big and little friends.

(See document 50 append)

23 June Another fighter sweep and strafing mission to northern France. The squadron was out for five hours and although no Jerries were encountered two convoys were strafed in area of Beauvais. Six military trucks were destroyed and six RR goods wagons and four tanks were seriously damaged on the highways. Again all pilots returned safely.
(See document 51 append)

24 June This mission afforded a combination bomber escort to TOURS and withdrawal to enemy coast and then our fighters were to return into the area and strafe transportation. A RR bridge at TOURS was the bombers target. On the return into the Le Mans area the squadron sighted a 12 truck convoy on the edge of a dense woods but before the first pass could be made it had dispersed. The elacrity with which this was accomplished indicated that motorized units moving up are utilizing all natural camouflage to its fullest extent and probably using the highways with the most forests.
(See document 52 append)

The afternoon mission was a Type 16 control, and resulted in a milk run.
(See document 53 append)

S E C R E T

SECRET

25 June The longest bomber escort mission we had had in days - to bomb the airfield at TOULOUSE southeast of BORDEAUX. Though the Squadron flew from one end of France to the other no enemy aircraft was seen.
(See document 54 append)

The afternoon bomber escort mission was a short uneventful one into Northern France.

(See document 55 append)

27 June After a welcome day of rest due to inclement weather the squadron went on a dive bombing mission in the Paris area. The group was split into two sections two of our flights flying each section. A freighttrain and many box cars and other freight cars were destroyed and our two flights in section two destroyed two hangars. Our flights acted as top cover in both sections hence did not achieve the number of claims as the other two squadrons.

(See document 56 append)

28 June Another bombers escort mission to target just north of Paris. Again the Luftaffe did not make its appearance.

(See document 57 append)

29 June This turned out to be the day the squadron had been waiting for! A bomber escort mission with the target oil refineries at Badgeburg and Brunswick finally brought up an aggressive Luftaffe. It was the first time in a month that Jerry had indicated a willingness to fight and it will be some time before he forgets the "YOKFORD BOYS".

The results of the mission were:

one FW 190 and 2 ME 109's destroyed by Capt ROBERT W. ROY, (See 65 append)

Three FW 190's destroyed by Captain CLARENCE E. UNDERSON, (See 66 append)

Two ME 410's destroyed by Captain JAMES W. BROWNING, (See 67 append)

One FW 190 destroyed - shared by Captain JAMES W. BROWNING and Lt

RAYMOND STAUBIS, (See Document 68 append)

one ME 410 destroyed by Lt WILLIAM S. FENNELL (See doc 67 append)

One ME 109 destroyed by Captain DONALD H. BOCHRAY, (See document 69 append)

One FW 190 destroyed by Lt. WILLIAM B. OVERSTREET, (See document 70 append)

A total of twelve destroyed without a single loss. Thus endeth a perfect day.

(See document 58 append)

It is also reported both through channels and by the War Department notifications that the following pilots are prisoners of war:
Lts., Hinnan, Donnell, Reust and Jones.

Announcement is made of the following awards:

DISTINGUISHED FLYING CROSS

JAMES W. BROWNING, Capt., AC

ROBERT N. MOORE, 1st Lt., AC

(See Document 59 append)

OAK LEAF CLUSTER TO DISTINGUISHED FLYING CROSS

DONALD H. BOCHRAY, Captain, AC

(See document 59 append)

JOSEPH F. PIERCE, 1st Lt., AC, missing in action

(See document 60 append)

OAK LEAF CLUSTER TO AIR MEDAL

PAUL K. DEVALES, Captain, AC

ROBERT C. GANGWISH, 1st Lt., AC

SECRET

GEORGE G. GEORGE, 1st Lt., AC	WILLIAM P. OVERSTREET, JR., 1st Lt., AC
ROBERT E. STAUDT, 1st Lt., AC	RAYMOND STAUDT, 1st Lt., AC
HENRY R. KAYSER, 1st Lt., AC	HAROLD L. KENNEY, 1st Lt., AC
	(See document 59 append)
IRVING A. SMITH, 1st Lt., AC	
	(See document 60 append)

announcement is made of the following promotions from 2nd Lt to 1st Lt:

MARION E. BURNETT	WILLIAM H. FRICHER
JOHN K. CHILDS	FLOYD J. LINDARD
ROBERT D. TITUS	(See document 61 append)

The following transfer of E1 of the squadron is announced:
 KENNETH C. SWINERTON, P/Sgt., 12162147, to 409th Service Squadron.
 (See document 62 append)

30 June

The final mission of the month consisted in a combination bomber escort and dive bombing. The fighters escorted with bombs and after withdrawal bombed numerous ground targets. The following targets were hit: a marshalling yard with tracks and 25 plus goods cars, a car repair shop, and switch house. The bombing was done through a very low overcast which made the operation difficult.
 (See document 63 append)

Announcement is made of the following awards:

DISTINGUISHED FLYING CROSS

ROBERT W. FAY, Capt., AC	EDWARD W. HIRN, Major, AC
EDWARD K. STITCH, JR., 1st Lt., AC	THOMAS D. WOOD, 1st Lt., AC
WILLIAM P. OVERSTREET, 1st Lt., AC	(See document 64 append)

CLARET CLUSTER TO DISTINGUISHED FLYING CROSS

CLARENCE E. ANDERSON, JR., Capt., AC

CLARET CLUSTER TO AIR MEDAL

CHARLES A. PEARSON, 1st Lt., AC	ERNEST C. TILLEY, JR., 1st Lt., AC
HENRY R. KAYSER, 1st Lt., AC	
	(See document 64 append)

Throughout the month.

INVASION month was one of long hours and hard work for all personnel of the squadron. Even intelligence slept on the line. Beds were placed in the Pilots room and it became a case of catching a "wink" when you can. The twelve new pilots received during the latter part of May and early June, soon became veterans and their assistance was soon appreciated by all the "aces". Again the Squadron was fortunate in the acquisition of its new men. Flight Officer Yeager, with his incomparable persuasive power and dynamic personality or could it be some other untold reason, finally persuaded the powers that be to permit him to remain on operations in the "ETO" and to cancel his impending trip back to the States as his reward for escaping from France. Such a decision was certainly a credit to "Chuck" and his fellow pilots.

One of the outstanding factors of the month was the efficiency displayed by the various "line" departments. In spite of round the clock missions and literally simultaneous takeoffs and returns, there was no time that a complete squadron could not be put in the air. Engineering, Armament and Communications were definitely "on the ball". The personalities and accomplishments of the enlisted men were flying with their ships. Teamwork, an inherent second nature of the Yank, was revealing itself in the encounter and mission reports.

CONCLUSION

The invasion had begun, home seemed a little closer, and everyone was happy.

SO 147

R E S T R I C T E D
Hq ETCUSA

26 May 1944

E X T R A C T

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38. Announcement is made of the temp promotion of the following O, AC,
Eighth AF, to the gr indicated in AUS w/rank fr date of this order:

Capt to Maj

EDWIN W. HIRO, 0728661

By command of General EISENHOWER:

R. B. LORD,
Brigadier General, GSC,
Deputy Chief of Staff,

OFFICIAL:

SEAL

R. B. LOVETT,
Brigadier General, USA, Adjutant General.

A TRUE EXTRACT COPY:

Blue 11/18
DAVE C. WILLETT,
Capt., Air Corps,
Adjutant.

R E S T R I C T E D

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GENERAL ORDER)

WILLIAM H. O'RIEN, 1st Lt., Army Air Forces, United States Army

NO. 637

Station P-341

NUMBER.....(43)

10 May 1944

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1. Under the provisions of Army Regulations 600-45, 22 September, 1937, and

amended to authority contained in Section 1, Circular 1, War, 1938, 20 March

1944 and Letter No. 1, Fifth Air Force, subject: "Awards on Occasions", 2 April,

1944, the UNITED STATES AIR FORCE is awarded in the following named officers:

1. Under the provisions of Army Regulations 600-45, 22 September, 1937, and
amended to authority contained in Section 1, Circular 1, War, 1938, 20 March
1944 and Letter No. 1, Fifth Air Force, subject: "Awards on Occasions", 2 April,
1944, the UNITED STATES AIR FORCE is awarded in the following named officers:

WILLIAM H. O'RIEN: For extraordinary achievement in aerial flight over enemy occupied
Continental Europe. The skillful and zealous manner in which these Officers
have sought out the enemy and engaged him, their devotion to duty and courage
under all conditions serve as an inspiration to their fellow flyers. Their actions
on all these occasions reflect the highest credit upon themselves and the Armed
Forces of the United States.

WILLIAM H. O'RIEN, O-720063, Capt., Army Air Forces, United States Army.
For extraordinary achievement and heroism in aerial combat and the destruction
of one enemy airplane over enemy occupied Continental Europe. The skillful and
zealous manner in which Capt. O'Brien has sought out the enemy and destroyed him,
his devotion to duty and courage under all conditions serve as an inspiration to
his fellow flyers. His actions on all these occasions reflect the highest credit
upon himself and the Armed Forces of the United States. Entered military service
from Kansas.

CHARLES E. PETERS, O-745495, 1st Lt., Army Air Forces, United States Army.
For extraordinary achievement and heroism in aerial combat and the destruction
of one enemy airplane over enemy occupied Continental Europe. The skillful and
zealous manner in which Lt. Peters has sought out the enemy and destroyed him,
his devotion to duty and courage under all conditions serve as an inspiration
to his fellow flyers. His actions on all these occasions reflect the highest
credit upon himself and the Armed Forces of the United States. Entered military
service from Mississippi.

JOSEPH F. FIERCE, O-742089, 1st Lt., Army Air Forces, United States Army.
For extraordinary achievement and heroism in aerial combat and the destruction
of one enemy airplane over enemy occupied Continental Europe. The skillful and
zealous manner in which Lt. Fierce has sought out the enemy and destroyed him,
his devotion to duty and courage under all conditions serve as an inspiration
to his fellow flyers. His actions on all these occasions reflect the highest credit
upon himself and the Armed Forces of the United States. Entered military service
from Oklahoma.

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(5)

C. C. #43 (cont'd)

VII. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., AFMUSA, 30 March, 1944, and letter Hq., Fifth Air Force, Subject: "Awards and Decorations", 2 April, 1944, an AIR LIEUTENANT is awarded to the following named Officers in addition to the Air Medal previously awarded:

For exceptionally meritorious service in aerial flight over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States:

JANET E. BROQUING	O-719342	1st Lt.	Syracuse, Kansas
JOHN E. FORT	O-715240	1st Lt.	Quincy, New York
ROBERT E. GIBSON	O-710487	1st Lt.	Yonkers, New York
GEORGE E. GIBSON	O-502591	2nd Lt.	Harvey, Illinois
EDWIN E. HIRSH	O-728661	Captain	Chisholm, Minnesota
HERBERT E. YARBRO	O-582652	2nd Lt.	St. Paul, South Dakota
WILLIAM E. WICKS	O-745155	1st Lt.	Little, Montana
ROBERT E. MOORE	O-745466	1st Lt.	Metuchen, N. J.
WILLIAM E. DUNSTON, JR.	O-745487	1st Lt.	Clifton Forge, Virginia
CHARLES E. PERRON	O-886197	1st Lt.	Lansing, Michigan
EDWARD E. BRIDGES, JR.	O-745729	1st Lt.	LaVerne, California
WILLIAM E. TROUD	O-745513	1st Lt.	St. Louis, Missouri
LAWRENCE E. MOORE	O-745557	1st Lt.	Woods, Kansas
JOSEPH E. PIERCE	O-742889	1st Lt.	Lawson, Oklahoma

VIII. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., AFMUSA, 30 March, 1944, and letter Hq., Fifth Air Force, Subject: "Awards and Decorations", 2 April, 1944, two AIR LIEUTENANTS are awarded to the following named Officers in addition to the Air Medal previously awarded:

For exceptionally meritorious service in participating in numerous and frequent aerial flights over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States:

ERNEST C. HENDRICK, JR. (O-581743) 1st Lt. Buffalo, New York

By command of Major General KIRWAN

OFFICIAL: s/ John J. Sailors
t/ JOHN J. SAILORS,
Colonel, U.S.A.
Adjutant General.

FRANCIS P. GRISWOLD,
Brigadier General, U.S.A.
Chief of Staff.

Francis P. Griswold
Capt, Air Corps,
Adjutant.

HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES
IN EUROPE
Office of the Commanding General

26 May 1944.

GENERAL ORDERS)
: NO.....32)

AWARDS OF PURPLE HEART

Under the provisions of Army Regulations 600-45, 22 September 1943, and Circular #32, Hq ETOUSA, 20 March 1944, the PURPLE HEART is awarded to the following named Officers and Enlisted Men:

* * *
* CHARLES E. YEAGER, T-970, Flight Officer, Army Air Forces, United States Army. For wounds received as a result of enemy action, 5 March 1944. Entered military service from W. Virginia. * *

By command of Lieutenant General SPARTZ:

E. P. CURTIS,
Brigadier General, U.S.A.,
Chief of Staff.

OFFICIAL:

/s/ Harris F. Scherer,
/t/ HARRIS F. SCHERER,
Colonel, ACD.,
Adjutant General.

DISTRIBUTION: D(Plus 2 cys ea indiv above)

A TRUE EXTRACT:

W. C. Willett
DAVE C. WILLETT,
Capt., Air Corps,
Adjutant.

SECRET

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Extract of 245 (Continued)

SECRET
1. REFERENCE

0-745360
0-745559

1st Lt. O'Leary, New York
1st Lt. O'Leary, New York

By command of Major General O'Leary

OFFICIAL:

/s/ Major General O'Leary

/s/ Major General O'Leary

Adjutant General.

A TRUE STATEMENT:

James C. O'Leary
Capt., Air Corps,
Adjutant.

R E S T R I C T E D

SPECIAL ORDERS
NC 150

HEAD QUARTERS AAF STATION F-373
APO 637
1 June 1944

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

E X T R A C T

1. 1ST LT ROBERT W. FOY, 0745340, AC, 363rd Ftr Sq, AF AAF Sta 556 o/a 1 June 44 on approx seven (7) days temp dy on matters pertaining this comd. CTRS. MENT. TDN. 60-136 P 432-02 A 212/40425, AUTH: Ltr, file: 354.7, subj: Use of Rest Homes by Combat Crews, Hq Eighth AF, 24 Feb 44; Ltr, file: 620.1, subj: Establishment of AF Rest Homes, Hq Air Sv Comd, USSTAF, 7 Mar 44; Ltr, Hq ETOUSA, 3 Nov 43.

* * * * *

11. Following EM, 363rd Ftr Sq, are promoted to gr indicated under the Provisions of AR 615-5 & upon the recommendation of their Orgn Comdr:

TO BE MASTER SERGEANT (TEMP)
T Sgt (513) Milburn E. Kuykendall, 35477294 T Sgt (542) John J. Smuda, 36348987
TO BE TECHNICAL SERGEANT (TEMP)
S Sgt (862) Leo L. Owoc, 35383436
TO BE STAFF SERGEANT (TEMP)
Sgt (756) Warren R. Adams, 33185168 Sgt (631) Reginald K. Barratt, 37231606
Sgt (747) Chester A. Beery, 35589259 Sgt (747) Francis B. Clarke, 32287011
Sgt (014) Charles H. Hammel, 32159310 Sgt (747) Phillip S. Hammons, 18121072
Sgt (747) Raymond L. McKain, 35716139 Sgt (747) Paul K. Reichel, 32378117
Sgt (747) Robert D. Stoddard, 37457026
TO BE SERGEANT (TEMP)
Cpl (911) Leon E. Zimmerman, 38249924
TO BE CORPORAL (TEMP)
Pfc (345) Roy R. Fairman, 33415990
TO BE PRIVATE FIRST CLASS (TEMP)
Pvt (504) Cesare (NMI) Calvano, 33582834 Pvt (504) Eli H. Clampitt, 35090605
Pvt (521) Leo (NMI) Guillory, 38486506

* * * * *

15. Under the provisions of AR 615-5 & upon the recommendation of his Orgn Comdr Sgt (405) Cyril L. Nelson, 36368845, 363rd Ftr Sq, is rd to gr of Private for cause.

By order of Colonel GRAHAM:

ROBERT T. ROMINE,
Major, Air Corps,
Adjutant.

OFFICIAL:

/s/ Robert T. Romine,
/t/ ROBERT T. ROMINE,
Major, Air Corps,
Adjutant.

A TRUE EXTRACT: *Dave C. Millett*
DAVE C. MILLETT,
Capt., Air Corps,
Adjutant.

CONFIDENTIAL

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

D-2

APC 637,
2 Jun 44.

SUBJECT: S-2, S-3 Mission report No. 71

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station
F-373, APC 637.

- A. 363rd Fighter Squadron - Colonel DONALD A. Graham, leading.
- B. 17 -- 1157 -- 1422
- C. One
- D. Penetration - Target Support - Withdrawal PO #358
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 10/10 overcast over continent made observation of L/F in and of L/F out indeterminate. Squadron made R/V with first group of assigned bombers at 1300 hours at 25,000 ft. and left them at 1305 hours, same altitude, turned and made R/V with second group of assigned bombers at 1321 hours, leaving them at 1326 hours. Bombing made through 10/10 overcast - hence results not observed. Heavy A/C and flak nil. Over channel 2/10 to 3/10 stratus clouds to 6,000 ft. Over continent clouds built up solid, 10/10 coverage with patches of cirrus from 24,000 to 26,000 ft. R/V good.

Ernest F. deVigors
ERNEST F. deVIGORS,
Capt, AC,
S-2 O.

CONFIDENTIAL

363rd FIGHTER SQUADRON
APO 637, AAF, Station F-373

June 2, 1944.

SUBJECT: 2, 3 Mission Report.

TO : S-2 Officer, 357th Fighter Group, APO 637, USA, Station F-373.

- A. 363rd Fighter Squadron--Capt Paul H. De Vries leading.
- B. 10--(24 pares) 1930-- 2011.
- C. Nil
- D. Escort F.O. # 362.
 - E. Nil
 - F. Nil
 - G. Nil
 - H. Nil.
- I. Arrived over Follensone at 2000 hrs and orbited until 2010 hrs when 2 B-17's arrived making 1/2 hr stated time at 15,000 ft. Bombers followed briefed course and one flight left bomber at 2125 over Isle of Wight while other flight left bomber at 2130 hrs over Bournemouth. One pilot reports seeing a large white object which could have been a balloon stationary at 20,000 ft about 12 miles off the coast of Calais. Many friendly fighters on their way to friendly coast.

Ernest F. DeNigro
ERNEST F. DE NIGRO
Capt. AG
S-2 Officer.

CONFIDENTIAL

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

AFD 637,
3 Jun 44.

SUBJECT: S-2, S-3 Mission Report No. 73.

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, AFD 637.

A. 363rd Fighter Squadron - Captain A.M. O'BRIEN, leading.

B. 4 -- 1333 -- 1528

C. Nil

D. Escort

FO #364

E. Nil

F. Nil

G. Nil

H. Nil

I. R/V over Orfordness at 1355 hrs at 15,000 ft. L/F in over knocke
at 1421 hrs at 21,000 ft--L/F out over knocke at 1450 hrs at
21,000 ft. L/B over Orfordness at 1515 hrs at 15,000 ft. No R/A
or flak. Approx. 3 small ships seen in Leebrugs breakwater. Over
channel 10/10th cumulus in layers to 11,000 ft and over continent
7-9/10th cumulus to 15,000 ft with high thin cirrus scattered and
in layers from 21,000 to 27,000 ft. R/T good.

Ernest F. LeNigro
ERNEST F. LE NIGRO
Capt. AC
S-2 Officer.

SECRET

3 Jun 1944

OF 100

SECRET

1. The following, listed below, are temporary provisions to the rank indicated in the rank or date of this order:

1st Lt. Col.

Major, 374544

Major, 374544

Major General, 374544

Major General, 374544,
Chief of Staff.

OFFICIAL COPY

OFFICIAL COPY

Major General, 374544,
Brigadier General, 374544, Adjutant General.

A TRUE COPY

David C. Elliott
David C. Elliott,
Capt., Air Corps,
Adjutant.

CONFIDENTIAL

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

D-2

APG 637,
4 Jun 44.

SUBJECT: B-2, B-3 Mission Report No. 74

TO : B-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 637.

- A. 363rd Fighter Squadron - Colonel DONALD W. CHAMBERLAIN, leading.
- B. 16 -- 1732 -- 2130
- C. Nil
- D. Penetration - target support - withdrawal PO #368
- E. Nil
- F. Nil
- G. Nil
- H. Nil

- 1. A/V no of DAYTON at 1850 hours at 23,000 ft. L/F in H. of DAYTON at 1858 hours at 23,000 ft. Left bombs at 1905 hours at 21,000 ft. L/F cut DAYTON at 1945 hours at 21,000 ft. Over channel hazy with a thin broken stratus cloud at 16,000 ft. and scattered cirrus 28,000 ft - over continent light haze below 10,000 ft with 1/10 scattered cumulus and scattered cirrus at 28,000 ft. Light heavy inaccurate flak over TOURS - no A/A seen. Excellent bombing results reported on airfield east of TOURS on which a huge explosion and fierce fire was observed. Other airfield bombed was northwest of BOURGES. A/D just north of TOURS and A/D 10 to 12 miles northwest of PARIS appeared to be repaired with runways serviceable. A/T good.

Ernest F. DeWitt
ERNEST F. DE WITT,
Capt, AC,
B-2 G.

CONFIDENTIAL

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

D-2

APO 637,
5 Jun 44.

SUBJECT: S-2, S-3 Mission Report No. 75

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 637.

A. 363rd Fighter Squadron - Captain CLARENCE E. ANDERSON, JR, leading.
B. 18--0823--1051
C. Nil

D. Area Support. P.O. # 369

E. Nil

F. Nil

G. Nil

H. Nil

I. L/F in Berck at 0914 hrs at 24,000 ft. Patrolled assigned area until
1018 making L/T out at that time N of Le Crotoy at 18,000 ft. No 4/A
and no flak. Very loud radio static between area in channel of Dover and
Calais. Clear in channel and 6-9/10ths in enemy coastal area tops about
3,000 ft and heavy cirrus 25,000 to 30,000 ft. TR/T good except for above
static.

Field Order #369

Ernest F. de Nigris
ERNEST F. DE NIGRIS
Capt. AC
S-2 Officer.

CONFIDENTIAL

357th Fighter Group, Army Air Forces
Station 7-373

D-2

637,
7 Jun 44.

SUBJECT: Narrative Report re Personnel File - Robert A. Smith, 1st Lt, D.

TO : D-2 Officer, 357th Fighter Group, Army Air Forces,
Station 7-373, APO 637.

1. Following is a narrative report of circumstances relative to the reporting of 1st Lt. Robert A. Smith, 1st Lt, APO 637, on 6 June 1944, while on a Combat Mission - Field Order Number 371.

2. Lt. Smith was flying with the Squadron as a "pure" and was the last ship to take off in the Squadron formation. The time of take-off was 0225 hours on 6 June 1944. Captain Paul A. de Vries, Operations Officer of the Squadron was watching the take-off and saw Lt. Smith's ship take off and disappear into the overcast. The take-off was normal. That was the last time that Lt. Smith was seen or heard of.

Ernest F. de Vries
1st Lt. APO 637,
Capt, APO
D-2.

CONFIDENTIAL

CONFIDENTIAL

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

E-2

APO 637
6 Jun 44

SUBJECT: E-2, S-3 Mission Report No. 76

TO : E-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station
F-373, APO 637.

- A. 363rd Fighter Squadron - Colonel DONALD W. RALPH, leading.
- B. 17 -- 0215 -- 0915
- C. Four
- D. Area Support Field Order #371
- E. Two NYR -
- F. Nil
- G. Two NYR - ROGER E. PAGELS, 1st Lt, AC, 0682952
CHARLES S. PARSON, 1st Lt, AC, 0806199
- H. Nil
- I. Arrived over area 0434 hours and orbited in area and to south side of
BENT peninsula until 0810 and then returned to base. Light
inaccurate meager flak from BENT peninsula. Nothing has been heard
from Lt. PAGELS or Lt. PARSON. R/T good.

Ernest F. De Nigris
ERNEST F. DE NIGRIS,
Capt, AC,
S-2 O.

CONFIDENTIAL

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

D-2

APC 637,
6 Jun 44.

SUBJECT: S-2, S-3 Mission Report No. 77

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APC 637.

- A. 363rd Fighter Squadron, Captain P.K. DE VERIES, leading.
- B. 8 -- 1036 -- 1351
- C. Nil
- D. Glide bomb FO #
- E. One NYL - Unknown
- F. Nil
- G. One - IRVING A. SMITH, 1st Lt, AC, 0681719
- H. Ground:
 - I. One Tiger tank
 - Three gas trucks
 - One Half-Track Personnel Truck
 - Two locomotives
 - One radio tower
 - Five staff cars
- I. L/F in at LE HAVRE at 1110 hours at 20,000 ft. Bombs were not dropped in target area ~~xxxx~~ due to 10/10 overcast and rain. Two flights proceeded to hit targets in vicinity of MAYENNE and RENNES with the above results. Channel area C A V U with 10/10 cumulus from 1,500 to 8,500 feet over continent. and showers over target area below 1,500 feet. No E/A seen. White Flight dropped 8 A&N M57 250 lb bombs with M112 8 to 11 second delayed tail fuse on convoy north of MAYENNE at 1145 hours grid Y 8222 from the deck. White #4 returned to base with two of the above type bombs after having become separated from his element leader, ~~xxxxxx~~.
1st Lt. IRVING A. SMITH, who was last seen by white #4, Lt. FLOYD J. MAYNARD entering the overcast at LA FLECHE, FRANCE at 2400 ft. at 1210 hours. ~~xxxxxx~~ Red Flight dropped 8 of the above type bombs on a locomotive southeast of RENNES, in a 10° glide. L/F out LA TREPONT at 1321 hours at 25,000 ft. by Red Flight and LE HAVRE at 1235 at 25,000 ft. by White Flight. R/T good

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

J. Claims;

One Tiger Tank - Lt. BOCHAY and Lt. DAVIS
Three Gas Trucks - Lt. BOCHAY and Lt. DAVIS
One Hal-track Personnel Truck - Lt. BOCHAY and Lt. DAVIS
One locomotive - Lt. KENNEY
German Staff Car with Escort (Motorcycle) * Lt. KENNEY
Four Trucks of Materiel - Capt. DE VRIES, Lts. KENNEY, STAUDTE and KOKA
One locomotive - Capt. DE VRIES, Lts. KENNEY, STAUDTE and KOKA
Four Staff Cars - Capt. DE VRIES, Lts. KENNEY, STAUDTE and KOKA
One Radio Tower - Capt. DE VRIES, Lts. KENNEY, STAUDTE and KOKA

JOHN B. MYERS, JR.,
1st Lt, AC,
G-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

D-2

APC 637,
6 Jun 44.

SUBJECT: 5-2, 3-3 Mission Report No. 77

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 637.

- A. 363rd Fighter Squadron, Captain F.K. DE VERIES, leading.
B. 8 -- 1036 -- 1351
C. Nil
D. Glide Bomb FC #
E. One N/A - Unknown
F. Nil
G. One - IRVING A. SMITH, 1st Lt, MC, 0681719
H. Ground:
1. One Tiger tank
Three gas trucks
One Half-Track Personnel Truck
Two locomotives
One radio tower
Five staff cars

1. L/F in at LA HAVRE at 1110 hours at 20,000 ft. Bombs were not dropped in target area ~~due~~ due to 10/10 overcast and rain. Two flights proceeded to hit targets in vicinity of MATHEM and REMNES with the above results. Channel area C A V U with 10/10 cumulus from 1,500 to 8,500 feet over continent, and showers over target area below 1500 feet. No E/A seen. White flight dropped 8 A & N M57 250 lb bombs with M12 8 to 11 second delayed tail fuse on convoy north of MAYENNE at 1145 hours grid Y 8222 from the deck. White #4 returned to base with two of the above type bombs after having become separated from his element leader, ~~xx~~. 1st Lt. IRVING A. SMITH, who was last seen by white #4, Lt. FLOYD J. WAYNARD entering the overcast at LA FLECHE, FRANCE at 2400 ft. at 1210 hours. ~~xxxx~~ Red Flight dropped 8 of the above type bombs on a locomotive southeast of REMNES, in a 10° glide. L/F out LA TREPONT at 1321 hours at 25,000 ft. by Red Flight and LA HAVRE at 1235 at 25,000 ft. by White Flight. R/T good

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

J. Claims;

One Tiger Tank - Lt. BOCHKAY and Lt. DAVIS
Three Gas Trucks - Lt. BOCHKAY and Lt. DAVIS
One Hal-Track Personnel Truck - Lt. BOCHKAY and Lt. DAVIS
One locomotive - Lt KENNEY
German Staff Car with Escort (Motorcycle) * Lt. KENNEY
Four Trucks of Materiel - Capt. DE VRIES, Lts. KENNEY, STAUDTE and KOKA
One locomotive - Capt. DE VRIES, Lts. KENNEY, STAUDTE and KOKA
Four Staff Cars - Capt. DE VRIES, Lts. KENNEY, STAUDTE and KOKA
One Radio Tower - Capt. DE VRIES, Lts. KENNEY, STAUDTE and KOKA

JOHN B. MYERS, JR.,
1st Lt, AC,
S-2 O.

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

CONFIDENTIAL

357th Fighter Group, Army Air Forces
Station P-373

D-2

WFO 637,
7 Jun 44.

SUBJECT: Narrative report re Personnel MIA - IRVING A. SMITH, 1st Lt., AC.

TO : 3-2 Officer, 357th Fighter Group, Army Air Forces,
Station P-373, WFO 637.

1. Following is a narrative report of circumstances relative to the reporting MIA of 1 Lt. IRVING A. SMITH, 1st Lt., AC, WFO 637, on 6 June 1944, while on a combat mission - Field Order Number "Attack".

2. Lt. SMITH and Flyer 22 position in combat with flight, leading the second element. The flight was led by Captain 1st Lt. L. B. CHERRY. Lt. FLOYD J. W. SMITH was flying Lt. SMITH's wing. At 12:00 PM, FLOYD J. W. SMITH at an alt time of 2,000 feet at approximately 1:10 hours 6 June 1944, they entered the overcast. Lt. SMITH lost sight of Lt. SMITH at this point and did not see him or hear from him on the radio again. Nothing further has been heard from Lt. SMITH.

Ernest F. Nigri
Capt, USAF
-2

CONFIDENTIAL

CONFIDENTIAL

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

D-2

WFO 637,
6 Jun 44.

SUBJECT: 3-2, 3-3 Mission Report No. 78

TO : 3-2 Officer, 357th Fighter Group, Army Air Forces, HBA F Station
P-373, WFO 637.

- A. 363rd Fighter Squadron - Captain PAUL R. DE WILB, leading.
- B. 16 -- 1545 -- 1900
- C. One Emergency Landing at MANTON - Lt. JAMES M. KIMBLEY - attack of approx-
dicitis.
- D. Strobe Bombing Stud
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed:

Gasoline Train
Two Military Vehicles

Damaged: Two locomotives

- I. 1 F in SW of Le Treport, 1637 hours at 15,000 ft. L/F out SW of Le Treport
at 1825 hours at 13,000 ft. Primary target not seen on highways leading from
Chateaudun and targets of opportunity bombed with above results. 16 bombs
dropped - 2 250 lb. A & H - M57 with A & H - M112 4-11 second delay tail fuse
and 14 of same weight and type bombs with A & H - M113 4-11 second delayed
tail fuse. 1/2 located a 1651 with well camouflaged hangars had ten Ju. 88s
on it. 8 to 10 targets in Seine river in city of Rouen. Base to 1,000 ft.
over channel with 10/10 cumulus to 10,000 ft. Broken 7/10 low cumulus with
tops to 12,000 ft. over coast bent. Minutemen from base to target area below
12,000 ft. L/F good.

Ernest F. Higgins
ERNEST F. HIGGINS,
Capt, AG,
3-2 O.

CONFIDENTIAL

CONFIDENTIAL

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

AFC 637,
7 June 44.

SUBJECT: 1-2, 3-3 Mission Report No. 79.

TO : 1-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, AFC 637.

- A. 363rd Fighter Squadron, Captain PAUL E. DE VRIES, leading.
- B. 16-0638-1010
- C. Nil
- D. Dive Bomb---F.O. F-373
- E. Nil
- F. Nil
- G. Nil
- H. Nil

I. 1/F in at NW of MONTAINE at 0830 at 16,000 ft. 1/F out same place at 0835 hrs at 16,000 ft. Solid 10/10ths overcast to 10,000 ft made it impossible to locate target and Squadron returned to base. One flight of four ships jettisoned their bombs in channel and one flight of four ships brought theirs back. bombs jettisoned were 16 with 2-57-250 125 bombs with 2-101 11 085 second delay tail fuse and 100 instantaneous nose fuse. Over channel and continent solid 10/10ths overcast to 10,000 ft with light haze to 16,000 ft. Occasional breaks made it possible to observe 1/F. R/T good.

Ernest F. de Vries
ERNEST F. DE VRIES
Capt. 10
-2 Officer.

CONFIDENTIAL

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

D-2

APC 637,
7 Jun 44.

SUBJECT: S-2, S-3 Mission Report No. 80

TO : S-2 Officer, 357th Fighter Group, Army Air Forces,
USAAF Station F-373, APC 637.

- A. 363rd Fighter Squadron - Captain CLARENCE E. ANDERSON, JR, leading.
- B. 16 -- 1725 -- 2153
- C. One
- D. Area Support Field Order #376
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed - One locomotive *** DAMAGED-TWO FLAK TOWERS
- I. L/F in DIERP at 1815 hours at 21,000 ft. L/F out SW of DIERP at 2100 hours at 28,000 ft. Arrived over assigned area at 1850 hours leaving at 2,00 hours patrolling from 22,000 ft. down to the deck. 10/10 solid over-cast over channel and continent to SE of EARS and from there to target area and south 5/10 cumulus tops 10,000 ft. with light haze above. Locomotive destroyed at #3103. A/D at 55 R 4838 reported as having 8 plus Ju.88s and 7 plus S/L A/C, many revetment s on north side of field and approx 8 hangars located at north and west sides of field. One ship cat A received from heavy flak at 2,500 ft. on way home when passing to the right of A/D located R 4838. Bullit controller reported received on our "A" channel vectoring 3 groups by call signs to their targets - voice very loud vicinity NE of LE HARVE diminishing in volume further away from LE HARVE. M/T good.
- J. Locomotive destroyed by flight led by Captain CLARENCE E. ANDERSON, JR. Flight consisted of Lt. ~~John~~ JOHN R. SKRHA, Lt. EDWARD K. SIMPSON, JR. Lt. WILLIAM B. OVERSTREET, JR.
One flak tower destroyed by Captain WILLIAM R. O'BRIEN
One flak tower damaged by Lt. ROBERT N. MOORE

Ernest F. DeNigro
ERNEST F. DE NIGRO,
Capt, AC,
S-2 C.

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

APC 637,
8 June 44

SUBJECT: S-2, S-3 Mission Report No. 81.

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APC 637.

- A. 363rd Fighter Squadron - Captain Paul K. DEVRIES, leading.
- B. 16 - - 0524 - 0848
- C. One
- D. Glide bombing
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed - 10 to 15 flat cars and box cars, 2-3 buildings and warehouses
~~XXXXXX~~ in marshalling yard at Vitre Y 3514
Damaged - 10 box cars and RR tracks at Chateaubourg Y 2112.
- I. If in undetermined due to solid overcast at 15000 feet. Arrived over
assigned area at 0645 patrolling until 0745 down to 5000 feet. 10/10
overcast over channel down to target area with slight breaks over
target area, tops from 8000 feet over target increasing in height to
20000 feet over England. Numerous truck convoys observed on highway
leading from Rennes to Fougères and off the sideroads of this high-
way. RT good.
- J. Destroyed on ground
10 - 15 flat cars and box cars) By three flights led by Capt. DeVries, Browning and Bockay
2-3 buildings and warehouses)
Damaged
10 box cars and RR tracks at Chateaubourg) Flight led by Captain
O'Brien.

JOHN B MYERS JR
1st Lt AC,
S-2 O

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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

D-2

APO 637,
6 Jun 44.

SUBJECT: S-2, S-3 Mission Report No. 82

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 637.

- A. 363rd Fighter Squadron - Captain CLARENCE E. ANDERSON, leading.
- B. 16 -- 1038 -- 1401
- C. Nil
- D. Glide Bombing
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed:

Field Order #377

- 8 flat cars
- 2 tank cars
- 6 box cars
- 3 locomotives
- 2 locomotive tenders

Damaged:

Railroad tracks; roundhouse; locomotive; turntable; radio tower
Strafed 5 flat cars with ~~army~~ trucks and 20 box cars

- I. L/F in LE TREPORT 1151 hours at 19,000 ft. L/F out south of DIEPPE at 1300 hours at 19,000 ft. Arrived over assigned area at 1200 hours and patrolled until 1245 from 5,000 ft. to the deck, with above results. ~~destroyed by~~
~~destroyed~~ 8 flat cars on sighting destroyed and rail tracks torn up at K 2849. 3 locomotives, 2 locomotive tenders, 2 tank cars and 6 box cars destroyed at K 3568. Roundhouse, locomotive, turntable and railroad tracks damaged at K 1757. Radio tower damaged K1155. 5 flat cars with army trucks and 20 box cars strafed at K 3586. Bombs used were 16 A & N M30 100# with A & N M113 8 to 11 second delayed tail fuse and 16 A & N M64 500# with same tail fuse. Two 100# bombs brought back, unable to drop them. Over channel - haze to 20,000 ft. with 6/10 to 8/10 cumulus from 3,000 to 14,000 ft. Over continent - clear with 5/10 broken cumulus from 2,000 to 10,000 ft. R/T good.
- J. 8 flat cars - flight led by Capt ANDERSON; 3 locomotives and 2 locomotive tenders, two tank cars and 6 box cars destroyed by Flights led by Lt. STAUDTE and Lt. MOORE. Damaged; rail tracks, roundhouse, locomotive, turntable, radio tower, 5 flat cars with army trucks and 20 box cars by flight led by Lt. SPET RS.

Ernest F. De Nigra
ERNEST F. DE NIGRA,
Capt, AC, S-2 O.

CONFIDENTIAL

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

D-2

AF 637,
8 Jun 44.

SUBJECT: S-2, S-3 Mission Report No. 83

TO : C- Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 63.

A. 363rd Fighter Squadron - Captain WILLIAM R. O'BRIEN, leading
B. 16 - 1615 - 1819

C. Three

D. Bomber Escort

E. Nil

F. Nil

G. Nil

H. Nil

I. Squadron proceeded to E/V when controller stated Big Friends would not
show up - told to patrol area three - before I/F in on enemy coast was
made were told to return to E/V as Big Friends would be 15 minutes late. -
- then at 1715 recall was made and squadron proceeded to home base.
E/T good.

Field Order #377 Amend. #4

Ernest F. de Nigris
ERNEST F. DE NIGRIS,
Capt, AC,
S-2 O.

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SC 160

RESTRICTED
Do Not Release

8 Jun 1944

SECRET

16. C, AS, Fifth AF, listed below, are temporarily promoted to the grade indicated in '00 w/rank fr date of this order:

WILLIAM E. DAVIS, O813125 2d Lt to 1st Lt JAMES W. DUGAN, O730099

by command of General HUGHES:

OFFICIAL SEAL

H. H. HUGHES,
Brigadier General, USA,
Deputy Chief of Staff.

OFFICIAL: R. H. LONNETT,
Brigadier General, USA, Adjutant General.

A TRUE EXTRACT:

Handwritten signature
DAVE B. WILLOTT,
Capt., Air Corps,
adjutant.

CONFIDENTIAL

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

AFG 637,
10 June 44.

SUBJECT: S-2, S-3 Mission Report. No. 84.

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, AFG 637.

A. 363rd Fighter Squadron - Captain PAUL K. DE VRIES, leading.

B. 15-0530-1051

C. 4

D. Area Support

FG. #379.

E. Nil

F. Nil

G. Nil

H. Nil

I. 1F in St Brieuc at 0730 hours at 18000 feet. Arrived area 0745 and
patrolled until 0900. 1F out St Brieuc at 0911 hours at 10000 feet.
Bombing results good on A/D N. of Lorient and NW of Vannes. 15 plus
cargo vessels observed in harbour at Lorient grid 2VG 6515 and 6 plus
at 2VG 6515. Three layers of cumulus over channel from 7000 to 9000,
11000 to 13000, and 15000 up to 27,000 feet. 2/10 stratus up to 15000 feet
over target to clear from 15000 feet to 15000 feet. R/T Good

John B. Myers Jr.
JOHN B. MYERS JR.
1st Lt AC
S-2 O

CONFIDENTIAL

11

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963rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
USAAF Station F-373

D-2

AFG 637,
10 Jun 44.

SUBJECT: S-2, S-3 Mission Report No. 89.

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, AFG 637.

- A. 963rd Fighter Squadron - Colonel DONALD L. CHAMBERLAIN, leading.
- B. 35 -- 1515 -- 1630
- C. Three (one escort)
- D. Area Support Field Order #380
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. I/F in and I/F out unknown because of solid 10/10 undercast. Recorted bombers from south of CHAMBERLAIN after bombing to enemy coast at 1441 and returned to assigned area patrolling it from 1505 to 1530, 20,000 to 25,000 ft. 10/10 clouds to 20,000 ft. No E/A or Flak. R/T good.

Ernest F. De Nizore
ERNEST F. DE NIZORE,
Capt, AC,
S-2 C.

CONFIDENTIAL

CONFIDENTIAL

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

B-2

APD 637,
10 Jun 44.

SUBJECT: S-2, S-3 Mission Report #86

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 637.

2ND LT. JOHN K. CHILDS, 2nd Lt., AC, 0798543
0:50"E
48°40"N

A. 363rd Fighter Squadron - Captain F. CHILDS, 2nd Lt., AC, 0798543
B. 16 -- 1735 -- 2047
C. Nil
D. Glide Bombing Field Order #381 Annex 2
E. One NYR - Reason Unknown
F. Nil
G. One NYR - JOHN K. CHILDS, 2nd Lt., AC, 0798543
H. Ground - Destroyed - 6 military vehicles
1 ammunition vehicle car
1 armored car
1 Diesel engine
2 large vans
1 truck
railroad tracks
2 Personnel lorries
railroad shed & box cars

4VQ 9903
" "
" "
" "
" "
" "
" "
4VQ 6505
4VQ 7943

- I. L/F in DIEPHE at 1830 hours at 20,000 ft. L/F out FB CAMP at 1945 hours at 20,000 ft. Arrived over assigned area at 1845 hours, leaving at 1920 hours. Lt. CHILDS last seen strafing at 1930 hours at 500 ft. at 4832 N. 0032"E. at which time he was heard to call over the R/T that he was hit and was bailing out. Solid 10/40 to half-way across channel then rest of channel and over continent to target area 7/10 cumulus from 7,000 to 10,000 ft. R/T good.
- J. Captain ANDERSON's flight and Lt. STAUNTON's flight; 6 military vehicles 1 ammunition vehicle car, one armored car, 1 Diesel engine, 1 truck, railroad tracks. By Captain O'BRIEN's flight; railroad shed and boxcars and 2 personnel lorries. On deck squadron dropped 32 A & N M57 250 lb bombs with A & N M113 8 to 11 second delayed tail fuse.

Ernest F. De Nigris
ERNEST F. DE NIGRIS,
Capt, AC,
S-2 O.

CONFIDENTIAL

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

D-2

AFD 637,
11 June 44.

SUBJECT: Narrative Report re Personnel MIA - JOHN K. CHILDS, 2nd Lt, AC.

TO : D-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373, AFD 637.

1. Following is a narrative report of circumstances relative to the reporting MIA of JOHN K. CHILDS, 2nd Lt, AC, ASN 0-790543, on 10 June 1944, while on a combat mission - Field Order Number 381 Annex 2.

2. Lt. CHILDS was flying #4 position in Cement Red Flight led by Captain WILLIAM L. O'BRIEN. Lt. CHILDS was wing man to Lt. GEORGE E. O'BRIEN who was leading the second element of the flight. Lt. GEORGE E. O'BRIEN was flying #3 position in Cement White Flight led by Captain CHAS. E. O'BRIEN. At about 1930 hours, Captain O'BRIEN and his flight went down on the deck to attack two trucks. Lt. GEORGE E. O'BRIEN, who was leading the second element in Cement White Flight, started to follow, but hearing someone on the R/T say, "White Flight stay up and furnish top cover," he pulled up and circled the area just below the cloud base at about 4,000 feet. He watched Captain O'BRIEN's flight make three passes at the trucks and set two of them on fire. He then heard Captain O'BRIEN say, "Cement Red Flight setting a 90° course". Lt. GEORGE E. O'BRIEN then circled the area once more to survey the damage and noticed another truck about 200 yards ahead of the trucks that had been hit by Captain O'BRIEN's flight and that had not been previously noticed. He looked around and saw four ships heading away from the area and so thought it cleared for attack. Lt. GEORGE E. O'BRIEN peeled off and started for the truck in about a 60° dive from 4,000 feet. As soon as he had it lined in his sights he opened fire, saw strikes, and continued firing down to about 1,500 feet or less when the P-51 flown by Lt. CHILDS passed in front. Lt. GEORGE E. O'BRIEN immediately quit firing and pulled up, placing over his right shoulder, and saw coolant coming from Lt. CHILDS' ship in a thin stream of white vapor. When Lt. GEORGE E. O'BRIEN straightened his ship and leveled off he lost sight of Lt. CHILDS and couldn't find him again. Later Lt. CHILDS called Captain O'BRIEN for a course to the beach-head and was told to fly north. Still later, a voice over the radio said that Lt. CHILDS was bailing out. These events took place at 4832 H. 0032 E.

Ernest F. DeWitt
ERNEST F. DEWITT,
Capt, AC,
D-2 O.

(29)

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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

D-2

APC 637,
13 Jun 44.

SUBJECT: S-2, S-3 Mission Report #91.

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APC 637.

- A. 363rd Fighter Squadron - Colonel DONALD L. GRAHAM, leading.
- B. 16 -- 1900 -- 2159
- C. One
- D. Penetration - Target Support - Withdrawal Field Order #387
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in and R/V northeast DUNKIRKE 1930 hours at 26,000 ft. L/B and L/F
out FE CAMP at 2110 hours at 21,000 ft. 2 SE E/A seen during escort.
Bombing results not observed. 1 he vy flak gun emplacement at 4VR 0696
and 4VR 1599. Over channel clear with slight haze layer at 7,000 ft.
Over continent 7/10 cumulus tops 7,000 ft. Thick haze at 26,000 ft.
Contrails 27,000 ft. R/T good

ERNEST F. DE NIGRIS,
Capt, AC,
S-2 O.

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

CONFIDENTIAL

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

D-2

AFD 637,
11 Jun 44.

SUBJECT: S-2, S-3 Mission Report 387.

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 637.

- A. 363rd Fighter Squadron - Captain PAUL K. DE VRIES, leading.
- B. 16 -- 0815 -- 1032
- C. Nil
- D. Glide Bomb Field Order # 38A--1
- E. Nil
- F. Nil
- G. Nil
- H. 4 military trucks--1 medium tank--4 flat cars all destroyed.
Damaged--1 medium tank--1 tiger tank.
- I. I/F in Le Treport at 0845 at 15,000 ft--I/F out at Le Treport at 0955
hrs at 12,000 ft. Patrolled assigned area with above results. Military
activity in vicinity of 4VR4474 appeared to be well camouflaged. Pilots
report conv y assembling there. Thin haze over channel to 8,000 ft with
cirrus at 20,000 ft. Over cast. low scattered 5/10ths from 1500 to 5,000 ft.
R/T good.

Ernest F. De Nigro
ERNEST F. DE NIGRO
Capt AC
S-2 O.

CONFIDENTIAL

CONFIDENTIAL

369th Fighter Squadron
369th Fighter Group, Army Air Forces
Hill Station 3-373

APC 637,
11 Jun 44.

SUBJECT: 3-2, 3-3 Mission Report #88.

TO : 3-2 Officer, 369th Fighter Group, Army Air Forces, Hill Station 3-373, APC 637

- A. 369th Fighter Squadron - Colonel Arnold W. Gorman, in line.
- B. 16 -- 1500 --
- C. Four
- D. Reconnaissance - No Field Order, Mission a/c of Telephone Call - both FIGHTER INC.
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. almost solid undercast prevented observing I/F in or I/F out. Bombs dropped turned back at 1510 hours and returned to base. 8.10 strato-cumulus clouds in layers from 4,000 to 30,000 feet. I/F good.

James E. De Nigro,
Capt, AG,
3-2 G.

CONFIDENTIAL
 357th Fighter Group, Army Air Forces
 Station F-373, APO 637

A 0437,
 12 June 44.

SUBJECT: G-2, G-3 Mission Report. C. 89.

TO : G-2 Officer, 357th Fighter Group, Army Air Forces, Station F-373, APO 637.

- A. 357th Fighter Squadron, Captain J. L. H. O'BRIEN, Leader.
- B. 16 - 0645 - 1039
- C. Three (one escort)
- D. Area support TO. 4383.

- E. Nil
- F. Nil
- G. Nil
- H. Nil

I. 1/7 in of Ostend at 0730 hours at 17000 feet. Arrived in area at 0754 hours at 25000 and patrolled area until 1000 hours at 25000 feet. 1/7 out Gravelines at 1010 hours at 25000 feet. One 1/7 observed. Conway sighted on highway between Basseville and Avenue proceeding west at 0850 toward Caen at 4VI 0409 to 4VI 5204. Serviceable runways at Caen A/D observed at 1000 hours 4VN 1058 no 1/7 seen on field. 3/10 low scattered cumulus four to six thousand feet with base from 18000 feet to 24000 feet, thin cirrus at 24000 feet over channel and continent. 1/7 good.

John H. Lyles, Jr.
 JOHN H. LYLES JR.
 1st Lt AG
 G-2 C

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

D-2

APC 637,
12 Jun 44.

SUBJECT: S-2, S-3 Mission Report #90

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APC 637.

- A. 363rd Fighter Squadron - Captain PAUL K. DE VRIES, leading.
- B. 16 -- 1840 -- 2136
- C. One
- D. Penetration - Target Support - Withdrawal Field Order #384 Annex 2
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in and W/V ST. VALERY at 1940 hours at 18,000 ft. Left bombers and made L/F out south of DIEPPE at 2030 hours at 13,000 ft. No flak - No E/A. Over channel clear to 13,000 ft. and haze above of varying density - high thin cirrus. Over continent clear with haze of varying density 15,000 ft. and up 4,100 low scattered cumulus. W/V good.

ERNEST F. DE NIGRIS,
Capt, AC,
S-2 O.

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

RESTRICTED

SPECIAL ORDERS
NO. 161

HEADQUARTERS AAF STATION F-373
AFG 637
12 June 1944

CONSOLIDATED

1. FLT O CHARLES E. YEAGER, T-970, AUS, 363rd Ptr Sq, WP Hq USSTAF o/a 11 June 44 on temp dy on matters pertaining this cord. CIRS. NENT. TDM. 60-136 P 432-02 A 212/40425. AUTH: Itr, Hq BTSCA, 24 May 44.

2. Following O, having been asgd 357th Ptr Gp & having reported this Sta in compliance w/par 6, SO #157, Hq AAF Station AAF 345, 10 June 44, are further asgd & WP ordns indicated. No travel involved.

NAME	RANK	ASN	OFCS
HAROLD O. HARR	2D LT	0706384 AC	363rd Ptr Sq
DONALD J. PASAYA	2D LT	0702633 AC	363rd Ptr Sq
FRANCIS L. SULLIVAN	2D LT	0818042 AC	363rd Ptr Sq
ROBERT C. GOLDSWORTHY	2D LT	01293940 AC	364th Ptr Sq
LESLIE F. ALLEN JR.	2D LT	0445996 AC	364th Ptr Sq
ROBERT T. ROMINE	2D LT	0815770 AC	364th Ptr Sq

By order of Colonel GRAHAM:

ROBERT T. ROMINE
Major, Air Corps,
Adjutant

OFFICIAL:

Robert T. Romine
ROBERT T. ROMINE
Major, Air Corps,
Adjutant.

R E S T R I C T E D

SPECIAL ORDERS
NO 162

HEADQUARTERS AAF STATION F-373
AFO 637
13 June 1944

1. The nine (9) EM, 93rd Dep Sub Sq, atchd 469th Sv Sq for qrs & rat per par 4, SO #155, this Sta, ca, are reld atchmt.
2. CAPT BRUCE W. McINTYRE, 0395171, AC, having been asgd 357th Ftr Gp & having reported this Sta in compliance w/par 1, SO #128, Hq 66th Ftr Wg, 12 June 44, is further asgd & TP 364th Ftr Sq. No travel involved.
3. Cpl (A05) Frederick (NMI) Bierschwale, 38250048, 363rd Ftr Sq, is trfd in gr & TP Hq 357th Ftr Gp. No travel involved.

4. Following EM, orgns indicated, are trfd in gr fr Ord to AC. No change of ORGN or sta. (Auth: Ltr, file: 321., subj: Arm or Sv of EM, Hq 8AF, 5 June 44.)

NAME	RANK	ASN	SSN	ORGN
Sumner W. Tanner	T Sgt	16024472	911	363rd Ftr Sq
Maurice S. Beaumont	Sgt	39252706	911	do
Harvey H. Smith, Jr.	Sgt	13153558	911	do
Harland P. Sunday	Sgt	38206378	911	364th Ftr Sq
Edward J. Roth	Sgt	33207789	911	do
Ernest E. Shook	Sgt	35518027	911	do
John C. Saefer	Cpl	37439740	911	do
John (NMI) Godfrey	Sgt	39196505	911	362nd Ftr Sq
Edward (NMI) Pickup	Sgt	6138115	911	do
Robert J. Seeley	Sgt	33341398	911	do
William M. Martin	Cpl	37584743	911	do

5. Following EM, orgns indicated, are trfd in gr fr AC to Ord. No change of ORGN or sta. (Auth: Ltr, file: 321., subj: Arm or Sv of EM, Hq 8AF, 5 June 44.)

NAME	RANK	ASN	SSN	ORGN
Robert S. Skinner	S Sgt	17120980	511	Hq 357th Ftr Gp
Frederick (NMI) Bierschwale	Cpl	38250048	405	do
Clifford A. Hoffman	Pfc	35216609	405	Hq & Hq Sq, 50th Sv Gp

6. 1ST LT CHARLES H. THOMASSON, 01592107, QMC, 1177th QM Co (Avn), is aptd Sta Commissary O (add dy) vice CAPT LEONARD (NMI) SHIFFSTEIN, 01586176, QMC, reld.

7. CAPT LEONARD (NMI) SHIFFSTEIN, 01586176, QMC, Hq & Hq Sq, 50th Sv Gp, is aptd Graves Registration O (add dy) vice 1ST LT CHARLES H. THOMASSON, 01592107, QMC, reld.

8. CAPT HERBERT H. COHEN, 01634621, Sig C, having been asgd 50th Sv Gp & having reported this Sta in compliance w/par 5, SO #122, Hq 66th Ftr Wg, 3 June 44, is further asgd & TP Hq & Hq Sq, 50th Sv Gp. No travel involved.

9. CAPT HERBERT H. COHEN, 01634621, Sig C, Hq & Hq Sq, 50th Sv Gp, is aptd Gp Stat O (prin dy).

By order of Colonel GRAHAM:

OFFICIAL:

Robert T. Romine
ROBERT T. ROMINE,
Major, Air Corps,
Adjutant.

ROBERT T. ROMINE,
Major, Air Corps,
Adjutant.

(36)

R E S T R I C T E D

CONFIDENTIAL

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

AFM 637,
14 June 44.

SUBJ: 3-2, 3-3 Mission Report. No. 92.

TO : 3-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373,
AFM 637.

A. 363rd Fighter Squadron - Captain Paul E. J. White, leading.

B. 16 - 0600 - 0929

C. Nil

D. Area Support Type 16.

FO #380.

E. Nil

F. Nil

G. Nil

H. Nil

I. 1/F in Le Treport at 0700 hours at 20,000 feet. Arrived area 0725 and patrolled from 17000 to 21000 feet until 0830. Three 1/A 109's seen in distance. 1/F out of Le Treport at 0850 at 18000 feet. 25plus gun emplacements observed in vicinity of Beaumont LVS 0575. One bomber seen SE of Paris spinning down into slight overcast - apparently out of control. Very good control by snacker. Channel CAVJ Continent 6 to 7/10 scattered cumulus in thin layers of 10.0 feet from 16000 feet to 21000 feet. 1/F good.

JOHN D. HYNES JR.
1st Lt WO
3-2 G

CONFIDENTIAL

GENERAL ORDER)
:
NUMBER.....49)

.....
:8FC Reg No. 43354:
.....
HEADQUARTERS VIII FIGHTER COMMAND
APO 637 AAF Station F-341
15 June, 1944.

EXTRACT

AIR MEDAL (oak Leaf Cluster) --- Awards.....SECTION VI

VI. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., STCUSA, 20 March, 1944, and letter Hq., Eighth Air Force, Subject: "Awards and Decorations" 2 April, 1944, an OAK LEAF CLUSTER is awarded to the following named Officers in addition to the Air Medal previously awarded.

CITATION: For exceptionally meritorious service in aerial flight over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States:

MISSING IN ACTION

WILLIAM D. WIGHAMLY O-715456 1st Lt. Butte, Montana.

By command of Major General KEFNER:

FRANCIS H. GRISWOLD,
Brig. General, U.S.A.,
Chief of Staff

OFFICIAL:

/s/William A. Sherwin
/t/WILLIAM A. SHERWIN,
Major, AGD,
Asst Adjutant General.

A TRUE EXTRACT:

DAVE C. WILLETT
DAVE C. WILLETT,
Capt., Air Corps,
Adjutant.

CONFIDENTIAL

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

APG 637,
15 June 44.

SUBJECT: 1-2, 1-3 Mission Report. No. 93.

TO: 1-2 of 100, 357th Fighter Group, Army Air Forces, USAAF Station F-373,
APG 637.

A. 363rd Fighter Squadron - Col RONALD W. GRUBBS, leading.

B. 17-0000-1012

C. 4.

D. Penetration--Target Support-- 10th Air Force. PD #390.

E. Nil

F. Nil

G. Nil

H. Nil

I. 1/2 in 1st echelon is stepping 1000 hrs at 20,000 ft. 1/2 in 2nd echelon at 0732 hrs at 20,000 ft. 1/2 out of 1st echelon at 0910 hrs and 1/2 in 2nd echelon at 0910 hrs at 20,000 ft. No 1/2. Heavy, inaccurate intense fire over target and heavy inaccurate machine fire over Heligoland and Cuxhaven. One 1-38 seen in spin 10 miles N of Haverford still going down at 15,000 ft. 1st echelon of 20 plus large 1/2 12-15 miles N of Haverford is proceeding slowly in direction of Cuxhaven Harbor. Broken medium cumulus over channel to 12,000 ft with light thin haze at 18,000 to 20,000 ft. Over continent 2/1 the broken cumulus with clouds towering in spots to 20,000 ft. 1/2 Good.

RONALD W. GRUBBS

Col. AG

1st Officer.

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363rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
USA F Station 7-373

D-2

AFG 637,
16 June 44.

SUBJECT: D-2, E-3 Mission Report No. 74

TO : D-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station 7-373, AFG 637.

- A. 363rd Fighter Squadron - Captain PAUL H. DE WILDE, leading.
 - B. 16 - 1555 -- 2010
 - C. One
 - D. Sweep
 - E. Nil
 - F. Nil
 - G. Nil
 - H. One locomotive destroyed;
One ammunition truck destroyed
seven passenger cars damaged
- Field Order 'Hons' VCCO.

Refer to narrative of mission for additional destruction and damage.

I. L/P in west of BIFFE at 1700 hours at 20,000 ft. Arrived over assigned area at 1753 hours at 20,000 ft. and patrolled on the deck until 1835 hours. L/P out not determined because of solid overcast. On southern outskirts of POITIERES Squadron strafed railroad train containing personnel, destroying locomotive and damaging seven passenger cars. To the east of this train in a railroad yard having 12 sidings on the southern outskirts of this city Squadron released tanks and set them on fire. In this area there were at least 100 boxcars, flat and passenger cars and 4 locomotives. Four huge fires were burning and pilots could not estimate extent of damage. - consensus is few could escape destruction, as area was lit up with huge flames and heavy black smoke. On railroad line leading northeast from POITIERES to CHATELERAULT report 40 plus oil cars on siding. - Flak to area reported on both sides of railroad tracks just south of CHATELERAULT. Light flak - accurate - and small arms fire at POITIERES. Over channel solid overcast to 7,000 ft. with slight haze above. LE HARVE south to LE HANS C A V U. South to target area 7/10 scattered cumulus tops 7,000 ft. R/T good.

ERNEST F. DE NIGLIS,
Capt, AG,
3-2 C.

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RESTRICTED

SPECIAL ORDERS
NO 165

HEADQUARTERS AAF STATION F-373
APO 637
16 June 1944

EXTRACT

7. Following EM, having been trfd in gr to 357th Ftr Gp & having reported this Sta in compliance w/p ar 6, SO #148, Hq 3d SAD, APO 505, 13 June 44, are further trfd in gr & WP orgns indicated. No travel involved.

NAME	RANK	ASN	SSN	ORGN
Joe (NMI) Kovach, Jr.	Pfc	36177284	521	363rd Ftr Sq
Vincent J. Inglese	Pvt	32273942	521	363rd Ftr Sq
Aloysius R. Pyka	Pvt	36347094	521	363rd Ftr Sq
Victor (NMI) Browneagle	Pvt	36264494	521	363rd Ftr Sq
Louis H. Hays	Pvt	38406862	521	363rd Ftr Sq

By order of Colonel GRAHAM:

ROBERT T. ROMINE,
Major, Air Corps,
Adjutant.

OFFICIAL:

/s/Robert T. Romine
/t/ROBERT T. ROMINE,
Major, Air Corps,
Adjutant.

A TRUE EXTRACT:

DAVE C. WILLETT
DAVE C. WILLETT,
Capt., Air Corps,
Adjutant.

CONFIDENTIAL

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

D-2

APD 637,
17 Jun 44.

SUBJECT: D-2, D-3 Mission Report No. 95

TO : D-2 Officer, 357th Fighter Group, Army Air Forces, Bosch Station F-373, APD 637

- A. 363rd Fighter Squadron - Captain John F. McVitt, leading.
- B. 15 -- 10:00 -- 1223
- C. Three
- D. Penetration - Target support - 10th Air Force. F-17A
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/2 in 10:00 at 1100 hours at 15,000 ft. 1/2 at 10:00 T at 1110 at 15,000 ft. 1/2 20 miles S. of Hanoi at 11:00 hours at 15,000 ft. 1/2 out N. of Hanoi at 11:50 hours at 15,000 ft. heavy, long inaccurate flak at 11:00. One B-17 seen to go down at 11:00 at 11:00 hours. At least eight chutes observed. Lt HANCOCK on 1/2 heard to say quote-I am on the ground and O.K. I believe I am in friendly territory-and quote. Weather 7/10 1,000 to 2,000 ft cumulus with breaks at enemy coast. Clear above. Some overcast. No bombing results or enemy A/C seen. 2/2 good.

JOHN F. McVITT, JR.,
1st Lt., AD,
--2 C.

CONFIDENTIAL

CONFIDENTIAL

363rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
Station 1173

D-2

AFPO 637,
17 Jun 44.

SUBJECT: D-2, D-3 Mission Report 90

TO: 1st Lt. Officer, 357th Fighter Group, Army Air Forces, Station 1173, AFPO 637.

A. 363rd Fighter Squadron - Capt. in P.O. 8. 04 0000, leading

B. 10 - 1055 - 22-7

C. None

D. Penetration - Target Support - Withdrawal PO 8395

E. Nil

F. Nil

G. Nil

H. Nil

I. 1/7 in P.O. 8 at 1940 hours at 21,000 ft. 1/7 west of 100.7 at 2013 hours at 21,000 ft. 1/7 and 1/8 out at 10.0000 at 1940 hours at 18,000 ft. No 1/6. No Flak. Excellent bombing results on target 1/6 with concentrated hits runway and barracks. Vicinity of 100.7 and 1/7 friendly 1/8 seem to explode in mid-air. 10 mailed west of 100.7 explosion seen on ground - one chute opened. Over channel, clear to enemy coast with 1 light flare above. Over continent to target area 1/10 to 6/10 low clouds to 1,000 ft - base above. 1/1 good.

Capt. in P.O. 8,
Capt. in P.O. 8,
-2 1/2

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363rd FIGHTER SQUADRON
337th Fighter Group, Army Air Forces
Station F-373

AFG 837,
28 June 44.

Subject: 5-2, 5-3 Mission Report. No. 77.

To: 5-2 Officer, 337th Fighter Group, Army Air Forces, Station F-373,
AFG 837.

1. 363rd Fighter Squadron, Captain J. H. A. ... leading.
2. 12 - 0/05 - 1027
3. 0
4. Penetration - target support - withdrawn 0396.
5. Nil
6. Nil
7. Nil
8. Nil
9. Nil

1. 1/7 in uninterfered. ... to 10/10th overcast. 1/7 40 miles north of HAGERSD
0838 hours at 25,000 ft. Left bombers at mid-channel at 1010 hours at
20,000 ft and they did not return as briefed. 1/7 out 0200 hours at
20,000 ft. Black heavy accurate 25,000 ft over target. No 1/7 seen.
Weather 3 layers of cumulus broken up to 25,000 ft. over channel, continent
and target.

JAMES B. STONE JR.,
1st Lt., AC
5-2 Officer.

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

AF 637
15 June 1944.

SUBJECT: -2, -3 Mission Report

TO: -2 Officer, 357th Ftr Gp, AAF Station F-373, AF 637.

1. 363rd Fighter Squadron, Captain Paul E. De Vries, leading.
2. 16-0705--1010
3. 1
4. Penetration--target support--withdrawal--F.O. 399.
5. Nil
6. Nil
7. Nil
8. Nil
9. Solid 10/10ths overcast to 30,000 feet and 1/F in and 1/F out indeterminable.
10. Recall at 0945hrs. weather a horrible mess. No AA or flak. 1/F good.

PAUL E. DE VRIES
Capt. AG
-2 Officer.

CONFIDENTIAL

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

D-2

APO 637,
19 Jun 44.

SUBJECT: S-2, S-3 Mission Report No 99

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station
F-373, APO 637

- A. 363rd Fighter Squadron - Colonel W. H. G. GARRAM, leading
- B. 16 - 1610 - 1856
- C. Nil
- D. Area Support PC #403
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/F in Dunkirk at 1630 hours at 23000 feet, arrived in area at 1658 hrs and patrolled area from 16000 feet to 23000 feet leaving area at 1758 hours. 1/F out 3 is report at 1826 hrs at 16000 feet. No 1/A seen. No 1/Y contact with Vinegrove 5 but Vinegrove 4 contacted. Weather 6/10 two layers cumulus up to 23000 feet over continent.

John B. Myers Jr
1st Lt AG
S-2 D

CONFIDENTIAL

303rd Fighter Squadron
357th Fighter Group, Army Air Forces
USAF Station F-373

AF 637,
20 June 44.

SUBJECT: 3-2, 3-3 Mission Report, No 100

TO : 3-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station F-373,
AF 637.

- A. 303rd Fighter Squadron - Col. William E. Gurnea, leading.
- B. 17 - 0638 - 1217
- C. Two
- D. Penetration-target support-withdrawal PO 6402
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/F in 3 flights at 0738 hours at 22000 feet. 2/V & Trenton at 0740 hours at 26000 feet. 1/F Bombers in two flights, each, two flights leaving bombers at 1010 hrs. 15 MI's at 1010 hrs. and two flights leaving bombers at 1037 hours. 1/F of Lubbock both at 26000 feet. 1/F out Gudmaven at 1130 hours at 22000 feet. One B 24 observed being attacked by three 109's, 1 of 1010 hrs. Bombers spread out over 60 miles and broken down into small sections. No escort observed with bombers at 1130. Convoy of 25 plus ships seen S of Borinquen island at 1130 and called in to Gilkin on 1 channel. One B 24 seen going down S of 1010 hrs. at least 8 chutes observed. Weather 10/10 low cumulus to 10000 feet over channel to clear above, CAVU over route to target and target. 1/F good.

JOHN E. MEARS JR.
1st Lt. AC
3-2 G

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

AFG 637
20 June 44.

SUBJECT: F-2, F-3 Mission Report, No 101

TO : F-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station F 373
AFG 637

A. 363rd Fighter Squadron - Capt. O'Brien, leading

B. 16 - 1710 -

C. Nil

D. Strafing F0 405

E. Nil

F. Nil

G. Nil

H. Destroyed:

One military truck

I. 1/F in Dunkirk at 1751 hrs at 22000 feet. Arrived Boissens 1805 hrs at 22000 feet and patrolled Boissens-Paris road and railway without seeing objective. Orbited and destroyed truck above at Channy 4th 7523. Left area 1850 hrs. 1/F out Dunkirk at 1915 hrs at 21000 feet. Channel X11X 10/10 to enemy coast low clouds 1400 feet to 4500 feet with haze above to 21000 feet. Scattered middle cloud over continent 8000 feet to 10000 feet with haze below. R/T good.

J.

JOHN R. YOUNG JR
1st Lt AC
F-2 O

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

AF0637,
22 June 44.

SUBJECT: 3-2, 3-3 Mission Report, No. 102

TO : 3-2 Officer, 357th Fighter Group, Army Air Forces, JAAF Station F-373,
APO 637.

1. 363rd Fighter Squadron - Captain ... Anderson, leading.

2. 18 - 0725 - 1217

3. Seven

4. Penetration-target support-withdrawal TO #406.

5. Nil

6. Nil

7. Nil

8. Nil

9. 1/F in N Ijmaiden at 0618 hrs at 21000 feet. W/V ... Schwerin at 0935 hrs at 29000 feet. 1/2 ... Schwerin at 1050 hrs at 20000 feet. Left ... 1/F out ... Ijmaiden at 1145 hrs at 23000 feet. No ... seen. Heavy intense inaccurate flak over target area. Heard call over ... that 2 planes collided in mid-air ... of Berlin no ... observed. Many straggling B-17's in target area and on way home. Channel ... 10ths low ... about 300 feet tops-base about 400 feet. Continent ... 10 to ... Hamburg - clear to target except for 1/10ths coverage. ... good.

JOHN A. ...
1st Lt ...
3-2 0

CONFIDENTIAL

363RD FIGHTER SQUADRON
557TH FIGHTER GROUP, ARMY AIR FORCES
USAAF STATION F-375

APD 137.
23 APR 1945.

SUBJECT: S-2, S-3 MISSION REPORT, 100. 100.

TO : S-2 OFFICER, 557TH FIGHTER GROUP, ARMY AIR FORCES, USAAF
STATION F-375, APD 137.

- A. 363RD FIGHTER SQUADRON, COL GRAHAM, LEADING.
- B. 17--1 49--2052
- C. PENETRATION--TARGET SUPPORT--SITHANAL--F.O. 112.
- D. NIL
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/P IN LE HARVE 1715 20,000 FT. /N 1. GAIN 1515 HRS AT 20,000 FT.
L/B AND L/B OUT 1955 HRS AT 19,000 FT. TRENCHES EXPLOSIONS AT
POINTS IN PARIS. HEAVY-INT. DE-INCUBATE FLAK AT PARIS. HEAVY-
TRAC RATE-FLARE FLAK AT LE HARVE. NW-SE RUNWAYS SERVICABLE AT
A/D'S AT L VS L775 AND 14N 5425. OVER CHANNEL AND CONTINENT TO
TARGET LIGHT HAZE TO 20,000 FT AND THEN LAYERS OF CLOUDS OF MEDIUM
THICKNESS TO 30,000 FT. . F/T 2000.

ERNEST F. DE HINDIS
CAPT. AC
S-2 OFFICER.

CONFIDENTIAL

CONFIDENTIAL

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

JUNE 24, 1944.

SUBJECT: S-2, S-3 MISSION REPORT.

TO : S-2 OFFICER, 357TH FIGHTER GROUP, APO 597, AAF STATION F-373.

- A. 353RD FIGHTER SQUADRON, CAPT. C.E. ANDERSON LEADING.
- B. 10--1115--1639
- C. L.
- D. FIGHTER SACEP. F.O. # 413.
- E. NIL
- F. NIL
- G. NIL
- H. GROUND:

DESTROYED: 6 MILITARY TRUCKS. 1 VR 7797

DAMAGED: 5 RR GOODS WAGONS AND 1 TANK CAR. 1 VR 7898

- I. L/F IN OVERCAST BECAUSE OF OVERCAST. BEGAN PATROLLING AT 1210 HRS UNTIL 1410 HRS AND THEN WENT TO DEVEAULTS AREA WHERE STRAFFING ATTACKS RESULTED IN ABOVE CLAIMS. A P-51 PREVIOUSLY BELIED IN SEEN AT 1 VR 7898. SOLID OVER CHANNEL AND CONTINUED WITH BASE AT 4,000 FT AND TOPS AT 5,000 FT. NO E/A AND ONLY LITTLE FLAK SENT UP THRU OVERCAST. NO ACTIVITY ON HIGHWAYS NOTED. W/T GOOD.

ERNEST F. DE MURIS
CAPT, AC
S-2 OFFICER.

CONFIDENTIAL

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

APR 37,
24 APR 42.

SUBJECT: S-2, S-3 MISSION REPORT. NO #105.

TO : S-2 OFFICER, 357TH FIGHTER GROUP, ARMY AIR FORCES,
USAAF STATION F-373, APR 37.

- A. 363RD FIGHTER SQUADRON - CAPTAIN WILLIAM W. O'BRIEN, LEADING.
- B. 18 - 0650 - 1111
- C. XXXXXXXXXXXX 2 SPARES
- D. PENETRATING TARGET SUPPORT WITHDRAWAL FO # 415.
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. LF IN N E CAEN 0715 HRS AT 21,000 FEET. R V SAME. LF BOMBERS
RECAP 0830 AT 23,000 FEET RVED TO LORAINS AREA FOR SWEEP AND
OBSERVED 12 TRUCK CONVOY W OF CHARTRES ON EDGE OF FOREST AT
LVR 1002. BEFORE SQUADRON COULD MAKE ITS FIRST PASS THE ENTIRE
CONVOY DISPERSED INTO THE ABOVE WOODS AND COULD NOT BE LOCATED
THEREAFTER. ONE B 17 SEEN TO SPIN AT 21,000 FEET AND EXPLODE
WHEN IT HIT GROUND AT TOURS NO CRATES OBSERVED. BOMBERS DID NOT
HIT THEIR TARGET. HEAVY MODERATE INACCURATE FLAX AT BORDER
LEVEL ON NORTH SIDE OF RIVER FROM TOURS. CHANNEL CAVALY TO
MIDCHANNEL WITH 10/10 OVERCAST MIDCHANNEL TO 50 MILES IN
ENEMY COAST. 1/10 CUMULUS TO 3000 FEET OVER TARGET. R T 0-10

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

CONFIDENTIAL

365RD FIGHTER SQUADRON
357TH FIGHTER GROUP, ARMY AIR FORCES
USAAF, STATION F-373

JUNE 26, 1944.

SUBJECT: S-2, S-3 MISSION REPORT.

TO : S-2 OFFICER, 357TH FTR GP, AAF, STATION F-373, APO 637.

- A. 365RD FIGHTER SQUADRON--COL. D.W. GRAHAM LEADING.
- B. 15--1727--
- C. 1
- D. TYPE 16 CONTROL--F.O. 216 CP MISSION # 114
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN LE T-REPORT AT 1520 HRS AT 21,000 FT. L/F OUT LE T-REPORT
2030 HRS AT 21,000 FT. PATROLLED AREA AS DIRECTED BY CONTROLLER
LILLE TO N. OF PARIS FROM 1520 HRS TO 2030 HRS FROM 17,000 TO
25,000 FT. NO E/A SEEN--NO FLAK. NO ACTIVITY OBSERVED. R/T GOOD.

ERNEST F. DE NIGRIS
S-2 OFFICER
CAPT AC.

CONFIDENTIAL

CONFIDENTIAL

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

APO 637,
25 June 44.

SUBJECT: 3-2, 3-3 Mission Report. No. 107.

TO : 3-2 oficer, 357th Fighter Group, Army Air Forces, USAAF Station F-373,
APO 637.

- A. 363rd Fighter Squadron - Captain C.E. ANDERSON, leading.
- B. 18-0635-1213
- C. 4
- D. Penetration--Target support-- withdrawal. FO # 417.
- E. Nil
- F. Nil
- G. Nil
- H. 2 Flat cars and 1 Coach destroyed at 17 3878
- I. 1/T in at Le Treport at 0726 at 12,000 ft. 1/V A181 at 0705 at 16,000 ft.
1/S at 1 of Bordeaux at 1000 hrs at 11,000 ft. 1/T out 1 of Dieppe at 1130
hrs at 18,000 ft. No 1/a--meagre, inaccurate heavy flak over target. No activity
noted. Light haze over channel to 18,000 ft where a thin layer of cirrus began.
Over continent only light haze. R/T good.

GRANT I, JR. NICHOLS
Capt, AC
3-2 Officer.

CONFIDENTIAL

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

APO 637
25 June 44

SUBJECT: C-2, 1-3 Mission Report. No 108

T : C-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373
APO 637

A. 363rd Fighter Squadron - Captain D H Bockay, leading.
B 13 - 1805 -
C Nil
D Penetration, Target Support-Withdrawal. FC # 418
E Nil
F Nil
G Nil
H Nil
I L/F in Gravelines at 1835 hrs at 22000 feet. Arrived and patrolled area from 1915 to 1945 hours and R/V with bombers XX S E Paris at 1945 hours at 20000 feet. LF bombers at Evreux at 2035 hrs at 19000 feet. L/F out at Fe Camp at 2045 hrs at 19000 feet. No E/A seen. Channel in low light scattered cumulus with light haze between cumulus and cirrus at 27000 feet. Channel out increasing density of cumulus and cirrus. Continent- 2-3/10 cumulus to 5000 feet broken with high cirrus ~~km~~ at 27000 feet.

JOHN B MYERS JR
1st Lt AC
S-2 O

CONFIDENTIAL
303rd FI BTL SQADRON
357th Fighter Group, Army Air Forces
USAAF Station F-373

AFG 637,
27 June 44.

SUBJECT: 3-2, 3-3 Mission Report. No. 109.

TO: A-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373,
AFG 637.

- A. 303rd Fighter Squadron - Col DONALD W. GRAHAM, leading.
- B. 10-1711--
- C. Nil
- D. Area support and live bomb. PO # 420
- E. Nil
- F. Nil
- G. Nil
- H. Ground: Destroyed: 2 hangars at A VT 6602.
- I. 1/E in as shown at 1755 at 12,000 ft. 1/E out - stand 2000 hrs at 12,000 ft. Arrived over assigned area 1825 and patrolled with above results until 1915 hrs from 1,000 to 5,000 ft. Blue and Green flights served as top cover for other squadrons until they had bombed and strafed and then made but one pass at target train at Greenhouse and Miller did not remain in area and furnish top cover. Train bombed at AYT 6582. 32- 250 lbs and 257 lbs bombs dropped with AAG 113 8-11 second delayed tail fuse. 1/E good.

BRUNOT F. DE NIGRIS
Capt. AG
A-2 Officer.

CONFIDENTIAL

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

APC 637,
20 June 46.

SUBJECT: S-2, -3 Mission Report. No. 110.

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373,
APC 637.

A. 363rd Fighter Squadron - Captain CARL F. DE WILDE, leading.

B. 18 - 0945 - 0948

C. Three

D. Penetration, Area Support, Withdrawal

PO # 421.

E. Nil

F. Nil

G. Nil

H. Nil

I. L/T in W Fe Group at 0615 hours at 27000 feet. L/V 1115 Havre at 0630 at 27000 feet. Left bombers and made L/T out at 0920 at 20000 feet. Two planes escorted one B 17 in distress from 5 hours to friendly coast. No A/A seen. Escorted bombers about one and one-half miles to right side and flax bursts observed between bombers and fighters. Weather Channel 10 10 in three layers 1500-2000 feet, 8000-10000 feet and cirrus from 20000 to 25000 feet. Clear over target. MT good. The bomber escorted was a B-17 serial NO 230827 bearing square identification with C on tail fin, by its. Goughish and Fisher.

JOHN B. MYERS JR.

1st Lt AC

S-2-0

CONFIDENTIAL

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

APC 337,
29 June 44.

SUBJECT: S-2, S-3 MISSION REPORT. NO # 111.

TO : S-2 OFFICER, 357TH FIGHTER GROUP, ARMY AIR FORCES, USAAF
STATION F-373, APC 337.

A. 363RD FIGHTER SQUADRON - CAPTAIN CLARENCE E. ANDERSON JR., LEADING
B. 15--0550--1125

C. 1

D. PENETRATION--TARGET SUPPORT--WITHDRAWAL

FO # 122

E. NIL

F. NIL

G. NIL

H. DESTROYED:

- +. ONE FW 190 AND 2 ME 109'S BY CAPT FOY.
- 3 FW 190'S BY CAPT ANDERSON
- 2 ME 410'S AND BY CAPT BROWNING
- ONE FW 190 SHARED BY CAPT BROWNING AND LT. STAUDTE
- ONE ME 410 BY LT FENNEL
- ONE ME 109 BY CAPT BOCHKAY
- ONE FW 190 BY LT OVERSTREET

- 1. L/F IN S 10M01DEN AT 0735 AT 21,000 FT. R/V DUMMER LAKE AT 0812 HRS AT 27,000 FT. L/S AT NE OF BRUNSWICK AT 0947 AT 21,000 FT. L/F OUT N 10M01DEN AT 1015 HRS AT 13,000 FT. 50 PLUS SE E/A AND 3 ME 410'S ENCOUNTERED APPROX 10 MILES SW MADGEBURG AND ENGAGED WITH ABOVE RESULTS. E/A ATTACKED OUR SQUADRON IN FLIGHTS OF FOURS IN COMBAT FORMATION SIMILAR TO OURS. INTENSE-ACCURATE --HEAVY FLAK OVER MADGEBURG AND HANOVER AND HEAVY--INACCURATE AND MODERATE FLAK OVER BRUNSWICK. HAZE OVER CHANNEL AT 15,00 FT WITH PATCHY CIRUS ABOVE--OVER CONTINENT HAZE IN LAYERS. CAPT. ANDERSON HEARD LT. SMITH OF 354 SQ. SAY OVER R/T THAT HE WAS GOING TO BAIL OUT. R/T/ GOOD.

ERNEST F. DE NIGRIS
CAPT AC
S-2 OFFICER.

.....

1. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 34, 30, 210064, 20 March 1944, an Oak Leaf Cluster is awarded to the following named Officers in addition to the Air Medal previously awarded:

637, B. S. Army
17 June 1941

132

The following transfers to or are directed. To travel involved.

NAME	GRADE	TO	FROM
Test (637) Kenneth E. Sylvester, 1.1621.7	360rd Air Sq	449th Av Sq	

By command of Brigadier General [Signature]

B. S. [Signature],
Major, Air Corps,
Adjutant.

OFFICIAL:

s/ B. S. [Signature]
t/ B. S. [Signature],
Major, Air Corps,
Adjutant.

THIRD OFFICIAL:

[Signature]
B. S. [Signature],
Captain 1C.

CONFIDENTIAL

CONFIDENTIAL

365th FIGHTER SQUADRON
30TH FIGHTER GROUP, 4TH AIR FORCE
USAF, STATION F-73

APR 17
9 JUL 1964

SUBJECT: S-2, 1-2 MISSION - EPO 1.

TO : S-2 OFFICE, 30TH FTG, AAF, USAF, STATION F-73 APR 17.

- A. 365th FIGHTER SQUADRON, COL. D.W. B. A. H. L. A. I. N. D.
- B. 16--120--1.45
- C. 2
- D. 100 PER CENT AND DIVE BOMB. F.O. 1.4.
- E. NIL
- F. NIL
- G. NIL
- H. GNC N. TARGETS:
DAMAGE TO TRACKS AND 6-100 LANE IN MARSHALLING YARD.
DAMAGED: L. LOCOMOTIVE--25 WOODS CAMP--RR REPAIR SHOP--SWITCH HOUSE.
- I. 1/4 APPROX 11 MILES N OF L/O--L/F IN NET DETERMINED AS TO 10/10THS
UNCAST. L/D AND L/F OUT N OF L/TREX AT AT 1015 HRS AT 25,000 FT.
X28XXXXXXXXXXXXXXXXX 20--100 POUND BOMBS WITH M 105 INSTANTANEOUS
ROCK FUSE AND .025 DELAY TAIL FUSE DROPPED ON A MARSHALLING YARD
SOUTH OF AMLINS--EXACT SPOT COULD NOT BE DETERMINED. ONE FLIGHT
STRAFFED AND DAMAGED A LOCOMOTIVE, 25 WOODS CAMP, A RR REPAIR HOUSE
AND SWITCH HOUSE AT 4 VM 3025. NO L/A SEEN--SMALL ARMS FIRE AT
4 VM 3025. CLEAR OVER CHANNEL TO E/L EXCEPT FOR SCATTERED PATCHES
OF LOW CLOUDS. 10/10THS LOW CLOUDS OVER CONTINENT --TOPS AT 3,000 FT
AND HAZE BEGINNING AT 20,000 FT. R/T GOOD.

ERNEST F. DE NIGRIS
CAPT. AC
S-2 OFFICER.

CONFIDENTIAL

RESTRICTED

(C-21)

GENERAL ORDER)
 :
 NUMBER.....50)

HEADQUARTERS VIII FIGHTER COMMAND
 APO 637 AAF Station F-342
 17 June, 1944

S I T E I I

III. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., STOUSS, 20 March, 1944, and letter Hq., Eighth Air Force, Subject: "Awards and Decorations", 2 April, 1944, the DISTINGUISHED FLYING CROSS is awarded to the following named Officers:

CITATION: For extraordinary achievement in aerial flight over enemy occupied Continental Europe. The skillful and zealous manner in which these Officers have sought out the enemy and engaged him, their devotion to duty and courage under all conditions serve as an inspiration to their fellow flyers. Their actions on all these occasions reflect the highest credit upon themselves and the Armed Forces of the United States:

ROBERT W. POY	O-745340	Capt.	Owego, New York
EDWIN W. NIMO	O-728661	Capt.	Chisholm, Minnesota
EDWARD K. SIMSON, JR.	O-745529	1st Lt.	LaVerne, California.
LAWRENCE O. WOOD	O-745559	1st Lt.	Hoxie, Kansas

WILLIAM B. OVERSTREET, JR., O-745487, 1st Lt., Army Air Forces, United States Army. For extraordinary achievement and heroism in aerial combat and the destruction of one enemy airplane over enemy occupied Continental Europe. The skillful and zealous manner in which Lt. Overstreet has sought out the enemy and destroyed him, his devotion to duty and courage under all these conditions serve as an inspiration to his fellow flyers. His actions on all these occasions reflect the highest credit upon himself and the Armed Forces of the United States.

IV. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., STOUSS, 20 March, 1944, and letter Hq., Eighth Air Force, Subject: "Awards and Decorations", 2 April, 1944, the DAK LEAF HUNTER is awarded to the following named Officers for wear with the Distinguished Flying Cross previously awarded:

CITATION: For extraordinary achievement in aerial flight over enemy occupied Continental Europe. The skillful and zealous manner in which these Officers have sought out the enemy and engaged him, their devotion to duty and courage under all conditions serve as an inspiration to their fellow flyers. Their actions on all these occasions reflect the highest credit upon themselves and the Armed Forces of the United States:

CLARENCE E. ANDERSON, JR., O-730324, Captain, Army Air Forces, United States Army. For extraordinary achievement and heroism in aerial combat and the destruction of three enemy airplanes over enemy occupied Continental Europe. The skillful and zealous manner in which Captain Anderson has sought out the enemy and destroyed him, his devotion to duty and courage under all conditions serve as an inspiration to his fellow flyers. His actions on all these occasions reflect the highest credit upon himself and the Armed Forces of the United States. Entered military service from California.

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

ENCOUNTER REPORT

PILOT: JAMES W. BROWNING, Captain, AC., O-740361.

- A. COMBAT
- B. 29 June 44. FO # 422.
- C. 363rd Fighter Squadron, 357th Fighter Group.
- D. 0925
- E. South West LEIPZIG.
- F. Good - low overcast.
- G. Two ME-410's. One shared WILLIAM S. FENNELL, 1st Lt., AC., # O-726353
- H. Two ME-410's destroyed, three crew personnel killed.
- I. ACCOUNT OF COMBAT: I had joined Greenhouse Squadron and was climbing back up to the bombers. I was leading Cement White Flight with three wingmen. We were approximately 15,000 ft when I saw two ME-410's starting to go below the overcast. I turned to follow them and Greenhouse Squadron followed me. The ME-410's went through the overcast and I followed quite a long way from them. I found them again below the overcast in tight formation. I came up from below them closing fairly fast. When in range I fired at the one on the left. I figured about four hundred yards. I observed hits and the right engine started smoking. He pulled off left and I moved over and fired at the other one. I observed hits all over him and he broke right. I then followed the one that broke left and got more hits. Pieces flew off. I pulled up over him and he crashed into the ground. I turned my guns off and took a picture of the flames. Lt FENNELL my # 2 man followed the one that broke right and finished it off. I saw one parachute. The altitude I started firing was approximately 10,000 ft.

I claim two ME-410's destroyed. One shared by Lt FENNELL
J. Ammunition expended: 848 rounds.

James W. Browning
JAMES W. BROWNING,
Captain, AC.,
Pilot.

Pilot: WILLIAM S. FENNELL, 1st Lt., AC., O-726353
363rd Fighter Squadron, 357th Fighter Group.

ACCOUNT OF COMBAT: I was flying # 2 man in Cement White Flight when we spotted two ME-410's in close formation going through the overcast. We closed in to about 400 yds before they separated. I followed the one that broke left. I started firing at about 300 yds and closed in to about 75 yds firing all the way. I observed hits all over the ship and pieces of the E/A came back and knocked a small hole in my right wing about four feet out from the center section. As I pulled away two chutes came out of the E/A but one failed to open.

I claim one ME-410, shared with Captain BROWNING.
J. Ammunition Expended: 469 rounds

William S. Fennell
WILLIAM S. FENNELL,
1st Lt., AC.,
Pilot.

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

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

ENCOUNTER REPORT

PILOTS: JAMES W. BROWNING, Captain, AC., O-740361

RAYMOND W. STAUDTE, 1st Lt., AC., O-745533

- A. COMBAT
- B. 29 June 44. FO # 422.
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 0955
- E. South West LEIPZIG
- F. Good, low overcast
- G. FW-190
- H. FW-190 destroyed
- I. ACCOUNT OF COMBAT: We had R/V'd with the bombers at DUMMER LAKE and escorted them approximately fifteen minutes. I was leading Cement White Flight and we saw some ME 109's and Fw 190's in front of the bombers. We started after them, following Cement Red Flight. We became split from Red Flight and saw a FW 190. I turned from the left and came up his tail, from about 20° astern and then dead astern. I got hits all over his right wing and fuselage. I hit his prop wash and pulled up over him. LT. STAUDTE, my # 3 man, then fired on him and he released his canopy and bailed out. I saw his 'chute open and go thru the overcast. I fired at 2 ME 109's and then made a pass at a FW 190 with no one in it. I am sure it was the same FW 190 we had gotten. It finally went straight down through the overcast.
- J. I claim one FW 190 destroyed, shared with LT. STAUDTE.

Ammunition expended: 848 rounds.

James W. Browning
JAMES W. BROWNING,
Captain, AC,
Pilot.

CAPT. BROWNING FIRED AT THE FW 190, getting hits on right wing and cockpit. The E/A dropped his belly tank and CAPT. BROWNING, broke off the attack. I fired a short burst, getting hits on the cockpit of the FW 190. The canopy came off and the pilot bailed out.

- J. I claim one FW 190 destroyed, shared with CAPT. BROWNING.
- Ammunition expended: 119 rounds.

Raymond W. Staudte
RAYMOND W. STAUDTE,
1st LT, AC,
Pilot.

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

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

ENCOUNTER REPORT

PILOT: DONALD H. BOCHKAY, Captain, AC, O-742834

A-COMBAT

B-29 June 44 FO # 422

C-363rd Fighter squadron, 357th Fighter Group

D-0905

E-SCHONINGEN, GERMANY

F-Good - 2 layer overcast at 5000 and 8000

G-ME-109

H-One destroyed: ME-109

I-ACCOUNT OF COMBAT: I was leading Cement Blue Flight, escorting B-17's between BRUNSWICK and MAGDEBURG, at 24,000 ft. We had just dropped our combat tanks and were making a slight turn to the right away from the sun. As I looked up into the sun, I saw four (4) FW-190's coming down on us followed by four (4) ME-109's. They went past us and broke into Cement Green Flight, dead astern. I immediately broke hard to the left and fired at the lead FW-190 without hitting him. He splitessed. I then jumped on the tail of a ME-109 in a steep dive. I let him have a good burst while we were turning hard to the left, with about two (2) radii lead. I saw strikes on the tail and right wing. He then snap rolled twice and went into the a spin, I cut my throttle and followed him through the two layers of overcast. I let him have another good burst and saw strikes on both wings. His ammunition started to explode, tearing bits and pieces from both wings. The pilot then bailed out doing close to 600 MPH., he delayed his opening. at 4,000 ft his ship caught fire and crashed. I took a short picture of his ship after it hit the woods.

I claim one (1) ME-109 destroyed

J-Ammunition expended: 489 rounds

Donald H. Bochkay
DONALD H. BOCHKAY,
Capt, AC,
Pilot

SUPPORTING STATEMENT

I was flying CAPT. BOCHKAY'S wing while escorting B-17's. After being jumped by 4 FW 190's and 4 ME 109's, which we broke into, I followed CAPT. BOCHKAY as he jumped on the tail of a 109 that was going down in a steep dive. I saw many strikes on the right wing from the root out. We went down thru 2 layers of overcast. CAPT. BOCHKAY fired again and I observed more strikes on both wings and pieces started to come off. Our speed was well past the red line as the pilot bailed out of the 109. The 'chute opened and in a short time saw the 109 crash in a small patch of woods.

William H. Fricker
WILLIAM H. FRICKER,
1st LT, AC, O-440416,
Pilot.

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: WILLIAM B. OVERSTREET JR, 1st Lt., AC., O-745487

- A. COMBAT
- B. 29 June 44. FO # 422.
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 0910
- E. South West Liepzig
- F. Good - slight haze
- G. FW-190
- H. One FW-190 destroyed.
- I. ACCOUNT OF COMBAT: I was flying Cement Red # 4 when we bounced eight FW-190's. We dived down on their tail. Captain ANDERSON Red Flight # 1 was firing at the leader of the formation who soon bailed out. I was closing on the FW-190 on our right when he started to roll over to the left. I was still out of range but closing fast so I opened fire as the ship flipped over and the pilot bailed out. Then I broke off to rejoin Red #3.
- I claim one FW-190 destroyed
- J. Amunition expended: 40 rounds

William B. Overstreet Jr
WILLIAM B. OVERSTREET,
1st Lt., AC.,
Pilot.

CONFIDENTIAL

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

ENCOUNTER REPORT

PILOT: ROBERT W. FOY, #0745340 Captain Air Corps

A. COMBAT

B. 29 June 44. FO # 422

C. 363rd Fighter Squadron, 357th Fighter Group

D. 0905

E. South West LEIPZIG

F. High clear - low haze - 5/10 cover

G. FW-190 - ME-109 - ME-109

H. Three destroyed: FW-190 - ME-109 - ME-109

I. ACCOUNT OF COMBAT: I was leading Cement Green Flight, escorting bombers South West of LEIPZIG when four FW-190's attacked my flight from nine o'clock high. They fired and passed over the top of my flight making a turn left to cut us off. I called for Cement Blue to break right and I put twenty degrees flaps down and cut my throttle maneuvering to the rear of E/A who were at the time in string. I pulled up on the tail of the rear ME-190 who started to turn to the left. I followed him in a Lufberry firing with about a two radii lead. I observed strikes all over the fuselage and wing, at which time he straightened out and bailed out in level flight along with the debris that was flying from his ship. Immediately after breaking off the attack on the FW-190 I saw a P-51 being chased by a ME-109 just off at about three o'clock to me and low. I pulled up and dived onto the tail of the ME-109 pulling up below his tail. I followed him for about fifteen seconds in close trail with him and below. I pulled and fired two short bursts observing strikes on his right wing and beneath the fuselage. The ME-109 immediately broke to the left, did one rather fast roll and bailed out. The pilot's chute did not open.

I called to my wing man and recieved no answer, I then called my second element leader who replied that he had lost sight of me after I had destroyed the FW-190 and went after the ME-109. I was pulled into a sharp left turn and saw a ship on my tail. I pulled into a tighter turn and started to spin into the overcast recovering after about two turns. I pulled my flaps down, cut my throttle and continued turning to the left. I had completed about three fourths of a 360° turn when the ME-109 cut across in front of me at a fast rate of speed. I pulled up my flaps and gave it full throttle and full RPM's pulling up on his tail low and in trail. I fired one burst observing strikes on the right wing. The E/A did a split S and I followed in a split S. He pulled out of range in a vertical dive - I glanced at my air speed which indicated well over 550 MPH. The ME-109 was still pulling away from me. I pulled out at 3,000 feet and the ME-109 was still in a vertical. I climbed up to 6,000 feet and circled the immediate area. I did not see the E/A hit the ground but there was a spot on the ground in that area which looked as if either a bomb or an airplane had gone in.

I claim: FW-190, ME-109, ME-109 Destroyed.

J. Ammunition expended: 514 rounds

ROBERT W. FOY,
Captain, AC.

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

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SUPPORTING STATEMENT

I was flying wingman for Captain Foy in Cement Green Flight. We were attacked by four FW-190's they came in high from nine o'clock. Captain got on the tail of a FW-190 in a diving turn to the left. I observed strikes all over the E/A and saw the pilot bail out.

Richard C. Roper
RICHARD C. ROPER,
2nd Lt., AC.

CONFIDENTIAL

FO # 422.

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I was leading combat squadron, and we had joined the bombers early. The cross leader assigned us the second box of big friends. We had been flying flights of four in flights since return for about twenty five minutes when we were called in on the first box. I saw the other squadrons milling around so we dropped our tanks and started forward when about 10-15's went under me. We followed, they crossed in front of the low squadron of bombers and turned left flying our formation, working escort. It also looked like a trap as eight more came down and bounded the second section. They turned into that and seemed to be doing so so our section went down on the ones below. I saw five above and lined up on one. We broke down so I picked the leader, gave him a short burst from about 300 yds dead astern, got quite a few hits. He did a roll to the right straightened out climbing violently. The canopy flew off and he slipped over on his back bailing out.

I then saw another one heading for the clouds. He came in but it was too late and I could see his face in a mirror. He followed. He came out in a clear spot and I attacked from the rear closing to 150 yds and getting quite a few hits all over. The canopy flew off, the pilot started to climb but not getting back into the cockpit. I flew along side and saw fire break out in the cockpit. He slowly rolled over and came straight in from about 5,000 ft having a huge explosion.

My wingman came along side and we started to climb back when another F-100 came out of the thin overcast up to our course and behind us and above. He circled around on his tail climbing after him. We climbed back and forth then slowly turned to the left. I got his off, closed in and started firing. I didn't get hits at first so I also fired down astern and got a few good hits. He then took his first evasive action, pulling up through the clouds. I followed firing. He went down through it again, I got some hits in the cockpit area. The F-100 then did a violent snap roll to the right followed by a tight spin. Streamers were coming off his wing tips and tail surfaces and he spun right on in from 5,000 ft exploding. No chute came out.

At 10:00 my #2 witnessed all three encounters. Then we joined the bombers, found the rest of the flight, and completed the mission uneventfully. I claim three F-100's.

J. Admission expended: 1175 rounds.

Clarence E. Andersen
 Pilot, USMC
 Pilot.

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I was flying in F-105's wing when at about 3000 ft. and down at 8000 ft. the wing leader at 20,000 ft. flying our type of formation. He went after the leader who did a roll and then I observed strikes in the right wing root after which he started to skid to the right as his canopy blew off sideways. He turned over and bailed out. He continued on top of a cloud layer after another F-105 who kept popping in and out of the clouds. He came to a clear spot and F-105 started firing at the F-105 rolled over and went straight in. I observed the crash which was a big explosion. No chute came out.

Capt. [redacted] went after another F-105 who suddenly did a snap roll after being hit and then went into a tight spin with streamers coming off the wing tips and tail. He went straight in and exploded --no chute came out.

John R. Skiba

John R. Skiba
1st Lt., USAF, 0750007
ilot.

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