

Classified "SECRET"  
 With VIII For Cond  
 LSW-126-1  
 Dated 13 November 1943. *7403*

SECRET

UNIT HISTORY

363rd Fighter Squadron

CHRONOLOGICAL SEQUENCE

OF

EVENTS

Month of May, 1944

FORESAID: May was, for the 363rd Fighter Squadron, a typical month during which there were days of feverish activity followed by days of waiting and in turn followed by more days of feverish activity. There were days when both the Pilots and the Ground Crews found themselves tired to the bone - and other days when they found so very time to catch up on very sorely needed rest and to again put bodies and ships into perfect maintenance and repair. It was a month of great victories over the German Air Force and a month in which many of the pilots of the unit were missing in action, a month of rejoicing and a month of worrying as to the eventual fate of those who were no longer amongst those at the mess table. Here then is the story of the '363rd' for May----

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

MONTGOMERY H. THURSP, J., Capt, AC - Oak Leaf Cluster to Distinguished Flying Cross.

WILLIAM B. GILBERTSON, JR, 1st Lt, AC - Air Medal

IRVING A. SMITH, 1st Lt, AC - Air Medal

LEWIS W. BIRD, Capt, AC - Oak Leaf Cluster to Air Medal

CHARLES H. FLETCHER, 1st Lt, AC - Oak Leaf Cluster to Air Medal

--(See Document (1) appended)

And of the following awards:

ROBERT C. CRANFORD, 2nd Lt, AC - Air Medal

HENRY R. RAYSON, 2nd Lt, AC - Air Medal

DONOVAN D. SIVARS, 1st Lt, AC - Air Medal

ERNEST C. TILLEY, 1st Lt, AC - Air Medal

CLARENCE E. ANDERSON, JR, Capt, AC - Oak Leaf Cluster to Air Medal

ROBERT W. FOLY, 1st Lt, AC - Oak Leaf Cluster to Air Medal

WILLIAM E. O'BRIEN, Capt, AC - Oak Leaf Cluster to Air Medal

ROGER E. FACHS, 2nd Lt, AC - Oak Leaf Cluster to Air Medal

EDWARD H. SHIPPOCK, JR 1st Lt, AC - Oak Leaf Cluster to Air Medal

---(See Document (2) appended)

Announcement made of the promotion to Captain of 1st Lt ELLIS A. ROGERS.

(See Document (3) appended)

Announcement of the following Awards to Pilots of the Squadron: Pilots who are now reported as Missing in Action:

FREDERICK W. MUST, 1st Lt, AC - Oak Leaf Cluster to Air Medal

CHARLES E. BRASER, F/C, AC - Oak Leaf Cluster to Air Medal

(See Document (4) appended)

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and this day was really a day of hard work for the Squadron - perhaps a forerunner of days to come - for there were two missions for the fighter pilots of the Squadron. The first of these missions was a Fighter Sweep in the CANTAL-PAULS area. And no enemy aircraft were seen, which made it just a milk run for the pilots. (See Document (5) appended) The second mission of the day was another Fighter Sweep, this time to the ROBLAND-FRANKFORT area - and again the fighters of the G.A.F. kept well under cover and on the ground, so that the score for enemy aircraft shot down had to be 'nil'. (See Document (6) appended)

Announcement was made of the promotion to 1st Lt. of the following Officers of the Squadron:

ROBERT C. GANGEWICK  
HERBERT B. HAYLER

GEORGE C. GEORGE  
HAROLD E. HENNETT

(See Document (7) appended)

2 May

Announcement is made of the following promotions - from 2nd Lt. to 1st Lt.:

ROBERT B. SMITH

ROGER L. PAULS

(See Document (8) appended)

The following pilots were assigned to the Squadron:

WILLIAM A. DAVIS, 2nd Lt, AC ASN 091 925

JOHN R. SMITH, 2nd Lt, AC, ASN 0759099

FRANK (HAI) HORA, 2/C, AC, ASN T-61493

(See Document (9) appended)

3 May

Award of an Oak Leaf Cluster to the Air Medal is made to the following

Pilot Missing in Action:- HOWARD S. HENKEL, 1st Lt, AC

(See Document (10) appended)

4 May

A bomber escort mission - one that the pilots dream about - is recalled. This was one of those missions to BERLIN and the disappointment of the pilots at the recall was evident as most of them thought that this was the day that they would build up the score of Mustangs on their ships.

(See Document (11) appended)

Promotion was announced of the following Officers:

MONTGOMERY F. THORP, 1st Capt, AC, to be Major

STANLEY M. CHENITH, 2nd Lt, AC, to be 1st Lt.

(See Document (12) appended)

The promotion to Major of our Squadron Commander was particularly pleasing to all of the personnel of the Squadron - for it gave our C.O. another step toward the rank that the G.I. of the 363rd Fighter Squadron should have.

6 May

Awards were made as follows to the pilots of the Squadron:

CLARENCE E. ANDERSON, 1st Capt, AC - Distinguished Flying Cross

STANLEY M. CHENITH, 1st Lt, AC - Air Medal

JAMES A. ANDERSON, 1st Lt, AC - Oak Leaf Cluster to Air Medal

GEORGE C. GEORGE, 1st Lt, AC - Oak Leaf Cluster to Air Medal

ROBERT H. MOORE, 1st Lt, AC - Oak Leaf Cluster to Air Medal

WILLIAM D. OVERSTREET, JR., 1st Lt, AC - Oak Leaf Cluster to Air Medal

CHARLES S. PEARSON, 1st Lt, AC - Oak Leaf Cluster to Air Medal

JOSEPH F. PIERCE, 1st Lt, AC - Oak Leaf Cluster to Air Medal

EDWARD R. SIMPSON, JR., 1st Lt, AC - Oak Leaf Cluster to Air Medal

RICHARD W. STAUDT, 1st Lt, AC - Oak Leaf Cluster to Air Medal

LUTHER D. WOOD, 1st Lt, AC - Oak Leaf Cluster to Air Medal

(See Document (13) appended)

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7 May

A trip to BILM at bomber escort -- but with the exception of heavy intense and accurate flak over the city of KARWI, there was no excitement for our Pilots. All ships and Pilots came home safely -- no enemy aircraft were even seen. (See Document (21) appended)

Announcement was made of the promotions of the following Officers:

RONALD R. BOCHAY, 1st Lt, AG to be Captain  
JAMES W. BROCKING, 1st Lt, AG to be Captain

8 May

At last the Squadron gets into action again -- action with the opportunity of watching ships and skill and bravery and boldness against the fighter Pilots of the G.A.F. This was another trip to BILM as bomber escort and this time there was an opportunity of fighting it out with some of the fighters of the Luftwaffe. On this trip Capt. BROCKING destroyed a FW 190 and Lt. PIRCE shot one down to destruction (See Documents (22) and (23) appended). But on this trip one of the finest and best Pilots of the Squadron had to be reported as missing in action. Captain WILLIAM A. MCCOMB failed to return from the mission. It is hoped that Capt. BROCKING shot out over BILM, Germany (See Document (24) appended).

9 May

A Fighter Sweep to THORNTON. On this mission the ship of the Squadron accompanied B-24s and then swept on across the area. (See Document (25) appended) One FW 190 was destroyed by Lt. WILLIAM A. MCCOMB. (See Document (26) appended) Two of our Pilots failed to return from this mission: -- Lt. CHARLES R. GARDIN (See Document (27) appended) and Lt. DONALD D. GIVENS (See Document (28) appended).

10 May

Another Fighter Sweep -- this time clear over to BILM/ICH. And this really was a 'dry run' in so far as opposition was concerned as the report reads "No enemy aircraft seen -- no flak encountered" (See Document (24) appended).

11 May

Bomber escort to BILM -- with no enemy aircraft seen. Except for a certain amount of accurate heavy flak there was little in this trip except to realize again that at certain times the Luftwaffe was allowing unopposed bombing of German cities and German industries. (See Document (25) appended).

JOSEPH F. PIRCE, 1st Lt, AG is appointed Squadron Oxygen Officer vice WILLIAM A. MCCOMB, Capt, AG, MIA and DONALD R. BOCHAY, Capt, AG is appointed Flight Leader "A" Flight vice WILLIAM A. MCCOMB, Capt, AG, MIA. (See Document (26) appended).

12 May

This was a rather big day for the 363rd -- on this day on a bomber escort mission to BILM the Squadron engaged 120 plus (cases of the Luftwaffe) about fifty miles northeast of THORNTON -- (See Document (27) appended). The results of this encounter:

One Me. 109 destroyed -- CAPTAIN CHARLES R. GARDIN, (See Document (28) appended).

One FW 190 destroyed -- Captain PAUL R. DE VRIES (See Document (29) appended).

One Me. 109 destroyed -- Capt WILLIAM A. O'BRIEN (See Document (30) appended).

One Me. 109 destroyed -- Lt. JOSEPH F. PIRCE (See Document (31) appended).

One FW 190 damaged -- Major DONALD R. THORNTON (See Document (32) appended).

And on the ground:--

Two Me 109s and One Ju. 52 -- Capt. ANDERSON, Lt. PIRCE and Lt. OVERSTREET (See Document (33) appended).

One locomotive -- Capt ANDERSON, Lt. OVERSTREET, Lt. PIRCE, Lt. MICHAEL (See Document (34) appended).

All of the Pilots of this Squadron returned safely -- and that is just exactly the sort of punishment that the Squadron likes to deal out to the Reich -- and the sort of homecoming that the Squadron welcomes.

Announcement is made of the following award to one of the Pilots of the Squadron now MIA.

HOWARD R. HINMAN, 1st Lt, AG -- Oak Leaf Cluster to the Air Medal.

(See Document (35) appended)

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13 May Today the weather is as a whole - good. (See Document (36) appended). In this mission Lt. HIGHTON, CO, is proud with the destruction of the B-24s. (See Document (37) appended). This was Lt. HIGHTON's first entry into the victory column, and he made it a double-header.

14 May Sgt. John C. Halsey is <sup>TRANSFERRED FROM 363rd</sup> the Squadron. (See Document (38) appended).

15 May Another new piece in bomber escort was experienced by the Squadron on this date as the Squadron went out in two groups. Ten ships of the Squadron took off at 0815 and ten more fifteen minutes later to join in separate escort missions. The first unit also escorted a fighter group following their escort duty. (See Documents (39) and (40) appended). Neither mission was eventful in the way of victories as again the enemy aircraft were few, hence was noted without heavy opposition.

And this date the Squadron was informed of the fact that their Commanding Officer, Major Kenneth W. Hinkle, was to leave the Squadron. Major Hinkle had joined the Squadron as a 2nd Lieutenant on 2 January 1943 at its formation. On 2 February 1943, he was promoted to Captain and again on 4 May 1943 was promoted to Major. He came to the Squadron with a long record of missions and battles - an experienced officer to lead us, as you have experienced before. That is the fact that the Squadron became operational on 10 February 1943. The results of the vast experience of Major Hinkle have been noticed in the conduct of the unit. With the bomber escort mission of 10 May to Italy, Major Hinkle had finished 100 hours of escort duty - had completed weeks and weeks of hard, eye-riveting work. So, that came to Major Hinkle some days of relief from these duties, some days to get rest from these tasks. As a preliminary to the granting of this rest, Major Hinkle was today transferred to Lt Col 34 (56 Pte Ing Op. (See Document (41) appended).

Three enlisted men of the Squadron are transferred to other units:-

Sgt. Floyd Dulack to the Health Service Sq.

Cpl. Earl J. Langer to 504th Pte Bomb Sq. (See Document (42) appended).

Pvt. John Louis, Jr. to Health Service Sq.

16 May Sometimes these rumors are almost too good to be true - and on very rare occasions these "too good to be true" rumors are actually confirmed. Such a confirmation came today with the announcement that Captain EDWIN W. HINC was to be Commanding Officer of the 363rd Fighter Squadron. Absolutely everyone of the personnel of the Squadron - Commissioned Officers - "The First Three Grades" - the other Non-Commissioned Officers - and even the lowest Privates in the Squadron - were excitedly pleased by this announcement. For Captain HINC was 'one of our own'. Captain HINC had been assigned to the Squadron way back in the days of its activation at HAMILTON FIELD. Immediately upon his assignment to the Squadron he had been appointed Squadron Operations Officer, which assignment he had held until his appointment to be Commanding Officer this date. And just as Captain HINC is 'one of our own', so are we 'his own'. For Captain HINC came to this Squadron as a 2nd Lieutenant way back on 2 March 1943, almost fifteen months ago. He went through TONOPAH, SANTA ROSA, CROVILLE, CASPER, SHAWNO, THE QUARTER LIEBOWITZ, MONTECK and now HAMILTON with the Squadron. His promotions have been in the Squadron -- 1st Lt on 19 March 1943 while the Squadron was at TONOPAH, Captain on 26 October 1943, while the Squadron was at CASPER. The 363rd has always, through its almost eighteen months of activation, been a Squadron that really "did things". With the new Commanding Officer, a G.O. that the personnel, Officers and enlisted men, feel that they know as we do feel that we know Captain HINC, it will do things "in an even greater way. For when the Officers and the enlisted men feel, as they do feel about Captain HINC - "that we know all about him, and all that we know about him is good" -- then the Squadron is certain to really do things and really do places.

The 16 May 1944, was a great day for the 363rd.

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- 18 May Capt PAUL W. DE WILDE appointed Operations Officer, vice Captain HIRSH, relieved. (See Document (43) appended)  
Capt. CHARLES W. BROWNING appointed Flight Leader, Flight "B", vice Captain DE WILDE, relieved. (See Document (43) appended)
- 19 May This day was another in which the enemy fighters finally did come up to fight. On this date our P-51s escorted bombers on another of those missions once thought to be the ideal of all missions - the bombing of BERLIN - but now become commonplace because of their constant successful completion and because even the bombing of the capital of the Reich does not often bring the Luftwaffe up to do combat. (See Document (44) appended).  
On this mission they did come up to contest the right of the American bombers to bombard their principal city. Fifteen miles north of BERLIN approximately 100 plus Me. 109s were engaged by the Squadron. The results were - the destruction of two Me. 109s by Captain HIRSH (See Documents (45) and (46) appended), One Me. 109 was destroyed by Lt. FARRIS (See Document (47) appended) and Lt. FOY accounted for the destruction of three Me. 109s. (See Documents (48) and (49) appended). In addition, Captain HIRSH damaged one Me. 109 (See Document (50) appended) and Lt. FARRIS damaged one Me. 109 (See Document (47) appended). A further Me. 109 was damaged by Captain HIRSH.
- 20 May An uneventful bomber escort mission to GELN to bomb the airfield. No enemy aircraft were seen. It seems as though when the time comes that the German fighters do come into the air, they are given such a plectering as to keep them on the ground for days to come. (See Document (51) appended)
- 21 May A penetration fighter sweep to E. BERLIN (See Document (52) appended)  
On this mission the entire squadron was 'in on' the destruction of two locomotives and the destruction of a warehouse and numerous workers. Capt. BROWNING, Lt. FARRIS and Lt. JONES joined forces to destroy a radio tower. Two of our pilots failed to return from this mission - 1st Lt. JOSEPH P. FARRIS (See Document (53) appended) and 1st Lt. WILLIAM D. MICHAEL (See Document (54) appended). Both of these pilots had been with the Squadron for a long time--and both were so well liked and so much admired by their fellow pilots and by the other Officers and Enlisted men of the Squadron that the mission of 21 May will long be a sad memory in the hearts of the personnel of the 363rd.
- 22 May The P-51 pilots of the Squadron accompanied bombers in the bombardment of KIEL. The trip was uneventful in so far as opposition by enemy aircraft is concerned. There was flak, but it was inaccurate, and the bombers did a good job of laying their eggs on this German base. All of the pilots of this squadron returned to home base. (See Document (55) appended)
- 23 May Bombers are escorted to TROYES. No enemy aircraft answered the challenge of our P-51s - the pilots report that there was not even any activity on any of the roads or the railroads. So, there was no score to report except for the fact that the B-24s were able to bomb their target with no opposition. (See Document (56) appended)
- 24 May Another mission to BERLIN - bomber escort (See Document (57) appended)  
The score: Capt O'BRIEN destroyed one Me. 109 (See Document (58) and probably destroyed one FW 190 by Captain HIRSH (See Document (59) appended)  
Also, our pilots destroyed two locomotives in a little 'on the side' Ground Strafing: Lts. TIDE, DAVIS, WOOD, GEORGE shared this strafing endeavor.

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And a second mission - all sort of a change for the pilots of the 33rd Fighter Squadron, for today's second mission is to be glide bombing in the SC13 CH's area. On this mission the pilots of the Squadron reported the destruction of five locomotives, three tanks, two trucks two flat cars and two railroad cars. (See Document (60) appended).

All personnel of the Squadron were called together at 1645 as a part of a meeting of all personnel of the base held at the command of Colonel DONALD W. SMITH, Group Commander and ranking officer of the base. At this meeting the Group Commander emphasized the vulnerability of this base and its likelihood of attack, especially under conditions that might arise in the foreclosing invasion of the continent by Allied Forces. So, orders were that all personnel of the Squadron would henceforth be fully armed at all times and that ammunition would be drawn at once by all personnel and would be carried by all personnel at all times.

Announcement is made of the following awards to pilots of the Squadron:-

RANDOLPH H. LAMONT, 1st Lt, AG - Air Medal  
 NORMAN E. FIELDS, 1st Lt, AG - Oak Leaf Cluster to the Air Medal  
 CHARLES A. PETERS, 1st Lt, AG - Oak Leaf Cluster to the Air Medal  
 IRVING A. SMITH, 1st Lt, AG - Oak Leaf Cluster to the Air Medal

--(See Document (61) appended).

25 May

The mission of this day was one of the varied silk runs of all of these missions upon which our pilots have flown. On a further escort mission to the HANCOCK Y area in occupied FRANCE there were no enemy aircraft encountered and no flak experienced. The logical score for the Squadron - No Hits-No Runs-No errors. (See Document (62) appended)

But there was a real cause for rejoicing in the Squadron - for Flight Officer CHARLES A. YAMMER came back to us for a time. P/O YAMMER had been reported Missing in Action on 5 March 1944 (See page 3, installment of March 1944, Unit History and Documents (8), (9) and (10) of the March 1944 installment of the Unit History of the Squadron). P/O YAMMER had bailed out due to a lucky shot by the enemy making his ship incapable of being controlled. Armed with Escape and Evasion Equipment, with the knowledge of Escape and Evasion procedure drilled into him by the J-2 Officers of the Squadron, with a naturally strong and vigorous body - kept in shape - he was able to make his escape through a circuitous route and return to England. P/O YAMMER has been temporarily assigned to the Squadron (See Document (63) appended) pending his return to the States.

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Six additional pilots were assigned to the 363rd:--

ERICK B. BURNETT, 2nd Lt, AC  
 JOHN A. CHILDS, 2nd Lt, AC  
 WILLIAM H. FRANKLIN, 2nd Lt, AC

TICED J. HAINES, 2nd Lt, AC  
 ROBERT B. TITUS, 2nd Lt, AC  
 NORMAN C. FISHER, F/O, AC  
 --(See Document (64) appended).

27 May

A bomber escort mission to BRUNSBURG in which our pilots really have a big day -- for the fighters of the Luftwaffe again came up to us and the pilots of the 363rd again felt our proper punishment to them. (See Document (65) appended). CLARENCE A. ANDERSON, JR, Capt, AC had a field day for himself in the destruction of two Me. 109s. (See Document (66) appended); WILLIAM H. FRANKLIN, Capt, AC boosted his score by the destruction of an Me. 109 (See Document (67) appended); JAMES H. BROOKING, Capt, AC destroyed an Me. 109 (See Document (68) appended); ROBERT B. TITUS, 1st Lt, AC entered the lists of pilots with enemy aircraft destroyed to their credit by the destruction of a Me. 109 (See Document (69) appended) and EDWARD J. SHAFER, 1st Lt, AC destroyed an Me. 109 (See Document (70) appended). Lt. SHAFER, in this encounter was flying a P-51 named the "Flying Panther" which had been donated to the Army Air Corps by the pupils of the East Orange (N.J.) High School. Since Lt. SHAFER is a citizen of East Orange and an alumni of the East Orange High School, it is quite fitting that he should have scored the first victory in the "Flying Panther".

28 May

Another bomber escort mission to BRUNSBURG. The Squadron again made contact with the aircraft of the enemy and destroyed two of the enemy ships and damaged another. (See Document (71) appended). One Me. 109 was destroyed by CHARLES R. FETTER, 1st Lt, AC (See Document (72) appended) and one destroyed and one damaged by EDWIN A. HALL, Capt, AC (See Document (73) appended).

29 May

An escort to escort bombers to their target at TOSNA, POLAND. This was another of those long long missions - one of the sort that would have been thought to be impossible only a few months ago before the development of the long range possibilities of the P-51. Our Mustang pilots flew well over thirteen hundred miles through the Reich and through other enemy occupied territory but no enemy aircraft were reported. A long trip for all of the pilots - a very successful one for the bombers - and one that had no results to chart as enemy aircraft destroyed, probably destroyed or even damaged. If they are not there - you can't shoot 'em down. (See Document (74) appended)

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30 May The mission was bomber escort to SCHWETZBURG. The P-51 Pilots of the squadron appeared three groups of an approximate total of 30 plus Lt. 109s with excellent results. (See Document 75 appen.) Captain WU POON accounted for one Me. 109 (See Document (76) appended), Captain O'BRIEN got two Me. 109s (See Documents (77) and (78) appended), Lt. MOORE again got onto the score sheet with a Me. 109 shot down (See Document (79) appended) and Captain WU POON shot down still another Me. 109 (See Document (80) appended).

31 May The Squadron finished up the month of May with the milk run of all milk runs so far as action in combat is concerned. On a bomber escort mission to STRASSBURG there were no enemy aircraft even seen and no flak was encountered. (See Document (81) appen.)

## THROUGHOUT

THE MONTH - \* The squadron carried on its daily life, settling down to life at the present station just as it has settled down to life in all of the other stations which have housed us; just as if that might be our permanent home. Along the line have grown up the 'houses' of the crew chiefs - tiny houses built of used belly tank boxes, old glass and window frames which have been picked up in odd places; a 1 furnished in unbelievable comfort with household furniture. All of the comforts of life and of home - except (MONEY) for the little women, of course - are to be found. A very excellent meal has been concocted in these huts from the pooling of food received from home and, we are afraid, from other sources not here to be mentioned.

The personnel of the squadron have been very active in the formation of the Base Baseball Team. Four of our men hold key positions on the team with 1st Sgt John J. Swartz, Catcher; 1st Sgt Robert H. Smith at Short stop; 1st Sgt Leo Wynn playing third base; and 1st Sgt George Toomey at 1st base. The team won its first game with a team from a 1-3 base at WASHINGTON by a score of 14-13 and then lost to the same team at home by a score of 5-3.

Between missions volleyball has taken hold on an improvised court 'on the line'. The games usually become contests between Officers and E.M. So far the E.M. hold a distinct edge both in games won - and in endurance.

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During the month the Ground Personnel of the Squadron completed training in Chemical Warfare, in Louse Control and in Airborne Defenses. As the month advanced, if even, by the loudest louse on the - to all of us more welcome attack by the louse from Berlin--we are well ready for what may come.

The training of the Pilots of the Squadron in all of those subjects as Aircraft Recognition, Geography of England and of Europe, Use of Bombers, Prisoner of War and Escape and Evasion, Air/Sun Review, Enemy Tactics, Flak, German Air Force, etc, etc, etc, has continued with greater and greater interest being shown by the Pilots of the Unit.

CONCLUSION We gear the story of the 362nd Fighter Squadron for May 1944-- a month of victories--a month in which we lost some of our best Pilots in Action--a month in which we continued to build up the best traditions of the "Best Damn Squadron in the World"

RESTRICTED

G-16

GENERAL ORDER)  
:  
NUMBER.....33)

SECRET

HEADQUARTERS VIII FIGHTER COMMAND  
Hq (37) AAF Station F-341  
19 April, 1944.

## EXTRACT

AWARDS OF ONE LEAF CLUSTER TO THE DISTINGUISHED FLYING CROSS.....SECTION V  
AWARDS OF THE AIR MEDAL.....SECTION VI  
AWARDS OF ONE LEAF CLUSTER TO THE AIR MEDAL.....SECTION VII  
AWARDS TO G.A. #31, THIS HEADQUARTERS, 15 APRIL, 1944.....SECTION VIII

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

MONTGOMERY H. THROOP, JR., O-433426, Captain, Army Air Forces, United States Army. For extraordinary achievement. Captain Throop has accomplished forty fighter combat missions or the equivalent thereof, over enemy occupied Continental Europe and has destroyed one enemy airplane in aerial combat. The skillful and zealous manner in which Captain Throop 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 New York.

VI. Under the provisions of Army Regulations 600-45, 22 September, 1943 and pursuant to authority contained in Section I, Circular 32, Hq., ETOUSA, 20 March, 1944 and letter Hq., Eighth Air Force, Subject: "Awards and Decorations", 2 April, 1944, 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.

WILLIAM B. OVERSTREET, JR. O-745487 1st Lt. Clifton Forge, Virginia  
IRVING A. SMITH O-681719 1st Lt. Grants Pass, Oregon

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

RESTRICTED

SECRET

G.O. #33 (Cont'd)

RESTRICTED

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

2ND AIR LEAF CLUSTER

|                   |          |         |                     |
|-------------------|----------|---------|---------------------|
| EDWIN E. HIRC     | O-728661 | Captain | Chisholm, Minnesota |
| CHARLES K. PETERS | O-745495 | 1st Lt. | Wiloxi, Mississippi |

VIII. So much of Section I, General Order #31, this Headquarters, 15 April, 1944 as reads: "Lt. Rogers has accomplished forty fighter combat missions, or the equivalent thereof, over enemy occupied Continental Europe and has destroyed one enemy airplane in aerial combat." is amended to read: "Lt. Rogers has accomplished thirty fighter combat missions, or the equivalent thereof, over enemy occupied Continental Europe and has destroyed two enemy airplanes in aerial combat."

By command of Major General KIPNER:

FRANCIS M. GRIGGIE  
Brig. General U. S. Army  
Chief of Staff

OFFICIAL:

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

A TRUE EXTRACT

*Francis M. Griggie*  
DAVE C. WILLETT,  
Capt. Air Corps,  
Adjutant.

RESTRICTED

GENERAL ORDER )  
:  
NUMBER.....34 )

HEADQUARTERS VIII FIGHTER COMMAND  
APO 637 AAF Station F-341  
27 April, 1944

EXTRACT

AWARDS OF THE AIR MEDAL.....SECTION VII  
AWARDS OF OAK LEAF CLUSTER TO THE AIR MEDAL.....SECTION VIII

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VII. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section i, Circular 32, Hq., ETOUSA, 20 March, 1944 and letter Hq., Eighth Air Force, Subject: "Awards and Decorations", 2 April, 1944, 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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|----------------------|----------|---------|------------------------|
| ROBERT C. GANGWISH   | O-910497 | 2nd Lt. | Tonawanda, New York    |
| HENRY R. KAYSER      | O-682652 | 2nd Lt. | Pierre, South Dakota   |
| DONOVAN D. SIVERTS   | O-751469 | 1st Lt. | Minneapolis, Minnesota |
| ERNEST C. TIEDE, JR. | O-681743 | 1st Lt. | Buffalo, New York      |

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VIII. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., ETOUSA, 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 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 | Capt.   | Newcastle, California  |
| ROBERT W. FOY             | O-745340 | 1st Lt. | Owego, New York        |
| WILLIAM R. O'BRIEN        | O-730583 | Capt.   | McPherson, Kansas      |
| ROGER E. PAGELS           | O-682952 | 2nd Lt. | Michigan City, Indiana |
| EDWARD K. SIMPSON, JR.    | O-745529 | 1st Lt. | LaVerne, California    |

\*

\*

\*

By command of Major General, KOPNER:

FRANCIS H. CRISWOLD,  
Brigadier General, USA,  
Chief of Staff.

RESTRICTED

R E S T R I C T E D

G. O. #34 (Cont'd)

OFFICIAL:

s/ John J. Sailors  
t/ JOHN J. SAILORS,  
Colonel, AGD,  
Adjutant General.

A TRUE EXTRACT

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

NO 119

RESTRICTED  
Hq ETCUSA  
SECRET  
EXTRACT

28 Apr 1944

\* \* \*

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

\* \* \*

1st Lt to Capt

ELLIS R. ROGERS, 0739327

\* \* \*

By command of General EISENHOWER:

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

OFFICIAL:

OFFICIAL SEAL

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

A TRUE EXTRACT

*David C. Willitt*  
DAVE C. WILLITT,  
Capt, Air Corps  
Adjutant.

(3)

(2)

SECRET

CONFIDENTIAL

SFC Reg No. 40628  
(3-21)GENERAL ORDER )  
NUMBER.....25 )

SECRET

HEADQUARTERS VIII FIGHTER COMMAND  
RAF Station F-341  
29 April, 1944.

\*\*\*\*\*

AWARDS OF ONE LEAF CLUSTER TO THE 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 92, HQ., STCUSA, 20 March, 1944 and letter HQ., Eighth Air Force, Subject: "Awards and Decorations", 2 April, 1944 an AIR LEAF CLUSTER is awarded to the following named Officers in addition to the AIR MEDAL previously awarded:

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

MISSING IN ACTION

FREDERICK W. REUST      G-743093      1st Lt.      Topeka, Kansas

CHARLES E. YEAGER, T-070, Flight Officer, Army Air Forces, United States Army. For meritorious achievement in aerial flight while participating in an operational mission against the enemy on 4 March, 1944, when he by his skill and courage successfully destroyed one enemy aircraft. Entered military service from West Virginia.

By command of Major General KEMMLER:

FRANCIS H. CRISWOLD,  
Brig. General, USA,  
Chief of Staff.

OFFICIAL:

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

A TRUE EXTRACT

(4)

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

SECRET

CONFIDENTIAL

SECRET

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

D-2

AFC 637,  
1 May 44.

SUBJECT: S-2, S-3 Mission Report Number 47.

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

- A. 363rd Fighter Squadron - Captain WILLIAM E. O'BRIEN, leading.
- B. 17 -- 0715 -- 1105
- C. 7 -- (2 escort) One emergency landing at MANSTON
- D. Fighter Sweep -- Field Order 322
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in N. of DUNKIRK at 0810 hours at 16,000 ft. Arrived assigned area at 0830 and patrolled the assigned area at altitudes from 19,000 ft. to 27,000 feet until 1030 hours. L/F out made in separate flights from BOULOGNE to DUNKIRK at various time and different altitudes. One element escorted a B-17 across the channel after six 'chutes had been observed to come from it between LILLE and DUNKIRK. One B-17 which was observed flying below the rest of its formation 30 miles inside enemy coast was escorted to ENGLAND. Flak heavy, accurate at 22,000 ft. at BOULOGNE and DUNKIRK. No fighter opposition. Light haze to 8,000 ft. with 3/10 high broken cirrus from 20,000 to 28,000 ft. over channel. Haze from ground to 20,000 ft. over continent with one cirrus layer, 3/10, from 17,000 ft. to 20,000 ft. and one layer cirrus, 5/10, 22,000 ft. to 28,000 ft. Both layers decreasing to nil over patrolled area. Air-to-air visibility good -- air-to-ground fair. Heavy persistent contrails of bombers 18,000 ft. up. R/T good.

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

SECRET

SECRET

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

D-2

AFG 637,  
1 May 1944.

SUBJECT: D-2, D-3 Mission Report No. 48

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

- A. 363rd Fighter Squadron - Captain CLARENCE A. ANDERSON, JR., leading
- B. 12 -- 1634 -- 2000
- C. Nil
- D. Fighter Sweep Field Order #143
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/P in BLANKENBURG at 1713 hours at 17,000 ft. Arrived over assigned area at 1740 hours at 17,000 ft. and patrolled this area for approx. one hour and 15 minutes. 1/P out BLANKENBURG at 1916 hours at 17,000 ft. Heavy, accurate flak over KESLERS at 15,000 ft. No enemy opposition. 5 'chutes observed at 10,000 ft. over center of KESLERS, no bomber seen. Numerous barges were observed on the RHINE RIVER between KESLERS and FRIEDRICHSTADT. Mass to 7,000 ft. over channel increasing to 20,000 ft. over continent, with 6/10 overcast of cirrus clouds. R/T good.

*John B. Myers, Jr.*  
JOHN B. MYERS, JR.,  
1st Lt, AG,  
D-2 G.

SECRET

RESTRICTED  
Hq STCUSA

1 May 1944

SO 122

SECRET  
EXTRACT

\* 79. Announcement is made of the temporary promotion of the following O, AC,  
Eight AF, to the grade indicated in US w/rank for date of this order:

2d Lt to 1st Lt

\* ROBERT C. GARGISH, 0610497  
HENRY R. KAYLER, 0682652

\* GEORGE O. GEORGE, 0682631  
HAROLD M. K. HAY, 0610514

By command of General EISENHOWER:

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

OFFICIAL:

OFFICIAL SEAL

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

A TRUE EXTRACT

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

RESTRICTED  
SECRET

10 10

RESTRICTED

2 May 1964

SECRET

25. Announcement is made of the temporary promotion of the following, to the rank of, to the grade indicated in (a) w/rank for date of this order:

2nd Lt to 1st Lt

SECRET . WITH, 0807634

SECRET . WITH, 0802952

By command of General [Name Redacted]:

W. B. [Name Redacted],  
Brigadier General, USA,  
Deputy Chief of Staff.

OFFICIAL:

OFFICIAL [Name Redacted]

W. B. [Name Redacted],  
Brigadier General, USA, Adjutant General.

A TRUE EXTRACT

*[Signature]*  
W. B. [Name Redacted],  
Capt, Air Corps,  
Adjutant.

RESTRICTED

SECRET  
NO 120

SECRET

HEADQUARTERS AIR STATION F-373  
PO 637  
2 May 1944

SECRET

1. Having been asgd 357th PI Sq & having reported this as in compliance w/par 1, SC 1115, No 2224 AB, AF Sta F-345, 29 Apr 44, following are further asgd & P crans indicated. No travel involved.

| NAME              | RANK  | ASN     | GRADE |
|-------------------|-------|---------|-------|
| WILLIAM W. DAVIS  | 2D LT | 0813125 | AC    |
| JOHN L. STELL     | 2D LT | 0759099 | AC    |
| FRANK (NORM) EGGA | Plt O | T-61493 | AUS   |

By order of Lieutenant Colonel G. W. H.:

OFFICIAL:

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

w/ Robert T. Bonine  
t/ ROBERT T. BONINE,  
Major, Air Corps,  
Adjutant.

A TRUE EXTRACT

*David C. Willitt*  
DAVID C. WILLITT,  
Capt, Air Corps,  
Adjutant.

SECRET

CONFIDENTIAL

G-28

GENERAL ORDER)  
:  
NUMBER.....39)

SECRET  
EXTRACT

HEADQUARTERS VIII FIGHTER COMMAND  
APO 637 AAF Station F-341  
3 May, 1944.

Reg No. 40960

AWARDS OF OAK LEAF CLUSTER TO THE AIR MEDAL.....SECTION VII

VII. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., ETOUSA, 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

HOWARD S. HINMAN      O-740422      1st Lt.      Madrid, Iowa

By command of Major General KERNER:

FRANCIS H. GRISWOLD,  
Brigadier General, USA,  
Chief of Staff.

OFFICIAL:

s/ John J. Sailors  
t/ JOHN J. SAILORS,  
Colonel, AGD,  
Adjutant General.

A TRUE EXTRACT

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

CONFIDENTIAL

- 1 -

SECRET

CONFIDENTIAL

SECRET

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

D-2

AFPO 637,  
4 May 44.

SUBJECT: S-2, S-3 Mission Report Number 49.

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

- A. 363rd Fighter Squadron - Captain MONTGOMERY H. THROOP, leading.
- B. 18 -- 0858 -- 1145
- C. Two
- D. Penetration - Target Support - Withdrawal
- E. Nil
- F. Nil
- G. Nil
- H. Nil.
- I. L/F in IM IJMUIDEN at 0946 hours at 19,000 ft. Fighter Recall north of STRECHHUBER LINE and L/F out over IJMUIDEN at 1101 hours at 14,000 ft. Moderately thick haze over channel 1 to 10,000 ft. and 8/10s strato-form clouds from 10,000 to 15,000 ft. with 2/10s cirrus from 22,000 to 25,000 ft. 9/10s low cumulus as briefed over continent with patches of cirrus from 22,000 to 26,000 east of the ZUIDER ZEE. On route home east of the ZUIDER ZEE two enemy coast cirrus stratus contrails at 15,000 ft. from bomber formation. Light meager falk on way in at bomber level of 18,000 ft. over IJMUIDEN. One early return escorted a B-17 with one engine feathered from east of the ZUIDER ZEE to mid-channel. R/T good.

FO 326

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

(11)

SECRET

SO 125

RESTRICTED  
SECRET  
EXTRACT

4 May 1944

2. Announcement is made of the temporary promotion of the following O, AG, 1st Lt AF, to the grade indicated in this order w/rank fr dat of this order:

Capt to Major

DONALD W. TROTT, 0433426

2d Lt to 1st Lt

STANLEY M. GEMLINEK, 0807593

By command of General EISENHOWER:

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

OFFICIAL:

OFFICIAL SEAL

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

TRUE EXTRACT

*John C. Willett*  
JOHN C. WILLETT,  
Capt, Air Corps,  
Adjutant.

RESTRICTED  
SECRET

R E S T R I C T E D

GENERAL ORDER )  
:  
NUMBER.....40 )

SECRET

HEADQUARTERS VIII FIGHTER COMMAND  
APO 637 AAF STATION F-341  
6 May 1944

E X T R A C T

\* \* \*  
AWARDS OF THE DISTINGUISHED FLYING CROSS.....SECTION VI  
AWARD OF THE AIR MEDAL.....SECTION XIV  
AWARDS OF THE OAK LEAF CLUSTER TO THE AIR MEDAL.....SECTION XV  
\* \* \*

VI. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., ETOUSA, 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:

\* \* \*  
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 one enemy airplane 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.  
\* \* \*

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

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:

\* \* \*  
STANLEY M. OMERNIK

O-807593

2nd Lt. Polonia, Wisconsin

(13)

\* \* \*  
SECRET  
R E S T R I C T E D  
- 1 -

R E S T R I C T E D

G. O. #40 (Cont'd)

XV. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., ETOUSA, 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:

|                            |          |                                 |
|----------------------------|----------|---------------------------------|
| *                          | *        | *                               |
| JAMES W. BROWNING          | O-740361 | 1st Lt. Syracuse, Kansas        |
| GEORGE G. GEORGE           | O-682631 | 2nd Lt. Harvey, Illinois        |
| ROBERT N. MOORE            | O-745466 | 1st Lt. Matawan, New Jersey     |
| WILLIAM B. OVERSTREET, JR. | O-745487 | 1st Lt. Clifton Forge, Virginia |
| CHARLES S. PEARSON         | O-886191 | 1st Lt. Lansing, Michigan       |
| JOSEPH F. PIERCE           | O-742889 | 1st Lt. Duncan, Oklahoma        |
| EDWARD K. SIMPSON, JR.     | O-745529 | 1st Lt. LaVerne, California     |
| RAYMOND W. STAUDTE         | O-745533 | 1st Lt. St. Louis, Missouri     |
| LAWRENCE D. WOOD           | O-745559 | 1st Lt. Hoxie, Kansas           |
| *                          | *        | *                               |

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.D.,  
Adjutant General.

A TRUE EXTRACT

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

CONFIDENTIAL

SECRET

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

-2

APO 637,  
7 May 44.

SUBJECT: 3-2, 3-3 Mission Report Number 50

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

- A. 363rd Fighter Squadron - Lt. Col. DONALD W. CHAMBER, leading.
- B. 17 -- 0805 -- 1331
- C. Three
- D. Penetration - Target Support - withdrew PO 139
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/T in at 1400 hours at 23,000 ft. Followed briefed course and at 1110 hours group leader advised bombers were 20 minutes late. Group took a heading to intercept bombers but never did make I/V. I/T out BERNHARDT at 1210 at 23,000 ft. Over channel 8/10s broken cumulus to 10,000 ft. with patches of cirrus above. 10/10' solid overcast over continent to BERNHARDT with tops about 18,000 ft. and patches of cirrus at 25,000 ft. broken north of BERNHARDT. Persistent contrails at 27,000 ft. heavy intense, accurate flak over BERNHARDT. No A/A seen. Green Flight escorted a straggling B-17, smoking slightly from BERNHARDT heading to mid-channel. R/T good.

*Ernest F. De Nigro*  
Ernest F. De Nigro  
Capt, AC,  
-2 D.

(14)

CONFIDENTIAL

SECRET

CONFIDENTIAL

SECRET

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

-2

APO 637,  
7 May 44.

SUBJECT: S-2, S-3 Mission Report Number 50

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

- A. 363rd Fighter Squadron - Lt. Col. DONALD W. CHAMBERLAIN, leading.
- B. 17 -- 0805 -- 1331
- C. Three
- D. Penetration - Target support - Withdrawal PO 339
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in at LUNDSIDE at 0907 hours at 23,000 ft. Followed briefed course and at 1110 hours group leader advised bombers were 20 minutes late. Group took a heading to intercept bombers but never did make L/V. L/T out DUEBAMBER at 1210 at 28,000 ft. Over channel S/10s broken cumulus to 10,000 ft. with patches of cirrus above. 10/10 solid overcast over continent to BERLIN with tops about 18,000 ft. and patches of cirrus at 25,000 ft. Broken north of BERLIN. Persistent contrails at 27,000 ft. Heavy intense, accurate flak over BERLIN. No A seen. Green Flight escorted a straggling S-17, showing slightly from WEDDERBY ISLAND to mid-channel. R/T good.

SIGNED: J. DE NICHOLS,  
Capt, MC,  
-2 S.

CONFIDENTIAL

SECRET

SO 128

R E S T R I C T E D  
Hq ETOUSA  
S E C R E T  
E X T R A C T

7 May 1944

\*

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41. 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:

\*

\*

\*

1st Lt to Capt

DONALD H. BOCHKAY, 0742834

JAMES W. BROWNING, 0740361

\*

\*

\*

By command of General EISENHOWER:

OFFICIAL:

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

OFFICIAL SEAL

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

A TRUE EXTRACT

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

RESTRICTED

- 1 -  
SECRET

CONFIDENTIAL

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

D-2

C 637,  
8 May 44.

SUBJECT: A-2, B-3 Mission Report Number 51.

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

- A. 363rd Fighter Squadron - Captain CLARENCE R. ANDERSON, JR., leading.
- B. 16 -- 0820 -- 1337
- C. Six (One Escort)
- D. Penetration - Target Support - Withdrawal FO #331
- E. One NYR
- F. Nil
- G. Missing in Action - WILLIAM L. JOHNSON, Captain, AC, 0739339
- H. Destroyed - One FW 190 - JOSEPH F. PIERCE, 1st Lt, AC, 0742889  
Damaged - One FW 190 - CLARENCE R. ANDERSON, JR., Capt, AC, 0730324
- I. 1/F in undetermined because of overcast but believed to be at EDMOND at 0910 hours at 22,000 ft. 1/V LITTON-BRIDGE at 1012 hours at 22,000 ft. Left bombers north of EDMOND at 1147 hours at 27,000 ft. 1/F out north of EDMOND at 1258 hours at 11,000 ft. From mid-channel to target 10/10 overcast with haze to 24,000 ft. Persistent contrails from bombers beginning at 18,000 ft. Non-persistent contrails from fighters at 24,000 ft. Heavy, accurate, intense flak over ELIK at fighter level of 26,000 ft. Two B-17s seen to collide and explode at 22,000 ft. north of ELIK, no chutes. Squadron encountered and engaged twenty plus FW 190s at 101730 at 1157 hours resulting in above claims. During this engagement Captain JOHNSON lost his right wing at 1200 hours between 9,000 and 10,000 ft. and Lt. PIERCE reports a chute in this vicinity at 2,000 to 3,000 ft. altitude and FW 190 circling it. One B-17 with landing gear down at 10,000 ft. seen 40 miles southeast of EDMOND heading southeasterly direction. R/T good.

*Ernest F. Higgins*  
ERNEST F. HIGGINS,  
Capt, AC,  
B-2 O.

CONFIDENTIAL  
SECRET

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1. 10/10 1944, 1st Lt, 1st, 10/10/44

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100. 10/10 1944

Joseph F. Rine  
1st Lt, 1st, 10/10/44

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SECRET

ENCOUNTER REPORT

PILOT: CLARENCE E. ANDERSON, JR, 3 pt, AC, 0730 24

A. COMBAT

B. 8 May 1944 - Field Order #331

C. 363rd Fighter Squadron, 357th Fighter Group

D. 1205

E. BOLTAU, GERMANY

F. 10/10 6,000'

G. FW 190

H. One FW 190 destroyed

I. ACCOUNT OF COMBAT: I was leading Cement Squadron and we had just left the bombers about 10 minutes with nine ships which was the whole squadron and had set course for home, when my No. 2 man called in 20 plus bandits on our right coming in the opposite direction. We turned after them and chased with full throttle. They could have out run us but they jettisoned drop tanks and turned left as tight as they could all staying in close formation. We zoomed and stayed above them turning inside. I noticed a few 109s split out of the middle of the formation the rest appeared to be all FW 190s. They stayed in close but the last man split S-ed and rolled down into the overcast. We turned above them a out five times and finally nearly all had rolled out and run for clouds. The leader pulled up rocking his wings madly and they all hit for the clouds. I picked one, closed and got a few strikes. We were going down at a terrific rate and I was having a hard time holding control of my plane - he rolled over again at about 5,000' and I pulled up because it was too fast for me. My No. 3 man saw an FW 190's tail come off and the plane catch fire. As our squadron was the only one in combat there at the time and no one claimed a FW 190 it must have been mine. I claim one FW 190 destroyed.

J. AMMUNITION EXPENDED: 740 rounds .50 cal MG.

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

SUPPORTING STATEMENT

At 1205 I saw a FW 190 in a dive with a thin stream of smoke coming from it. Just before the E/A got to the clouds the tail came off and the plane caught fire. I believe this to be the FW 190 that Cement Red leader attacked.

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

SECRET



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SECRET

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

D-2

APC 637,  
7 May 44.

SUBJECT: S-2, S-3 Mission Report No. 52.

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

- A. 363rd Fighter Squadron - Captain WILLIAM R. O'BRIEN, leading
- B. 14 C743-1101
- CC One
- D. Fighter Sweep Field Order #333
- E. Two MYR
- F. Nil
- G. Missing in Action - DONOVAN D. SIVERTS, 1st Lt, AC 0751469  
STANLEY M. OMERNICK, 2nd Lt, AC 0807593
- H. Destroyed - One FW 190 - LAWRENCE D. WOOD, 1st Lt, AC 0745559
- I. L/F in north of OSTENDE at 0834 hours at 20,000 ft. Followed B-24 past target area and returned with them after they made a 180° turn. Did not strafe the airdrome as no bombing was observed as briefed. Swept area and jumped 20 plus FW 190s at H BENTHALE at 1010 hours at 20,000 ft. and broke up their attack which they were about to make on boxes of B-24s. During this engagement 1st Lt DONOVAN D. SIVERTS and 2nd Lt STANLEY M. OMERNICK, flying #4 and #2 positions respectively, in H&B FLIGHT were last observed in formation at 1010 hours at 20,000 ft. Two 'chutes were observed at 1011 hours at 2,000 to 3,000 feet by 1st Lt DONALD H. BOCHKAY and Capt CLARENCE K. ANDERSON, JR. No. 3 man, 1st Lt. LAWRENCE D. WOOD in RED FLIGHT shot down FW 190 which was attacking 2nd Lt STANLEY M. OMERNICK. Two other 'chutes were observed at 51° 15' N. 05° 8' E., believed to be from a bomber which was not seen. Weather as briefed with haze up to 12,000 ft. over continent. R/T good.

(20)

SECRET

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

SECRET

363rd Fighter Group  
357th Fighter Group, Army Air Forces  
United States 1-73

-2

AFM 637,  
5 May 44.

Subject: As received report of personnel 1st - 1st Lt. W. M. Smith, and 1st Lt. W.

TO : 1st Lt. W. M. Smith, 357th Fighter Group, Army Air Forces, United States 1-73, AFM 637.

1. Following is a narrative report of circumstances relative to the reporting of 1st Lt. W. M. Smith, and 1st Lt. W. M. Smith, on 5 May 1944, while on a combat mission - Flight Order Number 323.

2. 1st Lt. W. M. Smith was flying in position in combat 1st Flight, 1st Group, for Captain 1st Lt. W. M. Smith, leader of the flight and leader of the mission. Captain 1st Lt. W. M. Smith was attacking on 1st Lt. W. M. Smith which was attacking a formation of 1st Lt. W. M. Smith. The flight was in a diving turn when 1st Lt. W. M. Smith saw a P-51 on 1st Lt. W. M. Smith's tail and yelled "Break!". The P-51 took one burst and 1st Lt. W. M. Smith saw part of the canopy of 1st Lt. W. M. Smith's plane came off. 1st Lt. W. M. Smith followed the P-51 down as it went straight down, rolling and tumbling and destroyed it. He did not see 1st Lt. W. M. Smith again, though he did see two white parachutes descending, neither of which could have been that of the pilot which he had just seen. This action was at 1210 hours over Germany, 1st Lt. W. M. Smith and started at 20,000 feet.

Ernest F. DeNigro  
1st Lt. W. M. Smith,  
Capt, 1st,  
1-73.

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PILOT: LAWRENCE D. WOOD, 1st Lt, AC, 0745559

- A. COMBAT
- B. 9 May 1944 - Field Order #333
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1010
- E. HEMETHALS, BELGIUM
- F. Cloudless with light haze to 12,000 feet.
- G. FW 190
- H. One FW 190 destroyed
- I. ACCOUNT OF COMBAT: I was flying second element leader in Combat Red Flight (Capt O'BRIEN's Flight). Capt. O'BRIEN attacked 20 enemy fighters which had shot down one bomber. We were in a diving turn at about 20,000 ft. when an FW 190 fired one burst at Lt. O'BRIEN. I saw the 190 break to the right and start down. I followed him to the ground, shooting at every opportunity. I saw one of his wheels come down, and after a while he rolled over on his back and balled out.
- I claim one FW 190 destroyed.
- J. AMMUNITION EXPENDITURE: 623 rounds .50 cal MG.

*Lawrence D. Wood*  
LAWRENCE D. WOOD,  
1st Lt, AC,  
Pilot.

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

D-2

APO 637,  
10 May 44.

SUBJECT: S-2, S-3 Mission Report No. 52

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

- A. 363rd Fighter Squadron - Lt. Col. DONALD W. GRAHAM, leading.
- B. 16 -- 0923 -- 1130
- C. One
- D. Fighter Sweep
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. I/F in vicinity of WACHSBERG, - exact point unknown due to continuous overcast. - At 1020 hours at 33,000 ft. Turned right and swept down along enemy coast, making I/F out square at point unknown due to overcast, at approximately 1025 at 33,000 ft. Mid-channel to end including enemy coast, haze to 10,000 feet - layer of cumulus from 12,000 to 18,000 feet, cirrus from 22,000 ft to 39,000 ft. with light haze between the cloud layers. No enemy A/C observed. No flak encountered. No bombers seen in distress. I/F good.

*John B. Myer*  
JOHN B. MYER, JR.,  
1st Lt, AG,  
S-2 O.

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

D-2

APG 637,  
11 May 44.

SUBJECT: S-2, S-3 Mission Report No. 54.

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

- A. 363rd Fighter Squadron - Captain EDWIN W. HIBO, leading
- B. 16 -- 1326 -- 1715
- C. Nil
- D. Penetration - Target support - Withdrawal FO 335
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/P in OUTLINE at 1409 hours at 19,000 ft. R/V BUNCH at 1450 hours at 18,000 ft. Left bombers 30 miles northwest of BIMPET at 1545 hours at 18,000 ft. 1/P out south of BUNKER at 1640 hours at 18,000 ft. Hase over channel to 14,000 ft. then clear. 5/10 broken over target area to 10,000 ft. with hase to 14,000 ft. Moderate, accurate, heavy fl k over NEMES. No enemy aircraft observed. R/T noisay as if effort was made to jam frequency.

*Ernest F. de Krom*  
ERNEST F. DE KROM,  
Capt, AG,  
S-2 O.

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SECRET  
365  
357th Fighter Group, AAF  
APO 637, U.S. Army

11 May 1944

(MORON ORDER)

NO. 16

1. In addition to his other duties, 1st Lt. JAMES H. HENNEY, 0742834, is appointed Flight Leader, Flight "A", vice 1st Lt. WILLIAM A. HENNEY, 0729339.
2. In addition to his other duties, effective this date, 1st Lt. JAMES H. HENNEY, 0742834, is appointed Squadron Oxygen Officer, vice 1st Lt. WILLIAM A. HENNEY, 0729339.

MONTGOMERY A. HENNEY, JR.,  
Major, Air Corps,  
Commanding.

OFFICIAL:

*Montgomery A. Henney, Jr.*  
MONTGOMERY A. HENNEY, JR.,  
Major, Air Corps,  
Commanding.

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

D-2

AFG 637,  
12 May 44.

SUBJECT: S-2, S-3 Mission Report No. 55

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

- A. 363rd Fighter Squadron - Major MONTGOMERY H. THROOP, JR, leading.
- B. 16 -- 1040 -- 152
- C. Two (One Escort)
- D. Penetration - Target Support - Withdrawal F.O. 337
- E. Nil
- F. Nil
- G. Nil
- H. 4-0-1 (AIR)  
2-0-0 (GROUND) and 1 locomotive destroyed  
CAPTAIN CLARENCE E. ANDERSON, R. 0730324 No. 199 destroyed  
CAPTAIN PAUL K. DEVEREUX 0728807 PW 190 destroyed  
CAPTAIN WILLIAM R. O'BRIEN 0730583 No. 109 destroyed  
1ST LT JOSEPH P. IRICE 0742889 No. 109 destroyed

MAJOR MONTGOMERY H. THROOP, JR, 0633426 PW 190 damaged

- I. L/F in at WAICHURON ISLAND at 1126 hours at 19,000 ft. R/V H. of FRANKFO  
at 1208 hours at 25,000 ft. Left bombers at undetermined locality at  
1315 hours at 21,000 ft. Squadron split into flights making L/F out  
at different places and at different times. Waze to 15,000 ft. over  
channel and continent. Meager, accurate, heavy flak directed at bombers  
at undetermined locality. Fifty miles NE of FRANKFO T at approx. 1230 hours  
the Squadron engaged 120 plus R/A attacking the bomber formations in  
waves of 30 plus A/C with above results. The attacking R/A formations  
understood to go through the bombers, make a 90° turn to the left  
and reform in tight formations of flights of four. The first elements  
of R/A after attacking the bombers would climb upward and second elements  
would dive downward. Also reported are 14 R/A at 30,000 ft. drawing  
contrails but never making an attack; it is suggested they were acting  
as diversionary targets and also to direct attacking formations of R/A

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SECRET

Six B-17s seen to explode; two are listed in mid-air collision and three bombers seen to go down in flames - approx. 30 to 40 minutes were observed during the attack by P-47. One P-47 pilot was seen to bail out in this area. A mosquito was observed at 30,000 ft. N. of HANNOVER flying 180° to bombers. It is reported the RHINE RIVER between SCHIEDAM and MONTENAP was crowded with barges, mine was pure and river vessels moving in both directions. R/T good.

J. Ground

1st Lt. WILLIAM H. OVERMAN, JR. 0745487 Ju. 32 destroyed  
One locomotive destroyed by Blue Flight 10 miles E of HANNOVER

*Arrest F. de Kuyper*  
ARREST F. DE KUYPER  
Capt, AG,  
S-2 C.

SECRET

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SECRET

PILOT: MONTGOMERY H. THROOP, Major, AC, O-433,26

- A. COMBAT
- B. 12 May 1944, Field Order #337
- C. 363rd Fighter Squadron, 357th Fighter Group.
- D. 1944
- E. N. A. TRANSPORT
- F. 1944
- G. P-190
- H. Damaged
- I. REPORT OF INCIDENT: As we were approaching one of the combat wings of P-17s we saw a wave of 4/A about 50 strong sweep through the formation. I was leading Cement Red flight and we dove into the scale of Jerry's. There I lined up on a P-190 and started firing at 500 yards. (Didn't have time to close as there were Jerry's every where I looked.) I got some good strikes on him as he went into violent jinking about - rolling and skidding. I had retained my belly tanks because I knew we had another hour and a half of escort yet to do, as my maneuverability was restricted. Finally he did a nose over that left me hanging in the air, and he went into a dive for the deck. Not wanting to be drawn away from the bombers, and because his pals were taking a decided interest in my flight, I decided to let him go.

I claim one P-190 damaged.

- J. AMMUNITION EXPENDED: 472 rounds .50 cal MG.

*Montgomery H. Throop*  
 MONTGOMERY H. THROOP, JR.  
 Major, AC.

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<sup>1</sup>  
SECRET

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ENCOUNTER REPORT

PILOT: CLARENCE E. ANDERSON, JR, Capt, AC, 0730324

- A. COMBAT
- B. 12 May 1964 Field Order #37
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1430
- E. 50 miles NE of PHANHONG
- F. Hazy
- G. No. 109
- H. One No. 109 destroyed
- I. ACCOUNT OF COMBAT: I was leading Cement Blue Flight. We had joined the bombers and were proceeding to the front boxes when we saw about three waves of about 30 plus bandits going through the bombers. We tried to get over there but my flight was bounced by 2 No. 109s. We broke into them and two more came down from the other side. We then broke into them--this went on for about five minutes. They fired at my #4 twice. Two F-47s came in on us then and I had to break into them. They pulled up and a No. 109 came down and shot one of them down. I lined up on this one and before I could fire he bailed out.

I claim one No. 109 destroyed.

- J. AMMUNITION REMAINED: 415 rounds .50 cal MG.

CLARENCE E. ANDERSON, JR,  
Capt, AC.

ONE EYING INCIDENT

Capt. G. H. ANDERSON was leading Cement Blue Flight. He turned into two F-47s that we thought were bouncing us. Number two was followed by a No. 109. Capt. ANDERSON got into position on his tail to fire. Just before he started to fire the pilot of the No. 109 bailed out.

JOSEPH F. FINCH,  
1st Lt, AC.

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EXCLUDED REPORTS

SECRET

PILOT: PAUL K. DEVRIES, Capt, A, 0728607

- A. COMBAT:
- B. 12 May 1944 Field Order 337
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1415
- E. 50 miles NE of FRANKFORT
- F. Hazy
- G. FW 190
- H. One FW 190 destroyed and one factory destroyed
- I. ACCOUNT OF COMBAT: I was leading Cement Green Flight. We were on the deck in a shallow right turn preparing to strafe an airdrome. I looked back to see if my wing man was with me and noticed a FW 190 on my tail. I broke sharp left and got on the 190's tail. I fired two short bursts at about 250 yards and he made a belly landing. He came in too hot, bounced crashed into a factory and exploded.

I claim one FW 190 destroyed.

J. AMMUNITION EXPENDED: 175 rounds .50 cal MG.

*Paul K. Devries*  
PAUL K. DEVRIES,  
Capt, AC.

SUPPORTING STATEMENT

I was on Capt DEVRIES' wing when he went down to strafe a GERMAN airfield. He was jumped by a FW 190 into which he broke getting on the tail of the enemy. Both planes were on the deck at this time. Captain DEVRIES fired and shortly after the enemy plane attempted a crash landing in a large field but overshot because his speed was too great. He bounced high and continued on to crash into a factory on the edge of a small town, exploding as he hit.

*Irving A. Smith*  
IRVING A. SMITH,  
1st Lt, AC.

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COMBAT REPORT

PILOT: WILLIAM R. O'BRIEN, Capt, AC, 0730583

- A. COMBAT:
- B. 12 May 1944 Field Order No. 337
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1230
- E. 100 miles N. of FRANKFORT
- F. Hazy
- G. Me. 109
- H. One Me. 109 destroyed
- I. ACCOUNT OF COMBAT: I was leading Cement White when we engaged some 190s and broke them up then picked out a 109 and caught him at 8,000 feet about 400 yards slight deflection getting hits, canopy came off - Slid to 0 deflection and fired til I had to break off - Pilot bailed out - Pilot wearing blue flying suit and blond haired.

I claim one Me. 109 destroyed.

- J. AMMUNITION EXPENDED: 311 rounds .50 cal MG.

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

SUPPORTING STATEMENT

I was on Capt. O'BRIEN'S wing at 14,000 feet, 100 miles north of FRANKFORT at 1230 when he jumped a Me. 109. The Me. 109 went into a dive. Capt. O'BRIEN fired a burst and the canopy came off, he fired again and the pilot bailed out at about 8,000 feet.

*Charles S. Pearson*  
CHARLES S. PEARSON,  
1st Lt, AC,  
Pilot.

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INCIDENT REPORT

PILOT: JOSEPH F. PIERCE, 1st Lt, AC, 0742689

- A. COMBAT
- B. 12 May 1944 Field Order No. 337
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1230
- E. 50 miles NE of FRANKFORT
- F. Slight haze
- G. Me. 109
- H. One Me. 109 destroyed
- I. ACCOUNT OF COMBAT: I was flying number three position in Cement Blue flight when we were attacked by three Me. 109s. The last did a split S for the deck. I followed the L/A to the deck and gave him several bursts from the tail, setting him on fire, closing from 250 yards to 75 yards. The L/A crashed and exploded.  
  
I claim one Me. 109 destroyed.
- J. AMMUNITION EXPENDED: 927 rounds .50 cal MG.

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

SUPPORTING STATEMENT

I was flying Lt. PIERCE's wing which was No. 4 in Cement Blue flight. He followed the Me. 109 down to the deck where I saw several strikes and he caught fire. He then hit the ground, cartwheeled and exploded.

*William D. Michaely*  
WILLIAM D. MICHAELY,  
1st Lt, AC,  
Pilot.

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

## ENCOUNTER REPORT

CAPTAIN CLARENCE E. ANDERSON, JR.

- a. Combat
- b. 12 May 1944 -- Field Order #337
- c. 363rd Fighter Squadron, 357th Fighter Group
- d. 1245
- e. Unidentified grass A/D 50 miles northeast of FRANKFORT
- f. Hazy
- g. Two Me. 109s and one Ju. 52
- h. Destroyed - two Me. 109s and one Ju. 52.
- i. I was leading Cement Blue Flight and while down on the

deck, after having shot down a Me. 109, we came upon a small grass airfield with no runways and a few hangars on the north and south ends of the field. I saw a Me. 109 land and taxi towards a hangar line so I called the flight and we all went down. I caught the 109 that had landed just as he pulled up to the line and stopped. I opened fire at long range and closed getting a good concentrated pattern all the while - I did not see the pilot get out. I then hit the deck pulled over the trees and down the other side of a ridge that was on the south end of the field - there I saw tracers for the first time but not close to me.

My #2, Lt. OVERSTREET, dove down on my right and strafed a Ju. 52 parked by a hangar on the south side of the field - he saw good strikes from nose to tail and it was smoking when he left.

My #3, Lt. PIERCE, saw a Me. 109 belled in on the west edge - in good shape - and gave it a good strafe job getting hits all over. It caught on fire.

Lt. PIERCE looked back and saw the Me. 109 I strafed smoking badly.

#4, Lt. MICHAEL, did not fire.

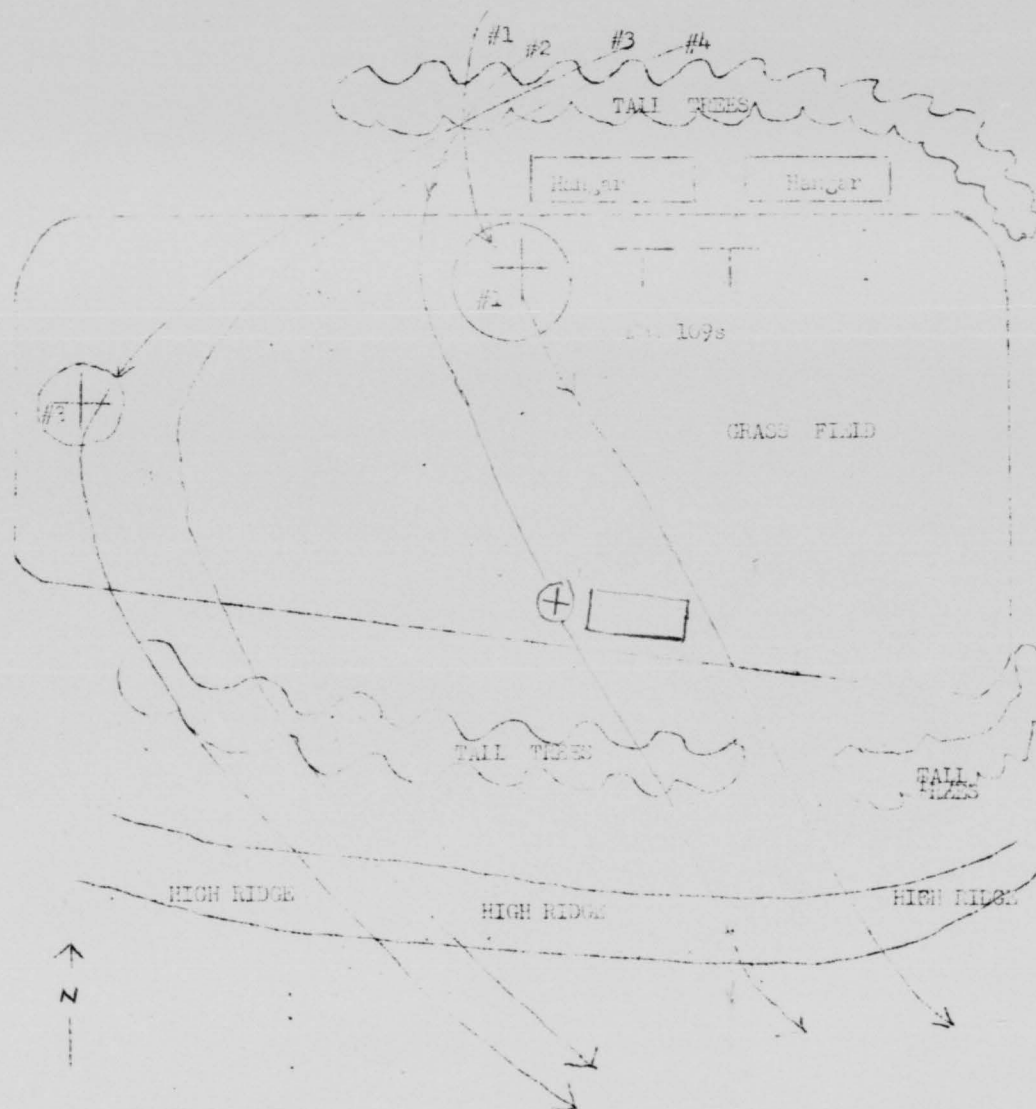
Two aircraft from Greenhouse Squadron were above and watched us joining in later.

Claims: Destroyed: One Me. 109 - Captain ANDERSON  
One Me. 109 - Lt. PIERCE  
One Ju. 52 - Lt. OVERSTREET

|                  | j. Ser No of A/C | A/C Markings | Also Exp:          |
|------------------|------------------|--------------|--------------------|
| Captain ANDERSON | 43-24823         | B6 J         | 415 rounds .50 cal |
| Lt. OVERSTREET   | 42-103309        | B6 O         | 360 rounds .50 cal |
| Lt. PIERCE       | 43-6644          | B6 N         | 927 rounds .50 cal |

*Clarence E. Anderson Jr.*  
CLARENCE E. ANDERSON, JR.  
Capt, AC.  
Flight Cmdr.

*Ernest F. DeNichis*  
ERNEST F. DE NICHIS,  
Capt, AC,  
S-7 C.



LAYOUT OF BUILDINGS AND PLANE DISPERSAL ON UNIDENTIFIED GRASS AIRFIELD.

FIFTY MILES NORTHEAST OF FRANKFORT

(No runways on this field)

**SECRET**  
**CONFIDENTIAL**

ENCOUNTER REPORT

Captain CLARENCE W. ANDERSON, JR.

- a. Combat
- b. 12 May 1944 -- Field Order #337
- c. 363rd Fighter Squadron, 357th Fighter Group
- d. 1300
- e. Southwest of KASSELL
- f. Hazy
- g. Locomotive
- h. Destroyed: one Locomotive
- i. I had just formed up my flight after straffing an airdrome and we had flown awhile when I spotted a locomotive. We peeled off and straffed it. I saw everyone hit it and it was smoking steam badly when we left. The flight consisted of myself, Lt. OVERSTREET, Lt. PIERCE, and Lt. MICHAELY. Two other ships from Greenhouse Squadron also shot after we did.

Claims: Destroyed: One locomotive - Capt. ANDERSON, Lt. OVERSTREET, Lt. PIERCE, Lt. MICHAELY.

|                  | j. Ser No of A/C | A/C Markings | Ammo Exp.          |
|------------------|------------------|--------------|--------------------|
| Captain ANDERSON | 43-24823         | B6 S         | 415 rounds .50 cal |
| Lt. OVERSTREET   | 42-103309        | B6 O         | 360 rounds .50 cal |
| Lt. PIERCE       | 43-6644          | B6 N         | 927 rounds .50 cal |
| Lt. MICHAELY     | 42-103286        | B6 R         | 362 rounds .50 cal |

*Clarence E. Anderson*  
CLARENCE E. ANDERSON, JR.  
Capt, AC,  
Flt Cmdr.

*Ernest F. De Nicholas*  
ERNEST F. DE NICHOLAS,  
Capt, AC,  
S-2 C.

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GENERAL ORDER)  
:  
NUMBER.....41)

Reg No. 41396  
HEADQUARTERS VIII FIGHTER COMMAND  
APO 637 RAF Station F-341  
12 May 1944

EXTRACT

\* \* \*

AIR MEDAL --- (OAK LEAF CLUSTER) --- Awards.....SECTION VIII

\* \* \*

VIII. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., ETOUSA 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

\* \* \*

HOWARD S. HINMAN O-740422 1st Lt. Madrid, Iowa

\* \* \*

By command of Major General KEFNER:

OFFICIAL:

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

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

A TRUE EXTRACT

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

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

D-2

APC 637,  
13 May 44.

SUBJECT: S-2, S-3 Mission Report No. 56

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

- A. 363rd Fighter Squadron - Lt. Col. DONALD W. GRAHAM, leading
- B. 16 -- 1158 -- 1735
- C. Two
- D. Penetration - Target Support -- Target Withdrawal Field Order #338.
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed: 2 Me. 109s ROBERT M. MOORE, 1st Lt, AC, 0745466
- I. L/F in JEROME at 1247 hours at 18,000 ft. R/V FRIEDLAND at 1413 hours at 24,000 ft. Left bombers east of STETTIN at 1530 hours at 24,000 ft. L/F out at WEISERFELDE at 1600 at 24,000 ft. Broken overcast with haze to 15,000 ft. and cirrus from 22,000 ft. to 25,000 ft. No E/A encountered by squadron. ~~See~~ Lt. MOORE flying with two white-nosed P-51s, 10 miles west of HAMBURG destroyed two Me. 109s. Bombing results not observed because of undercast. Pilot from one Me. 410 seen to bail out, west of HAMBURG. R/T good. Heavy, accurate, moderate flak over PRUNZIAN at 25,000 ft.

*Robert F. de Niglis*  
ROBERT F. DE NIGLIS,  
Capt, AC,  
S-2 O.

**CONFIDENTIAL**

After bouncing Mr. AHO in vicinity of 147° 26' W, 66° 51' N, FROTHING and I became separated from our squadron and began to gain altitude for trip home when we were joined by Grange headed ship 26--C piloted by Lt. MCGIB.

It. MACHO took the lead and we flew one on each wing and changed to channel "C" to call breaks. About five minutes past HAKU C we saw four bogies proceeding

180° to our course and 1,000 ft. high and to our left. They passed us and turned left to get on our tails and simultaneously Lt. MANN and I broke right and entered them 30° head on. Lt. MANN fired at number 4 man and I saw several strikes in the engine section of the 4/A. The 4/A passed us apparently out of control and later I saw the 4/A go into spin through the clouds.

John M. Folger  
State A. Police B,  
2nd Lt., N.Y.

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RESTRICTED

SPECIAL ORDERS  
NUMBER 118

HEADQUARTERS VIII FIGHTER COMMAND  
APO 637 AAF STATION F-341  
14 May 1944.

EXTRACT

5. The foll EM are trfd in gr fr orgns indicated to Det "A" 331st Sv Gp. WP  
MENT. TDN. QMT. 91-5 P 431-02 A 212/40425. PAC ltd Hq ETCUSA, dtd 3 Nov 1943

| NAME                                    | TRFD FR      |
|-----------------------------------------|--------------|
| *                                       | *            |
| Cpl (754) Anton O. Palaszczuk, 32752824 | 363rd Ftr Sq |
| *                                       | *            |

By command of Major General KEPNER:

OFFICIAL:

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

W. T. DURKOP, (s & t)  
Major, AGD,  
Asst Adj Gen.

A TRUE EXTRACT:

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

SECRET

RESTRICTED

CONFIDENTIAL

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

D-2

APC 637,  
15 MAY 44.

SUBJECT: S-2, S-3 MISSION REPORT NO. 57 ("A" GROUP)

TO : S-2 OFFICER, 357TH FIGHTER GROUP, ARMY AIR FORCES,  
USAF STATION F-373, APC 637.

- A. 363RD FIGHTER SQUADRON - CAPTAIN CLARENCE E. ANDERSON, LEADING
- B. 10 -- 0825 -- 1040
- C. NIL
- D. BOMBER ESCORT-PENETR TIO, TARGET & WITHDRAWAL SUPPORT FO 339
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN EAST HAUT BANC AT 0912 HOURS AT 26,000 FT. R/V EAST HAUT BANC AT 0912 HOURS AT 26,000 FT. LEFT BOMBERS EAST OF ORFORDNESS AT 1025 HOURS AT 20,000 FT. L/F OUT NORTH OF DUNKIRKE AT 1000X HOURS AT 20,000 FT. HEAVY, INACCURATE FLAK AT 26,000 FT AT BOULOGNE. 5/10 TO 5/10 LOW SCATTERED CUMULUS OVER CHANNEL TO 10,000 FT WITH THIN HAZE LAYER ABOVE; 10/10 OVER TARGET, AND THROUGHOUT ASSIGNED AREA VARIED FROM 5/10 TO 5/10 LOW CUMULUS TO 10,000 FT WITH A THIN LAYER OF HAZE TO 20,000 FT. NO E/A OBSERVED. BOMBING RESULTS NOT OBSERVED DUE TO OVERCAST. R/T GOOD

*John B. Myers, Jr.*  
JOHN B. MYERS, JR.,  
1ST LT, AC,  
S-2 O.

CONFIDENTIAL

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

D-2

APC 637,  
15 May 44.

SUBJECT: S-2, S-3 Mission Report No. 57 ("B" Group)

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

- A. 363rd Fighter Squadron - Captain EDWIN W. HIRSH, Leading
- B. 10 -- 0815 -- 1013
- C. One
- D. Bomber escort - penetration - fighter sweep. Field Order #339
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. Squadron arrived over RAMSGATE 0846 and orbited until 0853. Bombers did not arrive and squadron proceeded to enemy coast, making L/F in and meeting bombers over CALLAS at 0905 hours at 26,000 ft. Target bombed at 0910 and Squadron then proceeded to sweep assigned area until 0950 making L/F out north of OSTEND at 0950 at 22,000 ft. 3/10 to 5/10 low scattered cumulus over channel to 10,000 ft. with thin haze layer above; 10/10 over target and throughout assigned area varied from 3/10 to 5/10 low cumulus to 10,000 ft. with a thin layer of haze to 20,000 ft. No E/A observed and bombers seen to encounter light flak over target. Bombing results not observed. R/T good.

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

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SECRET

HEADQUARTERS VIII FIGHTER COMMAND  
APO 637 AFB STATION F-341  
15 May 1944

FRANCIS H. GRIMMOLD,  
Brig General, U.S. .,  
Chief of Staff.

John J. Sailors /s/  
JOHN J. SAILORS, /t/  
Colonel, AGO,  
Adjutant General.

A TRUE EXTRACT:

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

SECRET  
RESTRICTED

SPECIAL ORDER ) RESTRICTED  
NUMBER 106 )

SECRET

HEADQUARTERS 66TH FIGHTER WING  
APO 637, U. S. ARMY  
15 MAY 1944

EXTRACT

2. The following transfers in gr are directed. EM WP MEMT. TDN. The JM will furn the necessary T. 91-5 P 431-02 A 212/40425.

| NAME, RANK, ASN                     | RELD FR      | ASGD TO           |
|-------------------------------------|--------------|-------------------|
| *                                   | *            | *                 |
| Sgt (686) Floyd J. Dujack, 31277585 | 363rd Ftr Sq | 464th Service Sq  |
| Cpl (667) Carl J. Langer, 32438342  | do           | 504th Ftr-Bomb Sq |
| Pvt (932) John Innis, Jr., 18044021 | do           | 464th Service Sq  |
| *                                   | *            | *                 |

By command of Brigadier General WOODBURY:

OFFICIAL:

C. C. HINTZ,  
1st Lt., Air Corps,  
Assistant Adjutant.

C. C. HINTZ (s & t)  
1st Lt., Air Corps,  
Assistant Adjutant.

A TRUE EXTRACT:

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

SECRET

SECRET  
137th Fighter Group, AF  
100 637, 10 Army

20 May 1944

100 637, 10 Army

100 637, 10 Army

1. Effective 15 May, 1944, Capt EDWIN W. HIRSH, USAAF, assumes command, 137th Fighter Group, AF, 100 637, 10 Army, transferred.

100 637, 10 Army

100 637, 10 Army,  
Capt, Air Corps,  
Commanding.

*Edwin W. Hirsch*

Capt, Air Corps,  
Commanding.

SECRET

SECRET  
363RD FIGHTER SQUADRON  
357th Fighter Group, AAF  
APO 637, US Army

18 May 1944

SQUADRON ORDER)  
NUMBER..... 19)

1. Effective this date, Capt PAUL K. DEVRIS, 0728607, is appointed Operations Officer, vice Capt EDWIN W. HIRO, 0728661, relieved.
2. Effective this date, Capt JAMES W. BROWNING, 0740361, is appointed Flight Leader, Flight "D", vice Capt PAUL K. DEVRIS, 0728607, relieved.

EDWIN W. HIRO,  
Capt, Air Corps,  
Commanding.

OFFICIAL:

*Edwin W. Hiro*  
EDWIN W. HIRO,  
Capt, Air Corps,  
Commanding.



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SECRET

PILOT: EDWIN W. HIRO, Capt, AC, 0726461

- A. COMBAT
- B. 19 May 1944 Field Order #342
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1335
- E. 15 miles E. of BOMBING
- F. 5/10 scattered at 10,000 feet
- G. Me. 109
- H. Me. 109 destroyed
- I. A flight of about 60 109s were approaching the bombers at 20,000 ft. We dove in to intercept them and came up their rear. I just flew up to the last man in the formation and fired. His belly tank blew up and pieces came off and he started down as I went by. As I went by I saw the pilot bail out though my wing man didn't see it. The plane went down smoking. I claim one Me. 109 destroyed.

J. AMMUNITION EXPENDED: rounds .50 cal MG.

*Edwin W. Hiro*  
EDWIN W. HIRO,  
Capt, AC.

SUPPORTING STATEMENT

I was flying the wing of Cement Red Flight leader, Captain HIRO, when he attacked a Me. 109 that was flying in the rear of a box of 60 Me. 109s. Captain HIRO, the flight leader, closed in behind the 109 and started to get hits on the E/A. The belly tank on the E/A blew up and many pieces came off the wing roots and fuselage. The E/A then started to throw back a heavy stream of white coolant and black smoke. I then had to pull up as the E/A went into a spiral to the right trailing smoke and coolant.

*Robert H. Moore*  
ROBERT H. MOORE,  
1st Lt, AC.

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SECRET

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~~SECRET~~

PILOT: CHARLES K. PETERS, 1st Lt, AG, 0745495

- A. COMBAT
- B. 19 May 1944 Field Order #342
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1345
- E. 15 miles NW of NAMUR/BENBURG
- F. 5/10 cu at 8,000
- G. Me. 109
- H. Damaged one Me. 109 - Destroyed one Me. 109
- I. I was leading Element Blue Fl light and had just made R/V with the bombers when we saw a large formation of about 100 plus 4/A heading for the bombers. Part of the squadron went for the main bunch, but I saw three slightly higher than I was, so I climbed after them in a luffbery. I was out-turning and out-climbing them up to 31,000 ft. I fired at the last man and saw a strike on his canopy. The ship rolled over and went straight down, but I am claiming this as damaged pending assessment of film. I continued turning with the other two until the last man broke away to the left and I followed him down to 12,000 ft. He finally leveled out, and I got in a good burst with strikes at the wing roots. He broke hard to the left and then blew up. The pilot was thrown out and his chute opened. I claim this as a destroyed. P-51 G-F observed the encounter.  
I claim one Me. 109 damaged and one Me. 109 destroyed.
- J. AMMUNITION EXPENDED: 259 rounds .50 cal MG.

*Charles K. Peters*  
 CHARLES K. PETERS,  
 1st Lt, AG.

CONFIDENTIAL

~~SECRET~~

CONFIDENTIAL

EXPERIENCE REPORT

PILOT: EDWIN W. HIRSH, Capt, AC, 0728661

- A. COMBAT
- B. 19 May 1944 - Field Order # 342
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1365
- E. 15 miles NW of BANGOR, ME
- F. 5/10 scattered at 10,000
- G. Me. 109
- H. Destroyed Me. 109
- I. I pulled up behind a flight of 109s and fired at the closest to me. I saw the hits and pieces and he fell off into a spin. I followed him down but he was so out of control that I did not wait to see him crash, but went back to find the 109s a spin. As I was climbing I was about 7,000 ft. and I saw a parachute going down and a plane crashed below him. I claim one Me. 109 destroyed.
- J. AMMUNITION EXPENDED: (15 rounds .50 cal MG.

Edwin W. Hirsh  
Capt, AC.

CONFIDENTIAL

EXPLANATORY REPORT

PILOT: ROBERT W. FOY, 1st Lt, AC, 0745140

- A. COMBAT
- B. 19 May 1944 Field Order #342
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1345
- E. 15 miles W. of BRANDENBURG
- F. 5/10 broken clouds
- G. Me. 109
- H. Me. 109 destroyed
- I. I was flying #3 in Cement Red Flight when we attacked a flight of approximately 60 A/A as they were headed toward bombers. We were at 20,000 ft. and dived to intercept A/A from the rear. We pulled up to the rear of the A/A and I drew up on the tail of a Me. 109. I closed to approximately 50 yards and fired one short burst, observing strikes on his left wing near fuselage. The Me. 109 immediately flipped over on his back and I did likewise trying to bring my sights on his ship. He immediately went into a spin and the Pilot bailed out after two turns. I attempted to resume combat with other A/A but just after the first attack, a P-51 with Green nose flew across my wing man's nose and he had to pull violently up to avoid collision. He was at the time closing in on a Me. 109. This encounter took place at 15,000 ft. I claim one Me. 109 destroyed.
- J. AMMUNITION EXPENDED: 111 ROUNDS .50 Cal MG.

*Robert W. Foy*  
ROBERT W. FOY,  
1st Lt, AC,  
Pilot

SUPPORTING STATEMENT

I was flying 1st FOY's wing. We closed with two Me. 109s. 1st FOY fired at his and hit it. The Me. 109 seemed to spin and the pilot bailed out a couple of turns. I then lost 1st FOY as I had to pull up to avoid a collision.

*Charles S. Pearson*  
CHARLES S. PEARSON,  
1st Lt, AC,  
Pilot.

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~~SECRET~~

PILOT: ROBERT L. FOY, 1st Lt, MC, 0745310

- A. COMBAT
- B. 19 May 1944 Field Order #342
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1943
- E. 15 miles NW of Antwerp, Belgium
- F. 5/10 broken clouds
- G. Me 109s
- H. Destroyed 2 Me 109s
- I. Immediately after the first encounter with Me 109 in which the pilot bailed out, I split 3-ed on the tail of two Me 109s which were at the time spiraling down. I started to close up within range to fire upon the #2 1/A when I observed two Me 109s diving at me from about 10 o'clock, a little high, attempting a head on pass. The 1/A upon which I was closing apparently saw me for the first time and immediately pulled into a steep turn to the left. The lead ship of this two ship formation collided with the outside Me 109 attempting a head on pass. The wing of this ship struck squarely in the propeller of the ship making head on pass and was sheared off at the fuselage, the ship burst into flames and I observed no chase. The 1/A which collided head on lost its prop and the engine nacelle seemed to be crushed and was observed to start into what might be described as an irregular spin. I started after this ship but two Me 109s were turning on my tail and I started into a luffbery. I made six 360° turns with the Me 109s still following when a grey nosed P-51 attacked the rear ship, shooting down in flames. The other 1/A broke off in a split second. I claim two Me 109s destroyed.
- J. OBSERVATION OF ENEMY: 111 rounds .50 cal MG.

*Robert L. Foy*  
 ROBERT L. FOY,  
 1st Lt, MC.

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~~SECRET~~

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1. Name: Edwin W. Harris, Capt, US, 37th Bomb

A. Combat

B. 19 May 1944, Field Order 34

C. 363rd Fighter Squadron, 357th Fighter Group

D. 1940

E. 15 miles N. of ...

F. 2/10 scattered

G. 1st 109

H. 1st 109 damaged

I. I fired a single 5.00 caliber bullet and some stern attack at 109 and fired every time I got him in my sight. The last time I saw him he seemed to be doing continual evasive action and the last I saw him he went rolling into the clouds. I think one 109 damaged.

J. ...

Edwin W. Harris  
Capt, US.

CONFIDENTIAL

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

D-2

AFD 637,  
20 May 44.

SUBJECT: D-2, D-3 Mission Report to. 77

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

- A. 363rd Fighter Squadron - Lt. Col. [redacted] . GRHAM, leading.
- B. 17 -- 0833 -- 1140
- C. One
- D. Penetration - target support - with [redacted] Field Order 8313
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/F in at 01274 at 0934 hours at 24,000 ft. 1/4 north of 01274 at

1002 hours at 26,000 ft. escorted bombers to target to enemy coast  
making 1/F out and leaving bombers at 1048 hours at 22,000  
ft. Channel hazy to 16,000 ft. with high, thin cirrus beginning at 24,000  
ft. over continent thin haze and low scattered stratus cumulus clouds -  
large clear except for thin haze. Contrails persistent at 26,000 ft.  
No enemy aircraft seen. Bomb bursts observed in building area located  
northwest part of target. Flak over 24 is heavy, moderate, inaccurate,  
barge type - over CHATL3 heavy, accurate and accurate. No bombers  
observed in distress. 1/F good.

*Christ F. [redacted]*  
CAPTAIN F. [redacted] MIA,  
Capt, AC,  
D-2 C.

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SECRET

Three miles NW of AMULAM a concentration camp of good size is reported with fences encircling it at approx. 15 feet high. 60 plus S/B A/A on CHALIN A/D and 20 plus S/B A/A on A/D south of LACHIN A/D. Pilots not certain of exact locality but report a large barracks encampment on the northern tip of either MUIZ LAKE or TAILAN LAKE. Two planes Cat "A" and one Cat. "AC" from Flak. R/T go d.  
*-One Cat "E"*

*Report of Pilot.*  
Capt. W. M. BIRN,  
Capt. AC,  
S-2 C.

SECRET

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SECRET

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

D-2

APG 637.  
22 May 44.

SUBJECT: Narrative Report re Personnel MIA - JOSEPH F. PIERCE, 1st Lt, AG.

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

1. Following is a narrative report of circumstances relative to the reporting MIA of JOSEPH F. PIERCE, 1st Lt, AG, ASN 0742839, on 21 May 1944, while on a combat mission - Field Order Number 344.

2. Lt. PIERCE was flying #3 position in Cement White Flight, leading the second element. The flight was led by Captain CLAUDE E. BROWN, Jr., 1st Lt. WILLIAM S. VANDERBILT, Jr., was flying his wing. The flight was strafing a locomotive about five miles northwest of AMELIA, GEORGIA, and turned left after hitting the locomotive when ground fire emplacements on the west side of the tracks opened fire. Lt. PIERCE's ship was observed to be hit by ground fire while at an altitude of approximately twenty feet. The ship turned violently to the left immediately after it was hit and the plane struck the ground breaking into a large burst of flame. Lt. PIERCE did not leave the ship before it hit the ground. This incident took place at approximately 1300 hours on 21 May 1944.

Ernest F. McRae,  
Ernest F. McRae,  
Capt, AG,  
S-2 G.

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SECRET

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

AFS 637,  
22 May 44.

SUBJECT: Narrative report re Personnel file - WILLIAM B. MICHAEL, 1st Lt, AG.

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

1. Following is a narrative report of circumstances relative to the reporting file of WILLIAM B. MICHAEL, 1st Lt, AG, AFS 6753456, on 21 May 1944, while on a combat mission - Field Order Number 344.

2. Lt. MICHAEL was flying #2 position in Combat Green Flight, flying the wing of Captain PAUL E. DE VRIES, the flight leader. He was flying an all-silver P-51 with the markings "B6-2". About eight miles northwest of AMELIA, CAMBODIA, 1st Lt. MICHAEL, at approximately 1305 hours, noticed an all-silver P-51 passing him on the right with white smoke streaming from the plane. The pilot climbed to a safe height and bailed out. Lt. MICHAEL believes that the markings on this ship were "B6-2". At approximately the same time and at the same location, 1st Lt. ROBERT E. POY observed an all-silver P-51 flying on the deck just to the right of the lead flight. This ship pulled up sharply to about 1,000 or 1,200 feet and the pilot bailed out. The chute opened and the plane dived immediately into the ground, striking on the edge of a small camouflaged airfield, and immediately exploded. The pilot was a paratrooper U. S. as he could be seen waving his arms as he floated earthward. This was a paratrooper the same ship as seen by Lt. MICHAEL and believed to be, by Lt. MICHAEL, the ship that was being flown by Lt. MICHAEL.

Arrest File No. 1  
WILLIAM B. MICHAEL, 1st Lt,  
Capt, AG,  
3-2 0.

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

D-2

APC 637,  
22 May 44.

SUBJECT: S-2, S-3 Mission Report No. 61.

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

- A. 363rd Fighter Squadron - Lt. Col. DONALD E. GARDNER, leading
- B. 16 -- 11:5 -- 1530
- C. One
- D. Penetration - Target Support - Withdrawal - Field Order #316
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. R/V north of H. ISLAND at 1240 at 29,000 ft. I/F in ARMAN ISLAND at 1250 hours at 29,000 ft. I/F out north of YINCHEN ISLAND at 1345 hours at 29,000 ft. Left bombers at northwest of H. ISLAND at 1410 hours at 29,000 ft. Low scattered cumulus over channel from 4,000 to 6,000 ft - thin haze below and thin haze above to 26,000 ft. Over continent to target 5/10 low scattered cumulus to 6,000 ft, clear above. Non-persistent contrails at 30,000 ft. - Persistent approximately 40,000 ft. Heavy and te inaccurate flak over target at bomber level of 25,000 ft. - heavy inaccurate meager flak over LOROK. Smoke seen rising to approx. 10,000 ft. over target area. One B-17 observed in sea 15 miles SE CUXHAVEN - one chase. 20 plus merchant vessels WITH LOROK. H/T good.

*Ernest F. DeWright*  
ERNEST F. DE WRIGHT,  
Capt, AG,  
S-2 G.

CONFIDENTIAL  
SECRET

SECRET

357th Fighter Group, Army Air Forces  
Station 7-573

2-2

200 637,  
33 May 44.

TO: 3-2, 3-3 Mission Report No. 62

FROM: 3-2 Officer, 357th Fighter Group, Army Air Forces,  
Station 7-573, apt 637.

- A. 3rd Fighter Squadron - reports 1,000 ft. 1100, looking.
- B. 10 -- 1150 -- 1151
- C. Two
- D. 1000 ft. - target report - 1100 ft. - 1100 ft. - 1100 ft.
- E. All
- F. One - 1100 ft. - 1100 ft. - 1100 ft. - 1100 ft.
- G. All
- H. All
- I. 1,000 ft. in 1100 ft. because of overcast. Many groups of bombers  
a several looking various targets and at 1100 ft. 1100 ft. 1100 ft.  
several groups of 10-15 bombers. 1100 ft. 1100 ft. 1100 ft. in vicinity of  
1100 ft. 1100 ft. - 1100 ft. 1100 ft. 1100 ft. 1100 ft. 1100 ft.  
approx. 15 miles W of 1100 ft. at 1100 hours of 1100 ft. 1100 ft. 1100 ft.  
to 1100 ft. over 1100 ft. - clear above. Over 1100 ft. 1100 ft.  
overcast with base to over 1100 ft. - in target vicinity 1100 ft. to  
1100 ft. 1100 ft. and base above. No 1100 ft. reported and no  
activity observed on roads and railroads. 1100 ft. good

*Enoch F. Del Negro*  
Capt, 357th,  
apt. 637,  
-2 6.

SECRET

SECRET

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

D-2

AFG 637,  
24 May 44.

SUBJECT: S-2. S-3 Mission Report No. 63

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

- A. 363rd Fighter Squadron - Captain EDWIN W. HIRO, leading
- B. 15 -- 0839 -- 1330
- C. Three
- D. Penetration - Target Support - Withdrawal Field Order No. 349
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed:

Two Locomotives.-

One Me. 109 - WILLIAM R. O'BRIEN, 07305836, 0730583

Probably destroyed:

One FW 190 - EDWIN W. HIRO, Capt, AC, 8728661

- I. L/F in IJMUIDEN at 0931 at 22,000 ft. R/V undetermined because of overcast but squadron met assigned bombers at 1035 hours at 29,000 ft. Escorted bombers around target, leaving them north of BERLIN at 1130 hours at approximately 26,000 ft. L/F out south of IJMUIDEN at 1245 hours at 24,000 ft. Haze over channel to 25,000 ft. and all over continent with cumulus increasing to 8/10 around target. These clouds from 6,000 to 7,000 ft. and a high cirrus from 26,000 to 29,000 ft. Approximately 50 S/E L/A attacked bombers NE of BERLIN and squadron engaged them with above results. In this vicinity two bombers seen to disintegrate and at least three B-17s seen to spiral toward the ground - 8 - 10 chutes observed in area. Heavy accurate flek over BERLIN and RUHR VALLEY and meager, inaccurate heavy flek over HAMBURG. R/T good

- J. Two locomotives vicinity of PADERBORN destroyed by Lts. TIERDE - DAVIS - WOOD - GEORGE.

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

CONFIDENTIAL

SECRET  
CONFIDENTIAL

INCIDENT REPORT

PILOT: EDWIN E. HIND, Captain, Air Corps, #0728661

- A. 0700
- B. 24 May 44 Field order #349
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1110
- E. 20 miles south east of B. HIND
- F. 5/10 cover at 10,000 ft
- G. P-190
- H. Probably destroyed P-190
- I. ACCOUNT OF COMBAT: Escorting Bombers to B. HIND I saw fifty plus enemy aircraft approaching the front box of bombers. We were with the third box at the time. I cut out toward them but had some delay because of difficulty in dropping tanks. I lost them in the haze and flack for a while but I picked them up again by their sparkler ammunition which was fired at the bombers. I found a formation of about twelve P-190's and went after them. They made a 180 degree wing over and went down. I picked out one and fired. I saw strikes and smoke and was still firing as he went into the clouds. I was doing about 500 miles per hour the last I noticed and had to pull out. We were going almost in a vertical dive and as I went into the cloud and lost sight of everything I had to pull out because I wasn't sure how high I was. I didn't have time to see what happened to the P-190. I claim a P-190 probably destroyed
- J. AMMUNITION EXPENDED: 369 rounds

*Edwin E. Hind*  
EDWIN E. HIND,  
Capt. AC,  
Pilot.

CONFIDENTIAL

I was flying Captain E.W. HIND's wing on 24 May 44 when at about 1110 hours 20 miles south east of B. HIND we took after a group of P-190's. They split up and started for the clouds below. I saw Captain HIND open fire and saw strikes on the P-190 before he hit the clouds. The tops of the clouds were about 9,000 to 10,000 ft. The P-190 went into the cloud in a vertical dive with a slight trail of smoke.

*John R. McKenna*  
JOHN R. MCKENNA,  
2nd Lt., AC,  
Pilot.

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CONFIDENTIAL

-1-

SECRET

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SECRET

36th Fighter Group, Army Air Forces  
USAF Station F-373

ADG 631  
24 May 44

SUBJECT: B-2, B-3 Mission Report No. 64.

TO : B-2 of 1000, 357th Fighter Group, Army Air Forces,  
USAF Station F-373, APO 637.

A. 36th Fighter Squadron - Captain Paul K. McCall, leading.

B. S - 1753 - 2050

C. Nil

D. Glide bomb

36th Fighter Wing PO #61

E. Nil

F. Nil

G. Nil

H. Ground:

5 locomotives destroyed

3 Tanks destroyed

2 Trucks destroyed

2 Flat cars destroyed

2 Railroad cars destroyed

I. L/F in MISKIM at 1833 hours at 19,500 ft. Primary target not bombed and Squadron proceeded to hit targets of opportunity in vicinity of MISKIM with the above results. Channel haze to 30,000 ft. and over overcast low scattered cumulus 2/10ths coverage to 5,000 ft with heavy haze above. No L/A seen. Squadron dropped 16 M4 500 pound bombs with M13 and 8 to 11 second delayed tail fuses on the various targets. L/F good. L/F out MISKIM at 2:15 hrs at 19,000 feet.

J. Claims:

3 locomotives destroyed--Capt ANDERSON, Lt. LORAN and Lt. T.

3 tanks destroyed--Same as above

2 trucks destroyed--Same as above

1 railroad tower destroyed--Lt. HAYES

2 locomotives destroyed--Capt de VILLI and Lt. GREGG, Lt. JAC I.

2 Flat cars destroyed--Same as above.

2 railroad cars destroyed--Same as above.

*Paul K. McCall*  
Capt. AG  
-2 C.

SECRET

0853

CONFIDENTIAL

SECRET

WIT: ILLIAM O'NEIL, Captain, Air Corps, #0730583

- I. DOWNS
- B. 24 May 44. Field Order #349
- C. 103rd Fighter Squadron, 357th Fighter Group
- D. 1115
- E. East of BILIN
- F. 6-7/20 haze - high cirrus
- G. Me. 109
- H. Me 109 destroyed
- I. ACCOUNT OF O'NEIL: I was leading Element Green, when my flight started except Lt. O'NEIL and myself. I sent Lt. O'NEIL to fill in Element Blue and I filled in Element Blue.
- J. Captain O'NEIL leading Element Green started to engage some P-19s but I got in late and as we pulled up to reform I saw a Me. 109 at six o'clock to me. I started after him and opened fire at very long range as I thought he would head for the overcast. Finally after horsing around like this for a while I closed in to about 300/400 yds and got plenty of hits in cockpit, wing root, and tail assembly. Broke off at 75 yds and went up and aside w/a. Saw that the right hand side of tail section was on fire, alcohol streaming out. I did not see the w/a crash because of haze and clouds. Excellent cover furnished me by wing men.
- K. I claim one Me. 109 destroyed.
- L. AMMUNITION USED: 939 rounds .50 cal MG.

*William O'Neil*  
ILLIAM O'NEIL,  
Capt, AC,  
Pilot.

SUPPORTING STATEMENT

I was flying Captain O'NEIL's wing when we spotted a Me. 109 to our rear. Captain O'NEIL turned and got on his tail but it was easily seen. After a couple of turns, during which we expected the w/a to head for the overcast, he closed to about 300 yds. I saw several hits in the cockpit and wing roots. The plane caught fire and went down streaming coolant and smoke. Haze here prevented us from seeing the crash.

*Irving A. Smith*  
IRVING A. SMITH,  
1st Lt, AC,  
Pilot.

SUPPORTING STATEMENT

I was flying Captain O'NEIL's wing when we spotted a Me. 109. Captain O'NEIL got on the Me. 109's tail and started firing. The w/a used very little evasive action, and Captain O'NEIL got quite a few hits on the right wing root and in the cockpit. He closed to about 75 - 100 yds. and broke away as the w/a entered a cloud streaming coolant. The clouds were at about 7,000 ft. Time was about 1115 24 May 44.

*Raymond W. Staudt*  
RAYMOND W. STAUDT,  
1st Lt, AC,  
Pilot.

CONFIDENTIAL

SECRET

R E S T R I C T E D

GENERAL ORDER)

NUMBER.....42)

HEADQUARTERS VIII FIGHTER COMMAND

AFPO 637 AAF Station F-341

13 May 1944

E X T R A C T

AIR MEDAL --- Awards.....SECTION VII  
AIR MEDAL (OAK LEAF CLUSTER) ---Awards.....SECTION VIII

VII. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in section I, Circular 32, Hq., ETOUSA, 20 March, 1944, and letter Hq., Eighth Air Force, Subject: "Awards and Decorations", 2 April, 1944, an AIR MEDAL is awarded to the following named Officers:

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:

|                  |          |         |                   |
|------------------|----------|---------|-------------------|
| HAROLD M. KENNEY | O-810514 | 2nd Lt. | Manchester, N. H. |
|------------------|----------|---------|-------------------|

VIII. Under the provisions of Army Regulations 600-45, 22 September, 1943, and pursuant to authority contained in Section I, Circular 32, Hq., ETOUSA, 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:

|                   |          |         |                     |
|-------------------|----------|---------|---------------------|
| ROGER E PAGELS    | O-682952 | 2nd Lt. | Michigan City, Ind. |
| CHARLES K. PETERS | O-745495 | 1st Lt. | Biloxi, Miss.       |
| IRVING A. SMITH   | O-681719 | 1st Lt. | Grants Pass, Oregon |

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.D.,  
Adjutant General.

A TRUE EXTRACT

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

R E S T R I C T E D

S E C R E T

SECRET  
357th Fighter Group, Army Air Forces  
Head Station F-373

WFO 637,  
25 May 44.

REMARKS: -2, -3 Mission Report No. 65.

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

- A. 357th Fighter Squadron - Col D.E. Whelan leading
- B. ~~XXXXXXXXXX~~ 10--0713--1135
- C. One
- D. Penetration--Target support-- Withdrawal P.O. 390
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/2 in E of Dunkirk at 0759 hrs at 19,000 ft. 1/2 SE of Troyes at 0840 at 20,000 ft. Left bombers and made 1/2 out at same time. 1/2 extended at 1105 hrs at 20,000 ft. Medium base to 19,000 ft and then base to 20,000 ft over channel. Over continent thru low section of France 6/10th low similar to 20,000 ft with thin cirrus at 30,000 ft--persistent contrails at 30,000 ft. No / seen and no flak experienced--no bombers in distress. 23 miles SE Metz a string of flat cars covered with tarpaulin was reported moving in the direction of Metz. 1/2 good.

*Crest The Negro*  
Capt. R. E. King  
Capt. R.  
-2 0.

9 2 -  
RESTRICTED

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

SPECIAL ORDERS)

25 May 1944

NO.....118)

3. VOCC this Hq on 21 May 1944 assigning the following personnel as indicated and placing them on temp dy with O Dir of Int, Hq USSTAF for a period not to exceed thirty (30) days are confirmed and made of record, the urgency having been such as to prevent the issuance of orders in advance. Upon completion of temp dy they WP to proper sta. TONT TDM. Reimbursement not to exceed \$4.00 per day is atzd if Govt qrs or billets are not available at temp dy sta. (Auth: ETO Cir No. 85, 1943). 91-5 P 432-02 A 212/40425. 91-5 P 410-01 A 212/40200. If Govt rations and qrs are not available at temp dy sta PD will reimburse EM actual amount expended in lieu thereof for the period 21 May 1944 to 19 June 1944, both dates inclusive, not to exceed rates prescribed in ETO Cir No. 85, 1943, 91-5 P 411-07 A 212/40502. 91-5 P 414-01 A 212/40425.

| NAME                             | ASGD TO---  |
|----------------------------------|-------------|
| F/O CHARLES E. YEAGER, T-970 AUS | 363d Ftr Sq |

By command of Lieutenant General SPAATZ:

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

OFFICIAL:

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

A TRUE EXTRACT COPY

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

SECRET

SPECIAL ORDERS  
NO 144

RESTRICTED

SECRET

COUNT OF AIR STATION P-30

AF 637

26 May 1944

EXTRACT

3. Following 3, having been assigned 357th Air Grp & having reported this data in compliance w/par 3, 30 AAO, HQ CGSC AF, 24 May 44, are further sent to AF units indicated. No travel involved.

| NAME               | RANK   | ASN      | AC | ASGN         |
|--------------------|--------|----------|----|--------------|
| WALTER A. BROWN II | 2d LT  | 0702763  | AC | 363rd Air Sq |
| JOHN E. CHILDS     | 2d LT  | 0758943  | AC | 363rd Air Sq |
| WILLIAM W. FRICKER | 2d LT  | 0440416  | AC | 363rd Air Sq |
| FLOYD J. MAYNARD   | 2d LT  | 0692697  | AC | 363rd Air Sq |
| ROBERT W. TITUS    | 2d LT  | 0692726  | AC | 363rd Air Sq |
| MORRIS C. FISHER   | 1st LT | 1-123592 | US | 363rd Air Sq |

By order of Colonel GRHAM:

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

OFFICIAL:

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

TRUE EXTRACT

*Done at*  
DAVE C. MILLET,  
Capt, Air Corps,  
Adjutant.

RESTRICTED

SECRET

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SECRET

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

B-2

AFG 637,  
27 May 44.

SUBJECT: B-2, B-3 Mission Report No. 66.

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

- A. 363rd Fighter Squadron - Captain WILLIAM H. GORDON, leading.
- B. 17 -- 1030 -- 1446
- C. One
- D. Penetration - Target Support - Withdrawal. FO #351
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed;

Captain WILLIAM H. GORDON, JR, 0730324 - 2 No. 109s  
Captain WILLIAM H. GORDON, 0730583 - 1 No. 109  
Captain JAMES E. GORDON, 0740041 - 1 No. 109  
1st Lt. ROBERT C. GORDON, 0610497 - 1 No. 109  
1st Lt. ROBERT E. GORDON, JR, 0745529 - 1 No. 109

- I. L/T in at ENOCHS at 1112 hours at 18,000 ft. S/V south of ENOCHS-SAGIN at 1338 hours at 25,000 ft. Left bombers at ENOCHS at 1315 hours at 25,000 ft. L/T out north of ENOCHS at 18,000 ft. at 1410 hours. Over base and channel to 40 miles west of enemy coast only light haze - to enemy coast thin low solid stratus cloud with tops 6,000 ft. Over channel to target clear except for light haze, scattered low cumulus south of target. 10 to 12 No. 109s encountered vicinity of ENOCHS with above results. In target area three B-17s seen to explode and three other B-17s seen burning, descending to ground - four chutes observed. Enemy A/C encountered had white wing tips with yellow trimmings on wing tips, blue noses and a strip of white paint on underneath side of wing at point where it joins the fuselage - pilots report these B/A looked like F 4-51s. Heavy heavy accurate flak over target area. Between HANSEN and HANSEN pilots report two big airdromes - on one 50 plus 109s and several large transports and on other only few B/A ships - neither A/D camouflaged. L/T good.

Ernest F. DeNeque  
Lieutenant F. DE NEQUE,  
Capt, AG,  
B-2 O.

CONFIDENTIAL

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SECRET

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FILE: 100-100000, 100, 100, 100, 100000

- A. 100000
- B. 100000
- C. 100000
- D. 100000
- E. 100000
- F. 100000
- G. 100000
- H. 100000

I was flying Capt. William E. Anderson's wing on 27 May 1944 when at about 1000 hours a flight of 4 Me. 109s were called in from about 4:00 O'clock high. We broke right at about 27,000 ft. and went into a left turn. After about two turns they started to break up, one climbing and the others trying to outrun us. The second element went after the one climbing and my element leader started firing on No. 3 man, and I observed very good strikes all in the vicinity of the cockpit with pieces flying off. He seemed to hesitate and finally rolled over for the ground. We kept after the other two and overshoot them at around 29,000 ft. In overshooting, one had an opportunity to shoot at me so I broke into him and nearly again, losing sight of Capt. ANTON SCH. + one two ships climbing straight up and one burst into flame and went down smoking badly. I rejoined my element leader who was the other ship mentioned immediately above.

*William E. Anderson*  
 WILLIAM E. ANDERSON, JR.,  
 Capt, AG,

SUPPORTING STATEMENT

I was flying Capt. William E. Anderson's wing on 27 May 1944 when at about 1000 hours a flight of 4 Me. 109s were called in from about 4:00 O'clock high. We broke right at about 27,000 ft. and went into a left turn. After about two turns they started to break up, one climbing and the others trying to outrun us. The second element went after the one climbing and my element leader started firing on No. 3 man, and I observed very good strikes all in the vicinity of the cockpit with pieces flying off. He seemed to hesitate and finally rolled over for the ground. We kept after the other two and overshoot them at around 29,000 ft. In overshooting, one had an opportunity to shoot at me so I broke into him and nearly again, losing sight of Capt. ANTON SCH. + one two ships climbing straight up and one burst into flame and went down smoking badly. I rejoined my element leader who was the other ship mentioned immediately above.

*John R. Stike*  
 JOHN R. STIKE,  
 Capt, AG.

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PILOT: WILLIAM E. O'BRIEN, Capt, AC, 0730583

- A. COMBAT
- B. 27 May 1944, FO #351
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1235
- E. STIMULATING
- F. C A V U
- G. Me. 109
- H. One Me. 109 destroyed
- I. I was leading Cement Squadron. Upon making W/V Dryden designated my box to me. The squadron approached the box in file in trail. Dryden reported large on a bomb on lead box. Therefore we dropped tanks and started from the third to the first box. I told White Flight to accompany me and Blue and Green to give cover. At this time engaged an Me. 109 at 18,000 ft. Fired short 90° deflection to make him break off another P-51 and after further maneuvering observed strikes at varying deflections 20° to 30° at approximately 400 yds. Never closed before the pilot bailed out. Excellent teamwork by Lt. LAWRENCE D. ROOD made this possible. In this engagement the enemy was very eager for combat - very little split S-ing. I claim one Me. 109 destroyed.
- J. AMMUNITION EXPENDED: 547 rounds .50 cal MG.

*William E. O'Brien*  
WILLIAM E. O'BRIEN,  
Capt, AC.

SUPPORTING STATEMENT

Capt. O'BRIEN was leading Cement Squadron the 27 of May. I was flying his wing. A large engagement on the lead box of bombers was reported. Captain O'BRIEN engaged an Me. 109. Captain O'BRIEN gave it several bursts from varying deflections. I observed smoke and strikes around the cockpit. The pilot bailed out.

*Lawrence D. Rood*  
LAWRENCE D. ROOD,  
1st Lt, AC.

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~~SECRET~~

PILOT: JAMES W. BROWNING, Capt, AC, 0740361

- A. Combat
- B. 27 May 1944 FO #351
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1235
- E. North of STRASBOURG
- F. Clear
- G. Me. 109
- H. One Me. 109 destroyed. One pilot fell out of parachute
- I. I was leading Green Flight. When we rendezvoused with the bombers, someone called that the bombers were being attacked. I saw quite a few planes in a fight but was too far away to tell what they were. Then I saw two Me. 109s going the opposite direction. I turned and gave one a 90° deflection. I don't think I hit him. He then pulled almost straight up. I climbed with him and my air speed read 130 M. P. H. I waited until I was about 250 yards and he levelled out. I then gave him a long burst. I got hits on it and the coolant came out. He then turned and I overshot him. I made a circle and came back at him. He was in a slight dive with coolant still coming out. I gave him another long burst from a out 20° deflection. I could see him bowed over in the cockpit as if trying to fasten his chute. The last burst I gave him was directly in the cockpit and right side of his plane. He had popped his canopy before the last burst. He then bailed out and I pulled up over him.

I claim one Me. 109 destroyed.

J. AMMUNITION EXPENDED: 593 rounds .50 cal MG.

*James W. Browning*  
 JAMES W. BROWNING,  
 Capt, AC,  
 Pilot.

SUPPORTING STATEMENT

I was flying number three in Cement Green Flight when the flight leader, Captain BROWNING, attacked a Me. 109 at about 22,000 ft. He hit the Me. 109 and coolant began to stream out. The Me. 109 turned left and the flight leader hit him heavily all over the fuselage. The Me. 109 pilot bailed out and his chute opened. He fell through the parachute and had to walk to the ground. How touching!!

*Charles S. Pearson*  
 CHARLES S. PEARSON,  
 1st Lt, AC,  
 Pilot.

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SECRET

## CONFIDENTIAL

## INCIDENT REPORT

SECRET

PILOT: ROBERT C. GANGWISH, 1st Lt, AC 0810497

- A. Combat
- B. 27 May 1944 Fo #351
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1235
- E. 10 miles southeast of BADEN-BADEN
- F. Clear - light haze
- G. Me. 109
- H. One Me. 109 destroyed
- I. I was flying No. 4 position in Green Flight at 26,000 ft. My flight leader started after a Me. 109, the rest of the flight following, when I saw another Me. 109 flying low to the flight. I waited for someone to go after the second E/A but no one did, so I broke away from the flight and went after him. I fired two bursts at about 45° deflection, after which he did a half roll, started down and rolled out again. I was firing all the time and observed hits on the canopy, fuselage and wings. The canopy came off and a thin trail of smoke came from the coolant radiators. After the hits on the cockpit, he started down in a slow, gradual spiral to the left, the pilot apparently not in control of his ship. He tried no evasive action. I followed him down to 12,000 ft., when my two outboard guns burned out. My inboard guns had jammed after the first burst. I saw three planes crash beneath me, but could not be positive that the one I shot at was one of them.

I claim one Me. 109 destroyed.

- J. Ammunition Expended; 581 rounds .50 Cal MG.

*Robert C. Gangwish*  
 ROBERT C. GANGWISH,  
 1st Lt, AC,  
 Pilot.

CONFIDENTIAL

~~SECRET~~

PILOT: NORMAN E. SIMMON, JR, 1st Lt, AC, 0745529

- A. COMBAT
- B. 27 May 1944. FO # 351
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1235
- E. STRASBURG
- F. Razy
- G. Me. 109

- H. One Me. 109 destroyed
- I. I was leading Cement White Second Element. Cement White Flight was led by Captain GLENN E. ARTHUR. We had just made R/V with bombers when four Me. 109s bounced Cement White Flight. We out-turned them, three F/A ran for the deck, followed by Captain ARTHUR and his wing man, one F/A climbed and myself and wing man followed him. I caught him at 30,000 ft. fired a short burst, he broke for the deck. I followed firing short bursts which were hitting him in the wings at fuselage. At 15,000 ft. I almost overran him. He pulled up and broke for the deck again. I followed and fired again, hit him and the pilot bailed out opening his chute immediately.

I claim one Me. 109 destroyed.

- J. AMMUNITION USED: 34 rounds .50 Cal MG.

*Edward W. Simpson*  
 NORMAN E. SIMMON, JR.,  
 1st Lt, AC,  
 Pilot.

963r-SECRET

2

SUBJECT: 0-1, 0-3 Mission Report No. 67

TO : SAC, Saigon, 557th Fighter Group, Army Air Forces, APO 637, Main Post Station F-373.

- A. 304th Fighter Squadron - Captain [REDACTED], [REDACTED], leading.
- B. 10 -- 1100 -- 1025
- C. Three
- D. Construction - target support - [REDACTED] PG #352
- E. M12
- F. M12
- G. M12
- H. Destroyed:

11. Wavelength of red:

Sheet 16. 071, 095 - (see No. 100)

Cont. on p. 2

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Cont. In 1971, 1970 9736 61 - in No. 109

1. 1/4 in LAMBERT at 1350 hours at 20,000 ft. 1/4 east of LAMBERT at 1330 hours at 20,000 ft. Left bombers in area of target at approx. 1410 hours at 20,000 ft. 1/4 out LAMBERT at 1530 hours at 20,000 ft. No clouds over channel but haze to 10,000 ft. Hazy over continent all the way to target. Backscatter, heavy, accurate - flick at 1410, 1415. Three separate bursts of 40 plus each 1/4 1/4 1/4 packed bombers from front and rear at same time in groups of 4 to 6. Several flick No. 1 9s were observed in the attacking force - explosion captured 1/4 with a few results the explosion occurred at 20,000 ft., at the level our group was then flying, which appeared to be in the midst of the group at approx. 1350 hours N. of LAMBERT. The P-17 with two engines on fire is going down in this area. Ten strikes observed over lake five miles north of M. O. 15 to 20 balloons ~~over the lake~~ small lake four miles south of LAMBERT in this area 15 to 20 balloons near LAMBERT just south of M. O. At altitude of 1,000 ft. over LAMBERT 1400 5233 N - 0445E 100 plus balloons observed. At 5217 N - 0410E a gross dirt 1/4 is reported with 50 plus 1/4 dispersed. Throat balloons of black smoke, rising approx. 10,000 ft. over M. O. N. E/T 1000.

Ernest F. de W. Nigro  
Capt, 40,  
1-2 8.

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PILOT: CHARLES R. PETERS, 1st Lt., AC, 0745495

- A. Combat
- B. 28 May 1944 PO #352
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1415
- E. 20 miles north of WAGERSBURG
- F. Easy
- G. Me. 109
- H. Me. 109

I. I was leading Cement White Flight when approximately 50  $\frac{1}{2}$  attacked the lead bombers. I dropped my tanks and started for them. I saw one Black Me. 109 trying to get on the tail of a blue nose P-51. I got on his tail and fired, and saw numerous strikes in the cockpit. Smoke poured out and the canopy came off, but the pilot did not get out. I believe he was killed as the plane started into a slow spiral trailing smoke and prop windmilling. I did not see it crash because I started after another  $\frac{1}{2}$ .

I claim one Me. 109 destroyed.

J. AMMUNITION REMAINED: 139 rounds .50 cal MG.

*Charles R. Peters*  
CHARLES R. PETERS,  
1st Lt., AC.

SUPPORTING WITNESS

I was flying No. 2 position to Cement White leader. A Me. 109 was trying to get on a blue nosed P-51's tail. Cement White leader got on the tail of the Me. 109 and fired. There were strikes on the Me. 109's cockpit and he started streaming smoke and slowly rolled over and down. I did not see the Me. 109 crash because Cement White leader attacked another Me. 109.

*William S. Davis*  
WILLIAM S. DAVIS,  
2nd Lt., AC.

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PILOT: EDWIN W. HEND, Capt, AC, 0728661

- A. COMBAT
- B. 28 May 1944 FO #352
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1415
- E. 20 miles north of MAGDEBURG
- F. Haze
- G. Me. 109
- H. One Me. 109 destroyed
- I. I attacked a flight of about 30 plus Me. 109s at about 20,000 ft. from the rear. I fired a burst first about 400 yds. away and had some strikes, and then closed in and fired again. It looked like the pilot was hit and the plane went down smoking. I followed him down aways but he then went into a spin and I left to go after the original formation of A/A.  
I claim one Me. 109 destroyed.
- J. AMMUNITION EXPENDED: 254 rounds .50 cal MG.

*Edwin W. Hend*  
EDWIN W. HEND,  
Capt, AC.

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

D-2

AFG 637,  
29 May 44.

SUBJECT: S-2 S-3 Mission Report Number 68.

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

- A. 363rd Fighter Squadron - Colonel DONALD W. GRAHAM, leading.
- B. 16 -- 0958 -- 1615
- C. Six (One Spare - Two Escort)
- D. Penetration - Target Support - Withdrawal FO #353
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in ISJUNBERG at 1102 hours at 25,000 ft. E/V east of MOULE at 1110 hours at 25,000 ft. Left bombers 10 miles SW of SCHNEIDMUEHL at 1330 hours at 27,000 ft. L/F out between EISENHUT and CUTHAVEN from 10,000 ft. up at various times. Haze over channel to approx. 20,000 ft. and over continent to target only scattered patches of low cumulus 2/10 to 3/10 coverage. No E/A seen. Light heavy accurate flak over target and light heavy inaccurate flak over STEINBUER LAKES. Many bomb hits observed in marshalling yards in target and on airport at 5225 N - 1708 E. A/D under construction reported at 5244 N - 1718 E. Large fires vicinity of STEINBUER and smoke rising to above 20,000 ft. 8 freighters and a number of smaller ships in convoy at anchor just south of NORTHERN ISLAND. 20 to 30 ships at anchor just south of NORTHERN ISLAND. 20 - 25 miles NW of target two B-17s seen going down and one seen proceeding north - one chute observed. Three mine sweepers north of NORTHERN ISLAND. R/T good.

*Ernest F. DeNichols*  
ERNEST F. DE NICHOLS,  
Capt, AC,  
S-2 O.

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Ernest F. Higgins.

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Case No. 10-2-1

PILOT: WILLIAM C. O'BRIEN, Capt, AC, 0730583

- A. COMBAT
- B. 30 May 1944. PG #35.
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1130
- E. 10 miles east of SOLOMON ISLANDS
- F. None
- G. Me. 109
- H. One Me. 109 destroyed - C.O.B. Pilot
- I. I was leading Cement Lite Flight. We attacked 9 Me. 109s. I got on the end of the line and got the 19, then went after the 20 man. I fired a burst for him to look at, and saw him look at me and broke away from the rest. I went from 1,000 feet to the deck. At 4,000 ft. I started buffeting in tight turns as I went. I was going to 1,000 ft. I changed throttle etc, etc, and got slowed up behind him at 400 or 500 yards, held a deflection and shot his fuselage all to hell. I in the same deflection and got nose hits. I saw the canopy come off. I pulled up and rolled over on my back and watched him go straight in. The pilot did not get out. I claim one Me. 109 destroyed.

J. AMMUNITION USED: 480 rounds .50 cal.

*William C. O'Brien*  
Capt, AC.

COMBAT TIME STATEMENT

Immediately following the other encounter we dove on another 109. Captain O'Brien's first burst hit squarely in the cockpit at this point hitting the pilot, I think. The 109 kept diving, with a lot in O'Brien firing and hitting in engine section and fuselage. At about 1,000 ft. the German exploded and burned, then rolled over and dove into the ground. The pilot did not get out.

*Harold M. Keeney*  
HAROLD M. KEENEY,  
1st Lt, AC.

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PILOT: WILLIAM H. O'BRIEN, Capt, AC, 0730583

- A. COMBAT
- B. 30 May 1944
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1130
- E. 10 miles east of CHAMUSCA
- F. Haze
- G. Me. 109
- H. One Me. 109 destroyed
- I. I was leading Cement White Flight in lead of Captain H. W. H. When we saw nine contrails and watched them come down. They went under us in a string and we split 5-8 down on their tails. I got 49 man in the string by a damn lucky deflection shot. I pulled my nose past him till I couldn't see him and cut loose. At this point the surprise was mutual, as he came out from under my nose trailing glycol and black smoke. Lt. KENNY trailed me through this encounter and probably saw more than I did. At this point I switched to another S/A. I claim one Me. 109 destroyed.
- J. AMMUNITION EXPENDED: 386 ROUNDS .50 CAL. MG.

*William H. O'Brien*  
WILLIAM H. O'BRIEN,  
Capt, AC.

SUPPORTING STATEMENT

I was flying No. 2 spot in Cement White Flight. As we closed on the rear of a string of 9 Me. 109s, Captain O'Brien took the last man and closed on him. He started firing from about a 30° deflection angle, closing the angle and range simultaneously. I saw men strikes in the cockpit and wing root area and engine sections. The German was smoking badly and streaming glycol when his ship rolled crazily and started down, apparently out of control.

*Harold M. Keeney*  
HAROLD M. KEENEY,  
1st Lt, AC.

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ENCOUNTER REPORT

PILOT: ROBERT M. MOORE, 1st Lt, AC, 0745466

- A. COMBAT
- B. 30 May 1944, FO #354
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1130
- E. 10 miles northeast of SCHONAU, OK
- F. Slight Haze
- G. Me. 109
- H. One Me. 109 destroyed
- I. I was leading the second element of Cement White flight when a group of about 9 Me. 109s flew under Cement Squadron. Cement Squadron went after the 109s and they started a diving turn to the right. After about two 360° turns the 109s broke up and I started after one that was under me, at about 9:00 O'Clock. I made a pass at him and he broke left. I followed and started to shoot. After 2 or 3 short bursts I started to get hits on the right wing tip. I lengthened my lead and got hits on the wing roots and fuselage. The 109 straightened slightly and started to dive. There was a small flame coming from under the cowl and the pilot bailed out. A 109 was now on my tail so I broke right and Captain BROWNING led a flight down from above and shot it off my tail. Captain BROWNING saw the chute from the 109 that I shot down. I also took pictures of the burning plane. I claim one Me. 109 destroyed.
- J. AMMUNITION EXPENDED: 740 rounds .50 cal MG.

*Robert M Moore*  
ROBERT M. MOORE,  
1st Lt, AC.

SUPPORTING STATEMENT

I saw a P-51 after a Me. 109 and the P-51 had a Me. 109 on his tail. As I made a pass at the later Me. 109, I saw the pilot bail out of the first Me. 109. When I came back, I found out that the pilot of the P-51 was Lt. MOORE.

*James H Browning*  
JAMES H. BROWNING,  
Capt, AC.

PILOT: JAMES M. BROWNING, Capt, AC, 0740361

- A. COMBAT
- B. 30 May 1944 FO 3354
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1135
- E. 10 miles N.E. of SCHONBACH
- F. Slight haze
- G. Me. 109
- H. One Me. 109 destroyed
- I. I was leading Cement Blue Flight. After we had rendezvoused with the bombers, someone called enemy planes on the rear of the bombers. Our squadron turned back and Red and White Flights went down on some Me. 109s. I spiraled down slowly above them with my flight to cover the other two flights. I saw a P-51 after a 109 and a 109 on his tail. The P-51 chandelled to the right with the 109 still there. I made a pass at the 109 and fired a burst. I saw some strikes and the 109 dived for the deck. I went after him and fired quite a few bursts. I saw his coolant was hit and continued to chase him. He chased him for about thirty miles. I turned my guns off and took pictures of him still smoking. I pulled up over him at about 100 ft. altitude and my wing man said he bailed out and his chute opened. I did a half roll and saw his plane crash in a level field. I claim one Me. 109 destroyed.

J. AMMUNITION EXPENDED: 906 rounds .50 cal MG.

*James M. Browning*  
JAMES M. BROWNING  
Capt, AC.

I was flying #4 position in Cement Blue Flight, Captain BROWNING, leading. Our flight was giving top cover to Red and White Flights who bounced 9 Me. 109s. Captain BROWNING saw a 109 on the tail of a P-51 who was firing at another 109, and immediately went down and fired on it. The 109 broke off and hit the deck, Blue Flight following. Captain BROWNING got many hits on him and he was streaming coolant. He chased the 109 on the deck for at least 30 miles, and finally the pilot bailed out not more than 100 ft. in the air. His ship crashed, but his chute opened just in time to break his fall, damn it. He was undoubtedly the luckiest pilot in the G.A.F.

*Robert C. Zangrich*  
ROBERT C. ZANGRICH,  
1st Lt, AC.

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SECRET

363rd Fighter Squadron  
357th Fighter Group, Army Air Forces  
USAF Station 1-373

B-2

APG 637,  
31 May 44.

SUBJECT: B-2, B-3 Mission Report No. 70

TO : B-2 Officer, 357th Fighter Group, Army Air Forces, USAF Station  
1-373, APG 637.

- A. 363rd Fighter Squadron - Captain J. J. [unclear], JR, leading.
- B. 17 -- 0916 -- 1157
- C. Four (one escort)
- D. Penetration - Target support - [unclear] 70,355
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in north of [unclear] at 1000 hours at 25,000 ft. 1/4 north of [unclear]  
at 1020 hours at 24,000 ft. Left bombers northwest of [unclear] at 1210  
hours at 22,000 ft. 1/4 out between [unclear] and [unclear] at 1230  
at 1325 hours at 25,000 ft. Wave over channel from 17,000 ft. and  
over lowlands of [unclear] and [unclear]. High towering cumulus to 25,000  
ft. of 9/10 coverage. Inland cloud conditions diminished to 7/10 coverage.  
South of [unclear] and [unclear] clear and hazy in [unclear] and northwest [unclear].  
No A/A seen. No flak. Escorted one wing of B-17s with tri- [unclear]  
identification to its assigned target, ran A/D in vicinity of [unclear]-good  
bombing observed in hangar area. No activity observed on highways or  
railroads. W/T good.

*Ernest F. Higgins*  
Capt, AC,  
B-2 O.

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