

Classified "SECRET"
auth VIII Ftr Cmd
Memorandum 125-1
Dated 13 November 43.

DECLASSIFIED
DOD DIR 5200.9

UNIT HISTORY

363rd Fighter Squadron

CHRONOLOGICAL SEQUENCE

OF

EVENTS

Month of March 1944

FOREWORD: This is the Story of the Squadron for the month of March '44 - Its first complete month of Operational Flights. It is a story of long, long missions - the first of those long missions over the Reich that were to break the back of the Luftwaffe by destroying those manufacturing plants that produced its ships and those manufacturing plants that produced the parts for its ships. ---and by destroying all of those pilots and ships of the Luftwaffe that came up to meet the bombers that were destroying those plants. It tells the story of the part of this Squadron in the defense of the bombers and in the destruction of the fighter pilots and the fighter planes of the Reich - the Story of our victories over our enemies. It tells of those missions that were for the Squadron's pilots, mere milk runs in that the fighter pilots and the fighter ships of the enemy would not come up to do battle even though their capital city was being methodically destroyed by the bombers that our pilots were escorting - even though the means of production of planes for the Luftwaffe was being wiped out. And it tells of other days when the fighters of the enemy did come up to do battle and of the glorious victories of our pilots over these enemies of their country.

DECLASSIFIED
DOD DIR 5200.9

S E C R E T

- 2 March -- The Squadron escorted bombers on a mission to FRANKFORT to give them the protection of our P-51s as they bombed the industries of this important German city. Very little opposition was given our bombers by enemy fighters on this mission, though heavy, accurate flak was encountered. Our Green Flight was bounced by two Me. 109s, but the Flight promptly engaged the enemy aircraft who fled. Our Green Flight chased the enemy aircraft from 25,000 feet altitude to 9,000 feet where contact with the enemy was broken. No claims were made. (See Document (1) appended)
- 3 March -- On this date the Squadron sent out eighteen P-51s on a bomber escort mission which promised to be that dream mission of which all of the pilots in the ETOUSA were planning - the mission to "Big B" - to BERLIN. But at a point near Hamburg the mission was scrubbed due to extremely unfavorable weather conditions. (See Document (2) appended). On this mission 2nd Lt. ROBERT W. FOY was forced to bail out into the icy waters of the English Channel. Anxiety was great in the Squadron until word came that Lt. Foy had been picked up by Air/Sea Rescue, and that after a day in the hospital to "make sure" that he would be with us again. Thus Lt. Foy became the first candidate in the Squadron for membership in the "Goldfish Club".
- 4 March -- And on this day did come the mission to "Big B" as our fighter planes escorted bombers to strike at the BERKNER RAIL BEARING PLANT in the Southeastern suburbs of BERLIN. And, though the bombers were blasting with extreme accuracy at a part of the capital city of the Reich - though they were blasting away at a manufacturing plant vital to the Luftwaffe - the fighter opposition of the enemy that came up to meet them was pitifully negligible. (See Document (3) appended). But from that little fighter opposition that did come up the Squadron did account for two ships of the enemy - both by the ship and the guns of Flight Officer CHARLES E. YEAGER. (See Documents (4), (5), (6), and (7) appended)
- 5 March -- This day the bombers of the Allied Nations made a sudden switch in their offensive operations against the Reich and against the Luftwaffe in turning their bombing operations to the plane manufacturing plants at BORDEAUX in the southern part of Dominated France. (See Document (8) appended). For the Squadron - a day of victories and a day of sorrow also. For on this mission the Squadron lost that Pilot who only the day before had achieved great things for the Squadron - Flight Officer YEAGER. (See Documents (9) and (10) appended).

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Returning from this mission four of our pilots were forced to land at other airfields in England - but all landed safely and all returned home in good shape before the setting of the sun. Lt. Hinman landed at Yeouvilton. Lt. Rogers, Lt. Bochkay and Lt. Peters were forced to set down at Hamstridge. The first claim of victory on this mission came from Captain O'Brien - to the damage of a FW 190 (See Documents (17) and (18)). And with the arrival of Lt. Rogers Flight from Hamstridge came reports of more victories - an Me. 109 destroyed by Lt. Rogers (See Documents (11), (12), and (13) appended); a FW 190 destroyed jointly by Lt. Rogers, Lt. Bochkay and Lt. Peters (See Documents (14), (15) and (16) appended). So, on this day, the victories which the Squadron was to pile up commenced to pour into the records of the Squadron.

6 March --

Another B-I-G- day for the Squadron - and for the Group of which the Squadron is a part. For on this day the Squadron chalked up five destroyed and one damaged - the highest day in the short history of the Operational 363rd. (See Documents (19) appended). And the group, claiming a total of twenty one ships destroyed of the enemy aircraft encountered - with no casualties amongst the pilots or the fighter planes of the Group, is supposed to have set up a one-sided score that is high in the records of the ETCUSA. The victories claimed by the Squadron are: an Me. 110 destroyed by Captain O'Brien (See Documents (20), (21), (22) and (23)). An unusual feature of this victory is that it was a double-one in that the enemy ship destroyed crashed into a factory and set the factory on fire. The other pilots are calling Captain O'Brien by the name "Bombadier O'Brien" for this feat. An Me. 109 was destroyed by Lt. Joseph F. Pierce west of BERLIN (See Documents (24), (25) appended). Two enemy ships were destroyed by Lt. Bochkay. The first was a Me. 110, destroyed 40 miles west of BERLIN (See Documents (26), (27) and (28) appended) and another ship of the same type destroyed closer to BERLIN. (See Documents (29), (30), (31) and (32) appended). Lt. Pagels accounted for a Me. 110 in his individual combat. (See Documents (33), (34) appended) and Lt. Jones damaged an Me. 410 in his battle. (See Document (35) appended). So with six victories for the fighting fighter pilots of the 363rd and with no losses - it r-e-a-l-l-y was a very LARGE day for the Squadron. We are all of us getting to be inordinately proud of this Squadron of ours, for their part in this mission over the very heart of the Reich's capital - BERLIN, for the victories it is now marking up against the record.

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8 March -- And today another sortie of B-24s with the P-51s of the Third Fighter Squadron again getting a long-range bomber escort. Though the fog was extremely heavy and very inaccurate at the target level over the target area, there was very little -- in fact almost no -- fighter opposition (See Document (35) appended). Lt. THOMAS W. DE BILL failed to return from this mission. (See Document (37) appended). He was last seen by Lt. COL. J. C. cover for Lt. COL. THOMAS, group commander, after three B-24s had landed a straggler P-51 and our ships were under the B-24s in return. (See Document (37) appended). In this case, Captain J. C. was recovered for a B-24 - destroyer (See Document (39) and (40) appended) and it seems that he had a claim for a P-51 shot down (See Document (41) appended). Returning from this mission, Lt. THOMAS had a very narrow escape. Lt. THOMAS had made a perfect approach to the field and was evidently making a very nearly perfect landing, when he saw that he would probably over-run a P-51 which had landed in front of him. This P-51 had landed and was poking along the runway, in evident disregard that other ships were attempting to land and that he was one of the fact that he was required to get off the runway as fast as possible when combat planes were coming in for landings. Lt. THOMAS quickly pulled his ship up, but was not able to entirely clear the straggler. A resultant 'bumping' of the two ships caused Lt. THOMAS's ship to spin to the ground. The airplane was demolished "beyond repair" but Lt. THOMAS was injured in only a very minor way -- a long cut across one cheek.

9 March -- And again the long-range bombers of the USAF strike at the capital of China -- at CHINA. And the P-51s of this Squadron were again there to protect the bombardment ships from the fighter planes of the enemy. But, again, no fighter planes were sent up to protect the capital city of the Reich and its vital aircraft factories from destruction. To some extent this might have been due to the heavy fog that overlaid the city and to the heavy clouds that were over the target area. Though it must be noted that on occasions there have been cloudless days when the fighters of the enemy did not come up to protect their cities. But, however be it, the bombers were able to cruise round above the overcast and over the flock, and to bomb the city of CHINA at will. (See Document (42) appended).

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11 March -- On this date, ten pilots of this Squadron were promoted to the rank of 1st Lt, AUS. These officers were:-

WILLIAM D. MICHAELY, 0745456
 ROBERT N. MOORE, 0745466
 WILLIAM I. OVERSTREET, JR, 0745487
 HERSCHEL T. PASCOE, 0745490
 CHARLES K. PETERS, 0745495
 EDWARD K. SIMPSON, JR, 0745529
 IRVING A. SMITH, 0681719
 RAYMOND N. STAUDTS, 0745533
 ERNEST C. TIEDE, JR, 0681743
 LAWRENCE D. WOOD, 0745559

(See Document (43) appended)

14 March -- The Air Medal is awarded to Captain EDWIN W. HIRC, Operations Officer of the Squadron, and to Captain CLARENCE E. ANDERSON, one of the Squadrons' Flight Commanders. These were the first such awards to be made to any of the personnel of the Squadron during service with the Squadron, and as such, are indicative of the strides forward that the Squadron is making - of the victories of the pilots of the Squadron. These awards were made under General Orders Number 18, VIII Fighter Command, dated 14 March 1944.

And also on this date were published the first "confirmations" of the claims of the pilots of the Squadron for victories over the Luftwaffe. Claims for the destruction of enemy aircraft as made by Lt. ALFRED R. BOYLE (reported MIA as of 21 February) for a Me. 109 destroyed on 21 February; of Lt WILLIAM D. MICHAELY for a FW 190 destroyed on 24 February; of Captain EDWIN W. HIRC for a Me. 109 damaged on 22 February; of Captain CLARENCE E. ANDERSON for a Me. 109 damaged on 20 February - were confirmed. (See Document (44) appended)

16 March -- After several days of 'straining at the leash' the pilots of the Squadron were again allowed to 'go hunting' this day, as bomber escort on a mission to LANSBERG and LECHFELD. Flak over the target area was light and inaccurate and very little enemy fighter opposition was encountered. (See Document (45) appended). Our pilots took good care of those that was encountered as Captain MONTGOMERY H. THROOP, Commanding Officer, destroyed a Me. 110 (See Documents (46), (47) and (48) appended) and as 1st Lt. HOWARD S. HIRMAN claimed a damage on a Ju. 188 (or Ju. 88) (See Documents (49) and (50) appended). Lt MCCINLEY claims a probably destroyed Me. 109 (See Document (50a) appended)

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- 18 March -- A 'milk run' bomber escort mission to AUSTINE. Very little fighter opposition encountered and practically nothing for the pilots of the 363rd to do except to hunt for enemy aircraft which they could not find. (See Document (51) appended)
- 20 March -- A mission to FRANKFURT scrubbed because of heavy overcast. No enemy aircraft seen - no rendezvous with bombers - 'some flak' ---truly a mission that 'burned off' the pilots of the Squadron. (See Document (52) appended)
- 22 March - Another one of those missions that all of the pilots in the Squadron look forward to - a bomber escort mission to the capital and chief city of the German Reich. Though intense, heavy, and accurate flak was encountered --- there was no enemy fighter opposition whatever encountered by the 'Mustang' pilots of the 363rd. (See Document (53) appended). 2nd Lt. CARTER L. JONES failed to return from this mission. He had peeled off to return home and disappeared in the clouds. Lt. JONES had signaled that his radio was out so he was not able to give the reason for his decision to return to his home base - which decision he signaled to his element leader. Lt. WILLIAM D. MICHAELY was ordered to accompany Lt. JONES home got a glimpse of him as Lt. MICHAELY peeled off to accompany him home. Lt. JONES was going down in a steep dive. Lt. MICHAELY was not able to find him again. (See Documents (54) and (55) appended)
- 23 March -- Bomber escort mission to BRUNSWICK -- an old target, not, to the fighter pilots of this Squadron. And again the fighter planes of the Luftwaffe failed to come up to challenge the bombers of the United States Army Air Forces. So there was little that the pilots of the Squadron could do to raise their credits of enemy ships destroyed. If they won't come up and fight - if they will let their factories and towns and cities be bombed without opposition by fighters - then we'll keep on bombing them until the fighters do come up. (See Document (56) appended)
- 24 March -- Proposed mission to SCHWEINFURT scrubbed at the very last minute due to weather conditions and clouds

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27 March -- The mission of the VIII Air Force at this time is the destruction of the Air Power of the Reich. For week after week the fighter planes of the 3rd Fighter Squadron have been aiding in this effort as escort for the long-range bombardment of those manufacturing facilities producing planes for the German Air Force and then ever the enemy planes came up to oppose this effort have succeeded remarkably well in destroying the planes of the enemy. But of late, the fighter ships of the Reich have failed to come up to do battle with our pilots. So, with today's mission, a new type of destruction of German air power was put into effect -- the bombardment from the air of his airfields and the destruction of those airfields and the planes that are upon them. Today's mission was the bombardment of the airfields in the vicinity of Bonn in occupied France. Our fighters acted again as long-range escort in this effort. And though the weather over the channel was overcast, the weather over the target area was clear with excellent visibility, and the bombers were able to get in many a good lick. But -- no enemy aircraft were seen in the air or reported to be in the air. The only opposition was in light and inaccurate flak. Because of very heavy overcast, the ships of the Squadron came back 'on the deck'. And all of them got back -- though five ships were forced to land at other airbases in England. (See Document (57) appended)

28 March -- Another mission to bombard enemy airbases from the air - this time to DUNK. Only light flak was encountered and only one enemy aircraft was seen in the air. So again, the bombardment groups were able to work at will -- and again the pilots of the fighter squadrons found that they 'just went along for the ride'. Surely, somehow the Nazi fighters can be brought out to fight. Because of an exceptionally heavy overcast over the channel - planes of this squadron were again forced to land at other airbases in England. This time there were eight ships that were not able to get back to their home base without a 'stopover' en route at other airbases. (See Document (58) appended)

9 March -- And, just as suddenly, the targets of aerial bombardment become again the manufacturing plants of the Reich. On the mission today our fighters escort their 'big friends' to that old and well known target - DUISBURG. For once there were enemy fighters in the air -- and our fighters engaged several of them-but made no claims. The results of the bombardment were reported as good by our pilots who also reported moderate and fairly accurate flak over the target. (See Document (59) appended). The Squadron lost two able pilots on today's mission as two flights of the Squadron came together in

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the heavy overcast, about twenty miles off the English coast due east of LULSTON. Ships flown by SANTIAGO R. CORTINA, and Lt. AG, (flying No. 2 position in Blue flight) and 1st Lt. WILLIAM L. ROSSITER, (flying No. 3 position in White flight), collided in mid air and both ships went down into the channel. (See Documents (58), (59) and (62) appended. The area where the accident occurred was thoroughly patrolled, but no trace was found of either pilot.

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

D-2

APC 637
2 March 44

SUBJECT: S-2, S-3 Mission Report Number 10

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

A. 363rd Fighter Squadron

B. 17 -- 1059 -- 1455

C. ~~XXXXXXXXXXXXXXXXXXXX~~ One

D. Target Support - Target Withdrawal

E. Nil

F. Nil

G. Nil

H. Nil

I. L/F in over FLUSHING at 1133 hours at 15,000 feet. R/V 15 miles south-east of KOBLENZ at 1220 hours at 25,000 feet. Escorted bombers around

target to 40 miles south of AACHEN leaving them at 1410 hours at 22,000 feet. L/F out at 1430 hours 10 miles northeast of OSTEND at 20,000 feet. Visibility unlimited over channel with haze at 2,000 feet. 8/10 clouds to 15,000 - 16000 feet beginning over the continent and reaching 9/10 over the target area, making bombing results unobservable. Two Me. 109s bounced Green Flight at 25,000 feet, 40 miles northwest of FRANKFORT at about 1300 hours. Enemy Aircraft split their formation upon being engaged. Green Flight chased them to 9,000 feet altitude where contact was broken. No claim is made. Heavy fairly accurate flak over target and light fairly accurate flak over BRUSSELS & GHENT on way out. R/T good.

Ernest F. De Nigris
ERNEST F. DE NIGRIS,
1st Lt, AC,
S-2 O.

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

D-2

APC 637
3 MAR 44.

SUBJECT: S-2, S-3 Mission Report No. 11.

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

- A. 363rd Fighter Squadron.
- B. 18 -- 0955 -- 1315
- C. Five -- one escort
- D. Bomber Escort
- E. One NYR
- F. Nil
- G. One Missing -- 2nd Lt ROBERT W FOY.
- H. Nil
- I. L/F in TESSEL ISLAND at 1049 hours at 25,000 ft. -- Climb to 28,000 ft. to
get over heavy overcast. Made R/V at approx. 1131 hours at 25,000 ft. some-
where northwest of HAMBURG. The Bpl7s headed south and ran into flak over
what is thought to be BREMEN. The bombers there upon took a heading of 300
degrees home and escort was broken in the vicinity of EMDEN at approx 1150
hours at 25,000 ft. L/F out KNOCKE at 1250 at 17,000 ft. Light scattered
flak over BREMEN AND EMDEN and DUTCH COAST AND FRISIAN ISLANDS. 7/10s
broken cumulus clouds with cirrus tops over channel increasing to 10/10
over the continent extending to 28,000 ft. No E/A observed. Bomber seen
to explode at 1130 hours 27,000 ft. NORTH SEA just north of CUXHAVEN.
Explosion so great it appeared to be mid-air collision of two bombers.
No 'chutes observed. Lt FOY called over R/T stating that his oil temperature
had gone down to zero - stated he would be all right and could go home alone
He was told by Captain THROOP at this time, 1100 hours, northwest of
LEE when at 25,000 ft. to turn back and to hug the DUTCH COAST on his
way home. R/T good.

DOCUMENT (2)

Ernest F. de Nigro
ERNEST, FAÇE NIGRIS,
1st

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

D-2

APO 637,
4 Mar 44.

SUBJECT: S-2, S-3 Mission Report No. 12.

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

- A. 363rd Fighter Squadron -- Lt. Colonel DONALD W. GRAHAM leading
- B. 16 -- 1120 -- 1118
- C. Three
- D. Bomber Escort
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed -- No. 109 -- Flight Officer CHARLES E. YEAGER
Damaged -- No. 111K -- Flight Officer CHARLES E. YEAGER
- I. L/F in HAGUE 1200 hours 21,000 ft. R/V 15 miles east of MITTENBURG 1305 hours
28,000 ft. Left Bombers 20 miles south of LEIPZIG at 27,000 ft. 1400 hours.
L/F out made at various points extending from DUNKIRK to AGMOND at various
times at different altitudes because Squadron was divided into flights and
elements. 5/10 cumulus clouds to 15,000 ft. over channel increasing to
7/10 to 8/10 over continent and target. Persistent contrails at 25,000 ft.
Flak considerably accurate and heavy to 30,000 feet over KASSEL, RUHR VALLEY
and HAMM. Medium trailing flak over DUNKIRK. Six to eight E/A observed.
Convoy of 12 ships observed in the eastern part of ZUIDER ZEE.
R/T good.

Ernest F. de Nigres
ERNEST F. DE NIGRES,
1st Lt, AC,
S-2 O.

R E S T R I C T E D

GENERAL ORDER)
NUMBER18)

(G-21)
HEADQUARTERS VIII FIGHTER COMMAND
AFO 637 AAF Station F-341
14 March, 1944.

E X T R A C T

AWARDS OF AIR MEDAL SECTION VI

VI. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 36, Hq. ETOUSA, 5 April, 1943, and letter Hq. Eighth Air Force, Subject: "Awards and Decorations", 16 April, 1943, an AIR MEDAL is awarded to the following named officers.

CITATION: For meritorious service in aerial flight in the completion of ten (10) operational sorties, or the equivalent thereof, over enemy occupied Continental Europe.

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CLARENCE E. ANDERSON, JR., O-730324, Captain, Army Air Force, United States Army. Home Address: Box #176, Newcastle, California.

EDWIN W. HIRC, O-728661, Captain, Army Air Forces, United States Army. Home Address: 400 Third St., SW, Chisholm, Minnesota.

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By command of Major General KEFNER:

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

OFFICIAL:

s/ John J. Sailors
t/ JOHN J. SAILORS,
Colonel, A.G.D.
Adjutant General.

A TRUE EXTRACT

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

RESTRICTED

(C-21)

GENERAL ORDER)
NUMBER18)- HEADQUARTERS VIII FIGHTER COMMAND
APO 637 Air Station F-341
14 March, 1944.

EXTRACT

AWARDS OF AIR MEDAL SECTION VI

VI. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 36, Hq. AFMAG, 5 April, 1943, and Letter Hq. Eighth Air Force, Subject: "Awards and Decorations", 15 April, 1943, an AIR MEDAL is awarded to the following named officers.

CITATION: For meritorious service in aerial flight in the completion of ten (10) operational sorties, or the equivalent thereof, over enemy occupied Continental Europe.

* * *
CLAYTON E. UNDERSON, JR., O-730324, Captain, Army Air Force, United States Army. Home Address: Box 1170, Newcastle, California.

* * *
JOHN W. HIRD, O-728561, Captain, Army Air Forces, United States Army. Home Address: 400 Third St., St. Cloud, Minnesota.

* * *
By command of Major General KOFNER:

FRANCIS P. BRISWOLD,
Lieut. General, U.S.A.
Chief of Staff.

OFFICIAL:

s/ John J. Sailors
t/ JOHN J. SAILORS,
Colonel, A.C.F.
Adjutant General.

A TRUE EXTRACT

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

RESTRICTED

GENERAL ORDER)
NUMBER1)

(C-21)

THIS ORDER WILL REMAIN IN EFFECT
UNTIL 427
Station 7-341
14 April, 1944.

1444111

PURPOSE OF ORDER 1444111

1. Under the provisions of Army Regulations 600-15, 13 September, 1943, and
pursuant to the orders issued in Section 1, Circular 31, 10 April, 1944,
and Section 1, Circular 31, 10 April, 1944, the following officers are
ordered to the following posts:

2. For territorial service in aerial flight in the regulation of ten
(10) operational parties, or the equivalent thereof, over enemy occupied continental
Europe.

CHARLES E. MURPHY, JR., O-710324, Captain, Army Air Forces, United States
Army. Home address: Box 174, Berkeley, California.

JOHN J. WILSON, O-710361, Captain, Army Air Forces, United States Army. Home
address: 400 Third St., W., Chicago, Illinois.

By command of Major General KLEBER:

FANCIS E. WILSON,
Brig. General, U.S.A.
Chief of Staff.

OFFICIAL:

s/ John J. Wilson
t/ JOHN J. WILSON,
Colonel, U.S.A.
Adjutant General.

THIS EXTRACT:

John J. Wilson
JOHN J. WILSON,
Capt, Air Forces,
Adjutant.

RESTRICTED

GENERAL ORDER)
NUMBER18)

(G-21)
HEADQUARTERS VIII FIGHTER COMMAND
APO 637 AAF Station F-341
14 March, 1944.

EXTRACT

AWARDS OF AIR MEDAL SECTION VI

VI. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 36, H. C. TOWNS, 5 April, 1943, and letter No. Eighth Air Force, Subject: "Awards and Decorations", 16 April, 1943, an AIR MEDAL, is awarded to the following named officers.

CITATION: For meritorious service in aerial flight in the completion of ten (10) operational sorties, or the equivalent thereof, over enemy occupied Continental Europe.

CLARENCE E. ANDERSON, JR., O-730324, Captain, Army Air Forces, United States Army. Home Address: Box #176, Newcastle, California.

EDWIN W. HIRO, O-728661, Captain, Army Air Forces, United States Army. Home Address: 400 Third St., SW, Chisholm, Minnesota.

By command of Major General KEPNER:

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

OFFICIAL:

s/ John J. Sailors
t/ JOHN J. SAILORS,
Colonel, A.G.C.
Adjutant General.

A TRUE EXTRACT:

Francis H. Willett
D AVE C. WILLETT,
Capt, Air Corps,
Adjutant.

RESTRICTED

(G-21)

GENERAL ORDER)
NUMBER18)HEAD QUARTERS VIII FIGHTER COMMAND
APO 637 AAF Station F-341
14 March, 1944.

EXTRACT

AWARDS OF AIR MEDAL SECTION VI

VI. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 36, H. Q. AFHQ, 5 April, 1944, and letter H. Q. Eighth Air Force, Subject: "Awards and Decorations", 16 April, 1943, an AIR MEDAL, is awarded to the following named officers.

SITUATION: For meritorious service in aerial flight in the completion of ten (10) operational sorties, or the equivalent thereof, over enemy occupied Continental Europe.

✓ CLARENCE E. ANDERSON, JR., O-730324, Captain, Army Air Forces, United States Army. Home Address: Box #176, Newcastle, California.

EDWIN W. NIRO, O-728661, Captain, Army Air Forces, United States Army. Home Address: 400 Third St., SE, Chisholm, Minnesota.

By command of Major General KERNER:

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

OFFICIAL:

s/ John J. Sailors
t/ JOHN J. SAILORS,
Colonel, A.G.D.
Adjutant General.

A TRUE EXTRACT:

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

CONFIDENTIAL

SUPPORTING STATEMENT

I was flying No. 4 in Chambers White Flight. We were at 26,000 ft. south-east of KANSAS. No. 3, F/O Yeager, saw a Me. 109 below and to the right, peeled off and went after him. He closed on the Me. 109 at about 15,000 ft. the first time, fired a long burst and got several strikes. Since he was closing too fast he did a roll to kill speed and keep the E/A in sight - gave another burst, pulled to the side this time to kill speed and then after the third burst, the pilot in the Me. 109 bailed out at approximately 10,000 feet. We pulled up and stayed above the overcast.

Elms A. Rogers
ELMS A. ROGERS,
1st Lt, AC,
Pilot.

ENCOUNTER REPORT

PILOT: CHARLES E. YEAGER, Flight Officer, Air Corps

- A. UNDERLINE ONE: COMBAT, ENGAGEMENT, ENCOUNTER.
- B. DATE: 4 March 1944.
- C. 363rd FIGHTER SQUADRON, 357TH FIGHTER GROUP.
- D. TIME OF ATTACK: 1415 PM B.S.T.
- E. LOCATION OF ATTACK: WITTENBURG
- F. WEATHER: Towering cumulus and overcasts at 9,000 and 26,000 ft.
- G. TYPE OF ENEMY AIRCRAFT: ~~He. 111-K~~ He. 111-K ~~damaged~~
- H. ENEMY CIRCUMSTANCES: He. 111-K damaged
- I. ACCOUNT OF COMBAT: Leading second element of Chambers White Flight, I was flying

at 20,000 feet when I observed a twin engine A/C around 8,000 feet below. I spiraled down and closed up behind to 250 yards. I observed strikes on fuselage and right engine. The top turret was firing back but quit after I opened fire. The E/A dove into the clouds and disappeared. Only one gun was firing from my ship. Right engine of E/A was smoking badly. E/A took no violent evasive action.

I CLAIM A He. 111-K damaged

J. AMMUNITION EXPENDED: 461 ROUNDS. .50 cal M.G.

Charles E. Yeager
 CHARLES E. YEAGER,
 Flight Officer, Air Corps,
 Pilot.

ENCOUNTER REPORT

PILOT: CHARLES E. YEAGER, Flight Officer, Air Corps.

- A. UNDERLINE ONE: COMBAT ENGAGEMENT, ENCOUNTER.
- B. DATE: 4 March 1944.
- C. 36th FIGHTER SQUADRON, 357th FIGHTER GROUP.
- D. TIME OF ATTACK: 1305 EST B.S.T.
- E. LOCATION OF ATTACK: Southeast England
- F. WEATHER: Towering Cumulus and overcast at 25,000 feet
- G. TYPE OF ENEMY AIRCRAFT: Me. 109-G
- H. ENEMY CASUALTIES: Me. 109 destroyed
- I. ACCOUNT OF COMBAT: Leading the second element of Barbara White Flight. I

was flying at 25,000 feet when I spotted a Me. 109 to the right and behind us about 2,000 feet below. I broke to the right and down. The E/A turned right and down and went into a 50° dive. I closed up fast and opened fire at 200 yards. I observed strikes on fuselage and wing roots, with pieces flying off. I was overrunning so I pulled up and did an aileron roll and fell in behind again and started shooting at 150 yards. The E/A engine was smoking and wind-milling. I overran again, observing strikes on fuselage and canopy. I pulled up again and did a wingover on his tail. His canopy flew off and the pilot bailed out and went into the overcast at 9,000 feet. The E/A had a large Red and Black "Devil's Head" on the left side of the ship. The E/A took no evasive action after the first burst.

I CLAIM: Me. 109 destroyed

J. AMMUNITION EXPENDED: 461 ROUNDS. 50 Cal M.G.

Charles E. Yeager
 CHARLES E. YEAGER,
 Flight Officer, Air Corps,
 Pilot.

CONFIDENTIAL

SUPPORTING STATEMENT

F/O Yeager, Chambers White No. 3, and myself, Chambers White No. 4, were near Wittenburg at 20,000 feet, headed for home, when Flight Officer Yeager saw a Twin-Engine aircraft several thousand feet below and went after him.

I followed him down and saw the right engine smoke after F/O Yeager fired. F/O Yeager pulled up and told me to attack as he had only one gun. Before I could get into position to fire, the E/A, an He. 111-K went through the overcast at about 9,000 feet with the right engine smoking badly.

Ellis A. Rogers
ELLIS A. ROGERS,
1st Lt, AG,
Pilot.

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

0-2

5 Mar 44.

SUBJECT: 0-2, 0-3 Mission Report No. 13

TO : 0-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station
F-373, APO 637.

- A. 363rd Fighter Squadron - Captain EDWIN W. HIRO leading.
- B. 18 -- 0905 -- 1431
- C. Four
- D. Bomber Escort
- E. One -- Unknown
- F. Four - Emergency landings - Category unknown
- G. One missing -- Flight Officer CHARLES E. YEAGER.
- H. One damaged -- PW 190 -- by Captain WILLIAM E. O'BRIEN
- I. 1/F in F8 CAMP ~~133~~ at 0958 hours 23,000 feet. 1/V CHASE 1035 hours 23,000 feet. Broke off escort at ANGOULENE 1210 hours 21,000 feet. 1/F out south of DIEPPE 1350 hours 11,000 feet. In channel cumulus clouds overcast 8,000 to 10,000 feet. Over continent cumulus clouds 5/10 to 9/10 to 10,000 feet, solid in spots. Six to ten E/A observed over target area. Two PW 190s bounced Blue Flight and Captain O'BRIEN leading, engaged one in combat claiming one damaged. No flak encountered during mission except light flak at ANGOULENE. White Flight escorted a B-24 with one motor feathered to 20 miles southwest TOURS, where flight had to leave because of fuel. Large explosion seen about sixty miles north of BORDEAUX. Lt. Simpson reports hearing Night Nightfield's wingman call in a Mayday for Nightfield at 1330 hours when Lt. Simpson was approximately over DIEPPE on his way home. Lt. HINMAN is reported to have landed at YCOUVILTON and its. BOCKRAY, PETERS AND ROGERS are reported by Air/Sea rescue unit to have made landings in ENGLAND - no airfields being mentioned. Fairly accurate bombing is reported on airdrome in vicinity of ANGOULENE. R/T fair. F/O YEAGER was last seen approximately ten miles southeast of ANGOULENE where E/A bounced the Squadron.

Ernest F. De Nickis
ERNEST F. DE NICKIS,
1st Lt, AC,
S-2 O.

CONFIDENTIAL

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

D-2

APC 637,
5 Mar 44

SUBJECT: Report on Personnel reported MIA.

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

1. Following information is furnished on Flight Officer CHARLES E.
YEAGER, reported missing in action:-

- a. CHARLES E. YEAGER, Flight Officer, T-970
- b. 13 February 1923
- c. 12 September 1941
- d. 10 March 1943
- e. Five foot, nine inches -- Weight 158 lbs -- slender build
- f. Grey eyes -- dark auburn hair
- g. Dark pigmented area size of a dime medial left humerus; scar
1" long placed horizontally beneath right eye; scar wing aspect
right knee 1" x 1/2"; scar left thumb medial aspect around tip.

Ernest F. De Nigris
ERNEST F. DE NIGRIS,
1st Lt, AC,
S-2 O.

DOCUMENT (9)

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: WILLIS A. ROGERS, 1st Lt, AC

- A. UNDERLINE ONE: SECRET ENGAGEMENT ENCOUNTER
 B. DATE: 5 March 1944
 C. 363rd FIGHTER B SQUADRON, 357th FIGHTER GROUP
 D. TIME OF ATTACK: 1130 EST
 E. LOCATION OF ATTACK: East of BORDAUX
 F. WEATHER: Broken Clouds
 G. TYPE OF ENEMY AIRCRAFT: Me. 109
 H. ENEMY CASUALTIES: One Me. 109 destroyed
 I. ACCOUNT OF COMBAT: I was leading Chambers on a flight of 3 A/C at approx.

23,000 ft. when No. 3 called in their bogies at 9:00 O'clock slightly below us, headed toward the bombers. We pulled over behind them and identified flying them as Me. 109s, flying a very tight formation. We closed to approx. 250 yards where we were apparently seen for they added throttle and broke before we could fire. Two went up to the right and the third went down to the left and we followed him. I closed to approx. 150 yards and fired several bursts, correcting my aim as I saw numerous strikes on the left wing, tail and fuselage. The pilot bailed out at approx. 5,000 ft. I saw the parachute open and climbed again, looking for the other two, but could not find them.

- I. I CLAIM: One Me. 109 destroyed
 J. AMMUNITION EXPENDED: 505 ROUNDS .50 Cal M.G.

Willis A. Rogers
 WILLIS A. ROGERS,
 1st Lt, AC,
 Pilot.

CONFIDENTIAL

WITNESS REPORT

PILOT: DONALD H. BOCHRAY, 1st Lt, AC.

- A. COMBAT
- B. 5 Mar 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1200 BST
- E. South of BORMLEUX
- F. Broken clouds - 8,000 feet
- G. FW 190
- H. One FW 190 destroyed (shared)

I. ACCOUNT OF COMBAT: - After engagement with enemy 109s we climbed back up, line abreast through the overcast to about 15,000 ft. Lt. Peters and myself called in a FW 190 on our right to Lt. Rogers, closing at our same level and same speed. We then fell in string formation. Lt. Rogers closed in behind him, gave him a short burst. W/A shuddered and went into a violent spin straight down. Lt. Peters gave him another short burst. I did not see any hits at that time. The FW 190 came out of his spin and went into a long, fast glide followed by Lt. Rogers, Lt. Peters and myself. Lt. Rogers made another attack but overran him at 5,000 ft. Lt. Peters then pulled up behind him and gave him a good burst and I saw numerous strikes on the tail and fuselage. Lt. Peters then overran him and I closed in from the side at 30° angle, gave him two bursts, hits being scored around canopy and fuselage. I worked around to about 50° angle and gave him another long burst. Hits were made on canopy and left wing root. I saw fire as I pulled up sharp to the right. At the same time he crashed and burned in the woods. Pilotx did not get out.

I claim one FW 190 destroyed (Shared)

- J. Ammunition expended 151 rounds .50 cal M. G.

Donald H. Bochray
DONALD H. BOCHRAY,
1st Lt, AC,
Pilot.

CONFIDENTIAL

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UNCLASSIFIED

PILOT: CHARLES E. PETER, And Lt, AS

- A. INCIDENT ONE GREAT ENGAGEMENT SEVENTEEN
- B. DATE 5 March 1964
- C. 30th FIGHTER BATTALION, 357th FIGHTER GROUP.
- D. TIME OF ATTACK 1200
- E. LOCATION OF AT 19. SE 190
- F. WEATHER Broken clouds at 5,000 ft.
- G. TYPE OF WEAPON 1. 190
- H. WEAPON CAPABILITY and 190 destroyed (shared)
- I. ADVERT OF WEAPON After following an engagement with a 190, Lt. Rogers, Lt.

Boothby and myself were climbing back up our altitude when we discovered one 190 flying on our same level to our right. We pulled up behind him and Lt Rogers gave him a burst and he went into a spin. I fired a burst at him while he spun but nothing observed. The 190 came out of the spin and started a glide. Lt. Rogers made another attack and overran him. I then got in a burst from close range and noticed numerous hits along the tail and fuselage. I overran and Lt. Boothby then attacked and fired several bursts with numerous strikes. He followed him down to the deck where 190 finally exploded. Pilot did not get out.

I CLAIM: One 190 destroyed (shared)

1. ADVERT OF WEAPON 190

Charles E. Peter

CHARLES E. PETER,
And Lt, AS,
Pilot.

CONFIDENTIAL

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

D-2

ARO 637,
6 Mar 44.

STATEMENT

We had made R/V with the bombers and were protecting them at the target area. I was leading the second element in a flight of four. We had just gone down to investigate some planes near the bombers. I was bringing my element into formation with the leader when F/O Yeager called for a break to the right. I broke and saw a Me 109 making a pass at us. Captain O'Brien, who was leading the formation called for us to keep protecting him while he went after the E/A. I circled and kept looking into the sun. From the time that F/O Yeager called the break I did not see him again. I joined formation with two ships from another squadron and came home with them.

William R. McGinley
WILLIAM R. MCGINLEY,
1st Lt, AC,
Pilot.

~~CONFIDENTIAL~~

PILOT: Ellis A. Rogers, 1st Lt, AC

A. UNDERLINE ONE: COMBAT, ENGAGEMENT, ENCOUNTER.
 B. DATE: 1944
 C. 3rd FIGHTER SQUADRON, 357TH FIGHTER GROUP.
 D. TIME OF ATTACK: 1200 B.S.T.
 E. LOCATION OF ATTACK: southeast of ...
 F. WEATHER: clear at 8,000 ft
 G. TYPE OF WEAPON: Pt 190
 H. HEAVY CASUALTIES: one P-190 destroyed (shared)
 I. ACCOUNT OF COMBAT: I was leading bombers when I sighted (3 1/2) and climbing

for altitude at approximately 20,000 ft. behind a box of bombers when No. 3 called a bogie at 2:00 o'clock medium, flying toward the bombers. He pulled over behind him, about 300 ft. below him, identified him as a P-190 and closed to approx. 150 yards where I gave him a long burst and observed several strikes on the fuselage and tail with the W/A falling into vicious spin. He recovered the spin in a shallow dive at about 12,000 ft. I closed on him again just as he went through a hole in the clouds and gave him a short burst before I overran him and pulled off to the left. Lt Peters directly behind me, then took a shot at him and saw strikes before he overran him and pulled off to the right. Lt. Beckley then closed on him from dead astern and fired a long burst into the W/A just before he crashed straight ahead into a small patch of woods. The plane burst into flames - the pilot did not get out.

I CLAIM: P-190 destroyed (shared)
 J. AMMUNITION EXPENDED: 505 ROUNDS. 50 cal M. G.

Ellis A. Rogers
 ELLIS A. ROGERS,
 1st Lt, AC,
 Pilot.

DOCUMENT (16)

~~CONFIDENTIAL~~

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SUPPORTING STATEMENT

Lt. Rogers, Lt. Peters and myself made a bounce on 3 Me. 109s. Two of the W/A pulled up into the dense cloud layer. One W/A broke hard to the left and down. All three of us went after him down to 4,000 feet. Lt. Rogers then gave him a short burst. Pieces were seen flying from the W/A, the canopy then came off and the pilot bailed out. His chute opened. Action took place east of BORDAUX, 1130 hours.

Donald H. Bochkay
DONALD H. BOCHKAY,
1st Lt., AC,
Pilot.

CONFIDENTIAL

CONFIDENTIAL

SUPPORTING STATEMENT

Lt. Rogers, Lt. Beckway, and myself made abounds on 3 We. 109s. Two We. 109s broke upwards and one downwards, so we followed L/A down from 15,000 feet to 4,000 feet. Lt. Rogers got several strikes and pieces flew from the We. 109. The canopy flew off and the pilot bailed out and his chute opened. Action took place east of BORDEAUX at 1130 hours.

Charles F. Peters
CHARLES F. PETERS,
2nd Lt, AC,
Pilot.

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: WILLIAM R. O'BRIEN, Capt, AC.

- A. ENGAGEMENT
- B. 5 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1145 BST
- E. North of BORDEAUX
- F. Broken
- G. FW 190
- H. One FW 190 damaged
- I. ACCOUNT OF COMBAT: Leading Blue Flight of four aircraft and was attacked by two FW 190s from six O'Clock. No. 4 man called "Break, Break" and I closed on No. 2 man of enemy formation. He split S-ed. I was on his tail, opened fire and called my wing man for cover. Could not get any answer so I continued fire for a second and then broke straight up. Large pieces of E/A damaged my wing man's airplane; and something large went past me though I don't know what it was.
- I claim one FW 190 damaged.
- J. Ammunition expended 301 rounds .50 cal M.G.

William R. O'Brien
 WILLIAM R. O'BRIEN,
 Capt, AC,
 Pilot.

CONFIDENTIAL

CONFIDENTIAL

SUPPORTING STATEMENT

I was flying Captain O'Brien's wing when Flight Officer Yeager called for a break. We broke to the left into two enemy fighters and came around and down after them in a spiral. Captain O'Brien started to shoot and pieces came off of E/A which hit my airplane, breaking off the pitot tube and flying by my windshield. Action took place northeast of BORDEAUX at 1145 hours.

Robert N. Moore
ROBERT N. MOORE,
2nd Lt, AG,
Pilot.

CONFIDENTIAL

363rd FIGHTER SQUADRON
363rd FIGHTER GROUP, ARMY AIR FORCES
USAAF Station F-373

D-2

APO 637,
6 Mar 64.

SUBJECT: D-2, D-3 Mission Report Number 14.

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

A. 363rd Fighter Squadron - Lt Colonel DONALD W. GRAHAM

B. 17 -- 1025 -- 1531

C. Seven

D. Bomber Escort

E. Nil

F. Nil

G. Nil

H. Destroyed:

Me. 110 -- Captain WILLIAM R. O'BRIEN

Me. 110 -- Lt. JOSEPH F. FLECK

2 Me. 110s - Lt. DONALD H. BOCKEY

Me. 110 - Lt. ROGER E. PAGELS

Damaged:

Me. 410 -- CARTER L. JONES

I. L/F HAGUE 1120 hours 23,000 feet. L/V ten miles south of MCHLIN 1300 hours
24,000 feet. Left bombers thirty miles south BARMEN 1430 hours 22,000 ft.
L/F out HAGUE 1445 hours 19,000 feet. Broken cumulus clouds rising
10,000 to 12,000 feet, 2/10 over channel. Broken overcast to target then
solid overcast over target area. No-persistent contrails beginning at
25,000 feet. ten to twelve Me. 210s over target area -- some of whom were
firing rockets, and all of which appeared to be equipped with radar
equipment. Heavy flak observed at bomber level over target area. Bombing
formations very good - only one straggler observed. One B-17 seen to explode
over the target from which five 'chutes emerged. One 'chute opened from a
B-24 seen in a steep dive over POTSDAM but which leveled out at several
thousand feet altitude. One flight circled over friendly rescue launch
when five minutes out of enemy coast. No dinghy observed by the planes.

CONFIDENTIAL

E/A which Captain O'Brien claims was seen to crash into a factory at 1315
in the vicinity of P.T. 2000 setting the factory on fire. E/T good.

Ernest P. De Nigris
ERNEST P. DE NIGRIS,
1st Lt, AG,
S-2 O.

CONFIDENTIALENCOUNTER REPORT

PILOT: WILLIAM R. O'BRIEN, Captain, AC.

- A. COMBAT
- B. 6 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1310
- E. POTTSDAM
- F. Low scattered
- G. Me. 110
- H. One Me. 110 destroyed
- I. ACCOUNT OF COMBAT: Attached Me. 110 at 2,000 feet to deck. Fired two or three bursts, set fire to left engine and saw numerous hits in cockpit area. Soon E/A crashed into factory - setting it on fire. Returning gunfire damaged my airplane.
- J. I claim one Me. 110 destroyed.
- K. Ammunition expended 803 rounds .50 Cal M.G.

William R. O'Brien
 William R. O'Brien,
 Capt, AC,
 Pilot.

CONFIDENTIAL

SUPPORTING STATEMENT

I was the last man in Capt O'Brien's flight at 1310 when he made an attack on an ME 110, at Pottsdam. Capt O'Brien closed to firing range and began firing with the E/A taking evasive action. I broke off to make an attack on another ME 110.

Joseph F. Pierce
JOSEPH F. PIERCE,
1st Lt, AC.

SUPPORTING STATEMENT

I was leading the second element for Capt. O'Brien. When he started to attack an E/A I made a tight turn to the right and my canopy flew off. I followed on down and Capt. O'Brien set the E/A on fire and it crashed into a factory setting it on fire. The fire was so great it still appeared large at 23,000 feet.

James W. Browning
JAMES W. BROWNING,
1st Lt, AC.

SUPPORTING STATEMENT

I was flying Captain O'Brien's wing when I saw him start a diving turn to the right. I looked and saw an ME 110 diving away in front and below. At the time I could see no aircraft behind it. I followed Capt O'Brien down and broke away as he got on the tail of the E/A. He was closing fast. This was at approximately 12000 feet, and I could see no other aircraft. I had not seen any following the E/A at any time.

Carter L. Jones
CARTER L. JONES,
2nd Lt, AC.

CONFIDENTIAL

EXHIBIT REPORT

PILOT: JOSEPH F. PIERCE, 1st Lt, AG.

- A. COMBAT
- B. 6 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group.
- D. 1320 EST
- E. West of Berlin
- F. Broken clouds
- G. Me. 110s
- H. One Me. 110 destroyed
- I. ACCOUNT OF COMBAT: I became detached from my flight. Spotted an Me. 110 at 20,000 feet. Made a pass at about 16,000 feet, too much air speed and overshoot. Did a tight turn to the right and the E/A went to the deck. Stayed on him until I got in a good position and opened fire at about 250 yards. 150 yards and closed to 75 yards. Very soon after I started firing he caught on fire and crashed into the ground and exploded.

I claim one Me. 110 destroyed.

J. Ammunition expended 331 rounds .50 Cal M.G.

Joseph F. Pierce
 JOSEPH F. PIERCE,
 1st Lt, AG,
 Pilot.

CONFIDENTIAL

SUPPORTING STATEMENT

I was leading a three ship flight escorting the bombers at about 25,000 feet when I saw an ME 110. I started after him and saw that four other P-51's had beat me there so thought I'd cover them and watch the show. The first P-51 was firing at close range. The ME 110's left engine started smoking and almost immediately the ME 110 burst into flames and hit the ground. I joined up with the lead plane and he flew home with me. The pilot was Lt. Pierce.

Paul K. De Vries
PAUL K. DE VRIES
Capt, AC.

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: DONALD H. BOCHKAY, 1st Lt, AC.

- A. COMBAT
- B. 6 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1335 EST
- E. 40 miles west of BERLIN
- F. Broken scattered clouds
- G. Me. 110
- H. One Me. 110 destroyed.
- I. ACCOUNT OF COMBAT: I was leading Chambers White Flight #62 A/C of my own, with two others who had tacked on. We were flying at 18,000 ft. in formation above and to the right of a large box of B-17s, when I saw a Me. 110 below me off my right wing. I immediately dove after him down to 12,000 feet, coming right up his tail. I let loose a very long burst closing down from 400 yards to about 50 yards. Hits were scored on both engines, the cowlings blew off and both engines were burning. He went down spinning and burning. When I pulled back up, I had a formation of three We headed for home at 23,000 feet.

I claim one Me. 110 destroyed.

- J. Ammunition expended: 377 Rounds .50 cal M.C.

Donald H. Bochkay
DONALD H. BOCHKAY,
1st Lt, AC,
Pilot.

CONFIDENTIAL

CONFIDENTIAL

ACCOUNTABLE REPORT

PILOT: DONALD H. BOCHRAY, 1st Lt, AG.

- A. COMBAT
- B. 6 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1310 BST
- E. West of BERLIN
- F. Broken to overcast
- G. Me. 110
- H. One Me. 110

I. ACCOUNT OF COMBAT: I was leading Chambers White Flight of 3 A/C at 20,000 feet. I saw 3 Me. 110s off my left wing at about 20,000 ft. flying line abreast toward the bombers. He dove after them, coming up behind them. The two Me. 110s on the right must have seen us as they peeled off and down. I closed in on the remaining Me. 110 on the left. Just before I fired, he let loose with his rockets toward the bombers without any effect. I then gave him a long burst and hits were scored heavily on his right engine and wing, pieces came off and he caught fire. I gave him another short burst and hits were scored on the rear of the gun turret and tail. The Me. 110 went down spinning and on fire. He then pulled up in formation and climbed for altitude toward the bombers.

I claim one Me. 110 destroyed.

J. Ammunition expended 877 rounds .50 Cal M.G.

Donald H. Bochray
DONALD H. BOCHRAY,
1st Lt, AG,
Pilot.

CONFIDENTIAL

CONFIDENTIAL

SUPPORTING STATEMENT

I was wing man to Lt. Beckway. He peeled off attacking a Me. 110 dead astern. Hits were noticed throughout the entire ship. The left engine was on fire, the canopy and engine cowling came flying back along with other damaged parts of the aircraft. After Lt. Beckway had finished firing, I dropped in dead astern and fired on the A/A as it went diving through a thin overcast and ceased firing when the plane went into its last dive. Time was approximately 1335 -- at 15,000 feet -- west of SCHIL.

Roger E. Pagels
ROGER E. PAGELS,
2nd Lt, AC,
Pilot.

CONFIDENTIAL

CONFIDENTIALSUPPORTING STATEMENT

Leading second element when Lt. Bochkay pressed attack on a Me. 110. Lt. Bochkay scored some hits but overran the Me. 110 and his wingman, Lt. Pagels went in for the kill. When Lt. Pagels opened fire, I saw the right engine smoke and then saw flame from it pour out. Both ships then disappeared into the clouds and pulled up. Action took place West of BERLIN at approx. 1520, beginning from 16,000 to 14,000 feet.

George G. George
GEORGE G. GEORGE,
2nd Lt, AC,
Pilot.

CONFIDENTIAL

CONFIDENTIAL

SUPPORTING STATEMENT

I was leading the second element when Lt. Rockway went down to attack an Me.110. Saw him open fire at about 300 yards and the left engine of the Me. 110 burst into flame and it went into a violent spin. Action took place West of BERLIN at approx. 1305 at an altitude of from 25,000 feet to 15,000 feet.

George G. George
GEORGE G. GEORGE
2nd Lt, AC,
Pilot.

THIS PAGE IS UNCLASSIFIED

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

SUPPORTING STATEMENT

Having been split from my element leader, I immediately joined the first P-51 in sight. This ship was flown by Lt. Bochkay. "e were flying east of target when we sighted an Me. 110 below us. Lt. Bochkay made a let-down and pulled up dead astern and started firing approx 250 yards and I immediately observed strikes on fuselage and right wing and right engine nacelle. Lt. Bochkay kept firing until he had to pull up to avoid collision. By this time the Me. 110 was flaming and smoking on entire right side. A few seconds after Lt. Bochkay pulled up the Me. 110 exploded. Confirmed - one Me. 110 and crew destroyed.

Morris A. Stanley
MORRIS A. STANLEY,
1st Lt, AC,
Pilot, 364th Ftr. Sq.

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

CONFIDENTIALSUPPORTING STATEMENT

I was wing man to Lt. Hochkay. He peeled off attacking a Me. 110 dead astern and opened fire from about 250-300 yards, closed in to about 75 yards during which time hits were noted on the left engine and fuselage. The left engine soon broke into flames. The plane had started in a flat turn when Lt. Hochkay broke off. Before I started down, firing, the plane was well ablaze. No chutes were noted when it went into a spin. Time was approximately 1310 -- at 15,000 feet -- west of BERLIN.

Roger E. Pagels
ROGER E. PAGELS,
2nd Lt, AC,
Pilot.

CONFIDENTIAL

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CONFIDENTIAL

INCIDENT REPORT

PILOT: ROGER E PAGELS, 2nd Lt, AC

- A. COMBAT
- B. 6 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1320 BST
- E. Just west of BSMIN
- F. Broken scattered clouds
- G. Me. 110
- H. One Me. 110 destroyed

I. ACCOUNT OF COMBAT: Lt. Bochkay was leading. I was his wing man. At 16,000 feet, we sighted the Me. 110 below us and it appeared to be going down toward the deck. As Lt. Bochkay peeled off, they sighted us and it was then that they made a very violent turn to the right, whereby Lt. Bochkay overshot and in doing so left me wide open. I started firing from about 30 degrees and continued on as I climbed up his tail. Only a few hits were noticed from 30 degrees, but from dead astern the left engine first broke out in flames and then strikes were noted on the fuselage, canopy and then on the right engine, which showed an explosion and burst into flames. As I went by on the right side which was too darned close the rear gunner was inactive. Lt. Bochkay then closed in as I got myself in position for another attack. He also fired from dead astern. When he broke I made my second pass and noted a chute open only a thousand feet from the plane. The plane was now in a spin, as I went by it. The rear gunner was the one who appeared to have hit the silk.

I claim one Me. 110 destroyed.

Ammunition expended 989 rounds .50 cal M.G.

Roger E. Pagels
ROGER E. PAGELS,
2nd Lt, AC,
Pilot.

CONFIDENTIAL

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

SUPPORTING STATEMENT

I was leading Chambers White Flight of 3 A/C with Lt. Pagels and Lt. George. We were flying formation west of BERLIN. Time was 1320 BST. At about 16,000 feet. I saw a lone Me. 110 to the right of me and about 2,000 feet below me. We made a stern attack and I closed up on him so fast that I only made a few hits. I pulled up sharp and hard to left, giving Lt Pagels a chance at him. I came out on Lt Pagels tail at the same time he cut loose on him. I saw many hits around the right engine and it broke out in flames. The ship went down spinning and burning.

Donald H. Rockkay
DONALD H. ROCKKAY,
1st Lt, AC,
Pilot.

CONFIDENTIAL

ACCOMPLISHMENT REPORT

PILOT: CAPTAIN L. JONES, 2nd Lt, AC.

- A. SUBJECT
- B. 6 March 1944
- C. 353rd Fighter Squadron, 357th Fighter Group.
- D. 1320 BST
- E. West of Berlin
- F. Broken
- G. Me. 109x 410
- H. One Me. 410 damaged

I. ACCOUNT OF COMBAT: I became separated from flight leader as he was making pass at Me. 110. As I was climbing alone, Captain Ferron of the 302nd Fighter Squadron joined me on my wing. Shortly after, at the level of the bombers at 21,000 feet, I saw an Me. 410 climbing toward the bombers. He was slightly below at 2:00 O'Clock from us. I immediately dove on him and opened fire, scoring hits on left wing and engine, which started to smoke. I pulled up to the right and Lt. Ferron fired and scored hits on right engine. I made another pass from the rear, until ammunition was exhausted, and noticed several strikes on fuselage. I broke to the left and lost sight of 410. Captain Ferron says that on this pass the crew attempted to bail out. He later claimed a downed on this aircraft.

I claim one Me. 410 damaged

- J. Ammunition expended 1094 rounds .50 Cal M. G.

Carl L. Jones
CAPTAIN L. JONES,
2nd Lt, AC,
Pilot.

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

B-2

APC 637,
8 Mar 44.

SUBJECT: B-2, B-3 Mission Report Number 15.

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

- A. 363rd Fighter Squadron - Captain MONTGOMERY H. THROOP - leading
- B. 14 -- 1125 -- 1655
- C. Three
- D. Bomber Escort
- E. One NYR -
- F. Nil One - Category "E"
- G. One missing - 1st Lt. WILLIAM W. GAMBILL
- H. Damaged -- one FW 190 -- 1st Lt. FREDERICK W. REUST
- I. L/F in over SCHWEN ISLAND at 1209 at 24,000 feet. R/V 40 miles southeast of HAMBURG at 1323 at 25,000 to 28,000 feet. Left bombers 10 miles south of STENDEL at 1500 at 25,000 to 28,000 feet. L/F out and north of HAGUE at 1600 at 14,000 feet. Low clouds to 5,000 feet 9/10s over Channel to ZUIDEN ZEE. Clear with slight haze over continent to target. Excellent visibility over target area. Contrails non-persistent at 26,000 feet and persistent from 27,000 and above. Very little enemy fighter opposition encountered. One flight rebounded three Me. 109s attacking a straggling B-17 at 1530 thirty miles west of HANOVER at which time Lt. GAMBILL was last seen. One Me. 109 was seen to blow up. Flak extremely heavy at bomber level over target. Five 'chutes observed forty miles south of BERLIN. Heavy concentrated accurate flak over Osnabruck. B-17 observed on fire fifteen miles northwest of Osnabruck. one 'chute observed. Heavy concentration of bomb bursts in southeast area of BERLIN. Several targets of opportunity were hit with one B-24 seen to drop its bomb load a good distance south of BERLIN. A B-24 was seen to explode.

DOCUMENT (36)

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

CONFIDENTIAL

southwest of BERLIN at 1430 at 20,000 feet. No 'chutes observed. Much unnecessary use of R/T by Gowdy reported by squadron. R/T good.

Ernest F. De Nigro
ERNEST F. DE NIGRO,
1st Lt, AC,
S-2 C.

CONFIDENTIAL

CONFIDENTIAL

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

D-2

AFPO 637,
9 Mar 44.

SUBJECT: Report on Personnel reported MIA.

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

1. Following information is furnished on WILLIAM W. GAMBILL, 1st Lt,
AC, reported missing in action:-

- a. WILLIAM W. GAMBILL, 1st Lt, AC. 0743000
- b. 24 Jan 18
- c. 15 Oct 35
- d. 12 Apr 43
- e. 5' 4 1/2" -- 140 lbs -- SHORT STOCKY BUILD
- f. Hazel eyes -- dark brown hair
- g. Portion of second and third phalange missing in index
finger, left hand; dark brown pigmented area 3" x 3" with
scattered hairs throughout area right scenal region posteriorly.

Ernest F. De Nigris
ERNEST F. DE NIGRIS,
1st Lt, AC,
S-2 O.

CONFIDENTIAL

CONFIDENTIAL

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

D-2

APO 637,
9 Mar 44.

STATEMENT

I was flying Number 4 in a flight led by Lt. Col. Graham. Lt. Gambill was flying Number 2 position. Three Me. 109s bounced a straggling B-17 at approximately 15,000 feet. Our flight bounced the E/A. Lt. Gambill was last seen by myself covering Lt. Col. Graham. Cap't Anderson and myself then attacked the other E/A which broke toward the deck. Action took place at 1530 hours, thirty miles northwest of HANOVER.

Edward K. Simpson, Jr.
EDWARD K. SIMPSON, JR.,
2nd Lt, AC,
Pilot.

CONFIDENTIALENCOUNTER REPORT

PILOT: CLARENCE E. ANDERSON, Capt, AC.

- A. COMBAT
- B. 8 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1530 BST
- E. 30 miles northwest of HANOVER
- F. C A V U
- G. Me. 109
- H. One, e. 109 destroyed
- I. ACCOUNT OF COMBAT: I was leading Chambers White, a three ship flight, when a single P-51 joined. It was the Group Leader, so he then led the flight. We and two other flights were proceeding home when three Me. 109s crossed in front of us at 15,000 feet, heading for a straggling B-17. We bounced them - one broke up and one broke down and one proceeded to attack bomber with a P-51 on his tail. I took the one that broke down and my wing man, Lt. Simpson, and I went into a spiral following him. I fired two short bursts at a large angle, pulling my nose ahead of him until I couldn't see him, trying to make him break. After the second try, I looked across the circle and saw white smoke pouring from his radiators. The canopy came off and he balled out at about 5,000 feet. The E/A went straight in and exploded. Lt. Simpson, Lt. England and Lt. Col. Graham all witnessed the encounter.

I claim one Me. 109 destroyed.

- J. AMMUNITION EXPENDED: 50 rounds .50 cal M.G.

Clarence E. Anderson
CLARENCE E. ANDERSON, JR.,
Capt, AC,
Pilot.

CONFIDENTIAL

CONFIDENTIAL

SUPPORTING STATEMENT

I was flying Chambers White Number 4, in a flight led by Lt. Col. Graham. Three Me. 109s were seen to jump a straggling P-17, altitude approx. 15,000 feet. Our flight bounced the 109s. Captain Anderson, Chambers White Number 3, and myself attacked one 109 who went into a spiral downwards. We followed. Captain Anderson fired several bursts. The 109, after a few turns of a luftberry started throwing smoke. The pilot bailed out and I saw the aircraft crash and explode.

Edward F. Simpson, Jr.
EDWARD F. SIMPSON, JR.,
2nd Lt, AC,
Pilot.

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: FREDERICK W. REUST, 1st Lt, AG.

- A. ~~SCRAM~~ ENGAGEMENT
- B. 3 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1430 EST
- E. Forty miles southwest of BERLIN
- F. C A V U
- G. FW 190
- H. One FW 190 damaged
- I. ACCOUNT OF COMBAT; I was flying Number 3 man in Chambers Red Flight at about 25,000 feet, when I observed two FW 190s come in head-on and below a B-24 formation. They went through to the rear and turned for a stern attack, when my wing man and I peeled off on them. I made a pass at one firing a couple of short bursts and he peeled off away from the bombers. I went after the other who was making a pass at a B-24. I saw the right wing of the bomber burst in flame and the B-24 exploded. I closed in on the FW 190 and fired a long burst. He split 3-ed from about 20,000 feet and I followed him down firing at extremely long range. I saw smoke come out of his engine, closed in on him to get a closer shot and my guns failed to fire. We went into a tight turn to the right and I pulled out to give my wing man a shot. He was handicapped by thick oil on his windshield and could not shoot. The FW 190 split 3-ed again from 7,000 feet and the last I saw of him -- two P-51s were after him, but were out of range. Lt. Reide witnessed the encounter. I claim one FW 190 damaged.
- J. AMMUNITION EXPENDED 908 rounds .50 cal M.C.

Frederick W. Reust
 FREDERICK W. REUST,
 1st Lt, AG,
 Pilot.

CONFIDENTIAL

CONFIDENTIAL

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

B-2

AFPO 637,
9 Mar 44.

SUBJECT: B-2, B-3 Mission Report Number 16

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

- A. 363rd Fighter Squadron — Captain MONTGOMERY H. THROOP — leading
- B. 15 — 1027 — 1440
- C. five — One escort
- D. Bomber Escort
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in undetermined as to locality because of heavy overcast but assumed to have been made at 1125 hours at 23,000 feet because of anti-aircraft fire encountered at that time. R/V somewhere over RUIGER ZEE at 1140 hours at 25,000 feet. Left bombers south of GRONINGEN at 1405 hours at 24,000 feet. L/F out undetermined because of heavy overcast. Several layers of clouds 9/10 km extending to 14,000 feet over channel continuing to 10/10 over northern part of continent and 8/10 to 10/10 south of briefed flight line. Non-persistent contrails beginning at 27,000 feet. Very scattered and inaccurate flak encountered on the way to home base. One B-24 observed on fire vicinity of target at 1320 hours at altitude of 18,000 feet. Four chutes observed over target area it is reported that a large puff of black smoke broke through the clouds at 1330 hours at altitude of 7,000 to 8,000 feet. R/T good. One early return reported a floating mine approx. 30 miles due east of IPSWICH.

Ernest F. De Nique
ERNEST F. DE NIQUE,
1st Lt, AC,
B-2 O.

CONFIDENTIAL

R E S T R I C T E D

SO 71

Hq ETOUSA

11 Mar 1944

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27. 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:

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*

*

2nd Lt to 1st Lt

*

*

*

WILLIA, D. MICHAELY, 0745456
 ROBERT M. MOORE, 0745466
 WILLIAM B. OVERSTREET, JR 0745487
 HERSCHEL T. RASCOE, 0745490
 CHARLES K. PETERS, 0745495

EDWARD K. SIMPSON, JR 0745529
 IRVING A. SMITH, 0681719
 RAYMOND W. STAUDTE, 0745533
 ERNEST C. TIERE, JR, 0681743
 LAWRENCE D. WOOD, 0745559

*

*

*

By command of General EISENHOWER:

(SEAL)

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

OFFICIAL:

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

A TRUE EXTRACT:

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

EXTRACT
 REFERENCE:)
 NUMBER)

THE CONFIRMATION OF VICTORY CREDITS BOARD
 1000 207 1000 207 1000 207

CONFIDENTIAL

CONFIRMATION OF VICTORY CREDITS BOARD

The Confirmation of Victory Credits Board, as appointed by per. 3, SO #57, this Headquarters;
 Cited 5 March 1944, do hereby confirm victory credit claims to the following officers, this Command:

NAME	GRCUT	SCDN.	1944			GRCUT			AWARD			TYPE	PLACE	REMARKS
			DATE	D	P	DM	D	P	DM	D	P	DM		
* 7. 1st Lt (is Captain) Edwin W. Hino	357	363	22-2			x				x		no 109	Leopards Hall	70 Confirmed
12. Lt Alfred R. Boyle	357	363	21-2	x			x					no 109	E. of Kewille	10 Confirmed
13. Captain Clarence E. Anderson	357	363	20-2			x				x		no 109	E. of Kewille	13 Confirmed
27 2nd Lt William E. Michaely	357	363	24-2	x			x					no 190	Gotha	27 Confirmed

APPROVED:

LAURENCE K. CAGLIARI
 Colonel, Air Corps,
 President of Board.

A TRUE EXTRACT COPY:

HERBERT F. DE NICHOLS,
 1st Lt, AG,

By Command of Major General HENNER:

DOCUMENT (11)

CONFIDENTIAL

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

D-2

AFU 637,
16 Mar 44.

- SUBJECT: S-2, S-3 Mission Report Number 17
- TO : S-2 Officer, 357th Ftr Group, AAF, USAAF Station F-373, AFU 637.
- A. 353rd Fighter Squadron - Capt MONTGOMERY H. THOMP, leading.
- B. 16 -- 0949 -- 1415
- C. Five (One - escort - Rough engine)
One - escort---
- D. Bomber Escort
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed - One Me. 110 - Capt. MONTGOMERY H. THOMP, JR.
Damaged - One Ju. 188 or Ju. 88 - 1st Lt. HOWARD S. HINMAN
- I. 1/F in over OSTEND at 1021 hours at 17,000 feet. R/V 20 miles south of STUTTGART at 1115 hours at 25,000 feet. Left bombers in vicinity of ULM at 1219 hours at 25,000 feet. 1/F out BLANKENBURGH at 1350 hours at 12,000 feet. Low clouds to 9,000 feet S/W over Channel, disappearing over Continent in vicinity of STUTTGART. Clear with thick haze over Continent to 9,000 feet. Contrails non-persistent at 27,000 feet to persistent from 27,000 feet and above. Very little fighter opposition. Flights of two to four planes consisting of Me. 110s, Me. 109s and FW 190s (long-nosed) totaling approximately ten planes encountered and seen in vicinity of target. One single-engine A/C, (believed to be P-51) was seen to blow up in target area while being pursued by three A/A. Light, inaccurate flak over target area. R/T discipline bad. R/T good.

John S. Hynes, Jr.
JOHN S. HYNES, JR.,
1st Lt, AC,
D-2 G.

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: MONTGOMERY H. THEOOP, Captain, AC

- A. COMBAT
- B. 16 March 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1150 EST
- E. About 40 miles north of LAKE COM TACHON.
- F. 9/10 overcast - Air to Air Good
- G. Me. 110
- H. one Me. 110 destroyed

I. ACCOUNT OF COMBAT: We had been with the bombers fifteen to twenty minutes. My flight, Red Flight, ran into a flight of ten to twelve Me. 110s which at first from the distance I took to be P-38s since there were so many around. They were heading for the bombers at about 21,000 feet. When they saw us they poured on the coals, belched black smoke and started to break formation. The pickins were so good it took me some seconds to make up my mind which to chase. The first I badly overshot due to my speed, but the second placed himself in the desired position and the race started for the deck. I opened fire at about 500 yards and got results with the opening burst -- held down the trigger, since I continued to get hits, until I almost chopped his tail off. At about 200 yards pieces flew off and his canopy was either shot away or jettisoned. I experienced vigorous and accurate return fire from his rear gunner, but he failed to hit a vital part of my plane. I broke off as I overshot and his left engine was burning fiercely as well as the inner underside of his wing. He went under cloud and I did not observe him further. Due to the flaming condition of his left wing I claim a destroyed.

I claim one Me. 110 destroyed.

- J. ROUNDS EXPENDED: 749 rounds - .50 cal M. G.

Montgomery H. Theoop, Jr.
MONTGOMERY H. THEOOP, JR.
Capt, AC,

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

I was flying No. 2 position in Red Flight at approximately 25,000 feet, North of RAAF CFB Trenton, at 11150 hours on 16 March, when my flight leader, Captain THOMPSON, pecked off after an Ie. 110 which was below us and heading for the bombers. Captain THOMPSON followed him down but he disappeared into the clouds. We then pulled up and sighted another Ie. 110. Captain THOMPSON opened fire and I immediately saw strikes on the left engine which caught on fire. I also saw strikes on the left wing root and pieces fell off. The A/C was apparently beyond control and unable to take any evasive action, and continued in a slow left bank toward the ground until it disappeared in a cloud. My flight leader then pulled up and to the left of the I/A. I opened fire on the I/A at approximately 700 yards, closing to 350 yards and held the trigger until the I/A disappeared into the clouds. In my opinion, the Ie. 110 was destroyed.

DANIEL R. CURRY,
2nd Lt, AC,

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SUPPORTING STATEMENT

I was No. 3 man in Red Flight led by Captain THEROOP. My wing man had aborted. Capt THEROOP sighted an Me. 110 headed for the bombers. We were at approximately 25,000 feet. We dived for the Me. 110 and he dived for the clouds. Capt THEROOP overshot the Me. 110 and pulled up through the clouds. The Me. 110 went on into the clouds. After we had pulled up through the clouds, Capt. THEROOP did a wing-over to the left after another Me. 110. Capt. THEROOP closed on it and started firing. I saw a little high and to the rear to cover him and his wing man. I saw the left engine burst into flames and when I last saw the Me. 110 the flame was coming from the left engine and up to the canopy. We then pulled up to continue escorting the bombers and the Me. 110 disappeared into the clouds in a gentle dive. I am sure it was destroyed.

Action took place north of LAMM CONSTANCE at 1150 hours on 16 March 1944.

James W. Browning
JAMES W. BROWNING,
1st Lt, AC.

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: HOWARD S. HINMAN, 1st Lt, AC.

A. ~~GENERAL~~ ENGAGEMENT

B. 16 March 1944

C. 363rd Fighter Squadron, 357th Fighter Group

D. 1200 BST

E. South of LUDWIGSHAFEN

F. 8/10 at 10,000 feet

G. Ju 88 (or Ju 188)

H. One Ju. 88 (or Ju. 188) ~~destroyed~~ damaged

I. ACCOUNT OF COMBAT: After leaving base, while flying toward base at 15,000 feet, Captain DE VRIES and I saw a Ju. 88 (or Ju. 188) flying 120 degrees to our line of flight, somewhere south of LUDWIGSHAFEN. He was flying at about 10,000 feet. We turned in to him and dived. Capt DE VRIES fired but was overrunning him. I saw that he was going past him so slowed it up and tightened my turn. I fired one long burst at approximately 200 yards closing to 100 yards. I raked the ship from left wing through the right wing. I observed hits on center section. The target then dropped down into cloud layer a few feet below. We could not find him after first pass.

I claim one Ju. 88 (or Ju 188) damaged.

J. AMMUNITION EXPENDED: 105 rounds .50 cal M.G.

Howard S. Hinman
HOWARD S. HINMAN,
1st Lt, AC.

CONFIDENTIAL

SUPPORTING STATEMENT

After leaving the bombers and heading for home at 15,000 feet, Lt. HILMAN and I saw a Ju. 88 flying just above the overcast. I fired a very short burst and overran him. I pulled up and recovered Lt. HILMAN as he got in a long burst. Then the Ju. 88 ducked in the overcast and didn't come up again.

Action took place south of LUDWIGSHAFEN at 1200 hours

Paul H. DeVries
PAUL H. DE VRIES,
Capt, AC.

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: W. B. MCCINLEY, 1st Lt, AG, ASN 0743058

- A. COMBAT
- B. 16 March 1944 -- P.O. 270
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1130 BST
- E. 10 miles south of STUTTGART
- F. 5/10 8,000 feet
- G. Me. 109
- H. One Me. 109 probably destroyed
- I. ACCOUNT OF COMBAT: I was leading the second element in a four ship formation. Shortly after making V with bombers my flight leader went down to attack a Me. 109. I followed behind him to give him top cover. As I was going down I saw a Me. 109 coming up behind a formation of four 8-11s so I went after him. I closed in to make a stern attack. I fired one burst at 150 yards and noticed the tracer going behind him so I pulled through to 75 yards and fired again. As I was overrunning him I broke sharply and started clearing my tail so I did not see the results of this burst. Consequently, I did not file any claim at the time. When I fired I was directly eastern of the V/A. After the second burst he started a gentle turn to the left and my wingman came down and fired a short burst but he saw no hits on it. My developed combat films show several heavy hits on the left wing, on the engine cowling and around the cockpit. As we pulled up from the encounter we went back on top of the clouds and did not see what happened to the V/A. From the results of the combat film and as the V/A tried no evasive action after the hits on him I claim a probably destroyed.

I claim one Me. 109 probably destroyed.

J. AMMUNITION EXPENDED: 55 Rounds .50 cal M.G.

William R. McCinley
 WILLIAM R. MCCINLEY,
 1st Lt, AG,
 Pilot.

CONFIDENTIAL

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

D-2

APG 637,
18 Mar 44.

SUBJECT: F-2, F-3 Mission Report Number 18.

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

A. 363rd Fighter Squadron - Captain [redacted] H-10, leading.

B. 18 -- 1152 -- 1650

C. Six

D. No. 1 member report

E. All

F. All

G. All

H. All

I. Weather - haze to 22,000 ft. over covered, diminishing and disappearing at target area with scattered clouds to 10,000 ft. to southeast. 1/7 in not observed due to haze. 1/7 with leaders 40 miles W of [redacted] at 12,000 ft. Left leaders 20 miles north of [redacted] at 12,000 ft. 1/7 out [redacted] at 12,000 ft. 15,000 ft. 1/7 in fighter formation, approximately total of six 1/7 consisting of 1/7s and 1/7s observed in target area, in flights of two planes. Moderate moderate flock over target and 1/7s. Numerous fires and black smoke observed over target and [redacted] flight reported airfield at [redacted] and building adjacent to runway heavily bombed. Fires at [redacted] and [redacted] also observed. 1/7 communication good.

John B. Myers, Jr.
1st Lt, AF,

CONFIDENTIAL

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

D-2

APC 537
20 Mar 44.

SUBJECT: D-2, D-3 Mission Report Number 17.

TO : D-2 Office, 357th Fighter Group, Army Air Forces, Hickam Station
F-373, APC 537

A. 363rd Fighter Squadron - Captain JOHN W. BIRD, leading.

B. 18 -- 1027 -- 1200

C. Nil

D. Sweep and report (forth ed)

E. Nil

F. Nil

G. Nil

H. Nil

I. From 8,000 ft altitude to 28,000 feet overcast was exceptionally heavy. At 28,000 feet altitude visibility began to clear to the right and some clouds went south to above 30,000 feet where they came out of the overcast. There clouds were about 2/10 to 4/10 at ground and high clouds at 8/10 with some layers between. Nightfield called for return home. L/F in not known due to overcast. L/F out south of Hickam at 16,000 feet approx 1130 hours. He L/F with darkness. Home flight at L/F in. R/T fair. No R/T seen.

John B. Bird, Jr.
Capt. U.S. Air Force
1st Lt. AC,
-2

ADDENDA to Mission Report Number 20, dated 22 Mar 44, Field Orders No. 278

Lt. CARTER L. JONES had signaled that he was going to return to base. He also signaled that his radio was out. Therefore he was not able to indicate the reason for his return to base. Lt. JONES then peeled off to go home, at 1200 hours, at 25,000 feet, 10 to 15 miles southeast of BREMEN, GERMANY. Lt. WILLIAM D. MICHAELY was the last to see Lt. JONES. He had been ordered to accompany him home, and as he peeled off to do so caught a glimpse of Lt. JONES in a steep dive. Lt. JONES then disappeared from his sight. Lt. MICHAELY weaved all the way home, hoping to catch sight of Lt. JONES but was not able to do so.

Ernest F. De Nigris
ERNEST F. DE NIGRIS,
1st Lt, AC,
S-2 O.

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

B-2

AFG 637
22 Mar 44.

SUBJECT: B-2, B-3 Mission Report No. 20

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

A. 363rd Fighter Squadron - Captain WILLIAM H. YMCOW, leading.

B. 18 -- 1415 -- 1520

C. One (Instructed to escort plant being reported as B-2 - never saw plane)

D. ~~xxxxxx~~ Penetration - target support - target withdrawn

E. One NYR

F. None

G. One missing - End it Captain W. YMCOW

H. 1-1

I. 1/F in north of ~~xxxxxx~~ at 110 hours at 13,000 feet. 1/V vicinity of
1415 hours at 17,000 feet. Left bombers 40 miles south of

1415 hours at 27,000 feet. 1/F out 1415 hours at 17,000 feet. 7/10 to 9/10 broken clouds to 6,000 feet with
excellent air to air visibility over channel. Over continent 7/10 to 9/10
strato-cumulus to target with base to 10,000 feet. Over target base
extended to altitude of 15,000 feet. Light persistent contrails beginning at
25,000 feet became heavier as flight squadron moved inland to 1415-1615.
No fighter opposition what so ever encountered or observed. Intense heavy
flak - very accurate - encountered over 1415, 1415, 1415 and 1415
1415 1415. One B-17 observed in no apparent distress at 10,000 feet
about 10 miles north of 1415. A ship convoy is reported in
the vicinity of the southern tip of the BORNEO Island in the SOUTH CHINESE
SEA at approximately 1430 hours. 1/V good.

Ernest F. McNair
1st Lt, AG,
B-2 G.

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

D-2

AFG 637,
23 Mar 44.

S T A T E M E N T

I was flying number 2 spare on Lt HINMAN'S wing. We were going to complete the mission. Captain ANDERSON'S flight was on our right. I saw Lt JONES' peel off to go home. Then I was ordered to accompany Lt JONES home. I caught a short glimpse of him as I peeled off. He was going down in a fast dive. Then I lost sight of him and tried to catch him. He must have gone through a hole in the overcast as I never caught him. I weaved all the way home hoping to sight him but never did. We left the group about 10 to 15 miles southeast of BRUNEN at 1200 hours at 25,000 feet.

William D. Michaelly
WILLIAM D. MICHAELY,
1st Lt, AC,
Pilot

3d Wing, 357th Fighter Group, Army Air Forces
 Station F-373

APC 637,
 2d War Gr.

Subject: Narrative Report re Personnel MIA.

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

1. Following is narrative report of circumstances relative to the failure of 1st Lt. JAMES L. JONES, ASN 0682048 to return from mission on 23 Mar 40, Field Orders No. 277.

2. Lt. JONES was flying the wing of 1st Lt. JAMES A. BROWN, the leader of the second element of a flight led by Captain CHARLES E. BROWN, JR. Lt. JONES drew up abreast of Lt. BROWN and signaled that he was going home. He also signaled that his radio was out. Therefore he was not able to indicate the reason for his return to base. Lt. JONES then peeled off for the return home at 1200 hours, at 25,000 feet, 10 to 15 miles southeast of BANGOR, GERMANY. Lt. JONES was last seen by 1st Lt. WILLIAM B. MICHAEL of this Squadron who made the following statement:-

"I was flying number 2 spare on Lt. BROWN's wing. We were going to complete the mission. Captain BROWN's flight was on our right. I saw Lt. JONES peel off to go home. Then I was ordered to accompany Lt. JONES home. I caught a short glimpse of him as I peeled off. He was going down in a steep dive. Then I lost sight of him and tried to catch him. He must have gone through a hole in the overcast as I never caught him. I weaved all the way home hoping to sight him but never did. We left the group about 10 to 15 miles southeast of BANGOR at 1200 hours at 25,000 feet."

Ernest F. DeRigue
 1st Lt, AG,
 3d B.

CONFIDENTIAL

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

D-2

AFG 637,
23 Mar 44.

SUBJECT: 3-2, 3-3 Mission Report Number 21.

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

A. 363rd Fighter Squadron - Captain MICHAEL H. THORP, leading.

B. 18 -- 0900 -- 1245

C. One

D. Penetration - target support - target withdrawal

E. Nil

F. Nil

G. Nil

H. Nil

1. I/F in COMBAT at 0956 hours at 23,000 feet. B/V 20 miles southeast of
HANOVER at 1045 hours at 26,000 feet. Left Bombers just south of the
EILDER ZEE at 1135 at 25,000 feet. I/F out WESTPHALIA at 1140 at 20,000 feet.
Broken clouds over channel to 4,000 feet, excellent air to air visibility.
Clear over coastal area and overcast beginning slightly inland, rising to
height of 4,000 feet. Cirrus haze east of the EILDER ZEE to OZNEBRUCK.
5/10 broken clouds over target, non-peral tant contrails at 20,000 feet, heavy
contrails observed at 30,000 feet. Flight of four ships believed to be
Me. 109s, observed pulling contrails at 30,000 feet over the target area.
Very heavy, intense, accurate flak in area between MUNSTER and BIELEN.
Heavy accurate flak also over the target. A B-17 seen to explode around
target, at least four other B-17s observed in distress over target area
which were losing altitude fast. Only few 'chutes observed here. A B-24
was seen to go down in a spiral dive around OZNEBRUCK with no 'chutes
observed. Forty five miles west of MUNSTER a B-17 was seen going down on
on fire and its right wing suddenly exploded - no 'chutes observed.
Bombers formation very good with few straggling. B/T very good.

Robert F. DeNiro
ROBERT F. DENIRO,
1st Lt, AG,
3-2 G.

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

D-2

APC 637,
27 Mar 44.

SUBJECT: S-2, S-3 Mission Report Number 22.

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

- A. 363rd Fighter Squadron -- Captain MONTGOMERY H. THROOP, leading.
- B. 16 -- 1305 -- 1810
- C. Six (one escort)
- D. Bomber Escort -- F.O. 282
- E. Nil
- F. Five emergency landings in England
Captain THROOP and Lt. STEMPSON at DUBLIN
Lt. OVERSTREET at DUNFORD
Captain O'BRIEN and Lt. MOORE at FORD
- G. Nil
- H. Nil
- I. L/F in PECAMP at 1405 hours, at 25,000 feet. Passed many small formations of B-17s and made R/V with the last box of B-24s, 75 miles due south of BORDEAUX at 1520 hours at 17,000 feet. Escorted bombers to L/F out north of CAEN at 1700 hours, at 17,000 feet. Overcast half-way across channel to 6,000 feet with thin haze rising to 10,000 feet to 12,000 feet. Then other half of channel all the way to L/V only thin haze with no clouds reported and excellent visibility. No E/A seen or reported. Light, inaccurate flak encountered at mouth of GIRONDE. Nine steamships reported proceeding in direction of LA ROCHELLE harbor. All bomber formations, including B-17s, reported in small groups and in good formation. Numerous columns of smoke rising to considerable height observed south of BORDEAUX. E/T good.

ERNEST F. DE NIGRIS,
1st Lt, AC,
S-2 O.

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SECRET (37)

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

D-2

A PO 637
28 Mar 44.

SUBJECT: S-2, S-3 Mission Report Number 23.

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

- A. 363rd Fighter Squadron - Captain EDWIN . HING, leading.
- B. 17 -- 1240 -- 1715
- C. One
- D. Penetration - Target support - Withdrawal F.O. 283
- E. Nil
- F. Four planes landed at FRAMINGHAM and four other planes landed at MEDFIELD
- G. Nil
- H. nil
- I. L/F in DUNKIRK at 1317 hours, at 17,000 ft. R/V 20 miles southwest CHALON at 1400 hours, at 25,000 ft. Left bombers 20 miles southwest of CHALON at 1500 hours at 25,000 feet. L/F out between DUNKIRK and O-TEND at 1600 hours, at 12,000 feet. Haze over channel extending to R/V to altitude of 12,000 feet. South of R/V weather clear with no haze. Only light flak encountered over DUNKIRK on way in. A single A/C was seen pulling contrails at 35,000 ft. One pilot reports seeing 15 - 20 Me. 109s painted black taking off an airfield identified as CHAMPEFORDVILLE which is just outside and north of CHALON. Excellent bombing results on dispersal areas, hangars and buildings on DIJON airfield. R/T good.

EDWIN T F. DE NICIS,
1st Lt, AC,
S-2.

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

D-2

APO 637,
29 Mar 44.

SUBJECT: D-2, D-3 Mission Report Number 24.

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

- A. 363rd Fighter Squadron - Captain NORMAN R. THOMP, leading
- B. 16 -- 1138 -- 1600
- C. Five (One escort) (Three returned due to mid-air collision shortly after take-off)
- D. Penetration - target support - withdrawal.
- E. Two lost due to mid-air collision 20 miles ~~east of~~ English coast almost due east of LONDON.
- F. Nil
- G. Two missing in mid-air collision
1st Lt. WILLIAM R. MCCORMICK, 0743058
and Lt. SANTIAGO R. CUTCHER, 0682944
- H. Nil
- I. L/F in LAGDENVOET on tide at 20,000 ft. N/V east of LONDON at 1340 hours at 20,000 feet. Left bombers in vicinity of QUACKENBUSH at 1425 hours at 23,000 feet. L/F out LONDON at 1507 hours at 20,000 feet. Two layers of clouds over channel extending to 8,000 feet with 5/10 to 6/10 ~~clouds~~ over continent, 7/10 to 8/10 with high built cumulus clouds to 15,000 feet with cirrus tops. Non-persistent contrails beginning at 27,000 feet - persistent at 30,000 feet. Two of our planes in different flights collided in mid-air at 1150 hours at approximately 3,000 feet while in the overcast about twenty miles due east of LONDON. One of our pilots reports seeing a parachute open at about ~~20,000~~ 1,000 feet. Captain C'EREN patrolled the area where the accident occurred but did not see a parachute or dinghy in the vicinity. Prompt ~~at~~ dispatch and arrival of Air/Sea rescue units at scene of accident is reported. Moderate inaccurate flak encountered at the outskirts of LONDON and moderate, fairly accurate flak reported over target. Groups of B/A in packs of 12 to 15 seen over target area, and two of our flights report engagements but make no claims. One chute seen to open northwest of target at about 8,000 feet. One Me. 109 attacking rear box of B-17s was shot down by a P-51 northeast of the target. Numerous bomb hits were observed in the northern section of the target. Bombers reported badly spread out and not in very good formation, making adequate cover and escort difficult. R/T good.

ERNEST F. DE NIGLIO,
1st Lt, AC,
D-2 O.

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

2-2

WFO 537,
29 Apr 44.

INCIDENT

I was flying No. 4 in Chambers Blue Flight led by Captain CHARLES
H. ANDERSON, flying tight formation in overcast. Another flight suddenly
flew into us. Chambers Blue No. 2 was hit midships by the other flight's
No. 3 (Chambers White No. 3 - WILLIAM H. MURPHY, 1st Lt, AC). Chambers
Blue No. 2 was flown by WILLIAM H. MURPHY, 2nd Lt, AC. The time was
approximately 1150 hours; altitude approximately 5,000 feet; at about
20 miles off the English coast, due east of LONDON. I dodged by climbing
rapidly. My left wing tank was hit by something unknown. I climbed
through the overcast alone and then let down to the sea at approximately
the spot where the accident occurred. I didn't see anything. I then
returned to base.

Edward H. Simpson Jr.
EDWARD H. SIMPSON, JR.,
1st Lt, AC.

CONFIDENTIAL

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

B-2

WFO 637,
29 March 44.

SUBJECT: Narrative Report re Personnel MIA - SANTIAGO S. GUTIERREZ, 2nd Lt, AC.

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

1. Following is narrative report of circumstances relative to the believed fatal accident of 2nd Lt. SANTIAGO S. GUTIERREZ, ASN 0682944, on 29 March 1944 while on mission - Field Orders No. 284.

2. Lt. GUTIERREZ was flying No. 2 position in Chambers Blue Flight of this Squadron. At a point approximately 20 miles off the English coast, on the outward journey of the Squadron, at 1150 hours, at approximately 3,200 feet altitude; Chambers White Flight was seen in the overcast at the same altitude as Chambers Blue Flight was flying. Chambers White Flight was seen so unexpectedly and so suddenly by Chambers Blue Flight --- and Chambers Blue Flight seen so unexpectedly and so suddenly by Chambers White Flight --- that one plane of Chambers White Flight could not avoid collision with one ship of Chambers Blue Flight. Lt. GUTIERREZ, flying in No. 2 position in Chambers Blue Flight was hit head-on by Lt. WILLIAM A. MCCORMACK, flying No. 3 position in Chambers White Flight. Both ships went down into the channel. Captain WILLIAM A. MCCORMACK of this Squadron, patrolled the area where the accident occurred, but did not see any parachutes or dinghies.

Crest F. de Nigro
WILLIAM F. DE NIGRO,
1st Lt, AC,
B-2 O.

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

F-2

APG 637,
29 March 44.

SUBJECT: Narrative Report re personnel KIA - WILLIAM F. MURPHY, 1st Lt, AG.
TO : F-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station
F-373, APG 637.

1. Following is narrative report of circumstances relative to the believed fatal accident of 1st Lt. WILLIAM F. MURPHY, S 0743058, on 29 March 1944 while on mission - Field Orders No. 284.

2. Lt. MURPHY was flying No. 3 position in Chambers White Flight. At a point approximately 20 miles off the English coast, on the outward journey of the Squadron, at 1150 hours, at approximately 3,200 feet altitude; Chambers Blue Flight was seen in the overcast at the same altitude as Chambers White Flight was flying. Chambers Blue Flight was seen so unexpectedly and so close only by Chambers White Flight --- as Chambers White Flight was seen so unexpectedly and so close only by Chambers Blue Flight --- that one plane of Chambers Blue Flight was not able to avoid collision with one ship of Chambers White Flight. Lt. MURPHY, flying in No. 2 position of Chambers Blue Flight was unavoidably hit astern by Lt. MURPHY, flying No. 3 position in Chambers White Flight. Both ships went down into the channel. Captain L. J. O'BRIEN of this Squadron, patrolled the area where the accident occurred, but did not see any parachutes or dinghies.

Curtis F. DeNague
Major, USAF, AG,
1st Lt, AG,
AG.

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