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UNIT HISTORY INSTALLMENT

November 1944

363RD FIGHTER SQUADRON

357TH FIGHTER GROUP

AAF STATION F-373

DECLASSIFIED
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[REDACTED]

52 F-363-H
NOV, 1944

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SECRET

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GENERAL SUMMARY OF OPERATIONS

- 1 November The Squadron was on a Bomber Escort Mission to RUDESHEIM. The mission was uneventful in so far as enemy aircraft - and the opportunity to score victories over the fighter ships of the enemy was concerned. The pilots did have the opportunity of sighting Enemy Rockets whizzing upward through the air with their angle toward ENGLAND. And they did have the fortune to be on a bombing mission in which the weather was characterized by a 9/10 undercast until just before the target was reached to then suddenly break into CAVU. That must be the bomber's idea of dream weather - and should appeal to fighter pilots. Unfortunately it was necessary to report that the target bridge was completely missed by the bombs dropped toward it.
- 2 November A mission in which everything in the book took place. Flak over the target was intense, heavy and accurate. Rockets were reported seen and enemy anti-aircraft batteries were reported to have been greatly strengthened. Jet Propelled planes of the enemy were encountered and fired upon, though neither of the two pilots firing upon them reported any hits as the Jets were going too fast. Seven enemy aircraft were encountered with a field day marked up for Captain THOMAS E. HUGHES who destroyed a FW 190 and damaged two Me. 109s - and likewise for Lt. HAROLD O. HAND who destroyed one Me. 109 and damaged another. Upon this bomber escort mission to MERSEBURG the pilots of our P-51s saw everything.
- 4 November The Squadron went on a bomber escort mission to HAMBURG and the DUMMER LAKE area. For the pilots of the Squadron this was a very uneventful mission for no enemy aircraft were seen and flak was inaccurate. But the ground crews really sweated out the return of the fliers, for at the completion of the mission there were five of our fighter pilots 'Not Yet Returned'. However they all came home. 10/10 clouds on most of the mission and low fuel due to maneuvering in these clouds had forced them to land at other fields for refueling.
- 5 November A bomber escort mission to LUDWIGSHAVEN with no enemy aircraft seen, but characterized by heavy, intense and accurate flak - and evidently flak of a new and more dangerous type. . But all of the pilots of the Squadron came home safely and with hopes for more fighter opposition on the next mission.
- 6 November We escort the 'heavies' to do their bombing at MINDEN. And on this mission the Squadron located some of the airfields which were the homes of Jet Propelled aircraft - more than that the fighter ships of the 363rd were able to engage these Jet Fighters. It was another big day for Captain CHARLES E. YEAGER who destroyed one Me 262 in the air and damage two other Me 262s in the air. Thus Captain YEAGER becomes one of the few Allied Fighter Pilots to have, at this date, destroyed and damaged Jet Propelled aircraft and certainly the first in the Squadron to successfully attack these ships. Three flak emplacements at a Jet Field were destroyed as were two military vehicles at the same place. All of the fighters of the Squadron came home - though the flak was intense and accurate.

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- 8 November Bombers are escorted by the fighter pilots of the 363rd to a now familiar target - MERSEBERG. Because of its importance in the Reich's oil supply this target has been bombed on numerous occasions, and on many of these attacks our fighter ships have acted as escort for the bombers. There were no enemy aircraft encountered on this mission - for the German Air Force did not protect this vital target from our bombers on this mission. Flak over the target was heavy, moderate and inaccurate. There were three pilots of the Squadron 'Not Yet Returned' at the close of the mission. Two of these pilots returned later, having landed in FRANCE for fuel, but Lt. WARREN J. DORANSKI is believed to have been killed in action on this mission. Lt. DORANSKI was seen to hit in the Channel when he had bailed out from approximately 1,500 feet and his chute failed to open. Lt. DORANSKI was forced to bail out due to coolant trouble. It is believed by Captain CLARENCE E. ANDERSON, JR, his element leader and the Squadron Leader on this mission, that Lt. DORANSKI was drowned.
- 9 November A change of work, as the Squadron goes out in area support. The Squadron patrolled the area around METZ until all bombers were through their targets without event due to the absence of enemy aircraft and without any other observation due to a solid overcast.
- 10 November A bomber escort mission to WIESBADEN. No enemy aircraft were seen. The bombers bombed through an undercast of from 8/10 to 10/10s so that there were no observations of the bombing results by the fighters. All of the ships of the Squadron came safely home.
- 11 November The 363rd Fighter Squadron celebrated Armistice Day by escorting bombers to OBERLAHNSTEIN. No enemy aircraft were seen and again the pilots of the Squadron had the feeling that they must have gone along just for the ride. Even the flak was meager and inaccurate.
- 16 November Following four days of inactivity the pilots were very hopeful of the bomber escort mission to AACHEN. But there was no activity on this mission for our fighter pilots. Enemy aircraft failed to oppose our bombers and flak was meager and inaccurate. The pilots are beginning to wonder if all of the missions of the future are to be milk runs - whether there will ever be the chance to add to the score of the Squadron against the G.A.F. To all of them these bomber escort missions are getting to be routine - so long as no enemy planes are in the sky. They are all anxious to vary the job with a good old strafing mission or a fighter-bomber job.
- 18 November As if in answer to the prayers of the pilots of the Squadron - they did get a 'hairy-backed' mission. With the target LECHFIELD and the mission Strafing and Aerial Reconnaissance the fighters had a real workout - and the ground crews really did 'sweat out' their return again. For there were six ships of the Squadron that returned so very late as to have all of the ground personnel really worried. Eventually all came home and then the story of the day was told and the score added up.

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- 18 November (Continued) The Squadron destroyed three Me. 109s on the ground and two Me. 109s in the air. Two Me. 109s were damaged in the air and three Me. 109s damaged on the ground. A locomotive was destroyed and an airfield badly strafed. It was a mission full of thrills and full of danger from enemy aircraft and enemy flak - but a mission in which the Squadron added to its victories over the enemy and to its glory in the job of eliminating the Luftwaffe.
- 20 November The Squadron goes on a fighter sweep to SIEGBURG. Due to an entire lack of enemy aircraft in the area and to weather that prohibited any real work on the part of fighter planes - "Solid Front Moving East from RHINE" - this was not the really thrilling sweep that the pilots had hoped to have.
- 21 November A bomber escort mission again - this time the target is HALLE. And this time, too, enemy aircraft fail to appear. Rockets were observed and that about tells the story of the mission as a weather front east of ERFURT with cirrus rising from 20,000 ft to 32,000 ft prevented the Squadron from going to the target and low cumulus prevented ground observations.
- 25 November Three days of inaction - and then a bomber escort mission to that old familiar target - MERSEBURG. And as on so many missions to that vital target the G.A.F. indicated that they had 'had it' by failing entirely to send up any opposition except heavy, inaccurate and intense flak to oppose the bombing of this target. All of our pilots returned safely and the observations of the bombing were "MERSEBURG visible but target covered by broken cumulus with no black smoke seen".
- 26 November The bombers go to wreck the marshalling yards at HAMM. our pilots escort them to this target. There were no enemy aircraft seen. The fighter pilots of the 363rd thought that perhaps 'it might hit the fan' when they were vectored by Nuthouse to DUMMER LAKE to investigate "bandits". And their disappointment was great when no bandits were found in the area. But there seemed to be an expectancy on the part of the fighter pilots that 'better days were coming'.
- 27 November And the better days did come with a mission of fighter escort and strafing at the German Air Force Oil Storage at ANNABURG. For the Luftwaffe came up and came up in force - it went down in less force. Southwest of MADGEBURG the squadron encountered 200 plus enemy aircraft and broke escort to engage these bandits. The Squadron destroyed nine FW 190s - a big day again for Captain YEAGER who got four, and a big day for Captain ANDERSON (leading ACE of the Group) who knocked down three enemy ships. Lts. SLOAN and WOLF had one ship each - cutting their fighting eyeteeth on this mission. Probably it was a more satisfying day for the two newer pilots in getting their first ships then it was for the two aces who had such big days. For they had both had big days before. Lt. FRANK L. GAILER failed to return from this mission. At 1225 hrs he was heard to say over the R/T that he was hit and oil was being thrown back over his canopy. He was told by Captain BROWNING to make for friendly territory. That was the last knowledge of Lt. GAILER.

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- 29 November Following the big day of the 27th, the Squadron takes a day for rest, training and maintenance and then goes out on a bomber escort mission to the marshalling yards at HAMM. It was a very uneventful mission - with no enemy aircraft encountered and with Tackline doing an excellent job in vectoring Squadron away from flak spots.. Clouds were 5/10s to 7/10 over the target with the bombers releasing their bomb loads from 25,000 feet through thin cloud covers.
- 30 November A bomber escort mission to the German Oil Force Oil Storage at MERSEBERG. How many times have we escorted bombers to that target - and how many times have we failed to find any fighter opposition in those missions? This was just as much a milk run as have been so many of those missions. Flak over the target was heavy, intense and accurate which was the only uneventful part of the mission.

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STATISTICAL SUMMARY

I. A/C ABORTIVE ANALYSIS (EARLY RETURNS)

Engine*	7
Coolant System	2
Instrument	-
Landing Gear	2
Propeller	3
Oxygen	2
Electrical	1
Fuel Induction	2
Drop Tanks	<u>1</u>
Total Aborts (Mechanical)	20
Esport	3
Pilot Trouble	2
Navigation	-
Radio	-
Others	<u>-</u>
Total Aborts (Non-Mechanical)	5
Aggregate Total** Aborts & E/R	25

Flight Record

Number of A/C Airborne	352
" " " " (Prev. Mo.)	318

Percent. Airborne A/C Abortive	7.1
" " " " (Prev. Mo.)	7.9

*Engine includes power setting, roughness, engine fuel leaks, engine control, oil leaks, fumes in cockpit etc.

**Does not include 7 spares ordered back, didn't complete mission

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II ARMAMENT STOPPAGE ANALYSIS

Rounds of Ammunition Fired	13,325
Stoppages	11
Rounds Fired per Stoppage	1,203

Link Jams	2
Failure to extract from belt	1
Failure to extract from chamber	-
Failure to Eject	-
Dented Primer	-
Solenoid	1
Failure to Chamber Round	-
Miscellaneous	<u>7</u>
Total	11

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THE DEPARTMENTS

Engineering

The record of the Engineering Department of the 363rd Fighter Squadron is very impressive. During the six months period from 1 June 1944 to 31 November 1944, inclusive, the record of this Squadron, as compared to the records of the other two Squadrons of the Group, the 362nd and 364th Fighter Squadrons, is as follows:

1. During this period the 363rd Fighter Squadron had the lowest total of abortions for four of the individual six months and the lowest total for the entire six months.
2. During this period the 363rd Fighter Squadron had the largest number of airborne aircraft during four of the individual months and the largest total for the entire six months period.
3. During this period the 363rd Fighter Squadron had the lowest percentage of abortions for four of the individual months and the lowest percentage of abortions for the entire six months period.

Communications

The Communications Department continued its usual excellent record. In the past four months this department has a record of NO abortions due to radio trouble, and the month of November proved to be no exception. With the coming winter months - months of poor flying weather- radio communications becomes more indispensable than ever. With this thought in mind, the Communications Department will continue to maintain its present perfection and to keep its place among the leaders.

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PERSONNEL

PROMOTIONS:

1 November Captain to Major DAN L. EVANDER O-332194
1st Lt. to Captain NORMAN M. BADBER O-861568

9 November 2nd Lt to 1st Lt JOE W. CANNON O-826621

12 November 2nd Lt to 1st Lt WALTER E. CORBY O-826632

14 November 2nd Lt to 1st Lt JOHNNIE L. CARTER O-886664

20 November Sgt to S/Sgt George H. Rabich 32625249
Cpl to Sgt Joseph D. Lanoue 11017987
Pfc to Cpl Johnnie L. Lewelling 34723860

28 November 2nd Lt to 1st Lt GLENWOOD A. ZARNKE O-822318

TRANSFERRED to SQUADRON:

5 November JOSEPH (NMI) BZDELIK F/O T-2667

17 November JAMES H. TAYLOR, 2nd Lt O-719464
WILLIAM R. THOMPSON, 2nd Lt O-719468
ROBERT J. THORELSEN, 2nd Lt O-719469
DENNIS J. TOUPS, 2nd Lt O-721560
RALPH W. MANN, F/O T-62728

21 November PATRICK L. MALLIONE, F/O T-62727

TRANSFERRED from SQUADRON:

12 November FRANCIS L. SULLIVAN, 1st Lt O-818042) (To 70th Replacement
WILLIAM H. FRICKER, 1st Lt, O-440416) (Depot to await
HENRY B. FRANKLIN, 1st Lt, O-683434) (trans. to Z of I
HAROLD O. HAND, 1st Lt, O-706384) (having completed
tour of duty.

9 November CLARENCE E. ANDERSON, JR, Capt, O-730324 - to 357 Ftr Gp

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TRAINING PROGRAM

The Orientation Program of the Squadron went ahead during the month of November. During the first week of the month the Officers and Enlisted Men of the Squadron attended a motion picture of the "WHY WE FIGHT" Series. The particular picture, "CHINA" proved to be a revelation to many of the Men and Officers of the Squadron who had become so very close to the war in the European Theater of Operations and perhaps had forgotten some of the events that took place in the Far East and had not connected up the War in Europe with the War in Asia.

All men of the Squadron, during the second week in November, attended lectures by the Base Dental Officers - lectures that brought back to their minds the necessity for dental cleanliness and for dental hygiene. These lectures were delivered in what might be called a "G.I." style, which made them enjoyable as well as instructive - and made the lessons taught more understandable to all personnel - down to the earth language brought out points of dental hygiene that more technical and more formal language might have made dry and uninteresting.

The third week of the month brought the personnel of the Squadron back to unit Orientation Lectures - six lectures during the week so all of the personnel could attend without the necessity of leaving important operational work. The subject of these lectures and discussions was "LEND LEASE AND POST WAR EFFECTS ON THE UNITED STATES". Approximately 90 percent of the Squadron's personnel were present for these discussions - and all personnel really 'discussed' the subject both during the regular discussions and afterwards in the huts and barracks.

During the week from November 18 to November 25, the subject for Squadron Orientation Discussions was "POST EUROPEAN CONFLICT AND THE EDUCATIONAL OPPORTUNITIES OFFERED FOR THE ETO SOLDIER". Approximately 50% of the Squadron was present at these meetings, the remainder attending other discussion groups during the following week at which the same subject was discussed.

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ANNIVERSARY CELEBRATION

On 25 November and 26 November the 363rd Fighter Squadron, together with the other Squadrons of the 357th Fighter Group and the other organizations on this base, celebrated the units first year in the ETO. A bang-up Squadron party was held on the 25th - going on well into the night of the 25th - and on the following day the personnel of the organization continued both that party as well as attended all of the other functions offered by the group and by the base activities.

These festive matters did not, however, take any of the Squadron's operational personnel away from their usual work. There were missions on both of these days and all of the personnel worked hard in getting these missions away in good shape and in getting the ships of the Squadron ready for the following day's mission before the festivities were taken up or resumed.

So, while the Squadron celebrated its 'birthday' in the ETO, it celebrated it with work, hard work, as well as with fun, hard fun. All of the two days was taken up with various celebrative events - sandwiched in between the hours for necessary work. And it was a great celebration - one that few of the personnel will forget quickly - one that a great many will always remember.

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NO 59,
1 Nov. 44.

- A. 363rd Fighter Squadron - Lt. Col. J. H. ... leading
- B. 12 UP. ... 1159 ... 1515
- C. Nil
- D. ... - Target ... - ...
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/F is ... because of overcast ... at 1450 hrs at 13,000 ft. ... with ... as ... southeast ... at 1250 hrs 12,000 ft. ... at 1/F ... split ... into three sections two heading northeast and one section continued toward target ... Squadron escorted this section around target breaking escort at 1430 hrs ... at 17,000 ft. ... out 1455 hrs. ... locality (Overcast) at 13,000 ft. ... Bombing results poor as target bridge was not hit at all - bombs fell on an island south of target bridge.
- J. Nil
- K. a. ... vicinity ... at 1350 hrs. 70 degree angle of climb - toward ...
b. ... vicinity west of ... at 1420 hrs 70 degree angle of climb - toward ...
- L. Nil
- M. Target - light heavy ... 00 ft. ... inaccurate
- N. 4/10 cumulus 8,000 ft altitude cumulus over continent to just west of target when clouds dissipated and weather at target and east (AVJ).
- O. Nil.

WILLIAM F. DE WILDE,
Capt, AC,
S-2 C.

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

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

APU 559,
4 Nov 44.

SUBJECT: S-2, S-3 Mission Report. No 197

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

- A. 363rd Fighter Squadron - Col JOHN D. LEBERS, leading
- B. 18 up 1020 down 1520
- C. 5 ~~including~~ including one spare and one escort
- D. Penetration-~~XXXX~~ target support and withdrawal
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. S/V W Cuxhaven at 1047 hrs at 27000 ft. I/F in at 1146 hrs at 27000 ft. escorted bombers are nd target making I/F out S of Cuxhaven at 1250 hrs at 25000 ft. Broke escort from assigned bombers N of Borkum at 1321 at 20000 ft. and then patrolled a signed area from 1342 hrs to 1400 hrs at 9000 ft. S/V made with assigned bombers who were in good formation 4th & 5th C's about one mile apart. I/F out S of Noordwijk at 1445 hrs at 9000 ft.
- J. Nil
- K. A 10plus small cargo ships anchored in Wilhelmshaven Harbor.
- X. B Large cargo vessel anchored in Harbor at Wesermunde.
- C. Two rockets observed at Lwolle at 1047 hrs and 1407 hrs respectively headed toward England at 80 degree angle.
- L. Nil
- M. Borkum Island - heavy, meagre, inaccurate at 20000 ft.
Target - Heavy, heavy, inaccurate at 27000 ft.
- N. 1/10/10 overcast over target made observations by fighters limited.
- O. Nil

FO # 1286A

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

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SECRET

363rd Fighter Squadron
357th Fighter Group, Army Air Forces
RAF Station V-373

AFG 559,
5 Nov 44.

AFG 559: 3-3, -3 Mission Report No. 198

TO : 3-3 Officer, 357th Fighter Group, Army Air Forces, RAF Station V-373,
AFG 559.

- A. 363rd Fighter Squadron - leading:
- B. 21 WP. 1000-075 0915 1000 1400
- C. 21 WP. 1000-075 0915 1000 1400
- D. Penetration - target support - 1000-075 0915 1000 1400
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/V in contact at 0955 hrs at 25000 ft. 1/V with last C of red tailed bombers at 1045 hrs at 25000 ft., and escorted them to target where squadron broke off to observe as reaching gaggle which turned out to be friendly. Then squadron tried to rejoin its designated C as they had turned left right from target instead of left as they briefed so Squadron escorted some B 24's from target to Reims breaking escort at 1235 hrs at 25000 ft. 1/V out at Dunkirk at 1330 at 1000 ft. Bombers or fighters were off course as 1/V was difficult.
- J. Nil
- K. a. overcast to target area-target area 4/10th.
b. Two rockets observed at 1032 and 1052 hrs respectively in area of Rotterdam from 25000 to 50,000 ft at 60degree angle headed toward England.
c. 5 bombers went down over target area no eutes observed.
- L. Nil
- M. Target area- heavy, intense accurate at 25000 ft.
Numerous white puffs of flax at 35000 ft and Red smaller puffs at 25000 ft.
- N. Strong tail wind possibly blew both fighters and bombers off course as no bombers were seen in sup posed R/V area at 1035. Also believed bombers turned right instead of left at target because of cross wind.
- O. Nil

JAMES H. MYERS JR
1st Lt. AC.
3-2 C

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363RD FIGHTER SQUADRON
957th Bigton B-909, Army Air Forces
USAF Station F-373

rkb

AFD 559,
6 Nov 44.

SUBJECT: 3-2, 1-3 Mission Report No. 149

TO : 3-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373, AFD 559.

- A. 363rd Fighter Squadron - Captain W. T. R. Y., leading
- B. 16 UP. TAKE-OFF: 0855 DOWN: 1250
- C. EARLY RETURNS : Three (including one spare not needed) ESCORT: Nil
- D. Penetration - Target Support - Withdrawal Field Order No. 1291A
- E. Nil
- F. Nil
- G. Nil
- H. Destroyed

In Air 1-0-2 T/S Jets (262's)
on Ground- 3 Flak emplacements at Delmenhorst
2 Military Vehicles at Delmenhorst.

- I. 1/F in Harlem at 0943 hrs at 15000 ft. A/V of Target with 4 C's who were giving members close support by 4 fighter groups while we swept on East side of bombers at 1032 hrs at 17000 ft. Broke escort at 110 hrs at 17000 ft at direction of Wilson and contacted 5 jets (262's) E of Osnabruck flying in elements of 2 and 3 respectively, at 10000 ft. Clouds and speed of jets prevented entire squadron from pursuing jets. Red and Green flight followed two jets in climb towards Bremen where jets pulled away after leveling off. At Delmenhorst, just East of Bremen, the two jets landed apparently where 15 plus 262's on ground were observed and above on ground claims were made. There are numerous machine guns mounted on house tops adjoining this A/F and the A/F has green steel metal hangars. Red and Green flights then flew due West and at 1150hrs at 0718 E 5245 N at 14000 ft observed 3 Jet 262's on military highway just N of Meppen and East of Ems-Dortmund Canal said highway being used for take offs and landings by jets. Flights did not go down because of gas shortage. 1/F out at IJmuiden at 1220 hrs at 8000 ft. Capt Charles Yeager followed the other three jets (262's) contacted N of Osnabruck to an A/F at 0639 E 5301 N where in the vicinity of which the above In Air claims were made. Four other 262's were observed on ground on this A/F which is about 6000 ft long and colored black and white. One 262 was destroyed nr this A/F at 1000 ft when wing was seen to come off and it fell into ground. There was heavy light, intense accurate flak at 6000 ft here.
- J Nil
- K A At Delmenhorst A/F (E of Bremen) 15 plus 262's observed on field. A/F has green, steel metal hangars with numerous light machine guns mounted on house tops adjoining field.
- b. At 0639 E 5301 N 4 262's observed on a 6000 ft black and very wide runway.
- c. at 0718 E 5245 N at 1150 hrs three 262's observed on military highway just N of Meppen, Germany, and E of Ems Canal. The highway appeared to be black asphalt.
- L. See I above.
- M Delmenhorst A/F heavy light intense accurate at 4000 ft.
- At 0639 E 5301 N heavy light intense accurate flak surrounding perimeter of A/F at 4000 ft.
- N Low haze and scattered cumulus N of Osnabruck aided jets to evade half of squadron when first jumped at this point.

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300th Fighter Group, Gray Air Force Base, TX, 1953

2012

750V 44.

Sub C: -2, -3 Mission Report 10. 001.

- J. Nil
K. Nil
L. Nil
M. See 1 above
N. Nil
O. Nil

JAMES E. WILSON, Jr.
1st Lt., USN
1942-43

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

rkb

APO 559,
8 Nov 44.

SUBJECT: -2, 3-3 Mission Report No. 201

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

- A. 363rd Fighter Squadron - Captain [redacted] J., leading
- B. 24 JP. TAKE-OFF: 0920 DOWN: 1035
- C. WEATHER: One
- D. Penetration - Target Support - Withdrawal Field Order #1296A
- E. REMARKS: XAM E Material Failure - Missing in Channel
- F. One Cat A
- G. 1st Lt Warren J Doranski, O-812393 Missing in A
- H. Henry B Franklin, 1st Lt AC, O-685434) Turned back at target at 1115 1st Lt
Raymond B Wolf, 2nd Lt AC O-828316) because of rough engine-believed landed
in Belgium or France.
- I. Nil
- J. 1/F in Ijzanden at 1010 hrs at 20000 ft. At 1015 hrs Group ordered by Olin to
escort 4th and 5th C's of 1st Task Force to same target as original mission
scrubbed and Squadron later at 1030 hrs made E/V with 4th CW of 1st Force B. of
Lingen at 27,000 ft. Escorted Bombers around target and L/B at Mellep Meppel at
1330 hrs at 12,000 ft. 1/F B. of Epsand at 1345 hrs at 1,000 ft. Lt. Doranski was
seen to hit in channel when his ship had coolant trouble and Lt Doranski bailed out
from about 1500 ft but his chute failed to open. It is believed by Capt Anderson,
his element leader and Squadron leader that Doranski drowned as the flight circled
until the arrival of Air Sea Rescue and no one was seen in the water.
- K. Nil
- L. a observation difficult because of overcast.
b one White Nose P 51 seen to explode in air at 0800 E 5240 N at 1258 and no
chute seen.
- M. One 262 seen out of range just W of Dummer Lake
- N. Ijzanden light heavy inaccurate at 20000 ft
Target heavy moderate inaccurate at 25000 ft.
- O. Haze to 28000 ft and low cumulus on return home made formation difficult.
- P. Nil

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

SECRET

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

APD 559,
9 NOV 44

SUBJECT: S-2, S-3 MISSION REPORT. NO 202

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

- A. 365RD FIGHTER SQUADRON - MAJOR GUERNEY I. CARLISLE, LEADING
- B. 15 UP TAKE-OFF: 0000 DOWN XX 115
- C. ONE EARLY RETURN NO ESCORT
- D. AREA SUPPORT FIELD ORDER NO. 1299A
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN AT BLANKENBURG AT 0035 HRS. AT 17,000 FT. ARRIVED IN
AREA AT 0915 HRS AT 27,000 FT. AND PATROLLED THE AREA UNTIL
1020 AT 27,000 FT. UNTIL ALL BOMBS WERE THRU THE TARGETS.
L/F OUT AT 0810 AT 21,000 FT.
- J. NIL
- K. A. NO OBSERVATIONS DUE TO SOLID OVERCAST AND ALTITUDE
- L. NIL
- M. NIL
- N. OVERCAST
- O. NIL

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

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

SECRET

APR 559.
10 av 111.

Subject: 2-2, 2-3 Mission Report. No 203

To: 1. Officer, 357th Fighter Group, Army Air Forces, Station F-373, APN 559.

1. 363rd Fighter Squadron - Capt J. B. ... leading
2. 16 1038 Up 1435 down

3. Nil

4. Penetration--Target Support-- withdrawal

FD F 1301A

5. Nil

6. Nil

7. Nil

8. Nil

9. Nil

10. 1/2 in smoke at 1117 hrs at 16,000 ft. 1/2 at 1140 hrs at 30,000 ft. provided cover to the last box of assigned bombers carrying them around target and breaking escort at Brussels at 1335 hrs at 25,000 ft. 1/2 out Lebrugge at 1359 hrs at 16,000 ft. Bombers in good formation at 1/2 but scattered on arriving in target area and reported that several targets in area was bombed. Bombers then got into good formation excepting for several stragglers who were not in distress. Bombed thru 10/10ths overcast from 30,000 ft to 31,000 ft.

11. Nil

12. Rockets:

Rotterdam area--1145 hrs and 1145 hrs--70 degree climb--contrails to 55,000 ft--in direction of England.
Vicinity Frankfurt--1150 hrs--70 degree climb--contrails to 55,000ft
Explosion in air at 8,000 ft altitude area of Hoblens at 1230 hrs--aircraft not seen.

13. Nil

14. Weisbaden--heavy--inaccurate--moderate--30,000 ft.

15. 8/10 to 10/10ths target--bombed thru overcast.

16. parre returning report that at 1230 hrs vicinity of Cambria they heard 1/2 with call sign TUGGS 52 telling Gilskin that he was making a belly landing on a field--not an airfield--as his engine had cut-out.

MA. T. F. ...

- 3
Capt.

SECRET

CONFIDENTIAL

303rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
USAAF Station F-373

SECRET

400 559
11 Nov 44

SUBJECT: 1-2, 1-3 Mission Report.

To : 1-2 Officer, 357th Ftr Gp, AAF, USAAF Sta, F-373 400 550

- A. 303rd Fighter Sq.---Capt. C. F. HARRIS in leading.
- B. 1st Up 0955 Down 1326
- C. Nil
- D. Penetration--Target support-- withdrawal. F.O. 1306
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/F in Knocke at 1029 Hrs at 15,000 ft. 1/V with 6 B-17's as briefed at 1055 1
1055 Hrs at 27,000 ft. Provided escort to target where "chaff" was dropped at approx.
1125 hrs. Left this force at 1145 Hrs 31,000 ft and went back to target
area and provided escort to main body of bomber force at 1255 hrs. 1/V 3. Went
at 1255 Hrs at 17,000 ft. 1/F out Knocke 1302 Hrs at 16,000 ft. "Chaff" force had 1
bomber straggling since time of 1/V and covered entire force--no attack upon any
member of this force.
- J. Nil
- K. Rockets:
Vicinity of Frankfurt--1045 hrs, 1047 hrs and 1157 hrs all at 70 degree angle
of climb with contrails to 45,000 to 55,000 ft--direction of England.
- L. Nil
- M. Target and Loacher See--heavy--inaccurate--meagre--27,000 ft.
- N. 8/10ths cumulus in target area to approx. 12,000 ft--bombing done visually.
- O. Nil.

HERBERT F. DE NIGRIS
1-2 Officer,
Capt. AC.

SECRET

145

17

CONFIDENTIAL

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

SECRET

AM 559
16 Nov 44

303rd: 2-2, 2-3 Mission Report. No. 305

To: 2-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373,
AM 559.

A. 303rd Fighter Squadron - Lt. Col. John W. Ladd, leading

B. 10 up 0945 - own 1410

C. 1 (ouch engine)

D. Penetration--target support--informed 1314

E. Nil

F. Nil

G. Nil

H. Nil

I. 1/2 in Blankenburg 10:7 hrs at 20,000 ft. /V with 1st TF at 10:45 hrs
21,000 ft and provided escort to 1st TF around target. Left this TF and went
back and patrolled target area and then furnished escort to 2nd and 3rd TF as they
withdrew from target area. 1/2 at 1305 hrs at 15,000 ft. /V out Blanken-
burg at 1327 hrs at 10,000 ft. 1st and 2nd TF in good formation but 3rd TF of
P-40's in poor formation--many stragglers and force strung out. 1st TF bombed thru
5/10ths thin overcast--2nd TF thru 3/10ths and 3rd TF thru 1/10th.

J. Nil

K. Rockets--vic. Frankfurt--1145 hrs and 12:00 hrs--70 degree climb--contrail to 50,000 ft.

L. Nil

M. Target area--heavy--meagre--inaccurate--21,000 ft.

N. Thin layer of clouds dissipating as 3rd TF bombed visually.

O. Nil

WITNESSES:

Capt. J. C.

-2 Officer.

SECRET

42 559,
18 Nov 14.

TO : 3-2, 1st Air, 157th Fighter Group, Army Air Forces, 1st F -ation 2-73
3-559.

7. a. 16 Me 109s seen on airfield at 4 00395
b. strafed A/A at 4 05140 containing Me. 109s and others believed
dispersed in woods & fields surrounding the field. Approx. eight
four 109s were strafed.

8. Aquas roe caught approx four 109s in a landing pattern at 4 05140

9. Light inaccurate moderate at 4,000 ft at 4 05140

10. All

11. Destroyed: Captain BOB T. FLY One Me. 109 in air One Me. 109 ground
Colonel JOHN L. FLY One Me. 109 in air One Me. 109 ground
Lt. FRANK L. GILCHRIST One Me. 109 on ground

12. Damaged: Captain BOB T. FLY 3 Me. 109s on ground
Lt. FRANK L. GILCHRIST One Me. 109 in air

JOHN B MYERS JR
1st Lt AC
B-2 C

Carlisle, Carter Myers and Crisp landed at base.

SECRET

CONFIDENTIAL

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

A O 559,
20 Nov 44.

SUBJECT: S-2, S-3 Mission Report. No 207

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

- A. 363rd Fighter Squadron - Col JOHN L. LAMMERS, leading
- B. 18 up Take off 1025 Down 1345
- C. Nil
- D. Sweep
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. 1/F in N Ostend at 1104 hrs at 16500 ft. On way to Target area met designated bombers returning with escort SE of Liege at approximately 1120 hours. At Kirschberg at approximately 1130 hrs recall was given and group patrol ed area from x about Kaiserlautern North to Koblenz from xmail recall to approximately 1215 hrs. 1/F out at Schouwen at 1245 hrs at 2500 ft.
- J. Nil
- K. A. Observations limited due to low overcast.
- L. Nil
- M. Koblenz - heavy, accurate moderate at 10000 ft
Schouwen- light, inaccurate intense at 2500 ft.
- N. Solid front moving East from Rhine. Two layers of cumulus West and of Rhine and South of Koblenz with lower layer broken scattered in area of Koblenz.
- O. Nil

TC # 1320A

JOHN B. LAMMERS JR
1st Lt A
S-2 O

Reached at Mess Hall

SECRET

SECRET

363rd Fighter Group, Army Air Forces
Station 7-373

11 359,
21 Nov 44.

Subject: 1-4, -5 Radio Report. 10 338

To: 1-4, 1-5, 363rd Fighter Group, Army Air Forces, Station 7-373, 11 359.

1. 363rd Fighter Group - 1st Lt. W. H. 11 359, leading
2. 1st Lt. W. H. 11 359
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11 359,
1st Lt. W. H.
1-20

Concluded at
Office.

SECRET

Q. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

CONCLUSIONS

$$I_1 = 1.5$$

Five

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1611

CONFIDENTIAL

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

SECRET

APG 559,
27 Nov 44

SUBJECT: S-2, S-3 Mission Report No. 111

TO : S-2 Officer, 357th Fighter Group, Army Air Forces, USAAF Station F-373,
APG559.

- A. 363rd Fighter Squadron - Captain JAMES A. BROOKING, leading
- B. 18 UP. TAKE OFF: 1105 DOWN: 1140
- C. Two (Scores Not Needed)
- D. Fighter Escort and Strafing Field Order #1343A
- E. One NYR
- F. Nil
- G. One NYR - FRANK L. MILLER, JR., ASN 0-668013
- H. 9-0-0 (Air) Destroyed: Four Fw 109s 190s - Captain CHARLES E. YEAGER
Three Fw 190s - Captain CLARENCE K. ANDERSON, JR.
CLARENCE K. ANDERSON, JR.
One Fw 190 - 1st Lt. JAMES H. MORGAN
One Fw 190 - 2nd Lt. RICHARD E. WOLF
- I. 1/2 Rocket/V with 339th Group over base at 1120 hrs at 9,000 ft. 1/F in north of
HAGUE at 1150 hrs at 23,000 ft. Escort broken at 1 45 hrs 15 miles southeast of
HAGUEBURG at 23,000 ft. when squadron engaged 200 plus S/A flying in two large
gaggles, with above results. 1/F out south of HAGUE at 1417 hrs at 7,000 ft.
S/A when engaged broke for the deck heading east beyond LEIPZIG. Lt. GALLER
at 1255 hrs was heard to say over R/T that he was hit and oil was being thrown
back over his canopy - he was told by Captain BROOKING to make for friendly territory.
Squadron did not reach target area due to engagement with S/A.
- J. Nil
- K. a. Rocket - FRANKFORT area at 1203 hrs 75 degree angle of climb toward ENGLAND.
C. NYR ALIS TO 50,000 ft.
- L. Two gaggles of S/E S/A 15 miles northwest of HAGUEBURG at 1245 hrs. in two
formations. When engaged S/A broke for the deck proceeding east beyond LEIPZIG.
- M. Nil
- N. Overcast to HANOVER and CAUV east of HANOVER to target area
- O. Nil

WILLIAM F. DE NICHIS,
Capt, AG,
S-2 O.

CONFIDENTIAL

SECRET¹

152

24

1280

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

SECRET

363rd FIGHTER SQUADRON
357th Fighter Group, Army Air Forces
Hill Station F-173

MO 55%,
30 NOV 44.

SUBJECT: 5-2, 5-3 Fishion Report No. 213.

TO : -2 Officer, 357th Fighter Group, 14th Air Force, 14th Air Force F-375,
APO 539.

4. 369th Fighter Squadron - Major C. J. G. Miller, leading

B. 13 BT. TAKE-OFF: 1025. GOLF:

C. Two

D. Penetration - Target report - identical. PG #1354A (Target file for pg 31 was 1354B)

U. S. Mil Two - JYE

F. 11

06. Add Pro-BUR - All . CC BY, 2nd It, , 8-26632 -- (1, 1 1/2 It, 2nd It, ,
(-76632)

J. Hill

1. a. 6 -17s on a over target - 2,000 ft. Max Four blew up and the 7-17s ran to other. Four shutes were observed from the two that collided.

b. Gray smoke pots creating a screen over the target of interest visibility although weather was C-VU - No black smoke observed.

c. 3rd and 4th coxites - long - good for relation - spaced $\frac{1}{2}$ length apart
one or two strigulars in the wings.

1. 1411

7. Forest area - very intense accurate - 30,000 ft.

M. Over target area - C/VU

C. Mil

JOHN N. MYERS, JR.,
1st Lt., U.S.A.
-20-

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

S-2

RESTRICTED

OFFICE OF THE COMMANDER GENERAL
NO 559

SECRET

1 November 1944

III. Under the provisions of Army Regulation 600-45, 22 September 1941, and pursuant to authority contained in letter HQ, 3, Headquarters 1st Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the 1st Air Force is ordered, for wear with the Air Medal previously awarded to the following named officers, organizations as indicated, Army Air Force, United States Army.

Citation: For meritorious achievement while serving as fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these officers reflect great credit on themselves and the armed forces of the United States.

357

(363rd Fighter Squadron)

THOMAS E. HUNTER	O-421101	Captain
W. S. H. YOUNG	O-637005	1st Lt.
EDWARD E. WOOD	O-578001	1st Lt.
EDWARD E. WOOD	O-633634	1st Lt.

By command of Major General

W. S. H. YOUNG,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/c/ W. S. H. YOUNG
Captain, Air Corps,
Acting Asst. Adjutant General.

FOR EXAMPT:

W. S. H. YOUNG
W. S. H. YOUNG,
Captain, Air Corps,
Adjutant.

SECRET

RESTRICTED

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

HEADQUARTERS 3D BOMBARDMENT DIVISION (H)
Office of the Commanding General
APO 559

S E C R E T

1 November 1944

GENERAL ORDERS)

NO. 911)

E-X-T-R-A-C-T

III. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the OAK LEAF CLUSTER is awarded, for wear with the Air Medal previously awarded to the following-named Officers, organization as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement in destroying one enemy aircraft while on a fighter combat operation while over Germany and German occupied Continental Europe. The aggressiveness, courage and devotion to duty displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

*		*	*
	<u>357TH FIGHTER GROUP</u>		
EDWIN W. HIRO (5th OLC)	O-728661	Major	
EDWIN W. HIRO, (6th OLC)	O-728661	Major	
*	*		*

LEGEN: ** Missing in Action.

By command of Major General PARTRIDGE:

N. B. HARBOLD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/F. E. FITZPATRICK,
Captain, Air Corps,
Acting Asst. Adjutant General.

A TRUE EXTRACT:

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

S E C R E T

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

156

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RESTRICTED

HEADQUARTERS 3D BOMBARDMENT DIVISION (H)
Office of the Commanding General
APO 559

SECRET

8 November 1944

GENERAL ORDER(S)

NO. 949)

SECRET

II. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the DAKOTA STAR MEDAL is awarded to the following named Officers and Enlisted Men of the Army Air Forces, United States Army.

CARROLL J. DEHN, 31126432, Staff Sergeant, Army Air Forces, United States Army. For meritorious achievement in connection with military operations against the enemy from 6 June 1944 to 28 September 1944.

RAYMOND L. MCKIN, 35716139, Staff Sergeant, Army Air Forces, United States Army. For meritorious achievement in connection with military operations against the enemy from 24 July 1944 to 25 September 1944.

By command of Major General PARTRIDGE:

H. B. HARBOLD,
Brigadier General, U.S.A.
Chief of Staff.

OFFICIAL:

s/t/F. E. FITZPATRICK,
Captain, Air Corps,
Acting Asst. Adjutant General.

A TRUE EXTRACT:

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

SECRET

RESTRICTED

157

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1

RESTRICTED

HEADQUARTERS 3D BOMBARDMENT DIVISION (H)
Office of the Commanding General
AFO 559

SECRET

12 November 1944

GENERAL ORDERS)

NO. 974)

EXTRACT

III. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the OAK LEAF CLUSTER is awarded, for wear with the Air Medal previously awarded to the following named Officers, organizations as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement while serving as fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

GUESSKY I. CARLISLE (8th OLC) 357TH FIGHTER GROUP
O-385550

Major

By command of Major General PATRICK:

M. B. HARBOLD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/F. E. FITZPATRICK,
Captain, Air Corps,
Acting Asst. Adjutant General.

A TRUE EXTRACT:

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

SECRET

RESTRICTED

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R E S T R I C T E D
HEADQUARTERS 3D BOMBARDMENT DIVISION (H)
Office of the Commanding General
APO 559

S E C R E T

12 November 1944

GENERAL ORDER)

NO. 974)

E-1-T-2-A-C-1

I. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the AIR MEDAL is awarded to the following-named Officers, organization as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement while serving as fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

357TH FIGHTER GROUP
(363rd Fighter Squadron)
O-826632
O-826621

WALTER W. CORRY
JOE W. CANNON

2nd Lt.
2nd Lt.

II. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the OAK LEAF CLUSTER is awarded, for wear with the Air Medal previously awarded to the following-named Officers, organization as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement in destroying one enemy aircraft while on a fighter combat operation over Germany and German occupied Continental Europe. The aggressiveness, courage, devotion to duty displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

357TH FIGHTER GROUP
(363rd Fighter Squadron)

HAROLD O. HAND (5TH OLC)

O-706384

1st Lt.

Citation: For meritorious achievement while serving as fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these Officers, organizations as indicated. Army Air Forces; United States Army.

357TH FIGHTER GROUP
(363rd Fighter Squadron)

HAROLD O. HAND (4TH OLC)

O-706384

1st Lt.

WARREN J. DORANSKI (2ND OLC)

O-812393

1st Lt.

WARREN P. ROBERTS (1ST OLC)

O-817103

1st Lt.

CARROLL W. OPSTHUN (1ST OLC)

O-700316

1st Lt.

JAMES T. CRUMP (1ST OLC)

O-711959

1st Lt.

EDWARD J. CARR (1ST OLC)

O-820220

1st Lt.

WILLIAM H. FRICKER (4TH OLC)

O-444416

1st Lt.

FRANK L. GILLES, JR., (3RD OLC)

O-688813

1st Lt.

By command of Major General PAUL DUDGE:

OFFICIAL: s/t/P. E. FITZPATRICK

Captain, Air Corps

Acting Asst. Adjutant General

W. B. HARBOLD,
Brigadier General, USA
Chief of Staff.

S E C R E T

159

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A TRUE EXTRACT:

Wm. Miller
U. S. Army,
Captain, Air Corps,
Adjutant.

32

RESTRICTED

HEADQUARTERS 3D BOMBARDMENT DIVISION (H)
Office of the Commanding General
APO 559

GENERAL ORDERS)

NO. 1005

SECRET

--E-X-T-R--C-I--

22 November 1944

II. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters, Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the AIR MEDAL is awarded to the following-named Officers, organizations as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement while serving as fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

357TH FIGHTER GROUP
(363rd Fighter Squadron)

ATLEE G. MANTHOS	O-441026	Captain
JAMES T. BINDER	O-664109	1st Lt.
JAMES R. SLOAN	O-64070	1st Lt.
GEORGE J. RICE	O-756702	2nd Lt.
CLEWOOD A. ZARNKE	O-823118	2nd Lt.
MENDELL T. HELWIG	O-821876	2nd Lt.
RAYMOND W. WOLF	O-822316	2nd Lt.

III. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters, Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the OAK LEAF CLUSTER is awarded, for wear with the Air Medal previously awarded to the following-named Officers, organization as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement while serving as fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

357TH FIGHTER GROUP
(363rd Fighter Squadron)

CHARLES E. YEAGER	(5th OLC)	O-887005	Captain
KRENN LANDIS	(4th OLC)	O-706594	1st Lt.
HENRY B. FRANKLIN	(4th OLC)	O-683434	1st Lt.
WILLIAM R. F. DUNLOP, JR.	(4th OLC)	O-695159	1st Lt.
FRANCIS L. SULLIVAN	(4th OLC)	O-818042	1st Lt.
JOHN R. STERN	(3rd OLC)	O-802360	1st Lt.
ROBERT S. FIFIELD	(3rd OLC)	O-701087	1st Lt.
JOHNNIE L. CARTER	(2nd OLC)	O-826664	2nd Lt.
PAUL N. BOWLES	(1st OLC)	O-826614	2nd Lt.

By command of Major General PARTRIDGE:

N. B. HARBOLD,
Brigadier General, U.S.A.,
Chief of Staff.

OFFICIAL: s/t/F. E. FITZPATRICK,
Captain, Air Corps,
Acting Asst Adjutant General.

A TRUE EXTRACT:

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

S.2

R E S T R I C T E D

HEADQUARTERS 3D BOMBARDMENT DIVISION (H)
Office of the Commanding General

GENERAL ORDERS)

NO. 887)

AIO-559
SECRET

-E-X-T-R-A-C-T-

26 October 1944

II. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the AIR MEDAL is awarded to the following-named Officers, organization as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement while serving as fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

*

*

*

357th FIGHTER GROUP

*

*

(363rd Fighter Squadron)

PAUL N. BOWLES

O-826614

2nd Lt.

III. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters, Eighth Air Force, dated 4 August 1944: Subject: "Awards and Decorations," the OAK LEAF CLUSTER is awarded, for wear with the Air Medal previously awarded to the following-named Officers, organizations as indicated, Army Air Forces, United States Army.

*

*

*

357TH FIGHTER GROUP

*

*

(363rd Fighter Squadron)

FRANK L. GALLER JR.

O-688813

1st Lt.

WILLIAM R. F. DUNLOP, JR.

O-695159

1st Lt.

KEENE (NMI) LANDIS

O-706594

1st Lt.

*

*

Citation: For meritorious achievement while serving as a fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States:

*

*

*

357TH FIGHTER GROUP

*

*

(363rd Fighter Squadron)

JOHN R. STEIN

O-802360

1st Lt.

ROBERT S. FIFIELD

O-701087

1st Lt.

WILLIAM R. F. DUNLOP

O-695159

1st Lt.

WARREN J. DORANSKI

O-812393

1st Lt.

*

*

*

By command of Major General PARTRIDGE:

N. B. HAROLD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/F. E. FITZPATRICK,
Captain, Air Corps.
Acting Asst. Adjutant General.

A TRUE EXTRACT:

Gene Willett
DAVE C. WILLETT,
Captain, Air Corps,
Adjutant. 162

S-2
R E S T R I C T E DHEADQUARTERS 3d BOMBARDMENT DIVISION (H)
OFFICE of the Commanding General
APO 559SECRET

28 October 1944

GENERAL ORDERS)

NO. 895)

E-X-T-R-A-C-T

III. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the OAK LEAF CLUSTER is awarded, for wear with the Air Medal previously awarded to the following-named Officers, organization as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement in destroying one enemy aircraft while on a fighter combat operation while over Germany and German occupied Continental Europe. The aggressiveness, courage and devotion to duty displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

357th FIGHTER GROUP

* *

(363rd Fighter Squadron)

JAMES W. BROWNING, (6th OLC)

O-740361

Captain

JAMES W. BROWNING, (7th OLC)

O-740361

Captain

*

*

Citation: For meritorious achievement while serving as fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

357 TH FIGHTER GROUP

* *

(363rd Fighter Squadron)

JAMES W. BROWNING, (4th OLC)

O-740361

Captain

CLARENCE E. ANDERSON, JR. (4th OLC)

O-730324

Captain

CLARENCE E. ANDERSON, JR. (5th OLC)

O-730324

Captain

JAMES W. BROWNING, (5th OLC)

O-740361

Captain

DONALD J. PASAKA

O-702833

1st Lt.

FLOYD J. MAYNARD

O-692697

1st Lt.

HENRY R. KAYSER (4th OLC)

O-682652

1st Lt.

HENRY R. KAYSER (5th OLC)

O-682652

1st Lt.

By command of Major General PARTRIDGE:

N. B. HARBOLD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/F. E. FITZPATRICK,
Captain, Air Corps,
Acting Asst. Adjutant General.

A TRUE EXTRACT:

DAVE C. WILLETT,
Captain, Air Corp
Adjutant.

SECRET
R E S T R I C T E D

163

37

S-2

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

HEADQUARTERS 3D BOMBARDMENT DIVISION (H)
Office of the Commanding General
APO 559

S E C R E T

28 October 1944

GENERAL ORDERS)

NO. 895)

E-X-T-R-A-C-T

III. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 4 August 1944, Subject: "Awards and Decorations," the OAK LEAF CLUSTER is awarded, for wear with the Air Medal previously awarded to the following-named Officers, organization as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement in destroying one enemy aircraft while on a fighter combat operation while over Germany and German occupied Continental Europe. The aggressiveness, courage and devotion to duty displayed by these Officers reflect great credit upon themselves and the Armed Forces of the United States.

357th FIGHTER GROUP

* * *

(363rd Fighter Squadron)

O-745490

% HERSCHEL T. PASCOE

Captain

* * *

% Missing in Action.

By command of Major General PARTRIDGE:

N. B. HARBOLD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/F. E. FITZPATRICK,
Captain, Air Corps,
Acting Asst. Adjutant General.

A TRUE EXTRACT:

Handwritten signature
DAVE C. WILLETT,
Captain, Air Corps,
Adjutant.

S E C R E T

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

164

38

CONFIDENTIAL

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- 1 claim: One M-109 destroyed, and one M-109 damaged
d. Ammunition expended: 655 rounds, 50 cal 106

CONFIDENTIAL

THOMAS E. DUGHAN,
Captain, AC.,
Pilot.

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

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

ENCOUNTER REPORT

PILOT: THOMAS E. HUGHES, Capt, AC, O-421101 **SECRET**

- A. COMBAT
- B. 2 November 1944 - Field Order #1261A
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1230
- E. 15 miles east of LAMP IG
- F. Low broken to scattered 6/10 to 9/10 overcast to 5,000 feet.
- G. FW 190s - Me. 109s
- H. One FW 190 destroyed - two Me. 109s damaged
- I. I was flying Combat Orange #4. My element leader and I were separated from the rest of the Squadron when we saw a single ship flying along. We turned toward it and it headed down. Lt HAND, element leader, identified it as a FW 190 -- he closed in fast and overshot it. I pulled up behind the E/A and put the K-14 sight on him. He flew straight and level and at about 250 yds I gave him a full burst. Strikes covered the whole cockpit area and inner wing. He wavered then headed down and started to burn around the cockpit and fuselage as I overran. He headed down and went into the cloud. As we pulled up to head back we saw four Me. 109s heading down. We chased them down and Lt. HAND took #4 and the pilot bailed out. I fired on #2, seeing strikes on the wings, and he headed for the clouds. I pulled up on top of the clouds and they pulled out. I fired on #1 of the E/A because I pulled right behind him and fired another burst and saw hits on his fuselage, but he went in clouds also and I went in the clouds myself. The K-14 sight is a vast improvement over the old type sight - once you have an E/A properly lined, it is difficult to miss him. I claim One FW 190 destroyed - Two Me. 109s Damaged.

J. Ammunition Expended: 1120 rds. Cal. .50 MG.

THOMAS E. HUGHES,
Capt, AC.

SUPPORTING STATEMENT

I closed in on the FW 190, not knowing what it was and overran just as I identified it as a FW 190. I called Captain HUGHES and he fired, getting many hits on cockpit and wing roots. The plane started burning around cockpit and seemed out of control as the E/A headed straight down into the clouds at about 5,000 feet.

HAROLD O. HAND,
1st Lt, AC

SECRET

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

CONFIDENTIAL

SECRET

~~SECRET~~

rkb

PILOT: FRANK L. MILLER, JR., 1st Lt, MC, 0-6-4313

A. SUBJECT

B. 18 November 1964 Field Order No. 1317a

C. 363rd Fighter Squadron, 357th Fighter Group

D. 1965

E. Saigon Airfield

F. Bazy

G. No. 109

H. One No. 109 destroyed

I. I was flying #3 with Captain C. with in roller this flight when an airfield near M. P. was seen. Captain C. took peeled off with his wingman and I followed 400 yards in trail and alone. My wingman had become separated from me. He made four passes at the field and on the second pass I destroyed one No. 109 observing it blow up as I was ed over it and then coming back down to circle it and to take pictures. Only a small amount of flak was encountered. Upon leaving the field I observed five ships destroyed outside and some burning in the hangar nearby. I returned to the base with another pilot from the House Squadron.

I claim one No. 109 destroyed.

J. Ammunition expended: 600 rounds .50 cal MC.

FRANK L. MILLER, JR.,
1st Lt, MC.
Pilot

SECRET

1

CONFIDENTIAL

169

43

~~SECRET~~

- an esk. Hoan
131 LI., AD.,
PILOT.

~~SECRET~~ IDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

PILOTS: CLARENCE E. ANDERSON, JR, Capt, AC, O-730324
 RAYMOND E. WOLF, 2nd Lt, AC, O-822316

SECRET

- A. COMBAT
 B. 27 November 1944 - FO #1343A.
 C. 363rd Fighter Squadron, 357th Fighter Group
 D. 1250 - 1300
 E. West and Northwest of NOORDHOUTEN
 F. GAVU
 G. FW 190s
 H. Three FW 190s destroyed by Capt. ANDERSON * One FW 190 destroyed by Lt. WOLF
 I. On November 27, I was leading Blue Section of Cement Squadron which was escorting the 353rd Fighter Group on a strafing mission. About 1245 as we approached the NOORDHOUTEN area, large gaggles of E/A were sighted at 1100 to us. We turned toward them at once and as we got nearer I saw two separate formations which consisted of 80-100 FW 190s in each gaggle. In order to attack them we cut them off and climbed above to the rear - a few E/A broke into my flight but we climbed above and into them, out of range and proceeded after the main force. I saw a straggler low and dove on him. He broke into me and half-rolled to the deck so we climbed back up chasing the large bunch again. We positioned ourselves behind two FW 190s. I selected one and my #3 the other. I closed to about 250 yards - gave him a good burst getting hits all around the fuselage. He didn't seem to do anything so I gave him another burst and he slowly rolled over and went down spinning and out of control. The altitude was 31,000 feet and I could not watch him any longer as there were too many airplanes milling around. There is no doubt in my mind the pilot was killed. We continued on after some more. I saw another FW 190 alone about 29,000 feet, slightly behind. I dove on him, closed from dead astern, fired a good burst from about 250 yards getting hits in wing roots and all around the fuselage. He dumped the stick and I followed, firing again, this time getting hits all over the belly and wings - smoke and pieces flew off. Looking back, I saw some contrails starting down on us so broke into them. They were P-51s so we started back to the main bunch again. I then saw two FW 190s almost on the deck. We gave chase and by the time I got there they were flying at 0 feet at a slow speed. I, coming at such a steep angle and at about 500 MPH, could not make an effective pass so pulled up to circle back. I then saw they were heading for the NOORDHOUTEN A/D. The flak gunners of the field saw us and started firing at the FW 190s and us. The FW 190s then broke away from the airfield. We followed above and they split both crash-landing south of the airfield when they saw us above them again. They crash-landed about four miles apart and I dove on the last one, firing a short burst at about 1,500 yards, again at such an angle and air-speed that I couldn't make too effective a pass. Although we did not actually shoot these airplanes down, my wingman and I caused them to crash-land. Climbing back we saw another 190 coming in to land - he made the field before we could get there. Remembering the flak I stayed away, climbing back up, joined the squadron later and came home.
 I claim Three FW 190s destroyed by myself and one FW 190 destroyed by my wingman,
 RAYMOND E. WOLF, 2nd Lt, AC, O-822316
 Ammunition expended: Capt. ANDERSON 509 rds Cal .50 MG - Lt WOLF 0 rds

SECRET

CLARENCE E. ANDERSON, JR,
Capt, AC.

CONFIDENTIAL

ENCOUNTER REPORT

PILOTS: CLARENCE E. ANDERSON, JR, Capt, AC, O-730324
 RAYMOND E. WOLF, 2nd Lt, AC, O-822316

SECRET

- A. COMBAT
- B. 27 November 1944, - PG #1343A.
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1250 - 1300
- E. West and Northwest of NOORDHAUSEN
- F. CAVU
- G. Fw 190s
- H. Three Fw 190s destroyed by Capt. ANDERSON * One Fw 190 destroyed by Lt. WOLF
- I. On November 27, I was leading blue section of Combat Squadron which was escorting the 363rd Fighter Group on a strafing mission. About 1245 as we approached the NOORDHAUSEN area, large gaggles of E/A were sighted at 1100 to us. We turned toward them at once and as we got nearer I saw two separate formations which consisted of 80-100 Fw 190s in each gaggle. In order to attack them we cut them off and climbed above to the rear - a few E/A broke into my flight but we climbed above and into them, out of range and proceeded after the main force. I saw a straggler low and dove on him. He broke into me and half-rolled to the deck so we climbed back up chasing the large bunch again. We positioned ourselves behind two Fw 190s. I selected one and my #3 the other. I closed to about 250 yards - gave him a good burst getting hits all around the fuselage. He didn't seem to do anything so I gave him another burst and he slowly rolled over and went down spinning and out of control. The altitude was 31,000 feet and I could not watch him any longer as there were too many airplanes milling around. There is no doubt in my mind the pilot was killed. We continued on after some more. I saw another Fw 190 alone about 29,000 feet, slightly behind. I dove on him, closed from dead astern, fired a good burst from about 250 yards getting hits in wing roots and all around the fuselage. He dumped the stick and I followed, firing again, this time getting hits all over the belly and wings - smoke and pieces flew off. Looking back, I saw some contrails starting down on us so broke into them. They were P-51s so we started back to the main bunch again. I then saw two Fw 190s almost on the deck. We gave chase and by the time I got there they were flying at 0 feet at a slow speed. I, coming at such a steep angle and at about 500 MPH, could not make an effective pass so pulled up to circle back. I then saw they were heading for the NOORDHAUSEN A/D. The flak gunners of the field saw us and started firing at the Fw 190s and us. The Fw 190s then broke away from the airfield, we followed above and they split-both crash-landing south of the airfield when they saw us above them again. They crash-landed about four miles apart and I dove on the last one, firing a short burst at about 1,500 yards, again at such an angle and air-speed that I couldn't make too effective a pass. Although we did not actually shoot these airplanes down, my wingman and I caused them to crash-land. Climbing back we saw another 190 coming in to land - he made the field before we could get there. Remembering the flak I stayed away, climbing back up, joined the squadron later and came home.
- I claim Three Fw 190s destroyed by myself and one Fw 190 destroyed by my wingman, RAYMOND E. WOLF, 2nd Lt, AC, O-822316
- J. Ammunition Expended: Capt. ANDERSON 509 rds Cal .50 MG - Lt HAND 0 rds

SECRET

CLARENCE E. ANDERSON, JR,
 Capt, AC.

CONFIDENTIAL

SECRET

SUPPORTING STATEMENT

On November 27th, I was flying #2 position in Captain ANDERSON'S flight. At about 1245 hours we sighted two large enemy formations. We climbed above and to the rear of one group. Captain ANDERSON picked out a straggler and scored hits on the fuselage. The E/A rolled over and went down out of control. The second one Captain ANDERSON fired several bursts and scored good hits on the belly. Pieces flew off and the E/A started smoking. We then went after two FW 190s on the deck. We went down on them very fast, so we circled back and above them to kill speed. The 190s headed for an airfield but were fired at by their own flak gunners. They turned off and crash-landed in on an open field. Captain ANDERSON strafed one of them.

Raymond E. Wolf
RAYMOND E. WOLF,
2nd Lt, AC.

SECRET

CONFIDENTIAL

ENCOUNTER REPORT

PILOT: CHARLES E. YAGER, Capt, AC, C-887005

SECRET

- A. COMBAT
- B. 27 November 1944 - Field Order #1343A
- C. 363rd Fighter Squadron, 357th Fighter Group
- D. 1310
- E. 15 miles southwest of HANGJONG, GUERNEY
- F. CAVU
- G. FW 190s
- H. Four FW 190s destroyed
- I. I was leading Green Flight of Comet Squadron on the escort of another fighter group which was to do strafing south of BSMIE. "JONAH", the other Group reported bandits at 11 O'Clock to us. The Squadron turned left and we saw two gangs of E/A. One was 50 plus and the other was approximately 150 plus. When we turned left Comet leader told me to take over since I was in the lead. I passed in front of the little gang and climbed over the back end of the large bunch to 32,000 ft. I jumped the last E/A which was a FW 190. He went into a rolling dive to the right and then pulled up into a tight turn to the right. I shot a side deflection shot from his right and got hits from around 200 yards. He snapped and the tail flew off and I saw no chute. I pulled back up into the bottom of the gang and another 190 jumped me. I broke into him and got a deflection shot from 90° at around 100 yds. I got many strikes on the fuselage and the E/A started smoking and went into a dive. I followed it down to about 15,000 ft. and the E/A flew apart. There were no chutes. I climbed back up to the tail-end of the gang and jumped another straggler. The E/A started a circling turn with me and I turned in and closed up to about 100 yds. and shot a 30° deflection and got hits all over the ship. The pilot bailed out at around 25,000 ft. I started back after the large bunch and saw another lone 190 circling around over to my left. I got into a luffberry with him and again closed up to within 100 yds at around 40° deflection at 29,000 ft. I fired a short burst and all the hits were concentrated in the cockpit and a sheet of flame came out of the cockpit and the E/A nosed down in a dive on fire. I followed it down to 12,000 ft. There was no chute. I climbed back up to 35,000 ft. and followed the large gang which was whittled down to approximately 100 E/A now, all FW 190s. I started to make another pass down through the bunch but was jumped by a lone P-51. I broke into him and he joined up and when I looked back the E/A were all splitting up and heading for the deck going east. None of the E/A that I engaged dropped their belly tanks and were rather aggressive when engaged. I claim four FW 190s destroyed
- J. Ammunition Expended: 809 rds. Cal .50 MG.

CHARLES E. YAGER,
Capt, AC.

CONFIDENTIAL

SECRET

CONFIDENTIAL

SECRET

SUPPORTING STATEMENT

I was flying #2 in Green Flight on the wing of Captain CHARLES E. YAMER. I was covering Captain YAMER's tail as he got on the tail of a P-190. Captain YAMER got many strikes on the 190 and I saw it go into a dive and the tail flew off. Captain YAMER then pulled up and broke into a 190 which was attacking and got strikes on the fuselage. The E/A went into a steep dive with parts flying off and then blew up. Captain YAMER pulled up and jumped a straggler. I saw hits on the E/A but did not see the pilot bail out as I was in a turn. Captain YAMER got into a luffberry with a 190 and got concentrated hits in the cockpit and it started to flame. The E/A went into a dive and no chute was seen.

WILLIAM T. HEDGECOCK,
1st Lt, MC.

CONFIDENTIAL

SECRET

CONFIDENTIAL

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

STATEMENT

I was leading Cement Red coming under the overcast low on the water when at about 1400 hours Lt. BORANSKI, my #2 man, pulled up dropping back. I then pulled up and back flying over him. I saw coolant coming out of the right side of the ship. His canopy was off. The ship stalled once. Then he jumped at a low altitude tumbling two or three times. His chute streamed out just as he hit the water. I then dove low and saw him still in the harness stretched out but showing no sign of life. The chute and body sank. I stayed at the scene until the Air/Sea Rescue boat came and searched the area.

CLARENCE F. ANDERSON, JR.,
Capt, AC.

STATEMENT

I was flying Cement Red #3 and Lt. BORANSKI was flying Red #2. We were flying approximately 1,000 feet. Suddenly Lt. BORANSKI dropped back out of formation and pulled up slightly. We watched him for a second and saw him start a gentle turn to the left. We made a sharp turn to the left to pick him up. Coolant or some other liquid was streaming from the scoop. At approximately 1,000 feet he bailed out over the NORTH SEA about 100 miles from the English Coast. He tumbled two or three times, then the chute streamed out behind but did not open completely as he hit the water. Everything immediately sank. Oil slick was observed. I immediately climbed to 11,000 feet to give dayday. I contacted Colgate. They took two different fixes. Within five to eight minutes two Air/Sea Rescue P-47s arrived. I also observed Air/Sea Rescue boats approaching accident.

JOHN H. STEIN,
1st Lt, AC.

SECRET

CONFIDENTIAL

CONFIDENTIAL
SECRET

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

STATEMENT

At about 1245 hours at 31,000 feet, approximately fifteen miles southwest of MADGEBURG, GERMANY, Red Flight peeled off on two F-190s. I was on Lt. GAILER'S wing when we started down after two F-190s in a wide diving turn to the right. We then reversed the turn and I crossed over him. When I got where I should have seen him he wasn't there. I thought he should be, but I saw a P-51 below me and joined it, but it was the wrong ship. I then called him and asked where he was and he replied that he was O.K. and that he had another P-51 on his wing. I then rejoined my flight leader who was circling above me.

GLENNWOOD A. BARBER,
2nd Lt, AC.

STATEMENT

I was leading Cement Green Flight and during the engagement I heard Lt. GAILER say that he was shot-up and oil was coming over his windshield. This was at 1245 hours about 15 miles southwest of MADGEBURG, GERMANY. Captain BUCKING, Cement leader, told him to take up a heading of 270°. This was southwest of MADGEBURG.

CHARLES S. YACOB,
Capt, AC.

SECRET

CONFIDENTIAL

RESTRICTED

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General

1 November 1944

SPECIAL ORDERS)

SECRET

NUMBER.....298)

-R-E-T-R-I-C-T-

5. The following O, are SP, temp promoted to the gr indicated in AUS w/rank fr date of this order. (Auth Cir 90, Hq European T of Opns USA, 17 August 1944):

*	*	*	*	*
	<u>3RD BOMBARDMENT DIV</u>			
	<u>Capt to Maj</u>			
*	DAN L. EVANDER, 0332194 AC	*	*	*
	<u>1st Lt to Capt</u>			
*	NORMAN M. BADGER, 0861568 AC	*	*	*

By command of Lieutenant General DOOLITTLE:

JOHN S. ALLARD
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/LINDSEY L. BRAXTON,
Lt Col, AGC,
Adjutant General.

DISTRIBUTION: "H" Plus 2 cys as O per 5,
6 cys Promotion Sec.

A TRUE EXTRACT:

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

SECRET

RESTRICTED

THIS PAGE IS UNCLASSIFIED

RESTRICTED

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General

SPECIAL ORDERS)
NUMBER.....306)

SECRET

9 November 1944

R-X-T-R-A-C-T

6. The following O, AG, are DP, temp promoted to the gr indicated in AUS w/rank
fr date of this order. (Auth Cir 90, Hq European T of Opns USA, 17 August 1944):

3D BOMBARDMENT DIV
2d Lt to 1st Lt

*

JOE W. CANNON, 0826621

*

*

*

By com and of Lieutenant General DOOLITTLE:

JOHN SALLARD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/LINDSEY L. BRAXTON,
Colonel, AGO,
Adjutant General.

A TRUE EXTRACT:

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

SECRET

RESTRICTED

HEAD QUARTERS EIGHTH AIR FORCE
Office of the Commanding General

SPECIAL ORDERS)
NUMBER.....309)

SECRET

12 November 1944

E-X-T-R-A-C-T

6. The following O, AC, are DP, temp promoted to the gr indicated in AUS w/rank
fr date of this order. (Auth: Cir 90, Hq European T of Opns USA, 17 August 1944):

3D BOMBARDMENT DIVISION

2d Lt to 1st Lt

WALTER E. CORRY, OC26632

* *

By command of Lieutenant General DOOLITTLE:

JOHN S. ALLARD,
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/LINDSEY L. BRAXTON,
Colonel, AGD,
Adjutant General.

DISTRIBUTION: "H" Plus 2 cys ea O per 6,
6 cys Promotion Sec.

A TRUE EXTRACT:

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

SECRET

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General

SECRET

14 November 1944

SPECIAL ORDERS)
NUMBER.....311)

-E-X-T-R-A-C-T-

5. The following O, AC, are DP, temp promoted to the gr indicated in AUS w/rank
fr date of this order. (Auth Cir 90, Hq European T of Opns USA, 17 August 1944):

* * * * *

3D BOMBARDMENT DIV

* * *

Pd Lt to 1st Lt

* * * * *

JOHNIE L. CANTER, 028666,

* * * * *

By command of Lieutenant General DOOLITTLE:

JOHN S. ALLARD
Brigadier General, USA,
Chief of Staff.

OFFICIAL:

s/t/LINDSEY L. PRANTON,
Colonel, AGO,
Adjutant General.

DISTRIBUTION: SHS Plus, 2 cys ea O par 5,
6 cys Promotion Sec.

A TRUE EXTRACT:

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

SECRET

RESTRICTED

RESTRICTED

SPECIAL ORDERS
NO 316HEADQUARTERS AAF STATION F-373
APO 559
20 November 1944

SECRET

E-X-T-R-A-C-T

8. Full EM orgns indicated, promoted to gr indicated upon recommendation of their Orgn Comdrs:

263RD AIR SQTO BE STAFF SERGEANT (TEMP)

Sgt (747) George H. Rabich, 32625249

TO BE SERGEANT (TEMP)

Cpl (747) Joseph D. Lanoue, 11017987

TO BE CORPORAL (TEMP)

Pfc (687) Johnnie L. Leveling, 34723860

AUTH: AM 615-5

By order of Lieutenant Colonel LANDERS:

DAVID I. KRAMER,
Captain, Air Corps,
Adjutant.

OFFICIAL:

s/t/DAVID I. KRAMER,
Captain, Air Corps,
Adjutant.

A TRUE EXTRACT:

Clarence Willett
DAVE C. WILLETT,
Captain, Air Corps,
Adjutant.

SECRET

RESTRICTED

182

56

RESTRICTED

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General

SPECIAL ORDERS)
NUMBER.....325)

28 November 1944

SECRET

EXTRACT

*

*

*

5. The following O, AC, are DP, temp promoted to gr indicated in AUS w/rank
fr date of this order (Auth Cir 90, Hq European T of Spns US Army, 17 August
1944):

*

*

*

3D BOMBARDMENT DIV
2d Lt to 1st Lt

*

*

*

GLENWOOD A. ZAPKE, 0822318

By command of Lieutenant General DOOLITTLE:

OFFICIAL:

JOHN S. ALLARD
Brigadier General, USA,
Chief of Staff.

/s/ Lindsey L. Braxton
/t/ LINDSEY L. BRAXTON
Colonel, AGD,
Adjutant General.

A TRUE EXTRACT:

Handwritten signature
DAVE C. WILLIAMS,
Capt, Air Corps.

SECRET

RESTRICTED

183

57

R E S T R I C T E D

SPECIAL ORDERS
NO 301

HEADQUARTERS AAF STATION F-373
APO 559
5 November 1944

-E-X-T-R-A-C-T-

SECRET

3. Foll O, (now atchd Det "B", Hq & Hq Sq, 65th Ftr Wg, for rat, qrs & adm)
asgd 357th Ftr Gp per par 2, SO #244, Hq 66th Ftr Wg, 2 Nov 44, are further asgd orgns
indicated:

JOSEPH (NMI) BZDELIK	FLT O	T-2667	AC	363rd Ftr Sq
----------------------	-------	--------	----	--------------

By order of Lieutenant Colonel LANDERS:

FLOYD G. RIDDLE,
WOJG, USA,
Asst Adjutant.

OFFICIAL:

s/t/FLOYD G. RIDDLE,
WOJG, USA,
Asst Adjutant.

A TRUE EXTRACT:

Handwritten signature
DAVE C. WILLETT,
Captain, Air Corps,
Adjutant.

R E S T R I C T E D

SECRET

5-2

RESTRICTION

SPECIAL ORDER
NO. 313

HEADQUARTERS AAF STATION F-373

AFG 559

17 November 1944

SECRET
CONSOLIDATED

1-1-1-1-1

1. Poll O, sgd 357th Pfr Op per par 4, SO #319, Hq 70th WD (AAF), 14 Nov 44,
are further sgd & AF orders indicated. No s of sta.

NAME	DATE	ISS	Q.22
JAMES W. TAYLOR	20 17	0719464 AC	363rd Pfr Sq
WILLIAM E. THOMSON	20 17	0719468 AC	do
ROBERT L. THOMSON	20 17	0719469 AC	do
DENNIS J. THOMP, JR.	20 17	0721560 AC	do
ELSON W. WARR	FLY 0	1342728 AC	do

By order of Lieutenant Colonel E. H. HARRIS:

DAVID I. KRAMER,
Captain, Air Corps,
Adjutant.

OFFICIAL:

s/t/DAVID I. KRAMER,
Captain, Air Corps,
Adjutant.

A TRUE EXTRACT:

Paul W. W. W.
DAVE C. WILLETT,
Captain, Air Corps,
Adjutant.

SECRET

RESTRICTED

SPECIAL ORDERS
NO 305

SECRET

HEADQUARTERS AAF STATION F-373
APO 559
9 November 1944

EXTRACT

4. CAPT CLARENCE E. ANDERSON, JR., 0730324, AC, reld fr asgmt & dy w/363rd Ftr Sq & asgd & WP Hq 357th Ftr Gp. No c of sta.

5. CAPT CLARENCE E. ANDERSON, JR., 0730324, AC, Hq 357th Ftr Gp, aptd Asst Gp S-3 (princ dy) & Asst Sta S-3 (add dy)

By order of Lieutenant Colonel LANDERS:

FLOYD G. RIDGLE,
WOJG, USA,
Asst Adjutant.

OFFICIAL:

s/t/FLOYD G. RIDGLE,
WOJG, USA,
Asst Adjutant.

A TRUE EXTRACT

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

RESTRICTED

SECRET

RESTRICTEDHEADQUARTERS 3D BOMBARDMENT DIVISION
APO 559

G-C-2

SECRET

12 November 1944

SPECIAL ORDERS)

NUMBER 317)

-E-X-T-R-A-C-T-

 14. The following-named O and EM are trfd in gr fr orgns indicated to CP, 170th Replacement Depot, AAF. O will report to CO at AAF Sta #691, o/a 15 Nov '44 and EM will report to CO at AAF Sta #569 w/o delay to await T to the Z of I:

TRFD FR--357TH FIGHTER GROUP

*

1ST LT FRANCIS L SULLIVAN, 0818042, AC
 1ST LT WILLIAM H. PRICKER, AC, 0440416

*

1stLT HENRY B FRANKLIN, 0683434, AC
 1ST LT HAROLD O. HAND, 0706384, AC

By command of Major General PARTRIDGE:

N. B. HARBOLD,
 Brigadier General, U.S.A.,
 Chief of Staff.

OFFICIAL:

s/t/JOHN P. THOMAS,
 Major, Air Corps,
 Acting Adjutant General.

A TRUE EXTRACT:

Reac 111 111
 DAVE C. WILLETT,
 Captain, Air Corps.

SECRET

RESTRICTED

RESTRICTED

SPECIAL ORDERS
NO 317

HEADQUARTERS AAF STATION F-373
APO 559
21 November 1944

SECRET

-E-X-T-R-A-C-T-

1. FLT C PATRICK L. MALLIONE, T62727, AC, reld fr asgmt & dy w/362nd Ftr Sq & asgd & WP 363rd Ftr Sq. No c of sta.

* * * * *

By order of Lieutenant Colonel LANDERS:

DAVID I. KRAMER,
Captain, Air Corps,
Adjutant.

OFFICIAL:

s/t/DAVID I. KRAMER,
Captain, Air Corps,
Adjutant.

A TRUE EXTRACT

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

SECRET

HEADQUARTERS 3D BOMBARDMENT DIVISION
Office of the Commanding General
APO 559

GENERAL ORDERS)

SECRET

NO. 1015)

CITATION

26 November 1944

Under the provisions of Executive Order No 9396, (Sec I, Bull 22, WD 1943) and Sec IV, War Department Circular 333, 22 December 1943, the 66th Fighter Wing is cited for outstanding performance of duty in action against the enemy while furnishing area support to the bombers and troop carriers participating in the airborne operations in the Arnhem area, 17 September 1944 to 23 September 1944.

Despite generally adverse weather conditions and determined enemy opposition, the groups of the 66th Fighter Wing skillfully employed all known types of fighter tactics to offer protection and facilitate the unloading and forward movement of the airborne troops. For seven consecutive days, these gallant airmen engaged and destroyed the enemy at high altitudes, blasted vitally important installations by effective dive bombing, and neutralized enemy ground fire by daring, low, level strafing attacks. During this period, 73 enemy aircraft were destroyed in the air, 6 were probably destroyed, and 8 more were damaged. In addition, 87 flak installations were destroyed and 59 were damaged. The destruction of 1 bridge, 100 railway cars, and 109 military vehicles seriously impeded the enemy's efforts to rush reinforcements to the scene of action. The 66th Fighter Wing was credited with 1,455 sorties during these momentous operations and although they delivered telling blows to a well armed foe, only 25 fighters failed to return. This fact, combined with the remarkably low loss of bombers and troop carriers that they escorted, indisputably attests to the superb aerial discipline and aggressive fighting spirit of these courageous pilots.

The members of the 66th Fighter Wing displayed extraordinary heroism, determination, and esprit de corps above and beyond that of all other units participating in these operations. Completely disregarding personal safety, they successfully overcame the difficulties presented by fierce enemy opposition and unfavorable weather and contributed in a large measure to the successful completion of a significant phase of the war against Germany. The outstanding bravery and heroic actions of the 66th Fighter Wing on this historic occasion are in keeping with the highest and most valued traditions of the Army Air Force.

By command of Major General PARTRIDGE:

OFFICIAL:

N. E. HARBOLD
Brigadier General, U. S. A.
Chief of Staff

s/ Thomas J. Barnhart
t/ THOMAS J. BARNHART
Lt. Col., Air Corps
Acting Adjutant General

A CERTIFIED TRUE COPY:

David I. Knaier
DAVID I. KNAIER,
Captain, Air Corps,
Adjutant.

SECRET

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MICROFILM

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DOD DIR 5200.9

AMF STATION F-373

363rd Fighter Squadron
357th Fighter Group

SP-Fl-363-H
Dec, 1944

DECLASSIFIED
DOD DIR 5200.9

SECRET

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SECRET

GENERAL SUMMARY OF OPERATIONS

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

SECRET

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

A SECOND MISSION THIS DAY WAS TO ESCORT SPITFIRES ON A PHOT RECON MISSION - PHOTOGRAPHING THE RHINE RIVER BETWEEN LUDWIGSHAVEN AND KARLSRUHE. LT SITZER DESTROYED A ME 109 ON THIS MISSION.

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

SECRET

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

STATISTICAL SUMMARY

I. A/C ABORTIVE ANALYSIS (EARLY RETURNS)

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

II. FLIGHT RECORD

NUMBER OF AIRCRAFT AIRBORNE 561
NUMBER OF A/C AIRBORNE (PREV. MON.) 552
PERCENTAGE OF AIRBORNE A/C ABORTIVE 2.5
PERCENTAGE OF AIRBORNE A/C ABORTIVE
(PREVIOUS MONTH) 9.1

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

III. AMMUNITION STOPPAGE ANALYSIS

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

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

SECRET

THE DEPARTMENTS

ENGINEERING

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

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

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

COMMUNICATIONS

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

ARMAMENT

STOPPAGE ANALYSIS FROM MAY 1944 TO DECEMBER 1944

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

SECRET

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

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

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

TABLE OF PROMOTIONS

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

PERSONNEL TRANSFERRED IN

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

PERSONNEL TRANSFERRED OUT

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

AWARDS

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

SECRET

AWARDS (CONTINUED)

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

LOSSES

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

CLAIMS

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

SECRET

TRAINING PROGRAM

ORIENTATION

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

THE PROGRAM FOR THE MONTH INCLUDED:

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

SECRET

SECRET

RECEIVED

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

APD 559,
2 Dec 44.

SUBJECT: F-3, F-3 Mission Report, No. 214

TO : F-3 Officer, 357th Fighter Group, Army Air Forces, Hq. Station F-373,
APD 559.

- A. 303rd Fighter Squadron - Captain [redacted] . P.O.Y., leading
- B. 18 TAK-OFF: 1125. 1236
- C. None
- D. Penetration- Target report - 1140000 3rd Bd - 70 # 5024
Target - 1000000 1000000
- E. All
- F. All
- G. All
- H. 1-1-1 (air) destroyed: One Ju. 88 by Captain [redacted] . P.O.Y.

1. I/F is at 1140000 at 1200 hrs at 11,000 ft. I/F south of 1140000 at 1200 at 11,000 feet with designated leaders. Started 1st combat wing to 10 miles east of I/F when the 1st combat wing made a left 180 degree turn and did not inform the group leader (our) that they were aborting. Group proceeded to area of the target. I/F out at 1140000 hrs at 11,000 ft.
2. All
3. a. Observations limited because of overcast.
4. No large gas has been seen but group encountered one Ju 88 near the deck north-east of 1140000 with above result still chasing three bogies.
5. No flak encountered
6. Three layers of clouds ranging from 8,000 to 12,000 ft obscured the target and impaired visibility
7. The Ju. 88 destroyed by Captain [redacted] appeared to be radar equipped although painted silver. It had three shafts extending from the nose downward, two shafts extending forward from the nose, two shafts extending upward from the nose and one shaft extending forward from each wing about 51 feet from the tip.

JOHN E. [redacted] ,
1st Lt, AC,
Intelligence Officer

SECRET

CONFIDENTIAL

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

rkb

AFO 559,
4 Dec 44.

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

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

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

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

CONFIDENTIAL

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

AFPO 559
5 Dec 44

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

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

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

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

CONFIDENTIAL

AF0 559,
6 Dec 44.

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

- SEYMOUR F. DE WIGGINS,
Captain, Air Corps,
Intelligence Officer.

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

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

AFD 559,
10 Dec 44.

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

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

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

FO 1404A

ERNEST F. DE NIGRIS
Capt. AC
Intelligence Officer.

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

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

AFPO 559
11 Dec 44.

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

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

- A. 363rd Fighter Squadron - Major G. I. CAMPBELL, leading
- B. 23 CP. TAKE-OFF: 1015 DOWN: 1400
- C. Nil
- D. Penetration - Target Support - Withdrawal PO #1408. Target: G-13 13
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. L/F in north of KNOCKS at 1055 hrs at 17,000 feet. R/V with assigned bombers south of H. G. at 1130 hrs at 22,000 feet. escorted bombers around target leaving them south of KNOCKS at 1215 hrs at 20,000 feet. L/F out north of KNOCKS at 1325 hrs at 19,000 feet.
- J. Nil
- K. a. Limited due to overcast over entire continent
b. Rocket at 1200 at 45 degree angle AMSTERDAM area
- L. Nil
- M. Light heavy inaccurate 25,000 ft. over target
- N. Overcast over continent and target
- O. Nil

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

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

AT ORDERLY ROOM.

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

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

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

APD 559,
17 DEC 41.

SUBJECT: S-2 MISSION REPORT 12-1.

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

- A. 365TH FIGHTER SQUADRON - CAPTAIN ROBERT W. FOY, LEADING
- B. 12 UP. TAKE-OFF: 1125. DOWN: 1525
- C. TWO - INCLUDING ONE (DORR)
- D. CIRCUMSTANCES - TARGET SUPPORT - WITHDRAWAL - FORWARD TARGET CASTEL
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN NORTH OF OSTEND AT 1215 HRS AT 21,000 FT. 5/1 WITH
ASSIGNED BOMBERS EAST OF BEZEL ES AT 1250 HRS AT 25,000 FT.
ESCORT PROVIDED TO 1ST TWO OF GREAT WINGS AROUND TARGET. THREE FLIGHTS
OF SQUADRON BROKE ESCORT AT 1320 HRS AT THEY WERE FORCED TO FLY ON
INSTRUMENTS DUE TO CLOUD CONDITIONS - L/F OUT AT SCHOWEN
ISLAND AT 1455 HRS AT 20,000 FT. THE OTHER FLIGHT, LED BY DRYDEN
PROVIDED ESCORT TO ENGLAND LEAVING BOMBERS AT 1527 HRS AT 6,000 FT
- THIS FLIGHT MADE L/F OUT OSTEND AT 1508 HRS AT 10,000 FT. BOMBERS
BOMBED TARGET AT 1555 HRS THROUGH 10/10 OVERCAST FROM 25,000 FT.
- J. NIL
- K. A. OBSERVATION OF BOMBING RESULTS AND GROUND CONDITIONS IMPOSSIBLE
BECAUSE OF 10/10 CLOUD COVERAGE. BOMBERS IN LOOSE FORMATION
APPARENTLY DUE TO CLOUDS WHICH WENT AS HIGH AS 53,000 FT.
- L. NIL
- M. TARGET HEAVY MESSER INAD ORATE 27,000 FT.
- N. SOLID 10/10 OVERCAST TO 10,000 FT. WITH HALE AND CIRRUS TO 33,000
FT.
- O. NIL

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

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

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

APD 559,
23 DEC 44.

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

TO : E-2 OF 10CR, 357TH FIGHTER GROUP, ARMY AIR FORCES, USAAF
STATION F-373, APD 559.

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

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

ERNEST F. DE NIGRIS
CAPT. AC
INTELLIGENCE O.

SECRET

CONFIDENTIAL

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

APD 559.
23 DEC 54.

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

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

A. 36580 FIGHTER SQUADRON

FM 1005A

CAPT FOY AND LT HELMIS LARSEN AT NOPE BASE AT 1505 HRS.
CAPT FOY CLAIMS A ME 109 DESTROYED AT 1550 HRS AT 2,000 FT. EAST
OF WETZLAR. REPORTS A GRASS A/F AT 1500 5010 WITH 4 PA 100'S AND
6 ME 109'S ON IN REVELEMENTS--FIELD DID NOT APPEAR TO HAVE ANY FLAK
DEFENSES. BROUGHT 55 IN ITS UP TO THE A/F BUT NO ONE STRAFED.
CAPT FOY ALSO REPORTS A ME 109 AT APPROX 1200 HRS S OF LEIGE AND
JUST E OF WARGHE. THE JET A/C TURNED INTO CAPT FOY AT 10,000 FT
AND FOY MADE A 300 DEGREE TURN WITH IT. THE JET DID NOT HAVE ITS
JET UNITS ON AND FOY GOT BEHIND IT BUT NOT WITHIN FIRING RANGE.
THE L/A WENT INTO A SHALLOW DIVE WITH FOY BEHIND IT--BUT THE L/A
PULLED AWAY RAPIDLY WHEN IT TURNED ON ITS JET UNITS.

ERNEST F. CL NIGHTS
CAPT. 70
INTELLIGENCE B.

• 2007-08-01

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

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

APD 559,
24 Dec 44.

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

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

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

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

~~SECRET~~
CONFIDENTIAL

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

APU 359,
25 DEC 48.

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

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

- A. 353RD FIGHTER SQUADRON - MAJOR G. I. CARLSILL, LEADING
- B. 15 - 0900 - 1615
- C. NIL
- D. PENETRATION--TARGET SUPPORT--WITHDRAWAL PD 1651A
- E. 1 NYR--BELIEVED TO HAVE LANDED SAFELY A/F SR LEINE
- F. NIL
- G. LT. WINDHAM--BELIEVED TO HAVE LANDED AS IN PARA. "E".
- H. NIL
- I. L/F IN N KNOCKE 1430 HRS AT 15,000 FT. R/V 2 DRUSSELS AT 1440 HRS AT 25,000 FT. ESCORTED 1ST 3 OB'S AROUND TARGET L/S AT 1330 HRS 3 LIGE AT 25,000 FT. L/F OUT 5 CROCKE 1 1440 HRS 15,000 FT. BOMBERS DID NOT FOLLOW BRIEFED COURSE--DOWNED TARGETS 3 OF MAINZ WITH EXCELLENT RESULTS. LT WINDHAM REPORTED AS IN HIS COCK-PIE AND AT 1545 HRS SAID HE WAS LANING AT A/F SR LEINE.
- J. NIL
- K. A. UNIDENTIFIED JET FOLLOWED FORMATION FROM GENT TO S LEINE WHERE HAZE OBSERVED FURTHER OBSERVATION. E/A FOLLOWED AT 55,000 FT AND PILOTS BELIEVE HE WAS ACTING AS THE SPITTER FOR THE GAF.
B. FORMATION WITHIN GROUPS WAS GOOD--LOW SQUADRON HOWEVER IN ALL 3 GROUPS WAS A LITTLE TOO LOW AND TO THE REAR. GOOD INTERVAL BETWEEN GROUPS.
C. NO GROUND OBSERVATION DUE TO ALTITUDE.
- L. NO ENEMY AIR OPPOSITION EXPECTED TOWARD FORMATION--BUT A GOOD MANY (NO ESTIMATE GIVEN) U/I 1/2 A/C OBSERVED LOW BETWEEN FRANKFURT AND LUDWIGSHAVEN AREA.
- M. TARGET-HEAVY--INACCURATE--DEGREE TO MODERATE--25,000 TO 27,000 FT.
- N. CAVE--VISUAL BOMBING REPORTED EXCELLENT ON TARGET 3 MAINZ.
- O. NIL

ERNEST F. DE NIOPIS
CAPT. AG
INTELLIGENCE O.

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

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

APD 559.
27 DEC 44.

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

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

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

HENDRICKS

SECRET

CONFIDENTIAL

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

APG 559,
20 DEC 44.

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

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

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

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

28
SECRET

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CONFIDENTIAL

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

APD 559,
29 DEC 44.

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

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

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

FD 1463A

JOHN B MYERS JR
LST LT AC
S-2 O

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

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

APD 559,
30 DEC 44.

SUBJECT: S-2 MISSION REPORT #229

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

- A. 363RD FIGHTER SQUADRON - LT. COL IRWIN H. DREGNE, LEADING. (A GROUP)
- B. 20 - 1015 - ~~1055~~ 1455
- C. ONE
- D. PENETRATION - TARGET SUPPORT - 1TH DRAGONAL FG #1667A. TARGET KASSEL W.
- E. NIL
- F. NIL
- G. NIL
- H. NIL
- I. L/F IN BELIEVED TO BE 1105 AT 13,000 FT. UNDETERMINED LOCALE DUE TO UNDERCAST. R/V WITH 1ST THREE COMBAT WINGS OF ASSIGNED BOMBERS AT 1122 HRS AT 25,000 FT. SQUADRON PROVIDED ESCORT TO 1ST COMBAT WING AND FIVE B-17S DROPPING CHAFF UNTIL 1105 HRS - BREAKING ESCORT AT 21,000 FT. L/F OUT AT 1125 HRS AT 13,000 FT. AT 1147 HRS YELLOW LEADER OF DOLLAR SQUADRON HEARD TO SAY OVER R/T WAS HIT BY FLAK - WING WAS ON FIRE AND WAS BAILING OUT. 10/10 UNDERCAST PREVENTED ANY OBSERVATION. TARGET BOMBED AT 1212 HRS.
- J. NIL
- K. A. FORMATION WITHIN COMBAT WINGS GOOD - BOXES SPACED TOO FAR APART.
- L. NIL
- M. TARGET - HEAVY INACCURATE MODERATE 20,000 TO 27,000 FT. INACCURACY DUE APPARENTLY TO DROPPING OF CHAFF.
- N. 10/10 OVERCAST OVER CONTINENT AND TARGET.
- O. NIL

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

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

543RD FIGHTER SQUADRON
357TH FIGHTER GROUP, ARMY AIR FORCES
USAAF STATION F-373

APR 559.
31 DEC 44.

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

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

- A. 543RD FIGHTER SQUADRON - MAJOR G.T. CARLISLE, LEADING.
- B. 21 - 0910 - 1355
- C. ONE
- D. PENETRATION TARGET S. POINT WITH RAPIDAL FO 1421A
- E. NIL
- F. ONE CATB "B"
- G. 2ND LT MICHAEL E EMERY O-25615 SLIGHT HEAD INJURY WHEN HE
BELTIED PLANE IN ON LANDING AT FIELD.
- H. NIL
- I. L/F IN N WINDS AT 1000 HRS AT 1000 FT. P/V WITH DESIGNATED
BOMBERS AT 1030 HRS E OF WINDS AT 20000 FT AFTER MAKING ORBIT
TO LOCATE DESIGNATED BOX. ESCORTED BOMBERS AROUND TARGET UNTIL L
BOMBS AT 1200 HRS AT 20000 FT THEN RETURNED TO TARGET AREA A
TO PATROL. MADE L/F OUT N WINDS AT 1335 HRS AT 15000 FT.
- J. NIL
- K. A OVERCAST PREVENTED SMOKE OBSERVATIONS
B COMBAT WINGS AND SQUADRONS IN POOR FORMATIONS COMBAT GROUPS
BEING SO CLOSE TOGETHER A TO MAKE DISTINCTION OF GROUPS
SIF-10 LT. PLANES WITHIN SQUADRONS FLYING IN SINGLES OR
DOUBLES WITHOUT UNIFORMITY.
- L. NIL
- M. TARGET AREA HEAVY MIST INACCURATE AT 22000 FT.
- N. OVERCAST
- O. NIL

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

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

ENCOUNTER REPORT

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

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

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

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

ENCOUNTER REPORT

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

- A. COMBAT
- B. 5 DECEMBER 1944 FIELD ORDER # 1574A
- C. 363RD FIGHTER SQUADRON, 55TH FIGHTER GROUP
- D. 1945
- E. NORTH OF BERLIN
- F. CIRRUS LAYER 9/10 - 1,000 FT.
- G. FW 190
- H. ONE FW 190 DESTROYED
- I. I WAS LEADING THE SECOND ELEMENT IN ORIENT WHITE FLIGHT WHEN WE ENGAGED THREE 190S. THEY WERE COMING ALMOST HEAD-ON SLIGHTLY TO OUR RIGHT AND LOW. WHEN THEY WERE ALMOST PARALLEL TO US MY FLIGHT LEADER BROKE INTO THEM TAKING THE ONE NEAREST HIM AND I ENGAGED THE ONE NEXT IN LINE. I FIRED A SHORT BURST AT HIGH DEFLECTION BUT NO STRIKES WERE SEEN. HE BROKE FOR THE DECK AND I FOLLOWED HIM BUT WAS UNABLE TO CATCH HIM THE FIRST TIME HE WENT DOWN. HE WENT DOWN TO ABOUT 10,000 FT AND STARTED UP AGAIN. I FOLLOWED HIM BACK AND SHOT ABOUT THREE SHORT BURSTS AT HIM BUT NO STRIKES. HE IMMEDIATELY BROKE FOR THE DECK AGAIN AND I GOT HIM WITH A GOOD BURST JUST BEFORE HE ENTERED THE TOP OF THE OVERCAST. I PULLED IN SLIGHTLY AND OBSERVED HIM COME BACK JUST OUT OF THE OVERCAST ALMOST PARALLEL WITH ME AND TO MY LEFT. HE WAS STREAMING FLAME AND SMOKE. THE PILOT BAILED OUT IN THE THIN OVERCAST AT ABOUT 1,000 FT. WHILE MANEUVERING AND ATTACKING THE 190 MY WINGMAN LOST ME. I CLAIM ONE FW 190 DESTROYED.

J. AMMUNITION EXPENDED: 297 RDS 50 CAL MG.

JOHNNIE L. CARTER,
1ST LT, AC.

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

SECRET

CONFIDENTIAL

ENCOUNTER REPORT

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

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

JAMES W. BROWNING,
CAPT, AC.

SUPPORTING STATEMENT

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

SAUL SITZER,
F/O, AC.

CONFIDENTIAL

George J. Kuhl

James Krump

Ronald L. Beckley

Paul H. Andrew

1000

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

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

1. SUBJECT
2. THE ENEMY 109s WERE FIELD IN AN "EVIDENT" WITH STRAIGHT
3. WINGMANSHIP STRAIGHT, WITH FIGHTER GROUP
4. 109s
5. 109s WERE NOT IN LINE
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100. 109s WERE NOT IN LINE

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

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

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

CONFIDENTIAL

ENCOUNTER REPORT

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

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

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

CONFIDENTIAL

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

A. COMBAT

- 1. 22 DEC 64. FIELD NO. 1 111A
- 2. 1000 HOURS SQUAD RUN, 10TH FIGHT, 1000 HOURS
- 3. 1000
- 4. 25 MILES WEST OF BLOOMING
- 5. CAVO
- 6. 1000
- 7. 1000
- 8. 1000

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

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

Gerrisly I. Carlsile
GERRISLY I. CARLSILE,
MAJOR, AC.,
PILOT.

SUPPORTING STATEMENT

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

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

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

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

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

JAMES R. SLOAN,
1ST LT, AG.

CONFIDENTIAL

CONFIDENTIAL

ENCOUNTER REPORT

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

- A. COMBAT
- B. 24 DECEMBER 1944 -- FIELD ORDER #146A
- C. 563RD FIGHTER SQUADRON, 357TH FIGHTER GROUP
- D. 1240
- E. 25 MILES WEST OF KOBLENZ
- F. C A V U
- G. ME 109
- H. ONE ME 109 DESTROYED
- I. I WAS FLYING #2 POSITION AT ABOUT 25,000 WHEN ABOUT SIX FW 190S FLEW 500 FT ABOVE FROM 11:00 O'CLOCK. WE IMMEDIATELY BROKE INTO THEM AND WHILE FOLLOWING MY FLIGHT LEADER MY PLANE GOT INTO A POSITION WHERE IT FELT OUT OF CONTROL. AFTER GETTING CONTROL I HAD LOST MY FLIGHT LEADER BUT FINALLY JOINED UP WITH OUR #3 MAN WHO WAS ALSO ALONE. WE PROCEEDED TOGETHER TO 0 AFTER SOME CONTRAILS WHEN WE SAW TWO ME 109S AT NINE O'CLOCK. LT CARTER, THE #3 MAN SAID FOR ME TO TAKE ONE AND HE TOOK THE OTHER. I SAW LT CARTER GET HITS ON HIS WHENTHEY WERE BOTH HEADING FOR THE DECK. AS MINE WAS QUITE SOME DISTANCE AHEAD I WENT BY LT CARTER AND THE ME 109 AFTER MY ME 109. I FIRED A SHORT BURST BUT WAS OUT OF RANGE ALTHOUGH SOME SMOKE DID COME OUT OF IT. I FOLLOWED THE ME 109 FOR ABOUT 10 OR 15 MINUTES THROUGH VALLEYS RIGHT TO THE DECK. AT DIFFERENT INTERVALS I SHOT SHORT BURSTS WHEN FINALLY THE ME 109 HIT THE SIDE OF A HILL. THE PLANE DISINTEGRATED INTO A HUNDRED PIECES BUT THERE WAS NO FIRE. I TOOK PICTURES OF THE REMAINS OF THE PLANE BEFORE LEAVING FOR HOME. I WAS ALL ALONE; THE FILM WILL CONFIRM THE VICTORY. I CLAIM ONE ME 109 DESTROYED.
- J. AMMUNITION EXPENDED: 1149 RDS.

WARNER P. ROBERTS,
1ST LT, AG.

CONFIDENTIAL

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SECRET

CONFIDENTIAL

END ENTER REPORT

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

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

JOHNNIE L. CARTER,
1ST LT, AG.

CONFIDENTIAL

1911-1912

1911-1912

1911-1912

- 1. The first of the year was a very dry one.
- 2. The second of the year was a very dry one.
- 3. The third of the year was a very dry one.
- 4. The fourth of the year was a very dry one.
- 5. The fifth of the year was a very dry one.
- 6. The sixth of the year was a very dry one.
- 7. The seventh of the year was a very dry one.
- 8. The eighth of the year was a very dry one.
- 9. The ninth of the year was a very dry one.
- 10. The tenth of the year was a very dry one.
- 11. The eleventh of the year was a very dry one.
- 12. The twelfth of the year was a very dry one.
- 13. The thirteenth of the year was a very dry one.
- 14. The fourteenth of the year was a very dry one.
- 15. The fifteenth of the year was a very dry one.
- 16. The sixteenth of the year was a very dry one.
- 17. The seventeenth of the year was a very dry one.
- 18. The eighteenth of the year was a very dry one.
- 19. The nineteenth of the year was a very dry one.
- 20. The twentieth of the year was a very dry one.
- 21. The twenty-first of the year was a very dry one.
- 22. The twenty-second of the year was a very dry one.
- 23. The twenty-third of the year was a very dry one.
- 24. The twenty-fourth of the year was a very dry one.
- 25. The twenty-fifth of the year was a very dry one.
- 26. The twenty-sixth of the year was a very dry one.
- 27. The twenty-seventh of the year was a very dry one.
- 28. The twenty-eighth of the year was a very dry one.
- 29. The twenty-ninth of the year was a very dry one.
- 30. The thirtieth of the year was a very dry one.
- 31. The thirty-first of the year was a very dry one.

James A. Craig

1911-1912

The first of the year was a very dry one. The second of the year was a very dry one. The third of the year was a very dry one. The fourth of the year was a very dry one. The fifth of the year was a very dry one. The sixth of the year was a very dry one. The seventh of the year was a very dry one. The eighth of the year was a very dry one. The ninth of the year was a very dry one. The tenth of the year was a very dry one. The eleventh of the year was a very dry one. The twelfth of the year was a very dry one. The thirteenth of the year was a very dry one. The fourteenth of the year was a very dry one. The fifteenth of the year was a very dry one. The sixteenth of the year was a very dry one. The seventeenth of the year was a very dry one. The eighteenth of the year was a very dry one. The nineteenth of the year was a very dry one. The twentieth of the year was a very dry one. The twenty-first of the year was a very dry one. The twenty-second of the year was a very dry one. The twenty-third of the year was a very dry one. The twenty-fourth of the year was a very dry one. The twenty-fifth of the year was a very dry one. The twenty-sixth of the year was a very dry one. The twenty-seventh of the year was a very dry one. The twenty-eighth of the year was a very dry one. The twenty-ninth of the year was a very dry one. The thirtieth of the year was a very dry one. The thirty-first of the year was a very dry one.

George L. Hall

1911-1912

SECRET
CONFIDENTIAL

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

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

~~SECRET~~

Classification cancelled

by authority

CO. 33 *Liddell* 9 Feb 46

Richard A. Skeritt

date

SEP 1 5 1960

DECLASSIFIED

14-00000-111
14-1145

~~SECRET~~

UNIT HISTORY

[REDACTED]

363RD FIGHTER SQUADRON

JANUARY

1945

50. Fi-363-H
JAN, 1945

UNCLASSIFIED

Classification cancelled by [REDACTED]

by authority of [REDACTED]

date

SEP 10 1980

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3005 OFFICERS

1st FIGHTER GROUP



STANDING - LEFT TO RIGHT

LT. JOHN F. BYERS, JR., ASST. INTELLIGENCE OFFICER
 LT. HAROLD G. REYNOLDS, COMMUNICATIONS OFFICER
 CAPT. JERRY L. BAKER, ENGINEER
 CAPT. PAUL C. DE WILDE, PILOT
 LT. JOHN C. SMITH, ASST. PILOT

KNEELING - LEFT TO RIGHT

CAPT. ROBERT C. DE WILDE, INTELLIGENCE OFFICER
 CAPT. DAVID A. BOWLING, PILOT
 CAPT. DAVID C. KILPATRICK, ASST. PILOT
 CAPT. CHARLES E. YERGEN, PILOT
 MAJOR DAN L. EVANSON, EXECUTIVE OFFICER
 CAPT. PAUL C. TRAPP, FLIGHT SURGEON

PHOTOGRAPHS

ENLISTED PERSONNEL OF THE SQUADRON
SHEET ONE

SECRET



SECRET

PHOTOGRAPHS

LISTED PERSONNEL OF THE SQUADRON
SHEET TWO

SECRET



SECRET

GENERAL SUMMARY OF OPERATIONS**SECRET**

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

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

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

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

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

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

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

SECRET

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

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

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

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

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1. AIRCRAFT ABORTIVE ANALYSIS (EARLY RETURN)

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

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

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

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

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

11. FLIGHT RECORD

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

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

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111 APPARENT STORAGE ANALYSIS

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

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

TOTAL

SECRET

SECRET

DEATH OF STAFF SERGEANT SCHUENEMAN

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

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

S/SST SCHUENEMAN ATTENDED AIRPLANE MECHANICS SCHOOL FOR EIGHTEEN WEEKS. LATER HE ATTENDED A P-50 SCHOOL FOR SIX WEEKS AND A MERLIN ENGINE SCHOOL FOR TWO WEEKS. HE WAS ASSIGNED TO THIS SQUADRON ON 5 JANUARY 1943. HE WAS PROMOTED TO CORPORAL 1 MARCH 1943, TO SERGEANT ON 1 APRIL 1943 AND STAFF SERGEANT ON 1 JUNE 1943.

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

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

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

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

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

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THE DEPARTMENTS

COMMUNICATIONS

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

TRAINING PROGRAM

ORIENTATION

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

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

SECRET

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

SECRET

PERSONNEL TRANSLATION

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

AWARDS

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

SECRET

SECRET

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

SECRET

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

CRET

LOCUS

9-1-45 ALL SITZER
A-3064

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

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

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

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

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

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

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

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

LT. CORBY WAS RETURNING FROM THE KILLED

CRET

CRET

