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MARGUERITE K. KENNEDY
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Chief, Technical Systems Branch
The Albert F. Simpson Historical Research Center

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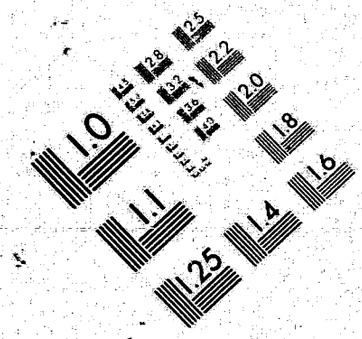

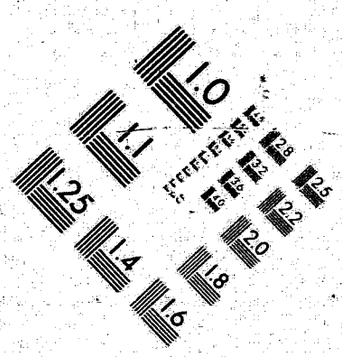

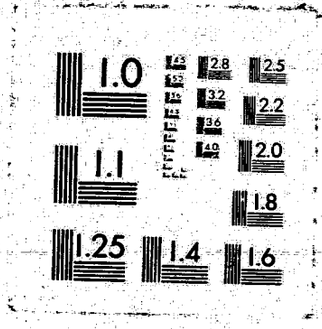

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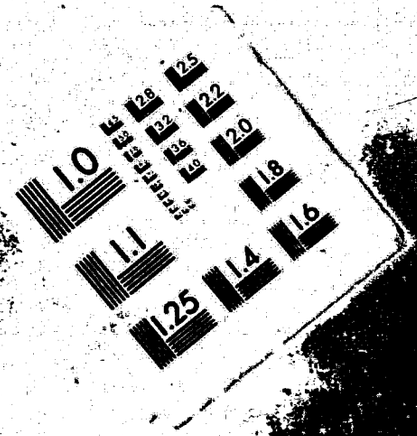

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365TH FIGHTER SQUADRON.
ARMY AIR FORCE STATION F-373
APO 637 US ARMY

27 December 1943.

S-2-137

DECLASSIFIED
DOD DIR 5200.9

SUBJECT: Unit History.

TO: Group Historian, 358th Fighter Group, Army Air Force Station F-373, APO 637, US Army.

In accordance with VIII Fighter Command Memorandum 125-1, dated 13 November 1943, attached herewith History of the 365th Fighter Squadron for time spent in the United States and time spent in the European Theater of Operations up to and including 30 November 1943.

For the Squadron Commander:

Karl A. Hansen
KARL A. HANSEN,
1st Lt, AC,
Unit Historian.

1 Incl:
Incl - 1 Squadron History.

1st Ind. TAB/fmg

HQ AAF STATION F-373, APO 637, US Army, 28 Dec 43.

TO: Historian, VIII Fighter Command, APO 637, US Army.
(Thru Channels)

Forwarded.

For the Station Commander:

T. A. Bartnick
T. A. BARTNICK,
Major, Air Corps,
Adjutant.

1 Incl:
n/c.

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DOD DIR 5200.9

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S E C R E T

UNIT HISTORY

365TH FIGHTER SQUADRON
Army Air Force Station F-373
APO 637 c/o P. M.
New York, N. Y.

S-2637

The 365th Fighter Squadron was activated with the 366th and 367th Fighter Squadrons making up the 358th Fighter Group at Army Air Base, Richmond, Virginia per General Order #32, paragraph #1, Headquarters, First Fighter Command, Mitchell Field, New York, dated 29 December 1943. Operations were commenced on January 1, 1943 by setting up in the 323rd Fighter Squadron Orderly Room and the Squadron was attached to that organization for quarters and rations, until January 14, 1943 at which time it became an organization of its own.

1st Lieutenant Frank M. Ross was assigned from the 324th Fighter Squadron, Army Air Base, Richmond, Virginia to the 365th Fighter Squadron Army Air Base, Richmond, Virginia and assumed command pursuant to Special Orders #1, Philadelphia Air Defense Wing, Philadelphia, Pennsylvania, dated 1 January 1943. On January 28, 1943 1st Lieutenant Frank M. Ross was promoted to Captain effective December 16, 1942. This promotion was made at Army Air Base, Richmond, Virginia. At Richmond Army Air Base Captain Frank M. Ross was appointed Major on September 7, 1943 effective August 19, 1943.

Officer's and Enlisted Men of the initial organization were assigned from the 323rd and 324th Fighter Squadrons, Army Air Base, Richmond, Virginia. During the month of January a number of Staff Officer's were assigned from the First Fighter Command, Mitchell Field, Long Island, New York, N. Y. Enlisted personnel were assigned after the initial activation of the Squadron from the 358th Fighter Group, Army Air Base, Richmond, Virginia. These men were sent to the 358th Fighter Group from various training schools and training Squadrons, i.e., Engineering - Airplane Mechanics Course, Keesler Field; Electrical Course, Chanute Field: Armament - Aircraft Armament Course, Buckley Field, Colorado: Communications-Radio Operator and Mechanic Course, Scottfield, Illinois; Radio Mechanic Course, Madison, Wisconsin; Administration and Technical Clerks Course, Los Angeles, California--Ordnance - Ammunition Course, Savanna Section Ordnance School, and Army Air Force Technical Training Command, Miami Beach, Florida.

The Commanding and Staff Officer's of the 365th Fighter Squadron is given below and given as of the 1 October 1943:

Major Frank M. Ross	Commanding Officer
Major Robert B. Handley	Executiv Officer
Captain Frank D. Pebbles	Adjutant
Captain Philip A. Cox	Surgeon

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Unit History 365th Fighter Squadron (Cont'd)

2nd Lieutenant	Edward J. Dwyer	Radio Officer
1st Lieutenant	Laurel M. Henley	Supply Officer
1st Lieutenant	Sidney R. Brietowich	Armament Officer
1st Lieutenant	Francis P. Foley	Communication Officer
1st Lieutenant	Allan F. Rosebrock	Intellegence Officer
1st Lieutenant	Karl A. Hansen	Ass't Intellegence Officer
1st Lietenant	Edward Weglarz	Ordnance Officer
2nd Lieutenant	Darwin A. Johnson	Engineering Officer

The Pilot Officer of the 365th Fighter Squadron are listed below according to flights they are assigned to:

Major	Frank M. Ross	Commanding Officer
Captain	Burton D. Yarian	Operation Officer
1st Lieutenant	Winston W. Hasel	Ass't Operations Officer
1st Lieutenant	John W. Dickson	"A" Flight Commander
2nd Lieutenant	Fred H. Tew	Wing Pilot
2nd Lieutenant	Armold N. Farbstein	Element Leader
2nd Lieutenant	Jack W. Coulter	Wing Pilot
1st Lieutenant	Harry D. Bassler	Element Leader
2nd Lieutenant	John M. Buston	Wing Pilot
1st Lieutenant	Robert R. Fishel	"B" Flight Commander
2nd Lieutenant	David W. Johnston	Wing Pilot
1st Lieutenant	Clair R. Gearhart	Element Leader
1st Lieutenant	Raymond P. Lowman	Wing Pilot
1st Lieutenant	Howard L. Gurley Jr	Element Leader
2nd Lieutenant	James D. Grey	Wing Pilot
1st Lieutenant	Robert C. Fletcher	"C" Flight Commander
2nd Lieutenant	Joseph L. Green Jr	Wing Pilot
2nd Lieutenant	Mark A. Osborn	Element Leader
2nd Lieutenant	Cletus W. Tusing	Wing Pilot
1st Lieutenant	James F. Hackler Jr	Element Leader
2nd Lieutenant	Paul D. Floyd	Wing Pilot
1st Lieutenant	George W. Hunt Jr	"D" Flight Commander
2nd Lieutenant	Jay V. Thomson	Wing Pilot
1st Lieutenant	James C. Elledge	Element Leader
2nd Lieutenant	Albert P. Gsell	Wing Pilot
1st Lieutenant	Jean K. Woodyard	Element Leader
2nd Lieutenant	Norvin K. Averett	Wing Pilot

Officer's who before 1 October 1943 were assigned to the 365th Fighter Squadron and have been transferred out or are casualties are listed below with the duties they held and date of transfer:

RANK & NAME	DUTIES	DATE OF TRANSFER
Major Meyer NMI Katzman	Executive	September 8, 1943
Captain Arthur L. Billin	Adjutant	April 12, 1943
Captain Millard L. Treadwell	Adjutant	August 17, 1943
1st Lt. John I. Brown	Pilot	August 3, 1943
1st Lt. Warren A. Colton	Surgeon	March 24, 1943
1st Lt. Mack A. Strohm	Pilot	August 28, 1943

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RANK & NAME	DUTIES	DATE OF TRANSFER
2nd Lt. Gilbert O. Albin	Pilot	April 18, 1943
2nd Lt. James M. Allen	Pilot	August 28, 1943
2nd Lt. Emory E. Bagwell	Pilot	August 28, 1943
2nd Lt. Harold I. Carver	Pilot	April 4, 1943
2nd Lt. Henry W. Conrad	Pilot	August 28, 1943
2nd Lt. Lawrence J. Dissette	Pilot	April 29, 1943
2nd Lt. Charles O. Durant Jr	Pilot	March 31, 1943
2nd Lt. Edward J. Dwyer	Pilot	November 7, 1943
2nd Lt. Roscoe Fussell	Pilot	April 30, 1943
2nd Lt. Vincent A. Goskey	Engincering O	June 14, 1943
2nd Lt. Quentin J. Goss	Pilot	May 7, 1943
2nd Lt. Noel N. Groshong	Pilot	March 31, 1943
2nd Lt. Robert J. Guillotte	Pilot	August 28, 1943
2nd Lt. Edward NMI Haddad	Adjutant	June 3, 1943
2nd Lt. Maurice M. Haggard	Ordnance O	February 1, 1943
2nd Lt. Henry D. Johnson	Supply O	February 15, 1943
2nd Lt. James W. Lamar Jr.	Pilot	July 7, 1943
2nd Lt. Edmund J. McGrath	Engineering O	July 31, 1943
2nd Lt. Jack B. Pearce	Stat. O	March 6, 1943
2nd Lt. Alvin M. Pollingue	Pilot	August 28, 1943
2nd Lt. Franklin J. Purtell	Pilot	February 8, 1943
2nd Lt. Eilert A. Schwerdfeger	Ordnance O	March 6, 1943
2nd Lt. William F. Tanner	Pilot	March 31, 1943
F/O. Lee B. Eddington	Pilot	July 5, 1943
F/O. Harry S. Katoski	Pilot	March 31, 1943

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CASUALTIES

RANK & NAME	DATE OF CASUALTY	
2nd Lt. Dean F. Scroggie	May 13, 1943	P-47 Crash
2nd Lt. James F. Tolan	May 7, 1943	P-47 Crash

The 365th Fighter Squadron in their travels along the eastern sea coast of the United States have occupied many Air Bases. The stations occupied and the date of arrival and departure at each station are listed below:

Richmond Army Air Base, Richmond, Virginia-------Activated at the Base on 1 January 1943, departed from base by truck convoy on 28 April 1943 to Army Air Base, Municipal Airport, Baltimore, Maryland.

Army Air Base, Municipal Airport, Baltimore, Maryland------Arrived Army Air Base, Municipal Airport, Baltimore, Maryland on 28 April 1943. At this time 24 Officer's assigned to 358th Fighter Group and 49 Enlisted Men of above group, attached for Quarters, Rations, and Administration purposesto the 365th Fighter Squadron on 29 May 1943, 358th Fighter Group relelved from attachment to 365th Fighter Squadron and 365th Fighter Squadron departed to Army Air Base Millville, New Jersey by truck convoy.

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S E C R E T

Unit History 365th Fighter Squadron (Cont'd)

Army Air Base, Millville, New Jersey--------Arrived Millville New Jersey on 27 May 1943, departed by truck convoy from Millville, New Jersey to Camp Springs Army Air Field, Washington D.C. on 3 July 1943.

Camp Spring Army Air Field, Washington, D.C.--------Arrived Camp Springs Army Air Field, Washington, D.C. on 3 July 1943. Departed Camp Springs Army Air Field, Washington, D.C. to Army Air Base, Richmond, Virginia 16 August 1943.

Richmond Army Air Base, Richmond, Virginia-------Arrived Richmond Army Air Base on 16 August 1943. Training complete this station. Officer's and men fully equipped and Squadron equipment ready to transport over sea's. Departed by rail to Camp Kilmer, New Jersey and assigned APO No. 4874 on 26 September 1943.

Camp Kilmer, New Jersey--------Arrived Camp Kilmer, New Jersey 27 September 1943. At this station final inspection of men and equipment for over-sea's duty. Departed from above station to New York Port of Embarkation on 6 October 1943.

New York Port of Embarkation-------Arrived New York Port of Embarkation on 7 October 1943 and departed by ship convoy on 8 October 1943.

Air and Ground Training was completed by the 365th Fighter Squadron on 15 September 1943 as prescribed by the First Fighter Command. Air training started in P-40 type of Aircraft at Army Air Base, Richmond, Virginia. In March 1943 the Squadron was changed from a P-40 to a P-47 Squadron and air training in this type of aircraft started anew. Air training from March 1943 to September 1943 included training by Operations and Intelligence. Operation conducting such training as ground and aerial gunnery, low and high altitude flying, night flying, instrument flying, high and low altitude navigation, formation flying and individual combat at high and low altitude. Intelligence training was conducted by the Intelligence Officer and consisted of lectures and demonstrations i.e., function of S-2, censorship, aircraft recognition, safeguarding Military Information, radio procedure, interriogation and breifing of pilots, escape and invasion, prisioner of war interrigation, tactics and technique of friendly and enemy aircraft, camouflage, organization of the Army Air Forces, and other courses of usefullness to pilot's. O.T.U. training of this Squadron was completed on 15 September 1943.

The Squadron as a whole participated in various types of ground training conducted by the different departments of the Squadron. The type of courses conducted were first aid, sex hygiene, physical hygiene, care and handling of small arms, qualifing in small arms - rifle, pistol, submachine gun and carbine -, safeguarding Military information, censorship, security, aircraft recognition, prisoner of war interrogation, organization of the Army Air Force and of the Squadron, Military Courtesy, camouflage, physical training and athletics, and other courses as prescribed by the First Fighter Command.

S E C R E T

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Unit History 365th F[illegible]nter Squadron (Cont'd)

Air and Ground movement to European Theater of Operations was conducted by the ground echelon of the 365th Fighter Squadron. Equipment was shipped by rail to New York Port of Embarkation to be loaded on board ship and was transported by convoy to European Theater of Operations. P-47 airplanes were transferred out of the Squadron at Richmond Army Air Base, Richmond, Virginia on 23 September 1943 to 327th Fighter Group. Pilot's, Ground Officer's and Enlisted Personnel of 365th Fighter Squadron accompanied Squadron by rail to Camp Kilmer, New Jersey, then to New York Port of Embarkation, where of 8 October 1943 boarded ship and departed for European Theater of Operations.

Enlisted Men of the Squadron who were eligible for the Good Conduct Ribbon were awarded such on Squadron Order #33 September 23, 1943.

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S E C R E T

Unit History in the European
Theater of Operations

The Squadron History in the European Theater of Operations is from 19 October 1943 until November 30, 1943.

The 365th Fighter Squadron arrived at Liverpool, England on 19 October 1943. The voyage across the Atlantic was without mishap and all personnel debarked at Liverpool safely. Officer's, Enlisted Men, and Equipment came over by Naval Convoy on the Steamship "Monteray", manned by Merchant Marine. From Liverpool docks, the Squadron was marched to Liverpool Railway station, there boarded railway cars and proceeded to its new station at Goxhill, Lincs, England, station F-345. Air and Ground equipment followed the movement of troops to the new station. A day after arrival Officer's and Enlisted Men were given security and censorship lectures and assigned the permanent APO number of 637. P-47 airplanes were assigned to the Squadron commencing 4 November 1943.

S-2637

The Commanding and Staff Officer's of the 365th Fighter Squadron are listed below:

Major Frank M. Ross	Commanding Officer
Major Robert B. Handley	Executive Officer
Captain Frank D. Pebbles	Adjutant
Captain Philip A. Cox	Surgeon
1st Lt. Laurel M. Henley	Supply Officer
1st Lt. Sidney R. Brietowich	Armament Officer
1st Lt. Francis P. Foley	Communication Officer
1st Lt. Allan F. Rosebrock	Intellegence Officer
1st Lt. Karl A. Hansen	Ass't Intellegence Officer
1st Lt. Edward Weglarz	Ordnance Officer
2nd Lt. Darwin A. Johnson	Engineering Officer

Pilot Officer's of the 365th Fighter Squadron:

1st Lt. John W. Dickson	"A" Flight Commander
1st Lt. Harry D. Bassler	Element Leader
2nd Lt. Jack W. Coulter	Wing Pilot
2nd Lt. John M. Buston	Wing Pilot
2nd Lt. Arnold N. Farbstein	Element Leader
2nd Lt. Fred H. Tew	Wing Pilot
1st Lt. Robert R. Fishel	"B" Flight Commander
2nd Lt. David W. Johnston	Wing Pilot
1st Lt. Howard L. Gurley Jr.	Element Leader
2nd Lt. James D. Grey	Wing Pilot
1st Lt. Raymond P. Lowman	Wing Pilot
2nd Lt. Norvin K. Averett	Wing Pilot
1st Lt. Robert C. Fletcher	"C" Flight Leader
2nd Lt. Joseph L. Green Jr.	Wing Pilot
2nd Lt. Mark A. Osborn	Element Leader
2nd Lt. Cletus W. Tusing	Wing Pilot
1st Lt. James F. Hackler Jr.	Element Leader
2nd Lt. Paul D. Floyd	Wing Pilot

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1st Lt. George W. Hunt Jr	"D" Flight Leader
2nd Lt. Jay V. Thomson	Wing Pilot
1st Lt. James C. Elledge	Element Leader
2nd Lt. Albert P. Gsell	Wing Pilot
1st Lt. Jean K. Woodyard	Element Leader
1st Lt. Clair R. Gearhart	Element Leader

OTU training in the United Kingdom has been carried out at Army Air Force Station F-373 and has been conducted by Operation's and Intellegence. Such training has been of the following type, Aerial Gunnery, high altitude flying, formation flying, navigation, instrument flying and individual combat. Intellegence conducted the following training, Geography, escape and evasion, Prisoner of War, radio procedure, tactics and technique of enemy and friendly aircraft and aircraft recognition.

No Operation have been carried on to date of this history.

Enlisted Men of the Squadron who are eligible for the Good Conduct Ribbon have been awarded such on Squadron Order #41, 15 December 1943.

Officer's of the Squadron have been sent to Ajax to pursue courses necessary for Operations. Major Frank M. Ross left on Detached Service 24 November 1943 to be with 358th Fighter Squadron to participate on mission assigned that group.

Strength, Commissioned and Enlisted Personnel

19 October 1943	31 October 1943
Officers - 38	Officers - 38
Enlisted Men - 252	Enlisted Men - 252
Increase 0	
Decrease 0	

1 November 1943	30 November 1943
Officers - 38	Officers - 37
Enlisted Men - 252	Enlisted Men - 250
Decrease 3:	

2nd Lt. Edward J.Dwyer to 9th Air Force Command (Nov. 7, 1943)
Cpl. Peter Zimmer to 30th Gen'l Hospital (Nov. 4, 1943)
Sgt. Gordon D.Foster to 52nd Gen'l Hospital (Nov. 22, 1943)

Submitted below is a list of Officers and Enlisted Men who arrived with the 365th Fighter Squadron in the European Theater of Operations.

SECRET

365th FIGHTER SQUADRON

APO 637 U.S. Army

SUBJECT: Roster of Officers.

TO :

1. The following is a complete roster of Officers of the 365th Fighter Squadron.

J-2437

MAJORS	
Handley, Robert B.	0-253348
Ross, Frank M.	0-406490
CAPTAINS	
Cox, Phillip A.	0-407311
Pebbles, Frank D.	0-900612
Yarian, Burton D.	0-432738
FIRST LIEUTENANTS	
Bassler, Harry D.	0-665377
Breitowich, Sidney R.	0-857701
Dickson, John W.	0-732189
Elledge, James C.	0-660124
Fishel, Robert R.	0-25459
Fletcher, Robert C.	0-732207
Foley, Francis P.	0-857959
Gearhart, Clair R.	0-732219
Gurley, Howard L. Jr.	0-675696
Hackler, James F. Jr.	0-25767
Hansen, Karl A.	0-571934
Hasel, Winston W.	0-732243
Henley, Laurel M.	0-572002
FIRST LIEUTENANTS Cont'd.	
Hunt, George W. Jr.	0-666539
Lowman, Raymond P.	0-673398
Rosebrock, Allan F.	0-569996
Weglarz, Edward	0-1553929
Woodyard, Jean K.	0-572731
SECOND LIEUTENANTS	
Averett, Norvin K.	0-795882
Buston, John M.	0-671497
Coulter, Jack W.	0-523271
Farbstein, Arnold N.	0-732202
Floyd, Paul D.	0-675686
Green, Joseph L. Jr.	0-675760
Grey, James D.	0-675694
Gsell, Albert P.	0-675762
Johnson, Darwin A.	0-578072
Johnston, David W.	0-678057
Osborn, Mark A.	0-529674
Tew, Fred H.	0-675730
Thomson, Jay V.	0-674346
Tusing, Cletus W.	0-675809

For the Squadron Commander:

FRANK D. PEBBLES,
Captain, Air Corps,
Adjutant.

SECRET

SECRET

365th FIGHTER SQUADRON

APO 637 U. S. Army

SUBJECT : Roster of Enlisted Men.

TO :

1. The following is a complete roster of Enlisted Men, 365th Fighter Squadron.

S-2637

FIRST SERGEANT

Bryan, Ben E.	18033204

MASTER SERGEANTS

Glavin, Harry E.	6539496
Hicks, Thomas R.	36317284
March, Paul M, Jr.	33320909

TECHNICAL SERGEANTS

Aldoroty, Albert	32222193
Blacketer, Donald P.	16067277
Cantlay, Charles	32278424
Cornwell, Daily J.	16048161
Crichton, Frank M.	15074091
Dentino, William E.	32250607
Heinrich, Joseph M.	39094379
Kahat, Steve L.	13040426
Kelleher, James F.	31140645
Leaghty, Charles C.	6995264
Lindquist, Kenneth H.	36237457
Losee, Wallace A.	6756759
Welch, John T.	14047222
Wilkinson, Charles E.	11038038

STAFF SERGEANTS

Adams, Eugene W.	35043148
Akins, Louie E.	34353262
Albert, Hartwig C.	33117887
Belka, Romuald A.	36172869
Bloom, Leonard	32190091
Buffington, Orin F.	34261984
Danner, Mark B.	13072011
Dawson, Herbert J.	35043127
Delaney, Edwin T.	37115522
Deskiewicz, Casimer J.	32379945
Finch, Donald P.	12025575
Gelichak, Nick C.	35276882
Gelinas, Edwin A.	11038303
Girolami, Guido J.	36348325
Graber, Robert J.	17056513
Gray, Atlee A.	35406765
Grove, Charles D.	37147366

STAFF SERGEANTS Cont'd.

Gruss, Victor J.	35275784
Heinl, Paul E.	35043144
Huffman, Fred D.	19102779
Jenkins, Edward C.	39118120
Kassay, Frank W.	31124260
Kem, Carl C.	35135262
Kirby, Paul E.	11031034
Krumenacker, Walter A.	33278387
Kuehl, Luvern	37192677
Kuhn, Frank N.	31143144
Lammay, Elmer H.	33125596
Larson, Arnold L.	36222174
Latta, Harry K.	35383567
League, Virgil R.	39238586
Lee, Carroll E.	13069234
Lewis, Carrel E.	32379227
Lewis, Winifred	6560399
Lindesmith, Jerry E.	39391698
Lok, Lubbertus H. Jr.	12094797
Longmore, Louis	R-441215
Looney, Lloyd H.	34352461
Lowe, Burleigh E.	31117387
Loyd, Marvin E.	14128989
Lloyd, Leo B.	38164110
Lutes, Edward W.	33315607
Maher, Laurence C.	37368408
McClure, Joseph D.	35278106
Miller, John R.	7022285
Miller, Robert A.	33115267
Moore, Robert H.	18081939
Murray, Frank Y.	38161024
Newton, John A.	31081088
Oberg, John C.	32380051
Olsgaard, Raymond H.	37287248
Osteen, Samuel M.	38307699
Owen, Kenneth R.	11015202
Powers, Charles W.	35133984
Prichard, Lester K.	38114086
Quackenbush, Richard K.	35358909
Reinle, Joseph Jr.	32398527
Richardville, Harry C.	35482369

SECRET

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Roster 365th Fighter Squadron Cont'd.

STAFF SERGEANTS Cont'd.

Roy, Theodore N.	11070792
Saunders, Richard O.	13065438
Scarborough, Mat	34209374
Schlossman, Clarence P.	33238206
Schraishuhn, Julius V.	33320115
Settles, Harold E.	16018500
Shea, Timothy H.	31079598
Spaetzel, Frederick E.	36175429
Starkey, Joseph P.	12093574
Stratton, James J.	16038751

SERGEANTS

Ahlfeld, Albert E.	32392600
Allen, Laurence A.	32142293
Anderson, Irvin L.	17160990
Auglis, Alphonse	31158404
Babich, John J.	33249944
Beigel, Richard L.	32378406
Bell, Leo G.	36242927
Biedrzycki, Alexander H.	33324499
Brinegar, John E.	18125495
Brinkman, Lester E.	35347278
Cadwallader, Francis E.	32270331
Chickering, Harold K.	39834351
Cohen, Milton M.	12162416
Cohen, Samuel	32236678
Connolly, Stephen J.	11068902
Cook, Leighton H.	19052671
Cristman, Miles A.	31201391
Davidson, Thomas J.	32290661
Desvaux, William V.	37369695
Duffy, William J.	16076782
~~Foster, Gordon B.~~	~~19934107~~
~~Hajeki, Victor J.~~	~~15332796~~
Halbrooks, Jesse R.	14108301
Housenfluck, James J.	18041890
Jacobson, Warren M.	37266772
Keith, Clarence R.	36058856
Kersh, Carl E.	34612071
Koon, Fred S.	34330171
Kwap, Walter	32465848
Lancaster, Edward C.	32377948
Lancaster, Eustis D.	33126605
Lash, Nelson O.	36146995
Lavine, Victor	32271325
Lavorgna, Salvatore J.	31142989
Little, Robert G.	36508136
Luton, Robert E.	13045635
Marone, Joseph F.	32092762
Maxwell, Charles J.	35514267
McComb, Orville L.	37205990
McClothin, Lonnie W.	18180729
Micallef, Joseph	39539208

SERGEANTS Cont'd.

Neumann, George T.	32397727
Olson, Donald N.	37298404
Patterson, William B.	13032519
Patton, Leonard H.	19122902
Pearston, William J.	31189372
Radford, Joseph V.	12039578
Reason, Elmer L.	15085307
Rosenthal, Israel S.	32399846
Sawyer, Leon N.	18217095
Schumer, Morris L.	32388351
Sobczak, George W.	16093732
St Clair, Archie W.	33203738
Taylor, Harlan D.	11101004
Taylor, Robert E.	34333504
Theys, Henry S.	32344674
Vaughn, John R.	34438560
Warwick, Thomas J.	35466517
Waters, Robert S.	38140169
Weiss, Raymond M.	37266009
Wilson, James W. Jr.	13032590
Witherel, Mial L.	32502777

CORPORALS

Bardfield, Irving	32627153
Biggieri, Thomas	31069793
~~Black, Paul B.~~	~~36179036~~
Brantley, Lester R.	7033231
Burnside, Richard O.	35390247
Caron, Louis A.	31067170
Chipman, Bernard C.	31201243
Chitwood, Lester M.	39318009
Clare, Edward J.	32349475
Clemens, Elmer E.	12073510
Colianni, Salvatore A.	32539882
Costin, Woodrow L. Sr.	13167521
Cousins, Ethan E.	36408500
Cox, Robert H.	34613467
Cushman, Donald R.	36408496
Foglia, Guerino	32512642
Foley, Sylvester R.	32612583
Getchey, William	33290133
Gideon, Byrl E.	6288495
Harris, Warren K.	37225874
Hunsinger, Harry C.	12199294
Johnson, Lyle N.	37308578
Jones, Grief G.	13120891
Kennerly, James W.	34355778
Kowalski, John F.	32466915
Latham, James H.	14142116
LeVanway, Walter J.	31076460
Maier, Albert W.	37133257
Marston, George H.	11097297
Martindale, Charles W.	36500659
Martineau, Laurence J.	31172991
May, Walter F.	35509861

SECRET

Roster 365th Fighter Squadron Cont'd.

CORPORALS Cont'd.

Meinholz, Joseph Jr.	36268909
Mepham, Robert J. Jr.	12153544
Merrill, Thomas L.	37436258
Mohr, Francis X.	36281242
O'Malley, Thomas P.	32620015
Painter, Lawrence L.	33206362
Parker, Robert H.	35514123
Pedro, Earl F.	31149674
Pennesi, Elpedio A.	32177723
Petrow, Charles	31081730
Pickering, John L.	12132950
Pisano, John E.	12211784
Potter, Orville L.	37224800
Prince, Oscar	12147074
Rae, William H.	31129807
Rittman, Raymond E.	35567322
Rohleder, Fred W.	15329192
Sandell, Dudley F.	31190460
Sano, Joseph	35626774
Shannon, Robert E.	11114750
Shapiro, Louis	37212774
Skowronski, Stanley F.	32387990
~~Stern, Joseph~~	~~12193406~~
Stone, Harold	35711578
Suhr, Richard J.	36291878
Thompson, Robert E.	33499787
Upchurch, Harry E.	34463774
Wagin, Ivan D.	39116313
Wojack, Edward F.	32565882
Waldron, Justin J. Jr.	32388642
Wehrwein, Winston W.	36264676
Williams, George L.	36426594
Wilsey, Albert C.	12138075
Wolfe, Edward H.	16020476
Wolfe, Roy	12192224
Yukich, Frank	33297065
Zufall, Walter W.	12181570
ZIMMER, Peter R.	12207922

PRIVATES FIRST CLASS

Bittle, John W. Jr.	14108121
Byrnes, William R.	6098531
Carter, Edward	12119911
Ciolerito, Nicholas A.	32486764
Cyr, Raye C.	31130460
Favicchio, Philip F.	32503347
Manders, Aubrey	34441024
Massi, Dominick D.	32634707
Moore, John W.	33631895
Muller, Fred C.	12185132
Norton, Herbert H.	36416990
Paysnick, Saul J.	11117353
Rossi, John J.	31139683
Rykowski, Thaddeus F.	32582248

PRIVATES FIRST CLASS Cont'd.

Tomaszewski, Victor F.	32504076
Zunic, Frank J.	33419098

PRIVATES

Butler, Ronald R.	34506185
Carter, Ernest G.	31099840
Carver, Paul G.	35659139
Cohen, Saul L.	31201773
Hamilton, Van R.	34440104
Harris, James D.	14056768
Kizauskas, Charles D.	31190794
Lesley, Joseph J.	32576556
Montgomery, Homer F.	38274085
Murphy, Daniel J.	32615362
Phelps, Albert	36073218
Relation, Cecil G.	11056448
Russell, George H.	31296891
Stoneking, Robert H.	36435412
Surwillo, Walter F.	37375792
Ulerick, Charles S.	13099041
White, Alfred R.	15334428
Wohinz, Frank	32335148
Black, Paul B.	36173036
Hajek, Victor J.	15332799

~~For the Squadron Commander:~~

Muller, Fred C.	12185132
Stern, Joseph	12193406

FRANK D. PEBBLES,
Captain, Air Corps,
Adjutant.

A 2637

SECRET

0016

UNIT HISTORY

365TH FIGHTER SQUADRON
Army Air Force Station F-373
APO 637 c/o P. M.
New York, N. Y.

The 365th Fighter Squadron, 358th Fighter Group, during the month of December, 1943, has reached the goal they have been aiming at since the squadron was activated. The squadron has become operational. By its months of training, it also has taken a place in further aiding the war effort and helping to obtain the ultimate goal--Victory.

The squadron moved from its training base, Station F-345 on December 3, 1943 at 1000. The ground echelon was moved by rail to its new station and arrived at the Station F-373 at 1900 on the same date. This was a permanent change of station and the squadron now is at a station of its own. The air echelon left Station F-345 on December 4, 1943 at 1030 and arrived at Station F-373 at 1155 on the same date.

The squadron moved into a new base, partially completed. Much had to be accomplished to set up operation. This was done by the cooperation of every one concerned. Where facilities were lacking, the squadron improvised temporary facilities so that the squadron could operate to the fullest extent. The squadron has made rapid progress in completing the building and furnishing of its quarters and officies.

A day room has been set up for the Enlisted Men of the squadron which affords them a place in the squadron area to read and write in the evening. Special Service has equipped the day room and has furnished it with a radio and magazines; magazines are received each week. Also a ping pong table was made by the squadron.

For the officers, an officers club was set up on the base and squadrons on the base have an equal representation on the board of governors. The representative of this squadron is Captain Cox. The first party was held December 31, 1943 and was enjoyed by all members of the squadron.

The strength, commissioned and enlisted personnel is as follows:

December 1, 1943		December 31, 1943
Officers 38		Officers 39
Enlisted 250		Enlisted 251
	Increase 2	
	Decrease 0	

0017

Officers and E. M. assigned to the squadron by special orders:

2nd Lt. Joseph (NMI) Atkinson, 0-687223, assigned and joined per para 8, S. O. 32, Hq., AAF Sta 373, 24 December 1943.

Cpl. Peter R. Zimmer, 12207922, assigned and joined per para 7, S. O. 282, Hq., 12th Replacement Pool.

Special orders effecting the squadron for the month of December are as follows:

Major Robert B. Handley, 0-253348, assigned station duties of Courts and Boards Officer per para 2, S. O. 12, Hq., AAF Sta F-373, 4 December 1943.

Corporal Paul B. Black, 36173036, reduced from Corporal to Private per para 1, S. O. 24, Hq., AAF Sta F-373.

Squadron orders affecting the squadron for the month of December are as follows:

Captain Frank D. Pebbles, 0-900612 relieved of duties as squadron Adjutant and assigned primary duties as Squadron Executive Officer vice Major Robert B. Handley, 0-253348, per para 1, S. O. 39, 6 December 1943.

Major Robert B. Handley, 0-253348, assigned duty as Squadron Adjutant, per para 2, S. O. 39, 6 December 1943.

1st Lt. Karl A. Hansen, 0-571934, in addition to his other duties assigned duty as Squadron Historical Officer, per para 1, S. O. 40, 14 December 1943.

Pvt. 1cl Fred C. Mueller, 12185132, reduced to grade of private per para 2, S. O. 40, 14 December 1943.

Combat operations for the 365th Fighter Squadron commenced on December 19, 1943. At this time the squadron made its first mission over enemy territory.

The following are the missions completed by the squadron for the month of December 1943.

0018

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Mission No. 1 (Ramrod)

December 20, 1943 the 365th Fighter Squadron made its first operational mission over enemy territory. The group was led by Major Szaniawski, the 365th Fighter Squadron was the lead squadron led by Major Szaniawski. Briefing was at 0930 conducted by Major Szaniawski. The squadron took off at 1029 hours. This was a belly tank mission which credited the squadron with two operational sorties. Field Order No. 204.

Pilots who participated in this mission were:

WHITE		RED	
Maj. Szaniawski	OS-S	Maj. Wertenbaker	CH-W
Lt. Coulter	CH-C	Lt. Gurley	CH-G
Lt. Dickson	CH-D	Lt. Fishel	CH-Z
Lt. Farbstein	CH-A	Lt. Johnston	CH-J
YELLOW		**BLUE**	
Maj. Ross	CH-R	Capt. Yarian	CH-Y
Lt. Hackler	CH-I	Lt. Elledge	CH-E
Lt. Osborn	CH-O	Lt. Hunt	CH-H
Lt. Tusing	CH-M	Lt. Woodyard	CH-K

Spares: Lt. Lowman CH-L Lt. Thomson CH-F

Early returns: Lt. Gurley Electrical trouble
Lt. Johnston Mechanical trouble

Squadron took off Leiston and rendezvoused with bombers and mission completed as briefed. One enemy aircraft observed bouncing 4 P-47s over channel about 10 miles northwest of Ijmuiden at approximately 1158 hours. Two bogies observed in mid channel west of Tassel heading due east flying line abreast altitude 10,000 feet about 1135 hours. Moderate flak encountered over Tessel and along bomb route, very low and inaccurate as to height. Landed at Leiston 1227 hours.

No claims or casualties.

0019

THIS DOCUMENT IS CLASSIFIED

Mission No. 2.(Sweep)

The 365th Fighter Squadron made a second operational mission on December 21, 1943. The group was led by Maj. Szaniawski, the 365th Fighter Squadron led by Maj. Ross. Briefing was conducted by Maj. Szaniawski at 0845 hours. Squadron took off at 1120 hours . This was not a belly tank mission and the squadron was credited with one sortie on Field Order No. 206.

Pilots who participated in the mission were:

WHITE		RED	
Maj. Ross	CH-R	Maj. Wertenbaker	CH-W
Lt. Earbstein	CH-A	Lt. Lowman	CH-L
Lt. Dickson	CH-M	Lt. Fishel	CH-K
Lt. Coulter	CH-C	Lt. Johnston	CH-U
YELLOW		**BLUE**	
Capt. Yarian	CH-Y	Lt. Hunt	CH-H
Lt. Green	CH-S	Lt. Elledge	CH-E
Lt. Hackler	CH-I	Lt. Woodyard	CH-X
Lt. Osborn	CH-O		

Early returns: Lt. Elledge Mechanical trouble

Landed at other bases: 1 P-47 down Ledham 1300

Squadron took off Leiston and made landfall in vicinity of Berck Le Mer about 1200 altitude 16,500 feet. Bombers were met coming out at this time. No other bombers seen over enemy territory. Landfall out was at 1215 at 17,000 feet. Landed at Leiston 1320 hours.

No claims or casualties.

0020

Mission No. 3 (Ramrod)

On December 22, 1943 Squadron went on its third operational mission. The group was led by Maj. Szaniawski, squadron led by Maj. Ross. Briefing was conducted by Maj. Szaniawski at 1015 hours. The squadron took off at 1205 hours. The mission was ramrod with the use of belly tanks and counted as two operational sorties. The field order was No. 207.

The pilots who participated in the mission were:

WHITE		RED	
Maj. Ross	CH-R	Capt. Yarian	CH-Y
Lt. Coulter	CH-C	Lt. Gurley	CH-G
Lt. Dickson	CH-M	Lt. Fishel	CH-K
Lt. Buston	CH-Q	Lt. Lowman	CH-L
YELLOW		**BLUE**	
Maj. Wertenbaker	CH-W	Lt. Hunt	CH-H
Lt. Tusing	CH-U	Lt. Thomson	CH-F
Lt. Osborn	CH-O	Lt. Elledge	CH-E
Lt. Hackler	CH-I	Lt. Woodyard	CH-X

Squadron took off Leiston and followed route as briefed. Bombers were seen going in at 1345 at 28,000 feet, squadron was on route home at this time. No landfall in or out could be given as there was a solid overcast over enemy territory. Squadron landed at Leiston at 1425 hours.

No claims or casualties.

Mission No. 4 (Ramrod)

The 365th Fighter Squadron made its fourth operational mission of December 24, 1943. Group was led by Maj. Szaniawski, squadron led by Maj. Wertenbaker. Briefing was at 1130 hours conducted by Maj. Szaniawski. The squadron took off at 1247 hours. Belly tanks were used, the mission was ramrod (general area support) and counted as two operational sorties. The Field Order was No. 209.

Pilots who participated in the mission were:

WHITE		RED	
Maj. Wertenbaker	CH-W	Capt. Yarian	CH-Y
Lt. Averett	CH-X	Lt. Green	CH-S
Lt. Fishel	CH-K	Lt. Woodyard	CH-K
Lt. Johnston	CH-U	Lt. Floyd	CH-F

YELLOW		BLUE	
Maj. Ross	CH-R	Lt. Hunt	CH-H
Lt. Gsell	CH-T	Lt. Elledge	CH-E
Lt. Dickson	CH-M	Lt. Coulter	CH-C
Lt. Hasel	CH-O	Lt. Farbstein	CH-A

Early returns: Lt. Floyd Pilot trouble

Landed at other bases: 2 P-47s down Woodbridge 1450

Squadron took off Leiston and made landfall in at Dunkerque at 1238 hours altitude 22,000 feet. Here intense and accurate flak was encountered and on plane, flown by Lt. Hunt, was hit in the leading edge of the wing. Pilot was unaware of damage and continued on flight. Squadron proceeded south as briefed and made several "S" turns and about three complete orbits over patrol area. No enemy aircraft were observed. Flak was encountered over St Omer, Calais, and St. Inglebert which was intense and accurate. At limit of endurance squadron turned for base and made landfall out above St Inglebert at 1429 hours, altitude 18,000 feet. Bombers were observed coming in frequently while over enemy territory.

No claims or casualties!

Damages: 1 P-47 hit by flak in leading edge of left wing.

Weather hop: Lt. Hackler CH-F.

0027

Mission No. 5 (Rearm)

The 368th Fighter Squadron made its fifth operational mission on December 31, 1943. The group was led by Lt. Col. Wells, the squadron by Maj. Szaniawski. Briefing was at 0915 conducted by Lt. Col. Wells. The squadron took off at 1017 hours. Belly tanks were used. The mission was rearm and counted as two operational sorties. Field Order No. 213.

Pilots who participated in the mission were:

WHITE		RED	
Maj. Szaniawski	CS-S	Maj Ross	CS-R
Lt. Ellelge	CS-E	Lt. Farbstein	CS-A
Lt. Hunt	CS-H	Lt. Dickson	CS-K
Lt. Thomson	CS-T	Lt. Huston	CS-B

YELLOW		BLUE	
Capt. Marian	CS-Y	Maj. Ertenbaker	CS-J
Lt. Gray	CS-J	Lt. Fletcher	CS-F
Lt. Fishel	CS-I	Lt. Green	CS-G
Lt. Floyd	CS-F	Lt. Bell	CS-T

Early returns: Maj. Szaniawski

Spares: Lt. Tasin

Landed at other bases: 1 P-47 down Manston 1235, 1 down Detling 1230

Squadron took off Leiston. Made landfall at Gravelines at 1103 hours altitude 27,000 feet. One box of 60 bombers seen at 1132 at 24,000 feet heading on course. One group of P-47s seen at 1135 about 31,000 feet at last leg of route. At 1135 single engine plane seen at 22,000 feet. Plane was unidentified. At 1155 unidentified plane seen being attacked by Lt. Col Wells. Lt. Col. Wells last seen diving down on plane. Landfall out at Nieuport at 1200 hours, altitude 21,000 feet. Light inaccurate flak at Gravelines at 1103 at 25,000 feet, flak was low and behind. Landed Leiston 1255.

No claims and no casualties.

0023

S E C R E T

Mission No. 6 (Ramrod)

The 365th Fighter Squadron made a sixth operational mission on December 31, 1943. The group was led by Lt. Col. Wells, the squadron by Major Ross. Briefing was at 0915 hours conducted by Lt. Col. Wells. Squadron took off at 1035 hours. The mission was ramrod and belly tanks were used. The mission counted as two operational sorties and field order number was 211.

Pilots who participated in the mission were:

WHITE		RED	
Maj. Ross	CH-R	Lt. Hunt	CH-H
Lt. Johnson	CH-J	Lt. Thomson	CH-T
Lt. Gurely	CH-G	Lt. Woodyard	CH-E
Lt. Grey	CH-K	Lt. Gsell	CH-P

YELLOW		BLUE	
Capt. Yerian	CH-Y	Lt. Dickson	CH-D
Lt. Hasel	CH-Z	Lt. Farbstein	CH-A
Lt. Fletcher	CH-F	Lt. Coulter	CH-C
Lt. Green	CH-I	Lt. Buston	CH-B

Spares: Lt. Tusing CH-S

Returned to base: 2 P-47s mecnanical trouble

Down at other bases: 1 P-47 down Detling 1330. 1 belly landed Dungeness 1340 . 1 belly landed Hythe. 1 belly landed Manstol. 6 down Manston. 3 down Thorny Isle. 1 crashed 10 miles north of West Marland.

Squadron took off Leiston and made landfall at 1126 hours at Cayeux altitude 27,000 to 28,000 feet. R/V with bombers was made immediately after landfall. Escorted bombers along route as briefed. Also over target. (Paris). Bomb explosions observed over target which was along Seine river opposite Eiffel Tower, heavy smoke and flames seen to rise from bombed area. Bombers were left at 1240 hours over Moisselles area about 24,000 feet. Fighters were at end of endurance at this time and headed for Manston as briefed. Landfall out between Dieppe and Cayeux, between 1245 and 1250 hours. Flak intense over Paris accurate as to altitude but inaccurate as to range. Lt. Hasel and Capt. Yerian, Yellow Flight, were attacked by 1 Me-109 but did not fire. Capt. Yerian made a pass at this E/A and it split S away and was gone.

Casualties: Lt. Joseph L. Green crashed landed and sustained head injuries.

Three P-47s belly landed due to gas shortage.

No claims.

S E C R E T

0024

S E C R E T

UNIT HISTORY

365TH FIGHTER SQUADRON
Army Air Force Station F-157
APO 638 U. S. Army

The History of the 365th Fighter Squadron during the month of January marches on to continued progress and combat operations. This is the second month of combat operations, which commenced on 19 December. Departments devoted their time to the service and maintainence of aircraft to keep them in the blue at all times. At the same time all the departments, administrative and tactical worked on their offices and shops so that 100% efficiency could be obtained.

A pilots lounge was set up, being converted into comfortable quarters by the pilots and S-2 personnel. A fire place was built maps and mission boards were completed. Also a large sortie board was made to give a visual picture of the progress of the missions flown by the pilots.

For the enlisted men the day room which had been started was further furnished, by money of a voluntary collection taken up by the enlisted men. Card tables, reading lamps and other furnishings were purchased. All these turned the Neissen hut into an enjoyable reading, writing and recreational room for the men.

A liberty run for the men was put into operation during January to Saxmundham, Leiston and Ipswich. This afforded the squadron outside recreational facilities and kept the morale of the men high.

For the officers, a party was given by the officers club and the squadron had a large attendance. Spirits were served and the Officers invited ladies from nearby towns. All had a good time.

Special orders effecting the squadron for the month of January are as follows:

2nd Lt. Arnold N. Farbstein, O-732202, aptd 1st Lt. as of 1 December 1943. Per Para 19, S. O. 335, Hq., ETOUSA.

2nd Lt. Darwin A. Johnson, O-578072, aptd 1st Lt. as of 1 December 1943. Per para 19, S. O. 335, Hq, ETOUSA.

1st Lt. Winston W. Hasel, O-732243, reld fr asgmt and asg to Hq., 358th Fighter Group, per para 6, S. O. 9, Hq., AAF, Sta. F-373, Jan. 9, 1944.

2nd Lt. Seymour W. Gottlieb, O-1646405, ass. and jd. fr. Hq., 358th Fighter Group, Jan. 6, 1944.

2nd Lt. William H. Sprague, Jr., O-810589, asgd. and jd. fr. Hq., 358th Fighter Group, as of 27 Jan. 1944, per para 7, S. O. 26, Hq., AAF, Sta. F-373.

2nd Lt. Leroy J. Manner, O-810535, asgd. and jd. fr. Hq., 358th Fighter Group, as of 27 Jan. 1944, per para 7, S. O. 26, Hq., AAF Sta. F-373.

S/Sgt John C. Oberg, 32380051, trfd. to Hq., 358th Fighter Group, per para. 6, S. O. 14, Hq. AAF Sta. F-373 as of 14 Jan. 1944.

Sgt. Leighton H. Cook, 19052671 and Cpl. Elpedio A. Pennesi, 32177723, reduced to grade of Pvt. per para. 7, S. O. 2, Hq., AAF Sta. F-373 as of Jan. 2, 1944.

Cpl. Elmer E. Clemons, 12073510, and Cpl. Sylvester R. Foley, 32612583, aptd Sgts. per para. 1, S. O. 1, Hq., AAF Sta. F-373 as of 2 Jan. 1944.

Pfc. Edward IMI Carter, 12119911, Pfc. Dominick Massi, 32634707, Pfc. Herbert H. Norton, 36416990, aptd. Cpls. per para. 1, S. O. 1, Hq., AAF Sta. F-373 as of 2 Jan. 1944.

Sgt. Leighton H. Cook, 19052671, aptd. Cpl. per para. 4, S. O. 5, Hq., AAF Sta. F-373 as of 5 Jan. 1944.

Squadron orders effecting the squadron for the month of January are as follows:

1st Lt. Winston W. Hasel, O-732243, reld from duty as Assistant Operations Officer per para. 1, Sq. O. 44, 12 Jan. 1944.

1st Lt. James F. Mackler, O-25767, aptd. Assistant Operations Officer per para 1, Sq. O. 44, 12 Jan. 1944.

Missing in action

2nd Lt. Mark A. Osborn, O-529674, missing in action 7 Jan 1944.

The 365th Fighter Squadron had eleven missions during the month of January. These missions consisted of many different types. Area support, escort to bombers, sweeps, dive bombing. Dive bombing or thunder bombing was a new operation, however due to heavy overcast, the squadron was unable to drop its bombs and returned with bombs to base.

There was one casualty during the month. Lt. Mark A. Osborn down in North Sea and missing in action.

Maj. Frank M. Ross, squadron commander, on January 30, 1944, fired on a Me 109 and claims one Me 109 damaged.

0026

Many recommendations for the Air Medal and Oak Leaf Cluster were submitted during the month. Those recommended for the Air Medal and Oak Leaf Cluster were:

Air Medal	1st Oak Leaf Cluster	2nd Oak Leaf Cluster
Maj. Ross 23 Dec	Maj. Ross 7 Jan	Maj. Ross 22 Jan
Capt. Yarian 25 Dec	Capt. Yarian 11 Jan	
Lt. Dickson 31 Dec	Lt. Dickson 17 Jan	
Lt. Elledge 9 Jan		
Lt. Farbstein 7 Jan		
Lt. Fishel 10 Jan		
Lt. Fletcher 10 Jan		
Lt. Gurley 17 Jan		
Lt. Hackler 17 Jan		
Lt. Hunt 31 Dec	Lt. Hunt 17 Jan	
Lt. Lowman 17 Jan		
Lt. Woodyard 5 Jan		
Lt. Averett 25 Jan		
Lt. Buston 8 Jan		
Lt. Coulter 8 Jan		
Lt. Floyd 27 Jan		
Lt. Grey 25 Jan		
Lt. Gsell 8 Jan		
Lt. Johnston 27 Jan		
Lt. Thomson 5 Jan		
Lt. Tusing 7 Jan		

The recommendations that have been confirmed by general orders are as follows:

1st Lt. John W. Dickson, O-732189, awarded Air Medal on G. O. No. 3, para 5, 17 Jan 1944.

1st Lt. George W. Hunt Jr. O-666539, awarded Air Medal on G. O. No. 3, para 5, 17 Jan 1944.

Maj. Frank M. Ross, O-406490, awarded Air Medal on G. O. No. 4 para 4, 20 Jan 1944.

Capt. Burton D. Yarian, O-432738, awarded Air Medal on G. O. 4, para 4, 20 Jan 1944.

1st Lt. Jean R. Woodyard, Jr., O-673731, awarded Air Medal on G. O. No. 4, para 4, 20 Jan 1944.

The missions which were completed during the month of January 1944 are as follows:

Mission No. 7 (Ramrod)

The 365th Fighter Squadron made its seventh operational mission on January 4, 1944. The group was led by Lt. Col. Wells and the 365th Fighter Squadron was the lead squadron being led by Lt. Col. Wells. Briefing was at 0730 hours conducted by Lt. Col. Wells. The squadron took of at 0855 hours on a ramrod mission using belly tanks. This counted as two operational sorties on field order number 212.

Pilots participating in this mission were:

WHITE		RED	
Lt. Col. Wells		Capt. Yarian	CH-Y
Lt. Dickson	CH-D	Lt. Averett	CH-T
Lt. Farbstein	CH-A	Lt. Lowman	CH-L
Lt. Buston	CH-B	Lt. Grey	CH-O

YELLOW		BLUE	
Maj. Ross	CH-R	Maj. Wertenbaker	CH-W
Lt. Floyd	CH-F	Lt. Hunt	CH-H
Lt. Fletcher	CH-Q	Lt. Thomson	CH-Z
Lt. Tusing	CH-M	Lt. Gsell	CH-P

Early return: Lt. Grey CH-O mechanical trouble.

Squadron took off Leiston and made landfall in at Tessel at 0955 hours, altitude 28,000 feet. Here moderate and accurate flak was encountered. R/V with bombers was made slightly south of Ameland at 1004 hours, altitude 28,000 fe et. The bombers were escorted along route as briefed but at withdrawal point bombers were escorted slightly further than briefed to the vicinity of Emmen. Here the group was relieved by two groups of P-47s at 1015 hours. Squadron turned toward base and made landfall out Ijmuiden at 1034 hours altitude 24,000 feet. Squadron landed Leiston at 1131 hours .

No claims or casualties.

0028

Mission No 8 (Ramrod)

The 365th Fighter Squadron made its eighth operational mission on January 5, 1944. The group was led by Lt. Col. Wells, the 365th Fighter Squadron led by Maj. Wertenbaker. Briefing was at 0845 hours conducted by Lt. Col. Wells. The squadron took off at 1114 hours on a ramrod mission using belly tanks. This counted as two operational sorties on Field Order 213.

Pilots participating in this mission were:

WHITE		RED	
Maj. Wertenbaker	CH-W	Capt. Yarian	CH-Y
Lt. Woodyard	CH-X	Lt. Buston	CH-B
Lt. Elledge	CH-E	Lt. Dickson	CH-D
Lt. Grey	CH-O	Lt. Coulter	CH-C

YELLOW		BLUE	
Maj. Ross	CH-R	Lt. Hunt	CH-H
Lt. Johnston	CH-J	Lt. Hackler	CH-Z
Lt. Hasel	CH-H	Lt. Floyd	CH-F
Lt. Gurley	CH-G	Lt. Averett	CH-M

Squadron took off Leiston and made landfall in as briefed at 1200 hours altitude 27,000 feet. Low and inaccurate flak was encountered going in over Walcheren Island. The squadron made one circle over R/V point but did not see the bombers and started out. Landfall out was between Ostend and Blankenberghe at 1252 hours at 27,000 feet. Bogies were sighted over channel and the squadron turned southwest and chased bogies over Calais and Cape Gris Nez. Bogies proved to be P-38s and P-51s and squadron then turned north and continued to base.

No claims or casualties.

0029

Mission No. 9 (Ramrod)

The 365th Fighter Squadron made its ninth operational mission on January 7, 1944. The group was led by Lt. Col. Wells and the 365th Fighter Squadron was led by Maj. Ross. Briefing was at 0845 hours and conducted by Lt. Col. Wells. The squadron took off at 1003 hours on a ramrod mission using belly tanks. This counted as two operational sorties on Field Order number 215.

Pilots participating in this mission were:

WHITE		RED	
Maj. Ross	CH-R	Lt. Fishel	CH-F
Lt. Buston	CH-M	Lt. Grey	CH-O
Lt. Dickson	CH-D	Lt. Lowman	CH-L
Lt. Farbstein	CH-A	Lt. Averett	CH-J

YELLOW		BLUE	
Lt. Fletcher	CH-Q	Lt. Hunt	CH-H
Lt. Osborn	CH-B	Lt. Gsell	CH-T
Lt. Hackler	CH-Z	Lt. Elledge	CH-E

Early returns Lt. Averett mechanical trouble
Lt. Floyd (no take off).

Squadron took off Leiston and made landfall in at 1106 hours altitude 27,000 feet. Due to 10/10 overcast location of landfall in could not be determined. Flak was encountered at 1106 hours at 27,000 feet. The flak was low, inaccurate and moderate. R/V was made with the bombers at 1113 hours at 24,000 feet location unknown. Squadrons left the bombers at 1124 hours altitude 24,000 feet. Flak was encountered at Antwerp at 1203 hours at 27,000 feet. This flak was intense and accurate and one P-47 flown by Lt. Farbstein was hit by flak in the wheel cover passing through the wing; one hit in the primary cowling onethe right side; and one hit in the secondary cowling on the left side. Returning over the North Sea one P-47 flown by Lt. Osborn was heard to ask for Mayday. Air sea rescue was immediately notified when squadron returned to base. Squadron landed at Leiston 1257 hours.

No claims.

One P-47 hit by flak category AC. Lt. Osborn down in North Sea missing in action.

0030

Mission No. 10 (Ramrod)

The 365th Fighter Squadron made its tenth operational mission on January 11, 1944. The Group was led by Lt. Col. Wells, the 365th Fighter Squadron by Maj. Ross. Briefing was conducted by Lt. Col Wells at 0830. The squadron took off at 1033 hours on a ramrod mission using belly tanks. This counted as two operational sorties on Field Order #216.

Pilots participating in this mission were:

WHITE		RED	
Maj. Ross	CH-R	Maj. Wertenbaker	CH-W
Lt. Floyd	CH-T	Lt. Fishel	CH-K
Lt. Dickson	CH-L	Lt. Johnston	CH-J
Lt. Coulter	CH-C	Lt. Gurley	CH-G

YELLOW		BLUE	
Capt. Yarian	CH-Y	Lt. Hunt	CH-H
Lt. Hasel	CH-O	Lt. Fletcher	CH-F
Lt. Atkinson	CH-A	Lt. Hackler	CH-Z
Lt. Elledge	CH-E		

Early returns: Lt. Floyd, Lt. Atkinson, Lt. Elledge, and Lt. Fletcher, all mechanical trouble.

Squadron took off Leiston and made landfall in at enemy coast as briefed at 23,000 feet, time and location unknown because of 10/10 overcast over North Sea and into the German border. Squadron made rendezvous with bombers at 1120 hours altitude 22,000 feet. Squadron essed over bombers for six minutes past briefing time until 1200 hours. Squadron went out enemy coast at vicinity of Ijmuiden at 1229 hours. Here flak was encountered which was accurate and intense at 14,000 feet. Weather was clear over Germany. While escorting the bombers at approximately at 1156 hours rocket trails were seen coming up from a small town leaving long black columns of smoke and exploding at 22,000 feet at approximately the same height of the bombers with a big black mushroom like explosion. Squadron landed at Leiston 1320 hours.

No claims or casualties.

Mission No. 11 (Ramrod) (General Area Partol)

The 365th Fighter Squadron made its eleventh operational mission on January 14, 1944. The group was led by Lt. Col. Wells and the 365th Fighter Squadron was led by Maj. Ross. Briefing was conducted by Lt. Col. Wells at 1030 hours. The squadron took off at 1419 hours on a ramrod (general area patrol) mission using belly tanks. This counted as two operational sorties on Field Order No. 217.

Pilots participating in this mission were:

WHITE		RED	
Maj. Ross	CH-R	Lt. Hunt	CH-H
Lt. Averett	CH-T	Lt. Thomson	CH-Z
Lt. Fishel	CH-K	Lt. Woodyard	CH-X
Lt. Lowman	CH-L	Lt. Atkinson	CH-A

YELLOW		BLUE	
Lt. Col. Wertenbaker	CH-W	Capt. Yarian	CH-Y
Lt. Hackler	CH-F	Lt. Buston	CH-M
Lt. Fletcher	CH-Q	Lt. Dickson	CH-D
Lt. Floyd	CH-O	Lt. Farbstein	CH-C

Spares : Lt. Gurley CH-G

Early returns: Lt. Col Wertenbaker, electrical trouble

Squadron took off Leiston and made landfall in between Ostend and Dunquerque at 16,000 feet at 1454 hours. This being a general area patrol the squadron flew its briefed area making four or five left hand orbits and essing continously. No enemy aircraft were seen but bomb strikes were observed in many places in the area. Several B-17 bombers were observed. Flak was encountered was encountered over St Omer and Gravelines which was moderate and inaccurate. Landfall out of the area was made at Gravelines at 1548 hours altitude 15,000 feet. Squadron landed at Leiston at 1622 hours.

No claims or casualties.

0037

Mission No. 12 (Ramrod general area patrol)

The 365th Fighter Squadron made its twelfth operational mission on 21 January 1944. The group was led by Lt. Col. Wells and the 365th Fighter Squadron was led by Lt. Col. Wertenbaker. Briefing was conducted by Lt. Col. Wells at 1045 hours. The squadron took off at 1310 hours on a ramrod (general area patrol) mission using belly tanks. This counted as two operational sorties on Field Order No. 221.

Pilots participating in this mission were:

WHITE		RED	
Lt. Col. Wertenbaker	CH-W	Lt. Fletcher	CH-F
Lt. Thomson	CH-T	Lt. Tusing	CH-U
Lt. Hunt	CH-H	Lt. Hackler	CH-[illegible]
Lt. Gsell	CH-P	Lt. Floyd	CH-S
YELLOW		**BLUE**	
Maj. Ross	CH-A	Capt. Yarian	CH-Y
Lt. Grey	CH-K	Lt. Johnston	CH-J
Lt. Gurley	CH-G	Lt. Garbstein	CH-A
Lt. Averett	CH-Z	Lt. Tew	CH-M

Spares: Lt. Elledge CH-B, Lt. Lowman CH-L, Lt. Woodyard CH-X.

Early returns: Lt. Floyd, electrical trouble. Lt. Johnston, oxygen. Lt. Woodyard, mechanical trouble.

Landed at other bases: 4 P-47s down Lanston.

Squadron took off Leiston and made landfall in at Dieuport at 1346 hours altitude 16,000 feet. This being a general area support over bombers, squadron arrived at the assigned area at 1353 hours and made five or six circuits of the area and left the area at 1509 hours. Landfall out was made between Hardelot and La Tourque at 1514 hours altitude 16,000 feet. Flak was encountered at Hesdin which was meager and inaccurate at 15,000 feet. Also moderate and accurate flak was encountered just inland of La Tourque on landfall out. Blue flight left the assigned area early to escort pilot who was out of oxygen. This flight made landfall out just east of Calais and encountered meager but accurate flak just east of Gravelines. Bluish white-zig-zag smoke trails were observed southwest of Amiens which were up to 21,000 feet.

No claims or casualties.

0033

Mission No. 13 (General area support).

The 365th Fighter Squadron made its thirteenth operational mission on 24 January 1944. The group was led by Lt. Col. Wells and the 365th Fighter Squadron was led by Maj. Ross. Briefing was conducted by Lt. Col. Wells at 0730 hours. The Squadron took off at 0924 hours on a ramrod(general area support) mission using belly tanks. This counted as two operational sorties on Field Order 222.

Pilots taking part in this mission were:

WHITE		RED	
Maj. Ross	CH-R	Lt. Dickson	CH-D
Lt. Hasel	CH-L	Lt. Tew	CH-B
Lt. Fletcher	CH-F	Lt. Coulter	CH-C
Lt. Floyd	CH-Q	Lt. Buston	CH-M
YELLOW		**BLUE**	
Capt. Yarian	CH-Y	Lt. Hunt	CH-H
Lt. Gurley	CH-G	Lt. Thomson	CH-T
Lt. Fishel	CH-Z	Lt. Elledge	CH-P
Lt. Jonnston	CH-J	Lt. Woodyard	CH-X

Spares: Lt. Tusing CH-U, Lt. Furbstein CH-K

The squadron took off Leiston and made landfall in at Nieuport at 1009 hours altitude 23,000 feet. Squadron arrived at rondezvous point at 1021 hours at which time bombers were picked up and escorted alon route as briefed. The squadron made continual esses nd orbits over the patrol area at about 23,000 feet. Bombers were left at 1101 hours and landfall out was over Blankenberge at 1130 hours altitude 23,0 feet. No enemy aircraft were seen while over enemy territory. Flak was encountered over Ghent which was meager and accurate at 25,000 feet. Three merchant ships were seen coming out from Anoche making a turn to the south. Squadron landed at Leiston at 1210.

No claims or casualties.

0034

Mission No. 14 (Area sweep)

The 365th Fighter Squadron made its fourteenth operational mission on 25 January 1944. The group was led by Lt. Col. Wertenbaker and the 365th Fighter Squadron was led by Lt. Col. Wells. Briefing was conducted by Lt. Col. Wertenbaker at 1255 hours. The squadron took off at 1413 hours on a n area sweep using belly tanks. This counted as one operational sortie on Wing F.O. 40.

Pilots participating in this mission were:

WHITE		RED	
Lt. Col. Wells	CH-M	Lt. Fletcher	CH-F
Lt. Gurley	CH-G	Lt. Tusing	CH-U
Lt. Fisnel	CH-Z	Lt. Mackler	CH-Q
Lt. Johnston	CH-J	Lt. Floyd	CH-B

YELLOW		BLUE	
Maj. Ross	CH-R	Capt. Yarian	CH-Y
Lt. Elledge	CH-P	Lt. Tew	CH-W
Lt. Hunt	CH-H	Lt. Dickson	CH-D
Lt. Woodyard	CH-X	Lt. Coulter	CH-C

Spares: Lt. Thomson CH-T, Lt. Farbstein CH-K

Returned to base: Lt. Johnston radio trouble.

Squadron took off Leiston and made landfall in south of Zandvoort at 1500 hours altitude 24,000 feet. The squadron circled the area making right and left hand turns until 1540 hours. No enemy aircraft were observed. Landfall out was north of Egmond at 1554 hours at 21,000 feet. Moderate and accurate flak was encountered going in at 24,000 feet probably at vicinity of Noordwijk. Also meager and accurate flak was encountered at Den Helder coming out. Down Leiston 1640 hours.

No claims or casualties.

0035

Mission No. 15 (Thunder-bombing)

The 365th Fighter Squadron made its fifteenth operational mission on 28 January 1944. The group was led by Lt. Col. Wells and the 365th Fighter Squadron led by Lt. Col. Wertenbaker Briefing was conducted by Lt. Col. Wells at 1345. The squadron took off at 1521 hours on a thunder bomber mission. This counted as one sortie as fighter did not drop their bombs.

Pilots participating in this mission were:

WHITE		RED	
Lt. Col. Wertenbaker	CH-W	Lt. Dickson	CH-D
Lt. Eldge	CH-T	Lt. Buston	CH-M
Lt. Hunt	CH-H	Lt. Farbstein	CH-A
Lt. Gsell	CH-B	Lt. Tew	CH-C

YELLOW		BLUE	
Maj. Ross	CH-R	Capt. Farian	CH-Y
Lt. Floyd	CH-J	Lt. Grey	CH-K
Lt. Fletcher	CH-F	Lt. Fishel	CH-Z
Lt. Hackler	CH-Q	Lt. Lowman	CH-L

Spares: Lt. Averett CH-G, Lt. Woodyard CH-X.

Squadron took off Leiston. This mission was a thunder bombing mission which initiated the squadron to this type of operational work. The 365th Fighter Squadron was to be the bombing squadron while the 366th and 367th Fighter Squadrons of the 358th Fighter Group were to act as top cover. Due to heavy overcast over target the squadron was not able to drop its bombsand therefore returned to the base bringing their bombs with them. Also due to the heavy overcast was unable to ascertain points of landfallin or out. The squadron flew the mission at 20,000 feet. Weather was 10/10 overcast over the North Sea and continent between 7,000 and 8,000 feet. Lights whisps of clouds were also present at 18,000 feet. Squadron landed at Leiston at 1728 hours.

No claims of casualties.

Target for this thunder bombing mission was Leeuwarden airdrome in Holland.

0036

Mission No. 16 (Ramrod)

The 365th Fighter Squadron made its sixteenth operational mission on 29 January 1944. The Group was led by Lt. Col. Wertenbaker and the 365th Fighter Squadron was led by Maj. Ross. Briefing was conducted by Lt. Col. Wertenbaker at 0730 hours. The squadron took off at 0914 hours on a ramrod mission. This counted as two operational sorties as they used belly tanks.

Pilots taking part in this mission were:

WHITE		RED	
Maj. Ross	CH-R	Lt. Fletcher	CH-F
Lt. Gurley	CH-G	Lt. Tusing	CH-U
Lt. Fishel	CH-Z	Lt. Hackler	CH-Q
Lt. Johnston	CH-J	Lt. Hasel	CH-L

YELLOW		BLUE	
Capt. Yarian	CH-Y	Lt. Col. Wertenbaker	CH-W
Lt. Gsell	CH-B	Lt. Dickson	CH-D
Lt. Woodyard	CH-X	Lt. Tew	CH-C
Lt. Hunt	CH-H	Lt. Buston	CH-M

Early returns: Lt. Gsell CH-B, oxygen trouble.

Squadron took off Leiston but due to heavy overcast was unable to ascertain time and place of landfall in or out. Altitude in was 23,000 feet. Rondezvous was made with the bombers at 1014 hours altitude 26,000 feet. Bombers were left at 1038 hours and the squadron started out. One group of P-47s were seen coming in about five minutes after withdrawal from the bombers about 15 minutes later. Altitude out 24,000 feet. Squadron landed at 1210 hours. No claims or casualties.

0037

Mission No. 17 (Ramrod)

The 365th Fighter Squadron made its seventeenth operational mission on 30 January 1944. The Group was led by Lt. Col. Wertenbaker and the 365th Fighter Squadron was led by Maj. Ross. Briefing was conducted by Lt. Col. Wertenbaker at 1030 hours. The squadron took off at 1217 hours on a ramrod mission. This counted as two operational sorties as all planes carried belly tanks.

Pilots participating in this mission were:

WHITE		RED	
Maj. Ross	CH-R	Lt. Fishel	CH-Z
Lt. Farbstein	CH-A	Lt. Grey	CH-K
Lt. Dickson	CH-D	Lt. Lowman	CH-L
Lt. Coulter	CH-C		

YELLOW		BLUE	
Capt. Yarian	CH-Y	Lt. Hunt	CH-H
Lt. Hackler	CH-Q	Lt. Elledge	CH-E
Lt. Fletcher	CH-F	Lt. Osell	CH-B
Lt. Floyd	CH-J		

Squadron took off Leiston and made lanfall in at Ijmuiden at 1305 hours altitude 22,000 feet. Squadron rendezvoused with the bombers at 23,000 feet at 1316 hours. The exact point of rondezvous could not be determined because of overcast. At 1345 hours bogies were observed in a dogfight below at about 6,000 feet. Maj. Ross leading white section went down to investigate. Bogies were two Me 109s which were camouflaged brown and two P-47s . Maj. Ross succeeded in getting on the tail of one Me 109 which split essed and went into a vertieal dive. Maj. Ross followed by white section followed down after the Me 109 and Maj. Ross fired a long burst at the Me 109 before it went into the overcast. Maj. Ross claims one Me 109 damaged as a result of this engagement. Other combats were observed in the distance and several pilots saw an unidentified single engine aircraft spinning toward the ground at 1330 hours, another single engine aircraft was seen coming away from this aircraft which was believed to be a P-47 airplane. Landfall out was made at 1400 hours in the vicinity of Noordwijk and Ijmuiden. Moderate and accurate flak was reported at Ijmuiden at 20,000 feet. The squadron landed at Leiston at 1435 hours.

Claims: 1 Me 109 damaged by Maj. Ross

Casualties: Nil

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RETURN TO
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INSTITUTE
U.S.A.F.
HISTORICAL DIVISION
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AUTH: CG 70 FW
DATE: 11 MARCH 76
INIT.: EDS

365TH FIGHTER SQUADRON
APO 638 U. S. Army

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DOD DIR 5200.9

6 March 1944

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, AAF Station F-157, APO 638, U. S. Army.

In accordance with IX Fighter Command Memorandum 20-4, dated 22 December 1943, attached herewith is History of the 365th Fighter Squadron for the Month February 1944.

For the Squadron Commander:

Karl A. Hansen

KARL A. HANSEN,
1st Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

SQ-HI-365-HI
Feb, 1944

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UNIT HISTORY

365TH FIGHTER SQUADRON
Army Air Force Station F-157
APO 638 U. S. Army

Following is the History of the 365th Fighter Squadron during the month of February 1944. This History is compiled in accordance with IX Fighter Command Memorandum 20-4, 22 December 1943, Headquarters IX Fighter Command.

1. ORGANIZATION: -
365th Fighter Squadron transferred from the VIII Air Force to the IX Air Force, February 1944, para. 4 S.O. 32, Hq., Air Force Station 373. (See Appendix I).

2. STRENGTH AS OF FEBRUARY 29, 1944.

Enlisted Men	251
Officers	39
Increase Enlisted Men	1
Increase Officers	2
Decrease Enlisted Men	0
Decrease Officers	2

Officers Assigned to this Squadron During the Month of Feb.

2nd Lt. Stephen B. Brak, O-812744, ass. and jd. fr. Hq., 358th Fighter Group, per para. 2, S. O. #9, 358th Fighter Group, 19 February 1944.

2nd Lt. Jerald D. Black, O-693100, ass. and jd. fr. Hq., 358th Fighter Group, per para. 2, S. O. #9, 358th Fighter Group, 19 February 1944.

Enlisted Men Assigned to this Squadron During the Month of Feb

S/Sgt John C. Oberg, 32380051, ass. and jd. fr. Hq, 358th Fighter Group, per para. 4, S. O. #3, Hq., 358th Fighter Group, 11 February 1944.

Promotion of Officers for Month of Feb. 1944.

1st Lt., G. W. Hunt Jr., O-666539, aptd Capt. as 28 Jan 1944. Per Para 49, S. O. #28, Hq. ETOUSA.

1st Lt., John W. Dickson, O-732189, aptd Capt. as of 28 Jan 1944. Per Para 49, S. O. #28, Hq. ETOUSA.

2nd Lt., Jack W. Coulter, O-523271, aptd 1st Lt. as of 28 Jan 1944. Per Para 49, S. O. #28, Hq. ETOUSA.

1st Lt., Allan F. Rosebrock, O-569996, aptd Capt. as of 1 Feb 1944. Per Par 8, S. O. 32, Hq. ETOUSA.

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Promotion of Enlisted Men for Month of Feb. 1944

Sgt. Elmer L. Clemons, 12073510	to S/Sgt.
Cpl. Stanley F. Skowronski, 32387990	to Sgt.
Pvt. Frank Wohinz, 32335148	to PFC
Pvt. Victor J. Majak, 15332700	to PFC
Pvt. Cecil O. Relation, 11056448	to PFC
Pvt. Joseph Stern, 12193406	to PFC
Pvt. Alfred L. White, 15536428	to PFC

The above Enlisted Men as of 30 January 1944, para 3, S. O. #29, Hq., AAF Station F-373.

3. ETO STATION OCCUPIED
Departed AAF Station F-373, Leiston, Suffolk, on 2 Feb 1944 at 1545 hours by truck convoy, arrived at AAF Station F-157, Raydon, Essex, on 2 Feb 1944 at 1715 hours. Distance traveled 40 miles. This movement was made per par 4, S. O. 32 Hq. AAF Station F-373. (See Appendix I).

4. LOSSES IN ACTION
Missing in action

Arnold N. Farbstein, 1st Lt., O-732202, missing in action on 20 February 1944. Lt. Farbstein was a spotter on F. O. 245 on 20 February 1944 and was in position 10 miles east of Oxfordness at 1115 hours. He left area later after Lt. Atkinson, Lt. Farbsteins wing man had aborted, to escort crippled B-17 to Halesworth, where Lt. Farbstein's aircraft was seen in flight at approximately 1300 hours. This aircraft then flew away after bomber had landed and no further word was heard of him.

Cletus W. Tusing, 2nd Lt., O-675809, missing in action on 29 February 1944. Lt. Tusing was yellow four on F. O. 255 withdrawal support. Just before R/V was made with Bombers Lt. Tusing was seen to go into a vertical dive from 27,000 feet, at 1150, northwest of Lingen. He was followed down by the three remaining ships in his flight but they were unable to locate him.

5. AWARDS AND DECORATIONS
Pilots during the month of February were awarded the Air Medal, 1st Oak Leaf Cluster to the Air Medal, and 2nd Oak Leaf Cluster to the Air Medal. These were on General Orders 5, 7 and 9, Hq., VIII Fighter Command. (See Appendix I).

General Order #5:

AIR MEDAL	1st OAK LEAF CLUSTER
Lt. Elledge	Captain Yarian
Lt. Fishel	Major Ross
Lt. Fletcher	
Lt. Buston	
Lt. Coulter	
Lt. Farbstein	
Lt. Gsell	
Lt. Tusing	

General Order #7
AIR MEDAL

Lt. Gurley
Lt. Hackler
Lt. Lowman

1st OAK LEAF CLUSTER

Captain Dickson
Captain Hunt

2nd OAK LEAF CLUSTER

Major Ross

General Order #9
AIR MEDAL

Lt. Averett
Lt. Floyd
Lt. Grey
Lt. Johnston

1st OAK LEAF CLUSTER

Lt. Coulter
Lt. Farbstein
Lt. Fishel
Lt. Fletcher
Lt. Hackler

2nd OAK LEAF CLUSTER

Captain Hunt
Captain Yarian

The 365th Fighter Squadron in its move to the new station at Raydon has fared well in location, quarters, offices, working area and recreational facilities. The field is layed out very well and is easily accessiable for men workin on the line. The engineering, tech supply, armament and ordnance offices were set up on the line so those departments could be in close contact with their operational functions. Intelligence, operations and communications are also located near the line and direct field communications keeps them in close contact with other departments. The administrative departments are set up in the Barracks areas where they are Accessible to all men of the squadron.

In the Squadron Area itself the squadron is now operating it own mess. This seems to be in favor with the men as it gives them a place close to their quarters to eat, also the quality of the food prepared by our own cooks in our own mess is very good. Also the squadron has its own shower rooms, this for the first time since arriving in the ETO. On the base is a large Aero Club where the men can enjoy a confortable evening. The Aero has reading and writing facilities and recreational facilities. Snacks are served for thos wishing them. A dance is held for the men every week and girls seems to be on the spot, coming from neighboring villages and towns.

Also liberty runs have been set up to meet trains leaving and arriving from London in the early evening. Then later in the evening a liberty run has been established to take care of those wishing to spend the evening in Colcester.

All these factors above, with working and recreational facilities at their best have a decided tendency on the morale of the squadron, and the morale can be said to be very high.

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The officers have an officer's mess where they may spend the evening. Spirits are served and books and cards provided for the evening entertainment. One dance has been held and the comments were "we should have more of these."

The 365th Fighter Squadron participated in twelve operational missions during the month of February. These mission were bomber escort over Germany and the occuppied countries. The type of mission were either withdrawal or penetration support.

A short resume of each mission follows:

3 February 1944. 18th Mission
F.O. 233. Major Ross leading the Squadron.
16 P-47s took off at 0943 hours and landed at 1252 hours. Due to heavy overcast landfall in and location of R.V. point could not be determined. Bombers were escorted to vicinity of Kollinghorst and the Squadron made landfall out over Egmond. At Egmond very intense and very accurate flak was encountered at 25,000 feet. Two of our aircraft were hit and the damage was placed in Category AC.

4 February 1944. 19th Mission
F.O. 234. Major Ross leading the Squadron.
17 P-47s took off at 1052 and 16 landed at 1322. One P-47 due to belly tank failure returned early. Landfall in was over Knocke and the RV point was not known due to overcast. The Bombers were escorted as briefed and upon withdrawing, squadron mad Sweep to the North covering the area assigned and made landfall out over the Hague. Flak was seen over Soesterberg Airport which was very accurate and intense.

5 February 1944. 20th Mission
F.O. 235. Lt. Col. Wertenbaker leading the Squadron.
17 P-47s took off at 1032 and landed at 1322 hours. One P-47 returned due to mechanical trouble. RV with bombers between Chartres and Paris at 1143 and escorted them along withdrawal route until 1225. Made landfall out at Dieppe at 1230. Meager and accurate flak encountered at Dieppe and Bogueville.

7 February 1944. 21st Mission
F.O. 236. Captain Yarian leading the Squadron.
16 P-47s took off at 0947 and landed at 1228. Landfall in was over Calais at 1018 hours and RV with Bombers in the vicinity of Horonoy at 1038. Supported Bombers until 1104 and made landfall out at Cayeux at 1133.

8 February 1944. 22nd Mission
F.O. 237. Lt. Col. Wells leading the Squadron.
19 P-47s took off at 0925 and landed at 1214 hours. Made landfall in at Cayeux at 1020 hours. Before Squadron RV with Bombers, ten Me 109s bounced Squadron. Squadron broke up by flights and pursued enemy aircraft. Major Ross, leading Red Flight dove on tail of Me 109 and fired at the plane. He claims

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one Me 109 destroyed. (Encounter Report in Appenxix II). Lt. Coulter flying Yellow Two of Captain Dickson's flight dove on a Me 109 and fired. He claims one Me 109 probably destroyed. (Encounter Report in Appendix II). Captain Dickson leading Yellow Flight, while starting to reform observed 2 Me 109s flying straight and level at about 2,000 feet below at 2 o'clock. He dove on the enemy aircraft and fired. He claims one Me 109 destroyed. (Encounter Report in Appendix II). Squadron then reformed and RV with Bombers at Depaume at 1045 hours. Landfall out was at Cayeux at 1120 hours.

11 February 1944. 23rd Mission
F.O. 240. Major Ross leading the Squadron.
21 P-47s took off at 0935 and landed at 1150. One P-47 returned early because of enginetrouble and one return early because of prop trouble. Landfall was made in at Ostend at 1029. RV was made with bombers at the same time as landfall in. Escort continued until 1106 in the vicinity of Liege. Landfall out was made at 1125 in the vicinity of Ostend. Visibility above was excellent.

20 February 1944. 24th Mission
F.O. 245. Major Ross leading the Squadron.
17 P-47s took off at 1113 and landed at 1429. One P-47 returned because of electrical trouble. Landfall in was made South of Ijmuiden at 1209. RV with bombers was made at 1236. Escort continued until 1247. Landfall out at 1320 over the Hague. Flak over Utrecht moderate as to height but inaccurate and lagging. Also over Amsterdam moderate and accurate.

21 February 1944. 25th Mission
F.O. 246. Captain Yarian leading the Squadron.
18 P-47s took off at 1216 and landed at 1502. Four P-47s returned early, one with instrument trouble, two with belly tank trouble, and one with pilot trouble. Landfall in was made North of Ijmuiden at 1328. RV with bombers was made at 1322, location unknown. Escort continued until 1355. Made landfall out at 26,000 feet, time and location unknown, due to overcast. Visb. good above overcast.

22 February 1944. 26th Mission
F.O. 247. Major Ross leading the Squadron.
16 P-47s took off at 1116 and landed at 1348. Made landfall in South of the Hook at 1208. Made RV with the bombers at 1227 in the vicinity of Valtbommel. Escort continued until 1252 and left the bombers in the vicinity of Bocholt. Made landfall out at 1308 over Walchren Island. Flak was encountered over Utrecht at 22,000 feet. Flak moderate and accurate as to height.

24 February 1944. 27th Mission
F.O. 250. Captain Yarian leading the Squadron.
17 P-47s took off at 1312 and landed at 1534. One P-47 returned early with Mechanical trouble. Landfall in was made over Knocke at 1353. RV with bombers was made at 1455 in the vicinity of Aachen at 21,000 feet. Bomber escort continued until landfall out which was over Nieuport at 1500 hours. Moderate and accurate flak at 21,000 feet from Antwerp. Innaccurate and merger at Flushing. Three balloons reported at West Coast of Schouwen.

0047

25 February 1944. 28th Mission
F.O. 251. Captain Yarian leading the Squadron.
17 P-47s took off 1400 and landed 1711 hours. Landfall in at Blankenberge at 1442. Bombers were early. RV at 1520 in the vicinity of Longuyon/Luxenbourg. Escorted bombers to within ten miles of enemy coast and made landfall out at Le Treport at 1610.

29 February 1944. 29th Mission
F.O. 255. Major Ross leading the Squadron.
17 P-47s took off at 1037 and lamed at 1349 hours. Two P-47s returned early, one with electrical trouble and one with belly tank trouble. Lt. Tusing mission in action. Landfall in at Zandvoort at 1131. RV with bombers in the vicinity of Lingen at 1155. Lt. Tusing seen to go in vertical dive over Lingen. He was followed down by the flight but was not seen. Landfall out at Egmond at 1241. Moderate and very accurate flak encountered in vicinity of Lingen just after RV. Two Me 109s observed at 30,000 feet both at time of landfall in, and at time of landfall out. Two of our planes had slight flak damage.

0048

[redacted]

Appendix #1

SPECIAL ORDERS
NO 32
S-052

HEADQUARTERS AAF STATION F-373
APO 637
2 February 1944

EXTRACT

4. PAC TWX SAS F22G, Hq 66th Ftr Wg, 1 Feb 44, the foll units, 358th Ftr Gp, are reld from asgmt present sta and WP to US AAF Sta 157 o/a 31 Jan 44:

Hqs, 358th Ftr Gp
365th Ftr Sq
366th Ftr Sq
367th Ftr Sq

a. This is a PERMANENT change of station.

b. Movement will be by rail, mil acft and Govt motor vehicle.

c. Individual equip and orgn equip, property and impedimenta will accompany units from present sta.

d. Rosters of each unit attached hereto and are made an integral part of this order.

e. The provisions of Memo 80-3, Hqs VIII Ftr Comd, dated 9 June 1943 will be complied with by all concerned.

f. CO, 358th Ftr Gp will be responsible for submission of reports required by ltr, Hqs, SOS, WDC, subject: "Teleprinter Reports of Troop Movements" dated 14 Dec 43.

g. All O and EM absent on DS or hosp upon ret this sta will be directed to proceed new sta by this hqs.

h. The foll procurement auth will be obligated to the extent necessary: 91-5 P 433-02, 03, 04, 05, 06, 07, 08; 212/40.25. TDN.

By order of Lieutenant Colonel WELLS:

CARLYLE D. HOFFMAN,
Major, Air Corps,
Adjutant.

OFFICIAL:

CARLYLE D. HOFFMAN,
Major, Air Corps,
Adjutant.

-1-

[redacted]

Appendix #1

HEADQUARTERS 358TH FIGHTER GROUP

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	LIEUT. COLONELS		
Air	Wells, Cecil L.	0-22505	Present
Air	Wertenbaker, Geo. L. Jr.	0-383756	Present
	MAJORS		
Motor	McClusky, Donald K.	0-473339	Present
Motor	Lawton, Joseph A.	0-468829	Present
Motor	Keator, Randall D.	0-412276	Present
Motor	Bartnick, Thaddeus A.	0-906651	Present
	CAPTAINS		
Motor	Loesch, Russell T.	0-493501	Present
Motor	Rick, Charles J.	0-1691377	Present
Motor	Stone, Bertram A.	0-855590	Present
Motor	Johnson, Henry D.	0-563420	Present
Motor	Studley, Ralph H.	0-909443	Present
	1ST LIEUTENANTS		
Motor	Guthrie, Alvin S.	0-563183	Present
Motor	Schwellenbach, Thomas W.	0-732375	Present
Motor	Sherman, Lewis F.	0-732383	DS
Motor	Craft, James S.	0-649760	Present
Motor	Haber, Emanuel (NMI)	0-568441	Present
Motor	Carlton, Milton A. Sr.	0-567587	Present
Motor	Cappel, Marvin (NMI) Jr.	0-859791	Present
Motor	Sauder, Glenn A.	0-1845243	Present
Motor	Hasel, Winston W.	0-732243	Present
	2ND LIEUTENANTS		
Motor	Thaler, David (NMI)	0-861857	Present
Motor	Tennyson, Lee S.	0-1641127	Present
	WO (jg)		
Motor	McAllister, Gale E.	W-2122069	DS
	MASTER SERGEANTS		
Motor	Hooks, Larry M.	6940578	Present
Motor	DiRado, Emil C.	13057907	Present
Motor	Lewis, Harold M.	6148335	Present
	TECHNICAL SERGEANTS		
Motor	Fetterman, Melvin S.	33102273	Present
Motor	Warren, James L.	34464201	Present
Motor	Hovde, Alfred S.	37283046	Present
Motor	Norton, Lawrence L.	35355721	Present
Motor	Hetes, Joseph (NMI) Jr.	13009980	Present
	STAFF SERGEANTS		
Motor	Sullivan, Edward J.	12003736	Present
Motor	Nieman, John L.	35453210	Present
Motor	Granstein, Nathan (NMI)	15015656	Present
Motor	Strasbaugh, Robert B.	1300383/	Present
Motor	Obe[illegible] John C.	3238005	Present

HEADQUARTERS 353TH FIGHTER ...P (Cont'd)

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	SERGEANTS		
Motor	B...ll, William H.	36388465	Present
Motor	Hilburger, Edward W.	6736804	Present
Motor	Higgins, William T.	11036995	Present
Motor	Tes...er, Herbert S.	35045857	Present
Motor	Rawitz, Sidney B.	32590428	Present
Motor	Gr...ey, William G.	20274591	Present
Motor	Kilar, Marion F.	36351056	Present
Motor	Rodick, John J.	35360709	Present
Motor	Watt, Robert S.	13168...52	Present
Motor	Pa...k, Frank T.	36361405	Present
	CORPORALS		
Motor	DeShaw, Robert W.	35277141	Present
Motor	Richmond, Alex (NMI)	36335700	Present
Motor	Davis, Benjamin M. Jr.	32...1192	DS
Motor	Glaps, Louis I.	35537065	Present
Motor	Hill, Arnold L.	14188442	Present
Motor	Nielsen, Louis B.	33357540	Present
Motor	Petersen, Gerald C.	17071436	Present
Motor	Renlow, Dean F.	37339239	Present
Motor	Zumkeller, Paul R.	14082673	Present
Motor	Meyer, Charles J.	13040468	Present
Motor	Dean, Edwin W.	35614256	Present
Motor	Rodriguez, Severo (NMI)	36359968	Present
Motor	Beard, Charles E.	38325047	Present
Motor	Little, Lawrence F.	38231902	Present
Motor	Adams, Charles R.	15341058	Present
	PRIVATE FIRST CLASS		
Motor	Hellman, John R.	14170852	Present
Motor	Schmelzer, Alfred T.	36502673	Present
Motor	Morrison, Charlie R.	34399906	Present
Motor	Vivet, Sumner (NMI)	31296751	Present
Motor	Randolph, John T.	32761918	Present
Motor	Breton, Francis G.	31316151	Present
	PRIVATES		
Motor	Cross, Harvey G.	6940576	Present
Motor	Demmas, James R.	37194090	Present
Motor	Tazza, Otello J.	32362645	Present
Motor	Cordle, Robert S.	34501413	Present
Motor	Corr, Francis (NMI)	11111919	Present
Motor	Weinberg, Louis (NMI)	32302422	Present
Motor	Fay, Arthur F.	19164570	Present

365TH FIGHTER SQUADRON

MODE OF TRAVEL	NAME AND RANK	ASN	STATUS
	MAJORS		
Air	Ross, Frank M.	0-406490	Present
Motor	Handley, Robert S.	0-253348	Present
	CAPTAINS		
Motor	Cox, Philip A.	0-407311	Present
Motor	Pebbles, Frank D.	0-900612	Present
Air	Yarian, Burton D.	0-432738	Present
	1ST LIEUTENANTS		
Air	Bassler, Harry D.	0-665377	DS St F-345
Air	Dickson, John W.	0-732189	Present
Air	Elledge, James C.	0-660124	Present
Air	Farbstein, Arnold N.	0-732202	Present
Air	Fishel, Robert R.	0-25459	Present
Air	Fletcher, Robert C.	0-732207	Present
Motor	Foley, Francis P.	0-857959	Present
Air	Gearhart, Clair R.	0-732219	DS Sta F-345
Air	Gurley, Howard L. Jr.	0-675696	Present
Air	Hackler, James F. Jr.	0-25767	Present
Motor	Hansen, Karl A.	0-571934	Present
Motor	Henley, Laurel M.	0-572002	Present
Air	Hunt, George W. Jr.	0-666539	Present
Motor	Johnson, Darwin A.	0-578072	Present
Air	Lowman, Raymond P.	0-673398	Present
Motor	Rosebrock, Allan F.	0-569996	Present
Motor	Weglarz, Edward	0-1553929	Present
Air	Woodyard, Jean K.	0-672731	Present
	2ND LIEUTENANTS		
Motor	Atkinson, Joseph	0-687223	Present
Air	Averett, Norvin K.	0-795882	Present
Air	Buston, John H.	0-671497	Present
Air	Coulter, Jack W.	0-523271	Present
Air	Floyd, Paul D.	0-675686	Present
Rail	Gottlieb, Seymour W.	0-1646205	DS Crunwell
Rail	Green, Joseph L. Jr.	0-675760	2nd Gen Hosp.
Air	Grey, James D.	0-675694	Present
Air	Gsell, Albert P.	0-675762	Present
Air	Johnston, David W. Jr.	0-678057	Present
Motor	Manor, LeRoy J.	0-810535	Present
Motor	Sprague, William H. Jr.	0-810589	Present
Air	Tew, Fred H.	0-675730	Present
Air	Thomson, Jay V.	0-674346	Present
Air	Tusing, Cletus W.	0-675809	Present
	1ST SERGEANT		
Motor	Bryan, Ben E.	18033204	Present
	MASTER SERGEANTS		
Motor	Glavin, Harry E.	6539496	Present
Motor	Hicks, Thomas R.	36317284	Present
Motor	March, Paul M. Jr.	33320909	Present

365TH FIGHTER SQUADRON (Cont'd)

MODE OF TRAVEL	NAME AND RANK	ASN	STATUS
	TECHNICAL SERGEANTS		
Motor	Aldoroty, Albert	32222193	Present
Motor	Blacketer, Donald P.	16067277	Present
Motor	Cantlay, Charles	32278424	Present
Motor	Cornwell, Dailey J.	16048161	Present
Motor	Crichton, Frank M.	15074091	Present
Motor	Dentino, William E.	32250607	Present
Motor	Heinrich, Joseph M.	39094379	Present
Motor	Kahat, Steve L.	13040426	Present
Motor	Kelleher, James F.	31140645	Present
Motor	Leaghty, Charles C.	6995264	Present
Motor	Lindquist, Kenneth H.	36237457	Present
Motor	Losee, Wallace A.	6756759	Present
Motor	Welch, John T.	14047222	Present
Motor	Wilkinson, Charles E.	11038038	Present
	STAFF SERGEANTS		
Motor	Adams, Eugene W.	35043148	Present
Motor	Akins, Louie E.	34353262	Present
Motor	Albert, Hartwig C.W.	33117887	Present
Motor	Belka, Romuald A.	36172869	Present
Motor	Bloom, Leonard	32190091	Present
Motor	Buffington, Orin F.	34261984	Present
Motor	Danner, Mark B.	13072011	Present
Motor	Dawson, Herbert J.	35043127	Present
Motor	Delaney, Edwin T.	37115522	Present
Motor	Deskiewicz, Casimer J.	32379945	Present
Motor	Finch, Donald P.	12025575	Present
Motor	Gelichak, Nick C.	35276882	Present
Motor	Gelinas, Edwin A.	11038303	Present
Motor	Girolami, Guido J.	36348325	Present
Motor	Graber, Robert J.	17056513	Present
Rail	Gray, Atlee A.	35406765	BS Sta F-345
Motor	Grove, Charles D.	37147366	Present
Motor	Gruss, Victor J.	35275784	Present
Motor	Heinl, Paul E.	35043144	Present
Motor	Huffman, Fred D.	19102779	Present
Motor	Jenkins, Edward C.	39118120	Present
Motor	Kassay, Frank W.	31122460	Present
Motor	Kem, Carl C.	35135262	Present
Motor	Kirby, Paul E.	11031034	Present
Motor	Krumenacker, Walter A.	33278387	Present
Motor	Kuehl, Luvern	37192677	Present
Motor	Kuhn, Frank N.	31143144	Present
Motor	Lammay, Elmer H.	33125596	Present
Motor	Larson, Arnold L.	36222174	Present
Motor	Latta, Harry K.	35383567	Present
Motor	League, Virgil R.	39238586	Present
Motor	Lee, Carroll E.	13069234	Present
Motor	Lewis, Carrel E.	32379227	Present
Motor	Lewis, Winifred	6560399	Present
Rail	Lindesmith, Jerry E.	39391698	DS Sta F-345
Motor	Lloyd, Leo B.	38164110	Present
Motor	[illegible], Lubbertus H. Jr.	120[illegible]	Present

MODE OF TRAVEL	NAME AND RANK	ASN	STATUS
	STAFF SERGEANTS (Cont'd)		
Motor	Longmore, Louis	R-441215	Present
Motor	Looney, Lloyd H.	34352461	Present
Motor	Lowe, Burleigh E.	31117387	Present
Motor	Loyd, Marvin E.	14128989	Present
Motor	Lutes, Edward W. Jr.	33315607	Present
Motor	Maher, Laurence C.	37368408	Present
Motor	McClure, Joseph D.	35278106	Present
Motor	Miller, John R.	7022285	Present
Motor	Miller, Robert A.	33115267	Present
Motor	Moore, Robert H.	18081939	Present
Motor	Murray, Frank Y.	38161024	Present
Motor	Newton, John A.	31081088	Present
Motor	Olsgaard, Raymond H.	37287248	Present
Motor	Osteen, Samuel M.	38307699	Present
Motor	Owen, Kenneth R.	11015202	Present
Motor	Powers, Charles W.	35133984	Present
Motor	Prichard, Lester R.	32114086	Present
Motor	Quackenbush, Richard K.	35358909	Present
Motor	Reinle, Joseph Jr.	32398527	Present
Motor	Richardville, Harry C.	35482369	Present
Motor	Roy, Theodore N.	11070792	Present
Motor	Saunders, Richard O.	13065438	Present
Motor	Scarborough, Mat	34209374	Present
Motor	Schlossman, Clarence P.	33238206	Present
Rail	Schraishuhn, Julius V.	33320115	DS Sta F-345
Motor	Settles, Harold E.	16018500	Present
Motor	Shea, Timothy H.	31079598	Present
Motor	Spaetzel, Frederick E.	36175429	Present
Motor	Starkey, Joseph P.	12093574	Present
Motor	Stratton, James J.	16038751	Present
	SERGEANTS		
Motor	Ahlfeld, Albert F.	32392600	Present
Motor	Allen, Laurence L.	32142293	Present
Rail	Anderson, Ervin L.	17160990	DS Sta F-345
Motor	Auglis, Alphonse	31158404	Present
Motor	Babich, John J.	33249944	Present
Motor	Beigel, Richard L.	32378406	Present
Motor	Bell, Leo G.	36242927	Present
Motor	Biedrzycki, Alexander H.	33324499	Present
Motor	Brinegar, John E.	18125495	Present
Motor	Brinkman, Lester E.	35347278	Present
Motor	Cadwallader, Francis E.	32270331	Present
Motor	Chickering, Harold K.	39834351	Present
Motor	Clemons, Elmer E.	12073510	Present
Motor	Cohen, Milton M.	12162416	Present
Motor	Cohen, Samuel	32236678	Present
Motor	Connolly, Stephen J.	11088902	Present
Motor	Cristman, Miles A.	31201391	Present
Motor	Davidson, Thomas J.	32290661	Present
Motor	Desvaux, William V.	37369695	Present
Motor	Duffy, William J.	16076782	Present
Motor	Foley, Sylvester R.	32612583	Present

365TH FIGHTER SQUADRON (Cont'd)

MODE OF TRAVEL	NAME AND RANK	ASN	STATUS
	SERGEANTS (Cont'd)		
Motor	Halbrooks, Jesse R.	14108301	Present
Motor	Housenfluck, James J.	18041890	Present
Motor	Jacobson, Warren M.	37266772	Present
Motor	Keith, Clarence R.	36058856	Present
Motor	Korsh, Carl E.	34612071	Present
Motor	Koon, Fred S.	34330171	Present
Motor	Kwap, Walter	32405848	Present
Motor	Lancaster, Edward C.	32377948	Present
Motor	Lancaster, Eustis D.	33126605	Present
Motor	Lash, Nelson O.	36146995	Present
Motor	Lavihe, Victor	32271325	Present
Motor	Lavorgna, Salvatore J.	31142983	Present
Motor	Little, Robert G.	36508136	Present
Motor	Luton, Robert E.	13045635	Present
Motor	Marone, Joseph F.	32092762	Present
Rail	Maxwell, Charles J.	35514267	DS Sta F-345
Motor	McComb, Orville L.	37205990	Present
Motor	McGlothin, Lonnie W.	18180729	Present
Motor	Micallef, Joseph	39539208	Present
Motor	Neumann, George T.	32397727	Present
Rail	Olson, Donald N.	37298404	DS Sta F-345
Motor	Patterson, William B.	13032519	Present
Motor	Patton, Leonard H.	19122902	Present
Motor	Pearston, William J.	31189372	Present
Motor	Radford, Joseph V.	12039578	Present
Motor	Reason, Elmer L.	15085307	Present
Motor	Rosenthal, Israel S.	32399846	Present
Motor	Sawyer, Leon N.	18217095	Present
Motor	Schumer, Morris L.	32388351	Present
Motor	Sobczak, George W.	16093732	Present
Motor	St.Clair, Archie W.	33203738	Present
Motor	Taylor, Harlan D.	11101004	Present
Motor	Taylor, Robert E.	34333504	231st Sta Hosp
Motor	Theys, Henry S.	32344674	Present
Motor	Vaughn, John R.	34438560	Present
Motor	Warwick, Thomas J.	35466517	Present
Motor	Waters, Robert S.	38140169	Present
Motor	Weiss, Raymond M.	37266009	Present
Motor	Wilson, James W. Jr.	13032530	Present
Motor	Witherel, Nial L.	32502777	Present
	CORPORALS		
Motor	Bardfield, Irving	32627153	Present
Motor	Biggiuri, Thomas	31069793	Present
Motor	Brantley, Lester R.	7033231	Present
Motor	Burnside, Richard O.	35390247	Present
Motor	Caron, Louis A.	31067170	Present
Motor	Carter, Edward	12119911	Present
Motor	Chipman, Bernard C.	31201243	Present
Motor	Chitwood, Lester	39318009	Present
Motor	Clare, Edward J.	32349475	Present
Motor	Colianni, Salvatore A.	32539882	Present
Motor	Cook, Leighton H.	19052671	Present

365TH FIGHTER SQUADRON (Co.)

MODE OF TRAVEL	NAME AND RANK	ASN	STATUS
	CORPORALS (Cont'd)		
Motor	Costin, Woodrow L. Sr.	13167521	Present
Motor	Cousins, Ethan E.	36408500	Present
Motor	Cox, Robert H.	34613467	Present
Motor	Cushman, Donald R.	36408496	Present
Motor	Foglia, Guerino	32512642	Present
Motor	Getchey, William	33290133	Present
Motor	Gideon, Byrl E.	6288495	Present
Motor	Harris, Warren K.	37226875	Present
Motor	Hunsinger, Harry C.	12199294	Present
Motor	Johnson, Lyle N.	37308578	Present
Motor	Jones, Grief G.	13120891	Present
Motor	Kennerly, James W.	34355778	Present
Motor	Kowalski, John F.	32466915	Present
Motor	Latham, James H.	14142116	Present
Motor	LeVanway, Walter J.	31076460	Present
Motor	Maier, Albert W.	37133257	Present
Motor	Marston, George H.	11097297	Present
Motor	Martindale, Charles W.	36500659	Present
Motor	Martineau, Laurence J.	31172991	Present
Motor	Massi, Dominick D.	32634707	Present
Motor	May, Walter F.	35509861	Present
Motor	Meinholz, Joseph, Jr.	36268909	Present
Motor	Mepham, Robert J. Jr.	12153544	Present
Motor	Merrill, Thomas L.	37436258	Present
Motor	Mohr, Francis X.	36281242	Present
Motor	Norton, Herbert H.	36416590	Present
Motor	O'Malley, Thomas P.	32620015	Present
Motor	Painter, Lawrence L.	33206362	Present
Motor	Parker, Robert H.	35514123	Present
Motor	Pedro, Earl F.	31149674	Present
Motor	Petrow, Charles	31081730	Present
Motor	Pickering, John L.	12132950	Present
Motor	Pisano, John E.	12211784	Present
Motor	Potter, Orville L.	37224800	Present
Motor	Prince, Oscar	12147074	Present
Motor	Rae, William H.	31129807	Present
Motor	Rittman, Raymond E.	35567322	Present
Motor	Rohleder, Fred W.	15329192	Present
Motor	Sandell, Dudley F.	31190460	Present
Motor	Sano, Joseph	35626774	Present
Motor	Shannon, Robert E.	11114750	Present
Motor	Shapiro, Louis	37212774	Present
Motor	Skowronski, Stanley F.	32387990	Present
Motor	Stone, Harold	35711578	Present
Motor	Suhr, Richard J.	36291876	Present
Motor	Thompson, Robert S.	33499787	Present
Motor	Upchurch, Harry E.	34463774	Present
Motor	Vagin, Ivan D.	39116313	Present
Motor	Vojack, Edward F.	32565882	Present
Motor	Waldron, Austin J. Jr.	32388642	Present
Motor	Wehrwein, Winston W.	36264676	Present
Motor	Williams, George L.	36426594	Present
Motor	Wilsey, Albert C.	12136075	Present

365TH FIGHTER SQUADRON (Cont'd)

MODE OF TRAVEL	NAME AND RANK	ASN	STATUS
	CORPORALS (Cont'd)		
Motor	Wolfe, Roy	12192224	Present
Motor	Yukich, Frank	33297065	Present
Motor	Zimmer, Peter R.	12207922	Present
Motor	Zufall, Walter W.	12181570	Present
	PRIVATES FIRST CLASS		
Motor	Bittle, John A. Jr	14108121	Present
Motor	Byrnes, William R.	6098531	Present
Motor	Ciolorito, Nicholas A.	32486764	Present
Motor	Cyr, Rayo C.	31130460	Present
Motor	Favicchio, Philip F.	32503347	Present
Motor	Manders, Aubrey	34441024	Present
Motor	Moore, John W.	33631895	Present
Motor	Paysnick, Saul J.	11117353	Present
Motor	Rossi, John J.	31139683	Present
Motor	Rykowski, Thaddeus F.	32582248	Present
Motor	Tomaszewski, Victor F.	32504076	Present
Motor	Zunic, Frank J.	33419098	Present
	PRIVATES		
Motor	Black, Paul B.	36173036	Present
Motor	Butlr, Ronald R.	34506185	Present
Motor	Carter, Ernest G.	31099840	Present
Motor	Carver, Paul G.	35659193	Present
Motor	Cohen, Saul L.	31201773	Present
Motor	Hajek, Victor J.	15332799	Present
Motor	Hamilton, Van R.	34440104	Present
Motor	Harris, James D.	14056768	Present
Motor	Kizauskas, Charles D.	31190794	Present
Motor	Lesley, Joseph J.	32576556	Present
Motor	Montgomery, Homer F.	38274085	Present
Motor	Muller, Fred D.	12185132	Present
Motor	Murphy, Daniel J.	32615362	Present
Motor	Pennesi, Elpedio A.	32177723	Present
Motor	Phelps, Albert	36073218	Present
Motor	Relation, Cecil G.	11056448	Present
Motor	Russell, George H.	31296891	Present
Motor	Stern, Joseph	12193406	Present
Motor	Stoneking, Robert H.	36435412	Present
Motor	Surwillo, Walter F.	37375792	Present
Motor	Ulerick, Charles S.	13099041	Present
Motor	White, Alfred R.	15334428	Present
Motor	Wohinz, Frank	32335148	Present

[illegible] FIGHTER SQUADRON

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	MAJORS		
Air	Thornhill, Jack L.	0-432140	Present
	CAPTAINS		
Motor	Charlton, Allan H.	0-907075	Present
"	Peabody, William (nmi)	0-1695152	Present
Air	Underwood, Joseph D., Jr.	0-432732	Present
Motor	Vollink, Russell M.	0-559428	Present
	1ST LIEUTENANTS		
Motor	Guthrie, Thomas A.	0-571388	Present
"	Loss, John R.	0-569083	Present
"	Rathgeber, William D.	0-860804	Present
"	Scrapiglia, Anthony L.	0-832381	Present
"	Simcos, Raphael (nmi)	0-857501	Present
"	Yurid, Slyman K.	0-443999	Present
Air	Mylor, Knute M.	0-732257	Present
Air	Kimball, Charles T.	0-666953	Present
Air	Krug, Robert F.	0-732276	Present
Air	Jones, George E.	0-666548	Present
"	DeGruchy, Oliver W., Jr.	0-25652	Present
"	Farlow, Allan W.	0-665393	Present
"	Melancon, Alexander J., Jr.	0-666568	DS F-345
"	Austin, C.M. (io), Jr.	0-673297	Present
"	Buckner, John H.	0-25439	Present
"	Schuster, Robert C.	0-793542	Present
"	Idol, Victor H., Jr.	0-666542	Present
"	Corson, Peter (nmi)	0-728595	Present
Motor	Robbins, George (nmi)	0-860160	Present
	2ND LIEUTENANTS		
Air	McClellan, Harold L.	0-673409	Present
"	McClure, Max W.	0-675786	Present
"	Tuck, David B.	0-674425	Present
"	Hamilton, Augustus (nmi), Jr.	0-675767	Present
"	McDaniel, Meredith M.	0-675879	Present
"	Shook, Carmel M.	0-521664	Present
"	Coldren, Clyde L.	0-531339	DS F-345
"	Dian, William (nmi)	0-531401	Present
"	Littlejohn, Erik P.	0-443002	DS F-345
"	Brockus, Philip D.	0-671494	Present
"	Harber, John R.	0-675768	Present
Motor	Kropenicki, John J.	0-688270	Present
Motor	Kantorski, Edward (nmi)	0-688269	Present

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MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	1ST SERGEANT		
Motor	Spalding, John T.	15047132	Present
	MASTER SERGEANTS		
"	Gouba, Alfred (nmi)	6853720	Present
"	Ross, Lester A.	6912287	Present
"	Sherry, Russell C.	6942799	Present
	TECHNICAL SERGEANTS		
"	Abbott, Dwight E.	37086176	Present
"	Cooke, Francis E.	13058372	Present
"	Morris, George A.	20156258	Present
"	Peters, Raymond C.	14065685	Present
"	Putnam, Harold J.	12024396	Present
"	Selbovitz, Michael E.	11024124	Present
"	Wynott, Ross S.	6149159	Present
"	Benson, Morton E.	36170201	Present
"	Chenoweth, Virgil E.	35043191	Present
"	Chirsan, Samuel D.	33281940	Present
"	DiFoggio, Peter (nmi)	11087162	Present
"	Lempke, Marvin W.	36050555	Present
"	Pickard, Robert E.	34160234	Present
"	Jones, Harold A.	36325626	Present
	STAFF SERGEANTS		
"	Blackwell, William F.	34231193	Present
"	Fish, Joseph W.	39026723	Present
"	Guinn, Myron C.	34201052	Present
"	Hall, Donald V.	12035549	Present
"	Hobza, Edward F.	37126799	Present
"	Jones, Prettyman J.	36175501	Present
"	Kelly, Fred A.	31118394	Present
"	Klucka, Stephen C.	36174515	Present
"	Leininger, Melvin A.	16093051	Present
"	Lentz, Robert V.	35135294	Present
"	Marchant, Zeke B.	38105059	Present
"	Martin, Raymond A.	35133868	Present
"	Messerole, Ervin H.	35043532	Present
"	Newman, Hans H.	18075782	Present
"	Paczak, John (nmi)	36325139	Present
"	Patton, John (nmi)	35134892	Present
"	Schiappacasse, Martin (nmi)	36502595	Present
"	Scott, John E.	36199352	Present
"	Trudel, Sylvio J.	6139603	Present
"	Vines, Marlin M.	14108125	Present
"	Austin, Fred (nmi)	32425177	Present
"	Bernatonis, John A.	33150646	Present
"	Claybrook, Orin T.	37231383	Present
"	Cuzzola, Anthony J.	33273670	BS Sta F-345
"	Fristoe, Evan L., Jr.	35328975	Present
"	Getz, Harold W.	35043477	Present
"	Green, Carl (nmi)	34263264	Present

366TH FIGHTER SQUADRON (cont'd)

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	STAFF SERGEANTS (cont'd)		
Motor	Groves, Donald A.	38106254	DS Sta F-345
"	Hazel, Alton E.	37038491	Present
"	Kochevar, Albert (nmi)	36231234	Present
"	Leonhart, Woodrow (nmi)	37117112	Present
"	McLeod, Frederick R.	36176105	Present
"	Mockus, George A.	16049567	Present
"	Olson, Merton F.	36313738	Present
"	Pierce, Carl G.	34350951	Present
"	Poo, Leonard C.	19065956	Present
"	Roubitchek, Miles (nmi)	36344266	Present
"	Anderson, Henry N.	35316434	Present
"	Cowan, Warren F.	34138793	Present
"	Dempsey, Leo T.	32449654	DS Sta F-345
"	Grebing, Walter W.	38130263	Present
"	Havlik, Joseph H.	16037533	Present
"	Heere, Claude (nmi)	33185455	Present
"	Kennedy, Harold J.	36237446	Present
"	Kiess, Edward J.	33350418	Present
"	Miller, Ray O.	18045959	Present
"	Nime, Woodrow (nmi)	350_3158	Present
"	Nonno, Constantine (nmi)	35043341	Present
"	Peck, Maurice J.	37331166	Present
"	Robinson, James F.	39239173	Present
"	Rocchiccioli, Oliver J.	35501647	Present
"	Slie, Robert R.	6150055	Present
"	Thurnau, Wilbert H.	37284634	Present
"	Allgood, John F.	39530441	Present
"	Berg, Harold J.	16033062	Present
"	Blamer, Albert H.	35137914	Present
"	Cipriani, Louis S.	13053349	Present
"	Harvey, Walter B.	38209152	Present
"	Hurry, Ralph E.	36053873	Present
"	Kern, Clinton E.	16043891	Present
"	Kern, Jacob J.	36335345	Present
"	Leache, Edward H.	38116616	Present
"	Parry, Robert A.	12017764	Present
"	Pederson, Ralph H.	33606533	Present
"	Peterson, Lee J.	36243342	Present
"	Presnell, Donald M.	39385741	Present
"	Rowe, Charles T.	33318104	Present
"	Virden, Virgil (nmi) Jr	18029379	Present
	SERGEANTS		
"	Brynes, Harold L.	32575331	Present
"	Dent, James C.	14129367	Present
"	Drake, Roscoe C.	35476223	Present
"	Evans, Forest V.	35407672	Present
"	Frenchi, James F.	16082337	Present
"	Jarding, Louis N.	37450248	DS Sta F-345
"	Lonergan, Robert M.	11070271	Present
"	MacGregor, Malcolm E.	31156189	Present
"	Martin, Gilbert R.	32356947	Present

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366TH FIGHTER SQUADRON (Cont'd)

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	SERGEANTS (cont'd)		
Motor	McNeill, John A.	32405463	Present
"	Musson, Garret W.	32275996	Present
"	Schank, Kenton L.	35505105	Present
"	Smith, Woodrow R.	35370630	Present
"	Weber, William H.	31067185	Present
"	Weinberg, Henry (nmi)	33206361	Present
"	Jamiolkowski, Michael J.	12065087	Present
"	Wilke, Harry H.	36544223	Present
"	Anderson, Lewis E.	36707786	Present
"	Boots, Herman (nmi) Jr.	36381605	Present
"	Flanary, William R.	33209456	~~Robert~~F-345
"	Fust, Lawrence L.	39613478	Present
"	Gengo, Matthew F.	32218653	Present
"	Hilbig, Warren E.	32454820	Present
"	Hill, Frank E.	37463598	Present
"	Huels, Robert P.	32381138	Present
"	Killigrew, Hubert C.	32585104	Present
"	Lee, David M.	39241020	Present
"	Legezos, Sotirios J.	32412366	Present
"	Moore, Delmer T.	35744200	Present
"	Rowell, Alfred M.	35354864	Present
"	Schilly, Francis A.	37388956	Present
"	Schulz, Leonard F.	32432316	Present
"	Starr, Roy H.	36199910	Present
"	Crider, Howard G.	38188688	Present
"	Decker, Max (nmi)	36322136	Present
"	DeVaul, William O.	37231264	Present
"	Dwire, Jesse E Jr.	11098740	Present
"	Gardner, Raymond M.	39396451	Present
"	Gurule, Manuel L.	18046716	Present
"	Parkman, Jesse L.	18226660	Present
"	Reed, Wiley J.	37202954	Present
"	Rye, Edward L.	14083582	Present
"	Smith, Lester L.	34432458	Present
"	Wells, Clarence E.	35405095	Present
"	Amalfitano, Anthony (nmi)	32406804	Present
"	Dinanzio, Albert A.	32402534	Present
"	Faughnan, Vincent J.	32403675	Present
"	Grace, Edward F.	31138963	Present
"	Graves, Robert M.	35472358	Present
"	Henningen, Richard H.	35482474	Present
"	Ivwerks, Russell P	11055481	Present
"	Jacota, George (nmi)	16044342	Present
"	Joy, Donald L.	36199599	Present
"	Monahan, George J.	32633317	Hospital
"	Osmer, Raymond J.	16084653	Present
"	Reed, Carl W.	16097402	Present
"	Smith, Robert E.	35370618	Present
"	Stawiasz, Chester A.	32270645	Present
"	Steiner, Leonard (nmi)	32363494	Present
"	Taylor, William E.	14126464	Present

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MODE OF TRAVEL	NAME & RANK	[illegible]	[illegible]
	OFFICERS		
Motor	Altstatt, Melbourne D.	[illegible]	[illegible]
"	Daniluk, John (nmi)	[illegible]	[illegible]
"	Graver, Hayden G.	[illegible]	[illegible]
"	Hagnes, Gem G.	[illegible]	[illegible]
"	Heisel, Rubin (nmi)	[illegible]	[illegible]
"	Hairn, James L.	[illegible]	[illegible]
"	Nelson, Arthur W. Jr.	[illegible]	[illegible]
"	Neuenschwander, Clyde [illegible]	[illegible]	[illegible]
"	Obershulp, Robert [illegible]	[illegible]	[illegible]
"	Rodgers, William R.	[illegible]	[illegible]
"	Sharp, Thomas L.	[illegible]	[illegible]
"	Williams, Fred J.	[illegible]	[illegible]
"	Bingham, George H.	[illegible]	[illegible]
"	Blair, Delbert L.	[illegible]	[illegible]
"	Fuston, Donald B.	[illegible]	[illegible]
"	Gannon, Gerald T.	[illegible]	[illegible]
"	Collins, Carl E.	[illegible]	[illegible]
"	Cone, Oscar [illegible]	[illegible]	[illegible]
"	Cordyce, William A.	[illegible]	[illegible]
"	Inglis, Clarence G.	[illegible]	[illegible]
"	Kelly, Joseph B.	[illegible]	[illegible]
"	Lindberg, LeRoy J.	[illegible]	[illegible]
"	Maloney, James E.	[illegible]	[illegible]
"	Mathews, Charles J.	[illegible]	[illegible]
"	Rigby, Charlie S	[illegible]	[illegible]
"	Roberts, Edwin E. Jr.	[illegible]	[illegible]
"	Schukentz, Walter H.	[illegible]	[illegible]
"	Wernick, Abel (nmi)	[illegible]	[illegible]
"	Yauornik, Walter G.	[illegible]	[illegible]
"	Altman, Lester H.	[illegible]	[illegible]
"	Asaro, Anthony (nmi)	[illegible]	[illegible]
"	Baldridge, Dexter (nmi)	[illegible]	[illegible]
"	Clove, Vern J.	[illegible]	[illegible]
"	Epke, Fred E	[illegible]	[illegible]
"	Kaufman, Alfred H.	[illegible]	[illegible]
"	Kertes, Edward (nmi)	[illegible]	[illegible]
"	Knobloch, Arthur H.	[illegible]	[illegible]
"	Linsley, Gerald H.	[illegible]	[illegible]
"	Martinez, Reyes (nmi)	[illegible]	[illegible]
"	Michalik, Marion C.	[illegible]	[illegible]
"	Michalowski, Stanley F.	[illegible]	[illegible]
"	Parker, Michael M.	[illegible]	[illegible]
"	Pearson, Norman [illegible]	[illegible]	[illegible]
"	Petkoz, Charles V.	[illegible]	[illegible]
"	Potter, John [illegible]	[illegible]	[illegible]
"	Pugh, Harry H.	[illegible]	[illegible]
"	Rasmus, Ernest L.	[illegible]	[illegible]
"	Smith, Luther J.	[illegible]	[illegible]
"	Stine, Joseph M.	[illegible]	[illegible]
"	Swasnick, Ludwig J.	[illegible]	[illegible]
"	Thompson, Raul M.	[illegible]	[illegible]

366TH FIGHTER SQUADRON (Cont'd)

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	CORPORALS (Cont'd)		
Motor	White, Herbert R.	19142315	Present
"	Wolitski, Louis (nmi)	32560942	Present
"	Bassuk, Nathaniel (nmi)	12142223	Present
"	Davis, Donald R.	33295060	Present
"	Tyler, Paul H.	37240911	Present
"	Rosenkrantz, John (nmi)	32611403	Present
"	Gilliam, Charles L.	35650172	Present
"	Heffele, Alban G.	37303498	Present
"	King, Virgil E.	15382242	Present
"	Martinez, Manuel (nmi)	18184766	Present
"	Mitchell, Fred J.	35367605	Present
"	Ora, Roy B.	36280216	Present
"	Palmer, William B.	31248512	Present
"	Paquette, Lucien A.	11085807	Present
"	Polley, Charles M.	13021953	Present
"	Ray, Wayne L.	35566513	Present
"	Ridlon, John A.	31228936	Present
"	Ryder, Harry G.	11106706	Present
"	Stackenwalt, Thomas D.	32362904	Present
"	Thames, Reginald (nmi)	14185586	Present
"	Wright, Jack A.	19100273	Present
"	Zimmerman, William (nmi)	34370305	Present
	PRIVATES FIRST CLASS		
"	Stephens, Paul A.	34440811	Present
"	Callahan, Virgil G.	6966919	Present
"	Rozanski, Charles (nmi)	32555777	Present
"	Box, Zane L.	18214185	Present
"	Carley, Laurence (nmi)	36232281	Present
"	DelGordo, Angelo (nmi)	32560983	Present
"	Fox, Leonard (nmi)	31130973	Present
"	Marx, Alvin A.	16064681	Present
"	Burleson, Lois S.	38369448	Present
"	Jaquith, Elliott E.	32581769	Present
"	Kaminsky, Robert (nmi)	11130470	Present
"	Walker, Charles J.	32279978	Present
"	Zabka, Emil J.	13170636	Hosp-231 Sta
"	Sargent, Richard J.	13155385	Guardhouse F-373
	PRIVATES		
"	Burns, Joseph F.	32410112	Present
"	Galvin, Walter (nmi)	32345222	Present
"	Matheny, Larry L.	34495439	Present
"	Oddie, Walter L.	34036169	Present
"	Abey, Wilbur J.	36179147	Present
"	Brzezinski, John S.	32363068	Present
"	Ferraiolo, Patrick J.	32590557	Present
"	Hagewood, George H.	34329027	Present
"	Lool, John H.	34390279	Present
"	Bowden, Corlew C.	14162095	Present
"	Davis, James N.	34723062	Present
"	Ferrelli, Pasquale (nmi)	31174635	Present
"	Jezak, Felix J.	16093054	Present

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366TH FIGHTER SQUADRON (cont'd)

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	DRIVERS (cont'd)		
Motor	Rumlow, William ...	37167272	Present
"	Ray, Edward M., Jr.	31153432	Present
"	Gifford, Leopold S.	31099154	Present
"	West, Ray W., Jr.	34106142	Present

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367th FIGHTER SQUADRON

MODE OF TRAVEL	NAME & RANK	AS	STATUS
	CAPTAINS		
Motor	Benjamin, Kenneth W.	0-437782	Present
Air	Frazier, Felix A. Jr.	0-437065	Present
Motor	Hall, Harvey (NMI)	0-563197	Present
Air	Stewart, James C.	0-366788	Present
	1ST LIEUTENANTS		
Motor	Banke, Henry H.	0-1550102	Present
Motor	Bell, Paul E.	0-562504	Present
Motor	Bowen, Robert W.	0-567395	Present
Motor	Bowman, George A. Jr.	0-859786	Present
Motor	Hoppe, Merle C.	0-559152	Present
Motor	Ness, Lew P.	0-859664	Present
Air	Pedigo, John H.	0-666985	Present
Air	Perry, Alfred W.	0-793529	Present
Air	Pool, Lawrence W.	0-666576	Present
Air	Rueschhoff, Otto M.	0-666993	Present
Air	Schilke, James F.	0-666998	Present
Air	Siegel, Alvin W.	0-732385	Present
Air	Sprietsma, Edward H.	0-732392	Present
Air	Van Cott, Clarence E.	0-732409	Present
Air	Voorhees, Allen V.	0-666590	Present
Air	Wilson, Louis L. Jr.	0-25623	Present
	2ND LIEUTENANTS		
Air	Arnold, Max C.	0-671482	Present
Air	Ballinger, Philip R.	0-671484	Present
Air	Beach, Victor (NMI)	0-522154	Present
Air	Holloway, Joe R. Jr.	0-671744	DS Sta-F-345
Air	Libertore, James B. Jr.	0-675783	DS Sta-F-345
Air	McCabe, James J.	0-672636	Present
Motor	Palaia, Ralph F.	0-575830	Present
Air	Parrish, Owen S. Jr.	0-672662	DS Sta-F-345
Air	Peterson, Wilford C.	0-522319	Present
Air	Schneider, Robert (NMI)	0-671777	Present
Motor	Tonsi, Nello L.	0-873104	Present
Air	Waters, Olen L.	0-672728	Present
Air	Wiersema, John W.	0-732423	Present
Motor	Malone, George T.	0-810533	Present
Motor	Preston, Rae E.	0-810562	Present
Motor	Shannon, Carl E.	0-810579	Present
Air	F/O Korpac, Edward P.	T-122308	Present
	1ST SERGEANT		
Motor	Russell, Barnett R.	15014595	Present
	MASTER SERGEANTS		
Motor	Buzbee, James H.	34199761	Present
Motor	Elcavage, Alexander Jr.	6898121	Present
Motor	Powell, William C.	6998386	Present
	TECHNICAL SERGEANTS		
Motor	Adams, James T.	34189150	Present
Motor	Byrd, John (NMI)	14092210	Present
Motor	Byrnes, Joseph A.	32171635	Present
Motor	Campbell, Therrell H.	34139737	Present
Motor	Carlson, Kenneth E.	33270196	Present
Motor	Eisentrout, Samuel (NMI)	35377562	Present

MODE OF TRAVEL	GRADE & NAME	A.S.N.	STATUS
	SECOND LIEUTENANTS (cont'd)		
Motor	Flanders, Marvin J.	26403057	Present
Motor	Grubb, Normans S.	34211739	Present
Motor	Reid, Milton E.	16035659	Present
Motor	Sloan, Paul (NMI)	6200561	Present
Motor	Winzeler, Thomas N.	36346930	Present
Motor	Lewis, Stephen J.	6921423	Present
	STAFF SERGEANTS		
Motor	Bartolo, Rocco (NMI)	32237683	Present
Motor	Brown, Robert L.	16049907	Present
Motor	Bryant, William H.	14079.86	Present
Motor	Bucca, Charles (NMI)	6697569	Present
Motor	Burck, Dewayne T.	16024953	Present
Motor	Burke, James G.	37422252	Present
Motor	Dahlgren, Edward J.	32192742	Present
Motor	DeFlorio, Michael F.	33264277	Present
Motor	Deutsch, Thomas A.	37166354	Present
Motor	Felshin, Philip A.	12044314	DS Sta F-345
Motor	Goldberg, Arnold (NMI)	12021119	Present
Motor	Grayson, Robert E.	36106788	Present
Motor	Harris, Marshall N.	31105757	Present
Motor	Hrusa, Stephen, A.	13104604	Present
Motor	Johnson, Edward C.	12031648	DS Sta F-345
Motor	Kanelos, Ernest (NMI)	31112625	Present
Motor	Kulas, Francis T.	11037347	Present
Motor	Lowe, Arthur H.	36126849	Present
Motor	Lowe, Lawrence A. Jr.	34333706	Present
Motor	T/Sgt. Malan, Edward J.	13049658	Present
Motor	Marer, Herbert (NMI)	12090753	Present
Motor	Matheson, Edgar L.	37286957	Present
Motor	Mclean, John	39606274	Present
Motor	Meagher, David (NMI)	36245158	Present
Motor	Nater, Andrew (NMI)	33179602	Present
Motor	Niedenthal, Robert J.	18046804	Present
Motor	Oleson, Robert J.	6570877	Present
Motor	Parks, Arthur E.	18052459	Present
	Parks, James T.	17078192	Present
Motor	Patnode, William G.	11036461	Present
Motor	Remack, Robert T.	15010201	Present
Motor	Russell, J. D. Jr.	34287332	Present
Motor	Sawyer, Charles D.	32[illegible]029	Present
Motor	Southard, Emmett (NMI)	35360336	Present
Motor	Staruffer, Robert E.	13104102	Present
Motor	Stephens, Carl V.	18070032	Present
Motor	Taylor, Charles L.	35406309	Present
Motor	Tupman, William L.	35400806	Present
Motor	Veltri, Bill (NMI)	35454402	Present
Motor	Vesper, Robert D.	12095163	Present
Motor	Vicki, Peter P.	32379096	Present
Motor	Volgarino, Donald W.	32271231	Present
Motor	Wagner, William D.	39250676	Present
Motor	Wall, Edward J.	11054925	Present
Motor	Wallman, Arnold (NMI)	32[illegible]092	Present

ZONE OF DUTY	NAME	ASN	STATUS
Motor	Wescoe, Paul J.	13[illegible]829[illegible]	Present
Motor	Wiemann, Donald J.	20529767	Present
Motor	Workman, Ernest C.	17055729	Present
Motor	Brant, Harry A. Jr.	33249087	Present
	SERGEANTS		
Motor	Aikey, Wayne I.	1[illegible]22340	Present
Motor	Ansell, Earl H.	34450662	Present
Motor	Aysene, Joseph	34451316	Present
Motor	Beasley, Clifton, [illegible]	3547[illegible]46[illegible]	Present
Motor	Bigley, Harold S.	37452394	Present
Motor	Boyer Darrel L.	37229[illegible]4	Present
Motor	Brashel, James [illegible]	1[illegible]0[illegible]6286	Present
Motor	Brown, Cecil E.	340[illegible]8041	Present
Motor	Buck, Orgil V.	35[illegible]94[illegible]23	Present
Motor	Calvelage, Leander H.	35515210	Present
Motor	Conrad, James B.	1[illegible]113942	Present
Motor	Currin, Willard E.	14[illegible]74422	Present
Motor	DuBois, Robert W.	32450[illegible]70	Present
Motor	Dunlap, Delois O.	3[illegible]057[illegible]09	Present
Motor	Enders, John L.	33151536	Present
Motor	Erkes, Abraham I.	13135[illegible]05	Present
Motor	Estes, Duane E.	19005261	Present
Motor	Fink, Sanford I.	15165331	SK in[illegible]rs.
Motor	Foley, James J.	32[illegible]3703	Present
Motor	Fox, Joseph F/	11094655	Present
Motor S/Sgt.	Fuhrmeyer, Edward I.	16097[illegible]0	Present
Motor	Heeney, Vincent F.	13[illegible]09[illegible]7	Present
Motor	Henze, Wilbert H.	33[illegible]0[illegible]02	MS [illegible]F Sta F-3-5
Motor	Hoffer Richard [illegible].	33[illegible]4645	Present
Motor	Horner, George F/	16[illegible]9[illegible]60[illegible]	Present
Motor	Howard, James E.	34560203	Present
Motor	[illegible]mith, Zoie F.	31079781	Present
Motor	Lewis, Willia[illegible] [illegible].	16971990	Present
Motor	Lightner, Guy [illegible].	33[illegible]8[illegible]993	Present
Motor	Loetz, Lawrence [illegible].	3556[illegible]07[illegible]	Present
Motor	Lyons, Earl T.	311[illegible]9[illegible]56	Present
Motor	Maliga, Bronislaw J.	31[illegible]8[illegible]21	Present
Motor	Mallon, Vincent [illegible].	311[illegible]6402	Present
Motor	McCann, [illegible]illiam J. Jr.	341[illegible]99[illegible]	Present
Motor	Carley, Harold [illegible].	3618[illegible]37	Present
Motor	Kil[illegible]ore, Robert J.	15[illegible]79362	Present
Motor	McCullough, Raymond T.	3556[illegible]773	Present
Motor	Medford, Edwin O.	381[illegible]6152	Present
Motor	Mortenson, [illegible]rthur [illegible].	37[illegible]3836	Present
Motor	Neal Sandige B.	35[illegible]273[illegible]8	Present
Motor	Ogle, Oliver E.	35[illegible]16[illegible]03	Present
Motor S/Sgt	Pfrender, Guy [illegible].	374[illegible]0626	Present
Motor	Pero, Marvin S.	36[illegible]3157	Present
Motor	Pigott, Osborne G.	34[illegible]01012	Present
Motor	Posey, Clifford I	34520270	Present
Motor	Prichard, Clarence G.	36[illegible]0[illegible]2[illegible]8	Present
Motor	Ruther, Alfred J.	35[illegible]58[illegible]76	[illegible]K Sta F-3-5
Motor	Safford, James [illegible].	35[illegible]05[illegible]58	Present
Motor	Smith, Kirman P.	3[illegible]0[illegible]25[illegible]	Present
Motor	Stavolone, Ralph [illegible].	311[illegible]5[illegible]79	Present

MODE OF TRAVEL	GRADE & RANK	NAME	A.S.N.	STATUS
		ENLISTED MEN (Cont'd)		
Motor	S/Sgt.	Szumlas, Edick T.	31126076	Present
Motor		Theis, Frank (NMI)	16031639	Present
Motor		Trick, Harmon	37421960	Present
Motor	T/Sgt.	VanBrims, Charles R. Jr.	31115575	Present
Motor		Walker, James E.	34129063	Present
Motor		Weinhold, Robert L.	13091172	Present
Motor	S/Sgt	Weiss, Otto J.	32389645	Present
Motor		Wieland, William E.	33303854	Present
Motor		Williams, Walter D. Jr.	11004125	Present
Motor		Young, Robert H.	39831109	Present
Motor		Belford, Raymond J.	37202768	Present
Motor		Brown, Vernon L.	38329860	Present
Motor		Bryant, Basil E. Jr.	16012294	DS Sta F-345
Motor		Butterworth, Norman S.	33326530	Present
Motor		Daniels, Arthur R.	17068082	Present
Motor		Gillette, Elvin J.	39840786	Present
Motor		Jansen, Vernon S.	18025257	Present
Motor		Lennon, Albert G.	31229014	Present
Motor		Yacyshyn, Steve (NMI)	35285467	Present
Motor		Westbrook, Fred W.	39536292	Present
		CORPORALS		
Motor		Benton, Charles W.	33279298	Present
Motor		Blazer, Eugene T.	39398699	Present
Motor		Bowman, Kessy L.	18064570	Present
Motor		Brown, George (NMI) Jr.	37333496	Present
Motor		Bumallo, Jack T.	12215945	Present
Motor		Bundonis, Victor C.	32771003	Present
Motor		Ciesielski, Harry D.	16063060	Present
Motor		Cooper, Charles W.	12079301	Present
Motor		Cote, John H.	31177597	Present
Motor		D'Elia, William S.	32436338	Present
Motor		Diehl, Jacob W.	13176430	Present
Motor		Dize, Harvey O.	33202637	Present
Motor		Eisenberg, Bernard H	17175012	Present
Motor		Elder, James L.	33212569	Present
Motor		Fischer, Earl C.	37230128	Present
Motor		Furtado, Joseph C.	31100759	Present
Motor		Mansfield, Robert E.	31171566	Present
Motor		Merti, Alexander S.	31167735	Present
Motor		Kespert, Paul L.	11089139	Present
Motor		Litwin, Joseph (NMI)	33294928	Present
Motor		Long, George O.	14123852	Present
Motor		Lyster, Lee H.	37229855	Present
Motor		Maguire, Clarence M.	33374984	Present
Motor		Massenburg, Henry W.	39536142	Present
Motor		McCormick, Charles L.	33254508	Present
Motor		McCrow, Richard B.	31117434	Present
Motor		Mena, George E.	34209954	Present
Motor		Milek, Stanley C.	33013005	Present
Motor		Moose, Victor Dale	12200281	Present
Motor		Morici, Peter P.	36408605	Present
Motor		Neilsen, Marshall E.	36617141	Present
Motor		Newman, Milton (NMI)	32539148	Present
Motor		O'Brien, Edward L.	31242509	Present

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
	CORPORALS (con't)		
Motor	O'Conner, George B.	37395273	Present
Motor	Otis, Howard L.	12166561	Present
Motor	Pennulla, Carmen P.	33101238	Present
Motor	Pastor, Charles E.	32469532	Present
Motor	Perrotto, Joseph (NMI)	32114880	DS Cte F-345
Motor	Pound, Thomas J.	38301011	Present
Motor	Reece, William R.	34455774	Present
Motor	Riches, Frank, (NMI)	37427947	Present
Motor	Rifkin, Myron, (NMI)	13128287	Present
Motor	Rubin, Herbert (NMI)	32414734	Present
Motor	Ryan, William J.	12032886	Present
Motor	Schwally, James T.	32437297	Present
Motor	Sheehan, Gerard M.	31157357	Present
Motor	Shumate, Charles L.	38426687	Present
Motor	Smith, James E.	38426687	Present
Motor	Spoelstra, Cornelius J.	36369109	Present
Motor	Stabile, Carmine J.	32503325	Present
Motor	Stine, Leonard T.-	13102002	231st Sta. Hosp
Motor	Story, Robert L.	32363963	Present
Motor	Walker, Ned E.	37221391	Present
Motor	Wegner, William R.	32455352	Present
Motor	Weiss, Alton I.	12133545	Present
Motor	Weisser, Glenn ...	36427104	Present
Motor	Wickman, James B.	35669542	Present
Motor	Williams, Frank ...	35354609	Present
Motor	Wright, Fred P.	34473838	Present
Motor	Zlonkiewicz, Paul (NMI)	13116330	Present
Motor	Lane, Charles R. Jr.	33229651	Present
Motor	Poli, Armando J.	11044263	Present
Motor	Vincent, Stanley J.	31083651	Present
	PRIVATES FIRST CLASS		
Motor	Andrews, Doyll H.	16169961	Present
Motor	Baldwin, Howard J.	32795433	Present
Motor	McKan, Alton J.	18219503	Present
Motor	Beck, Owen L.	38059915	Present
Motor	Betz, John R.	15382494	Present
Motor	Crimmins, Timothy F.	32640291	Present
Motor	D'Arcy, Walter S.	32661447	Present
Motor	Derring, Lewis (NMI)	32587957	Present
Motor	Dillenkofer, Herbert R.	32583178	Present
Motor	Gross, Solomon M.	12147997	Present
Motor	Huger, Max R.	37546216	Present
Motor	Kilday, Peter J.	33392163	Present
Motor	McClelland, Harry R.	33168617	Present
Motor	Miller, Palmer H.	39561475	Present
Motor	Nielsen, Harry W.	37468143	Present
Motor	Palminsano, Steve P.	17129962	Present
Motor	Parker, James R.	34448223	Present
Motor	Pietrowski, Joseph M.	33473873	Present
Motor	Piazzingrilli, Marino (NMI)	12166691	Present
Motor	Prone, Michael, (NMI)	31083970	Present
Motor	Richardson, Leroy S.	13102129	Present
Motor	Richardson, Philip T.	35389909	Present

(PRIVATES FIRST CLASS cont'd)

MODE OF TRAVEL	NAME & RANK	ASN	STATUS
Motor	Rogers, Jack (NMI)	34390423	Present
Motor	Rust, William C.	15107386	Present
Motor	Shor, Jacob E.	32776054	Present
Motor	Smigle, Joseph (NMI)	35589529	Present
Motor	Stapleton, Raymond B.	13094807	Present
Motor	Valentino, Patsey	32197060	Present
Motor	Webber, William E.	35368218	Present
Motor	Larson, Charles L.	37231579	Present
Motor	Leveridge, Samuel P.	35475622	231st Sta Hosp
Motor	Staples, James F.	31201450	Present
	PRIVATES		
MOTOR	Boyd, George E.	12058247	Present
Motor	Deskovick, Charles (NMI)	32555961	Present
Motor	Freeman, James T.	14151974	Present
Motor	Jandran, Edward R.	31130475	Present
Motor	Hall, Raymond, (NMI)	13036572	Present
Motor	McDaniel, Raymond N.	39856375	Present
Motor	Miller, James D.	35037386	Present
Motor	Moses, Fred (NMI)	6995128	Present
Motor	Ostrander, Fay T.	33273932	Present
Motor	Powell, Vanzle (NMI)	34303090	Confinement
Motor	Race, Daniel (NMI)	33326902	Present
Motor	Rife, Lloyd D.	37202816	Present
Motor	Smith, Oscar E.	12092776	Present
Motor	Staats, Jack W.	37128498	Present
Motor	Trotter, James L.	34608924	Present
Motor	Vacirca, Joseph J.	31201664	Present
Motor	Warwick, Elsman (NMI)	39849762	Present
Motor	Rhein, William E. H.	33109148	Present

Appendix #2

RESTRICTED

GENERAL ORDER)
NUMBER 5)

HEADQUARTERS VIII FIGHTER COMMAND
APO 637 AAF STATION F-341
28 January 1944

EXTRACT

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

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

JAMES C. ELLEDGE, O-660124, 1st Lt., Army Air Forces United States Army. Home Address: 655 First Street, Wood River, Illinois.

ROBERT R. FISHEL, O-25459, 1st Lt., Army Air Forces, United States Army. Home Address: 1775 Grape Street, Denver, Colorado.

ROBERT C. FLETCHER, O-732207, 1st Lt., Army Air Forces, United States Army. Home Address: Alameda, California.

JOHN M. HUSTON, O-671497, 2nd Lt., Army Air Forces, United States Army. Home Address: Tazewell, Virginia.

JACK W. COULTER, O-523271, 2nd Lt., Army Air Forces, United States Army. Home Address: Box 716, Sweet Home, Oregon.

ARNOLD N. FAIBSTEIN, O-732202, 2nd Lt., Army Air Forces, United States Army. Home Address: 714 85th Street, North Bergen, N. J.

ALBERT P. GSELL, O-675762, 2nd Lt., Army Air Forces, United States Army. Home Address: 366 Magnolia Avenue, Hampton, Virginia.

CLETUS W. TUSING, O-675809, 2nd Lt., Army Air Forces, United States Army. Home Address: Rock Oak, West Virginia.

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

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

BURTON D. YARIAN, O-432738, Capt., Army Air Forces, United States Army. Home Address: 660 East 46th Street, Indianapolis, Indiana.

Appendix #2

Hq, VIII Fighter Com, 28 Jan 1944 - Contd.

FRANK M. ROSS, 406490, Major, Army Air Forces, United States Army.
Home Address: 222 South Main Street, Smyrna, Delaware.

By command of Major General KEPNER:

FRANCIS H. GRISWOLD,
Colonel A.C.
Chief of Staff.

OFFICIAL:
/s/ William A. Sherwin,
WILLIAM A. SHERWIN,
Major A.G.D.
Asst Adj General.

A true Copy.
Karl A. Hamm
1st Lt. AC

RESTRICTED

0072

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Appendix I #3

- R E S T R I C T E D

GENERAL ORDER)
NUMBER.....7)

HEADQUARTERS VIII FIGHTER COMMAND
APO 637 AAF STATION F-341
5 February 1944

E*X*T*R*A*C*T

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

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

HOWARD L. GURLEY, JR., O-675696, 1st Lt., Army Air Forces, United States Army. Home Address: 418 Governor Ritchie Hwy, Brooklyn Part, Maryland.

JAMES F. HACKLER, JR., O-25767, 1st Lt., Army Air Forces, United States Army. Home Address: 129 Forest Hill Drive, Wilmington, North Carolina.

RAYMOND P. LOWMAN, O-673398, 1st Lt., Army Air Forces, United States Army. Home Address: Geary, Oklahoma.

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

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

FRANK M. ROSS, O-406490, Major, Army Air Forces, United States Army. Home Address: 222 South Main Street, Smyrna, Delaware.

JOHN W. DICKSON, O-732189, Captain, Army Air Forces, United States Army. Home Address: Henryville, Indiana.

GEORGE W. HUNT, JR., O-666539, 1st Lt., Army Air Forces, United States Army. Home Address: Box 403, Angleton, Texas.

By command of Major General KEPNER:

FRANCIS H. GRISWOLD,
Colonel, Air Corps,
Chief of Staff.

Appendix I #3

R E S T R I C T E D

R E S T R I C T E D

OFFICIAL:

WILLIAM A. SHERWIN,
Major, A.G.D.,
Asst. Adj. General.

DISTRIBUTION: "C"

A TRUE COPY:
Karl A. Hansen
KARL A. HANSEN,
1st Lt., A. C.,
Asst. S-2.

R E S T R I C T E D

0074

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Appendix #4

R E S T R I C T E D

GENERAL ORDERS,
NUMBER 9)

HQ 1ST BOMB WING, VIII FIGHTER COMMAND
APO 637 Air Station F-341
14 February 1944

EXTRACT

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

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

NORVIN K. AVERETT, O-795882, 2nd Lt., Army Air Forces, United States Army. Home Address: 905 North 18th Avenue, Pensacola, Florida.

PAUL D. FLOYD, O-675686, 2nd Lt., Army Air Forces, United States Army. Home Address: 3434 Gallia Avenue, New Boston, Ohio.

JAMES D. GREY, O-675694, 2nd Lt., Army Air Forces, United States Army. Home Address: 5042 North Winthrop Avenue, Chicago, Illinois.

VII. Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in Section I Circular, 36, Hq, ETOUSA, 5 April, 1943, and letter, Hq. Eighth Air Force, Subject: "Awards and Decorations", 16th April 1943, and OAK LEAF CLUSTERS is awarded to the following named Officers in addition to the AIR MEDAL previously awarded:

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

JACK W. COULTER, O-523271, 2nd Lt., Army Air Forces, United States Army. Home Address: Box 716, Sweet Home, Oregon.

ARNOLD N. FARBSTEIN, O-732202, 1st Lt., Army Air Forces, United States Army. Home Address: 714 84th Street, North Bergen, N. J.

ROBERT R. HICHEL, O-25459, 1st Lt., Army Air Forces, United States Army. Home Address: 1775 Grape Street, Denver, Colorado.

ROBERT C. FLETCHER, O-732207, 1stLt., Army Air Forces, United States Army. Home Address: Alameda, California.

JAMES F. HACKLER, JR. O-25767, 1st Lt., Army Air Forces, United States Army. Home Address: 129 Forest Hill Drive, Wilmington, North Carolina.

GEORGE W. HUNT, JR., O-666539, 1st Lt., Army Air Forces, United States Army. Home Address: Box 403, Angleton, Texas.

BURTON D. YARIAN, O-432738, Captain, Army Air Forces, United States Army. Home Address: 660 East 46th Street, Indianapolis, Indiana.

Appendix I #4

THIS PAGE IS UNCLASSIFIED

by command of Major General [illegible]:

[illegible] V. CHILDS,
Colonel [illegible] A.G.D.
Chief of Staff.

OFFICIAL:

WILLIAM [illegible] CHAMBERLAIN,
Major [illegible] A.G.D.
Asst. Adj. General.

DISTRIBUTION "C"

A TRUE COPY:

Karl H. Hansen

KARL H. HANSEN,
1st Lt., A.G.D.

RESTRICTED

C [redacted]

A. Combat

B. 8 February 1944

C. 365th Fighter Squadron, 358th Fighter Group

D. 1030

E. Cambri

F. 8/10 low overcast, visibility excellent

G. Me 109G

H. One Me 109G destroyed.

I. I was leading the group in the vicinity of Cambri when we were bounced by a flight of four Me 109s just as we were about to make rendezvous with the bombers. One Me 109 passed to the left in front of me and I followed him down from 26,000 feet to 6,000 feet closing slowly. The enemy plane leveled off on top of the clouds and I closed to 300 yards and fired a long burst from dead astern. I observed hits on the cockpit and a concentration of hits on the right wing roots of the enemy plane. Pieces of the enemy plane flew back and the plane slowed up considerably. I cut my throttle and kicked the plane over to the left to keep from running into him. I saw the plane going down in a gentle dive with smoke coming from the right side of the engine.

J. 747

FRANK M. ROSS,
Major, Air Corps.

Supporting statement to claim:

I was flying Major Ross' wing, Barnshoe White Two, and was about 400-500 yards in train of him in the dive after the Me 109. I observed smoke coming from E/A, also pieces coming from his right side. I then saw the plane going down in a dive with smoke coming from the side of the engine.

DAVID W. JOHNSTON,
2nd Lt., Air Corps.

A TRUE COPY:
Karl A. Hansen
KARL A. HANSEN,
1st Lt., Air Corps,
Asst. S-2.

[redacted]

Appendix IV #1

C [redacted]

A. Combat

B. 8 February 1944

C. 365th Fighter Squadron, 358th Fighter Group

D. 1030

E. Northwest of San Quentin

F. 5/10 overcast at 3,000 feet. Visibility good

G. Me 109

H. One Me 109 probably destroyed

I. I was flying as Barnshoe Yellow Two when Yellow leader went down on a Me 109. He went into about a 60 degree dive. We started our dive at approximately 20,000 feet and pulled out at about 10,000 feet. I was below Yellow leader and at 12,000 feet, while still diving. I fired a three second burst from dead astern on the Me 109. Strikes were observed on the right wing and fuselage and the Me 109 nosed straight down. As we pulled out, the Me 109 was observed to be going into the coulds in a vertical dive which was at 6,000 feet. The me 109 was estimated to be doing at least 500 M. P. H. when he entered the clouds.

J. 328

JACK W. COULTER,
1st Lt., Air Corps.

Supporting Statement to Claim:

I was leading Barnshoe Yellow flight with Lt. Jack Coulter as my wing man. I spotter a Me 109 about 3,000 feet below us at about 10 o'clock.

I started a dive on the Me 109 at about 20,000 feet. My wing man was below me. At about 12,000 feet I saw strikes on the Me 109 as Lt. Coulter fired. When I saw the Me 109 last it was in a vertical dive, going very fast just above the clouds, which were approximately 6,000 feet.

JOHN W. DICKSON,
Capt., Air Corps.

A TRUE COPY:
Karl A. Hansen
KARL A. HANSEN,
1st Lt., Air Corps,
Asst. S-2.

[redacted]

Appendix II 42

[redacted]

C O N F I [redacted] L

A. Combat

B. 8 February 1944

C. 365th Fighter Squadron, 358th Fighter Group

D. 1040

E. Northwest of San Quentin

F. 5/10 overcast at 6,000 feet. Visibility good

G. Me 109

H. One Me 109 destroyed

I. I was leading Barnshoe Yellow Flight with Lt. Coulter flying Yellow Two. I observed one Me 109G flying about 2,000 feet below me at two o'clock. I went down and closed to three hundred yards. The Me 109 started a gentle turn to the right and I fired at about 200 yards, with a ten degree deflection. Strikes were observed on the right wing and fuselage. The Me 109 slowly rolled over and went straight down smoking at an estimated air speed of 300 M.P.H. at 8,000 feet. The E/A disappeared into the cloud layer at 6,000 feet still going down in a vertical dive.

J. 214

JOHN W. Dickson,
Capt., Air Corps.

Supporting statement to claim:

I was flying Capt. Dickson's wing as Barnshoe Yellow Two . We observed an Me 109 about 2,000 feet below us at two o'clock flying level in the same direction. We peeled off and came up astern of the Me 109 which started a gentle turn to the right. Capt. Dickson fired from about 200 yards and I observed strikes on the right wing and fuselage. It slowly rolled on its back streaming smoke and went into a vertical dive. Last observed it was still in a vertical dive entering the clouds.

JACK W. COULTER,
1st Lt., Air Corps.

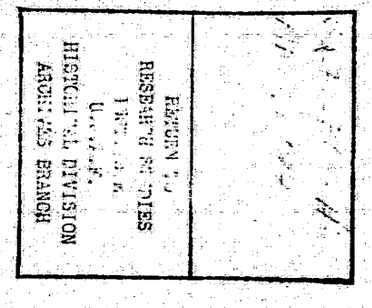
A TRUE COPY:
Karl A. Hansen
KARL A. HANSEN,
1st Lt., A.C.
Asst. S-2.

[redacted]

Appendix II 43

[redacted]

DECLASSIFIED
DOD DIR 5200.9



DECLASSIFIED
DOD DIR 5200.9

[redacted]

[redacted]

AUTH: CG
DATE: 20 Apr 44
INIT: GH

365TH FIGHTER SQUADRON
APO 595 U. S. Army

2 April 1944

DECLASSIFIED
DOD DIR 5200.9

SUBJECT: Unit History.-

TO : Group Historian, 358th Fighter Group, AAF Station 157, APO 595, U. S. Army.

In accordance with IX Fighter Command Memorandum 20-4, dated 22 December 1943, attached herewith is History of the 365th Fighter Squadron for the month of March 1944.

For the Squadron Commander:

Karl A. Hansen

KARL A. HANSEN,
1st Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

DECLASSIFIED
DOD DIR 5200.9

Incl #2
1324

[redacted]

~~S E C R E T~~

UNIT HISTORY

365TH FIGHTER SQUADRON
Army Air Force Station F-157
APO 595 U.S. Army

Following is the History of the 365th Fighter Squadron during the month of March 1944. This History is compiled in accordance with IX Fighter Command Memorandum 20-4, 22 December 1943, Headquarters IX Fighter Command.

1. ORGANIZATION: -
The 365th Fighter Squadron started operating under a new Table of Organization during the month of March. This new Table of Organization is at the present time being adapted to the squadron as it is set up now. Final plans have not as yet been completed, therefore for purposes of having a complete record of the new changes as they affect the squadron, a resume of this will be submitted in next months History.

2. STRENGTH AS OF MARCH 31, 1944: -

Enlisted Men	244
Officers	37
Increase Enlisted Men	0
Increase Officers	1
Decrease Enlisted Men	7
Decrease Officers	3

Officers Assigned to this Squadron During the Month of Mar.

2nd Lt. Steve Lazzio, O-589983 (QMC), assgd and jd. fr. Hq., 358th Fighter Group as of March 1, 1944, per para #2, S.O. #13. Duty Personnal Equipment Officer.

Promotion of Enlisted Men during month of March:-

Pvt. lcl Victor Hajek, 15332799	to Corporal
Pvt. lcl Alfred R. White, 15334428	to Corporal
Pvt. James D. Harris, 14056768	to Pvt. lcl
Pvt. Joseph J. Lesley, 32576555	to Pvt. lcl

The above Enlisted Men promoted as of 1 March 1944, per para #3, S.O. #13, Hq., 358th Fighter Group.

Transfer of Officers and Enlisted Men during March 1944.

1st Lt. James C. Elledge, O-660124 (Pilot) fr. dy. to relvd assgmt and assgd to 100th Fighter Wing as of 2 March 1944, per para #5, S.O. #14, Hq., 358th Fighter Group.

1st Lt. Robert C. Fletcher, O-732207 (Pilot), fr. dy. to relvd assgmt and assgd to Hq., 363rd Fighter Group as of 24 March 1944, per para #17, S.O. #44, Hq., 70th Fighter Wing.

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Pvt. Elpedio A. Pennesi, 32177723, fr dy to trfd to 188th Medical Dispensary, Sta 449 as of 15 March 1944, per para #19, S.O. #50, Hq., IX Air Support Command.

Sgt. Robert E. Taylor, 34333504 fr. abs. sk. 7th General Hospital, L.D., to trfd. to Det. of Patients 7th General Hospital as of 17 March 1944, per para #6, S.O. #21, Hq., 358th Fighter Gp.

Reductions in grade during March 1944.

S/Sgt. Atlee A. Gray, 35406765, rd to gr. of Pvt. as of 11 March 1944, per para #1, S.O. #18, Hq., 358th Fighter Group.

Officers on D.S. per Secret Orders:

Major Frank M. Ross, O-406490, fr. dy. to D.S. per Secret Orders, 70th Fighter Wing as of 4 March 1944.
Major Frank M. Ross, O-406490, fr. D.S. to dy. per Secret Orders, 70th Fighter Wing as of 29 March 1944.

3. ETO STATIONS OCCUPPIED: -
No change - for month of March occuppied AAF Station 157, Raydon, Essex.

4. LOSSES IN ACTION: -
NIL.

5. AWARDS AND DECORATIONS: -
The pilots during the month of March were awarded the Air Medal and Oak Leaf Clusters to the Air Medal. These were o n General Orders #39 and #48, Hq., IX Fighter Command. (See Appendix I).

General Order #39:

AIR MEDAL	1st OAK LEAF CLUSTER	2nd OAK LEAF CLUSTER
Lt. Tew	Lt. Gurley	Captain Yarian Captain Hunt

General Order #48:

1st OAK LEAF CLUSTER	2nd OAK LEAF CLUSTER	3rd OAK LEAF CLUSTER
Lt. Woodyard	Captain Dickson	Major Ross
Lt. Elledge	Lt. Fletcher	
Lt. Buston		
Lt. Gsell		
Lt. Tusing		
Lt. Floyd		
Lt. Lowman		
Lt. Grey		
Lt. Johnston		

The Pilots were decorated by the IX Air ~~Force~~ Support Commander, General Quesada on March 13, 1944. A ceremony was held comprising pilots of the Group and the three Squadrons. The crew chiefs of the pilots decrated were in the ceremony. After being decorated by General Quesada, the General congratulated the pilots and commented on their fine work.

0085

The pilots who were decorated are listed below:

AIR MEDAL

1st Lt. James C. Elledge
1st Lt. Howard L. Gurley
1st Lt. Raymond P. Lowman
1st Lt. Jack W. Coulter
1st Lt. Robert R. Fishel
1st Lt. Robert C. Fletcher
1st Lt. James F. Hackler
1st Lt. Arnold N. Farbstein (MIA)
2nd Lt. John M. Buston
2nd Lt. Albert P. Gsell
2nd Lt. Norvin K. Averett
2nd Lt. Paul D. Floyd
2nd Lt. James D. Grey
2nd Lt. Cletus W. Tusing (MIA)

1st OAK LEAF CLUSTER

Captain Burtin D. Yarian
Captain John W. Dickson
1st Lt. Jack W. Coulter
1st Lt. Robert R. Fishel
1st Lt. Robert C. Fletcher
1st Lt. James F. Hackler
1st Lt. Arnold N. Farbstein (MIA)

2nd OAK LEAF CLUSTER

Captain Burtin D. Yarian
Captain George W. Hunt

The 365th Fighter Squadron participated in many events during the month. Recreation was combined with duty, which produces a highly efficient working crew and a high standard of morale. As for the men putting out work, this was done in an excellent manner, keeping the airplanes operational and the other departments functioning to maintain the records and duties of the squadron.

The men of the squadron are up on their toes as far as education goes. French classes were started on the base and the men of our squadron are attending. They have been able in a few lessons to pick up French phrases which in time might prove beneficial to them. Other studies they have pursued are the Army Extension Courses, taking such courses as accounting, mathematics, radio, mechanics and electricity.

Squadron sports and recreation has started again, taking advantage of this fine spring weather. The squadron baseball team which was the runner-up for first place at Richmond Army Air Base has again been started. The trophy that was won at Richmond stands for a consistent winning team and the team to date has played two games with the 309th Service Group and won both. As for basketball which is played in a nearby town, we have won two games and lost one. Another phase of recreation has been the initiation of square dancing at the Base Red Cross. T/Sgt. Wilkinson who is handy with the guitar was asked to call a few dances at one of the Red Cross dances. The idea took so well that a separate night was set aside for square dancing. In this he was assisted by F/Sgt Ben Bryan and T/Sgt. Dentino.

Major Ross, the squadron commander, made a trip to Italy to study the use of the P-47 in that theater. His trip was quite eventful and he had many interesting stories to relate of Italy and the war. His talks on the use of the P-47 in Italy were of value to all the squadrons.

0086

Confirmation of the claims against enemy aircraft were received. Our score at the end of march is 2-1-0 victories confirmed. Those receiving credit for a destroyed are Major Ross and Captain Dickson; for a probable destroyed, Lt. Coulter. Encounter reports for these claims were submitted in last months history.

The officers club has held on the average of one party a week at which spirits and refreshments are served. Ladies from nearby towns are brought in and a good time has been had by all.

The 365th Fighter Squadron participated in sixteen operational missions during the month of March. These missions were bomber escort and fighter-bomber escort over Germany and occupied countries. The type of mission was either penetration or withdrawal support. The squadron has been non-operational during the last week of March due to change of aircraft.

A short resume of each mission follows:

30th Mission - March 2, 1944.
The first mission of March was our 29th operational mission over occupied Europe. Our boys did their job in escorting the bombers, staying with them fifteen minutes. During the mission no enemy aircraft were seen. All in all the whole trip was uneventful and all our planes returned, led by our squadron commander, Major Ross. This escort was penetration support on Field Order IX Fighter Command #65.

31th Mission - March 3, 1944.
Thirty missions under our belt and this mission our job was escorting our "Big Friends". Our "Big Friends" were scheduled for Berlin, their first try at the capital of Germany, but due to poor weather conditions the bombers were recalled. We continued along our briefed route until recalled and made landfall out over Emden. Here we ran into intense and accurate flack. Two of our Aircraft piloted by Capt. Hunt and Lt. Thompson were hit by flack, damage being cat. AC. Field Order was IX FC 67.

32st Mission - March 4, 1944.
This trip was uneventful except for a slight flack damage to Lt. Gurley's Aircraft. Just after making landfall in the bombers were reported north of course and the group swung north and made a large orbit observing bombers and escorted them until withdrawal time. No enemy aircraft were seen and the squadron led by Captain Yarian returned to the base. We operated on Field Order 68 IX FC.

32nd and 33rd Mission - March 6, 1944.
This was really a field day for us, two missions scheduled. The first one took off at 1000 and escorted the bombers on their way to Berlin. We were over them for a period of thirty-six minutes during which time we didn't see any enemy aircraft, nor were there any encountered on the return trip. Our pilots landed, were interrogated and briefed and took off all in an hour and two minutes. A fine job was done by our engineering section which refilled belly tanks after putting them on and service the airplanes. Our second mission was escorting B-24's from the enemy coast to the English coast. Stragglers

0087

and crippled bombers were picked up and given all po sible aid. Several B-24's were observed to ditch and various members of the group circled giving maydays to aid air Sea Rescue pick them up. These missions were conducted under Field Order 70. Captain Yarian led the first mission and Lt. Col. Wertenbacker took over the second.

35th and 36th Mission - March 8, 1944.

Lt. Col Wertenbacker led the squadron and was over the bombers for 37 minutes. The whole mission was uneventful: no strikes, no hits and no errors. Several boats were observed on the canal from the Hock to Rotterdam, these being four medium merchant ships and four to six smaller merchant ships. The ships were sighted by Lt. Grey and several others. This was Field Order 73 IX FC. After landing we took off again to help on withdrawal support. We met the bombers about the vicinity of Meppel. From the time of landing on the first mission until the time of take off of the second mission our planes were on the ground fifty six minutes, the best time yet.

37th Mission - March 9, 1944.

What weather, in fact it was so bad , Captain Yarian who led the squadron, said the overcast was 11/10 over channel and continent. We operated on Field Order 74 escorting the bombers.

38th and 39th Mission - March 15, 1944.

No enemy aircraft seen and no flack. The squadron was on escort again and stayed with the bombers for twenty five minutes. 8 to 10 medium sized boats and 10 to 15 smaller ones were seen in the canal leading in from the Hock of Holland, these were all headed inland. Captain Yarian led today, having sixteen aircraft up. The Field Order was 80 IX FC. We thought we were through but twenty minutes after our ships landed we received a verbal order to retrace our steps and help out on withdrawal of the bombers. Our take off was accomplished in and hour and five minutes from the time of landing. Our salute goes out to our pilots for their untireing capacity to take it and to our engineering officer, Lt. Johnson, who can get those planes up in the blue under any circumstances. We wererecalled after making landfall in and bombers were observed over the North Sea.

40th Mission - March 16, 1944.

Here we go again, landfall in over the invasion coast. Quite a long haul and a lot of flack seen. Two of our aircraft flown by Lt. Fishel and Lt. Gurley were hit by flack over the rendezvous point, these were Cat. AC. We stayed with the bombers for thirty five minutes and the total engine time was two hours and fifty minutes. Lt. Col. Wells led the squadron and group today on Field Order 84.

41st Mission - March 18, 1944.

We hit flack again today, Lt. Gurley got it over Cambri, however he sustained only slight damage. Ten enemy aircraft were sighted in the vicinity of St. Dizier, but they were not agressive and continually turned into the clouds evidently trying to lure someone to follow. No developments. Capt. Yarian led and stayed with the bombers on Field Order 89A.

0088

42nd Mission - March 20, 1944.
We changed from escort of bombers to escort of P-47 dive bombers on this mission. The target that the 47's were to bomb was obscured so that they hit the airfield at Abbeville. Our pilots observed six bomb bursts in the building area on the SE side of the field and three bomb bursts on the field itself. We received a report over the R/T that boggies were in the St. Omer area but none were observed. Lt. Col. Wertenbacker led the squadron on Field Order 95.

43rd Mission - March 22, 1944.
Sixteen P-47's went up led by Lt. Col. Wells, leader of the group. All as usual - quiet - a milk run. We escorted the bombers on Field Order 97.

44th Mission - March 23, 1944.
Squadron led by Captain Yarian on Field Order 99. Escorted the bombers for forty minutes and then came home. No enemy aircraft sighted although flack was encountered.

Following are photographs and short histories of the original pilots who came overseas with the squadron. Since this time some have been transferred and some are missing in action. Note of this has been made in each history of the pilot. New pilots have joined the squadron as replacements since ariving in England. A history or photograph of these new pilots is not presented at this time due to the lack of photographs.

A photograph is not available of Lt. Mark A. Osborn, missing in action, therefore a history is presented below.

2nd Lt. Mark A. Osborn:
Lt. Osborn was born in Rushville, Indiana April 10, 1923 to Mr. and Mrs. Harry Osborn. Mark attended Belmont Abbey Prep School and Central High School in Charlotte, N.C. where he was active in baseball, his favorite sport. His hobby is golf. Mark enlisted in the Air Corps July 24, 1941 and graduated as a S/Sgt. Pilot, Luke field, Arizona, October 30, 1942. Lt. Osborn became operational on December 20, 1943 and flew four missions, bringing his total operational sorties over German Occupied Continental Europe to seven. On the fourth mission Lt. Osborn gave a Mayday over the North Sea and was seen going down thru the overcast. Air Sea Rescue was initiated with no results. Mark was one of our best pilots and well respected by his fellow Officers. He joined the squadron soon after it was formed in Richmond, Virginia.

0089

Major FRANK M. ROSS, Commanding Officer of the 365th Fighter Squadron, was born in Philadelphia, Penna. February 16, 1917. He graduated from Smyrna High School, Smyrna, Delaware and attended the University of Delaware, Newark, Delaware. It was here that he was actively engaged in football and swimming, his favorite sports. He had two years of college R.O.T.C. and is a member of the Theta Chi fraternity, a student Chapter of the American Society of Civil Engineers.

Major Ross spent three years in Battery F of the 198 Coast Artillery of the National Guards and later entered flying cadets on August 5, 1940. He received his flying commission March 15, 1941 at Montgomery Alabama, Maxwell Field.

Prior to joining this squadron Major Ross had 13 months foreign service in Iceland from August 5, 1941 to September 5, 1942. He received a promotion to 1st Lt. on the latter date.

Major Ross took over command of the squadron at Richmond Army Air Base, Richmond Virginia on January 1, 1943. On December 16, 1942 he was promoted to captain and on August 22, 1943 to Major. Major Ross became operational in this theater on the 25th of November 1943 and has 51 missions over western part of German Occupied Continental Europe and 6 missions over the southern section of Italy where he was on D.S. Here he did dive-bombing and ground strafing. Major Ross has 80 operational sorties to his credit and a confirmed victory giving him credit for destroying one Me 109 over Germany on the 8th February, 1944. Major Ross has been awarded the Air Medal and three Oak Leaf Clusters to be worn with the Air Medal. He has also been recommended for the Listinguishing Flying Cross and the 4th Oak Leaf cluster to the Air Medal.

Major Ross held a civilian pilot's license in peace time gained through the University CAA training at Du Pont Airport, Delaware.

Major Ross is known as the chief to his men and this name has been given to his P-47.

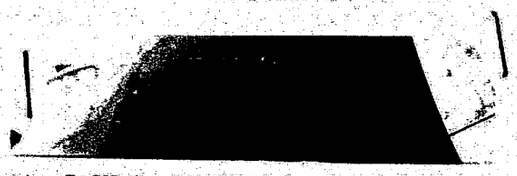
Captain BURTIN D. YARIAN was born in Indianapolis, Indiana, October 28, 1919 to Mr. & Mrs B. D. Yarian. He graduated from Shortridge High School in Indianapolis and attended Butler University also in Indianapolis where he played semi-pro basketball. He is a member of the Delta Tau Delta Fraternity. Captain Yarian entered the cadets on May 29, 1942 and was commissioned at Foster Field, Victoria, Texas on January 2, 1942. Captain Yarian entered the squadron as one of the original members at Richmond Army Air Base on January 1, 1943. Captain Yarian is known by the men as "Big Dog" which is also the name of this P-47. He is the Operations Officer and assumes command in the absence of the squadron commander. He became operational on the 4th December 1943 when he flew with another group. He has flown on 43 missions over German Occupied Europe with 74 sorties to his credit. Big Dog has been awarded the Air Medal, and three Oak Leaf Clusters to be worn with the Air Medal. He has been recommended for the Distinguished Flying Cross and the 4th Oak Leaf Cluster.

2nd Lt. NORVIN K. AVERETT was born at Pensacola, Florida January 4, 1920. He attended Pensacola High School and University of Florida, Gainsville. He entered Cadets January 17, 1942 and was commissioned at Marianna Army Air Base, Mariana, Florida January 14, 1943. Lt. Averett joined the squadron on May 1943 at Baltimore, Md. He became operational on December 24, 1945 and since this time has participated in 20 missions with 37 sorties to his credit. He was awarded the Air medal and has been recommended for two oak leaf clusters. Hunting and fishing constitute Lt. Averett's main sports. His wife lives in Pensacola, Florida.

1st Lt. HARRY D. BASSLER was born in Chicago, Ill. on May 5, 1919 to Colonel and Mrs. H.H. Bassler. Harry went through the Amundsen High School in Chicago and later attended Norwestern University in Evanstown, Ill. where he participated actively in basketball, swimming and baseball. He enlisted in the army April 29, 1941 and entered Air Cadet training January 25, 1942. He received his commission at Lake Charles AAF station, Lake Charles, La. October 29, 1942. He was promoted to 1st Lt. June 16, 1943. He became operational on the 11th of February 1944 and has flown 21 missions with the squadron bringing up his total sorties to 41. Harry has been recommended for the Air Medal and three Oak Leaf Clusters.

2nd Lt JOHN M. BUSTON was born at Tazewell, Va., June 24, 1915 to Mr & Mrs. H. L. Buston. He attended Tazewell High School where he was active in Baseball, football, and basketball. He entered Cadets June 13, 1942 and received his commission at Aloe Air Field, Victoria, Texas.

Lt BUSTON became operational on 24 December 1943, and since this time has participated in 30 operational missions over German occupied territory. He has 53 sorties to his credit. He was awarded the Air Medal on the 8 January 1944 and since then he has received his 1st Oak Leaf Cluster to the Air Medal and has been recommended for the 3rd Oak Leaf Cluster. He also has been recommended for the Distinguished Flying Cross. Lt BUSTON's home is in Gilbert, W. Virginia, which is also the address of his wife, Doris. Lt BUSTON's wife is at the present serving in the Armed Forces of the United States. She is a Marine Officer and is stationed in the United States.



1st Lt. JACK W. COULTER was born in Sweet Home, Oregon July 9, 1922 to Mr. and Mrs Frank P. Coulter. Jack finished high school at Sweet Home Union Hi in 1940. He enlisted in the Medical Corps September 16, 1940 where he remained until March 21, 1942 when he entered Aviation Cadets for pilot training. He graduated as a S/Sgt pilot from Luke Field, Arizona on October 30, 1942. On December 5, 1942 Coulter was promoted to Flight Officer and on May 30, 1943 to 2nd Lt. On January 28, 1944 he was promoted to 1st Lt. While on an operational mission over Occupied Europe Coulter encountered an Me 109 and after firing upon it, it was observed going down into the clouds in a very fast vertical dive. This was confirmed in March and Lt. Coulter is credited with one Me 109 Prob. destroyed. Lt. Coulter has been on 31 missions with a total of 58 sortie credits. He has been awarded the Air Medal and one Oak Leaf Cluster and has been recommended for two Oak Leaf Clusters.

Captain JOHN W. DICKSON was born in Henryville, Indiana October 2, 1920 and is the son of Mr. & Mrs. Albert Dickson. He attended Henryville Highschool where he took an active part in basketball, his favorite sport. He received his commission as a 2nd Lt. from Luke Field, Arizona, October 30, 1943 He was promoted to 1st Lt. on May 19, 1943 and to Captain January 28, 1944. To date he has made 67 operational sorties over enemy occupied Europe. He has been awarded the Air Medal and two Oak Leaf Clusters. He has been awarded these along with being recommended for the D.F.C. On February 8, 1944 Captain Dickson was leading a flight of Thunderbolts over France when one enemy aircraft was observed flying below his flight. He went down and closed in firing at close range. The enemy aircraft went down smoking and Captain Dickson has been officially credited with destroying one Me 109.

1st Lt. JAMES C. ELLEDGE or as known by his fellow officer as the "Little Soldier" was transferred the 2nd of March 1944 to the 100th Fighter Wing. He was born on June 4, 1919 and attended Wood River High School, Wood River, Ill, and then Illinois State Normal University, Normal Illinois. At this time he entered the army November 4, 1941 as a cadet and was commissioned as a 2nd Lt. at Foster Field, Victoria Texas on May 20, 1942. He became a member of the squadron in May 1943 at Baltimore, Md and received his promotion to 1st Lt. on June 16, 1943. During the time he was with the squadron on its operational missions he completed twenty-three with thirty three sortie credits. Elledge has been awarded the Air Medal and one Oak Leaf Cluster to date.

1st Lt. ARNOLD N. FARBSTEIN was born in West New York, New Jersey, February 19, 1920 to Mr. and Mrs Jacob Farbstein. He attended Weehawken High School in New Jersey and later Oberlin College in Ohio where he was active in basketball. He was also interested in soccer and was the captain of the soccer team at Oberlin.

Lt. Farbstein enlisted as an air cadet January 27, 1942, and was commissioned at Luke Field, Arizona October 30, 1942. He became operational on the 20th December, 1943 and flew 20 missions with the squadron bringing his total operational sorties over German Occupied Continental Europe to 30. On his 21st mission Lt. Farbstein was a spotter on Field Order 245, 20th February, 1944 and was in position 10 miles east of Oxfordness at 1115 hours. He left the area later to escort a crippled B-17 to Halesworth where Lt. Farbstein's aircraft was seen in flight at approx. 1300 hours This aircraft then flew away after the bomber had landed and no further word was heard of him. Lt. Farbstein known as Tony to his fellow officer was known to be one of the best pilots in the squadron. He sure is missed.

1st Lt. ROBERT R. FISHEL was born June 25, 1918 in Denver, Colo., and is the son of Mr. and Mrs. R. M. Fishel of that city. Robert attended East Denver High School where he graduated. He attended Colorado University at Boulder, Colorado and entered the United States Military Academy July 1, 1939 where he graduated and was commissioned on Jan. 19, 1943. He took his advanced flying at Lake Field, Arizona and graduated Dec. 3, 1942. His first promotion came May 19, 1943 when he was promoted to 1st Lt. He holds membership in the Phi Gamma Delta, and Tau Beta Phi Fraternities. Lt. Fishel is leader of a flight and has been on 64 operational sorties over enemy territory, flying his Thunderbolt "La Jolla". He has been awarded the Air Medal and one Oak Leaf cluster. He has been recommended for two Oak Leaf Clusters and the D.F.C.

1st Lt. ROBERT C. FLETCHER was born November 16, 1921 at lameda, Calif. His High School days were spent at Alameda -gh. He is a member of the Episcopal Church of that city and also of the Phi Lamda Epsilon Fraternity. His favorite sport is football and takes a great interest in art, which is his hobby. He has painted some very interesting insignias for several planes in the squadron, one of which is his own "Top Cover". Fletch, as he is known by all his friends, entered cadets on March 2, 1942, and was commissioned a 2nd Lt. at Luke Field, Ariz., Oct. 30, 1942. He was promoted to 1st Lt. on May 19, 1943. He has flown 62 operational sorties over enemy territory and has been awarded the Air Medal and two Oak Leaf Clusters. He has since been recommended for one more cluster and the D.F.C. In civilian life, Fletch was a clerk for the Standard Oil Co., in San Francisco. In March Lt. Fletcher was transferred to a P-51 Group, and will pursue his flying career in a Mustang. Good Luck Fletch.

PAUL D. FLOYD was born May 26, 1917 at New Boston, Ohio, the son of Mrs Fern C. Floyd. He finished New Boston High School and is a member of the Methodist Church of that city. He was employed by the Wheeling Steel Corporation before entering the army. He was a member of the National Guard from 1934 to 1939. He entered the army in January 1941 in the Field Artillery of the 37th Division. He entered Cadets July 3, 1942 and was commissioned 2nd Lt. at Foster Field, Victoria, Texas, March 20, 1943. Lt Floyd has made 50 sorties over Continental Europe and has been awarded the Air Medal and one oak leaf to the Air Medal. He has been recommended for two oak leaf clusters to the Air Medal.

He flys the Thunderbolt "Can't Wait II". His favorite sport and hobby is swimming, and has a reputation as being very good.

1st Lt. CLAIR R. GEARHEART was born July 19, 1917 at Bethlehem, Pa. and is the son of Mr. & Mrs. Raymond Gearheart of Brodheads, Pa. He attended Chestnuthill High School of Brodheadsville, Pa and Churchman Business College of Easton, Pa. He was drafted into the Infantry February 3, 1941 and entered cadets February 28, 1942. He received his commission at Luke Field, Arizona October 30, 1942. His promotion to 1st Lt. came through June 16, 1943. Lt. Gearheart has flown 55 operational sorties and has been recommended for an Air Medal and two Oak Leaf Clusters. In civilian life he was asst. Manager of S.S. Kresge's Co.

2nd Lt. JOSEPH L. GREEN, Jr. son of Mr. & Mrs. J.L. Green was born October 6, 1923. Lt. Green attended Stonewall Jackson High School and after graduating entered the Army as an enlisted man on May 5, 1942. He was accepted for cadet training July 14, 1942 and was commissioned at Foster Field, Victoria, Texas on March 20, 1943. To date Green has 15 missions to his credit with 27 sorties. On December 31, 1943, Lt. Green returning from a mission over France, crashed landed in the southern part of England and sustained head injuries. After recovering he returned to the squadron to continue flying. He was decorated with the Purple Heart. Lt. Green our youngest pilot has been recommended for the Air Medal and one Oak Leaf Cluster to the Air Medal.

2nd Lt. James D. Grey, or better known as "Jimmie", was born September 16, 1916. His mother, Mrs. Lulu Burns, lives at 5042 N. Winthrop Ave., Chicago, Ill. He attended Bloon Township Hi, Chicago Heights and is a member of the Glenwood Alumni Inc., Chicago. Jimmie first became acquainted with the Army Oct. 5, 1934 when he was a member of the National Guard and called into service March 5, 1941. In Aug. 1, 1941 became a member of the Regular Army Air Corps, and served at Scott Field, Ill. He entered Cadets July 1, 1942, and was commissioned at Foster Field, Victoria, Texas March 20, 1942. Jimmie became operational on Dec. 30, 1943 and has participated in 30 missions and has sorties to his credit. Lt. Grey has been awarded the Air Medal, and one Oak Leaf Cluster to the Air Medal, and has been recommended for two Oak Leaf Clusters to the Air Medal. Grey is interested in music and has played the drums & flute in various club bands. His hobbies are photography and leather working. Before he was called into active service he was employed at the Rotary International, Chicago, as a general clerk. The name of his plane is the Pup.

2nd Lt. ALBERT P. GSELL JR, was born July 19, 1920, in Norfolk, Va., and is the son of Mr. and Mrs. Albert P. Gsell Sr., of Hampton, Va. Albert attended the Hampton High School where he took an active part in Football and basketball, his favorite sport. He received his commission as 2nd Lt. from Foster Field, Victoria, Texas, March 31, 1942. To date he has made 49 operational sorties over enemy occupied continental Europe. He has been awarded the Air Medal and one Oak Leaf Cluster to the Air Medal, and has been recommended for 3 Oak Leaf Clusters to be worn with the air medal. Lt. Gsells home address is 2106 Rosewood Ave., Richmond, Virginia, and is also the home of his wife Frances.

1st Lt. HOWARD L. HURLEY, Jr. was born in Baltimore, Maryland on August 17, 1919 and is the son of Howard L. Hurley, Sr. He graduated from Glen Burnie High School, Glen Burnie, Md. and attended the Baltimore College of Commerce. As a civilian he did accounting work for the Western Electric Company, Baltimore, Md. Howard is married and is the father of Howard Richard Hurley. He is a member of St. Johns Evangelical Luthern Church. He enlisted in the Infantry July 18, 1941 and entered cadets July 1, 1942 and received his commission at Foster Field, Victoria Field, Texas, March 20, 1943. He graduated from flying school and joined the squadron at Richmond Virginia. He was promoted to 1st Lt. August 17, 1943.

Lt. Hurley has made 49 operational sorties over Europe and has been awarded the Air Medal and one Oak Leaf Cluster. He has been recommended for two more Oak Leaf Clusters to be worn with the Air Medal

1st Lt. JAMES F. HACKLER, Jr. was born in Marion Virginia, September 8, 1943 and is the son of Mr. and Mrs. James F. Hackler, Sr. of Wilmington, N.C. He attended New Hanover High School in Wilmington, Riverside Military Academy, Gainsville, Ga., and University of North Carolina at Chapel Hill, N.C. He entered the United States Military Academy at West Point July 1, 1939 and was graduated and commissioned into the Air Force January 19, 1943. "Hack", as he is known to all his friends, was captain of the West Point Golf team in 1942. He played football in prep school and takes a great interest in track and wrestling. He is a member of Sigma Alpha Epsilon Fraternity. He was promoted to 1st Lt. May 19, 1943. Lt. Hackler has made 57 sorties over continental Europe and has been awarded the Air Medal and one Oak Leaf Cluster. He has been recommended for two more Oak Leaf Clusters and the D.F.C. He flies the Thunderbolt "Tar Heel Tornado" his state's nickname.

Captain GEORGE W. HUNT, Jr. was born in Angleton, Texas December 28, 1920 and is the son of Mrs. G.W. Hunt. He attended Humble High School, Humble , Texas and the University of Texas at Austin, Texas. He is a member of the Chi Phi Fraternity. George entered Cadets January 14, 1942 and was commissioned November 10, 1942 at Lake Charles Army Flying School, Lake Charles, La. He was promoted to 1st Lt. on May 19, 1943 and to Captain January 28, 1944. Captain Hunt has led his flight on 69 operational sorties over continental Occupied Europe and has received the Air Medal and three Oak Leaf Clusters. He has been recommended for the D. F. C. and the fourth Oak Leaf Cluster.

2nd Lt. DAVID W. JOHNSTON, Jr. was born in New York City March 1, 1922 and is the son of David W. Johnston, Sr. of Youngstown, Ohio. He attended South High School and Youngstown College. David entered Cadets August 8, 1942 and received his commission at Victoria Texas April 22, 1943. Lt. Johnston has flown 22 operational sorties over occupied Europe and has been awarded the Air Medal and one Oak Leaf Cluster. His favorite sport is football. As a civilian he worked as an invoice clerk at Truscon Steel Co., Youngstown, Ohio. He flies the Thunderbolt "David III".

1st Lt. RAYMOND P. LOWMAN was born in Geary Oklahoma on May 1st, 1919 and is the son of Mrs. Ollie Lowman of the same city. Raymond attended the Oklahoma City High School where he participated in football and tennis his favorite sports. He enlisted January 8, 1942 in the Air Corps and entered Cadets June 5, 1942 where he received his commission at Foster Field, Victoria, Texas. Lt. Lowman has flown 58 operational sorties over German Occupied Europe and has been awarded the Air Medal and one Oak Leaf Cluster to the Air Medal. He has been recommended for two Oak Leaf Clusters. As a civilian he was asst. manager of S.H. Kress Co. in Oklahoma City, Oklahoma.

2nd Lt. FRED H. TEW was born October 3, 1923 in Salt Lake City to Mr. & Mrs George B. Tew. He attended the West High School in Salt Lake City and on December 26, 1941 enlisted in the Air Corps to attend A.M. school. He entered Cadets July 5, 1942 and was commissioned at Foster Field, Victoria, Texas on March 20, 1943. He became operational on January 21, 1944 and has flown 45 operational sorties He was awarded the Air Medal and has been recommended for three Oak Leaf Clusters.

2nd Lt. Jay V. Thomson, fondly known as "Herkey" to the boys, was born Nov. 22, 1919, in Glendive, Montana, to Mr. and Mrs. Ira A. Thomson, now residing in Anacortes, Washington. He attended Anacortes Senior High School in Washington, where he was active in his favorite sport baseball. Herkey entered the Air Corps to attend A. M. School Jan 4, 1942. Later he entered cadets on July 12, 1942, and was commissioned at Aloe Field, Victoria, Texas on March 20, 1943. He has flown on 28 Squadron Missions bringing up a total of 50½ operational sorties over German Occupied Europe. Lt. Thomson was awarded the Air Medal and has since meritted recommendations for 3 Oak Leaf clusters to be worn with the Air Medal. He is a member of the Grange Club in Summit Park Washington, and his hobbies center around Motorcycling, hunting and fishing. Lt. Thomson's wife Helen is living with her parents in Vineland, New Jersey.

2nd Lt. CLETUS W. TUSING, was born March 23, 1922 in Fabios, W. Va., to Mr. and Mrs. Russell N. Tusing, of Rock Oak, W. Va., Cletus attended Moorefield, W. Va., High school where he was active in tennis, football, and baseball, his favorite sports. He enlisted in the Air Corps Jan 31, 1942, and entered Cadets on July 22, 1942. He was commissioned at Foster Field, Victoria, Texas on March 20, 1943. He flew 19 missions with the Squadron gaining a total of 32½ operational sorties over German occupied Europe. On the 29th of February 1944, Lt. Tusing was missing in action. He was Yellow Four on F.O. 255 Withdrawal support. Just before R/V was made with bombers Lt. Tusing was seen to go into a vertical dive from 27,000 feet, at 1150, northwest of Lingen. He was followed down by the three remaining ships in his flight but they were unable to locate him. He has been awarded the Air Medal and one Oak Leaf cluster to the Air Medal, and has been recommended for the 2nd Oak Leaf cluster to the Air Medal. His wife Pauline lives at Moorefield, W. Va.

1st Lt. JEAN K. WOODYARD was born May 31, 1922 at Newark, Ohio to Mr. & Mrs. Jean K. Woodyard. He attended Neward High School where he was active in three years of football. Jean enlisted March 24, 1942 and after attending aviation cadet school he was commissioned at Moore Field, Mission, Texas on February 16, 1943. He joined the squadron on May 16, 1943 at Baltimore, Md. and was promoted to 1st Lt. on August 19, 1943. He became operational on December 20, 1943 and has participated in 25 missions with 42 sorties. He has been awarded the Air Medal and one Oak leaf Cluster and has been recommended for two Clusters.

R E S T R I C T E D

HEADQUARTERS
NINTH AIR FORCE

E X T R A C T

APO 696, U. S. Army
8 March 1944

GENERAL ORDERS)
Number 48)

* * * * * * * * * * * * *

SECTION II

1. By direction of the President, and in addition to the Air Medals awarded in General Orders indicated by sub-paragraphs, the following named officers of the IX Air Support Command, are awarded the Bronze Oak Leaf Cluster indicated, under the provisions of Executive Order No. 9158-(Bull 25, WD 1942) as amended by Executive Order 9242-A (Bull 49, WD 1942) and in accordance with authority delegated by the War Department, in recognition of Meritorious achievement while participating in aerial flight in the European Theater of Operations, each having participated in the required number of operational sorties against the enemy. Officers destroyed an enemy aircraft on the dates indicated.

* * * * * * * * * * * *

First Bronze Oak Leaf Cluster
358TH FIGHTER GROUP
365TH FIGHTER SQUADRON

j. G.O. 4, Par 4, Hq, VIII Fighter Command, 20 January 1944.

JEAN K WOODYARD, JR.	O-672731	1ST LT	Newark, Ohio.

k. G.O. 5, Par 6, Hq, VIII Fighter Command, 28 January 1944.

JAMES C. ELLEDGE	O-660124	1ST LT	Wood River, Ill.
JOHN M. BOSTON	O-671497	2ND LT	Tazewell, Va.
ALBERT P. GSELL	O-675762	2ND LT	Hampton, Va.
CLETUS W. TUSING	O-675809	2ND LT	Rock Oak, W. Va.
PAUL D. FLOYD	O-675686	2ND LT	New Boston, Ohio.

l. G.O. 7, Par 5, Hq, VIII Fighter Command, 2 February 1944.

RAYMOND P LOWMAN	O-675398	1ST LT	Geary, Okla.

m. G.O. 9, Par 6, Hq, VIII Fighter Command, 14 February 1944.

JAMES D. GREY	O-675694	2ND LT	Chicago, Ill.
DAVID W. JOHNSTON	O-676057	2ND LT	Youngstown, Ohio.

* * * * * * * * * * * *

Appendix D

R E S T R I C T E D

0106

G. O. No. 48, Hq., Ninth Air Force, 8 March 1944, Contd.

Second Oak Leaf Cluster

g. G.O. 5, Hq, VIII Fighter Command, 17 January 1944.

JOHN W. DICKSON	O-752189	CAPTAIN	Henryville, Ind.
ROBERT C. FLETCHER	O-752207	1ST LT	Alameda, Calif.

Third Oak Leaf Cluster

70TH FIGHTER WING
HEADQUARTERS

ad. G.O. 4, Par 4, Hq, VIII Fighter Command, 20 January 1944.

FRANK M. ROSS	O-406490	MAJOR	Smyrna, Del.

* * * * * * * * * * * * *

By Command of Major General BRERETON:

V H STRAHM
Brig Gen USA
C of S

OFFICIAL:

/s/ C. M. SEEBACH
Col AGD
Adj Gen

DISTRIBUTION: "A"

A TRUE COPY:

Karl A. Hansen

KARL A. HANSEN,
1st Lt., Air Corps,
Asst. S-2.

0107

RESTRICTED

HEADQUARTERS
NINTH AIR FORCE

APO 696, U.S. Army,
25 February 1944.

GENERAL ORDERS)
:
NUMBER.....39)

SECTION III

1. By direction of the President, under the provisions of Executive Order No. 9158 (Bull 25, WD 1942) as amended by Executive Order No. 9242-A (Bull 49, WD 1942) and in accordance with authority delegated by the War Department, Air Medals are awarded to the following named Officers of the IX Air Support Command, in recognition of meritorious achievement while participating in aerial flight in the European Theater of Operations, they having participated in the required number of operational sorties against the enemy.

358TH FIGHTER GROUP
365TH FIGHTER SQUADRON

FRED W. LAW O-675730 2ND LT Salt Lake City, Utah

SECTION IV

1. By direction of the President, and in addition to the Air Medals awarded in General Orders indicated by sub-paragraphs, the following named Officers of the IX Air Support Command, are awarded the Oak Leaf Cluster indicated, under the provisions of Executive Order No.9158 (Bull 25, WD, 1942) as amended by Executive Order No. 9242-A (Bull 49, WD 1942) and in accordance with authority delegated by the War Department, in recognition of meritorious achievement while participating in aerial flight in the European Theatre of Operations, they each having participated in the required number of operational sorties against the enemy, Captain Turner having destroyed an enemy aircraft on 11 January 1944.

First Bronze Oak Leaf Cluster

358TH FIGHTER GROUP
365TH FIGHTER SQUADRON

A. G.O. 7, Par 1, Hq. Eighth Air Force, 5 February 1944.

HOWARD L. GURLEY O-675696 1ST LT Brooklyn Park, Md.

Third Bronze Oak Leaf Cluster

A. G.O. 4, Par 4, Hq. Eighth Air Force, 20 January 1944.

GEORGE A. HUNT O-666539 CAPTAIN Angleton, Texas
BURTON D. YARIAN O-432736 CAPTAIN Indianapolis, Ind.

Appendix I

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By command of Major General BRERETON:

[illegible]
Brig Gen USA
C of S

OFFICIAL:

[illegible]
Col A G D
Adj Gen

DISTRIBUTION: "A"

[illegible]:

Karl A Hamm
[illegible],
1st Lt., Air Corps.

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[redacted]

DECLASSIFIED
DOD D.F 5200.9

[redacted]

RESTRICTED [redacted]

SQ-FI-365-HI
APRIL 1944

365TH FIGHTER SQUADRON
APO 141 U. S. Army

DECLASSIFIED
DOD DIR 5200.9

3 May 1944

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, AAF Station 411, APO 141, U. S. Army.

In accordance with IX Fighter Command Memorandum 20-4, dated 22 December 1943, attached herewith is History of the 365th Fighter Squadron for the month of April 1944.

For the Squadron Commander:

Karl A. Hansen

KARL A. HANSEN,
1st Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

DECLASSIFIED
DOD DIR 5200.9

RESTRICTED [redacted]

Incl #2

0113

[redacted]

UNIT HISTORY

365TH FIGHTER SQUADRON
Army Air Force Station F-411
APO 141 U. S. Army

Following is the history of the 365th Fighter Squadron during the month of April 1944. This History is compiled in accordance with IX Fighter Command Memorandum 20-4, 22 December 1943, Headquarters IX Fighter Command.

I. ORGANIZATION:

The 365th Fighter Squadron has been operating under the New Fighter Squadron Table of Organization since 31 March 1944. Because of the numerous readjustments and assignments of personnel under the Table of Organization, a change of organization was not presented last month. This fact was noted in last months history under paragraph 1-Organization. Below are the changes as they affected each department in the squadron. The total number of men given in each department is the total authorized under the new Table of Organization.

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

Table of Organization, No. 1-27, 22 December 1943.

Headquarters Department. Total personnel 8.

1. Authorized additional typist as grade of private.

2. Authorized one messenger as grade of private.

3. Duty N.C.O., grade of sergeant transferred from Quartermaster Supply.

4. One clerk rated grade of sergeant from corporal.

Medical Department. Total personnel 3.

1. Five medical personnel transferred to Fighter Group medical department.

Administrative Supply.

1. Duty N.C.O. placed in Headquarters Department and replaced by clerk, typist grade of sergeant. Two men transferred to other departments.

Armament and Ordnance. Total personnel 64.

1. These departments combined into one department.

2. Three ordnance men transferred to Armament section.

[redacted]

3. Two additional Photographic Technicians added to Armament Photographic section.

4. A fourth Flight Chief authorized in grade of Staff Sergeant.

Communications. Total personnel 31.

1. 3 Radio Mechanics C.M.S. not authorized bringing total of 12 down to 9 of this type of personnel.

2. A Communications Chief authorized in grade of Master Sergeant.

3. One Message Center Chief authorized in grade of Sergeant.

4. One additional Switch Board Operator authorized in grade of Private.

5. One additional messenger authorized in grade of Private.

Mess personnel. Total personnel

1. One additional cook authorized in grade of Sergeant.

2. One additional cooks helper authorized in grade of Private.

Transportation

1. No change.

Engineering Department. Total personnel 91.

1. One airplane Inspector raised in grade from T/Sergeant to Master Sergeant.

2. One machinist ne authorized.

3. One additional Refueling Operator authorized in grade of Private.

4. One Sheet Metal Technician reduced in grade from Staff Sergeant to Sergeant.

5. One Carpenter raised in grade from Corporal to Sergeant.

6. A fourth Flight Chief authorized in grade of T/Sergeant.

Tech Supply. Total personnel 4.

1. Two clerks, typist transferred to other departments.

Intelligence

1. No change - clerk typists reclassified as Intelligence clerks.

[redacted]

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Officers

1. Twelve additional crew t crew pilots authorized.
2. Assistant Engineering Officer authorized.
3. Personnel Equipment Officer authorized.
4. A fourth Flight Leader authorized.
5. Abolished Radio Officer.

II. STRENGTH AS OF APRIL 30, 1944:

Enlisted Men	[illegible]
Officers	[illegible]
Increase Enlisted Men	1
Increase Officers	6
Decrease Enlisted Men	2
Decrease Officers	5

Special orders affecting command of the squadron.

Capt. Burton D. Varian, O-[illegible], apptd primary duty of Squadron Commander per par [illegible], S. O. 131, 11 April 1944, 358th Fighter Group.

Officers assigned to the squadron during the month of April.

1st Lt. Walter P. Morgan, Jr., O-[illegible], asgd & to fr Hq, 358th Fighter Group as of 1 April 1944 per para [illegible], S. O. 127, Hq, 358th Fighter Group.

2nd Lt. Charbonneau, Arthur P., O-[illegible]
2nd Lt. Bissle, Albert S., O-[illegible]
2nd Lt. McDevitt, John A., O-[illegible]
2nd Lt. Schroeder, Otto H., O-[illegible]
2nd Lt. Wright, Clarence C., O-[illegible]

Above Officers asgd & jd fr Hq, 358th Fighter Group as of 1 April 1944 per para [illegible], S. O. [illegible], Hq, 358th Fighter Group.

Enlisted men assigned to this squadron during the month of April.

Cpl. Raymond A. Baldrop, 34724236, asgd & jd fr 80th Sta Comp Sq, Sta 157, per para [illegible], S. O. [illegible], Hq, 70th Fighter Wing.

Transfer of Officers and Enlisted Men during April 1944.

2nd Lt. Seymour W. Gottlieb, O-[illegible], reld fr asgmt and asgd to 56oth Signal A. W. Bn, Sta 347, per para 13, S. O. 81, Hq, IX Air Support Command dated 8 April 1944.

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Cpl. Herbert M. Norton, 36416590
Pfc. Phillip F. Faviecchio, 32502347
Pvt. Paul L. Cohen, 31201773
Pvt. Charles D. Kiliauskas, 31190794

Above EM fr dy to trfd to Hq, 358th Fighter Group as of 28 April 1944, per para #1, S. O. #25, Hq, 358th Fighter Group.

Pvt. Paul B. Black, 36175056, fr dy to trfd to Hq, 358th Fighter Group as of 28 March 1944 per para #2, S. O. #25, Hq, 358th Fighter Group.

Sgt. Erwin L. Anderson, 17160590, fr dy to trfd to Hq, 358th Fighter Group as of 28 March 1944, per para #2, S. O. #26, Hq, 358th Fighter Group.

S/Sgt Louis Longmore, R-441215, fr dy to trfd to 86th Sta Comp Sq, Sta 157, per para #11, S. O. #53, Hq, 70th Ftr Wg.

Promotion of Officers during April 1944.

2nd Lt. David W. Johnston, Jr., O-678057, aptd 1st Lt. as of 1 April 1944 per para #13, S. O. #92, Hq, ETOUSA.

2nd Lt. Jay V. Thomson, O-674346, aptd 1st Lt. as of 1 April 1944 per para #14, S. O. #92, Hq, ETOUSA.

2nd Lt. John M. Buston, O-671497, aptd 1st Lt. as of 1 April 1944 per para #12, S. O. #92, Hq, ETOUSA.

Promotion of Enlisted Men during April 1944.

Pvt. Charles S. Ulerick, 15099041, aptd Pvt 1cl as of 5 April 1944 per para #7, S. O. #28, Hq, 358th Fighter Group.

T/Sgt. Frank M. Chrichton, 15074091, aptd M/Sgt as of 5 April 1944 per para #7, S. O. #28, Hq, 358th Fighter Group.

S/Sgt Leonard Bloom, 32190091
S/Sgt Robert J. Graber, 17056515

Above EM aptd T/Sgts as of 5 April 1944 per para #7, S. O. #28 Hq, 358th Fighter Group.

Sgt. Harold K. Chickering, 39834351
Sgt. Stanley F. Skowronski, 32387990

Above EM aptd S/Sgts as of 5 April 1944 per para #7, S. O. #28, Hq, 358th Fighter Group.

Cpl. Richard O. Burnside, 35390247
Cpl. Dominick D. Massi, 32634707
Cpl. Raymond E. Rittman, 35567322
Cpl. George L. Williams, 36426594

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[redacted]

Above EM aptd Sgts as of 5 April 1944 per para #7, S. O. #28, H , 358th Fighter Group.

Reduction in grade during April 1944.

Sgt. Thomas J. Davidson, 32290661, rd to gr of pvt as of 5 April 1944 per para #6, S. O. #28, Hq, 358th Fighter Group.

Squadron orders affecting the Squadron for the month of April are as follows:

Capt. George W. Hunt, Jr., O-666539, aptd primary duty as S Operations Officer, vice Captain Burton D. Yerian per para #2, S O #8, 12 April 1944.

1st Lt. Jack W. Coulter, O-523271, vice Capt John W. Dickson
1st Lt. Raymond P. Lowman, O-675398, vice 1st Lt. Robert C. Fletcher.
1st Lt. Jean K. Woodyard, Jr., O-672731, vice Capt. George W. Hunt.

Above Officers aptd Flight Leaders per para 3, S O #8 12 April 1944.

1st Lt. Walter P. Morgan, Jr., O-561729, aptd primary duty as Squadron Adjutant and add duty as Squadron Personnel O, and Squadron Mess O as of 1 April 1944 per para #1, S O #7, 365th Fighter Squadron.

2nd Lt. Seymour W. Gottleib, O-1646205, relvd fr dy as Radio Officer and asgd primary dy as Assistant Squadron Engineering Officer as of 29 March 1944 per para #1, S O #6, 365th Fighter Squadron.

III. ETO STATIONS OCCUPIED

Departed AAF Station F-157, Raydon, Essex on 13 April 1944. Fourteen officers left by military aircraft 0800 hours and arrived 1000 hours at ALG. Eleven officers and eighty five enlisted men left by rail 0900 hours and arrived 1600 at ALG. Thirteen officers and one hundred forty seven enlisted men left by motor convoy at 1130 hours and arrived ALG at 1700 hours. Distance traveled 115 miles. ALG given Station No. 411 and located High Halden, Kent County, England.

IV. LOSSES IN ACTION

Killed in Action:

Frank M. Ross, Major, O-406490, Squadron Commander, killed in action on 11 April 1944. Major Ross was leader of the Squadron on Operations Order No. 135 on 11 April 1944. He was seen to crash five miles east of St. Jacques Airdrome and explode. The Squadron was on a bombing and strafing mission and was strafing St. Jacques Airdrome when Major Ross crashed.

John W. Dickson, Captain, O-732189, Squadron Flight Leader,

[redacted]

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killed in action on 11 April 1944. Capt. Dickson was leading flight on Operations Order No. 135. He was seen to explode in mid air over St. Jacques Airdrome. The Squadron was on a bombing and strafing mission and was strafing St. Jacques Airdrome when Capt. Dickson exploded.

V. AWARDS AND DECORATIONS

The pilots during the month of April were awarded the Air Medal and Oak Leaf Cluster to the Air Medal. These were on General Order #85, Hq, IX Fighter Command.

General Order #85

AIR MEDAL	1st OAK LEAF CLUSTER	2nd OAK LEAF CLUSTER
Lt. Bassler	Lt. Tew	Lt. Coulter
Lt. Gearhart	Lt. Atkinson	Lt. Fishel
Lt. Atkinson	Lt. Gearhart	Lt. Buston
Lt. Green	Lt. Averett	Lt. Gurley
Lt. Manor	Lt. Thomson	Lt. Hackler
		Lt. Tew
		Lt. Averett
		Lt. Thomson

3rd OAK LEAF CLUSTER	4th OAK LEAF CLUSTER	DISTINGUISHED FLYING CROSS
Lt. Coulter	Capt. Hunt	Major Ross MIA
Lt. Fishel	Capt. Yarian	Capt. Dickson MIA
Lt. Hackler	Lt. Coulter	Capt. Hunt
Capt. Dickson MIA	Lt. Buston	Capt. Yarian
Lt. Fletcher		Lt. Fishel
Lt. buston		Lt. Fletcher
		Lt. Hackler

The pilots were decorated by the Commanding General of the IX Air Support Command, General Quesada, on 12 April 1944. A ceremony was held and pilots to be decorated were of the Group and the three Squadrons. The crew chiefs of the pilots who were decorated formed the honor guard for our Squadron. After being decorated by General Quesada, the General congratulated the pilots and conducted an informal talk with them on the work they had preformed. This gave the pilots an opportunity to ask the General about the Air Support Command and its functions.

The Pilots who were decorated are listed below:

AIR MEDAL	1st OAK LEAF CLUSTER	2nd OAK LEAF CLUSTER
Lt. Bassler	Lt. Tew	Lt. Coulter
Lt. Gearhart	Lt. Atkinson	Lt. Fishel
Lt. Atkinson	Lt. Gearhart	Lt. Buston
Lt. Green	Lt. Averett	Lt. Gurley
Lt. Manor	Lt. Thomson	Lt. Hackler
		Lt. Tew
		Lt. Averett
		Lt. Thomson

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3rd O.K.L.F. CLUSTER	4th O.K.L.F. CLUSTER	DISTINGUISHED FLYING CROSS
Lt. Coulter	Capt. Hunt	Major Ross MIA
Lt. Fishel	Capt. Yarian	Capt. Dickson MIA
Lt. Hackler	Lt. Coulter	Capt. Hunt
Capt. Dickson MIA	Lt. Buston	Capt. Yarian
Lt. Fletcher		Lt. Fishel
Lt. Buston		Lt. Fletcher
		Lt. Hackler

The 365th Fighter Squadron has moved again, this time to far different conditions than it has ever had before. Certainly our experiences will be many from now on and the approaching events looked for with anticipation. We are ready for whatever may come.

This last move changed our living habits entirely. Before we were used to the usual army style of living; now we are roughing it on a grand scale. Our advance convoys set up the squadron tents which became living quarters and department offices. At first when we moved in we had wooden beds in our tents, later those were replaced with wooden and steel cots. Our washing facilities are our steel helmets and the water is usually cold. As for mess facilities, large tents were put up for the mess kitchen and dining hall. We may be under field conditions but one thing is true, our food is excellent and plenty of it. The spring air and being out in the open every day puts an edge on our appetites.

The squadron area is well set, the tents being under the trees in a large square. The orderly room is located so that it is accessible to all in the squadron. Slit trenches were dug by each member of the squadron. They were dug both in the area and on the line. Roads were constructed in the area and along the line. The departments on the line set up in tents and engineering has a blister hanger besides their tents to operate from. There was much work to be done, but with the cooperation of all we were ready for operation practically as soon as we moved in.

Major Ross, our Commanding Officer, was listed as killed in action over France on a strafing mission. His loss was felt by all members of his command. He had been with the squadron since it was formed in Richmond, Virginia, January 1, 1943. His policies and leadership brought the squadron through its infancy and molded it into a single unit, all operating as a team. We all wish that he were with us now and that we could carry on as we started.

Captain Yarian, Operations Officer, assumed command of the squadron. He has been with us since activation and has assumed the command many times in the absence of Major Ross. We all know what Captain Yarian can do and know that the squadron is still under excellent leadership. Every man will stand behind him, come what may. Good luck Captain.

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[redacted]

Squadron recreation has followed along in the usual channels. Liberty runs were initiated and carry men to a nearby town where they can visit local pubs, theaters and dances. Motion pictures are shown every other night, two performances being given here on the base. No regular schedule of sports has been set up, but the equipment is available and baseball and football games are played at night. Here at the base are small ponds and men have been able to make a few catches.

A farewell party was held for the officers at the last base and as usual a good time was had by all. There were girls from nearby towns and an orchestra was provided and the bar was open for business.

The 365th Fighter Squadron participated in 22 operational missions during the month of April. The squadron for the past ten days has been having one to two missions a day. Rain and bad weather held operations up during the middle of the month but the last ten days we have had from one to two missions a day. Operations off the field has been difficult due to the conditions of the field but we have managed to have our full quota of planes in the air. The missions during the month were heavy bomber escort, medium bomber escort, fighter bomber escort, dive bombing, strafing and area sweeps.

A short resume of each mission follows:

[redacted]

[redacted]

45th MISSION 8 April 1944

Our first mission for over two weeks. The boys were anxious to get back into the fight. This was the test for our new 47's and they met the test well with only one abort. The Group was led by Lt. Col. Wells, who also led the Squadron. Lt. Col. Wells, just after take off, crashed landed in a field and the lead was taken over by Major Ross, the Squadron commander. The bombers were met and escorted without mishap. Lt. Fishel and Lt. Grey reported 30-40 E boats in the harbor of Ijmuiden. This mission was on Field Order #125. Lt. Brak and Lt. Black, our two new pilots, became operational today, flying their first mission. Good luck fellows and heres to many more to come.

46th MISSION 8 April 1944

Double mission today, taking off at 1648 hours. This one was a strafing mission, the first to be performed by our Squadron. The target was troop trains along the railroad from La Nueve Lyre and Evreux. All were keyed up to really give the Jerry the business. The result of the mission was strafing a locomotive and troop train consisting of approximately 22 cars, including flak cars. The train was observed to stop after attack and strikes were seen in the locomotive and cars. The pilots who attacked the train were Lt. Hackler (flight leader), Lt. Green, Lt. Lowman and Lt. Manor. Major Ross (squadron leader) attacked a locomotive in marshalling yards. This was on Field Order #126.

47th MISSION 9 April 1944

Easter Sunday and all isn't peaceful with the Germans as the "Big Friends" hit the continent again. We were on withdrawal escort bringing them back from Brunswick. Weather was very poor at base and over the continent, layer upon layer of clouds. The trip was without event and all planes landed at home base. Captain Yerian led the squadron and operated on Field Order #128.

48th MISSION 9 April 1944

Again today we went out escorting bombers, but this time B-26's. The 26's struck at targets at Le Havre and bomb bursts were observed on the beach and cliffs just north of Le Havre; also at Coteville Airdrome. We escorted two task forces over the target. The flak was intense, inaccurate over the target. Capt. Yerian led the Squadron and operated on Operations Order #11.

[redacted]

49th MISSION 10 April 1944

With our friends, the B-26's, again today. We supported them all the way and observed the bomb results which were seen in the south and east part of the Marshalling yards. Hits were also observed on both sides of the river. The B-26's from our observations did an excellent job. The more the better. Capt. Yarian led the Squadron and operated under Field Order #133.

50th MISSION 11 April 1944

Fifty missions for the Squadron and on this one we had a dual purpose. Not only did the 26's, which we escorted, bomb the target, but we carried bombs as well. After we escorted the 26's to the target, we came in after they had bombed and dropped ours. The B-26's were observed to bomb the woods on the west side of the airport, the bursts seemed well grouped. Because of the smoke over the target, we were unable to observe the results of our bombs. The type and number of bombs dropped were 17 500 lb. general purpose bombs. The dive started at 10,000 feet and bombs were dropped at 4,000 feet. The flak over the target was intense, moderately accurate light flak and meager inaccurate heavy flak. At Boulogne meager accurate heavy flak was encountered and two ships flown by Lt. Green and Lt. Gearhart were damaged slightly. The squadron was led by Major Ross on Field Order #135.

51st MISSION 11 April 1944

The second mission today. This time we had 16 aircraft up. Our Engineering section is doing a good job, the boys are right on the ball. On this mission we had another dual assignment, dive bombing and strafing of airdromes. The first assignment went off well, bombs were dropped at Guel with results observed excellent. Hits were observed on hangers, buildings and runways. Just after bombing the Airport, Lt. Paul D. Floyd and Lt. James F. Hackler, Jr., attacked a Ju 88 which was seen to crash and explode in the vicinity of Mordelles. They have a joint claim on one Ju 88 destroyed. We carried wing bombs and belly tanks on this mission and 36 general purpose bombs were dropped. The dive started at 12,000 feet and bombs were released at 5,000 feet. Our next target was St Jacques Airdrome and here we met disaster. While strafing the Airdrome, Capt. John W. Dickson, leader of A Flight, was seen to explode in mid air. Then Major Ross, Squadron Commander, was seen to crash and explode five miles east of St. Jacques Airdrome. The results of the strafing mission at St Jacques was hangers, a... and machine gun nests strafed. A large explosion was observed at the end of the runway. Five large Merchant ships were observed in St. Malo inlet and five or six more in an adjoining inlet. The leader of the Squadron was Major Ross on Field Order #135. Lt. Gsell, flying Capt. Dicksons wing was hit by flak and managed to bring his crippled plane back to the coast of England where he belly landed. The supercharger and vertical fin were shot away. Also Lt. Woodyard returned to base with a large hole in his engine. Quite a day, but not for us.

[redacted]

52nd MISSION 19 April 1944

Another dual assignment, escorting B-26's and then bombing the same target. The 26's hit the target in woods, bombs observed to be well grouped. Our own bomb results could not be observed as the target was obscured by smoke. Heavy and light flak over target and Abbeville. Squadron led by Capt. Yarian on Field Order #163.

53rd MISSION 20 April 1944

After an interval of ten days, we again take to the air and carry on the bombing of occupied Europe. The 365th had fourteen planes up, each with a 500 lb bomb. The target was Criel Marshalling yards and the yards from observation of our pilots were well hit. The tracks at the south end of the yards received the most hits and the results could be said to be very good. Take off from the field went very well in spite of the fact that we have had continued rains for the last ten days. This was operations order #164 and Squadron was led by Capt. Yarian.

54th MISSION 21 April 1944

We started out today to escort the big friends, but due to bad weather, the mission was scrubbed. Our planes were at Manston and carried two wing tanks. Due to the fact that the planes could not land at our field with loaded wing tanks, the planes were sent over France and dropped the loaded tanks on Eindhoven Airdrome. Damage was nil with hits on the runways and airfield. Small fires were started but these went out immediately. Too bad they weren't bombs as the hits were good. This was on Field Order #169 and was led by Lt. Col. Wells.

55th MISSION 22 April 1944

Dive bombing was the mission for this morning and we carried 500 lb. bombs with 15 airplanes up. The target was the Marshalling yards at St. Ghislain. Four hits observed directly on the target, which became obscured by smoke and further results could not be observed. We operated on Field Order #171. Squadron led by Capt. Yarian.

56th MISSION 22 April 1944

The second mission for the day was area support with wing tanks. Take off was from Manston and we swept the area, Reims, Metz, Dizier and then out over Reims. No enemy aircraft reported along route or ground at airports along the route. As for as action goes, the mission was another milk run. The Squadron was led by Capt. Yarian on Field Order #172.

[redacted]

57th MISSION 23 April 1944

The first mission for today was dive bombing the Marshalling yards at Mine St. Paul. Our Squadron sent up 18 P-47's carrying 250lb GP bombs. Thirty five were dropped in the vicinity of the target but unfortunately no hits were observed on the target. Six were observed to hit in the center of the town, and the cross roads became obscured in smoke. Also eight to ten hits were observed in factory buildings. One bomb was observed to hit the building in the center of the marshalling yards. Squadron was led by Capt. Hunt on operations order 176.

58th MISSION 23 April 1944

The second mission for today was another dive bombing target. We hit the Marshalling yards at Namur, dispatching 16 aircraft. One returned because of a mechanical failure. First six or eight bombs were observed to hit in the woods southeast of the target but thereafter all were well grouped on the target. Hits were observed on the choke point at the east and west ends of the yards. Railway cars were hit and an explosion of red flames was observed to attain an estimated height of 200 feet. One house on the road on the north side was seen to disappear. The results were excellent as a whole. The squadron was led by Capt. Hunt on Field Order #176.

59th MISSION 24 April 1944

Our mission today was escorting bombers furnishing withdrawal support. The squadron was led by Major Terriault. Landfall in was made north of Dunkirk and rendezvous was made with the bombers at Idar at 20,000 feet. They were escorted to the vicinity of Bruges where we withdrew and made landfall out at Blankenberghe. Weather over the channel was very hazy from the deck to 5,000 feet. We were operating on Field Order #179.

60th MISSION 25 April 1944

Today our planes served as top cover for dive bombers and the target was again St. Ghislain Marshalling yards. Our pilots observed the first bombing squadron to make four hits on the target and the second bombing squadron to make eleven hits on the target. One was directly on the single runway of the secondary target which was Ypres/Vlamertinghe Airdrome, the first target being abondoned on account of bad weather. The weather over the airdrome was poor also. Between 3,000 and 7,000 feet there was a layer of 9/10 cumulus which built up to 10/10 cover over Lille. The channel was completely clear. The squadron was led by Capt. Varian on Field Order #181.

61st MISSION 26 April 1944

Today we escorted B-26's to bomb St. Guislain Marshalling yards once more. The bombs were dropped but due to still difficult weather conditions the observation of the results was impossible. We dispatched 16 P-47's on Field Order #183. The Squadron was led by Capt. Hunt.

SECRET

[redacted]

62nd MISSION 27 April 1944

Seventeen planes were dispatched today to escort dive bombers. The target was engine sheds and marshalling yards at Pontoise Gressicourt. Two or three hits were observed on the engine shed at the choke point at the east end of the yard. Several hits were observed on another large shed and trucks in the yards and a road running parallel to the track. A few hits fell short of the target on the south end. Over Rouen heavy inaccurate flak was encountered. One B-26 was seen to explode in the vicinity of Longueville, southe of Dieppe. Two pilots observed four chutes to open and several others saw three. The Squadron was led by Capt. Hunt on Field Order #189.

63rd MISSION 27 April 1944

This time the target was dive bombing engine shed and marshalling yards at Pontoise St. Pierre. Eighteen planes were dispatched and twenty nine 500 lb. GP bombs were dropped over the target. Due to poor visibility the results of the bombing could not be observed, however one pilot saw eight bombs land on the marshalling yards and another to hit a building which he could not identify. Eight trawlers escorted by five E boats observed in vicinity of Dunkirk heading southeast. There was 8 to 10/10 cloud cover over the target but the visibility above was excellent. The Squadron was led by Major Terrault operating on Field Order 187.

64th MISSION 28 April 1944

The target for today was the dive bombing of Leon-Souvron Airdrome. 16 planes were dispatched on Field Order 192. Thirty two 250 lb. GP bombs were dropped on the airfield. Pilots were unable to identify the target absolutely. Five hits were observed on ramp in front of hanger line while three or four hits were observed to overshoot. Intense and inaccurate flak was encountered over the target as well as meager and inaccurate light flak. It was hazy in the target area and over the channel to St. Quentin there was a 10/10 cloud layer. Capt. Yerian led our Squadron.

65th MISSION 29 April 1944

For a change, we went on an escort mission today. We were withdrawal support operating on Field Order 192. 17 P-47s were dispatched and one returned on account of mechanical trouble. Landfall was made above a 10/10 overcast and R/V was made with the bombers as briefed. No flak was encountered anywhere along the route. There was ground haze from 1,000 to 5,000 feet and visibility was about a mile. The Squadron was led by Captain Yerian.

66th MISSION 30 April 1944

Today our target was dive bombing the marshalling yards at Bethuene. Sixteen P-47's were dispatched on Field Order 196 and led by Major Terrault. Twenty six 500 lb. GP bombs were dropped in the target area. Direct hits were observed on long sheds, tracks, railroad cars and round house. Two explosions accompanied by flame

[redacted]

0126

and black smoke were seen and thought to be tank cars. The general results of this mission were believed excellent as only four or five bombs were observed to fall wide. Six bombs were jettisoned over the channel. Generally the weather was good except for some haze between 6,000 and 7,000 feet.

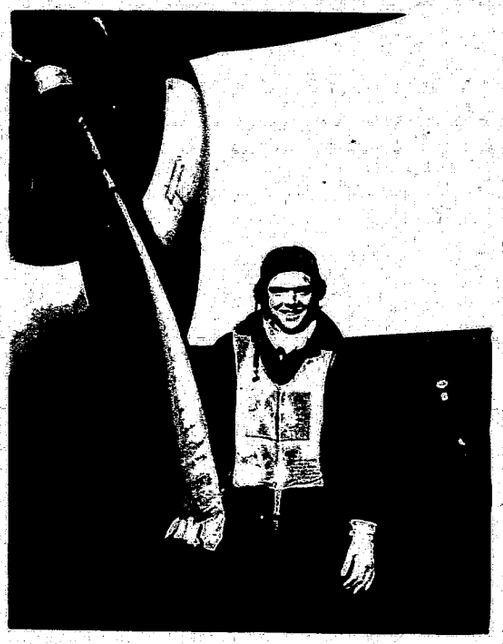
67th MISSION 30 April 1944

The second mission for today was another dive bombing mission. The target this time was the Cambrai marshalling yards. The bomb results were good and several hits were observed on the target. A number of hits were observed in the town itself. The target itself became covered with smoke and one large explosion was observed. Intense and inaccurate flak was encountered at Boulogne. The weather was clear except for haze. Sixteen planes took part in this mission and were led by Major Terrisult on Field Order 198.

SECRET

Last month a picture of the pilots and a short history was submitted. At that time the photograph of 2nd Lt. Mark A. Osborn, missing in action, was not available but a history of this pilot was given. A photograph of him has been forwarded and is submitted in this months history.

2nd Lt. Mark A. Osborn



365TH FIGHTER SQUADRON
Army Air Force Station F-157
APO 595 U. S. Army

1 April 1944

SQUADRON ORDER)
:
NUMBER 7)

1. Effective this date, 1st Lt WALTER P. MORGAN,JR, O-561723, 365th Fighter Squadron, is assigned primary duty as Squadron Adjutant, vice Major ROBERT B. HANDLEY, O-253348, relieved as of the 28 March 1944.

2. Effective this date, 1st Lt WALTER P. MORGAN,JR, O-561723, 365th Fighter Squadron, is assigned additional duty as Squadron Personnel Officer, vice Captain FRANK D. PEBBLES, O-900612, relieved.

3. Effective this date, 1st Lt WALTER P. MORGAN,JR, O-561723, 365th Fighter Squadron, is assigned additional duty as Squadron Mess Officer, vice Captain FRANK D. PEBBLES, O-900612, relieved.

/s/ Frank M. Ross,
/t/ FRANK M. ROSS,
Major, Air Corps,
Commanding.

Certified a True Copy:

Karl A. Hansen
1st Lt, AC

Appendix I(a)

365TH FIGHTER SQUADRON
356TH FIGHTER GROUP

A/Y4

APO 141 U.S.Army
12 April 1944

SQUADRON ORDER)
:
NUMBER 8)

1. Under the provisions of AR 95-60, the undersigned hereby assumes command, effective this date.

2. Captain GEORGE W. HUNT, JR., O-666539, AC, 365th Fighter Squadron, is hereby assigned primary duty as Squadron Operations Officer, vice Captain BURTON D. YARIAN, O-432738, AC, 365th Fighter Squadron, relieved.

3. The following named officers, this Squadron are appointed Flight Leaders of the Flights indicated:

NAME & RANK	FLIGHT	VICE RELIEVED
1st Lt JACK W. COULTER, O-523271	A	Capt JOHN W. DICKSON,O-732189
1st Lt RAYMOND P. LOWMAN,O-673398	C	1st Lt R.C.FLETCHER,O-732207
1st Lt JEAN K. WOODYARD,JR O-672731	D	Capt G.W. HUNT,JR. O-666539

4. Squadron Order #6, 365th Fighter Squadron, dated 29 March 1944, is rescended. (Reference 2nd Lt SEYMOUR W. GOTTLIEB, O-1646205, appointed Assistant Squadron Engineering Officer.)

/s/ Burton D. Yarian,
/t/ BURTON D. YARIAN,
Captain, Air Corps,
Commanding.

Certified a True Copy:
Karl A Hansen

Appendix I (6)

C O N F I D E N T [redacted]

A. Combat

B. 11 April 1944

C. 365th Fighter Squadron, 358th Fighter Group

D. 1825

E. Mordelles

F. 1/10 Clouds. Visibility good

G. Ju 88

H. One Ju 88 destroyed

I. I was flying as Snowpass Yellow leader at approximately 10,000 feet when I spotted what I thought to be a Ju 88 flying on the deck. I took my flight down on it, opened fire at dead astern and pulled up to keep from crashing into him. It turned to the left and went into the ground on its left wing, bursting into flames. My wing man, Lt. Floyd, fired at the aircraft at the same time. We claim this airplane destroyed.

J. 464

/s/ James F. Hackler, Jr.,
JAMES F. HACKLER, JR.,
1st Lt., Air Corps.

A TRUE COPY:

Karl A. Hansen,
1st Lt., Air Corps,
Asst S-2.

Appendix I (c)

[redacted]

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

A. Combat

B. 11 April 1944

C. 365th Fighter Squadron, 358th Fighter Group

D. 1825

E. Lordelles

F. 1/10 Clouds. Visibility good.

G. Ju 88

H. One Ju 88 destroyed

I. I was flying Snowpass Yellow Two when the leader rolled over and went down on what I thought to be a Ju 88 on the deck. We were in a 40 degree dive doing about 400 mph. I shot about 300 rounds at the plane. He burst into flames, turned left and crashed into the ground. Lt. Heckler leading the flight fired on the plane too. We claim this plane destroyed.

J. 240

/s/ Paul D. Floyd,
PAUL D. FLOYD,
2nd Lt., Air Corps.

A TRUE COPY:

Karl A. Hansen,
1st Lt., Air Corps,
Asst. S-2.

Appendix I(d)

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

0132

SQ-FI-365-H1
MAY '44

MICROFILMED

DECLASSIFIED
DOD DIR 5200.9

DECLASSIFIED
DOD DIR 5200.9

[redacted] RESTRICTED

UNIT HISTORY

365TH FIGHTER-BOMBER SQUADRON
Army Air Force Station F-411
APO 141 U. S. Army

Following is the History of the 365th Fighter-Bomber Squadron during the month of May 1944. This History is compiled in accordance with IX Fighter Command Memorandum 20-4, 22 December 1943, Headquarters, IX Fighter Command.

I. ORGANIZATION: [illegible]SSIFIED
[illegible]R 5200.9

The 365th Fighter Squadron was assigned a new name and is now called the 365th Fighter-Bomber Squadron.

II. Strength as of 30 May 1944:

Enlisted Men	241
Officers	47
Increase Enlisted Men	1
Increase Officers	9
Decrease Enlisted Men	3
Decrease Officers	2

III. Special Orders Affecting Command of the Squadron:

Officers assigned to this Squadron during the month of May:

2nd Lt. Robert T. Biggers, O-812738
2nd Lt. Edward C. Buckley, O-696685
2nd Lt. Robert (NMI) Gasper, O-695051

Asgd and jd per par #2, S.O. #37, Hq, 358th Fighter-Bomber Gp.

2nd Lt. Charles S. Cline, Jr., O-697192
2nd Lt. Peter J. Donlon, O-697196
2nd Lt. Eugene E. Garrett, O-697198
2nd Lt. Charles H. Kern, O-815716
2nd Lt. Robert J. Lickteig, O-816824

Asgd and jd per par #3, S.O. #43, Hq, 358th Fighter-Bomber Gp.

Capt. Alvin S. Guthrie, O-563103

Asgd and jd per par #1, S.O. #44, Hq, 358th Fighter-Bomber Gp.

[illegible]SSIFIED
[illegible]R 52[illegible]

[redacted]

0136

[redacted]

Enlisted Men assigned to this Squadron during the month of May:

Sgt. Robert E. Taylor, 34333504, asgd and jd fr 13th Replacement Control Depot, per par #10, S.O. 119, Hq, 13th Replacement Control Depot, as of 1 May 1944.

Transfer of Officers and Enlisted Men during the month of May:

1st Lt. Norvin K. Averett, O-795882, fr abs sk hosp lt to relvd fr asgmt and asgd to Det of Patients, 67th Genl Hosp as of 15 May 1944, per par #8, S.O. 133, Hq, 67th Genl Hosp.

1st Lt. W. P. Morgan, O-561723, fr dy to relvd fr assmt and asgd to 367th Fighter-Bomber Squadron, as of 19 May 1944, per par #1, S.O. 44, Hq, 358th Fighter-Bomber Group.

S/Sgt Lavurne Kuehl, 37192677, fr abs sk ld to trfd to Det of Patients 7th Genl Hosp, APO 138, as of 14 May 1944, per par #6, S.O. 111, 7th Genl Hosp.

Sgt. Robert E. Taylor, 34333504, fr abs sk hosp ld to trfd to Det of Patients, 48th Genl Hosp, APO 646, as of 20 May 1944, per par #11, S.O. 111, 48th Genl Hosp.

Sgt. Dominick Massi, 32634707, fr abs sk hosp ld to trfd to Det of Patients, 1st Genl Hosp, as of 20 May 1944, per par #5, S.O. 123, Hq, 1st Genl Hosp, APO 359.

Promotions of Officers during the month of May:

Capt. Burton D. Yarian, O-432738, aptd Major as of 1 May 1944, per par 16, S.O. 122, Hq, ETOUSA.

1st Lt. Robert R. Fishel, O-25459, aptd Captain as of 21 April, 1944, per par 42, S.O. 112, Hq, ETOUSA.

2nd Lt. Norvin K. Averett, O-0795882
2nd Lt. James D. Grey, O-675694
2nd Lt. Paul D. Floyd, O-675686
2nd Lt. Joseph L. Green, O-675760
2nd Lt. Albert P. Gsell, O-675762
2nd Lt. Fred H. Tew, O-675730

Officers aptd 1st Lts, as of 21 April 1944, per par 42, S.O. 112, Hq, ETOUSA.

1st Lt. James F. Hackler, Jr., O-25767, aptd Capt. as of 15 May 1944, AUS, per par 8, S.O. 136, Hq, ETOUSA, dated May 15, 1944.

[redacted]

[redacted]

Promotion of Enlisted Men during the month of May:

T/Sgt. Joseph Heinrich, 39094379, aptd M/Sgt, per par #6, S.O. 38, Hq, 358th Fighter-Bomber Group.

Sgt. Fred S. Koon, 34330171
Sgt. Sylvester R. Foley, 32612538

Above men aptd S/Sgt per par #6, S.O. 38, Hq, 358th Fighter-Bomber Group.

Cpl. Thomas Biggieri, 31069793,
Cpl. Guerino Foglia, 32512642
Cpl. William Getchey, 33290133
Cpl. Orville L. Potter, 37224800

Above men aptd Sgts, per par #6, S.O. 38, Hq, 358th Fighter-Bomber Group.

Pfc Frank W. Wohinz, 32335148, aptd Cpl, per par #6, S.O. 38, Hq, 358th Fighter-Bomber Group.

Pfc. Joseph (NMI) Stern, 12193406,
Pfc. William R. Byrnes, 6098531

Above men promoted to grade of Cpl, as of 5 April 1944, per par 7, S.O. 28, Hq, 358th Fighter-Bomber Group.

Reduction in grade during the month of May:

Sgt. Thomas J. Warwick, 35466517, red to gr Pvt as of 24 May 1944, per par #5, S.O. 47, Hq, 358th Fighter-Bomber Group.

Cpl. Alfred R. White, 15334428, red to gr Pvt as of 24 May 1944, per par #4, S.O. 47, Hq, 358th Fighter-Bomber Group.

Cpl. Thomas P. O'Malley, 32620015, red to Pvt as of 3 May 1944, per par #5, S.O. 39, Hq, 358th Fighter-Bomber Group.

Confinements:

Pvt. Alfred R. White, 15334428, fr dy to abs conf Sta Guard House as of 1630, 29 May 1944.

IV. ETO Stations Occupied:

The 365th Fighter-Bomber Squadron occupied the AAF Station 411 in May 1944. The Station is an AIG of the Ninth Air Force.

[redacted]

V. Losses in Action:

Nil.

VI. Awards and Decorations:

No decorations were made during the month of May.

The 365th Fighter-Bomber Squadron has for the past month conditioned itself to living in tents. The inconvience of this style of living has been overcome by erecting numerous articles each in their way help to make living easier. Also the men working on the line have set up their departments so that maximum effort can be obtained. Much work was done on the line, revetments were lengthened and built, dumps were set up behind each airplane and the perimeter track was repaired in places.

Recreation was not lacking during the month. Our Squadron softball team was matched with outfits from other bases and emerged victorious. Also inter-squadron competition was keen and this all helped to give the men good clean recreation. Shows are given three nights a week and the men have an opportunity to see some of the pictures they have missed.

Our newly appointed Squadron Commander was promoted to the rank of Major. Everyone was glad to see this as he well deserved it. Also our Assistant Operations Officer and three of our flight leaders were promoted to Captain.

Cpl. Bob Mepham distinguished himself in boxing by going to London and competing against runners up in the tournament. He took second place in the Ninth eliminations. Good work Bob and the Squadron wishes you luck in the future.

This shows the fighting spirit of the Squadron as a whole. It doesn't make any difference whether it is sports or war------ we are out to win!

Lt. Averett and Lt. Charbonneau were forced to bail out when they ran short of gasoline over the channel. Lt. Charbonneau was picked up almost immediately, but Lt. Averett was injured when he hit the water and is in the hospital recovering from a back injury. Lt. Gurley and Lt. Grey also in the same flight, were able to reach an advanced landing field in England and refueled there.

The 365th Fighter Squadron participated in 27 operational missions during the month of May. The Squadron had from two to three missions per day and on each mission had its full quota of planes in the air. The missions during the month were of many varieties, namely; long range escort, medium bomber, fighter-bomber escorts, dive-bombing of marshalling yards, airfields, and bridges, strafing of locomotives and area sweeps.

Mission No. 68
2 May 1944

Field Order No. 205
Dive-bombing

1st Effort

Flights

WHITE	RED	YELLOW	BLUE
Capt. Yarian	Lt. Floyd	Capt. Hunt	Lt. Buston
Lt. Johnston	Lt. Lowman	Lt. Gearhart	Lt. Coulter
Lt. Gurley	Lt. Green	Lt. Woodyard	Lt. Tew
Lt. Grey	Lt. Manor	Lt. Gsell	Lt. Brak

On 2 May 1944, the 365th Fighter-Bomber Squadron participated in dive-bombing engine sheds and marshalling yards at Tergnier, its sixty-eighth operational mission. The squadron was led by Capt. Yarian and took off from High Halden at 1117 hours and dropped 32 500 lb. bombs in the target area. Hits were observed on the tracks and on the choke point at the north end of the marshalling yards. Several hits were also observed near the lock in the canal. The results were believed to be fairly good. The dive was started at 10,000 ft. and bombs released at 6,000 ft. Intense, accurate light flak was encountered at the target and meager, inaccurate heavy flak was encountered at Le Touquet. All returned to base at 1317 except one which crash landed at Manston. No casualties.

No claims.

Mission No. 69
2 May 1944

Field Order No. 207
Dive-bombing

2nd Effort

Flights

WHITE	RED	YELLOW	BLUE
Capt. Yarian	Lt. Fishel	Lt. Lowman	Capt. Hunt
Lt. Black	Lt. Johnston	Lt. Manor	Lt. Thomson
Lt. Tew	Lt. Sprague	Lt. Green	Lt. Gearhart
Lt. Brack			Lt. Gsell

The second mission for 2 May 1944 was dive-bombing marshalling yards at Somain. The squadron was led by Capt. Yarian and took off High Halden at 1754. Twenty-six 250 lb. GP bombs were dropped in the target area. The results were believed to be good. Several hits were observed on the target and along the tracks in the direction of the bridge across the marshalling yard. The area was well hit and was covered with smoke. The weather was good except for haze which restricted visibility somewhat. No flak was encountered at all. Fourteen P-47's participated in this mission but one did not make it due to a flat tire. All returned to base at 1932.

Mission No. 70
4 May 1944

Practice dive-bombing

1st Effort

Flights

WHITE	YELLOW
Col. Wells	Capt. Yarian
Lt. Johnston	Lt. Bassler
Lt. Fishel	Lt. Buston
Lt. Grey	Lt. Tew

RED	BLUE
Lt. Hackler	Capt. Hunt
Lt. Green	Lt. Gearhart
Lt. Lowman	Lt. Woodyard
Lt. Manor	Lt. Gsell

Todays mission was practice dive-bombing of landing strip just west of Dartmouth. Sixteen P-47s were dispatched and one returned on account of mechanical trouble. Due to low overcast the bombing was not carried out. Three of our planes landed at advance bases. Estimated twenty-five to thirty paratroops seen landing just southwest of Dartmouth. Twenty to thirty landing barges observed going in on beach just south of Dartmouth. Naval bombardment of coast taking place between Start Point and Dartmouth. Haze prevented accurate observation but it is estimated that ten plus large naval vessels were seen shelling beach. The weather over the target was 10/10 overcast with a base of 3,000 ft and top of 6,000 ft..

Mission No. 71
7 May 1944

Field Order No. 220
Ramrod

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Lt. Hackler
Lt. Schoreder	Lt. Tew
Lt. Lowman	Lt. Bassler
Lt. Eiesle	Lt. Black
RED	**BLUE**
Lt. Woodyard	Lt. Gurley
Lt. McDevitt	Lt. Charbonneau
Lt. Geahhart	Lt. Grey
Lt. Atkinson	Lt. Averett

Today the 365th Fighter Squadron escorted VIII Air Force heavy bombers. Squadron took off High Halden at 0824 led by Capt. Hunt. Landfall in was made just south of Dunkirk at 0900 at 18,000 feet. We proceeded along briefed course until recalled by controller at 0928. Landfall out was just south of Ostend at 1003 at 15,000 ft. Rendezvous with bombers was not made. The weather over the channel and along route was patchy clouds ranging from 4/10 to 10/10 overcast with bases at 5,000 ft and top at 7,000 ft. Visibility was good.

Today we experienced some tough luck. Blue flight had an unfortunate experience. When returning home Lt. Charbonneau and Lt. Averett ran short of gasoline in the channel and were forced to bail out. Lt. Averett injured his back when he hit the water and is in the hospital. We all miss him very much and hope that he recovers soon. Lt. Charbonneau was back with us and flying again in a very short time. Lt. Gurley and Lt. Grey made it to an advanced landing field and refueled and returned home without mishap.

Mission No. 72
9 May 1944

Field Order No. 233
Dive-bombing

1st Effort

Flights

WHITE	YELLOW
Maj. Yarian	Lt. Woodyard
Lt. Grey	Lt. McDevitt
Lt. Johnston	Lt. Hackler
Lt. Sprague	Lt. Atkinson

RED	BLUE
Lt. Floyd	Lt. Coulter
Lt. Eisele	Lt. Tew
Lt. Green	Lt. Bassler
Lt. Schroeder	Lt. Buston

Our squadron was led by Major Yarian in dive-bombing Noball target. Sixteen aircraft were dispatched and took off at 0912. Twenty-eight 500 lb. GP bombs fused 1/10 nose and 1/40 tail were dropped in target area. Results were believed to be good. An estimated 10-12 bombs hit directly on target in the woods. The dive was started at 10,000 ft. and bombs were released at 4,000 ft. Four bombs were jettisoned in channel. There were many fresh bomb craters observed on the target. Flak was encountered in area just southwest of the target and four ships were hit. Both heavy and light flak was encountered which was intense and accurate. There were no clouds but there was haze up to 8,000 ft. The visibility above the haze was unlimited and visibility in the haze was only slightly restricted. There were persistent contrails very high, estimated to be at about 30,000 ft. One aircraft landed at Manston and all the others returned, landing at 1109.

Mission No. 73
9 May 1944

Field Order No. 234
Ramrod

2nd Effort

Flights

WHITE	YELLOW
Lt. Hackler	Maj. Yarian
Lt. Buston	Lt. Schroeder
Lt. Coulter	Lt. Green
Lt. Tew	Lt. Manor

RED	BLUE
Capt. Fishel	Lt. Woodyard
Lt. Charbonneau	Lt. McDevitt
Lt. Gurley	Lt. Thomson
Lt. Johnston	

The second mission for today was escorting dive-bombers to the Charloi marshalling yards. The squadron was led by Lt. Hackler and 15 P-47's were dispatched. The results appeared to be good. Hits were observed on the tracks but smoke obscured further observation. One bomb was dropped on a building at the Lille/Vendeville Airdrome. Smoke was observed from Namur to Lille at about 5,000 to 10,000 ft. There were no clouds but some haze. One P-47 aircraft aborted due to landing gear trouble. No claims or casualties.

Mission No. 74
May 10, 1944

Field Order No. 238
Dive-bombing

1st Effort

Flights

WHITE	YELLOW
Maj. Yarian	Capt. Fishel
Lt. Atkinson	Lt. Grey
Lt. Thomson	Lt. Charbonneau
Lt. McDevitt	Lt. Gurley

RED	BLUE
Lt. Coulter	Lt. Hackler
Lt. Tew	Lt. Eisele
Lt. Buston	Lt. Floyd
	Lt. Manor

Today 15 of our planes took off on a dive-bombing mission to Monceau Sur Sambre to bomb a power station there. Maj. Yarian led the squadron and took off at 1545 hours. Thirty 1,000 lb. bombs were carried over enemy territory and twenty were dropped in the target area. Eight were released over the continent after leaving the target and two were jettisoned in the channel. The results of the bombing appeared good. From the middle of the marshalling yards to the east choke point of yards numerous hits were observed with large volumns of smoke coming from them. Smoke obscured further vision. Smoke was also observed in buildings along the side of the marshalling yards. One to two hits were observed beyond the choke point. The dive was started at 10,000 feet and the bombs released at approximately 4,000 feet. Over Dunkirk, heavy flak accurate for height and direction was encountered at 9,000 feet out over the water. At Lille and Roubaix heavy and accurate flak was also encountered at 10,000 feet. The weather was 7/10 cloud cover at 12,000 feet over target. The visibility was good at 8,000 to 9,000 feet horizonally but vertically it was very poor. The channel was clear except for haze. Four of our planes landed at Manston to refuel. The rest returned to base at 1745 hours. No claims or casualties.

Mission No. 75
11 May 1944

Field Order No. 242
Dive-bombing

1st Effort

Flights

WHITE	YELLOW
Lt. Hackler	Lt. Coulter
Lt. Wright	Lt. Brak
Lt. Green	Lt. Buston
Lt. Schroeder	Lt. Black

RED	BLUE
Maj. Yarian	Lt. Gurley
Lt. Atkinson	Lt. Charbonneau
Lt. Gearhart	Lt. Johnston
Lt. Gsell	Lt. Sprague

Today we dive bombed the marshalling yards at Bethune. Sixteen airplanes were dispatched and twenty-one 1,000 lb. GP bombs were dropped in the target area. Eleven of our bombs were jettisoned. Five of these failed to release at the target and six were dropped non-effective by an abortive aircraft and its two escorts. The target was covered with smoke and the results were considered to be good. We encountered Meager inaccurate flak five miles southeast of Samer. The weather was hazy and clouds from 6,000 to 7,000 feet. Visibility over the continent was about 6-7 miles horizonally and vertically about two miles. Over the channel about one mile.

Mission No. 76
11 May 1944

Field Order No. 245
Ramrod

2nd Effort

Flights

WHITE	YELLOW
Lt. Hackler	Lt. Woodyard
Lt. Charbonneau	Lt. McDevitt
Lt. Grey	Lt. Gsell
Lt. Sprague	

RED	BLUE
Lt. Lowman	Lt. Coulter
Lt. Wright	Lt. Black
Lt. Manor	Lt. Tew
Lt. Eisele	Lt. Buston

Our second mission for today was furnishing escort for medium bombers. The squadron was led by Lt. Hackler taking off at 1855. We swept the area to the sides of the bomber formation around the circuit as briefed. The bombers appeared to make two runs over the target and bomb twice. The first run was made at 2020 and the second at 2025. Four or five large fires were seen burning at the target. We encountered meager directed heavy flak at Nieuport. At Ghent forty or fifty burst bursts of inaccurate heavy flak was seen. The visibility was bad all along the course.

Mission No. 77
12 May 1944

Field Order No. 249
Dive-bombing

1st Effort

Flights

WHITE	YELLOW
Maj. Yarian	Lt. Lowman
Lt. Brak	Lt. Green
Lt. Buston	Lt. Floyd
Lt. Black	Lt. Schroeder

RED	BLUE
Capt. Fishel	Lt. Woodyard
Lt. Grey	Lt. Gearhart
Lt. Gurley	Lt. Thomson
Lt. Sprague	Lt. Atkinson

Our squadron was led by Maj. Yarian and the target was dive-bombing bridges at Leige. Sixteen aircraft took part in this mission and took of from High Halden at 0855. Fifteen aircraft dropped 14 1,000 lb. GP bombs fused 1/10 nose and 1/10 tail in the target area. Results of bombing was fair. One bomb was seen to hit on the edge of the bridge on the east side. One stick of bombs seen to drop 150-200 feet west of the bridge in the water. Six bombs were seen to hit on tracks and area just adjacent to tracks north of bridge. Heavy flak which was accurate as to height and direction was encountered at the target. It was continous and intense at 12,000 feet. There was moderate light flak which was inaccurate. Visibility was fair but was restricted somewhat by haze. The squadron returned at 1115.

Mission No. 78
12 May 1944

Field Order No. 249
Dive-Bombing

2nd Effort

Flights

WHITE	YELLOW
Lt. Hackler	Capt. Fishel
Lt. Thomson	Lt. Johnston
Lt. Gearhart	Lt. Grey
Lt. Gsell	Lt. Charbonneau

RED	BLUE
Lt. Coulter	Lt. Green
Lt. Brak	Lt. Lowman
Lt. Tew	Lt. Manor
Lt. Black	Lt. Eisele

The target for the second time today was dive-bombing bridges at Leige. Sixteen aircraft took part in this mission and took off from High Halden at 1415. Nine aircraft dropped 9 X 1000 lb. GP bombs fused 1/10 nose and 1/10 tail in target area. Bombs dropped were observed to hit north of the bridge on the railroad tracks and the building east of the tracks and west. Angle of dive was approximately 75 degrees and dive started at 12,000 ft. and bombs were dropped at 5,000 ft. Angle of approach was NE to SW and angle of withdrawal to the west. One bomb was also seen to land in the middle of the river next to the bridge but it is not thought that this bomb hit the bridge. Heavy flak which was accurate and continuous, was encountered at 12,000 ft. Light flak was moderate and inaccurate. Visibility was good but somewhat restricted by the haze. The squadron returned at 1705.

Mission No. 79
May 12, 1944

Field Order No. 249
Dive-Bombing

3rd Effort

Flights

WHITE

Maj. Yarian
Lt. Eisele
Lt. Sprague
Lt. Charbonneau

YELLOW

Lt. Coulter
Lt. Buston
Lt. Tew
Lt. Woodyard

RED

Lt. Hackler
Lt. Manor
Lt. Gsell
Lt. Schroeder

The target for the third time today was dive-bombing bridges at Leige. Twelve aircraft took off from High Halden at 1911. Two aircraft returned because of mechanical failure. Seven aircraft dropped 7 X 1000 lb. GP bombs, fused 1/10 nose and 1/40 tail, in target area. Bombs dropped were not observed due to haze and smoke over target area. Bombs of the previous squadron could be seen to hit north and south of the bridge but because of smoke and haze, exact location and damage could not be determined. Angle of dive was approximately 70 degrees and dive started at 12,500 ft. and bombs were dropped at 6,000 ft. Angle of approach was north to south over the bridge and angle of withdrawal to the west. Four bombs were jettisoned. Two of these because of abortive aircraft and one of these dropped on the continent and in the channel went the other. Two were dropped on the continent because of failure to release at target. One bomb dropped on Ypres/ Vlamertinghe A/D and was seen to strike building area. Time over the target was 2031. Intense light flak and heavy flak barrage type from 5,000 to 10,000 ft. This was moderate. Heavy flak at Bergues accurate at 11,000 ft. moderate and continous. Gravelines moderate inaccurate heavy flak. Vertical visibility poor. Horizontal visibility two miles. Squadron landed at 2110.

Mission No. 80
13 May 1944

Field Order No. 254
Ramrod

1st Effort

Flights

WHITE	YELLOW
Maj. Yarian	Lt. Hackler
Lt. Schroeder	Lt. Brak
Lt. Green	Lt. Tew
Lt. Eisele	Lt. Black

RED	BLUE
Lt. Woodyard	Capt. Fishel
Lt. Gearhart	Lt. Johnston
Lt. Gsell	Lt. Grey
Lt. Manor	

This was an escort mission. Penetration, target and withdrawal support to the 8th Air Force. Squadron was led by Major Yarian. L/F in over the Hook of Holland, at 1320 at 19,000 ft. R/V late at 1408 in the vicinity of Sulingen at 23,000 ft. WDL was made just north of Munster at 1440 at 23,000 ft. L/F was made in the vicinity of Ostend at 1513 at 18,000 ft. Intense, accurate heavy flak at Munster. One plane cat. AC. Weather over channel haze very bad to 19,000 ft. Air to air visibility good. Air to ground visibility very poor. Haze decreased going into continent becoming Nil. over target. 3/10 cumlus at 14,000 ft. and 1/10 high cloud at 25,000 ft. in target area. Moderately persistant contrails at approximately 32,000 ft. No enemy aircraft were seen.

Mission No. 81
19 May 1944

Field Order 268
Ramrod

1st Effort

Flights

WHITE	YELLOW
Col. Wells	Lt. Woodyard
Lt. Gurley	Lt. Gearhart
Lt. Grey	Lt. Thomson
Lt. Black	Lt. Atkinson
RED	**BLUE**
Lt. Lowman	Lt. Coulter
Lt. Wright	Lt. Tew
Lt. Floyd	Lt. Bassler
Lt. Green	Lt. Brak

Escort to medium bombers, and area patrol. Sixteen aircraft dispatched. One returned early, belly tank broke on take-off. Squadron took off at 1910. Squadron led by Col. Wells, made L/F in at Fecamp at 13,000 ft. at 1940 hours. Turned west and began patrol at 1952, at Baerville. Continued patrol until 2008, vicinity of Grancamp. Made circuit and L/F out a Cabourg at 13,000 ft. at 2035. Bomb burst observed in the eastern part of Cabourg, and in sand along water and cliffs. No E/A seen. Heavy flak at Caen A/D. Directed fire -- 40-50 bursts. At St. Aubin, three guns followed bombers, inaccurate. Vertical visibility 4 to 5 miles and horizontal visibility 1 to 2 miles.

Mission No. 82
20 May 1944

Field Order No. 272
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Capt. Hackler	Lt. Lowman
Lt. Brak	Lt. Schroeder
Lt. Bassler	Lt. Floyd
Lt. Black	Lt. Wright

RED	BLUE
Lt. Gurley	Lt. Thomson
Lt. Charbonneau	Lt. McDevitt
Lt. Green	Lt. Gsell
Lt. Tew	Lt. Atkinson

This mission was dive-bombing M/Y at Mons. 16 P-47s were dispatched, at 1309. Squadron led by Capt. Hackler. Results appeared excellent. Thirty-one X 500 lb. GP bombs, fused 1/10 nose, 1/100 tail, dropped in target area. One bomb dropped on A/F believed to be Vietry-En-Artois. At Mons hits observed at both North and South choke points and in center of track area. Building on southeast edge of tracks also hit. Dive started at 12,000 ft. and bombs released at 6,000. Dive angle 75 to 80 degrees. No flak or E/A encountered. Horizontal visibility good and vertical visibility poor. Time over target was 1404 to 1406. Time down was 1503.

Mission No. 83
21 May 1944

Field Order No. 275
Fighter Sweep

1st Effort

Flights

WHITE	YELLOW
Lt. Col. Therriault	Capt. Fishel
Lt. McDevitt	Lt. Charbonneau
Lt. Atkinson	Lt. Johnston
Lt. Thomson	Lt. Sprague

RED	BLUE
Lt. Coulter	Lt. Manor
Lt. Tew	Lt. Wright
Lt. Buston	Lt. Eisele
Lt. Bassler	

Squadron led by Lt. Col Therriault. 15 P-47s up 1011. Area patrolled as briefed. Seven locomotives and three stings of cars without locomotives attacked in SE portion of area, as follows:

One locomotive destroyed in M/Y at Sezanne.
One locomotive in station at Troyes.
One locomotive just NW of Troyes -- exploded.
Three locomotives left burning NW of Vitry.
One locomotive just NE of Chalons.
Two trains of cars in Charlons strafed and one train of about 30 cars loaded with trucks and equipment set fire SE of Troyes.

E/A seen nil. Flak tower reported just east of Chalon. Just west of Conde sur Marne intense light flak and intense small arms fire -- accurate. At Avenay intense light flak. Two of our A/C were hit. On route poor visibility due to haze. Over target visibility 5 to 6 miles. Planes landed at 1252.

Mission No. 84
22 May 1944

Field Order No. 280
amrod

1st Effort

Flights

WHITE	YELLOW
Maj. Yarian	Capt. Hunt
Lt. Wright	Lt. Coulter
Lt. Green	Lt. Buston
Lt. Schroeder	Lt. Tew

RED	BLUE
Lt. Thomson	Lt. Gurley
Lt. Eisele	Lt. Charbonneau
Lt. Atkinson	Lt. Johnston
Lt. McDevitt	Lt. Sprague

Escorting B-26s, penetration, target and withdrawal support. 16 P-47s up at High Halder at 1832. Squadron led by Major Yarian. Made L/F in at Etretat at 1918 at 13,000 ft. Escorted bombers over target and out which was made at St. Jouin at 2022 at 13,000ft. Bombers were escorted from field to landfall in and from landfall out enemy coast to L/F in English coast. Bomb hits were observed on the North-South runway and East-West runway and in the building areas on the East and West side of the field. A large fire was seen in the clump of trees at the NE end of the field, and from the smoke and flames observed in the small group of buildings at the West end of the field. No E/A seen. No flak over target. Heavy and meager, inaccurate flak was observed at the following places: SE corner of Rouen, Lille Bonne, and at Louviers. Visibility good, a slight haze in spots. Planes landed at 2050.

Mission No. 85
23 May 1944

Field Order No. 283
Ramrod

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Hackler
Capt. Fishel	Lt. Gsell
Lt. Grey	Lt. Woodyard
Lt. Charbonneau	Lt. Gearhart
RED	**BLUE**
Lt. Floyd	Lt. Coulter
Lt. Schroeder	Lt. Brak
Lt. Manor	Lt. Tew
Lt. Wright	Lt. Black

Withdrawal supporth to the 8th Air Force. 16 P-47s took off from High Halden at 0835 and landed at High Halden at 1139. 2 P-47s returned because of belly tank failure. R/V was at 1005 and uneventful, escorted 1047. L/F outh at Dunkirk at 1108 at 14,000 feet. No enemy aircraft were seen. No flak encountered. Weather: Over continent 10/10 to 10,000 ft., visibility above overcast was restricted by haze 5 to 10 miles.

Mission No. 86
24 May 1944

Field Order No. 289
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Maj. Yarian	Lt. Woodyard
Lt. Charbonneau	Lt. Gsell
Lt. Buston	Lt. Thomson
Lt. Brak	Lt. Grey

RED

Capt. Hackler
Lt. Schroeder
Lt. Johnston
Lt. Eisele

Dive-bombing Noball target at Heueire. 12 P-47s dispatched at 1326, returned 1507. Squadron led by Major Yarian. 19 X 500 lb. GP bombs dropped in target area, fused 1/10 nose and 1/40 tail. 1 flight dropped bombs on target assigned and 4 hits were observed in the area; 2 were in the NE portion of the area, and 2 in the middle west portion. 2 flights dropped their bombs in a wooded area which did not correspond to the target folder picture but corresponded to location as briefed on map. This area is a square wooded area, but location cannot be found on the pictures. The wooded area had rectulangar building in the middle section. 6 hits were observed in the area, but location of the hits could not be determined because of smoke. Smoke from one set of bombs was blacker in color than the other explosions. Dive was started at 14,000 ft. and bombs released at 5,000 to 6,000 ft and angle of dive was 80 to 85 degrees. 3 bombs dropped on St. Valery A/D. No flak or enemy aircraft was encountered. Visibility was good both horizontal and vertical. Time over target was from 1414 to 1420.

Mission No. 87
25 May 1944

Field Order No. 294
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Fishel
Lt. Thomson	Lt. Sprague
Lt. Gearhart	Lt. Johnston
Lt. Gsell	Lt. Grey

RED	BLUE
Lt. Buston	Lt. Floyd
Lt. Brak	Lt. Eisele
Lt. Bassler	Lt. Manor
Lt. Black	

Dive-bombing bridge at Conflans. 15 P-47s took off from High Halden at 1015 and landed at 1245. 15 A/C dropped 30 X 500 lb. GP bombs, fused 8 to 11 second delay tail, from deck to 300 ft., at angles up to 20 degrees. 29 hits observed in target area. 1 bomb dropped in unidentified M/Y on the way home. Our squadron bombed last. When we began the attack the bridge appeared to be undamaged, since the preceeding squadrons had over shot. Our first flight attacked at deck level and scored hits on the south end of the bridge. The last flight reported the south end of the bridge to be gone and the north end covered in smoke. No E/A were seen. Flak towers reported in the field SE of the South approach of the bridge. Light guns all along the south bank of the river between the 2 bridges. Both light and heavy flak was meager and inaccurate. Visibility good, both horizontal and vertical

Mission No. 88
26 May 1944

Field Order No. 297
Ramrod

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Hackler
Lt. Lowman	Lt. Biggers
Lt. Manor	Lt. Bassler
	Lt. Brak

RED	BLUE
Lt. Woodyard	
Lt. Gasper	Capt. Fishel
Lt. Thomson	Lt. Buckley
Lt. Gsell	Lt. Johnston
	Lt. Sprague

Escorted medium bombers to Chartres. 15 P-47s dispatched at 1640. 1 returned because of landing gear failure. Squadron led by Captain Hunt. R/V at Brighton at 10,000 ft., at 1715 hours. L/F in at Cabourg at 13,000 ft., at 1745 hours. Over target at 1813. Out Trouville at 13,000 ft. at 1843 hours. Hits observed on SE corner of the field, on revetements and NE corner of the field, in woods in NE corner of the field, and just west of the buildings along the north border of the field. A fire on the north side in a small patch of woods continued to emit explosions. No E/A seen. Moderate, inaccurate flak at target. 1 bright red burst appeared, after which all firing ceased. Visibility good. Wdl at Beachy Head at 1914 hours at 12,000 feet. Planes landed at 1930

Mission No. 89
27 May 1944

Field Order No. 299
Ramrod

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt.	Capt. Hackler
Lt. Grey	Lt. McDevitt
Lt. Gurley	Lt. Thomson
Lt. Johnston	

RED	BLUE
Lt. Lowman	Lt. Buston
Lt. Wright	Lt. Bassler
Lt. Green	Lt. Black
Lt. Schroeder	

Penetration support for the 8th Air Force. 14 P-47s dispatched. Took off from High Halden at 1016 and landed at 1330. 1 returned because of wing tank failure. R/V was at Trouville at 18,000 feet at 1121 hours. Red flight picked up one bomber with feathered engine and escorted it home. This bomber bombed Conches A/D, hitting the center of the field. Withdrawal at 1220 in the vicinity of Sens at 25,000 feet. Out below Berck at 1251, at 15,000 feet. Meager heavy flak at Chartres. No enemy aircraft encountered. Weather over continent excellent. No cloud, good visibility.

Mission No. 90
27 May 1944

Field Order No. 302
Ramrod

2nd Effort

Flights

WHITE

Capt. Hackler
Lt. Buston
Lt. Coulter
Lt. Biggers

YELLOW

Capt. Hunt
Lt. Schroeder
Lt. Manor
Lt. Wright

RED

Lt. Gurley
Lt. Sprague
Lt. Johnston
Lt. Buckley

BLUE

Lt. Thomson
Lt. Gasper
Lt. Gsell
Lt. Atkinson

Escorted medium bombers to Amiens. 16 P-47s took off from High Halden at 1933 and landed at 2132. L/F in N of Dieppe at 2018, at 12,000 ft. R/V at 2000 at 12,000 ft. S of Hasting. Bomb results appeared well placed and accurate. M/Y hit and also targets at g, h, and j, from which came tremendous red explosions several hundred feet in height. One bomber seen to crash in town believed to be Moreuil. Three chutes came from this plane. One bomber crashed NW of Amiens at what is thought to be St. Vast en C. Two chutes seem from this plane. Another bomber left formation at Amiens, circles south of the town and was last seen vicinity Oisemont going north only a few hundred feet off the ground. Out Le Treport 13,000 ft. at 2100. Escorted bombers to English coast. WDL at 2115. Meager inaccurate heavy flak at target. No E/A seen. Visibility good.

Mission No. 91
28 May 1944

Field Order No. 304
Ramrod

1st Effort

Flights

WHITE	YELLOW
Lt. Col. Therriault	Capt. Hunt
Lt. McDevitt	Lt. Gurley
Lt. Thomson	Capt. Fishel
Lt. Gsell	Lt. Grey

RED	BLUE
Lt. Coulter	Lt. Lowman
Lt. Black	Lt. Wright
Lt. Buston	Lt. Green
Lt. Brak	Lt. Manor

Escorted medium bombers and heavy bombers of the 8th Air Force. 16 P-47s took off from High Halder at 1400 and landed at 1725. 1 returned because of gas flumes. L/F in at Gravelines at 1438, at 13,000 feet. R/V just east of Limburg at 24,000 ft., at 1538. Wdl and L/F out at Dunkirk at 13,000 feet at 1650. Escort uneventful. Weather generally good. Very slight haze. Visibility good. No contrails. 3/10 clouds at 27,000 feet. At Cologne intense and inaccurate heavy flak. No E/A seen.

Mission No. 92
29 May 1944

Field Order No. 309
Ramrod

1st Effort

Flights

WHITE	YELLOW
Capt. Hackler	Lt. Coulter
Lt. Eisele	Lt. Biggers
Lt. Floyd	Lt. Green
Lt. Wright	Lt. Black

RED	BLUE
Lt. Woodyard	Capt. Hunt
Lt. Gasper	Lt. Buckley
Lt. Gsell	Lt. Sprague
Lt. McDevitt	Lt. Charbonneau

Escorted medium bombers to Juvisy. 16 P-47s took off from High Halden at 1013 and landed at 1325. L/F in at Trouville at 1113, at 14,000 feet. R/V 1105 in channel. Bombs results not observed due to haze and smoke. Dummy A/D seen SE of Dreux near Villemeux. Concentrated heavy flak on bombers at target. L/F out over Trouville at 15,000 feet, at 1245. Withdrew from the bombers at Brighton at 1302 at 15,000 feet. Haze up to 13,000 feet along route and over target. Patchy clouds over continent and channel. Horizontal visibility 2 miles. Vertical visibility fair. No enemy aircraft encountered.

Mission No. 93
29 May 1944

Field Order No. 313
Dive-Bombing

2nd Effort

Flights

WHITE	YELLOW
Capt. Hunt	Lt. Woodyard
Lt. Charbonneau	Lt. Gasper
Lt. Sprague	Lt. Gearhart
Lt. Buckley	Lt. McDevitt

RED	BLUE
Lt. Green	Lt. Bassler
Lt. Floyd	Lt. Biggers
Lt. Manor	Lt. Tew
Lt. Eisele	Lt. Brak

Escorted medium bombers to Calais and also dive-bombed. 16 P-47s took off from High Halden at 1716 and landed at 1905. 16 A/C dropped 31 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail from 13,000 feet, angle 50 degrees. Released from 6,000 ft. Concentrated hits on target area. 12 to 15 hits observed in area m and two in area l. Two hits were observed in M/Y at f and two hits observed in area e, these believed to be those of the other squadrons. Further bomb results unobserved due to smoke in target area. Two of our bombs were observed to hit in the water. One bomb jettisoned over continent while arming. 1 bomb was dropped safe. No E/A seen. Over target: Intense light; meager, inaccurate heavy flak. Patchy clouds and haze up to 14-15,000 ft. 5-6 mile horizontal visibility. Vertical visibility fair to bad. Over target was heavy smoke.

Mission No. 94
30 May 1944

Field Order No. 313
Dive-Bombing

2nd Effort

FLIGHTS

WHITE	YELLOW
Capt. Hunt	Lt. Floyd
Lt. Brak	Lt. Wright
Lt. Tew	Lt. Lowman
Lt. Black	

RED	BLUE
Capt. Hackler	Lt. Woodyard
Lt. Charbonneau	Lt. Eisele
Lt. Gsell	Lt. Gasper
Lt. Buckley	

14 P-47s took off from High Halden at 0918 and landed at 1206. 2 returned because mechanical failure and 1 for escort. Support to the 8th Air Force. L/F in at Nieuport at 1023 at 23,000 ft. R/V with bombers 2 min. later at 1025 South of Nieuport at 24,000 ft. Escort was without event. W /D from bombers at 1035 vicinity of Lille, at 24,000 ft. Squadron turned to pick up bombers at Brussels and arrived at Brussels at 1056 but bombers were not seen. Smoke was coming from the city as we headed toward Brussels bombers were seen going out. Squadron turned on course to Dutch Islands made L/F out over Walthoren Island at Domburg at 1115 at 26,500 ft. Weather: Slight naze up to 20,000 ft. Horizontal visibility 7 to 8 miles. Vertical visibility 8 miles. xXx Six merchant ships seen in bay of Bergen op Zoom. No E/A seen.

Mission No. 95
31 May 1944

Field Order No. 319
Ramrod

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Fishel
Lt. Gearhart	Lt. Buckley
Lt. Thomson	Lt. Johnston
Lt. Atkinson	Lt. Charbonnesu

RED	BLUE
Lt. Coulter	Lt. Lowman
Lt. Biggers	Lt. Schroeder
Lt. Tew	Lt. Green
Lt. Black	Lt. Wright

Penetration and target and WDL support to the 8th Air Force. 16 P-47s took off from High Halden at 1000 and landed at 1205. L/F in at Hardelot at 1035 at 14,000 ft. Continued on course until 1115 when Colgate reported several of the combat wings aborting, and that he could not contack our wing. Since no bombers were seen our squadron withdrew. L/F out Hardelot at 1143 at 18,000 feet. Weather: Heavy haze requiring instrument flying. After Cambrai haze somewhat lifted. Visibility through holes in the clouds good. No claims on enemy aircraft today.

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SG Files
June 1944

365TH FIGHTER SQUADRON
APO 141 U.S. Army

1 July 1944

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, AAF Sta 411, APO 141, U.S. Army.

In accordance with IX Fighter Command Memorandum 20-4, dated 22 December 1943, attached herewith is History of the 365th Fighter Squadron for the Month of June 1944.

For the Squadron Commander:

KARL A. HANSEN,
1st Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

[redacted]

0171

[redacted]

365TH FIGHTER SQUADRON
Army Air Force Station F-411
APO 141 U.S. Army

Following is the History of the 365th Fighter Squadron during the month of May 1944. This History is compiled in accordance with IX Fighter Command Memorandum 20-4, 22 December 1943, Headquarters, IX Fighter Command.

I. ORGANIZATION:

The 365th Fighter Squadron carried on its normal function during the month. The new name assigned last month, Fighter-Bomber Squadron, was dropped and the squadron continued under it's old name of Fighter Squadron.

II. Strength as of 30 June 1944:

Enlisted Men	246
Officers	48
Increase Enlisted Men	12
Increase Officers	5
Decrease Enlisted Men	7
Decrease Officers	4

Special Orders Affecting Command of the Squadron:

Officers assigned to this Squadron during the month of June:

2nd Lt. Gerald G. Lesley
2nd Lt. John A. Minard
2nd Lt. Norman A. Schuele, Jr.

Asgd and jd per par #1, S.O. #54, Hq, 358th Fitr. Gp., 4 June 1944.

2nd Lt. Harry M. Snell
2nd Lt. William A. Thurston

Asgd and jd per par #2, S.O. #65, Hq, 358th Fitr. Gp., 26 June 1944.

Enlisted Men assigned to this Squadron during the month of June:

Pvt. Charles G. Torres, asgd and jd per par #6, S.O. #51, Hq, 358th Fitr. Gp., 1 June 1944.

Sgt. Russell J. Adams, asgd and jd per par #2, S.O. #52, Hq, 358th Fitr. Gp, 2 June 1944.

Pvt. Edward J. McCaffery, Jr. asgd and jd per par #2, S.O. #52, Hq, 358th Fitr. Gp, 2 June 1944.

Cpl. Anthony K. Baumaun and Pvt. Steven Bierer asgd and jd per par #3, S.O. #55, Hq, 358th Fitr. Gp., 6 June 1944.

[redacted]

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S/Sgt Luvern Kuehl, asgd and jd per par #3, S.O. #148, Hq, 12th R.C.D. Casual Pool, 8 June 1944

Sgt. Dominick D. Massi, asgd and jd per par RCD, Replacement Pool, AAF Sta 569.

S/Sgt. Aliot E. Kaplan
Sgt. Paul E. Kampa
Cpl. Edward C. Haberny
Cpl. Joseph Lenao
Pvt. Roy A. Miller
Pvt. Camelio S. Maronie

Asgd and jd per par #1, S.O. #66, Hq, 358th Fitr. Gp., 27 June 1944.

Transfer of Officers and Enlisted Men during the month of June:

Cpl. Louis A. Shapiro fr abs sk Hosp Ld to trfd to Det of Patients 48th Gen Hosp as of 25 May 1944, per par #8, S.O. #116, Hq, 48th Gen Hosp.

Cpl. Harold Stone fr abs sk Hosp LD to trfd to Det of Patients as of 13 June 1944, per par #10, S.O. #137, Hq, 327th Sta Hosp.

Sgt. William V. Desvaux
Sgt. E.D. Lancaster
Sgt. Morris L. Schumer
Cpl. Robert S. Thomson

Fr dy to trfd to 319th Sta Com Sq, per par #4, S.O. #[illegible], Hq, XIX Tac Air Com.

Sgt. Robert S. Waters fr abs sk 98th Gen Hosp to trfd to Det of Patients as of 22 June 1944, per para #1, S.O. #73, Hq, 98th Gen

2nd Lt. William H. Sprague, fr dy to asgmt and asgd to Hq, BADA, ASC, USSTAF, per par #10, S.O. #130, Hq, Ninth Air Force, 9 May 1944.

Capt. Robert R. Fishel, fr dy to temp dy with Hq, 358th Fitr. Gp., 18 June 1944, per par #11, 358th Fitr. Gp.

2nd Lt. Edward C. Buckley, fr dy to Missing in Action as of 2018, 27 June 1944.

1st Lt. Edward Weglarz, fr dy to temp dy with Hq, 358th Fitr. Gp., as of 27 June 1944, per par 11, S.O. #66, Hq, 358th Fitr. Gp.

2nd Lt. Robert J. Lickteig
2nd Lt. Eugene E. Garrett

Fr asgd to relvd fr asgd to 367th Fitr. Sq., per par #9, S.O. #66, Hq, 358th Fitr. Gp., 27 June 1944.

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Promotions of Officers during the month of June:

1st Lt. Jack W. Coulter, aptd Captain as of 26 May 1944, per par #22, S.O. #147, Hq, Ninth Air Force.

1st Lt. Raymond P. Lowman
1st Lt. Jean K. Woodyard, Jr.
Aptd Captain as of 1 June 1944, per par #2, S.O. #153, Hq, ETOUSA.

Capt. Frank D. Pebbles, aptd Major as of 15 June 1944, per para #5, S.O. #167, Hq, ETOUSA.

1st Lt. Darwin A. Johnson aptd Captain as of 15 June 1944, per para #6, S.O. #167, Hq, ETOUSA.

2nd Lt. Joseph Atkinson
2nd Lt. LeRoy J. Manor
Aptd 1st Lts as of 24 June 1944, per para #1. S.O. #176, Hq, ETOUSA.

Promotion of Enlisted Men during the month of June:

Sgt. Donald N. Olson	to	S/Sgt.
Cpl. Peter R. Zimmer	to	Sgt.
PFC Rayo C. Cyr	to	Cpl.
PFC Cecil G. Relation	to	Cpl.
PFC Thaddeus F. Rykowski	to	Cpl.
PFC Charles S. Ulerick	to	Cpl.
PFC Thomas J. Warwick	to	Cpl.

Aptd per par #1, S.O. #51, Hq, 358th Fitr. Gp., 1 June 1944.

Reduction in grade during the month of June:

Sgt. John E. Brinegar
Cpl. Joseph Sano
PFC John A. Bittle, Jr.

Red. to the gr of Pvt. as of 21 Juen 1944, per para #4, S.O. #62, Hq, 358th Fitr. Gp.

IV. ETO Stations Occupied:

The 365th Fighter Squadron occupied the AAF Station 411 in June 1944. This station is an ALG of the Ninth Air Force.

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V. Losses in Action:

2nd Lt. Edward C. Buckley was shot down by enemy ground fire 15 miles North of Dreux, France at 2018 hours, 27 June 1944. Lt. Buckley could not gain enough altitude to jump out. He was seen to crash, the ship break up in pieces and burn. This was on a Dive-bombing mission.

Lt. Buckley was one of the new pilots in the squadron. He joined us at this base and after completing his training period began combat duty over enemy occuppied Europe. He was well liked by the officers and enlisted men of the squadron and entered into all sports and work eagerly. He had flown 16 combat missions and was credited with 32 sorties, having the Air Medal and 2 oak leaf clusters to the Air Medal.

VI. Awards and Decorations:

Major Burton D. Yarian - 5th, 6th, 7th, 8th and 9th Oak Leaf Clusters.

Captain George W. Hunt, Jr. - 5th, 6th and 7th Oak Leaf Clusters.

Captain James F. Hackler, Jr. - 4th, 5th, 6th, 7th and 8th Oak Leaf Clusters.

Captain Jack W. Coulter - 5th, 6th, 7th, 8th and 9th Oak Leaf Clusters.

Capt. Raymond P. Lowman - 2nd, 3rd, 4th, 5th, 6th, 7th, and 8th Oak Leaf Clusters.

Captain Jean K. Woodyard, Jr. - 2nd, 3rd, 4th, 5th, 6th, and 7th Oak Leaf Clusters.

1st Lt. Joseph Atkinson - 2nd, 3rd, 4th, 5th and 6th Oak Leaf Clusters.

1st Lt. Harry D. Bassler - 2nd, 3rd, 4th, 5th and 6th Oak Leaf Clusters.

1st Lt. John M. Buston - 5th, 6th, 7th and 8th Oak Leaf Clusters.

1st Lt. Paul D. Floyd - 2nd, 3rd, 4th, 5th, 6th, 7th and 8th Oak Leaf Cluster.

1st Lt. Clair R. Gearhart - 2nd, 3rd, 4th and 5th Oak Leaf Clusters.

1st Lt. Joseph L. Green, Jr. - 1st, 2nd, 3rd, 4th, 5th, 6th and 7th Oak Leaf Clusters.

1st Lt. James D. Grey - 2nd, 3rd, 4th, 5th, 6th, and 7th Oak Leaf Clusters.

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1st Lt. Albert P. Gsell - 2nd, 3rd, 4th, 5th, 6th and 7th Oak Leaf Clusters.

1st Lt. Howard L. Gurley - 3rd, 4th, 5th, 6th, 7th and 8th Oak Leaf Clusters.

1st Lt. David W. Johnston - 2nd, 3rd and 4th Oak Leaf Clusters.

1st Lt. LeRoy J. Manor - 1st, 2nd, 3rd, 4th, 5th and 6th Oak Leaf Clusters.

1st Lt. Fred H. Tew - 3rd, 4th, 5th and 6th Oak Leaf Clusters.

1st Lt. Jay V. Thomson - 3rd, 4th, 5th, 6th and 7th Oak Leaf Clusters.

2nd Lt. Gerald Black - Air Medal, 1st and 2nd Oak Leaf Clusters.

2nd Lt. Stephen B. Brak - Air Medal, 1st and 2nd Oak Leaf Clusters.

2nd Lt. Arthur P. Charbonneau - Air Medal.

2nd Lt. Albert E. Eisele - Air Medal.

2nd Lt. Otto H. Schroeder - Air Medal.

2nd Lt. William H. Sprague, Jr. - Air Medal.

The pilots were decorated by Colonel Cecil L. Wells, Commanding Officer of the 358th Fighter Group. This was the first time that Colonel Well has decorated men of his Squadron. The crew chiefs of the pilots who were decorated formed the honor guard for our Squadron. After being decorated by the Colone, he congratulated the pilots and had an informal gathering to talk to them.

The 365th Fighter Squadron during this month has had many an exciting experience. The month has been eventful and will long be remembered by the members of the squadron. After the war and all is peaceful again and we are sitting in our favorite chair by the fire, these memories will be the topic of conversation.

The long awaited invasion has come. On June 5, 1944 at midnight our pilots were briefed as to the nature of the invasion which was to begin in a few hours. This is what we had been waiting for, the moment had arrived. All was silent, but each man was tense as he listened to what our part would be. As the plan unfolded and we were told of our coming support of the allied armies, the escort of paratroopers and patroling the beachhead areas, we knew we were in for long hours and sleepless nights. But who cared about that, as long as we could give the jerry his just due, everything was all right. Our Colonel outlined the plans, coordinated future operations

[redacted]

gave us our orders and we were off to get set of the big show. Our first assignment was escortion C-47s. All went well on these escort missions. After these initial tasks, we then swept areas behind the enemy lines, on the look out for convoys, troops and enemy aircraft. If these could not be found our targets were targets of opportunity. Targets which would hamper enemy supply line, enemy connunications and the enemy could not use them, also to prevent the enemy from using roads to bring up fresh troops. After landing strips were built in France we took off from our base, performed our mission and landed at these forward bases, ready to go out again and strike the enemy with a longer period of endurance.

All this meant hard work for the ground crews. They were up and at work both night and day. Rest was a minor factor, what mattered to them was to see their plane ready for another mission, ready to strike another blow at the Nazi. The men to be close to their plane built homes out of belly tank boxes and lives beside their plane. It seemed that over night at the line a small city had been built by the men. These homes which the men called "Belly Box Apartments", WPA Project #000243, etc. all had the conviences of home. Lights were installed, showers were built and some had radios which kept them up to the minute on the war news.

Intelligence set up a situation board which gave the bomb line and the situation of the forces in France. This served to give each pilot a complete picture of the front line and briefed him on the location of our troops so he knew at all times where to strike and where not. This also gave a picture of the progress of the war to the enlisted men and showed him just where the allies stood at all times. This board has a group of men around it at all times, as the men check it at frequent intervals to see what is the latest news. Besides this Progress of the War lectures were given to and by members of the squadron.

Besides all the work of keeping the planes in condition the men have been kept busing packing and preparing to move to the Continent. Part of the squadron, the Air Echelon, departed on 29 June 1944 for the Marshalling Area. The remainder of the squadron awaits its turn to also go to the marshalling area.

The squadron was not without recreation during the month. Movies were given by the Special Service on assigned nights. Also U.S.O. shows were presented who's casts were composed of talented young ladies. The Base was paid a visit by S/Sgt. Joe Louis. The squadron also indulged in its favorite sport of baseball. The enlisted men playing the other squadrons and the officers play games with officers of the other two squadrons in the Group.

S/Sgt. Harold K. Chickering invented and developed an adaptor to be placed on bomb craddles. These made the loading of bombs on the wings of the airplane easier and faster. He was given a letter of commendation by Colonel Well, Comming Officer of the Group. Good work Harold, all this adds to a quicker victory for us and hastens the defeat of Hitler.

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Then of course we have the "Doodlebug" or the pilotless aircraft. These started early in the month, and cause quite a bit of excitement. It was a new experience for us when they first came over and the A A boys let loose. It reminded most of the boys of the 4th of July at home, this is until schrappnel started coming down. When that happened the slit trenches were really used and it was a good thingthey were, for when the schrappnel hit, it was not a safe place for man nor beast. Many of the "Doodleburgs" have been brought down near the base by A A fire and our Allied Aircraft. The explosion can be heard and it shakes ground for miles around. We have been able to see where they have landed and see the damage they have done. On one of these first nights when they were coming over we were given a paratroopers xx drill. All men were called out and posted at their previous assigned posts. The men knew the seriousness of such a drill and carried out their duties as if it were the real thing. They were ready for anything. With the "Doodlebug" over head and the A A boys firing upon them, we sometimes wondered if it were not the real McCoy.

The combat missions this month produced some flack for some of the pilots. Many of them came home with flack holes. Among the worst were Captain Hunt and Lt. Manor. Capt. Hunt was hit by small arms fire which on a strafing mission over enemy lines in France, caused heavy damage. Lt. Manor came home twice with flack. The second time one hit the canopy over his head. Lt. Charbonneau also received a hit in the canopy when the flight he was in was bounced by 8 Me 109s. Lt. Biggers blew a tire on take-off and his plane caught fire setting off the fragmentation bombs under his wings. He managed to escape from the plane, but was hit by pieces of the bombs in the leg. He was awarded the Purple Heart at the hospital.

The 365th Fighter Squadron participated in 27 operational missions during the month of June. On some day the squadron had from two to three missions and by the splended efforts of the Engineering Department had its full quota of planes in the Air. The missions during the month were of many varieties; namely: long range escort of B-17s over Germany and Denmark, medium bomber escort and fighter escort, dive-bombing of freight yards, airfields, bridges, convoys, and troops with 500 lb. bombs and fragmentation bombs, escorting paratroopers and beachhead patrol.

A resume of the missions follows :

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Mission No. 96
2 June 1944

Field Order No. 327
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Capt. Hackler	Capt. Coulter
Lt. Wright	Lt. Cline
Lt. Manor	Lt. Bassler
Lt. Eisele	Lt. Biggers

RED	BLUE
Lt. Woodyard	Capt. Fishel
Lt. Gasper	Lt. Buckley
Lt. Gsell	Lt. Johnston
Lt. McDevitt	Lt. Sprague

Our squadron was led by Capt. Hackler today in dive-bombing and glide-bombing Rolling Stock. Sixteen A/C were dispatched and took-off at 1726. Target was Not bombed. Weather made target impossible to find without decending below very low overcast. Meager, inaccurate, heavy barrage type flak was encountered at Le Touquet. Over target visibility bad, 2 miles down sun, 1 mile up sun. On route visibility 4 miles down sun, 2 miles up sun. Haze up to 10,000 feet.

3 bombs lost in landing. 2 bombs dropped safe into channel. 3 bombs dropped safe over the continent. The rest of the bombs were brought back to the base

Mission No. 97
5 June 1944

Field Order No. 344
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Woodyard
Lt. Charbonneau	Lt. Gasper
Lt. Johnston	Lt. Thomson
Lt. Grey	Lt. Atkinson
RED	**BLUE**
Capt. Lowman	Lt. Buston
Lt. Schroeder	Lt. Black
Lt. Eisele	Lt. Tew
Lt. Green	Lt. Brak

ADVANCE RELAY

Lt. Sprague
Capt. Coulter

Squadron led by Capt. Hunt. 18 P-47s took-off at 1928, 2 returned early. 14 A/C dropped 27 X 1000 lb. GP bombs, fused 1/10 nose and 1/40 tail, on Targets of Opportunity. On R R tracks between Dreux and Houdan hits were observed on the tracks and the train was not observed to be hit. Time over this target was approximately 2056. R R bridge over road at Corbiel, no hits observed on the bridge but road leading under bridge was hit several times. R R bridge over road at Cherisy, no hits were observed. Versaille A/F, 2 to 3 hits were observed on the building area in the E Sector. A/F was also strafed while bombing, no observation of strafing. Time over this A/F was 2050. 4 bombs were jettisoned into the channel because of personnel and meehanical failure. 1 bomb dropped safe over the continent.

Light, intense, accurate flak over Versailles A/F. Inaccurate, meager, heavy flak also over Versailles A/F. Heavy, moderate, accurate fal over Crespieres A/F. Horizontal and vertical visibility was unlimited.

Mission No. 98
6 June 1944

Field Order No. 332
Escorting Troop Carrier Command

1st Effort

Flights

WHITE

Lt. Col. Therriault
Lt. Brak
Lt. Tew
Lt. Black

YELLOW

Capt. Hunt
Lt. Lisele
Lt. Green
Lt. Schroeder

RED

Capt. Coulter
Lt. Biggers
Lt. Buston
Lt. Bassler

BLUE

Capt. Lowman
Lt. Wright
Lt. Floyd
Lt. Manor

Squadron led by Lt. Col. Therriault. 16 P-47s took-off at 1855. 2 planes returned early - 1 mechanical and 1 personnel. Both landed at Manston. Escorted troop carried command to Cherbourg Penn. Were over beach 8 minutes early. No carriers or gliders were seen to be in trouble. All gliders landed successfully except 1 which after hitting a hedge split into. Areas were flooded from Carenton to Montebourg to the beach. One place in the middle of this area was not flooded. Also area around Grandcamp was flooded. Lorries were seen on the road from Carenton to Montebourg. This road also appeared to have been bombed. A large fire was seen 4 to 5 miles east of Valognes. Visibility below overcast good, both horizontally and vertically. No flak encountered and no E/A seen.

Mission No. 99
7 June 1944

Field Order No. 332
Escorting Troop Carrier Command

1st Effort

Flights

WHITE	YELLOW
Major Yarian	Capt. Hackler
Lt. Sprague	Lt. McDevitt
Lt. Gurley	Lt. Thomson
Lt. Grey	Lt. Gasper
RED	**BLUE**
Capt. Fishel	Capt. Woodyard
Lt. Buckley	Lt. Atkinson
Lt. Johnston	Lt. Gearhart
Lt. Charbonneau	Lt. Gsell

Squadron led by Major Yarian. 16 P-47s took-off at 0415. 1 P-47s returned early because of pilot trouble. Our squadron escorted Troop Carrier Command to Cherbourg Penninsula. Flak intense 2-3 miles NW of Carenton. A few C-47s were seen in distress when coming out. One was seen to crash land on beach east of St. Mere Glise. One was seen to ditch off the Isle of St. Marcouf. 3 dinghies were seen in the water and P-47s circling the dinghies. Another was seen about 6-7 miles off Pte. de Barfleur only the tail was seen sticking out of the water. Two or three gliders were seen on fire near the town of Ecausseville but there were other carriers coming in so they were thought to be signal fires. Area along beach from Carenton to Montebourg was flooded with a strip of land from Carenton to Ecausseville not under water but flood slightly to the west of the strip. Vertical visibility good beneath overcast. All A/C had landed at 0835.

SECRET

Mission No. 100
12 June 1944

Field Order No. 374
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Major Yarian	Lt. Gurley
Lt. McDevitt	Lt. Sprague
Lt. Thomson	Lt. Grey
Lt. Atkinson	Lt. Buckley
RED	**BLUE**
Capt. Woodyard	Capt. Fishel
Lt. Gasper	Lt. Kern
Lt. Gearhart	Lt. Johnston
Lt. Gsell	Lt. Charbonneau

Squadron led by Major Yarian. 16 P-47s dispatched at 0758. Two A/C dropped 6 X 500 lb. GP bombs, fused inst. from 6,000 ft., angle 25-30 degrees. Released from 15,00 ft. 6 hits in target area. 1 hits observed at V of railroad at T-148887. Remaining hits observed SE of bridge. One crater was observed on the E part of the track of the triangle, this was from another bombing. One group of plane observed as entering target area. No flak or E/A encountered. Visibility good both horizontal and vertical. 2 planes returned at 0959 and the other 14 landed at forward bases.

4 A/C dropped 11 bombs on target at T-189901, no results observed due to overcast. Area seemed to be flood. Time over target 0915.

4 A/C dropped 10 bombs on target at T-094894. Hits observed in field and road just NE of bridge. Time over target 0905. Blue flight bombed targets of opportunity at T-1685. Very near hits were observed SW and NE of the bridge. It was estimated that 2 to 3 bombs fell approximately 5 ft. away from the bridge. Possible undermining the bridge. Three bombs were dropped on target of opportunity. 2 on road bridge at Carteret, hitting north of bridge. 1 on R R tracks at Bruquebec hitting east of track. 1 medium bomber, 2 fighters thought to be U.S. appeared to have crashed landed SE of Besneville. Blue flight encountered some flak at 0707.

Mission No. 101
12 June 1944

Field Order No. 375
Dive-Bombing

2nd Effort
Flights

WHITE

Capt. Hunt
Lt. Wright
Lt. Green
Lt. Schroeder

YELLOW

Capt. Hackler
Lt. Cline
Lt. Bassler
Lt. Black

RED

Capt. Lowman
Lt. Donlon
Lt. Floyd
Lt. Manor

BLUE

Capt. Coulter
Lt. Biggers
Lt. Brak

Squadron led by Captain Hunt. 15 P-47s took-off at 1608, on a glide-bombing of gun emplacements. 15 A/C dropped 45 X 500 lb. GP bombs, fused 8 to 11 seconds delay from 6,000 ft. in a 30 degree glide. Bombs released at 2,500 ft. 38 hits in the target area. Target was difficult to define but squadron leader spotted an open field with five or six clumps in a square pattern about 100 yards west of the road. Area was well pitted with old craters, and the bombing of this point is thought to have been very effective, especially by the first flight. 3 bombs which failed to release over the target were dropped in a small M/Y on the point at St. Vaast. Three bombs were jettisoned over the channel and 1 brought back. No flak and no E/A encountered. Visibility was excellent.

Mission No. 102
13 June 1944

Field Order No. 378
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Lowman
Lt. Cline	Lt. Donlon
Lt. Bassler	Lt. Green
Lt. Tew	Lt. Eisele
RED	**BLUE**
Capt. Coulter	Lt. Floyd
Lt. Brak	Lt. Wright
Lt. Buston	Lt. Manor
Lt. Black	Lt. Schroeder

Squadron led by Capt. Hunt. 16 P-47s took-off at 0537 on a bombing and strafing mission of troop movements. 16 A/C dropped 15 X 500 lb. GP bombs with 8 to 11 second delay fuses, all at low levels due to low cloud base. Poor weather made bombing of targets impossible and targets of opportunity were hit. Location of targets was impossible due to weather conditions. R R bridge at T-2205 bombed with no hits observed. Single track R R,SW of Argentan bombed. One direct hit observed. Radio station in this vicinity also bombed. Results unobserved. Four bombs jettisoned into channel. One brough home. No flak or E/A seen. Visibility bad. A/C landed at 0934.

[redacted]

Mission No. 103
13 June 1944

Operations Order No. 379
Dive-Bombing

2nd Effort

Flights

WHITE	YELLOW
Major Yarian	Capt. Hackler
Lt. Lickteig	Lt. McDevitt
Lt. Gurley	Lt. Thomson
Lt. Grey	Lt. Atkinson

RED	BLUE
Capt. Fishel	Capt. Woodyard
Lt. Charbonneau	Lt. Garrett
Lt. Johnston	Lt. Gsell
Lt. Buckley	Lt. Gasper

Squadron led by Major Yarian on a Dive-bombing and strafing of convoys and road bridges mission. Squadron took-off at 2056. 11 A/C dropped 11 X 500 lb. GP bombs, instanteous fusing from altitude of 5,000 ft. at angle of 30 degrees and released from 1500 feet. 4 A/C bombed and strafed a light armored and truck convoy from the cities of Lebourgneuf. and Luitere which is between Laval and Fourgeres. 2 bombs were observed to hit on road and one 10 ft. NE of road. One unobserved due to darkness. Trucks were parked in a criscross pattern of 1 every 50 ft. along side of the road. 4 A/C bombed the second road bridge SE of Laval. Bombs were observed to hit 50-100 yards SE of the bridge. 3 A/C bombed Road Bridge W est of Donfront. No hits were observed due to darkness.

Targets of Opportunity:
1 bomb dropped on R R bridge North of Mayennes. Results unobserved ue to light flak barrage. Rest of flight did not bomb target for this reason.
4 A/C bombed M/Y at Mayennes. 1 bomb seen to hit in middle of the yard between 2 locomotives. 3 were north of the yards.

Light flak from vehicles along the Laval-Fougeres road. One AC hit, Cat AC. Visibility unrestricted.

Mission No. 104
14 June 1944

Operations Order No. 381
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Col. Wells	Capt. Hunt
Lt. Wright	Lt. Black
Lt. Green	Lt. Buston
Lt. Eisele	Lt. Cline

RED	BLUE
Capt. Lowman	Capt. Coulter
Lt. Donlon	Lt. Brak
Lt. Schroeder	Lt. Bassler
Lt. Manor	Lt. Biggers

Squadron led by Colonel Wells, took-off at 0731, to bomb a single track R R between Chartres and Voves. 16 A/C dropped 32 X 500 lb. GP bombs, fused 1/10 nose and 1/25 tail from 6,000 ft dive, bombs released from 1500 to 2000 ft. All hits in target area. A single track EW Railway was bombed with 4 hits on the track. Small m/y at which is thought to be Ymonville, containing R R cars and about 10 locomotives strafed. The 10 locomotives were hit but since they did not have steam up the extent of damage is not determined. R R bomb thought to be stretch between Voves and Toury.

4 rockets observed at Chateaudun A/D. Single engine fighter seen spinning in after explosion from 10,000 ft. at 0845, ten miles east of the target. No flak or E/A encountered. Visibility excellent below clouds. Squadron landed at 0958.

Mission No. 105
14 June 1944

Operations Order No. 383
Dive-Bombing

2nd Effort
Flights

WHITE	YELLOW
Lt. Col. Therriault	Capt. Hackler
Lt. McDevitt	Lt. Lickteig
Lt. Thomson	Lt. Johnston
Lt. Atkinson	Lt. Charbonneau
RED	**BLUE**
Capt. Woodyard	Lt. Gurley
Lt. Garrett	Lt. Kern
Lt. Gsell	Lt. Grey
Lt. Gasper	Lt. Buckley

Squadron led by Lt. Col. Therriault, took-off at 1720. 16 A/C dropped 32 X 500 lb. GP bombs, fused 8 to 11 second delay tail, at 3,000 ft., from at 25-30 degree angle. Bombs released at 1500 ft. Flight led by Col. Therriault damaged 2 locomotives on tracks west of Beaumont Sir S. Bombs dropped possible hit on tracks. Capt. Woodyard's flight strafed locomotives from Couperne to Pre En P. Two locomotives were hit and damaged. Radio station between these towns was hit and one tower knocked down. Bombs were dropped at Pre En P. 4 bombs landed in M/Y. 3 direct hits and good results observed on string of goods wagons. At Sees the flight strafed a train with three cars of trucks. These were damaged. Lt. Gurley's flight strafed 1 engine and rolling stock at Tresson. Hits were observed at boiler and tender.

4 bombs were dropped at Essay where light arms fire was encountered. These were dropped in woods where light arms fire was coming from. 2 bombs were dropped at La Suze Sur S on R R bridge but bridge not hit. Hits were observed in water near power house. At Mont Fort good cars were strafed and hits were observed by Lt. Grey and Lt. Buckley. 2 bombs dropped on bridge at Flers with no hits. 2 bombs dropped on bridge at Bouge, 1 direct hit on tracks. At Peace 4 bombs dropped on trucks on road, with no hits observed. Lt. Johnston hit a truck at Peace which burst into flames. Visibility unrestricted.

Mission No. 106
15 June 1944

Operations Order No. 385
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Major Yarian	Capt. Lowman
Lt. Cline	Lt. Minard
Lt. Tew	Lt. Eisele
Lt. Brak	Lt. Green

RED	BLUE
Lt. Buston	Lt. Floyd
Lt. Biggers	Lt. Jordon
Lt. Bassler	Lt. Manor
Lt. Black	Lt. Schroeder

Squadron led by Major Yarian, took-off at 0902 on an armed reconnaissance mission South of Valognes. 16 P-47s dropped 32 X 500 lb. GP bombs, fused 8-11 second delay from 1000 to 1400 ft. at angles varying from 15 to 30 degrees and released bombs from 50 to 1,000 ft. White flight bombed M/Y at Villediu Les Poles. 15 to 20 good wagons, some with gravel, in yard. One bomb hit in cars and 2 other hit on tracks in yard. Red flight bombed gun positions containing 12 heavy guns well installed scoring 6 excellent hit at least blowing them all to hell. Yellow flight bombed R R single track at St. Symphorian. A hole was blown in the embankment leaving quite a gap in the tracks. 3 hits. Blue flight bombed single track R R just south of Periers. No damage observed.

Cruiser and large square barge observed off the Cherbourg Peninsula. Large radar installation with 100 ft. tower and large steel pivoting frame observed. Location estimated grid square 3-2026. Troop truck damaged just south of Periers by bomb blast. 6 heavy accurate guns South edge of Cherbourg, pointed fire. Visibility unrestricted.

Mission No. 107
15 June 1944

Operations Order No. 385
Dive-Bombing

2nd Effort

Flights

WHITE

Lt. Col. Therriault
Lt. Col. Haun
Lt. Grey
Lt. Buckley

YELLOW

Capt. Hunt
Lt. McDevitt
Lt. Thomson
Lt. Atkinson

RED

Capt. Fishel
Lt. Kern
Lt. Johnston
Lt. Sprague

BLUE

Capt. Woodyard
Lt. Garrett
Lt. Gsell
Lt. Gasper

15 P-47s took-off at 1505 on a Armed Reconaissance mission of the area South of Valognes. Lt. Col. Therriault failed to take-off because of mechanical failure. 15 A/C dropped 29 X 500 lb. GP bombs, fused 8 to 11 second delay. Dive started at anywhere from 1000 to 4000 ft, angle of dive was 15 to 30 degrees and bombs were released at 100 to 1000 ft. 1 bomb dropped on T/O.

White flight bombed bridge at O-1500, no hit observed. Red flight bombed bridge at T-5149, 1 hit observed on pillar of bridge. Bridge damaged but not down. Yellow flight bombed R R tracks at T-2255, 1 bomb hit tracks but bounced off before exploding. Blue flight bombed bridge at T-2534, hits on tracks South approach of bridge. Bridge not destroyed.

L/F in at Vrasville at 12,000 ft. at 1556 hours. Course area E and W of Boulogne to Granville. L/F out Vrasville at 1742 hours at 8,000 ft. Visibility unrestricted.

Mission No. 108
15 June 1944

Operations Order No. 385
Dive-Bombing

3rd Effort

Flights

WHITE

Major Yarian
Lt. Eisele
Lt. Manor
Lt. Schroeder

YELLOW

Capt. Hackler
Lt. Biggers
Lt. Buston
Lt. Brak

RED

Capt. Lowman
Lt. Minard
Lt. Floyd

BLUE

Capt. Coulter
Lt. Cline
Lt. Tew
Lt. Bassler

Squadron led by Major Yarian, took-off at 1952. 1 returned early because of oil leaks and landed with bombs. This mission was armed reconaissance and glide-bombing bridge at T-197985. 14 A/C dropped 28 X 500 lb. GP, fused 8 to 11 second delay from 4000 ft. at an angle of 20 to 30 degrees. Bombs released at 1000 ft. All bomb dropped on bridge at T-197985, bombs landed on the North and South side of the bridge and 1 hit was observed on the South end of the road leading to the bridge. Road severely damaged. Bridge not destroyed.

Capt. Lowman strafed gun position at T-0997. This appeared to be an A A position. He also strafed an armored vehicle at T-2096, which was left burning and smoking.

L/F in Vrasville at 2037 at 11,000 ft. Proceeded immediately to target, then swept over area to the N and W of the target. L/F out over Vrasville at 2130 at 6,000 ft. Moderate light flak at L/F out, over Vrasville. Visibility unrestricted.

[redacted]

Mission No. 109
16 June 1944

Operation Order No. 391
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Fishel
Lt. McDevitt	Lt. Lickteig
Lt. Thomson	Lt. Johnston
Lt. Atkinson	Lt. Sprague
RED	**BLUE**
Capt. Woodyard	Lt. Gurley
Lt. Gearhart	Lt. Kern
Lt. Gsell	Lt. Grey
	Lt. Charbonneau

Squadron led by Captain Hunt. 15 P-47s took-off at 1847. 15 A/C dropped 30 X 500 lb. GP bombs, fused 8 to 11 second delay in tail. Dive started at 3,000 ft. at an angle of 30 degrees and bombs were released at 30 to 100 feet. No gun positions were observed at the place where the target was. The pin point location of the target (gun emplacements) was well hit. If guns were there they are very likely damaged.

L/F in Pte. de Barfleur at 4,000 ft. at 1950 hours. Course direct to target at O-334114. One truck observed going West out of St. Vaast. In fields 1½ miles SW of target many slit trenches and 5 or 6 round yellow patches believed to be parachutes. 20 mm guns at target strafed and silenced. Visibility over target - 10 miles. On route - 5 to 6 miles. A/C landed at 2129.

Mission No. 110
17 June 1944

Operations Order No. 392
Fragmentation Bombing

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Lowman
Lt. Black	Lt. Donlon
Lt. Floyd	Lt. Green
Lt. Biggers	Lt. Schroeder

RED	BLUE
Capt. Coulter	Lt. Buston
Lt. Wright	Lt. Cline
Lt. Bassler	Lt. Drak
Lt. Wright	Lt. Eisele

Squadron led by Captain Hunt. 15 P-47s took-off at 0625. 15 AC dropped 26 Frag. bombs (ea. bomb consisting of a cluster of 18 individual bombs) from 900 feet in level flight. 14 of these were dropped into woods which were primary target, and 1 in another patch of woods about 3/4 mile SW of primary target. Many hits observed. Woods well plastered. No activity seen, except intense light flak and machinge gun fire from fields to East and Southeast of Target. The positions of the guns were not camouflaged. 2 bombs jettisoned into the channel, 1 dropped off by itself over our territory, 25 on primary target and 1 on the secondary target. This mission was dive bombing of troop concentration in wood. Our A/C landed at 0840.

Mission No. 111
17 June 1944

Operations Order No. 392
Escort and Strafing

2nd Effort

Flights

WHITE (Escort)	RED
Capt. Lowman	Lt. Floyd
Lt. Donlon	Lt. Wright
Lt. Green	Lt. Manor
Lt. Schroeder	Lt. Eisele

WHITE (Strafing)

Capt. Hunt
Lt. Black
Lt. Buston
Lt. Cline
Lt. Brak

Squadron led by Captain Hunt. 13 P-47s took-off at 1955. 4 A/C returned to England, this was to escort a C-47 back. Parked camouflaged vehicle destroyed on side of road at O-3624 by Lts. Manor, Black, and Cline. Another vehicle, a truck, destroyed at O-3124 by Lts. Floyd, Brak, and Wright. No movement seen on roads. Accurate Machine gun fire at target, and South and Southeast of target, concentration of light flak at O-3626. Visibility 1 mile up sun and 3 miles down sun, vertical 3 miles. This mission was an Area Patrol of Northwest corner of Cherbourg Penninsula. Our A/C landed at 2155.

Mission No. 112
20 June 1944

Operations Order No. 400
Dive-Bombing

1st Effort

Flights

WHITE

Capt. Hackler
Lt. McDevitt
Lt. Thomson
Lt. Buckley

YELLOW

Capt. Woodyard
Lt. Gasper
Lt. Gsell
Lt. Gearhart

RED

Lt. Johnston
Lt. Gurley
Lt. Grey
Lt. Sprague

Squadron led by Captain Hackler. Took-off at 2052 on a bombing of military movements on R R at Pontaise, Compeigne, Soissons, and Laon. 12 A/C dropped 24 X 500 GP bombs, instantaneous fusing. Dive started at 6,000 ft, at an angle of 30 degrees and bombs released from 2,000 ft. 24 hits in the target area. 8 planes dropped 16 bombs on R R sidings containing 25 to 30 boxcars just East of Beaumont. 2 direct hits observed on track. 4 A/C dropped 8 bombs on 3 lines of freight cars (15-20 cars in a line), 1 line of boxcars, 2 lines of flat cars, at Moisseles. 1 direct hit observed in the cars.

L/F in at Le Treport at 13,000 ft. at2136 hours. L/F out at Dieppe at 10,000 ft at 2225. Meager, heavy flak barrage at Pontaise. Intense light flak at Margny A/D. Haze up to 13,000 ft. Visibility 1 to 2 miles.

Mission No. 113
21 June 1944

Operations Order No. 403
Ramrod

1st Effort

Flights

WHITE	YELLOW
Major Yarian	Lt. Buston
Lt. Wright	Lt. Minard
Lt. Green	Lt. Black
Lt. Schroeder	Lt. Cline

RED	BLUE
Capt. Lowman	Lt. Tew
Lt. Manor	Lt. Donlon
Lt. Floyd	Lt. Bassler
Lt. Eisele	Lt. Brak

Squadron led by Major Yarian. 16 P-47s took-off at 0835 on a withdrawal support mission with the 8th Air Force. Squadron flew course to R/V point as briefed but due to overcast could not see anything. Two flights withdrew just East of Hamburg and did not make R/V. One flight made R/V Northeast of Hamburg at 1105 at 20,000 ft. and withdrew immediately because of gas shortage. Flights were split up at Hamburg due to heavy, intense, accurate, barrage type flak at 24,000 ft. 2 A/C were hit and some damage occurred. One flight made L/F out South of Haarlen at 1215 at 12,000 ft. The two other flights do not know where they made L/F out due to overcast.

Capt. Lowman, leading Red Flight ask for a homing on Blue Frock and was given a stear of 345 degrees. Later ask for another homing and was given stear of 175 degrees. This heading brought him over enemy coast. When he approcadhed, what he believes to be Cap Griz Nez, he encountered heavy and light flak. After taking evasion action he ask for another homing and was given 175 again. He recalled and asked for the code call and the radio station was silent, no answer. He believes this to be a German radio station. This was on "C" channel.

Contrails nonpersistant at 20,000 ft. Weather from 8/10 to 10/10 all of the way. All planes were down at 1335.

Mission No. 114
21 June 1944

Operations Order No. 405
Fragmentation-Bombing

2nd Effort

Flights

WHITE

Capt. Hunt
Lt. Garrett
Lt. Charbonneau
Lt. Kern

YELLOW

Lt. Gurley
Lt. Lickteig
Lt. Johnston
Lt. Buckley

RED

Capt. Woodyard
Lt. Lesley
Lt. Atkinson
Lt. McDevitt

Squadron led by Captain Hunt. 12 P-47s took-off at 2015 on a mission to bomb targets of opportunity at St. Quentin. 12 A/C dropped M1 A1 frag. bombs, 6 frags per cluster, three cluster per wing, 36 bombs per plane. Dive started at 7,000 ft. at an angle of 10 degrees and bombs released at 6,000 ft. According to type of bombs carried results appeared to be excellent.

White flight had several hits in the building area and revetements of the A/F at Mons en C. This was in the North Northwest sector of the field. No hits were observed outside the revetements or building area.

Red Flight was observed to hit a string of revetements along left side of the building area.

Yellow flight placed their bombs on the revetement and on the runway running SE NW. Hits were observed all along the runway and in the revetements.

L/F in at 2103, at Hardelot, straight course to St. Quentin and looked for target of opportunity which was at Mons en C. L/F out at 2215 at Hardelot. Light, meager, inaccurate flak at Mons en C. A/F. Guns were located on the east side of the field from the parking revetements. Light flak also encountered North of St. Quentin, moderate and inaccurate. Visibility unrestricted. Time over the target was from 2143 to 2147 and time down was 2240.

[redacted]

Mission No. 115
22 June 1944

Operations Order No. 406
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Capt. Hackler	Capt. Woodyard
Lt. Buckley	Lt. Lesley
Lt. Johnston	Lt. Gsell
Lt. Lickteig	Lt. Gasper
RED	**BLUE**
Lt. Gurley	Lt. Thomson
Lt. Kern	Lt. Garrett
Lt. Grey	Lt. Gearhart
Lt. Charbonneau	Lt. Atkinson

Squadron led by Captain Hackler. 16 P-47s took off at 1245 to dive bomb area South of Cherbourg. 1 returned early because of mechanical trouble. 15 P-47s dropped 41 X 500 lb. GP bombs, fused 8 to 11 seconds delay in tail. Dive started at 9,000 ft, at an angle of 25 degrees, and bombs were released at 1,000 ft. 41 hits in the target area. Area was obscured by smoke and damage assessment is impossible. All hits were in the area briefed. Meager, inaccurate, barrage of heavy flak from Southeast of Cherbourg. Moderate, inaccurate heavy flak from Henneville and vicinity Octeville.

In at Vanville, at 10,000 ft. at 1339 hours. Out at Quineville, at 7,000 ft. at 1348. 4 bombs brought home and 3 bombs jettisoned into channel. Squadron landed at 1542. Time over target was 1341.

Mission No. 116
22 June 1944

Operations Order No. 407P
Ramrod

2nd Effort

Flights

WHITE	YELLOW
Major Yarian	Capt. Coulter
Lt. Schuele	Lt. Minard
Lt. Black	Lt. Wright
Lt. Tew	Lt. Eisele
RED	**BLUE**
Lt. Buston	Lt. Floyd
Lt. Bassler	Lt. Schroeder
Lt. Brak	Lt. Green
Lt. Cline	Lt. Donlon

Squadron led by Major Yarian. 16 P-47s took-off at 2020 on a mission to escort B-26s South of La Ferte Mace. R/V was made with bombers at St. Catherines, Isle of Wright, at 2050 at 12,000 ft. Proceeded with bombers and made L/F in just West of Grandcamp at 2113 at 12,000 ft. First turn was made approximately Mortain at 2121 at 12,000 ft. Observation of bomb damage could not be made because of haze, smoke and dust over target area. We were with the bombers over target area at 2128 to 2133 at 12,000 ft. Bombing pattern of bombers appeared to be good and the pattern close. Bombers appeared to bomb between the town of La Ferte Mace and Magny. Bombers then escorted to England. Wdl. was made just before L/F in at Shoreham at 2215 at 12,000 ft.

No flak or E/A encountered. Haze over channel and continent. Vertical visibility 10 miles. Excellent horizonal visibility. Planes landed at 2235.

Mission No. 117
25 June 1944

Operations Order No. 413 HI
Ramrod

1st Effort

Flights

WHITE	YELLOW
Lt. Col. Therriault	Capt. Hunt
Lt. Atkinson	Lt. Green
Lt. Thomson	Lt. Charbonneau
Lt. McDevitt	Lt. Lickteig
RED	**BLUE**
Capt. Woodyard	Lt. Gurley
Lt. Lesley	Lt. Kern
Lt. Gsell	Lt. Grey
Lt. Gasper	Lt. Buckley

Squadron led by Lt. Col. Therriault. 16 P-47s took-off at 0732 to escort A-20s West of La Ferte Mace. Flew course as briefed. Made R/V with bombers at 0800 at Worthing at 14,000 ft. L/F in at Cabourg, at 0829, at 14,000 ft. Flew route to approximately Ligneres and turned to target. Over target at 0846. Over target bombs released at East end of woods and bombs hit on road and in wood to right of road. Made L/F out over Cabourg at 0902 at 14,000 ft. W/D from bombers over Worthing at 0930, approximately 10,000 ft. —

One sausage shaped balloon seen going in at 14,000 ft. off Le Havre. This balloon seemed to be drifting from Le Havre West. Was black in color. No flak or enemy aircraft encountered. Visibility excellent. Our A/C landed at 0937.

Mission No. 118
25 June 1944

Operations Order No. 414G
Ramrod

2nd Effort

Flights

WHITE	YELLOW
Major Yarian	Capt. Woodyard
Lt. Minard	Lt. Garrett
Lt. Green	Lt. Gsell
Lt. Schroeder	Lt. McDevitt
RED	**BLUE**
Lt. Floyd	Lt. Thomson
Lt. Eisele	Lt. Cline
Lt. Manor	Lt. Atkinson
Lt. Tew	Lt. Gasper

Squadron led by Major Yarian. 16 P-47s took-off at 1518 to escort B-26s West of Seconches. Made R/V with bombers at 1549 hours, North of Worthing at 14,000 ft. L/F in at Cabourg at 1620 hours, at 13,000 ft. Flew route to target and over target on time, 1643 to 1653. Bombing results good pattern. Four sticks laid parallel to each other. Fire burning in woods from previous bombing, light grey smoke. L/F out over Trouville, at 1708 hours at 13,000 ft. Bombers proceeded to Dungeness where squadron withdrew at 1730 hours at 13,000 ft.

No flak or enemy A/C encountered. Visibility excellent. Over invasion coast 10/10 overcast. Planes landed at 1746.

Mission No. 119
27 June 1944

Operations Order No. 417A
Dive-Bombing

1st Effort

Flights

WHITE

Capt. Hackler
Lt. Black
Lt. Tew
Lt. Cline

YELLOW

Capt. Coulter
Lt. Schuele
Lt. Bassler
Lt. Brak

RED

Lt. Gurley
Lt. Kern
Lt. Charbonneau
Lt. Buckley

Squadron led by Captain Hackler. 12 P-47s took-off at 1453 to dive-bomb oil dump East of Argentan. 8 A/C dropped 16 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. Dive started at 3500 feet, at an angle of 30 degrees. Bomb released at 1,000 ft. 16 hits in the target area.

1 flight led by Capt. Hackler was unable to find target so attacked a truck at estimated position between Mamers and Neufchatel on S. Truck completely destroyed.

Second flight led by Lt. Gurley dropped 8 bombs on woods attacked by Col. Wells. This is not believed to be the briefed target. This flight strafed 2 tanks on the road between Alencon and Mortaine. Hits observed.

No flak or enemy aircraft observed. Visibility excellent.

L/F in at Fecamp at 1605 hours at 12,000 ft. L/F out at Fecamp at 1700 hours at 10,000 ft. 1 A/C down in France, Cat. A., Flak.

Mission No. 120
27 June 1944

Operations Order No. 417A
Dive-Bombing

2nd Effort

Flights

WHITE

Major Yarian
Lt. Lesley
Lt. Buckley
Lt. McDevitt

YELLOW

Capt. Lowman
Lt. Minard
Lt. Grey
Lt. Donlon

RED

Lt. Buston
Lt. Kern
Lt. Johnston

Squadron led by Major Yarian. 11 P-47s took-off at 1846on an Armed Reconaissance Mission. 7 P-47s dropped 14 X 500 lb. GP bombs, fused 8 to 11 seconds delay on 2 tanks on the road which goes to the patch of woods just North of Dreux. Dive started at 4,000 ft., angle 15 degrees, release at 25 feet. 4 near misses observed. Balance of bombs in woods near target. 10 plus tanks and large number of guns (possible those of the tanks) in this large woods. At 2018 about 15 miles North of Dreux, Lt. Buckley crashed. His ship was observed on fire and in pieces on the ground. He had been hit by flak at the target and was unable to gain enough altitude to jump. Light flak concentration at target.

L/F in at Fecamp at 12,000 ft. at 1930 hours. L/F out at Fecamp at 10,000 ft at 2050 hours. Visibility restricted. Time down 2130. Time over target 2105 to 2125.

[redacted]

Mission No. 21
28 June 1944

Operations Order No. TWX 19
Area Patrol

1st Effort

Flights

WHITE	YELLOW
Capt. Hackler	Lt. Gurley
Lt. Schroeder	Lt. Kern
Lt. Green	Lt. Tew
Lt. Eisele	Lt. Charbonneau

RED	BLUE
Lt. Manor	Lt. Bassler
Lt. Minard	Lt. Schuele
Lt. Black	Lt. Brak
Lt. McDevitt	Lt. Buston

Squadron led by Capt. Hackler. 15 P-47s took off at 0431 on an Area Patrol of the invasion coast. Squadron made L/F in at Le Havre at 0511 hours at 12,000 ft., proceeded to edge of eastern patrol area where squadron divided into two flights as briefed, one flight patrolling eastern area and one flight patrolling western area. Squadron reached dividing point at 0521 at 12,000 ft. 4 to 6 orbits were made in each area. In eastern area 8 Me 109s bounced Lt. Gurley's flight. They came through overcast and fired on flight then climbed and made another pass at which time Lt. Tew fired but does not make any claim. Then the Me 109s climbed back into the overcast. Flight circled below overcast waiting for the enemy to reappear but they did not come out. Lt. Charbonneau was hit and landed in France. He came back later. Heavy, accurate, moderate flak at A/F SW of Caen. 10/10 overcast.

Mission No. 122
29 June 1944

Operations Order No. TWX 27
Area Patrol

1st Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Lowman
Lt. Minard	Lt. Schuele
Lt. Floyd	Lt. Brak
Lt. Wright	Schroeder

RED	BLUE
Lt. Johnston	Lt. Thomson
Lt. Donlon	Lt. Atkinson
Lt. Grey	Lt. Gsell
Lt. Kern	Lt. Gasper

Squadron led by Captain Hunt. 16 P-47s took-off at 0715 hours. Made L/F in at Le Havre at 0805 at 12,000 feet. Intered patrol area and squadron split up into two flights and one patroled the Eastern area and the other patroled the Western area. This was done between 8,000 and 12,000 ft. 7/10 to 8/10 overcast. Light, inaccurate, meager flak North of Caen. Squadron landed at ALG No. 4 at 1005.

Mission No. 123
29 June 1944

Operations Order No. TWX 27
Area Patrol

2nd Effort

Flights

WHITE	YELLOW
Capt. Hunt	Capt. Lowman
Lt. Minard	Lt. Schuele
Lt. Floyd	Lt. Brak
Lt. Wright	Lt. Schroeder
RED	**BLUE**
Lt. Johnston	Lt. Thomson
Lt. Donlon	Lt. Atkinson
Lt Grey	Lt. Gsell
Lt. Kern	Lt. Gasper

Squadron led by Captain Hunt. 16 P-47s took-off from ALG No. 4, at 1220. Entered the patrol area five minutes early. Patrolled in areas from 4,000 to 5,000 ft. Made L/F out East of Le Havre at 1416 hours, at 5,000 ft. The following was noted atain, Sweepstake constantly asked for position of flights and their altitude and constantly gave Vectorings to the flights. It is the opinion of the flights that giving their position and altitude revealed to the enemy their position and altitude and would have given the enemy opportunity to bounce them from the overcast. Flak light, inaccurate, meager at Caen. Visibility 20 miles over the channel. The squadron returned home at 1504.

DECLASSIFIED
DOD DIR 5200.9

[redacted]

365TH FIGHTER SQUADRON
APO 141 U. S. Army

[redacted]

DECLASSIFIED
DOD DIR 5200.9

SUBJECT: Unit History 3 August 1944

TO : Group Historian, 358th Fighter Group, AAF Site 14, APO 141, U. S. Army.

In accordance with IX Fighter Command Memorandum 20-4, dated 22 December 1943, attached herewith is History of the 365th Fighter Squadron for the month of July 1944.

For the Squadron Commander:

Karl A. Hansen
KARL A. HANSEN,
1st Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

59

DECLASSIFIED
DOD DIR 5200.9

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365Th FIGHTER SQUADRON
APO 141 U. S. Army

UNIT HISTORY

Following is the History of the 365th Fighter Squadron during the month of July 1944. This History is compiled in accordance with IX Fighter Command Memorandum 20-4, 22 December 1943, Headquarters, IX Fighter Command.

I. ORGANIZATION

The 365th Fighter Squadron carried on its normal functions during the month. The squadron transferred from one station to another, involving an overseas movement.

II. STRENGTH AS OF JULY 31, 1944.

Enlisted Men	244
Officers	46
Increase Enlisted Men	2
Increase Officers	8
Decrease Enlisted Men	1
Decrease Officers	10

Special Orders Affecting Command of the Squadron:

Captain George W. Hunt, Jr., 0-666539, apt Commanding Officer as of 28 July, per para #2, S.O. 82, Hq, 358th Fighter Group.

Officers Assigned to the Squadron During the Month of July:

2nd Lt. George H. Blood
2nd Lt. Leslie C. Boze
2nd Lt. Donald E. Childs
2nd Lt. William M. Porter
2nd Lt. Daniel J. Reimer

Above Officers asgd & jd from Hq, 358th Fighter Group per para 1, S.O. 69, Hq, 358th Fighter Group, 2 July 1944.

1st Lt Robert C. Gilbert, Jr. asgd & jd fr Hq, 358th Fighter Group as of 23 July 1944 per para #5, SO 77, Hq, 358th Fighter Group.

2nd Lt. Frederick C. Bishop and Homer C. Cook asgd & jd fr Hq, 358th Fighter Group as of 28 July 1944 per para 2, S.O. 82, Hq, 358th Fighter Group.

Enlisted Men Assigned to This Squadron During July:

S/Sgt. Erwin L. Anderson, asgd per para 3, S.O. 68, Hq, 358th Fighter Group, 1 July 1944.

Pvt. Fred Ferraro asgd & jd per para 44, S.O. 80, Hq, 358th Fighter Group, 26 July 1944.

[redacted]

[redacted]

Transfer of Officers From the Squadron During July:

1st Lt. Le Roy J. Manor, WIA, fr dy to abs sk Hospital LD 56th Field Hospital.

2nd Lt. Robert T. Biggers abs sk Hospital LD to relvd fr asgmt and asgd to Det of Patients, Hosptial unknown, per verbal auth Col. Planecke, IX Fighter Command per para 3, S.O. 70, Hq, 358th Fighter Group, 4 July 1944.

Maj. Burton D. Yarian fr dy to Hosp sk LD 49th A.F. Hosp.

1st Lt. Clair R. Gearhart fr dy to relvd fr asgmt & asgd to 100th Fighter Wing as of 30 June 1944 per para 3, S.O. 88, Hq, 100th Fighter Wing.

Transfer of Enlisted Men During the Month of July:

Sgt. John E. Brinegar and Edward H. Wolfe fr abs sk Hosp LD to trfd to Det of Patients, Hosp unknown, per verbal auth Col. Planecke, IX Fighter Command per para 3, S.O. 70, Hq, 358th Fighter Group, 4 July 1944.

Promotions of Officers During July:

1st Lt. Howard L. Gurley Jr, aptd Captain as of 3 July 1944 per para 12, S.O. 185, Hq, IX Air Force.

2nd Lt. Gerald D. Black, 2nd Lt. Stephen B. Brak aptd 1st Lts as of 3 July 1944 per para 3, S.O. 185, Hq, ETOUSA.

Promotion of Enlisted Men during July:

S/Sgt Louis Akins to T/Sgt
Cpl Irving Bardfield to Sgt
Cpl Walter May to Sgt
Cpl Ivan Vagin to Sgt
Pfc James D. Harris to Cpl
Pfc John W. Moore to Cpl
Pfc John J. Rossi to Cpl
Pfc Victor Tomaszewski to Cpl
Pvt. Ronald Butler to Pfc
Pvt. Homer F. Montgomery to Pfc
Pvt. Albert P. Phelps to Pfc
Pvt. Walter F. Surwillo to Pfc
Pvt. Paul D. Carver to Pfc

Above men aptd per para 1, S.O. 6, Hq, 358th Fighter Group, 1 July 1944.

[redacted]

[redacted]

Reduction in Grade During July:

Sgt John R. Vaughn reduced to gr of Pvt per para 4, S.O. 69, Hq, 358th Fighter Group, 2 July 1944.

Cpl Edward H. Wolfe reduced to gr of Pvt per para 3, S.O. 69 Hq, 358th Fighter Group, 2 July 1944

III. LOSSES IN ACTION

Lt. Thurston missing in action on 14 July when about 50 enemy fighters, Me 109s and FW 190s were encountered between Dreux and Chartres. Lt. Thurston was on his 5th combat mission over enemy occupied Europe. He has been submitted for the award of the Air Medal. Enen though he had been with the squadron a short time, he was well known to the pilots and officers. Lt. Thurston joined us at High Halden, England and when he completed his training period and began combat duty.

Lt. Jay V. Thomson missing in action over enemy occupied Europe on 14 July 1944. The Squadron encountered about 50 Me 109s and FW 190s between Dreux and Chartres and Lt. Thomson was shot down. Lt. Thomson was one of our original pilots joining the squadron at Richmond and came overseas with the squadron. He was recently promoted to 1st Lt and had accumulated a total of 135 sorties. He had been awarded the Air Medal with 9 Oak Leaf Clusters to the Air Medal and is recommended for the 10th, 11th and 12th Oak Leaf Clusters. Lt. Thomson was liked and respected by officers and enlisted men of the squadron and his absence was felt very strongly.

Lt. Childs was killed in action on 19 July 1944. He was returning from a combat mission over enemy occupied France when he crashed landed and was killed at Landing Strip #2. Lt. Childs was one of the new pilots and was on his 3rd mission. He had destroyed an Me 109 on 14 July 1944 in the vicinity of Chartres. Enen though he was only in the squadron a short time he had made numerous friends among the pilots and men.

Lt. John M. Buston was leading Red Flight on a dive bombing mission on 26 July 1944. He was hit by flak and seen to bail out 5-6 miles from the town of Argentan. He landed safely and was observed to stand up on the ground. The loss of Lt. Buston is one thing we will never get over. It seems strange not to see "Bug" with a long black cigar and his big smile that he had forOfficers and Enlisted Men alike. He had the total of 142 sorties and had been awarded the Air Medal with 9 Oak Leaf Clusters. He has also been recommended for the 10th, 11th and 12th Oak Leaf Clusters. Lt. Buston was one of the original pilots to come over seas with this squadron. He was recently made a Flight Commander and was in for the promotion to Captain.

[redacted]

Lt. William M. Porter is missing in action from a mission over enemy occupied Europe on 28 July 1944. Noone seems to know any details on the disappearance of Lt. Porter. He was one of the new pilots that had just came into the squadron. This was his third combat mission against the enemy.

Lt. Paul D. Floyd was leading a flight on 28 July 1944 when the flight was bounced by 2 FW 190s. Lt. Floyd was hit on the first pass by the enemy. He bailed out and was seen to land safely in the battle territory. Lt. Floyd was one of the original pilots to come overseas with this squadron. He had recently been made a Flight Commander. Lt. Floyd was credited with 149 sorties and had been awarded the Air Medal with 10 Oak Leaf Clusters. He is submitted for the 11th, 12th and 13th and 14th Oak Leaf Clusters. He had shared in the destruction of a Ju 88 on 11 April 1944.

Lt. Le Roy J. Manor was wounded by flak on a mission over enemy occupied Europe on 4 July 1944. He brought his badly shot up plane back to base. He was awarded the Purple Heart Medal while in the hospital. Lt. Manor has a total of 111 combat sorties and has been awarded the Air Medal with 7 Oak Leaf Clusters and is now recommended for the 8th, 9th and 10th Oak Leaf Clusters. Lt. Manor has now returned to the squadron from the hospital.

Captain Jean K. Woodyard, Jr. was hit by flak and small arms fire from tanks on 29th July 1944. Although hit, Capt. Woodyard reformed his flight and made a low strafing attack on the trucks and tanks. Good results were observed for his attack. He bailed out inside our front line and was picked up by our armored and infantry forces. Capt. Woodyard was hurt in landing. He has been recommended for the Purple Heart and the Distinguished Flying Cross for this heroic act. He had previously been awarded the Air Medal together with 9 Oak Leaf Clusters.

Major Burton D. Yarian was seriously wounded by flak on 26 July 1944. He was hit when he went down to look for Lt. Buston who had bailed out. Major Yarian had been our Commanding Officer since April of this year. The manner in which Major Yarian brought back his plane reflects the highest honor on the Army Air Forces and the Armed Service. Major Yarian has been awarded the Air Medal with 9 Oak Leaf Clusters, the Distinguished Flying Cross and the Purple Heart. He also has been recommended for the 10th, 11th, 12th and 13th Oak Leaf Clusters and the Silver Star. He has completed a total of 152 Combat Sorties.

IV. ETO STATIONS OCCUPIED

The 365th Fighter Squadron made a permanent change during the month and set foot in a new country. We joined our comrades and allied forces in France. Our Air Echelon marching party left on the 29 July 1944 for overseas marshalling yards and arrived there on the 29th. They departed from the marshalling yards on 1 July and were transferred across the channel on a LCI, and debarked at Omaha beach and were quartered in transit site #3 2 July 1944. They departed transit site #3, Omaha beach 1400 hours 3 July 1944

[redacted]

end arrived at the new station, Cretteville, France 1700 hours, 3 July 1944. The motor party of the Air Echelon departed High Halden, Kent, England at 0500 hours, 30 July 1944 and arrived at the marshalling yards at 1515 hours, 30 July 1944. Departed marshalling yards at 1000 hours, 1 July 1944 and arrived at transit site #4 and #17, Omaha beach at 1100 hours 3 July 1944. They departed from transit site #4 and #17 at 1200 4 July and arrived Cretteville, France at 1700 hours, 4 July 1944.

The Ground echelon of 3 Officers and 146 Enlisted Men departed AAF Station 141, High Halden, Kent, England at 1100 hours, 6 July 1944 by motor convoy and rail enroute to the marshalling yards. They arrived at the marshalling area on 6 July at 2000 hours. Departed from marshalling area at 1330 hours, 7 July 1944 and embarked on the liberty ship Empire Rapier for Omaha beach where they were quartered at site #3 on 8 July 1944 at 1800 hours. Departed from transit site #3 at 1530 hours, 9 July 1944 and arrived at Cretteville, France on same date at 1730 hours. A Flight echelon of 35 flying officers and 11 enlisted men remained at AAF Station 411 to be transported by air. These arrived at Cretteville on 16 July 1944 at 1830 hours. Through change of stations weather was fair and morale was high--all glad to be in France.

V. AWARDS AND DECORATIONS

1st Lt. Le Roy J. Manor awarded the Purple Heart on G. O. #6, Hq, 56th Field Hospital, 5 July 1944. Lt. Manor was wounded in action over enemy occupied Europe on 4 July 1944 by flak.

The 365th Fighter Squadron continued its traditional task of moving at the end of a two months stay at one station. This time though, the movement was a welcome one and involved many new and exciting experiences. No man in the organization shall forget the work accomplished, the sights he saw and the thrill he knew at the time for now we're in France. Many a member of the squadron has heard of this country from his father who fought in the last great world war. Now each man can relive the tales and experiences of his father.

The trip across the channel was both educational and exciting as we were able to see all the invasion equipment that we have read about. Also because of the squadron being broken up we sailed on various types of naval vessels. The invasion beach also held many interesting sights and as we climbed the steep hill on the Omaha beach we could almost visualize the struggle and fighting that our forces had gone through a short month ago. At the personnel site we lived in pup tents for one night and feasted on K rations. Late the next day we started for our new home at Cretteville, France.

At Cretteville we soon discovered that we were to have an ideal set up, and in the opinion of some the best yet. Tents were set up for living quarters and we live in the orchards surrounding the field. The mess and orderly room were set up in a central spot and other departments are accessible to all. A large tent was set up

[redacted]

for a day room and is used for church services and recreational facilities. The communications section has installed a loud speaker system which is used for announcements, locating individuals, and broadcasting the latest news and radio programs. It is also set up and used for inter-department communications.

The men have set up for themselves a shower which affords warm baths anytime during the day. Then in the evening the men have built small fire places in the ground which they use for heating water and cooking the contents of parcels from home. And speaking of home, the men look upon this set up as home, a temporary one to be sure, but nevertheless conditions which are clean, comfortable and enjoyable. These factors place the morale of the squadron very high.

The men have taken to the French in asking the way and different questions in a big way and some of them are getting along very well with their language. And the reverse can be said for the French children for as in England, the favorite phrase of the French children is "any gum chum". Another interest our boys have in the French is their cider and cognac.

The squadron still has the claim for being the championship baseball players. In High Halden the 365th played the team from Tenterten and won a cup presented to them by the mayor.

Here in France teams have been set up between the various squadrons and units on the base and the squadron has been victorious winning 6 with no losses. Also the men have two separate movies on the base each night which they can attend and the pictures shown have been recent Hollywood hits.

A great interest has been shown in the war efforts and outside the orderly room a situation map showing all fronts has been put up. Besides this there is available for the men a smaller scale map showing the complete American and British front in France.

The officers of the squadron are living in a chateau which was built hundreds of years ago. The set up is ideal and they have a club room and bar which has been furnished with some of the furniture from the chateau. One party has been held and everyone had an enjoyable time with American Army Nurses, dancing and spirits.

The missions for the month produced a grand total of 68. This was the month that we hit the enemy the hardest. The pilots engaged enemy aircraft twice with the following claims: Capt. Jack M. Coulter 2 F.W. 190s destroyed, Lt. Childs 1 Me 109 destroyed, Lt. Bassler 1 F.W. 190 destroyed, Lt. Kern 1 Me 109 probably destroyed. This was not without cost as on the first encounter Lts. Thomson and Thurston did not return due to E/A. Many of our A/C suffered flak damage especially when we were on advance armored Patrol. A complete accurate account of this is included in the Mission Summary Reports.

The squadron operated on many types missions during the month. The untiring efforst of the armament and engineering section have kept

our planes armed and mechanically fit for each mission. Recognition of splendid cooperation and work is given to the Airdrom Squadron who maintained our aircraft in England, while the squadron was on the move. They did a splendid job dewpite handicaps involved.

The types of missions conducted were 4 to 12 ship armed reconnaissance mission, medium escort, strafing airfield and dive-bombing bridges, convoys, and troops, and freight yards with 500 lb. bombs and fragmentation bombs.

A resume of the missions follows.

Mission No. 124
4 July 1944

SECRET

Operation Order No. 432
Fragmentation Bombing

1st Effort

FLIGHTS

WHITE	YELLOW
Major Yarian	Lt. Gsell
Lt. Lesley	Lt. McDevitt
Lt. Bassler	Capt. Woodyard
Lt. Schuele	Lt. Gasper

RED

Capt. Coulter
Lt. Cline
Lt. Tew
Lt. Brak

Squadron led by Major Yarian. Made L/F in at 1016 hours, West of Urville at 8,000 feet. Proceeded to target area where they circled and located the target. 12 A/C dropped 144 M-4 Fragmentation bombs on the target but no results observed. Dive started at 8,000 feet. Bombs were released at 3,000 feet at an angle of 20 degrees. Made L/F out at 1047 hours at 7,000 feet, West of Urville. Small arms fire was encountered but the location is unknown. Two flares seen at O-3489 and plane seen circling the area. Launch was seen going from the area. One flak tower seen at T-1871.

Weather over channel CAVU except for high thin layer of stratus. Over target 5-6/10 at 800 to 2500 feet. East of target area 10/10 at 800 to 2500 feet.

SECRET

SECRET

Mission No. 125
4 July 1944

Operations Order No. 432
Dive-bombing

2nd EFFORT

FLIGHTS

WHITE	YELLOW
Capt. Hackler	Lt. Floyd
Lt. Black	Lt. Minard
Lt. Manor	Lt. Green
Lt. Charbonneau	Lt. Eisele

RED

Capt. Fishel
Lt. Gurley
Lt. Johnston
Lt. Grey

Today's target was dive-bombing bridge at Merey. The squadron was led by Captain Hackler. 12 P-47s took off at 1459, 8 with bombs and 4 top cover. 5 A/C were non-effective because of heavy, intense flak and bad weather. 2 A/C dropped 3 X 500 lb. GP bombs, 8 to10 second delay fuse. Dive started at 2,000 feet. Bombs were released at 300 feet at an angle of 20 degrees. 3 hits in target area, 1 on the East end of bridge, undermining embankment but R R tracks appeared to be intact. 2 hits on West end of bridge undermining embankment and destroying R R tracks. 3 bombs jettisoned, 2 in channel, 1 safe over continent. 8 bombs brought back to base, 2 bombs on target of opportunity. The target of opportunity was camouflage netting at M-4474, 1 seen to hit water, other not seen. Due to intense flak and weather only 2 planes got through to the target.

Flak: Heavy, intense, accurate, pointed flak at 5-6000 feet at Woods South of Londidiers. Woods appeared to be bombs out. It is believed that this is a Noball target. Heavy, meager, inaccurate flak at Nantesgeassicourt. Lt. Manor was wounded by flak. 1 A/C cat B, 3 A/C cat AC.

L/F in at 1535 hours at 10,000 feet South of Le Treport. 10 A/C L/F out on deck South of Beville at 1555 hours. 2 A/C L/F out at 1635 hours at 5,000 feet South of Beville.

Weather: 6-8/10 overcast from 4,000 to 11,000 feet. Visibility 10 miles.

SECRET

[redacted]

Mission No. 126
4 July 1944

Operations Order No. 433
Glide-bombing

3rd Effort

FLIGHTS

WHITE

Maj. Yarian
Lt. Donlon
Lt. Thomson
Lt. Lesley

YELLOW

Capt. Woodyard
Lt. Gasper
Lt. Atkinson
Lt. McDevitt

RED

Lt. Buston
Lt. Cline
Lt. Brak
Lt. Bassler

Squadron led by Major Yarian on a glide-bombing mission of Railroad lines South of Alencon. Took off at 2019. 8 A/C dropped 16 X 500 lbs GP bombs on the target. Excellent results were observed. Rail lines were cut in half. 4 A/C were escort. Big fires were seen in the area. In at Cabourg at 13,000 feet and out at Cabourg at11,000 feet at 2207 hours. 8/10 clouds from 3000 feet to 8000 feet. Visibility 2 miles to 5 miles. The squadron returned to the home base at 2239 hours.

[redacted]

Mission No. 127
5 July 1944

SECRET

Operations Order No. 434-G
Dive-bombing

1st Effort

FLIGHTS

WHITE

Capt. Hunt
Lt. Schroeder
Lt. Black
Lt. Donlon

YELLOW

Capt. Gurley
Lt. Charbonneau
Lt. Johnston
Lt. Kern

RED

Capt. Lowman
Lt. Minard
Lt. Wright
Lt. Green

Squadron led by Captain Hunt took off at 0817 on a dive-bombing mission of Marshalling Yards West of Caen. L/F in at Luc sur Mer at 12,000 feet at 0930. Good hits observed on the warhouses. Intense, light, accurate flak over the target. L/F out at Luc sur Mer at 1936 at 11,000 feet. 12 A/C dropped 24 X 500 lb. GP bombs. 23 hits on the target, 1 bomb jettisoned. No clouds, visibility 10 to 30 miles. Time down was 1026.

SECRET

SECRET

Mission No. 128
5 July 1944

Operations Order No. 435D
Ramrod

2nd Effort

FLIGHTS

WHITE

Lt. Col. Therriault
Lt. Buston
Lt. Bassler
Lt. Lesley

YELLOW

Capt. Woodyard
Lt. Thurston
Lt. Thomson
Lt. Atkinson

RED

Capt. Hackler
Lt. Schuele
Lt. Brak
Lt. Cline

Squadron led by Lt. Col. Therriault. 12 P-47s took off at 1924 to escort B-26 bombers. 1 P-47 returned because of mechanical trouble. R/V with bombers at Dungeness at 1955 hours at 13,000 feet. L/F in at St. Valery at 2013 at 14,000 feet. Over target in woods South of Bresles and Southeast of Beauvaes at 2035. Bomber results were not observed except for smoke. L/F out at Le Treport at 2054 hours at 10,000 feet. Wdl at Dungeness at 2111 hours at 6,000 feet. No flak or E/A encountered.

Weather over target 1/10 patchey overcast. Visibility unlimited. Weather on route 9/10 overcast at 10,000 feet. Visibility 10 miles.

SECRET

0227

Mission No. 129
6 July 1944

[redacted]

Operation Order No. 436I
Ramrod

1st Effort

Flights

WHITE

Major Yarian
Lt. Black
Lt. Eisele
Lt. Wright

YELLOW

Lt. Green
Lt. Minard
Lt. Floyd
Lt. Schroeder

RED

Lt. Grey
Lt. Kern
Lt. Johnston
Lt. Charbonneau

Squadron led by Major Yarian. 12 P-47s took off at 0815. Escort to B-26s. No results from bombing could be seen because of dust and smoke. L/F in at St. Valery at 10,000 feet at 0840 hours. R/V with bombers at Target near Maintenan at 12,000 feet at 0910 hours. L/F out at Cabourg at 12,000 feet at 0944 hours. Wdl from bombers at 8,000 feet at 1005 hours 3 miles before L/F in was made. Heavy, moderate, accurate flak was fired at the bombers in 6 shell bursts, 5 of the bursts were black and 1 was red. This was in the target area. Weather was CAVU all of the way. Time over the target was from 0910 to 1007. All planes were down at 1030.

[redacted]

[redacted]

Mission No. 130
6 July 1944

Operations Order No. 436-I
Dive-bombing

2nd Effort

FLIGHTS

WHITE

Capt. Hunt
Lt. Bassler
Lt. Brak
Lt. McDevitt

YELLOW

Capt. Coulter
Lt. Schuele
Lt. Buston
Lt. Atkinson

RED

Lt. Gsell
Lt. Thurston
Capt. Woodyard
Lt. Gasper

Squadron led by Captain Hunt took off 1240 on a dive-bombing mission of railroad tracks between Le Mans and Lille. No hits observed on the tracks. 8 A/C dropped 16 X 500 lb. GP bombs. 15 dropped on the Primary target, 1 bomb lost. 4 A/C acted as escort. Time down was 1535 hours.

[redacted]

Mission No.131
6 July 1944

[redacted]

Operations Order No. 436-J
Escort to Medium Bombers

3rd Effort

FLIGHTS

WHITE

Capt. Hackler
Lt. Snell
Lt. Floyd
Lt. Minard

YELLOW

Capt. Gurley
Lt. Boze
Lt. Charbonneau
Lt. Donlon

RED

Capt. Fishel
Lt. Porter
Lt. Wright
Schroeder

Squadron led by Captain Hackler took off a x escort mission to B-26 medium bombers at 1810. The mission was uneventuful. No enemy aircraft or flak was encountered. No results from the bombers were observed by our pilots. Our planes landed from the mission at 2025 hours. 8/10 overcast from 5,000 to 10,000 feet. Visibility over the target from 5 to x 10 miles.

[redacted]

[redacted]

Mission No. 132
7 July 1944

Operations Order No. 439-H
Patrol

1st Effort

FLIGHTS

WHITE

Col. Wells
Lt. Schuele
Lt. Gsell

YELLOW

Lt. Thomson
Lt. McDevitt
Lt. Gasper

RED

Capt. Coulter
Lt. Cline
Bassler

Squadron led by Colonel Wells. 8 P-47s took off at 2025 on a Patrol Mission of the beachead. Patrol was from 2140 to 2220. Time down was 2255. L/F in at 2130 at 12,000 feet. L/F out at 12,000 feet at 2218. No Flak or E/A seen. Weather over target 7/10 up to 16,000 feet. Scattered showers over channel, poor visibility up to 6,000 feet. Ground fog over England. Patrol uneventful.

[redacted]

0226

SECRET

Mission No. 133
8 July 1944

Operations Order No. 440-C
Dive-Bombing

1st Effort

Flights

WHITE	YELLOW
Lt. Col. Therriault	Capt. Lowman
Lt. Black	Lt. Grey
Lt. Green	Lt. Eisele
Lt. Minard	

RED

Capt. Hunt
Lt. Snell
Lt. Johnston
Lt. Kern

Squadron led by Col. Gherriault. 11 P-47s took off at 1010 and returned at 1255. 8 A/C dropped 8 X 500 lb. GP bombs fused 8 to 11 seconds from an angle of 30 degrees. Dive started at 3000 ft. and bombs were releases at 300 feet. 3 direct hits on 12 ft. R R embankment between Chateaubriant and Croan. Red flight bombed M/Y believed to be Croan, all bombs hit in yard, train straffed, locomotive and several cars claimed badly damaged. Numerous Red Cross vehicles seen. L/F in at Trouville at 12,000 feet at 1123 hours. L/F out at Orne at 6,000 feet at 1220 hours. Time over the target was 1150. 10 miles East of Caen, moderate, accurate, light flak. Weather over target 10/10, visibility good. On route weather closed.

SECRET

SECRET

Mission No. 134
10 July 1944

Operations Order No. 443-H
Dive-Bombing

1st Effort

Flights

WHITE

Capt. Hunt
Lt. Black
Lt. Green
Lt. Minard

YELLOW

Lt. Col. Terriault
Capt. Lowman
Lt. Eisele

RED

Lt. Johnston
Lt. Snell
Lt. Grey
Lt. Kern

Squadron was led by Captain Hunt. 11 P-47s took off at 0805 and because of bad weather did not reach target, returning at 1025. All bombs were brought back. Landfall in was made at Quettehou and landfall out at Pte. de Barfleur. The target was three gun positions and fuel dump east of Lessay. The weather over target was 10/10 overcast and visibility was very poor. No flak was encountered.

SECRET

[redacted]

Mission No. 135
11 July 1944

Operations Order No. 445-V
Dive-bombing

1st Effort

FLIGHTS

WHITE	YELLOW
Capt. Hackler	Capt. Gurley
Lt. Minard	Lt. Boze
Lt. Black	Lt. Charbonneau
Lt. Donlon	Lt. Kern

RED

Lt. Floyd
Lt. Porter
Lt. Eisele
Lt. Wright

Squadron led by Captain Hackler. Took off at 1750. 8 P-47s with bombs, 4 top cover. The target was dive-bombing gun emplacements East of Lessay. 1 P-47 hit by .30 cal. in right flap. 7 A/C dropped 14 X 500 lb. GP bombs, fused 8 to 11 seconds at an angle of 30 degrees. Dive started at 1400 feet and bombs were released at 300 feet. 14 hits in the target area. 1 ship jettisoned bombs over the channel. L/F in over St. Vast at 3,000 feet at 1848 hours. L/F out over St. Vast at 3,000 feet at 1950. Light, meager, accurate flak at Countances. Time over the target was 1935 to 1940. Weather over target - 3/10 overcast with base at 2,000 feet and top at 3,500 feet. Visibility 10 miles.
Weather on route - 5-7/10 overcast with base at 3,000 feet and top at 6,000 feet. Haze over channel to 5,000 feet. Time down was 2050 hours.

[redacted]

Mission No. 136
12 July 1944

SECRET

Operation Order No. 446-C
Dive-bombing

1st Effort

FLIGHTS

WHITE

Col. Wells
Lt. Schuele
Lt. Bassler
Lt. Blood

YELLOW

Capt. Hunt
Lt. Childs
Lt. Gsell
Lt. Lesley

RED

Capt. Coulter
Lt. Cline
Lt. Thurston

Squadron led by Colonel Wells. Took off at 0645 and landed at 0945. 7 A/C dropped 15 X 500 lb. GP bombs fused 8-11 second from and angle of 30 degrees. Dive started at 1000 feet and bombs were released at 400 feet. R R tracks just South of Rambouillet cut in one place. Strafed and destroyed 3 trucks on Chartres - Ablis highway. Power station damaged at Jouy, Northeast of Chartres. Meager, heavy, accurate flak near Ecrosnes. Saw 10 plus tanks just South of Rambouillet travelling South toward Ablis at 0815 from 300 feet. Did not attack as ammunition was exhausted. First mission of the day.

Weather over target - 10/10 overcast. 1st layer Bottom at 700 top at 1000 feet. 2nd layer Bottom at 5000 top at 6000. Visibility good. Weather on route - 10/10 overcast. Base 5000 top unknown. Visibility good.

SECRET

Mission No. 137
12 July 1944

Operations Order No. 446-C
Dive-Bombing

2nd Effort

FLIGHTS

WHITE	YELLOW
Major Yarian	Capt. Lowman
Lt. Renner	Lt. Minard
Lt. Buston	Lt. Green
Lt. Schuele	

RED

Lt. Johnston
Lt. Donlon
Lt. Snell

Squadron led by Major Yarian. Took off at 1325. 1 abortive - bombs dropped off on take off, damaged flap and wing. 7 A/C dropped 14 x 500 lb. GP bombs, fused 8 to 11 seconds. All bombs were jettisoned, enemy fighters were sighted. 4 to 6 FW 190s sighted West of Dreux, No flak encountered. L/F in at St. Valery at 12,000 feet at 1415 hours. L/F out at Le Havre at 10,000 feet at 1500 hours. 10/10 overcast at Dreux. Over channel 5/10 overcast at 3,000 feet, 3/10 at 10,000 feet. Time down 1525.

Mission No. 138
14 July 1944

Operations Order No. 450-C
Dive-bombing

1st Effort

FLIGHTS

WHITE

Capt. Coulter
Lt. Childs
Lt. Thomson
Lt. Thurston

YELLOW

Capt. Hackler
Lt. Cline
Lt. Johnston
Lt. Blood

RED

Capt. Gurley
Lt. Kern
Lt. Bassler
Lt. Boze

Squadron led by Captain Coulter. 12 P-47s took off at 1320, 8 with bombs, 4 top cover. 2 A/C dropped 4 X 500 lb. GP bombs, fused 8 to 11 seconds delay, at an angle of 20 degrees. 2 bombs hit and blocked tunnel on single track R R 4 miles NW of Neubourg. 6 A/C jettisoned their bombs when they were bounced. 1 vehicle was destroyed by these bombs. 50 plus F.W. 190s and Me 109s at 1450 hours over town of Brezolles west of Dreux. White leader was bounced by the 50 plus E/A and his flight engaged them. 1 Mel09 was destroyed by White flight leader and 1 Me 109 by White Two. White Three was observed to be hit by a Me 109 and F.W. 190. Lt. Thomson, flying White Three and Lt. Thurston flying White Four are missing. Red flight was bounced by 1 Me 109 in the same vicinity. Lt. Bassler and Lt. Boze were brought to an ALG in France by Red Leader. Bother the pilots were okap.

Weather over target - 6-10/10 overcast. 1st layer top 4,000, bottom 3,000. 2nd layer top 7,000, bottom 5,000 feet. Visibility 3 - 5 miles. Weather on route - 10/10 overcast, bottom 1500 feet, top 5,000 feet. Visibility 1 mile. Last plane was down at 1600

Mission No. 139
17 July 1944

Operation Order No. 84
Dive-bombing

1st Effort

FLIGHTS

WHITE

Capt. Hunt
Lt. Eisele
Lt. Gsell
Lt. Grey

YELLOW

Capt. Coulter
Lt. Black
Lt. Buston
Lt. Bassler

RED

Capt. Woodyard
Lt. Johnston
Lt. Floyd
Lt. Green

Squadron led by Captain Hunt. 12 P-47s dispatched on a dive-bombing mission of oil storage tanks at 813266-826258-818246-807243. 8 A/C dropped 16 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. 12 dropped on the assigned target. 4 on R.R. and road intersection thought to be in the vicinity West of Fougeres. Theise were dropped by Lt. Floyd and Lt. Eisele, who had turned home because of smoke in Lt. Floyd's cockpit, which subsequently disappeared, allowing them to bomb. Dive started at 11,000 feet, bombs dropped at 5,000 feet at an angle of 50 degrees. Several hits observed on oil tanks which seemed to be empty. Initial puffs of black smoke which resulted quickly blew away, and no fires were started. Tanks were painted red. 6 to 9 E/A were observed 10 to 15 miles North of Vire at 10,000 feet. Capt. Coulter claims 1 F.W. 190 destroyed. Lt. Bassler claims 1 F.W. 190 destroyed. Weather on route 5-6/10 overcast with top at 5-6,000 feet. Weather over target 2/10 at 3,000 feet. CAVU.

We started off our first mission from our new base in Normandy with a bang. The bang being the 16 X 500 lb. bombs.

[redacted]

Mission No. 140
18 July 1944

Operations Order No. Z61-1
Beach Patrol

1st Effort

FLIGHTS

WHITE	YELLOW
Major Yarian	Capt. Hunt
Lt. Buston	Lt. Green
Lt. Bassler	Capt. Gurley
Lt. Black	Lt. Johnston

RED

Capt. Hackler
Lt. Gsell
Capt. Woodyard
Lt. Floyd

Squadron led by our great squadron commander, Major Yarian. 12 P-47s took off on American Beach Area Patrol at 0600. Time down was 0715. 50 flak bursts pointed, inaccurate, heavy in the vicinity of Conde Sur Mir. 6 to 8 orange flashed observed by Major Yarian in the vicinity of Periers. Weather over Utah Beach Area 9/10 overcast with top at 5,500 feet and base at 5,000 feet. Weather over Omaha Beach Area clear of clouds. Hazy. Visibility 8 miles down sun, 5 miles up sun.

[redacted]

[redacted]

Mission No. 141
18 July 1944

Operations Order No. Z61-1
Beach and Front Lines Patrol

2nd Effort

FLIGHTS

WHITE	YELLOW
Major Yarian	Capt. Hackler
Lt. Eisele	Lt. Buston
Capt. Gurley	Capt. Coulter
Lt. Johnston	Lt. Bassler

Squadron was led by Major Yarian. 8 P-47s took off on a Patrol Mission at 1100 hours. No flak or E/A were encountered. Patrol time was from 1110 to 1155 hours. Time down was 1205. Weather over front lines was 10/10 overcast with base at 5,000 feet and top unknown. Visibility varied from one to five miles. On West coast poor visibility of one mile. Northeast of Bayeux appeared to be clear. The patrol was uneventful.

[redacted]

Mission No. 142
18 July 1944

Operations Order No. [illegible]
Beach and Front Lines Patrol

3rd Effort

FLIGHTS

WHITE	YELLOW
Capt. Gurley	Capt. Woodyard
Lt. Eisele	Lt. Gsell
Lt. Floyd	Lt. Green
Lt. Black	

Squadron led by Captain Gurley. This is the first time that Captain Gurley has led the squadron and from all reports did a fine job. Everyone was glad to hear of his promotion. 7 P-47s took off at 1445 on the patrol. Patrolled East and West from St. Lo on the first part of patrol mission, then patrolled over the Beachhead areas. Moderate, accurate, heavy and light flak on cross roads Northwest of Periers. Weather South of Cherbourg 10/10 with base at 5,000 feet and top unknown. Visibility 4 miles. Over Cherbourg Penn. Clear but on west coast of Penn. 6/10 at 5,000 feet. Time down was 1645.

[redacted]

0236

[redacted]

Mission No. 143
18 July 1944

Operations Order No. Z61-1
American Beach Area Patrol

4th Effort

FLIGHTS

WHITE	YELLOW
Capt. Hackler	Capt. Hunt
Lt. Johnston	Lt. Green
Lt. Floyd	Lt. Gsell
Lt. Eisele	Lt. Black

Squadron led by Captain Hackler. 8 P-47s took off at 1940 on a Beach Patrol Mission. No flak or E/A was encountered. Time down was 2130. Patrol was uneventful. Weather over Patrol Area was 9/10 overcast with base at 2,000 feet and top at 7,000 feet, visibility poor ½ to 1 mile.

[redacted]

[redacted]

Mission No. 144
19 July 1944

Operations Order No. 87
Ramrod

1st Effort

FLIGHTS

WHITE	YELLOW
Major Yarian	Capt. Coulter
Lt. Porter	Lt. Blood
Lt. Floyd	Lt. Cline
Lt. Wright	Lt. Schuele

RED

Capt. Woodyard
Lt. Childs
Lt. Atkinson
Lt. Gasper

Squadron led by Major Yarian. 12 P-47s took off at 1820 to escort B-26s to Chalonnes Sur L, in the vicinity of Angers. R/V with bombers at Cabourg at 14,000 feet at 1857 hours. T.O.T. was 1942 hours at the bridge at Chalonnes. 2 pilots observed breaks. Wdl at Cabourg at 14,000 feet at 2023 hours. Moderate, inaccurate heavy pointed flak at Gace. Lt. Childs was killed in a forced landing at ALG T-2. Weather over target was 4-5/10 with base at 1,000 feet and top at 2,500 feet, visibility 3 miles, haze. Weather on route - South of Argentan 4/10 scattered up to 4,000 feet. Visibility good. Time down was 2050 hours.

[redacted]

Mission No. 145
20 July 1944

Operations Order No. Z61-1
American Beach Area Patrol

1st Effort

FLIGHTS

WHITE	YELLOW
Capt. Hunt	Capt. Coulter
Lt. Snell	Lt. Minard
Lt. Johnston	Lt. Green
Lt. Wright	Lt. Eisele

Squadron led by Captain Hunt on a American Beach Area Patrol. 8 P-47s took off at 1455. The patrol was uneventful. Patrolled from 1500 to 1640 hours. Heavy, moderate, inaccurate flak at town of Periers. Weather at Caen was 10/10 with base at 7,000 feet and top at 8,000 feet. Beach area - air to air visibility 6 miles, air to ground visibility 1 mile. Time down was 1645.

[redacted]

Mission No. 146
20 July 1944

Operations Order No. Z61-1
American Beach Area Patrol

2nd Effort

FLIGHTS

WHITE	RED
Capt. Hackler	Capt. Gurley
Lt. Renner	Lt. Blood
Lt. Floyd	Lt. Bassler
Lt. Kern	Lt. Cline

Squadron led by Captain Hackler, on a American Beach Patrol Mission. 8 P-47s took off at 1805. Patrol was from 1810 until 1845, at which time they were recalled. Patrol was uneventful. No flak or E/A was encountered. Weather over Bayeux was 10/10 with base at 6,000 feet. East and West of Bayeux 10/10 with base at 5000 feet. Visibility ½ mile. Time down was 1905.

[redacted]

0240

SECRET

Mission No. 147
23 July 1944

Operations Order No. 99
Dive-bombing

1st Effort

FLIGHTS

WHITE

Capt. Hunt
Lt. Boze
Lt. Black
Lt. Donlon

YELLOW

Lt. Buston
Lt. Wright
Lt. Atkinson
Lt. Minard

RED

Capt. Woodyard
Lt. Lesley
Lt. Gsell
McDevitt

Squadron led by Captain Hunt, on a dive-bombing mission of R R bridges. 12 P-47s took off at 1047. 8 planes carried bombs, 4 were top cover. A/C dropped 8 X 500 lb. GP bombs fused 8 to 11 seconds delay. Primary target not attacked. No substitute bridge was seen in this area. Original bridge was observed to be destroyed but not substitute in its place. Squadron proceeded to secondary target, no bridge seen. Attacked tunnel and embankment at T-933334. South end of tunnel destroyed. Embankment not hit. Armed reconnaissance of area not conducted due to bad weather. One bomb was observed to hit in the town which blowed up a building. No flak over target. Heavy, moderate, accurate flak 5 to 10 miles West of Rennes at 3,000 feet. No E/A encountered. Time over target was from 1130 to 1145. Weather over target was 10/10 up to 2,500 feet. Visibility 3 miles. Weather on route was 10/10 up to 3,500 feet. Visibility 3 miles. Time down was 1225.

SECRET

[redacted]

Mission No. 148
23 July 1944

Operations Order No. 99
Dive-bombing

2nd Effort

FLIGHTS

WHITE	YELLOW
Capt. Hackler	Lt. Floyd
Lt. Snell	Lt. Renner
Lt. Green	Lt. Eisele
Lt. Schuele	Lt. Donlon

RED

Lt. Johnston
Lt. Blood
Lt. Cline
Lt. Kern

Squadron led by Captain Hackler on a dive-bombing mission of troop concentrations. 12 P-47s took off at 1405. 8 planes carred bombs, 4 were top cover. 1 of the top cover planes aborted because of mechanical trouble. 8 A/C dropped 8 X 500 lb. GP bombs, fused 8 to 11 second delay tail. 7 bombs were dropped in target area and 1 was brought back to base. Dive started at 2,000 feet and bombs were released at 200 feet at an angle of 10 degrees. Results unobserved. Small arms fire moderate, inaccurate along road to St. Lo. P-51 was seen on the ground at T-543579. Only shell of the plane remained. Appeared to be burned. Time over the target was 1435 to 1440. Weather over target and route 10/10 at 2,500 feet. Visibility 4 to 5 miles with scattered clouds at 2,000 feet. Time down was 1455.

[redacted]

SECRET

Mission No. 149
24 July 1944

Operations Order No. 88
Frag.-bombing

1st Effort

FLIGHTS

WHITE	YELLOW
Major Yarian	Capt. Gurley
Lt. Gasper	Lt. Kern
Lt. Atkinson	Lt. Grey
Lt. Lesley	Lt. Boze

RED"

Capt. Coulter
Lt. Blood
Lt. Tew
Lt. Schuele

Squadron led by Major Yarian on a bombing of troop concentration. 12 P-47s took off at 1045. 12 A/C dropped 24 X 260lb. Frag. bombs in the target area. Dive started at 3000 feet, bombs were released at 1500 feet at an angle of 20 degrees. Difficulty experienced because of many A/C flying in target area. Continual breaking and circling necessary to avoid collisions. Many hit in wood that were identified as target area. Smoke and haze made observations difficult. No E/A or flak encountered. Time over the target was 1150. Many of our trucks were seen in the roads with red rectangles painted on the top. Weather over the target was 9/10 overcast with base at 5,000 feet and top at 6,000 feet. Visibility 2 miles - haze. Time down was 1225.

SECRET

SECRET

Mission No. 150
24 July 1944

Operations Order No. 102
Dive-bombing

2nd Effort

FLIGHTS

WHITE

Lt. Col. Therriault
Lt. Wright
Lt. Eisele
Lt. Minard

YELLOW

Lt. Buston
Lt. Renner
Lt. Tew
Lt. Cline

RED

Capt. Woodyard
Lt. Snell
Lt. McDevitt
Lt. Gasper

Squadron led by Lt. Col. Therriault on a dive-bombing mission of Landing Ground at Varades and strafing of Landing Ground at Brilloy. 12 P-47s took off at 1520, 8 with bombs, 4 escort. 8 A/C dropped 8 X 500 lb. GP bombs with instant fusings. Dive started at 1000 feet and bombs were released at 2,000 feet at an angle of 45 degrees. Bombs hit on open field at Varades, no landing strips seen but 2 single engine A/C were seen on the ground which had been previously destroyed. Time over the target was from 1616 to 1627. No strips seen at either target. Light, moderate, inaccurate flak at Varades. No E/A encountered. Weather 5/10 to 6/10 with base at 4,000 feet and top at 5,000 feet. Visibility 10 miles. Weather on route 4-5/10 with base at 4,000 feet and top at 5,000 feet. Visibility unlimited. Haze below 6,000 feet. Time down 1720.

SECRET

SECRET

Mission No. 151
25 July 1944

Operations Order No. 88
Fragmentation Bombing

1st Effort

FLIGHTS

WHITE

Major Yarian
Lt. Donlon
Lt. Grey
Lt. Boze

YELLOW

Capt. Hackler
Lt. Tew
Lt. Atkinson
Lt. Snell

RED

Lt. Eisele
Lt. Minard
Lt. Schroeder
Lt. Lesley

Squadron led by Major Yarian. 12 P-47s took off on a Fragmentation bombing of troop concentrations. A/C took off at 0848 and landed at 1020. 12 A/C dropped 36 X 260 lb. Fragmentation bombs in the target area. Dive started at 6,000 feet and bombs were released at 2,000 feet, at an angle of 25 degrees. Meager, accurate, heavy flak and intense light and small arms fire in the vicinity of Tardardere. No E/A encountered. Time over the target was 0950. Weather over target was 10/10 with base at 10,000 feet. Haze to 8,000 feet and visibility 5 miles from 6,000 feet.

SECRET

SECRET

Mission No. 152
25 July 1944

Operations Order No. 88
Dive-bombing

2nd Effort

FLIGHTS

WHITE

Capt. Hackler
Lt. Cline
Lt. Wright
Lt. Boze

YELLOW

Capt. Woodyard
Lt. Schroeder
Lt. Tew
Lt. Schuele

RED

Capt. Gurley
Lt. Blood
Lt. Grey
Lt. Kern

Squadron led by Captain Hackler on a dive-bombing mission of gun and mortar emplacements. 12 P-47s took off at 1823, 8 with bombs, 4 escort. 16 X 500 lb. GP bombs, fused 1/10 nose, 1/40 tail, dropped in the target area. Dive started at 6,000 feet, bombs were released at 2,500 feet at an angle of from 30 to 40 degrees. At T-357717, which was a machine gun nest in a church steeple, bombs hit 75 yards from the church. 4 hits in field North of house in cross roads. At T-355704, 4 hits of West and 4 hits to the North of the house. Time over the target was 1848. Weather over target 10/10 with base at 7,000 feet and top at 8,500 feet. Visibility 10 miles. Weather over target 10/10 base at 7,000 feet and top at 8,500 feet. Visibility 10 miles. Time down 1915.

SECRET

Mission No. 153
26 July 1944

Operations Order No. 94
Dive-bombing

1st Effort

FLIGHTS

WHITE	YELLOW
Major Yarian	Capt. Coulter
Lt. Snell	Lt. Kern
Lt. Atkinson	Lt. Eisele
Lt. Lesley	Lt. Donlon

RED

Lt. Buston
Lt. Renner
Lt. McDevitt
Lt. Minard

Squadron led by Major Yarian in a dive-bombing mission of enemy strong points. 12 P-47s took off at 0612 and landed at 0715. 12 A/C dropped 24 X 500 lb. GP bombs, fusing 1/10 nose and 1/40 tail. 23 hits in target area, 1 jettisoned. Dive started from 5,000 feet and bombs were released from 2,000 feet at an angle of 25 degrees. Time over target was 0635. Bombs hit on roads and orchard and in a small clump of woods at T-615623. Results of bombing unobserved. 3 bursts of flak left of target, heavy and inaccurate. No E/A seen. Over target light clouds, 6/10 visibility base 5,500 top 6,000 feet. Visibility 10 miles.

Mission No. 154
26 July 1944

Operations Order No. 94
Dive-bombing

2nd Effort

FLIGHTS

WHITE

Major Yarian
Lt. Snell
Lt. Atkinson
Lt. Lesley

YELLOW

Capt. Coulter
Lt. Kern
Lt. Eisele
Lt. Donlon

RED

Lt. Buston
Lt. Renner
Lt. McDevitt
Lt. Minard

Squadron led by Major Yarian on a dive-bombing of troop concentrations. 12 P-47s took off at 1038. 24 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. 14 in target area, 10 jettisoned. Dive started at 7,000 feet and bombs were released at 3,500 feet at an angle of 10 degrees. Did not bomb primary target due to over cast. Hit target of opportunity which was roads between Flers and Argentan, no results observed. Heavy and light, intense, accurate flak at 6,000 feet in the vicinity of Argentan. From Falise to Ville, heavy, accurate, intense flak. Lt. Buston was seen to bail out 4 to 5 miles North of Argentan at 1145. Chute seen to open and Lt. Buston seen to stand up. Major Yarian hit but flak but managed to bring his ship back to the base. Weather 10/10 over target with base at 1500 feet and top at 3,000 feet. Visibility 10 miles. Time over the target was 1200 and time down was 1220.

Mission No. 155
26 July 1944

Operations Order No. 94
Dive-bombing

3rd Effort

FLIGHTS

WHITE

Capt. Hackler
Lt. Wright
Lt. Cline
Lt. Blood

YELLOW

Capt. Gurley
Lt. Tew
Lt. Schroeder

RED

Capt. Woodyard
Lt. Boze
Lt. Grey
Lt. Schuele

Squadron led by Captain Hackler on dive-bombing mission against churchsteeples in Millieres and Periers, containing machine gun nests, and observation posts for artillery. 12 P-47s took off at 1625 and landed at 1730. 12 A/C dropped 24 X 500 lb/ GP bombs fused 8 to 11 seconds delay on the target area. Start of dive was from 6,000 feet and bombs were release at 300 feet at an angle of 30 degrees. Time over the target was 1647. Periers - church hit, half gone. Steeple still standing. Millieres - church demolished, steeple still standing. Big hole in steeple and it was also hit by strafing. Moderate, inaccurate, pointed light flak at Periers. Moderate, accurate, light flak at Millieres. Weather over target was 5/10 overcast from 3,000 feet to 5,000 feet. Visibility 10 miles.

[redacted]

Mission No. 156
27 July 1944

Operations Order 114
Dive-bombing

1st Effort

FLIGHTS

WHITE

Capt. Hackler
Lt. Wright
Lt. Cline
Lt. Blood

YELLOW

Capt. Gurley
Lt. Lesley
Lt. Tew
Lt. Kern

RED

Lt. Atkinson
Lt. Boze
Lt. Schroeder
Lt. Schuele

Squadron led by Capt. Hackler on a dive-bombing mission of M/Y at Pontoresen, alternate target - bridge at Chateanbourg also armed reconnaissance vicinity of J8524. 12 P-47s took off at 0950, 8 with bombs, 4 escort. 8 A/C dropped 16 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail, all hits in the target area. Dive started from 3,000 feet and bombs were released at 1000 feet at an angle of 30 degrees. Bombed M/Y, 6 to 8 hits seem to hit in yard. At Sille, train of about 40 to 50 boxcars, no locomotive, strafed. Hits observed on the cars. No flak or E/A encountered. Time over the target was 1045. Weather over target was 8/10 with base at 2,000 feet and top at 9,000 feet. Laval area visibility good. 10/10 base at 2,000 feet top at 9,000 feet, with visibility 2 to 3 miles in the Cherbourg area. Time down was 1200. White flight landed at Strip #8.

[redacted]

SECRET

Mission No. 157
27 July 1944

Operations Order No. 114
Dive-bombing

2nd Effort

FLIGHTS

WHITE

Lt. Col. Therriault
Lt. Snell
Lt. Eisele
Lt. Minard

YELLOW

Capt. Woodyard
Lt. Porter
Lt. McDevitt
Lt. Kern

RED

Lt. Floyd
Lt. Fenner
Lt. Grey
Lt. Donlon

Squadron led by Col. Therriault on a dive-bombing of enemy strong points and infantry positions. 12 P-47s took off at 2018. 12 A/C dropped 24 X 500 lb. GP bombs, fused 8 to 11 seconds delay in the target area. Dive started at 4,000 feet, bombs released at 1,000 feet at an angle of 25 to 30 degrees. All bombs hit within 100 to 200 yards of the target. Heavy, moderate, accurate, light, inaccurate flak in woods at T-5865871. 1 plane cat. A. Weather over the target was 10/10 with base at 4,000 feet top at 4,200 feet. Visibility 10 miles. On route visibility was 6 to 8 /10 with top at 4,200 feet and base at 2,000 feet. Visibility 10 miles. Time over the target was 2027. Time down was 2055.

SECRET

Missions No. 158, 15, & 160
28 July 1944

Operations Order No. 117
Dive-bombing

1st Effort

FLIGHTS

WHITE

Capt. Gurley
Lt. Schuele
Lt. Cline
Lt. Boze

3rd Effort

FLIGHTS

YELLOW

Capt. Hackler
Lt. Lesley
Lt. Atkinson
Lt. Gasper

2nd Effort

RED

Lt. Tew
Lt. Wright
Lt. Schroeder
Lt. Blood

White flight took off at 0613 on a mission to support tanks and dive bomb strong points. 4 A/C dispatched, 1 damaged by flak. 8 X 500 lb. GP bombs, fused 1/10 to 1/40 fusings, 4 jettisoned and 4 returned to base. Not dropped on target due to weather. Light, intense, accurate flak from the enemy tanks. 8/10 overcast with top at 6,000 feet base at 5,000 feet. Above St. Lo 10/10 from 200 to 1000 feet. Visibility ½ mile. Time down was 0725.

Red flight took off at 0700 on a mission to support and help tanks by dive-bombing. 8 X 500 lb. GP bombs, fusing 1/10 nose and 1/40 tail. 2 bombs jettisoned, 6 returned to base. Weather conditions not permitting bombing. No enemy reaction. 10/10 overcast from 300 feet to 6,000 feet. Time down was 0735.

Yellow flight took off at 0740 on a tank support mission. 8 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail dropped on target area. Dive started from 800 feet. 6 vehicles destroyed by strafing and bombing. 1 large mobile gun strafed. 1 large mobile gun bombed. 2 small tanks strafed. 1 heavy tank hit. No enemy reaction. 8/10 overcast over target with base at 500 top at 800 feet. On route 9/10 with base at 500 top at 3,000 feet. Time down was 0905.

SECRET

Missions No. 161, 162 & 163
28 July 1944

Operations Order No. 117
Ground Support

4th Effort

WHITE

Capt. Woodyard
Lt. Renner
Lt. Kern
Lt. Snell

5th Effort

RED

Lt. Grey
Lt. Porter
Lt. Eisele
Lt. Minard

6th Effort

YELLOW

Lt. Floyd
Lt. Boze
Lt. Wright
Lt. Gasper

White flight took off at 1508 on a ground support mission directed by the controller. No bombs carried. Strafed 5 horse drawn guns attacked and hit at 4741. Hit observed, horses killed. Strafed 6 horse drawn vehicles on road between 448377 and 450390, some hit, horses cut loose. Strafed 4 small German vehicles, all hit, white smoke screen was put up after 3rd pass. Strafed 2 horse drawn guns at unidentified place NE of Montray. Moderat, accurate, light flat at 480380. 5/10 over target base from 1800 to 2000 feet, top at 6,000 feet. Visibility good. Time down was 1545.

Red flight took off at 1558 on a ground support mission directed by the controller. Strafed tank at vicinity of 500420. Accurate, heavy flak at 540446. Outbreak now at Villebaude. 8/10 overcast base at 3000, top at 6,000 feet. Visibility good. Lt. Porter last seen on turn for home. Time down was 1705. Time over target was 1730.

Yellow flight took off at 1645 on a ground support mission directed by the controller. No bombs carried. Flight bounced by 2 F.W. 190s which were with 2 others that stayed up in the overcast as top cover. On the first pass by the F.W. 190s, Lt. Floyd was hit and seen to catch on fire. He bailed out in the vicinity of 420447 at 1740 hours. The rest of the flight pursued the enemy but could not find them for the overcast. Lt. Wright got in a short burst but was out of range. 8/10 overcast with base at 3,000 feet and toop at 6,000 feet. Visibility good. Time down 1810.

SECRET

SECRET

Missions No. 164, 165 & 166
28 July 1944

Operations Order No. 117
Ground Support

7th Effort

WHITE

Capt. Gurley
Lt. Blood
Lt. Atkinson
Lt. Lesley

9th Effort

YELLOW

Capt. Hackler
Lt. Cline
Lt. Schroeder
Lt. Kern

8th Effort

RED

Lt. Tew
Lt. Schuele
Lt. McDevitt
Lt. Renner

White flight took off at 1940 on a ground support mission of troops and tanks. Strafed 2 trucks at T-3924 - many strikes observed. 30 trucks observed between Villediern and Vire on the road. No enemy reaction. 9/10 overcast with top at 3,500 feet. Visibility good. 2/3/10 North of Carentan 1500 to 2500 broken. Time down was 2100.

~~Red~~ Yellow flight took off at 2130 on a ground support mission of troops and tanks. Support uneventful. Light and heavy, intense flak vicinity of 480580. SW of St. Lo 10/10 overcast from 3000 to 3500 feet. Visibility good. 6/10 N of Periers from 3000 to 3500 feet. Time down was 2230.

~~Yellow~~ Red flight, took off at 2025 on a ground support mission of troops and tanks. No bombs carried. Car strafed and destroyed South of Deupont at T-8000. Locomotive at Marcelle Y-4072 attacked and hit - well peppered. Reconnaissance destroyed at Y-9675. Light, meager, inaccurate at Granville. 2 tanks on Road running SE from Flers, 10/10 overcast from 2500 South of Vire. 10/10 4000 feet North of Vire. Visibility good. Time down was 2250. Time over the target was 2035 to 2240.

SECRET

0254

SECRET

Missions No. 167, 168 & 169
29 July 1944

Operations Order No. 118
Troop and Tank Support

1st Effort

WHITE

Capt. Woodyard
Lt. Snell
Lt. McDevitt
Lt. Lesley

2nd Effort

RED

Lt. Eisele
Lt. Minard
Lt. Wright
Lt. Renner

3rd Effort

YELLOW

Lt. Tew
Lt. Gasper
Lt. Schroeder
Lt. Blood

White flight took off at 0640 on a troop and tank support mission. 4 P-47s carried 8 X 500 lb. GP bombs, fused 8 to 11 second delay tail fuse. 4 hits in target area, 4 bombs returned to base. Dive started from 2,000 feet and bombs were released at 800 feet at an angle of 40 degrees. 2 trucks destroyed in the vicinity of T-5428. Many trucks and tanks seen parked on road and in trees. Captain Woodyard hit while dive on a tank, on the second pass. He was seen to bail out at 0726 in the vicinity of T-4050. He was picked up by infantry and armormed forces and returned to his squadron. Intense, accurate, light flak at target from tanks and vehicles. 9/10 from 1000 to 1000 feet. 10/10 from 3000 to 4000 feet. Visibility poor over clouds. Time down was 0745.

Red flight took off at 1140 on a troop and tank support mission. 4 A/C carried 8 X 500 lb. GP bombs, fused 8 to 11 second delay tail fuse. 8 bombs returned to base. Support and patrol uneventful. Intense, light and heavy accurate flak at T4253. 1 A/C cat. A. 10/10 over target with base at 4000 feet, top unknown. Visibility good south of St. Lo. South of La Haye no clouds. Time down was 1250.

Yellow flight took off at 1245 on a troop and tank support mission. 8 X 500 lb. GP bombs, fused 8 to 11 second delay tail. All bombs dropped in target area. Dive started at 2,500 feet, bombs released at 1500 feet at an angle of 40 degrees. Time over target was from 1255 to 1345. 1 tank attacked NE of 511468, tank not hit. 4 bombs dropped at bridge at 516456, hits on each side of the bridge. 2 cars hit going into E Tessy sur Vire. 2 tanks on road from Villedieu - Pontfaroy. 7 to 8 tanks observed on the road from Vire to Beaumesnil. No enemy reaction on route. Small arms and light flak over bridge. 10/10 from 5 to 6,000 feet. Visibility 5 to 6 miles, over the bridge. 3-4/10 ft. base at 5000 feet, top at 6,000 feet. Visibility 10 miles. Time down 1400.

Missions No. 170, 171 & 172 [redacted] Operations Order No. 118
29 July 1944 Troop and Tank Support

4th Effort

WHITE

Lt. Atkinson
Lt. Kern
Lt. Cline
Lt. Boze

6th Effort

YELLOW

Capt. Hackler
Lt. Wright
Lt. McDevitt
Lt. Minard

5th Effort

RED

Capt. Fishel
Lt. Schuele
Lt. Grey
Lt. Snell

White flight took off at 1338 on a support mission. 8 X 500 lb. GP bombs, fused 8 to 11 seconds delay tail. Dive started from 2,500 feet with bombs released at 1000 at an angle of 45 degrees. Bridge at 518473 bombed, damaged, also strafed. Light and heavy intense flak at T-510470. 2 A/C cat. AC, 1 Cat. A. Time over target 1346to 1435. Over target 5/10 with base at 2,700 and top at 3,500 feet. Visibility 7 to 8 miles. Time down 1445.

Red flight took off at 1438 with 8 X 500 lb. GP bombs. All bombs dropped in target area. Dive from 3,500 feet, bombs released at 1000 feet at an angle of 30 degrees. All hits short of the bridge. 1 near the West side. Heavy flak, intense and accurate, light flak surrounding the bridge, intense and accurate. 6 guns in field not camouflaged at 518475. These positions strafed, hits observed. 9/10 with base at 4,500 feet and top at 7,000 feet. Visibility 10 miles. Time down was 1550.

Yellow flight took off at 1548 with 8 X 500 lb. GP bombs. all bombs dropped in the target area. Dive from 8,000 feet bombs released at 3,000 feet at an angle of 60 degrees. 1 hit on bridge. 1 crate on west side and one 1 East side of bridge. Bomb crater all over the road. Heavy flak and light, moder, inaccurate. Tanks seen on road North and South of Persy. Not attacked. 9/10 overcast with base at 4,000 and top at 5,000 feet. Visibility 8 miles. On route 10/10 with base at 2,000 feet, top unknown. Time over the target was from 1558 to 1645. Time down was 1655.

SECRET

Mission No. 173
29 July 1944

Operations Order No. 118
Controlled Ground Support

7th Effort

FLIGHT

WHITE

Capt. Gurley
Lt. Lesley
Lt. Gasper

Flight led by Captain Gurley took off at 1650 hours on a controlled ground support mission of the front lines. 3 A/C carried 6 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. All 6 bombs returned to the base. Mission was recalled. 6 trucks seen at Gravay going South. 7-8/10 overcast with top unknown and base at 3,500 feet. Visibility 10 miles. West of Gravay 3/10 scud at 2,000 feet. Time down was 1745.

SECRET

[redacted]

Missions No. 174, 175 & 176
30 July 1944

Operations Order No. 119
Controlled Ground Support

1st Effort

WHITE

Lt. Tew
Lt. Blood
Lt. Wright
Lt. Schuele

3rd Effort

YELLOW

Lt. McDevitt
Lt. Brak
Lt. Atkinson
Lt. Minard

2nd Effort

RED

Schroeder, Lt.
Lt. Boze
Lt. Kern
Lt. Renner

White flight took off at 1216 on a controlled ground support. 4 A/C dispatched. 8 X 500 lb. GP bombs dropped in the target area. Dive started at 800 feet and bombs were released at 100 feet at an angle of 30 degrees. Tanks attacked at 248321, no hit observed. Straffed trucks at 251319, strikes all over the trucks. No enemy reaction. 9/10 overcast over target from 1000 to 5000 feet. Visibility 10 miles. Time over the target was from 1226 to 1305. Time down was 1325.

Red flight took off at 1248 on a controlled ground support mission. 4 A/C dropped 8 X 500 lb. GP bombs fused 8 to 15 seconds delay tail on the target area. Dive from 1000 feet bombs released at 300 feet, at an angle of 30 degrees. Bombs dropped on 3 lines of goods wagons that had 15 cars in each line. Strafed tanks, locations unknown. No reaction from the enemy. Weather over target 2/10 overcasf from 1000 to 5000 feet. Visibility 10 miles. Time over the target was from 1300 to 1400. Time down was 1415.

Yellow flight took off at 1515 on a controlled ground support mission. 4 A/C carried 8 X 500 lb. GP bombs, fused 8 to 15 second delay tail. Dive from 1,000 feet, bombs released from 300 feet, at an angle of 30 degrees. 3 tanks straffed at 425192 - damaged. Bombs dropped on horse drawn artillery - strafed after, killing 4 or 5 horses. Strafed horse drawn artillery at 520145, horses and artillery both hit. 2 artillery pieces strafed at 389417, horses and guns both hit. No enemy reaction. Over target 9/10 overcast from 1000 to 5,500 feet. Visibility 10 miles. Time over the target was from 1530 to 1610. Time down was 1625.

[redacted]

Missions No. 177, 178 & 179
30 July 1944

Operations Order No. 119
Dive-bombing and Support

4th Effort

WHITE

Capt. Hackler
Lt. Cline
Lt. Grey
Lt. Lesley

6th Effort

YELLOW

Capt. Gurley
Lt. Black
Lt. Brak
Lt. Renner

5th Effort

Red

Capt. Coulter
Lt. Snell
Lt. Eisele
Lt. Gasper

White flight took off at 1555 on a dive bombing mission. 4 A/C carried 8 X 500 lb. GP bombs. All bombs in target area. Dive from 2,000 ft., bombs released at 1,000 feet at an angle of 40 degrees. Bombed tanks at 416414 - 1 tank hit. Other tanks bombs east of this point. No enemy reaction. 6-7/10 from 500 to 1500 feet. Visibility 10 miles. Time over target 1615 to 1705. Time down 1730.

Red flight took off at 1810 on a dive bombing mission. 4 A/C dropped 8 X 500 lb. GP bombs on the target area. Dive from 5,000 feet, bombs released at 2,000 feet, at an angle of 40 degrees. Horse drawn artillery at 440125 bombed and strafed. Hits on personnel and guns. One truck straffed at 412130 - damaged. One German jeep strafed at 441115. No enemy reaction. Our troops seen in Avranches and on road from Grondville. Weather over target 2/10 from 2,000 to 3,000 feet. Visibility 10 miles. Time over the target was from 1835 to 1930. Time down was 1950.

Yellow flight took off at 1855 on a dive bombing mission. 4 A/C dropped 8 X 500 lb. GP Bombs on the target area. Dive from 1000 feet., bombs released at 100 feet at an angle of 20 degrees. Bombed and strafed horse drawn artillery. One supply vehicle destroyed and seen to explode. No enemy reaction. Weather over target 3-4/10 with base at 800 and top at 1500 feet. Visibility 10 miles. Time over the target was from 1905 to 2010. Time down was 2025.

[redacted]

Mission No. 180
31 July 1944

Operations Order No. 120
Dive-bombing

1st Effort

FLIGHTS

WHITE

Lt. Col. Therriault
Lt. Cline
Lt. Brak
Lt. Wright

YELLOW

Lt. Gsell
Lt. Lesley
Lt. Gasper
Lt. Snell

RED

Lt. Johnston
Lt. Kern
Lt. Black
Lt. Minard

Squadron led by Colonel Therriault took off on a dive-bombing mission of a bridge at Tessy Sur Vire, at 1045. 8 A/C carried16 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail. 4 A/C top cover. All bombs returned to base due to bad weather and the target could not be found. No enemy reaction. Time over the target was from 100 to 1200. Time down was 1223. Weather over bridge was 8-9/10 with base at 1500 feet and top at 3,000 feet. Visibility good.

[redacted]

0260

[redacted]

Mission No. 181
31 July 1944

Operations Order No. 120
Dive-bombing

2nd Effort

FLIGHTS

WHITE

Capt. Gurley
Lt. Schuele
Lt. Tew
Lt. Boze

YELLOW

Capt. Hunt
Lt. Black
Lt. Schroeder
Lt. Brak

RED

Lt. Green
Lt. Renner
Lt. Bassler
Lt. Blood

Squadron led by Captain Gurley on a dive-bombing mission of road South of Montbray. 12 A/C took off at 1815. 8 A/C carried 16 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail. 4 A/C top cover. All bombs returned to base. Target could not be found. Time over the target was from 1825 to 1925. Light and heavy, meager flak at Forest De Lt. Very haze, visibility 1 to 2 miles. 5/10 up to 6,000 feet. Time down was 1940.

[redacted]

365TH FIGHTER SQUADRON A/Y6
APO 141 U.S. Army

22 July 1944

SQUADRON ORDER)

NUMBER 11)

1. Effective this date 2d Lt. STEVE NMI IAZZIO, O-1589983, 365th Fighter Squadron is assigned additional duty as assistant Adjutant, vice 1st Lt. KARL A. HANSEN, O-571934, relieved.

2. Effective this date 2d Lt. STEVE NMI IAZZIO, O-1589983, 365th Fighter Squadron, is assigned additional duty as Commander of the Guard.

/s/ Burton D. Yarian,
/t/ BURTON D. YARIAN,
Major, Air Corps,
Commanding.

THIS IS A TRUE COPY:

Laurel M. Henley
LAUREL M. HENLEY,
1st Lt., Air Corps,
Adjutant.

365TH FIGHTER SQUADRON A/Y5
APO 141 U.S. Army

24 July 1944.

SQUADRON ORDER)

NUMBER 12)

1. Captain ALVIN S. GUTHRIE, O-563183, is relieved of primary duties as Squadron Adjutant and assigned primary duty as Squadron Executive Officer vice Major FRANK D. PEBBLES, relieved, effective 17 July 1944.

2. 1st Lt. LAUREL M. HENLEY, O-572002, is relieved primary duty as Squadron Supply Officer and assigned primary duty as Squadron Adjutant, effective 17 July 1944.

3. Effective this date, 1st Lt. ROBERT C. GILBERT JR., O-568290, is assigned primary duty as Squadron Supply Officer.

/s/ Burton D. Yarian,
/t/ BURTON D. YARIAN,
Major, Air Corps,
Commanding.

THIS IS A TRUE COPY:

Laurel M. Henley
LAUREL M. HENLEY,
1st Lt., Air Corps,
Adjutant.

365TH FIGHTER SQUADRON
APO 141 U.S. Army

31 July 1944

SQUADRON ORDER)

NUMBER 13)

1. Capt. JAMES F. HACKLER Jr., O-25767, is relieved of primary duty as Squadron Ass't Operation Officer and assigned primary duty as Squadron Operation Officer vice Capt. GEORGE W. HUNT, Relieved, effective 26 July 1944.

2. Capt. ROBERT R. FISHEL, O-25459, is relieved of primary duty as Squadron "B" Flight Commander and assigned primary duty as Squadron Ass't Operation Officer effective 26 July 1944.

3. Capt. HOWARD L. GURLEY Jr., O-675696, is assigned primary duty as Squadron "B" Flight Commander, effective 26 July 1944.

4. Capt. JEAN K. WOODYARD Jr., O-672731, is relieved of primary duty as Squadron "D" Flight Commander and assigned primary duty as Squadron "C" Flight Commander vice Capt. RAYMOND P. LOWMAN relieved, effective 17 July 1944.

5. 1st Lt. ALBERT P. GSELL, O-675762, is assigned primary duty as Squadron "D" Flight Commander, effective 17 July 1944.

/s/ George W. Hunt Jr.,
/t/ GEORGE W. HUNT Jr.,
Capt., Air Corps,
Commanding.

THIS IS A TRUE COPY:

Laurel M. Henley
LAUREL M. HENLEY,
1st Lt., Air Corps,
Adjutant.

DECLASSIFIED
DOD DIR 5200.9

SQ-FI-3655-M1
1800, 444

DECLASSIFIED
DOD DIR 5200.9

MICROFILMED

[redacted]

RESTRICTED

[redacted]
APO 141 U. S. Army

[redacted]

Following is the history of the 358th Fighter Squadron during the month of August 1944. This [redacted] is attached to [redacted] with 1A Fighter Command Memorandum No. 8, 21 October 1943, Headquarters 1st Fighter Command.

[redacted] CLASSIFIED
DOD DIR 5200.9

1. [redacted]

The 358th Fighter Squadron carried on its normal flying [redacted] during the month. During the month the Squadron transferred from one station to another.

11. Strength of Squadron 31, 1944.

Enlisted Men	256
Officers	32
Increase Enlisted Men	9
Increase Officers	16
Decrease Enlisted Men	3
Decrease Officers	9

61

Officers assigned to the Squadron during the month of August.

2nd Lieutenant's Norman Benz, Charles G. Dickerson, Russell A. Mann, asgd and jd from Hq, 358th Fighter Group per par #3, S.O. 80, Hq, 358th Fighter Group, 1 August 1944.

2nd lt. Frank L. Hollarbush, asgd and jd from Hq, 358th Fighter Group per par #2, S.O. #92, Hq, 358th Fighter Group, 14 August 1944.

Capt. Paul M. Bell, asgd and jd from Hq, 358th Fighter Group per par #4, S.O. #93, Hq, 358th Fighter Group, 17 August 1944.

1st Lt. Emanuel Haber asgd and jd from Hq, 358th Fighter Group per par #5, S.O. #96, Hq, 358th Fighter Group, 21 August 1944.

Capt. James C. Milledge, asgd and jd from Hq, 358th Fighter Group per par #2, S.C. #98, Hq, 358th Fighter Group, 25 August 1944.

2nd Lt's William W. Crawford, Hayman [illegible], Robert L. Dixon, Donald B. Hockler, and F/O John K. Carlson, asgd and jd from Hq, 358th Fighter Group per par #1, S.O. #97, Hq, 358th Fighter Group, 24 August 1944.

Enlisted men assigned to this Squadron during August.

S/Sgt Jink C. E. Hobson, Pfc Martin B. Mitchi.., Pvt. John L. Hern, Pvt. Earl J. Trimmer, asgd and jd from Hq, 358th Fighter Group, per par #1 &2, S.O. #84, Hq, 358th Fighter Group, 30 July 1944.

[redacted] CLASSIFIED
DOD DIR 5200.9 [redacted]

0268

Pvt. Peter A. Bianchi, asgd and jd from Hq, 358th Fighter Group per par #1, S.O. #86, Hq, 358th Fighter Group, 1 August 1944.

Sgt. Robert L. Taylor, asgd and jd from 12th Replacement Control Depot, per par #215, from AC, 12th Replacement Control Depot, 10 August 1944.

Pvt. Joseph Sano, asgd and jd from 188th Medical Dispensary per memo 55-15, Hq, 9th Air Force, dated 1 July 1944, 12 August 1944.

Pvt. Warren L. Kammerdeuler, asgd and jd from Hq, 358th Fighter Group, per par #3, S.O. #99, Hq, 358th Fighter Group, 27 August 1944.

Cpl. James D. Harris, asgd and jd from 188th Medical Dispensary as of 26 August 1944.

Transfer of Officers during the month of August.

Capt. Howard L. Gurley, Jr., 1st Lt. James D. Grey, 1st Lt. Albert S. Gseal, Jr., from duty to temp duty, Casual Pool, 12th R.C.D., Sta 591, awaiting transfer for rest and recuperation per par #1, S.O. #75, Hq, XIX Tactical Air Command, 5 August 1944.

Capt. James F. Mackler, Jr., relvd from asgt and asgd to Hq, 358th Fighter Group, per par #1, S.O. #95, Hq, 358th Fighter Group, 26 August 1944.

Capt. Darwin A. Johnson, from duty to relvd fr asgt and asgd to Hq, 358th Fighter Group, per par #5, S.O. #92, Hq, 358th Fighter Group, 17 August 1944.

1st Lt. Karl A. Hansen, from duty to relvd fr asgt and asgd to Hq, 358th Fighter Group, per par #6, S.O. 96, Hq, 358th Fighter Group, 21 August 1944.

1st Lt. Leroy J. Lanor fr duty to relvd from asgt and asgd to Hq, 100th Fighter Wing, per par #1, S.O. #100, Hq, 100th Fighter Wing, 25 August 1944.

Transfer of Enlisted men: Nil

Promotions of Officers: Nil

Promotions of Enlisted men during August.

Cpl. Albert W. Maier to Sgt.; Cpl. Charles A. Martindale to Sgt.; Pvts John R. Vaughn, Thomas J. Davidson, John A. Bittle, Jr., Edward McCaffery, Robert H. Stoneking, Atlee A. Grey, Thomas P. O'Malley, to Pfc.

Above men aptd per par #4, S.O. #86, Hq, 358th Fighter Group, 1 August 1944.

[redacted]

III. [redacted]

Lt. Charles A. Kern was killed in action on 2 August 1944 during an armed reconnaissance mission, halfway between Montivy and Londeac in France, when the blast from his own bombs which he had released on an enemy motor convoy from an extremely low altitude, caused his aircraft to flip over on its back and go into the ground where it exploded and burned. Lt. Kern joined the outfit in England, had 50 sorties to his credit and had been awarded the Air Medal and 3 Oak Leaf Clusters and had been recommended for the 4th Cluster.

Lt. John A. Minard was on an armed reconnaissance mission on 11 August 1944, when his aircraft was hit by flak in the vicinity of La Celle-St. Avant. He was seen to parachute safely to the ground and land in a nearby woods. He is missing in action. He had flown 50 sorties and had been awarded the Air Medal and 3 Oak Leaf Clusters and had been recommended for the 4th Cluster. Although he has not been heard of since the day he went down, much hope is held out for his safety, in view of the return of several others among our pilots who were previously reported as missing in action.

Lt. Joseph Atkinson, master of "Gyro" the Squadron mascot dog, was on an armed reconnaissance mission on 16 August 1944 when his aircraft was hit by flak approximately 7 miles south of Gisors in France. He, too, was observed to parachute safely to the ground and land in a nearby field. He was reported missing in action, but has just turned up safe and sound.

Lt. Harry L. Bassler was killed in action on 22 August 1944, during a strafing attack in the vicinity of Chalons, when his aircraft failed to pull out of a steep dive. Lt. Bassler, a smiling, friendly fellow was one of our original pilots, and one of the most popular officers throughout the Group. He has flown 141g sorties, had been awarded the Air Medal and 11 Oak Leaf Clusters and had been recommended for the 12th Cluster, and had just been appointed a flight commander. His loss saddens us deeply.

During the month, two of our pilots were wounded in action. On 25 August, Capt. Robert A. Fishel, our operations officer, while flying a mission in close support of infantry attacking the German garrison at Brest, received flak wounds on his left upperpart of his arm and neck during a bomb run on shipping in Brest Harbor. Living up to the highest ideals and traditions of our Air Forces, Capt. Fishel completed his run and bombed the target, even though he knew he had been hit, and the enemy continued to fire flak at his aircraft. Capt. Fishel was awarded the Purple Heart in Army Air Force Field Hospital 40-2 on August 27, 1944 and has since then completely recovered from his wounds

Capt. James C. Elledge, one of our original pilots was recently welcomed back to the squadron as a flight commander following six months of duty as an operations officer in higher headquarters. On August 31 Capt. Elledge while flying his second mission since his return to the organization was wounded in his right side by fragments

[redacted]

[redacted]

of flak while operating in close support of infantry units attacking Brest. In spite of his wounds, Capt. Smedge skillfully executed the mission, led his flight home, and landed his aircraft perfectly.

It is a joyous and memorable occasion when a squadron celebrates the safe return of a pilot who was previously believed lost to enemy action. Our squadron enjoyed the remarkable and unprecedented good luck this month of welcoming back to the organization 3 pilots officially listed as missing in action. They are Capt. John M. Huston, Lt. William E. Thurston, and Lt. Joseph Atkinson. We have also heard that a fourth pilot, Lt. Paul B. Lloyd is also safe and at the moment convalescing in a field hospital from injuries incurred when he parachuted out of his burning aircraft behind the German lines. This is a great record for our squadron, and no praise that can be spoken in behalf of these men can be deemed adequate for their accomplishments. Each of them had the same type of story to relate, although the details varied from case to case. All of them spent a great many days hiding out in the front lines, living under the worst conditions possible, getting little food and virtually no rest, and constantly dodging enemy fire. Perserverance, fortitude and ingenuity enabled them to overcome all obstacles and resist capture by the enemy. Capt. Huston in particular distinguished himself by capturing 5 Germans and furnishing his receivers with information which led directly to the capture of 42 others. These men have all done a grand job and are soon to be returned to the United States, where they will enjoy a well earned rest and respite from the evils of war. We hate to see them leave us, but we wish all them good luck, and hope that we will meet again someday.

IV. ETO STATIONS OCCUPIED

The 365th Fighter Squadron was exposed to another change of locale during the month, its first move in France. Our forward echelon of 12 Officers and 64 Enlisted men departed by motor convoy from Cretteville A-5 14 at 0830 on 14 August, and arrived in Montorson, A-44 28 at 1400 hours in the afternoon. The air echelon of 24 Officers and aircraft departed A-5 14 at 1150 hours on 15 August and arrived at A-44 28 at 1215. The rear echelon of 4 Officers and 165 Enlisted men departed A-5 14 at 1700 hours 16 August and arrived at 2100 hours.

V. AWARDS AND DECORATIONS.

Capt. Jean K. Woodyard, Jr. was awarded the Distinguished Flying Cross at Wing Headquarters on 27 August 1944 by Major General Vandenburg, Commanding the 9th Air Force, in the presence of Brigadier General Weyland, Commanding the XIX Tactical Air Command, and other high ranking officers. Capt. Woodyard was also awarded the Purple Heart in AAF Field Hospital 40-2 on 7 August for injuries sustained in bailing out of his aircraft after it had been hit by flak from tanks on 29 July 1944.

[redacted]

Capt. Robert R. Fisher was awarded the Purple Heart in mid field hospital #2-2 on 27 August for wounds sustained by flak over Brest on 25 August 1944.

VI. [redacted] =

The trip southward from our old base to the new one was an extremely interesting one as it afforded all of us an opportunity to look over a part of the country which only a few weeks before had been the battleground for some of the most decisive and fierce fighting of the campaign in France, and the scenes of brilliant American conquests by armor and infantry. We passed through the devastated towns of Dessay and Periers where the now-historic breakthrough of the American forces occured. We saw several other shattered towns and villages along the way, and also noted the remains of crippled and destroyed German tanks, vehicles, guns and equipment of all kinds which lined both sides of the roads for miles and miles. These were the last vestiges of Nazi dominance in Normandy, and offered mute testimony to the role which our own P-47s had played in their liquidation through dive-bombing and strafing. We were proud of what we saw because we knew that our pilots had had a hand in it.

It did not take our boys very long to acclimate themselves to their new surroundings. The physical setup is quite similar to that at our preceding station with some additional features making for improvement. As in the past, tents have been set up for living quarters and we live in orchards which surround the field. We have put up the familiar large tent to serve as a dayroom, chapel and recreation hall. The communications section has here too, installed a loud speaker system which is used for official announcements and for amplifying news broadcasts and musical programs.

The men have also set up a fine, portable outdoor shower to provide warm baths for themselves throughout the day. These factors alone would be sufficient to keep the men in good spirits, but in addition to this the men have been given the opportunity of visiting the nearby town of Pontorson and enjoying its eating, shopping and recreational facilities. Pontorson is a quiet little town virtually untouched by the war, with a peacetime population approximating 5,000 persons. It has several fine hotels, many cozy little cafes stocked with an abundance of wines, cognac, calvados and cider, and a few shops in which one can purchase little novelties.

By far the brightest aspect of our location is its proximity to the magnificent world famous abbey and village on a summit, Le Mont St. Michel. To view this spectacle of breath taking beauty is a privilege for which thousands of persons annually have crossed an ocean and paid hundreds of dollars. The squadron has provided transportation for the men to go out to Mont St. Michel and spend an afternoon looking over the place, and it doesn't cost anyone a cent, unless one decides to make a few purchases while there. When it comes to that the shopkeepers continue to treat us as prosperous tourists, instead of doughboys in uniform.

[redacted]

[redacted]

Living close to our squadron area are a number of French families, with whom intercourse is inevitable. They enjoy chatting with our boys, even though most of the conversation on our part is carried on in heavily American-accented, massacred French, and the universal sign language, and they like to trade [illegible] and tomatoes, of which they have an abundance, for [illegible] sugar, cigarettes and candy, which are virtually unprocurable to them. Some of our lads have visited these French homes in this locale, and it has been rumored that many a romance is budding as a result. Shades of our fathers! Vive la femme francais!

During the month the enlisted men enjoyed a few beer parties. Through the efforts of special service, the group was the fortunate recipient of a few barrels of German beer, and our pilots sponsored the first of these parties for the men by buying them the beer for it.

The group rented 3 hotels in Pontorson as living quarters for the officers, and our officers are living at the hotel Post. There is a restaurant on the ground floor of the hotel which is always filled with officers, eager for a respite from K. K. fare. Motion pictures, U. S. O. variety shows, and other types of entertainment are held virtually every night in the theater adjacent to the hotel Montgomery in town, and the officers and men are all invited to avail themselves of these opportunities to view entertainment.

This past month our pilots flew a total of 59 missions and in the first 15 days of the month enjoyed the distinction of expending twice as much ammunition as either of the other 2 squadrons in the Group. The pilots engaged enemy aircraft in a big dogfight on 22 August, resulting in claims of 2 Me 109's destroyed in the air, 1 by Capt. Fishel, and 1 by Lt. Wright. Many of our aircraft suffered flak damage during the month, and two of our pilots were wounded. (Capts' Fisher and Eskedge).

The Squadron performed many types of missions during the month, bombing and strafing in close support of our infantry and armored forces on the ground. Our pilots supported the 79th Infantry and 5th Armored Division in their drive toward Paris and while they were establishing bridgeheads across the Seine River. They also supported the 2nd, 8th and 29th Infantry in their all out attack on the vital port of Brest in Brittany. They can look back with pride on the record of the past month and feel that they have welded another link onto the already strong chain which symbolizes the union through perfection in teamwork of our air and ground forces.

[redacted]

Mission No. 182
1 August 1944

Operations Order No. 121
Beach Patrol

1st Effort

FLIGHTS

WHITE	RED
Capt. Hunt	Lt. Gsell
Lt. Donlon	Lt. Minard
Lt. Gasper	Lt. Cline
Lt. Kern	Lt. Lesley

Squadron led by Captain Hunt took off at 0915 on an patrol mission directed by controller. The patrol was uneventful. Were vectored by controller over our own lines on defense patrol. No enemy aircraft or flak seen. Time in area was from 0930 to 1040 and time down was 1050. Weather over the target was CAVU, weather elsewhere was 10/10 from 500 to 1500 feet North of St. Lo. Visibility 1 mile under overcast. Good above overcast.

[redacted]

Mission No. 183
1 August 1944

Operations Order No. 121
Dive-bombing

2nd effort

FLIGHTS

WHITE

Capt. Gurley
Lt. Boze
Lt. Black
Lt. Blood

YELLOW

Lt. Green
Lt. Schuele
Lt. Schroeder
Lt. Donlon

RED

Lt. Johnston
Lt. Snell
Lt. Wright
Lt. Renner

Squadron led by Captain Gurley on an Armed Reconnaissance Mission of Rennes, Ploermel, Ludeac, Lamballe, Dinan and back to Rennes. 12 A/C took off at 1625. 8 A/C carried 16 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. 14 bombs in target area, 2 returned to base. Dive from 3,500 feet, released at 1500 feet at an angle of 30 degrees. 4 A/C escort. 6 on bridge at X-2893, no hits observed. 8 on M/Y at Lambelle, 4 good hits observed. 1 truck hit and destroyed East of Merdrignac. Meager inaccurate light flak at wood X-0369. Weather over target haze to 3-4,000 feet, vis. 5-6 miles. No clouds. On route 6/10 up to 1000 to 1500 feet. Visibility 3 miles below overcast. Time in area was 1705 to 1750. Time down was 1840.

[redacted]

Mission No. 184
1 Augusti 1944

Operations Order No. 121
Dive-bombing

3rd Effort

FLIGHTS

WHITE

CAPT. Gurley
Lt. Kern
Lt. Bassler
Lt. Minard

YELLOW

Lt. Tew
Lt. Cline
Lt. Brak
Lt. Wright

RED

Lt. Gsell
Lt. Lesley
Lt. Johnston
Lt. Gasper

Squadron led by Capt. Gurley on an armed reconaissance on Dinan, Chatateaubriant, Rennes, Ploermel, Lodiac and Lambelle. Squadron took off at 2005. 8 A/C carried 16 X 500 lb. GP bombs. 1/10 nose fuse, and 1/40 tail fuse. All bomb jettisoned. Mission recalled. Moderat, inaccurate heavy flak just north of road at X 9554. 1 truck seen North of road at X8686. Over target no cloud, haze to 5000 feet. Visibility 6 miles, down sun 3 miles up sun. Time over area 2035 to 2120. Time down 2140.

Mission No. 165
2 August 1944

Operations Order No. 6
Dive-bombing

1st Effort

[redacted]

[redacted]

Capt. Hunt
Lt. Rose
Lt. Herm
Lt. Schmele

[redacted]

Lt. Wright
Lt. Bishop
Lt. Green
Lt. Lesley

[redacted]

Lt. Gassler
Lt. Heiner
Lt. Brax
Lt. Blood

Squadron led by Captain Hunt on an armed recon. Mission of area Dinan, Ploermel, Pontivy, Loudeac, Lamballe. Time up was 1800 hrs. 8 a/c carred 1x 500lb. Frag bombs. 15 on target. 1 jettisoned. 4 escort. Dive from 9500 ft. release at 1500 angle of 20 degrees. 10 staff cars and trucks strafed, 5 dest. and 3 damaged. 20 large areas bombed and strafed, 6 dest. and 5 damaged. No E/A or flak. Lt. Herm was killed by his own bombs. 5/10 overcast from 5500 to 7000 ft. Visibility 4-5 miles, over target. Time down was 1825.

Mission No. 186
August 4, 1944

Operations Order No. 4-E
Dive-bombing

1st Effort

FLIGHTS

WHITE

Capt. Fishel
Lt. Bishop
Lt. Wrights
Lt. Snell

YELLOW

Lt. Black
Lt. Cook
Lt. Johnston
Lt. Blood

RED

Lt. Green
Lt. Renner
Lt. Schroeder
Lt. Donlon

Squadron led by Captain Fishel on an armed Recon. Mission, tank concentration. Time up was 1105. 8 A/C carried 16 x 500lb. bombs. 16 hits in target area. Dive from 1200 feet, release 500 ft. angle of 50 degrees. 4 escort. 15 tanks on road South end of woods. Pass made North to South. Concentration bombing and 6 bombs produced black smoke. No enemy reaction. Over target no ceiling, Haze at 7000 feet. Vis. 4 miles. On route 3/10 from 3-5000 feet. Visibility 5 miles. Time over target 1145. Time down 1240.

Mission No. 187
4 August 1944

Operations Order 4-E
Dive-bombing

2nd Effort

FLIGHTS

WHITE

Capt. Gurley
Lt. Cook
Lt. Donlon
Lt. Blood

YELLOW

Lt. Brak
Lt. Renner
Lt. Bassler
Lt. Johnston

RED

Lt. Tew
Lt. Bishop
Lt. Gasper
Lt. Wright

Squadron led by Capt. Gurley on an Armed Recon. Mission to Vannes, Hennebout, Locmine, Pontivy, took off at 1845. 8 A/C carried 16 X 500 lb. GP bombs. 16 bombs in target area. Dive from 3000 feet, released from 1200 feet at an angle of 40 degrees. 4 A/C were escort. 2 Gas trucks exploded, 10 trucks left burning, seemed to be gasoline supply unit. 1 command car damaged. 1 command car destroyed, flames were 1000 feet high. This was Northwest of Avray. Meager, heavy and light flak at St. Jowain, very accurate. E 4 destroyed seen in inlet at St. Malo. Over target haze up to 5000 feet., visibility 5 to 8 miles. On route back over Cherbourg Penn. Time over Target 1950. Time down 2045.

Mission No. 188
5 August 1944

Operations Order No. 5
Dive-bombing

1st Effort

FLIGHTS

WHITE	YELLOW
Capt. Hunt	Lt. Schroeder
Lt. Bishop	Lt. Snell
Lt. Cline	Lt. Gsell
Lt. Gasper	Lt. Minard

Squadron led by Capt. Hunt, on an Armed Recon. Mission of Fougeres, Vitre, Laval, Mayenne, Domfront, and Fougeres. Took off at 0915. 8 A/C carried 16~~MM~~ X 500 lb. bombs, 1/10 nose and 1/40 tail. All bombs returned. 1 truck dest. at Montfleuers. U.S. scout columns on road coming out of Mortain. No enemy reaction. Haze above 4000 feet. Visibility 4 to 5 miles. Weather on route 5/10 to 6/10 from 2000 to 5000 ft. Vis. 5 miles. Time down 1105.

Mission No. 189
5 August 1944

Operations Order No. 5
Dive-bombing

2nd Effort

FLIGHTS

WHITE	RED
Lt. Gsell	Lt. Bassler
Lt. Bishop	Lt. Cook
Lt. Black	Lt. Tew
Lt. Renner	Lt. Snell

Squadron led by Lt. Gsell on an Armed Recon. Mission. Time up was 1835. 8 A/C carried 16 X 500 lb. GP bombs. 16 bombs returned. Our forces observed West of Mayenne. Could not locate target or find any target of opportunity. . No enemy reaction. 1/10 ~~xxx~~ with base at 4000 ft. Top at 6-7000 ft. Visibility 2 to 3 miles. Time over target was 1850, Time down was 2020.

Mission No. 190
6 August 1944

Operations Order No. 6
Dive-bombing & Armed Recon.

1st Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Gurley	Lt. Green	Lt. Tew
Lt. Donlon	Lt. Cook	Lt. Bishop
Lt. Brak	Lt. Black	Lt. Gasper
Lt. Renner	Lt. Blood	Lt. Minard

Squadron led by Capt. Gurley on an Armed Recon. Mission . Took off at 1220. 12 A/C carried 12 X 500 lb. GP bombs, 1/10 nose fuse and 1/40 tail fuse. All bombs returned. Contacted controller, no enemy sighted. No enemy reaction. Time in area 1245 to 1340. Over area Haze up to 5,000 ft. Visibility 2 to 3 miles. Weather elsewhere 8-9/10 overcast from 1000 to 1500 feet. Time down was 1410.

Mission No. 191
6 August 1944

Operations Order No. 6
Dive-bombing & Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Fishel	Lt. Johnston	Lt. Gsell
Lt. Benz	Lt. Dickerson	Lt. Cline
Lt. Gasper	Lt. Wright	Lt. Black
Lt. Renner	Lt. Blood	Lt. Snell

Squadron led by Capt. Fishel on a Armed Recon. Mission. Took off at 1520. 8 planes to Rennes, 4 to Dinan. 12 A/C carried 12 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail. Ripsaw vectored planes to Rennes, Ploermel and Vannes. Troops seen East of Vannes. All bombs returned to base except 1 which was jettisoned. No enemy reaction. Time in area 1540 to 1720. Weather over target 5-6/10 with base at 6000 and top at 12000 ft. Visibility 2 to 4 miles. Weather on route haze at 8000 feet, visibility 2 to 4 miles. Time down was 1740.

Mission No. 192
6 August 1944

Operations Order No. 6
Dive-bombing & Armed Recon.

3rd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Hunt	Lt. Tew	Lt. Eisele
Lt. Stone	Lt. Wahl	Lt. Donlon
Lt. Manor	Lt. Green	Lt. Cook
Lt. Boze	Lt. Lesley	

Squadron led by Capt. Hunt, took off at 1820 on an Armed Recon. Mission, 8 planes to Rennes area, and 4 to Dinan. 12 A/C carried 12 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. 3 in target area, 9 returned to base. Dive from 3000 ft, bombs released at 2000 ft. at an angle of 20 degrees. Bombed and straffed 10 vehicles, 3 dest. and 4 damaged. Personnel destroyed with vehicles. Our troop observed. No enemy reaction. Time in area 1840 to 2010. Weather over target 7-8/10 from 5000 to 10000 ft. Visibility 3 to 4 miles. Time down was 2045.

Mission No. 193
8 August 1944

Operations Order No. 8
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Capt. Coulter	Lt. Manor	Lt. Johnston
Lt. Mann	Lt. Schuele	Lt. Black
Lt. Atkinson	Lt. Brak	Lt. Grey
Lt. McDevitt	Lt. Wahl	Lt. Dickerson

Squadron led by Capt. Coulter on an Armed Recon Mission to Compregne, Amiens, Beauvois, took off at 1108. 8 A/C carried 8 X 500 lb. GP bombs, 4 A/C escort. 7 bombs dropped in target area. 1 bomb returned to base. Dive from 7000 ft., bombs released at 3000 ft. at an angle of 40 degrees. Bombs dropped on bridge at R-2689 and R R, no hits observed. 2 trucks straffed and destroyed. Flak South of Listeux, heavy, moderate, inaccurate. Time in area from 1200 to 1220. Weather over target: 1-2/10 from 3000 to 3500 ft. Visibility 4 to 5 miles. Time down was 1320.

Mission No. 194
8 August 1944

Operations Order No. 8
Dive-bombing & Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Hunt.	Lt. Gsell	Lt. Bassler
Lt. Lesley	Lt. Cook	Lt. Renner
Lt. Green	Lt. Schroeder	Lt. Wisele
Lt. Benz	Lt. Snell	Lt. Blood

Squadron led by Capt. Hunt on an Armed Recon. Mission of Amiens, Compiegne and Beauvais. Took off at 1600. 8 A/C carried 8 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. All bombs dropped in target area. Dive from 4000 ft. and released at 1400 ft., at an angle of 40 degrees. 4 A/C escort. 3 vehicles destroyed South of Breteuil going South on road. Heavy meager, accurate flak at Caudebe. Heavy meager, inaccurate flak in the vicinity of Crevecoeur. Time in area from 1700 to 1740. Over target 5/10 with base at 7000 and top at 9000 ft. Vis. good. Time down was 1833. 1 A/C cat. A.

Mission No. 195
9 August 1944

Operations Order No. 9
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Gurley	Lt. Manor	Lt. Atkinson
Lt. Stone	Lt. Bishop	Lt. Wahl
Lt. Donlon	Lt. Brak	Lt. McDevitt
Lt. Boze	Lt. Minard	Lt. Mann

Squadron led by Capt. Gurley on an Armed Recon mission of Fougeres, Chateaubriant, La Fleche, Le Mans, Laval, took off at 1000. 8 A/C carried 8 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. All bombs returned to base, 4A/C were escort. Contacted ripsaw, no target. 50 to 60 of our trucks observed on road west of Segre. No enemy reaction. Weather over target 6/10 from 5000 to 5500. Haze to 5000 ft. 1 mile air to air visibility, 2 to 3 miles air to ground visibility. Time in area from 1040 to 1150. Time down was 1215.

Mission No. 196
9 August 1944

Operatic Order No. 9
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Hunt	Lt. Johnston	Lt. Green
Lt. Schuele	Lt. Dickerson	Lt. Benz
Lt. Bassler	Lt. Black	Lt. Schroeder
Lt. Boze	Lt. Cook	Lt. Snell

Squadron led by Capt. Hunt on an Armed Recon. Mission to Fougeres, Chateaubriant, Le Fleche, Le Mans and Laval. Took off at 1140. 8 A/C carried 8 X 500 lb. GP bombs, fused 1/10 and 1/40. 4 A/C were top cover. All bombs were returned to the base. Ripsaw controlled but not target was given. No enemy reaction. Time in area from 1214 to 1311. 6-8/10 with base at 3,000 and top at 4,000 ft. Visibility 7 to 8 miles. Time down was 1347.

Mission No. 197
9 August 1944

Operations Order No. 9
Armed Recon.

3rd Effort
FLIGHTS

WHITE	RED	YELLOW
Capt. Coulter	Lt. Brak	Lt. Black
Lt. Lesley	Lt. Blood	Lt. Renner
Lt. McDevitt	Lt. Eisele	Lt. Donlon
Lt. Wahl	Lt. Mann	Lt. Stone

Squadron led by Capt. Coulter on an Armed Recon. Mission to Fougeres, Chateaubriant, Le Fleche, Le Mans, and Laval. Took off at 1440. 8/ A/C carried 8 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. All bombs returned to base. 4 A/C were escort. Ripsaw had no target. No enemy reaction ~~xx~~ encountered. Over target CAVU, visibility 10 miles. Time in area from 1514 to 1601. Time down was 1640.

Mission No. 198
9 August 1944

Operations Order No. 9
Area Patrol

4th Effort

FLIGHTS

WHITE	RED	YELLOW
Lt. Johnston	Lt. Atkinson	Capt. Hackler
Lt. Minard	Lt. Schroeder	Lt. Bassler
Lt. Manor	Lt. Cook	Lt. Snell
Lt. Bishop		

Squadron led by Lt. Johnston on Area Patrol to Fougeres, Chateaubriant, Le Fleche, Le Mans and Laval. Took off 1900 carrying 7 bombs and returned at 2050. Ground forces contacted but no target. All bombs returned after uneventful patrol. Weather hazy with 3/10 clouds at Fougeres. Visibility poor. Three aircraft were used at top cover.

Mission No. 199
10 August 1944

Operations Order No. 10
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Hackler	Lt. Green	Lt. McDevitt
Lt. Stone	Lt. Benz	Lt. Schuele
Lt. Black	Lt. Eisele	Lt. Erak
Lt. Dickerson	Lt. Boze	Lt. Lesley

Squadron led by Capt. Hackler on armed reconnaissance patrol to Fougeres, Chateaubriant, Le Fleche, Le Mans and Laval. Ripsaw contacted vectored to Moralles. Three or four hits were observed on 6 tanks standing bumper to bumper. All eight bombs were dropped in the target area. Our trucks and tanks were observed approaching Moralles from the south at Orne River. There were no clouds and slight haze. Visibility was approximately ten miles. Four of our aircraft were used at escort. We were up at 0840 and returned at 1105.

Mission No. 200
10 August 1944

Operations Order No. 10
Armed Recon. & Area Cover

2nd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Coulter	Lt. Bassler	Lt. Johnston
Lt. Mann	Lt. Lesley	Lt. Bishop
Lt. Manor	Lt. Atkinson	Lt. Schroeder
Lt. Renner	Lt. Dickerson	Lt. Blood

Squadron led by Capt. Coulter on Area Cover Mission of Fougeres, Chateaubriant, Le Fleche, Le Mans, and Laval. Took off at 1140. 8 A/C carried 8 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. All bombs returned to base. 4 A/C escort. Ripsaw contacted but no targets were given by him. No enemy reaction encountered. Our troops seen at Belleme and Mamers. Time in area from 1214 to 1311. 6-8/10 with base at 3000 ft. and top at 4000 ft. Visibility over target 2 to 3 miles, visibility on route 7 to 8 miles. Time down was 1347.

Mission No. 201
10 August 1944

Operations Order No. 10
Area Cover

3rd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Hunt	Lt. Black	Lt. Green
Lt. Cook	Lt. Boze	Lt. Snell
Lt. Brak	Lt. Donlon	Lt. Eisele
Lt. Minard	Lt. Stone	Lt. Benz

Squadron led by Capt. Hunt on an area cover mission of Fougeres, Chateaubriant, Le Fleche, Le Mans, Laval. Took off at 1440. 8 A/C took off at 1440 with 8 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail. All bombs returned to the base. 4 A/C were escort. Ripsaw had no targets. No enemy reaction. Troops observed at Calais. Time in area was from 1514 to 1601. 1/10 overcast from 1800 to 1900 with visibility 10 miles. Time down was 1640.

Mission No. 202
10 August 1944

Operations Order No. 10
Area Cover

4th Effort

FLIGHTS

WHITE	RED	BLUE
Lt. Bassler	Lt. Manor	Capt. Buckler
Lt. Renner	Lt. Blood	Lt. Bellwitt
Lt. Schuele	Lt. Lesley	Lt. Harrison
Lt. Mann	Lt. Wahl	Lt. Bishop

Squadron led by Lt. Bassler took off on an Area Cover Mission of Fougeres, Chateaubriant, Le Fleche, Le Mans, and Laval at 1740. 8 A/C carried 8 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail which were all returned to the base. 4 A/C acted as escort. No targets were given by the controller. No enemy reaction encountered. Haze 5 to 6,000 feet. Visibility 10 miles over target. On route visibility 1 to 2 miles. Time in area was 1814 to 1901. Time down was 1945.

Mission No. 203
11 August 1944

Operations Order No. 11
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED	BLUE
Lt. Johnston	Lt. Brak	Lt. Green
Lt. Wahl	Lt. Blood	Lt. Conlon
Lt. Snell	Lt. Minard	Lt. Schroeder
Lt. Cook	Lt. Boze	Lt. Stone

Squadron led by Lt. Johnston on an Armed Recon. Mission to Nantes and Angers. Took off at 1355. 8 A/C carried 8 X 500 lb. GP bombs fused 1/10 nose and 1/40 tail. All bombs dropped in the target area. Dive from 4,000 ft. bombs released at 2500 feet at an angle of 20 degrees. 4 A/C acted as escorts to the bombers. 8 cars bombed and strafed. 3 cars destroyed. 1 truck fell in ditch. 50 to 100 railroad cars bombed and strafed. Good results observed. Heavy moderat, accurate flak at C-0955. In area from 1445 to 1455. 10/10 overcast from 500 to 1000 ft. Visibility 5 to 6 miles. Time down was 1545.

Mission No. 204
11 August 1944

Operations Order No. 11
Area Patrol

2nd Effort

FLIGHT

WHITE	RED	YELLOW
Capt. Hunt	Lt. Atkinson	Lt. Bassler
Lt. Benz	Lt. Dickerson	Lt. Mann
Lt. Eisele	Lt. McDevitt	Lt. Schuele
Lt. Bishop	Lt. Lesley	Lt. Renner

Squadron led by Capt. Hunt on an Area Patrol of Angers, Saumur, Partenay, Chatellerault, Tours, took off at 1630. 8 A/C carried 8 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. All bombs in the target area. Dive from 5000 feet, bombs released from 2,000 ft. at an angle of 25 degrees. A/C -4 - acted as escort. 2 trucks destroyed at Thoriars on road. 20 ~~trucks~~ trucks and horse drawn vehicles bombed East of Airaboan. 6 were left burning. No enemy reaction was encountered. No targets were given by the controller. Over target and on route haze to 7,000 ft. Visibility 6 miles. Time in area was from 1725 to 1825. Time down was 1900.

Mission No. 205
11 August 1944

Operations Order No. 11
Armed Recon.

3rd Effort

FLIGHT

WHITE	RED	YELLOW
Capt. Hackler	Lt. Green	Capt. Coulter
Lt. Wahl	Lt. Minard	Lt. Cook
Lt. Manor	Lt. Black	Lt. Donlon
Lt. Stone	Lt. Blood	Lt. Snell

Squadron led by Capt. Hackler on an Armed Recon. Mission. Took off at 1932. 8 X 500 lb. bombs were dropped on the target. Dive from 3000 ft., bombs were released at 1000 feet at an angle of 40 degrees. 4 A/C were escort to the fighter-bombers. Strafed locomotive and R R cars (12) on R R facing North at P-6728. Flak from the train was intense, accurate, and light. 2 bombs on train at P-5523 hit just off tracks headed south. Lt. Minard bailed out at P-655260. 3 trucks damaged at P-6925. Haze over target and on route up to 5,000 ft. Visibility 2 miles. Time in area was from 2025 to 2105. Time down was 2205.

Mission No. 206
12 August 1944

Operations Order No. 12
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED	YELLOW
Lt. Bassler	Lt. Johnston	Lt. Eisele
Lt. Mann	Lt. Dickerson	Lt. Benz
Lt. Brak	Lt. Schroeder	Lt. Lesley
Lt. Schuele	Lt. Boze	Lt. Bishop

Squadron led by Lt. Bassler on an Armed Recon. Mission to Angers and Rennes. Took off at 1136. 8 A/C carried 8 X 500lb. GP bombs, fused 1/10 nose and 1/40 tail. All bombs were returned to the base. 4 A/C acted as escort. Controller could not be reached but staff car was strafed and destroyed at 0-125445. Heavy moderat, accurate flak at 0-1144. 20 trucks and 3 ambulances seen South of Nantes. Haze up to 5500 ft. with visibility 10 miles. Time in area from 1235 to 1305. Time down was 1350

Mission No. 207
12 August 1944

Operations Order No. 12
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Coulter	Lt. Atkinson	Lt. Green
Lt. Cook	Lt. Renner	Lt. Snell
Lt. Donlon	Lt. McDevitt	Lt. Black
Lt. Wahl	Lt. Blood	Lt. Stone

Squadron led by Capt. Coulter on an armed recon. mission to Angers and Rennes. Took off at 1435. 8 X 500 lb. GP bombs dropped in the target area. Dive from 5000 ft., bombs released at 3000 feet at an angle of 50 degrees. Ripsaw gave target - bombed town Beauvron. No enemy reaction. Time in area was from 1530 to 1600. Over target 6-8/10 from 6500 to 8000 ft. Visibility 3-4 miles. Elsewhere 3/10 from 6-7,000 ft. Visibility excellent above. Time down was 1635. 1 A/C damaged Cat. A.

Mission No. 208
12 August 1944

Operations Order No. 12
Dive-bombing

3rd Effort

FLIGHTS

WHITE	RED	YELLOW
Lt. Johnston	Lt. Brak	Capt. Hackler
Lt. Bishop	Lt. Lesley	Lt. Boze
Lt. Eisele	Lt. Schuele	Lt. Schroeder
Lt. Benz	Lt. Dickerson	Lt. Mann

Squadron led by Lt. Johnston on a mission to bomb road between Paris and Soudeval. Took off at 1730, 8 A/C carried 8 X 500lb. GP bombs which were returned to the ~~large~~ base. 5 trucks destroyed at Ferriere la Verrerie. 15 trucks destroyed and 10 trucks damaged Courtomer. 6 exploded which were ammunition trucks. Intense light accurate flak West of Argentan. Intense, heavy, light & heavy accurate flak vicinity of Flers. Time in area was from 1800 to 1830. 2 A/C damaged - 1 Cat. A., 1 Cat. AC. Haze to 8000 ft. visibility 2 to 3 miles. Time down 1855.

Mission No. 209
12 August 1944

Operations Order No. 12
Dive-bombing

4th Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Hunt	Lt. Bassler	Capt. Coulter
Lt. Stone	Lt. Blood	Lt. Wahl
Lt. Black	Lt. McDevitt	Lt. Atkinson
Lt. Donlon	Lt. Snell	Lt. Cook

Squadron led by Capt. Hunt on a mission to bomb road toward Paris, East from Flers. Time up was 1925. 8 A/C carried 8 X 500lb. GP bombs. 2 dropped in target area. 6 returned to base. Dive from 4000 ft. bombs released from 2000 ft. at an angle of 40 degrees. 4 A/C acted as escort. 1 trucks and 3 MG nests strafed and bombed at St. Gauburge. 2 jeeps, 2 trucks, 2 ambulances going East strafed and destroyed. Intense, inaccurate, light flak and maching gun fire at target. Time in area was from 2015 to 2045. Haze over target to 8000 feet, Visibility 2 miles. Time down was 2135.

Mission No. 210
12 August 1944

Operations Order No. 12
Dive-bombing

5th Effort

FLIGHTS

WHITE

Capt. Hackler
Lt. Lesley
Lt. Schuele
Lt. Benz

RED

Lt. Schroeder
Lt. Renner
Lt. Eisele
Lt. Bishop

Squadron led by Capt. Hackler on a dive-bombing mission of road toward Paris East from Flers. Took off at 2000 2010. 8 A/C carried 8 X 500 lb. GP bombs, 4 in target area, and 4 returned to base. Dive from 4000 ft., bombs released at 2000 ft at an angle of 40 degrees. 5 trucks dest. by strafing and bombing at W-7923. Armored car bombed and damaged at W-8024. Truck damaged at W-8028. Command car prob. destroyed by strafing going Northwest at W-7520. Meager inaccurate, light, flak at Laigle. Time in the area 2030 to 2130. Weather was haze over target to 8000 ft. Visibility 2 miles. Time down was 2150.

Mission No. 211
August 13, 1944

Operations Order No. 13
Armed Recon.

1st Effort

FLIGHTS

WHITE

Capt. Coulter
Lt. Renner
Lt. Brak
Lt. Mann

RED

Lt. Black
Lt. Boze
Lt. Donion
Lt. Dickerson

YELLOW

Lt. Bassler
Lt. Blood
Lt. McDevitt
Lt. Bishop

Squadron led by Capt. Coulter on an Armed Recon. Mission to Argentan, Dreux, Etampes, Orleans, Vendome, Nogent. Took off at 1330. 8 A/C carried 8 X 500lb. GP bombs, all bombs were returned to the base. 2 trucks destroyed at vicinity W-8190. Parked headed west and north. Moderate, accurate, heavy flak at Falaise. 2/10 from 5000 to 6000 ft. Visibility 4-6 miles. Weather over Falaise 8-10/10 from 4 to 6000 ft. Above overcast excellent. Time in area 1355 to 1450. Time down was 1530.

Mission No. 212
13 August 1944

Operations Order No. 13
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Hackler	Lt. Atkinson	Lt. Eisele
Lt. Wahl	Lt. Schuele	Lt. Stone
Lt. Schroeder	Lt. Snell	Lt. McDevitt
Lt. Cook	Lt. Benz	Lt. Lesley

Squadron led by Capt. Hackler on an Armed Recon. Mission to Argentan, Dreux, Etampes, Orleans, Vandem and Nogent. Took off at 1630. 8 A/C dropped 8 X 500 lb. GP bombs in the target area. Dive from 5000 ft., bombs released at 1200 ft. at an angle of 20 degrees. 4 A/C were escort. 50 freight cars bombed at W-6254 with no results observed. 1 armored vehicle destroyed by strafing. 1 locomotive damaged, it had no steam up. 1 armored car damaged at W-5188. No enemy reaction. Haze up to 6000 ft. 4/10 overcast from 7-8,000 ft. Visibility 8 miles. Time in area from 1700 to 1830. Down at 1900.

Mission No. 213
13 August 1944

Operations Order No. 13
Armed Recon.

3rd Effort

FLIGHTS

WHITE	RED	YELLOW
Lt. Bassler	Lt. Brak	Capt. Hunt
Lt. Bishop	Lt. Renner	Lt. Dickerson
Lt. Donlon	Lt. Cline	Lt. Black
Lt. Blood	Lt. Mann	Lt. Boze

Squadron led by Lt. Bassler on an Armed Recon. Mission to Argentan, Dreux, Etampes, Orleans, Vandem and Nogent. Took off at 1930. 8 A/C carried 8 X 500lb. GP bombs. All bombs were returned to base. Patrol was uneventful. No enemy reaction was encountered. Heavy, moderate, accurate flak West of Dreux. Time in area was from 2010 to 2115. Haze up to 6,000 ft. Visibility 6 to 8 miles. Time down was 2200.

Mission No. 214
14 August 1944

Operations Order No. 14
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED
Capt. Coulter	Lt. Schroeder
Lt. Glime	Lt. Stone
Lt. New	Lt. Eisele
Lt. Gasper	Lt. Cook

Squadron led by Capt. Coulter on an Armed Recon. Mission to Argentan and Alencon. Took off at 1100. 4 A/C carried 4 X 500 lb. GP bombs. 3 bombs dropped in the target area and 1 returned to base. Dive from 4,000 ft., with bombs released at 1500 ft. at an angle of 40 degrees. 4 A/C were escort. 15 cars bombed and straffed, 1 direct hit, 3 destroyed, the others were damaged. 2 small trucks strafed and exploded. No enemy reaction. Time in area was from 1140 to 1230. Haze up to 8,000 ft, no ceiling, visibility 5 miles. Time down was 1310.

Mission No. 215
14 August 1944

Operations Order No. 14
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED
Capt. Fishel	Capt. Woodyard
Lt. Blood	Lt. Benz
Lt. Wright	Lt. McDevitt
Lt. Bishop	Lt. Wahl

Squadron led by Capt. Fishel on an Armed Recon. Mission to Argentan and Alencon. Took off at 1400. 4 A/C carried 4 X 500 lb. GP bombs, fused 1/10 nose and 1/40 tail. 3 bombs hit in target area and 1 was jettisoned. Dive started at 3,000 ft and bombs were released at 1000 ft. at an angle of 20 degrees. 1 truck was destroyed at [redacted]-4471. 2 trucks destroyed by bombing at [redacted]-5471. No enemy aircraft or flak seen. Time in area was from 1430 to 1600. Tanks seen on the roads but were not hit. Haze up to 5000 ft. Visibility 5 to 7 miles. Time down was 1640.

Mission No. 216
14 August 1944

Operations Order No. 14
Armed Recon.

3rd Effort

FLIGHTS

WHITE	RED
Capt. Mackler	Lt. Bassler
Lt. Dickerson	Lt. Mann
Lt. Black	Lt. Brak
Lt. Boze	Lt. Renner

Squadron led by Capt. Mackler on an Armed Recon. Mission to Argentan and Alencon. Took off at 1700. 4 A/C carried 4 X 500 lb. GP bombs which were returned to the base. Could not find the targets given by the controller. Saw 8 armored cars on the road but was low on gas and returned to the base. No enemy reaction was encountered. Time in area was from 1730 to 1840. Haze to 7000 ft. 4-5/10 overcast from 15000 ft. Visibility 3 to 4 miles. Time down was 1920

Mission No. 217
14 August 1944

Operations Order No. 14
Armed Recon.

4th Effort

FLIGHTS

WHITE	RED
Capt. Woodyard	Lt. Tew
Lt. Gasper	Lt. Cline
Lt. Atkinson	Lt. Wright
Lt. Cook	Lt. Wahl

Squadron led by Capt. Woodyard on an Armed Recon. Mission to Argentan and Alencon. Took off at 2000. 4 A/C carried 4 X 500 lb. GP bombs which were all returned to the base. 4 A/C were escort. 1 truck exploded at Q-8658. Exclaim vectored to Moulins and started to patrol East. Heavy, moderate, accurate flak at Flers. Our troops seen near Moulins. Time in area was 2035 to 2140. Haze up to 4000 ft. Visibility 4 miles. Time down was 2220.

Mission No. 218
16 August 1944

Operations Order No. 16
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED
Lt. Bassler	Lt. Atkinson
Lt. Benz	Lt. Stone
Lt. Wright	Lt. Gasper
Lt. Bishop	Lt. Cook

Squadron led by Lt. Bassler on an armed recon mission. Took off at 1500. 4 A/C dropped 4 X 500 lb. GP bombs in the target area. Dive started at 4,000 ft. bombs were released at 1500 ft., at an angle of 35 degrees. 4 A/C acted as escort. 5 tanks going North out of Rambouillet attacked, 3 left burning other hit. Our troops seen going North to Meurtevor. Light meagre, inaccurate flak at R-5740. Heavy, light, moderate and inaccurate flak at R-3537. Time in the area was from 1550 to 1615. 10/10 from 2500 to 3000 ft. Visibility 3 to 4 miles. Over target showere reduced the visibility to 1 mile. Time down was 1700.

Mission No. 219
16 August 1944

Operations Order No. 16
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED
Capt. Woodyard	Lt. Black
Lt. Cline	Lt. Dickerson
Lt. Brak	Lt. Schroeder
Lt. Renner	Lt. Boze

Squadron led by Captain Woodyard on an Armed Recon. Mission. Took off at 1930. 4 A/C carried 4 X 500 lb. GP bombs which were all returned to the base. Time in the area was from 2017 to 2100. 2 trucks damaged by strafing at Ambina. No enemy aircraft or flak was encountered. No clouds, haze to 6000. Visibility 5 miles. At Fougers to Mayenne 9/10 from 1500 to 2000 ft. Visibility 10 miles. Time down was 2140.

Mission No. 220
17 August 1944

Operations Order No. 17
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED
Capt. Fishel	Lt. Few
Lt. Bishop	Lt. Wahl
Lt. Eisele	Lt. McDevitt
Lt. Blood	Lt. Benz

Squadron led by Captain Fishel on an Armed Recon. Mission to Tours, Blois and Vierzon. Time up was 1858. 4 A/C carried 4 X 500 lb. GP bombs, all bombs dropped in the target area. 4 A/C were escort. Dive from 4,000 ft., bombs released at 2,000 ft., at an angle of 30 degrees. 1 bombs on R R tracks, 2 near misses. Engine with steam up hit at L-5555. 2 strings of 50 cars observed and near misses obtained. 1 truck destroyed and woods containing vehicles and troops strafed. Heavy, moderate and accurate flak at L-5555. Time in area was from 1940 to 2030. Time down was 2120. 1 A/C damaged, Cat. A. Flak tower observed near town.

0296

Mission No. 221
18 August 1944

Operations Order No. 18
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED
Lt. Atkinson	Capt. Hackler
Lt. Cook	Lt. Cline
Lt. Gasper	Lt. Brak
Lt. Dickerson	Lt. Renner

Squadron led by Lt. Atkinson on an Armed Recon. Mission to the Dreux Area. Took off at 1130. 2 A/C carried 2 X 500 lb. GP bombs, 2 A/C carried 4 X 260 lb. Frag. bombs. 4 in target area, 2 jettisoned. 4 bombs hit in marshaling yards, they were short of the yards. No enemy reaction. Light, intense, accurate flak at Gisors, from Marshalling Yards. Ambulances and 6 vehicles seen at Evreux A/D. Time in area was from 1210 to 1310. Time down was 1345. Lt. Atkinson bailed out when hitx by flak. Chute seen to open.

Mission No. 222
18 August 1944

Operations Order No. 18
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED
Lt. Black	Capt. Coulter
Lt. Mann	Lt. Wright
Lt. Schroeder	Lt. Tew
Lt. Boze	Lt. Stone

Squadron Led by Lt. Black on an Armed Recon. Mission to the Dreux Area. Took off at 1400. 2 A/C carried 2 X 500 lb. GP bombs, 2 A/C carried 4 X 260 lb. Frag bombs. 1 bombs in target area, 4 jettisoned, 2 returned to the base. Bombs that were jettisoned were dropped in Bay of Mont St. Michel. 1 88 gun seen to explode. No enemy reaction. Time of patrol was from 1440 to 1535. Time down was 1620.

Mission No. 223
18 August 1944

Operations Order No. 18
Armed Recon.

3rd Effort

FLIGHTS

WHITE	RED
Capt. Hunt	Capt. Woodyard
Lt. Benz	Lt. Blood
Lt. McDevitt	Lt. Eisele
Lt. Wahl	Lt. Bishop

Squadron led by Capt. Hunt on an Armed Recon. Mission to the Dreux Area. Took off at 1625. 2 A/C carred 2 X 500 lb. GP bombs, 2 A/C carried 2 X 260 lb. Frag. bombs. All bombs were dropped in the target area. Our armored colums seen at Villegats. 12 horse-drawn vehicles strafed in the vicinity of Jony. 8 destroyed going East. No enemy reaction. Oil truck and horse drawn vehicle destroyed in the vicinity of Blarn River. Time in area was from 1710-1800. Time down was 1855.

Mission No. 224
18 August 1944

Operations Order No. 18
Armed Recon.

4th Effort

FLIGHTS

WHITE	RED
Capt. Fishel	Lt. Bassler
Lt. Renner	Lt. Dickerson
Lt. Brak	Lt. Gasper
Lt. Cline	Lt. Cook

Squadron led by Capt. Fishel on an Armed Recon. Mission to the Dreux Area. Took off at 1850. 2 A/C carried 2 X 500 lb. GP bombs. 2 A/C carried 2 260 lb. Frag. bombs. All bombs dropped in the target area. 4 A/C were escort to the bombers. No enemy action was encountered. Exclaim and Sweepstakes had to target to give. 8 barges headed East toward Paris were level bombed, no hits, this was in the vicinity of Poisny. Time in the area was from 1940 to 2100. Many vehicles with whit marking were seen at Flers and Falaise and all roads heading East and Northeast. Time down was 2130.

Mission No. 225
19 August 1944

Operations Order No. 19
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Woodyard	Lt. Tew	Lt. Brak
Lt. Wahl	Lt. Benz	Lt. Bishop
Lt. McDevitt	Lt. Wright	Lt. Schroeder
Lt. Boze	Lt. Blood	Lt. Mann

Squadron led by Capt. Woodyard on an Armed Recon. Mission. Time up was 1110. 8 X 500 lb. GP bombs carried. 2 bombs in target area, 6 returned to base. 4 A/C were escort. 2 bombs dropped on already bombed train at Lamotte Beauvron. Heavy, meager flak just south of Tours. Time in area was from 1205 to 1300. Instantaneous fusing on bombs prevented possibility of getting low enough to see likely targets. Time down was 1340.

Mission No. 226
20 August 1944

Operations Order No. 20
Armed Recon.

2nd Effort

FLIGHTS

WHITE	YELLOW
Capt. Hackler	Lt. Bessler
Lt. Renner	Lt. Gasper
Lt. Cline	Lt. Eisele
Lt. Stone	Lt. Cook

Squadron led by Capt. Hackler on an Armed Recon. Mission to Mantes Gassicourt. Took off at 0946. 4 A/C carried 4 X 500 lb. GP bombs, all of which were dropped in the target area. 4 A/C were escort. Bombed Crossroad at La Chapelle, bombing not observed. Target was received from Divequick. No enemy reaction was encountered. Time in area was from 1030 to 1200. Time down was 1245. Our troops observed at La Heunier.

Mission No. 227
20 August 1944

[redacted]

Operations Order No. 20
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED
Lt. McDevitt	Capt. Woodyard
Lt. Bishop	Lt. Boze
Lt. Wright	Lt. Schroeder
Lt. Wahl	Lt. Dickerson

Squadron led by Lt. McDevitt on an Armed Recon., and Area Support Mission to Mantes Gassicourt. Took off at 1201. 4 A/C carried 4 X 500 lb. GP bombs which were all dropped on the target area. 4 A/C were escort. All bombs dropped at R-395705. 1 direct hit in woods. Tanks in woods. One German halftrack destroyed and 1 larger truck not hit, which had a large R:C on it and was filled with goods. Heavy, accurate flak at R-5267. Time in area was from 1245 to 1340. Time down was 1430.

Mission No. 228
20 August 1944

Operations Order No. 20
Armed Recon.

3rd Effort

FLIGHTS

WHITE	RED
Lt. Tew	Capt. Fishel
Lt. Brak	Lt. Benz
Lt. Blood	Lt. Black
	Lt. Stone

Squadron led by Lt. Tew on an Armed Recon. Mission to Mantes Gassicourt. Took off at 1416. 3 A/C carried 3 X 500 lb. GP bombs, one dropped in the target area. 4 A/C were escort. 2 tanks damaged. 1 bomb dropped, no hits. 2 bombs returned to base. Vectored by Divequick. Tank battle seen at La Neuville. No enemy reaction. Time in area was from 1500 to 1545. Time down was 1635.

[redacted]

Mission No. 229
20 August 1944

Operations Order No.
Armed Recon.

4th Effort

FLIGHTS

WHITE	RED
Capt. Hunt	Lt. Eisele
Lt. Cook	Lt. Renner
Lt. Wright	Lt. Gasper
Lt. Bishop	Lt. Blood

Squadron led by Capt. Hunt to Mantes-Gassicourt on an Armed Recon. and Area Support Mission. Took off at 1620. 4 A/C carried 4 X 500 lb. GP bombs, all of which were dropped in the target area. 4 A/C were escort. Orchard bombed that continued tanks. 3 tanks straffed, 1 left burning. Another squadron there and they were observed to get direct hit on a tank that we straffed. Light, intense and accurate flak at Lt. Andres A/D. Time in area was from 1705 to 1815. Time down was 1855.

Mission No. 230
20 August 1944

Operations Order No. 20
Armed Recon. and Dive-bomb

5th Effort

FLIGHTS

WHITE	RED	YELLOW
Lt. Brak	Lt. Tew	Lt. McDevitt
Lt. Dickerson	Lt. Wahl	Lt. Gasper
Lt. Schroeder	Lt. Blood	Lt. Mann
Lt. Boze	Lt. Cook	Lt. Bassler

Squadron led by Lt. Brak on a Mission to lay 1-24 hour delay fusing bombs in the Seine River. Take off was at 1950. Mission was recalled due to bad weather and all bombs were jettisoned in the Bay of Mont St. Michel. No enemy reaction was encountered. Time down was 2045.

Mission No. 231
22 August 1944

Operations Order No. 22
Frag - Bombing

1st Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Fishel	Lt. Black	Lt. Bassler
Lt. Mann	Lt. Bishop	Lt. Cook
Lt. Cline	Lt. Wright	Lt. Gasper
Lt. Benz	Lt. Dickerson	Lt. Wahl

Squadron led by Captain Fishel on a Frag Bombing and Armed Recon. Mission to Melun, Meaux, Chalons and Troyes, to hit airfields in the vicinity of Chalons. Took off at 1241 12 A/C carried 24 Frag bombs in clusters. All bombs were jettisoned when enemy aircraft were seen. Group leader called that he had found the airfield and to bomb it. At the same time our squadron engaged Me 109 andaropped bombs and belly tanks. Bounced by 20 to 25 Me 109 at Thibie, just West of Chalons sur Marne, at 1430 hours. One Me 109 destroyed by Capt. Fishel, and 1 destroyed by Lt. Wright. Lt. Bassler was killed while strafing enemy pilot. Fuselage of plane shot down by Capt. Fishel had R.A.F markings. as well as German marking. Time in area was from 1400 to 1500. Time down was 1635.

Mission No. 232
22 August 1944

Operations Order No. 22
Fighter Sweep

2nd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Coulter	Lt. Tew	Capt. Woodyard
Lt. Mann	Lt. Stone	Lt. Snell
Lt. Eisele	Lt. Donlon	Lt. McDevitt
Lt. Cook	Lt. Schuele	Lt. Lesley

Squadron led by Captain Coulter on a mission to Creil Airfield. Took off at 1910. Time over target was 2015. Time down was 2130. No enemy A/C seen. Heavy, flak at Creil and Nogent Airdromes. Some enemy aircraft seen burning on the ground, hit by another squadron.

Mission No. 233
23 August 1944

Operations Order No. 23
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED	YELLOW
Lt. McDevitt	Capt. Woodyard	Lt. Eisele
Lt. Snell	Lt. Mann	Lt. Wahl
Lt. Donlon	Lt. Lesley	Lt. Cline
Lt. Stone	Lt. Schuele	Lt. Cook

Squadron led by Lt. McDevitt to Melun, Montereau and Pithiviers on an Armed Recon. Mission, Took off at 0845. 4 A/C carried 4 X 500 lb. GP bombs, fused 8 to 11 second delay. All bombs were returned to the base. Contacted Bigelou, had target we did not attack. Saw camouflaged fuel dump North of Sees. Weak, heavy, inaccurate flak at Melun. Time in area was from 0945 to 1045. Time down was 1145.

Mission No. 234
23 August 1944

Operations Order No. 23
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED	YELLOW
Lt. Tew	Capt. Coulter	Lt. Black
Lt. Bishop	Lt. Benz	Lt. Stone
Lt. Gasper	Lt. Wright	Lt. Donlon
Lt. Dickerson	Lt. Snell	Lt. Wahl

Squadron led by Lt. Tew to Melun, Montereau, and Pithiviers on an Armed Recon. Mission. Took off at 1355. 4 A/C carried 8 X 500 lb. GP bombs. All bombs in the target area. Wet Rag controller contacted and told us to bombs 2 pieces of Horse Drawn Artillery. 1 damaged at X-3994. Trucks destroyed, 4 in all. 8 bombs dropped in woods at S-1607. Time in area was from 1500 to 1610. Heavy and light flak, moderate, accurate at Melun Airdrome. Time down was 1710. 1 A/C damaged Cat. A.

Mission No. 235
25 August 1944

[redacted]

Operations Order No. 23
Armed Recon.

3rd Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Hunt.	Lt. McDevitt	Capt. Fishel
Lt. Cook	Lt. Mann	Lt. Schuele
Lt. Cline	Lt. Bisele	Lt. Gasper
Lt. Lesley	Lt. Bishop	Lt. Benz

Squadron led by Capt. Hunt, on an Armed Recon. Mission to Melun, Montereau and Pithiviers. Took off at 1750. 12 P-47s dispatched. No bombs were carried. Mission was recalled due to weather. No E/A or flak encountered. Time down was 1905.

Mission No. 236
25 August 1944

Operations Order No. 25
Fighter Sweep

1st Effort

FLIGHTS

WHITE	RED	YELLOW
Capt. Coulter	Lt. Johnston	Lt. Wright
Lt. Benz	Lt. Snell	Lt. Wahl
Lt. Cline	Lt. Donlon	Lt. Gasper
Lt. Schuele	Lt. Dickerson	Lt. Cook

Squadron led by Captain Coulter on a Fighter Sweep. 12 P-47s took off at 0755. No bombs were carried. Observed 1 truck and command car east of Le Blanc at 4-1381. White flight made a pass over vehicles and as it did approximately 8 light machine guns opened up at the them. 1 A/C strafed positions. Vehicles were not attacked. Time in the area was from 0850 to 1000 hours. Moderate, inaccurate light flak at 4-1382.

Mission No. 257
25 August 1944

Operations Order No. 25
Dive-bombing

The Effort

BLUE

BLUE

Capt. Fishel
Lt. Lesley
Lt. LeDevitt
Lt. Ligon

Lt. Black
Lt. Schuele
Lt. Wright
F/O Carlson

YELLOW

YELLOW

Lt. Johnston
Lt. Donlon
Lt. Gasper
Lt. Crawford

Lt. Green
Lt. Bishop
Lt. Eisele
Lt. Mockler

Squadron led by Capt. Fishel on a dive-bombing mission to Brest. 16 P-47s took off at 1701. 1 A/C slightly damaged, Cat. AC, by flak. 1 pilot slightly wounded by flak. 16 A/C dropped 32 X 500 lb. GP bombs in the target area. "Kleenex Nole" was the only ground controller that could be contacted. All flights vectored to attack freighters in area U-9189, U-9193 and U-9588. All bombs on 1- to 2- freighters at 1755 hours. Several near misses, 1 hit turning a freighter around. All A/C strafed, 1 freighter had been previously attacked. 2 Naval vessels possibly destroyers, fired several rockets at our A/C at U-9292, at 7,000 feet. xxi Light, intense, accurate at 4,000 feet, at U-8990. Light, intense inaccurate from freighters. 5 American warships possibly destroyers observed at R-3828 and 4 or 5 warships with balloons at R-6327. 3 or 4 vessels at R-6510, 1 on fire. Time in the area was from 1748 to 1810. Time down was 1900.

Mission No. 268
26 August 1944

Operations Order No. 26
Armed Recon.

1st Effort

NIGHT

WHITE

Capt. Woodyard
Lt. Cook
Lt. Oneil
Lt. Wahl

RED

Lt. Eisele
Lt. Dickerson
Lt. Cline
Lt. Stone

YELLOW

Lt. Dew
Lt. May
Lt. Lesley
Lt. Mann

BLUE

Capt. Hackler
Lt. Crawford
Lt. LaDevitt
Lt. Lenz

Squadron led by Captain Woodyard on an armed recon. Mission to Brest. 16 P-47s took off at 0915 with 32 [illegible] bombs, all bombs were dropped in the target area. Flights vectored to attack freighter at 1-972952. 8 bombs on freighter, 1 direct hit, 1 on edge of vessel, others near misses. Freighters also straffed and left burning. 16 bombs on fort, 4 direct hits, several near misses. A/C straffed on way down. 8 Flight vectored to town of Ston, 4 bombs on factory. 4 bombs on machine gun and anti-aircraft positions east of road. No direct hits. A/C straffed on the way down. Time in the area was from 1000 to 1100 hours. Time down was 1155.

Mission No. 259
26 August 1944

Operations Order No. 26
Armed Recon.

2nd Effort

FLIGHTS

WHITE

Lt. Johnston
Lt. Ligon
Lt. Gasper
Lt. Crawford

RED

Capt. Alledge
Lt. Rockler
Lt. Wright
Lt. Donlon

YELLOW

Lt. Green
Lt. Benz
Lt. Bishop
F/O Carlson

BLUE

Lt. Black
Lt. May
Lt. Schuele
Lt. Mann

Squadron led by Lt. Johnston on an Armed Recon. Mission to Brest. 16 P-47s took off at 1515 hours. 8 A/C carried 2 X 500 lb. GP bombs, 8 A/C carried 1 fire bombs. 23 bombs in the target area, 1 bombs jettisoned. Controller vectored flight to ammunition dump at U-022980. 8 X 500 lb. bombs on the target, 2 direct hits, 6 near misses. 2 fire bombs on gun positions at V-852946, positions also strafed. Stanza controller vectored flight to heavy guns at U-944023. 3 fire bombs on target which was also strafed, only 1 bomb burst into flames. Hoptide vectored flight to 4 heavy guns at U-008992. 8 X 500 lb. Bombs on the target area, 1 near miss. Accurate, light flak at U-912975. Intense, inaccurate flak (light) at U-944025. Time in the area was 1600 to 1700. Time down was 1700

Mission No. 240
27 August 1944

[redacted]

Operations Order No. 27
Dive-Bombing

1st Effort

FLIGHTS

WHITE

Lt. Tew
Lt. Wahl
Lt. Cline
Lt. Schuele

RED

Lt. Black
F/O Carlson
Lt. Snell
Lt. Dickerson

YELLOW

Capt. Woodyard
Lt. Ligon
Lt. Lesley
Lt. Cook

BLUE

Lt. Eisele
Lt. Mockler
Lt. Bishop
Lt. Stone

Squadron led by Lt. Tew on a dive-bombing mission to Brest. 16 P-47s took off at 1511. 16 A/C carried 16 X 500 lb. Bombs and 8 fire bombs. All bombs were dropped in the target area. 4 fire bombs on gun position at V-7596. Planes also strafed causing fires. 4 fire bombs on row of building causing fires in area. Hoptide vectored flight to 3 heavy guns on hill at V-0050[illegible]. 6 direct hits with 500 lb. bombs. Kleenex able vectored Flight to 5 heavy guns at V-010594. 8 X 500 lb. hits in target area which contained Observation Posts. Target was also strafed. Targets were marked with red smoke. Moderate, inaccurate, late flak in the City of Brest.

0308

Mission No. 242
31 August 1944

Operations Order No. 31
Armed Recon.

2nd Effort

FLIGHTS

WHITE	RED
Capt. Hunt	Lt. Johnston
Lt. Schuele	Lt. Mann
Lt. Wright	Lt. Donlon
W/O Carlson	Lt. Boze
YELLOW	**BLUE**
Capt. Woodyard	Lt. Tew
Lt. Snell	Lt. Cline
Lt. Gasper	Lt. Blood
Lt. Lesley	

Squadron led by Captain Hunt on an Armed Recon. Mission to Brest. 15 P-47s took off at 1704 with 16 X 500 lb. Bombs and 7 Fire bombs. All bombs were dropped in the target area. 8 bombs on naval guns, which were hit at O-6577. 3 fire bombs on smoke marked buildings at Q-9601. 8 X 500 lb. bombs on smoke marked guns at V-8495. 3 fire bombs on fortified house, which was left burning at R0100. 1 bombs on town at Landeneau, by mistake. Time in the area was from 1800 to 1900. Heavy, accurate, moderate, flak at Le Conquet. Time down was 1915.

Mission No. 241
31 August 1944

Operations Order No. 31
Armed Recon.

1st Effort

FLIGHTS

WHITE	RED
Lt. Johnston	Lt. Elleage
Lt. Boze	Lt. Dickerson
Lt. Donlon	Lt. Schroeder
Lt. Crawford	Lt. May

YELLOW	BLUE
Lt. Green	Lt. Brak
Lt. Stone	Lt. Snell
Lt. Wright	Lt. McDevitt
Lt. Mockler	Lt. Ligon

Squadron led by Lt. Johnston on an Armed Recon. Mission to Brest. 16 P-47s took off at 1104. 16 A/C carried 12 fire bombs and 8 X 500 lb. Bombs. 5 bombs were dropped in the target area, 8 were jettisoned, and 7 were returned to the base. Light, moderate, accurate flak at V-7596 and W-0195. Time in the area was from 1200 to 1300 and time down was 1345. Kleenex Able vectored flight to Square W-1090. Target was not marked with smoke and could not be found. Observed ~~within~~ what was thought to be dug-in gun positions and also dug-in troop positions. Default vectored flight to V-7596. Bombs failed to release. All A/C strafed target. 1 fire bombs on gun positions at V-7694, near miss. A/C also strafed here. 5 fire bombs on heavy gun position. 1 fire bombs - direct hit- on row of building at Q-9607.

[redacted]

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HISTORICAL DIVISION
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[redacted]

[redacted]

365th Fighter Squadron
APO 141 U.S. Army

HISTORY

Following is the history of the 365th Fighter Squadron during the month of September 1944. This history is compiled in accordance with IX Fighter Command Memorandum 20-4, 22 December 1943, Headquarters IX Fighter Command.

I. ORGANIZATION

DS DIR 5200.9

The 365th Fighter Squadron carried on its normal functions during the month. During the month the squadron transferred from one station to another.

II. STRENGTH AS OF September 30, 1944.

Enlisted Men	250
Officers	62
Increase Enlisted Men	9
Increase Officers	10
Decrease Enlisted Men	3
Decrease Officers	9

Officers assigned to the squadron during the month of September.

2nd Lt. Robert D. Dwyer
2nd Lt. Lewis T. Easterling
2nd Lt. Donald S. Flowers
2nd Lt. Arnold Gallaher
2nd Lt. August Garcea

Above officers asgd and jd. from Hq, 356th Fighter Group as of 31 Aug 44, per par #3, S.O. #102, Hq, 356th Fighter Group

1st Lt. James L. McManus, asgd and jd fr Hq, 356th Ftr. Gp. as of 5 Sept 44, per par #2, S.O. #105, Hq, 356th Ftr. Gp.

1st Lt. Thomas S. McClung
1st Lt. Raymond R. Wisner, Jr.
2nd Lt. Henry R. Rudgens
2nd Lt. Fred E. Selby
2nd Lt. Edward S. Shantz

Above officers asgd and jd fr. Hq, 356th Ftr. Gp. as of 4 Sept 44, per para #4, S.O. #106, Hq, 356th Ftr. Gp.

2nd Lt. Robert T. Higgers asgd and jd fr. Hq, 356th Ftr. Gp. as of 8 Sept 44, per para #1, S.O. 109, Hq, 356th Ftr. Gp.

2nd Lt. Russell C. Sherry, atchd unasgd as of 16 Aug 44.

1st Lt. Karl A. Hansen, asgd and jd fr. Hq. 356th Ftr. Gp. as of 22 Sept 44, per para #6, S.O. 114, Hq, 356th Ftr. Gp.

[redacted] DS DIR 5200.9

Enlisted men assigned to the squadron during the month of Sept.

Sgt. Howard C. Stevens, asgd and jd fr. hq, 358th Ftr. Gp., as of 4 Sept 44, per para #2, S.O. 100, hq, 358th Ftr. Gp.

Cpl. Charles J. Rossa
Pfc. Frank D. Collins
Pfc. Alton L. Freeman
Pvt. Howard C. Freeman

Above Enlisted men asgd and jd fr. hq, 358th Ftr. Gp, as of 5 Sept 44, per par #1, S.O. #107, hq, 358th Ftr. Gp.

Pvt. John E. Brinegar, asgd and jd fr. 19th Replacement Control Depot (AVN), per par #1, S.O. #255, hq, 19th Replacement Control Depot (AVN).

Transfer of Officers during the month of September.

2nd Lt. Frank L. Mollarbush, fr duty to relvd fr asgmt and asgd to 367th Ftr. Sq., as of 2 Sept 44, per par #4, S.O. #104, hq, 358th Ftr. Gp.

1st Lt. Emanuel Haber fr dy to relvd from asgmt and asgd to hq, 358th Ftr. Gp, as of 22 Sept 44, per par #5, S.O. 114, hq, 358th Ftr. Gp.

Transfer of Enlisted Men during the month of September.

Sgt. Robert E. Taylor, fr dy to trfd to 324th Sta. Complement Sq, per para #3, S.O. #93, hq, XIX Tactical Air Command.

Promotions of Officers:

Capt. George W. Hunt, Jr. (Squadron Commander), apt. Major as of 25 Aug 44, per par #23, S.O. #238, hq, Ninth Air Force.

2nd Lt. Albert E. Eisele
2nd Lt. John A. McDevitt
2nd Lt. Otto H. Schroeder
2nd Lt. Clarence C. Wright

Above officers aptd 1st Lts., as of 1st Sept 44, per par #3, S.O. #245, hq, Ninth Air Force.

2nd Lt. Henry R. Mudgens aptd 1st Lt. as of 1 Sept 44, per para #3, S.O. 245, hq, Ninth Air Force.

2nd Lt. Steve Lazzio aptd 1st Lt. as of 15 Sept 44, per par #3, S.O. #259, hq, Ninth Air Force.

2nd Lt. Charles S. Cline
2nd Lt. Peter J. Donlon
2nd Lt. Robert Gasper

Above officers aptd 1st Lts. as of 7 Sept 44, per para #17, S.O. 251, hq, Ninth Air Force.

Promotion of Enlisted Men during September: Nil.

0315

[redacted]

Reduction in Grade during month of September 1944.

S/Sgt Herbert J. Dawson
S/Sgt Paul E. Kirby
Sgt Samuel Cohen

Above Enlisted men reduced to grade of Pvt. as of 5 Sept 44, per para 7b, S.O. #169, Hq., 55th Ftr. Gp.

Cpl. Robert A. Shannon
Cpl. James L. Harris

Above Enlisted men reduced to the grade of Pvt. as of 6 Sept 44, per para #1, S.O. 168, Hq., 55th Ftr. Gp.

Officers Reported Missing:

1st Lt. Edward from A.O.R. to Abs on Joint Evacuation Hosp., 10 Sept 44.

2nd Lt. Arthur A. Charboneau from A.O., 14 Sept 44, to Prisoner of War. Rpt fr rolls of Orgn.

Major Frank D. Rebori from A.O.R. to Prisoner of War. Rpt from rolls of Orgn, as of 25 Sept 44.

SQUADRON OFFICERS:

See Appendix I.

III. Losses in Action

Captain David W. Johnston, Jr. was killed in action when his plane crashed into a hillside on an Armed Recon. in the Ruhr Valley, on 28 September 1944. His plane crashed into the hill as he pulled out of a dive on the Marshalling Yard that he combed. Capt. Johnston was one of the pilots to come overseas with this squadron. He was on his last mission before going back to the states. He was known as "Johnny" to the pilots. His death is a great loss to the squadron.

2nd Lt. Robert D. Dwyer is missing in action from a raid on the Marshalling Yard at Zabern, just East of Saarbur, on 27 September 1944. He was observed to bail out but his chute did not fully blossom. He landed in a wooded area. Lt. Dwyer was assigned to this squadron during the month of September 1944. Lt. Dwyer was from Brooklyn, N.Y.

Again we celebrated and with cause as 2nd Lt. John A. Minard returned to the squadron. Lt. Minard who joined us at High Halden, England, was seen to bail out after his aircraft was hit by flak on 11 August 1944. This was the vicinity of La Celle St. Avont, at which Minard bailed out. Lt. Minard is the fifth to return from behind German lines to our squadron and his return is certainly a joyus occassion. Like the others Lt. Minard had many and various experiences. After landing safetly he was picked up by the French and joined the Marquis organization where he was instructed in helping to capture a number of Germans. Lt. Minard's return [redacted] our box score of Ml.,

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seen to bail out and ...t the gro[redacted] 5. like the others, Lt. Millard, has returned to England to be returned to the United States and will get that rest that he so deserves after his ba...ness and experiences.

IV. ETO Station Occupied

The 355th Fighter Squadron brought its base up to our rapidly advancing troops by moving to A.A.F.S. A-67, Vitry le Francois. The move was made from A.A.F.S. A-28, Montorson and is the third A.A.F.S. since our arrival in France. The flight echelon of 3 officers and 28 enlisted men, who departed from A.A.F.S. A-28 at 1100 hours, 14 September 1944 and arrived at A.A.F.S. A-67, Vitry le Francois at 1700 hours, 15 September 1944 by truck convoy. The ground echelon, consisting of remainder of officers and enlisted men departed at various times during the days of 16, 17, 18 and 19th September 44 by air from A.A.F.S. A-28 and arrived at A.A.F.S. A-67 the same days.

V. Awards and Decorations

The following awards were presented during the month of September.

Capt. James F. Macaler, Jr. 5th, 10th, 11th, 12, 13, 14th and 15th Oak Leaf Clusters.
Lt. Gerald D. Black, 3rd, 4th, 5th, 6th, 7th and 8th Oak Leaf Clusters.
Lt. David A. Johnston, Jr., 5th, 6th, 7th, 8th, 9th, 10th Oak Leaf Clusters.
Lt. John A. McDevitt, Air Medal, 1st, 2nd, 3rd, 4th and 5th Oak Leaf Clusters.
Lt. Otto A. Schroeder, 1th, 2nd, 3rd, 4th and 5th Oak Leaf Clusters.
Lt. Clarence O. Wright, Jr., 1st, 2nd, 3rd, 4th and 5th Oak Leaf Clusters.
Lt. Robert E. Biggers, Air Medal 1 and 1st Oak Leaf Cluster.
Lt. George A. Blood, Air Medal
Lt. Leslie C. Bose, Air Medal
Lt. Charles S. Cline, Air Medal
Lt. Peter J. Dolon, Air Medal, 1st and 2nd Oak Leaf Clusters.
Lt. Robert Gasper, Air Medal, 1st, 2nd, and 3rd Oak Leaf Clusters.
Lt. Gerald E. Lesley, Air Medal, 1st and 2nd Oak Leaf Clusters.
Lt. Daniel S. Renner, Air Medal
Lt. Norman A. Schuele, Air Medal, 1st and 2nd Oak Leaf Clusters.
Lt. Harry H. Smith, Air Medal

The above pilots were decorated by Colonel Cecil E. Nelle, Commanding Officer, 355th Fighter Group. The presentation was held at Montorson, France, A.A.F.S. A-28. The crew chiefs of the pilots, who were decorated formed the honor guard for our squadron. After being decorated by the Colonel, he congratulated the pilots and had an informal meeting with them.

VI. ETO Highlights in the Squadron.

Liberation day was celebrated at Bazouges la Perouse, which is just south of Montorson. Members of the squadron were invited out to join in the festevities. It was one of real consolation and besides games and dances there was plenty to eat and drink. The squadron soft ball team was scheduled to play a combined t[redacted] group and the other

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squadrons. The game was called when it became too dark. The teams were guests of the mayor of the village and were given a buffet at which they really had a chance to celebrate. It was the day was an experience that none should forget and it was indeed a day of liberation when the American, English and French got together on a continent which not MXX long ago was under rigid control.

Besides the above baseball game, our squadron team played the fourth fighter squadron at Vitry la Francois and won by the score of the same was 4 - 1 in favor of the 367th. Our team which has not also encounters and has been victorious in the past, still holds that distinction.

A field beer party was given the enlisted men by the officers of the squadron at Pontoise. All from the regiment and laughter was had a good time. It is hoped that more of these parties can be held at our new base, that is if the beer can be obtained.

This last and further recent move has one of great interest to the men. The truck convoy passes many historic and scenic places along its route from the great seminar to the eastern part of France. Observation could be made of the progress the war has made, and the results that war brings. Then the remainder of the men proceeded to the new base by C-47 aircraft as were also the supplies of the organization. Many of the aircraft looked at Paris or flew over Paris so the men had the experience of seeing Paris from the air and as this was the first observation of Paris, it will be long remembered by all. The trip by ground and air from Paris to the new base was of interest as it brought to view a different type of terrain that the men had been use to; before it was hedgerows and orchards, now it is flat plains, forrests and intermittent hills. The sitting up of the new base was one of interest and toil. Interesting as the base is located amid surrounding groves of trees flanked by hills. It appeared ~~in some sections~~ that the trees had been planted years ago with a specific purpose of establishing a park area. The living signs and departments were set up amid these groves and were set up amid these groves to provide perfect camouflage. The toil began with the rain came the second day we were moving in and as only a main road had been established, other side roads had to be built to the areas. And since the second day we moved in it has rained almost every day, making the mud control a difficult problem. But thru cooperative effort of all, the mud situation has been eliminated to a great extent.

As at the last base, here also special service has set up movies and has brought several good variety shows to the base. The evening entertainment brought forth a "Truth or Dare Dances" show from the Red Cross girls. The act proved both entertaining and beneficial as prizes were given for various contest. Two men from our squadron won prizes, Cpl Pickering, the last contest, and Sgt. Christman the bald headed men's contest. The town near the field is on limits to the men until 2130 and the men can get wine and beer in the local cafes.

The pilots of the group are quarted in Vitry le Francois in a former school building. Quarters there have been made into comfortable old and officers' club has been set up where they may spend the cool rainy evenings talking and playing cards. The ground officers and enlisted men have been quartered in tents on the field and these have been fixed up by the men by putting floors [redacted] and building tables and chairs.

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[redacted]

-6-

[redacted]

Mission No. 243
1 September 1944

Operations Order 32
Troop Support

1st Effort

WHITE	RED	YELLOW
Capt. Fishel	Lt. Green	Lt. Eisele
Lt. May	F/O Carlson	Lt. Crawford
Lt. Donlon	Lt. Wright	Lt. Schroeder
Lt. Schuele	Lt. Renner	Lt. Roze

Squadron led by Captain Fishel on a Bomb and Troop Support Mission. Took off at 0715 with 24 X 500 lb. GP bombs. 23 dropped in the target area. 1 bombs was returned to the base. Guns attacked at road at V-9880. Hits on road. Guns attacked at V-9920. Hits on rectangular emplacement that may have been the gun attacked. Time in the area was from 0815 to 855. Time down was 0953.

Mission No. 244
1 September 1944

Operations Order 32
Troop Support

2nd Effort

WHITE	RED	YELLOW
Capt. Woodyard	Lt. Tew	Lt. Brak
Lt. Ligon	Lt. Mockler	Lt. Mann
Lt. Gasper	Lt. Cline	Lt. McDevitt
Lt. Snell	Lt. Stone	Lt. Lesley

Squadron led by Captain Woodyard on a Bomb and Troop Support Mission to Brest. Took off at 1300 with 24 X 500 lb. GP bombs. All bombs were dropped in the target area. 8 bombs on houses at V-9922. 1 direct hit and 2 near misses. 1 house dest. at V-9525. 8 bombs on artillery at V-8795. 3 sheds at gun emplacements destroyed by Capt. Woodyard. Time in the area was from 1340 to 1435. Light flak at V-8795. Time down was 1530.

[redacted]

Mission No. 245
2 September 1944

Operations Order 32
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Capt. Woodyard	Lt. Schroeder	Lt. Johnston
Lt. Snell	Lt. Mockler	Lt. Crawford
Lt. Gasper	Lt. Wright	Lt. Donlon
Lt. Lesley	Lt. Blood	Lt. Boze

Squadron led by Capt. Woodyard on an Armed Recon. Mission to Brest. Took off at 0905 with 24 X 500 lb. GP bombs. All bombs were dropped in the target area. Default vectored flight to V-7566, 8 bombs were dropped on 3 240 mm artillery guns, no hits observed. A/C strafed on the way down. 1 light mg position strafed and damaged at V-7562. Stanza vectored flight to attack stronghold at V-9701. 8 bombs in tgt area, 4 building destroyed. 1 large explosion seen with [redacted] colored smoke. Hoptide vectored flight to attack fort at V-9970. 4 good hits on fort. Time in area was 1000 to 1100. Lihgt, moderate flak at V-7566. Time down was 1145.

Mission No. 246
3 September 1944

Operations Order 34
Armed Recon.

1st Effort

WHITE	RED	YELLOW	BLUE
Lt. Johnston	Lt. Brak	Lt. Green	Lt. Tew
Lt. Ligon	Lt. May	F/O Carlson	Lt. Blood
Lt. Schroeder	Lt. Cline	Lt. Wright	Lt. Schuele
Lt. Boze	Lt. Mann	Lt. Stone	Lt. Runner

Squadron led by Lt. Johnston took off on an Armed Recon Mission to Brest at 0915. 32 X 500 lb. GP bombs were carried and 31 were dropped in the tgt. area and 1 was jettisoned safe. Default marked gun positions at V-9164. No claims on these guns. Lt. Brak strafed barracks and fort at V-8294. 4 direct hits on guns at at V-9425. 7 bombs on anti-tank, no claims. Time in the area was from 1005 to 1105. Time down was 1140.

[redacted]

Mission No. 247
3 September 1944

[redacted]

Operations Order 54.
Troop Support

2nd Effort

FLIGHTS

WHITE	RED
Capt. Fishel	Lt. McDevitt
Lt. Mann	Lt. Snell
Lt. Schroeder	Lt. Gasper
Lt. Stone	Lt. Lesley

YELLOW	BLUE
Lt. Johnston	Lt. Green
Lt. Dickerson	Lt. May
Lt. Donlon	Lt. Eisele
Lt. Boze	Lt. Schuele

Squadron led by Captain Fishel took off at 1510 on a Troop Support Mission to Brest. 8 A/C carried 2 X 500 lb. GP bombs and 8 A/C carried 8 Napalm bombs. All GP bombs and 7 Napalm bombs were dropped in the target area. 1 Napalm bombs was jettisoned. Light, moderate, accurate flak at V-9025. Stanza vectored flight to gun position. 6 bombs were dropped and A/C also strafed. 4 direct hits probably destroyed 2 or 3 guns. 2 building destroyed that housed German troops. Default vectored flight to 3 heavy guns, 8 bombs dropped but no hits observed. Guns were damaged by strafing passes. 3 fire bombs on guns at V9392, guns not seen but 1 building destroyed. Time in the area was from 1600 to 1700. Time down was 1745. 1 A/C damaged by flak.

[redacted]

[redacted]

Mission No. 248
5 September 1944

Operations Order 36
Troop Support

1st Effort

WHITE	RED	YELLOW
Capt. Woodyard	Lt. Brak	Lt. Schroeder
Lt. Ligon	Lt. Mockler	Lt. Crawford
Lt. Lesley	Lt. Schuele	Lt. Donlon
Lt. Dickerson	Lt. Mann	Lt. Stone

Squadron led by Captain Woodyard on a Troop Support Mission to Brest. Took off at 1130 and was in the area from 1230 to 1300. 12 A/C carried 12 Napalm fire bombs. 10 bombs in the target area, 1 in the water, and 1 jettisoned. 3 napalm bomb on dummy guns at V9390. 4 bombs on large guns at V-9390. 4 guns destroyed. 3 bombs did not explode. Capt. Woodyard destroyed 3 buildings. Time down was 1400.

Mission No. 249
5 September 1944

Operations Order 36
Troop Support

2nd Effort

WHITE	RED	YELLOW
Capt. Fishel	Lt. Johnston	Capt. Elledge
Lt. Flowers	Lt. Easterling	Lt. Dwyer
Lt. Gasper	Lt. Wright	Lt. Eisele
Lt. May	Lt. Boze	F/O Carlson

Squadron led by Capt. Fishel on a Troop Support Mission to Brest. Took off at 1604 and was in the area from 1655 to 1750. A/C carried 8 Napalm bombs and 8 500 lb. bombs. 14 bombs in target area, 2 Napalm bombs jettisoned. Kleenex Able vectored 2 flights to guns at V9280, flights attacked 6 camouflaged gun position in two zig zag trenches, 4 direct hits were observed. Target was completely on fire and all guns are believed to be destroyed. Fort was attacked at V8488, 4 direct hits observed. Kleenex Able directed flight to motor transports but transports were not seen. Light, inaccurate flak at V8488. Time down was 1830.

[redacted]

[redacted]

Mission No. 250
6 September 1944

Operations Order No. 37
Troop Support

1st Effort

WHITE	RED	YELLOW
Lt. Green	Lt. Pew	Capt. Talledge
Lt. Garcea	Lt. Crawford	Lt. Gallaher
Lt. Lesley	Lt. Cline	Lt. McDevitt
Lt. Blood	Lt. Renner	Lt. Snell

Squadron led by Lt. Green on a Troop Support Mission to Brest. 12 P-47s took off at 0755 and was in the area from 0845 to 0930. 12 A/C carried 24 X 500 lb. GP bombs, all of which were dropped in the target area. Hoptide vectored 6 ships to gun positions at ,9801. All bombs in target area with good hits observed. A/C strafed positions. Target was marked with white smoke. 6 ships vectored to raod at ,-9600, anti-tank installation. All bombs in area. No guns were seen but 1 building was destroyed. Weak, accurate, small arms fire at ,9801. Time down was 1015. 1 B-26 was seen to explode at Brest. 1 A/C cat A., flak.

Mission No. 251
6 September 1944

Operations Order No. 37
Troop Support

2nd Effort

WHITE	RED	YELLOW
Capt. Hackler	Capt. Woodyard	Lt. Johnston
Lt. Dwyer	Lt. Flowers	Lt. Boze
Lt. Wright	Lt. Schuele	Lt. Donlon
F/O Carlson	Lt. Mann	Lt. Easterling

Squadron led by Captain Hackler on a Troop Support Mission to Brest. Took off at 1225, and was in the area from 1325 to 1500. 12 A/C carried 24 X 500 lb. GP bombs, all of which were dropped in the target area. Hoptide vectored squadron to attack enemy strong-point at ,9800. Ture location was ,9801, marked with purple smoke. All bombs in the target area, several building seen to explode and burn. No flak or E/A were encountered. Time down was 1440.

[redacted]

[redacted]

Mission No. 252
8 September 1944

Operations Order No. 39
Troop Support

1st Effort

WHITE	RED	YELLOW
Capt. Fishel	Lt. Brak	Capt. Elledge
Lt. Mockler	Lt. May	Lt. Ligon
Lt. Gasper	Lt. Schroeder	Lt. Eisele
Lt. Dickerson	Lt. Mann	Lt. Stone

Squadron led by Capt. Fishel on a Troop Support Mission to Brest. 12 planes took off at 0715 and was over the target at 0830. 1 A/C was cat. A. 12 A/C carried 24 X 500 lb. GP bombs. All bombs were dropped in the target area. 6 buildings were destroyed. A/C also strafed. Good results observed. Meager, accurate small arms fire at target. Time down was 0940..

Mission No. 253
8 September 1944

Operations Order No. 39
Troop Support

2nd Effort

WHITE	RED	YELLOW
Capt. Woodyard	Lt. Johnston	Lt. Green
Lt. Gallaher	Lt. Satterling	Lt. Jarcea
Lt. Lesley	Lt. Donlon	[illegible]
Lt. Snell	Lt. Boze	Lt. Blood

Squadron led by Capt. Woodyard on a Troop Support Mission to Brest. 12 planes took off at 1140 and was in the area from 1230 to 1300. 12 A/C carried 24 X 500 lb. GP bombs, all of which were dropped in the target area. No flak or enemy A/C were encountered. 6 houses were destroyed and practically 30 houses damaged. A/C also strafed. Time down was 1340.

[redacted]

[redacted]

Mission No. 254
8 September 1944

Operations Order No. 39
Troop Support

3rd Effort

WHITE	RED	YELLOW
Major Hunt	Lt. Brak	Lt. Tew
Lt. Dwyer	Lt. Crawford	Lt. Flowers
Lt. Schuele	Lt. Cline	Lt. McDevitt
F/O Carlson	Lt. Renner	Lt. Shantz

Squadron led by Major Hunt on a Troop Support Mission to Brest. Squadron took off at 1010. 12 A/C carried 24 X 500 lb. GP bombs, all of which were dropped in the target area. All bombs hit in the target area but results were unobtainable. All A/C [illegible]. Machine gun fire at target. Time down was 1800.

Mission No. 255
9 September 1944

Operations Order No. 40
Troop Support

1st Effort

WHITE	RED
Capt. Coulter	Capt. Elledge
Lt. Ligon	Lt. Dwyer
Lt. Schuele	Lt. Cline
Lt. Cook	Lt. Renner

Squadron led by Capt. Coulter on a Troop Support Mission to Brest. Took off ~~ex~~ at 0903. Time in the area was from 1000 to 1025. Hoptide vectored squadron to German strong hold at 9800. Good bombs hits on building in area. Results could not be determined. Several strafing passes from North to South in target area and area to west, damaging buildings. No flak or E/A encountered. Time down was 1115.

[redacted]

[redacted]

Mission No. 256
9 September 1944

Operations Order No. 40
Troop Support

2nd Effort

WHITE	RED
Lt. Johnston	Lt. Black
Lt. Gallaher	Lt. Benz
Lt. Donlon	Lt. Schroeder
Lt. Bishop	Lt. Wahl

Squadron took off on ax Troop Support Mission to Brest at 1503. Squadron was led by Lt. Johnston. Time in the area was from 1600 to 1630. 8 a/C carried 16 X 500 lb. GP bombs. 12 were dropped in the target area, 4 were returned. Noptide vectored [illegible]. 12 bombs at V954991, 12 bombs South of Woods, Squadron was ordered not to straf. No flak or E/A seen. Time down was 1715.

Mission No. 257
10 September 1944

Operations Order No. 41
Troop Support

1st Effort

White	RED	YELLOW	BLUE
Lt. Green	Lt. Black	Lt. McDevitt	Lt. Johnston
Lt. Garcea	Lt. May	Lt. Flowers	Lt. Doze
Lt. Wright	Lt. Schuele	Lt. Gasper	Lt. Donlon
Lt. Benz	Lt. Mockler	Lt. Snell	Lt. Crawford

Squadron led by Lt. Green on a Troop Support Mission to Brest. 16 P-47s took off at 1015 and was in the area from 1100 to 1145. 32 X 500 lb. GP bombs were dropped in the target area. 8 bombs on guns positions at V9486, 2 direct hits. 4 direct hits on gun positions at V9587. Gun positions damaged by 12 bombs and strafing at V9197. Gun strafed and bombed at V9097. No claims. Light, moderate, inaccurate flak at V9585 and V9587. Oil dump seen to explode in Brest. Time down was 1240.

[redacted]

Mission No. 258
11 September 1944

Operations Order No. 42
Troop Support

1st Effort

WHITE	RED
Lt. Brak	Capt. [illegible]
Lt. Gallaher	Lt. Shultz
Lt. Gasper	Lt. Lesley
Lt. Cook	Lt. Neal

Squadron led by Lt. Brak on a Troop Support Mission to Brest, took off at 0915 and was in the area from 1000 to 1042. 1 A/C suffered damage, Cat. AC. 8 A/C carried 16 X 500 lb. GP bombs, all of which were dropped in the target area. 4 near misses on gun positions at V8386. 4 barracks strafed and damaged at the same place as the gun positions. Small arms fire at the target. Time down was 1135.

Mission No. 259
11 September 1944

Operations Order No. 42
Troop Support

2nd Effort

WHITE	RED
Capt. Fishel	Lt. McDevitt
Lt. Ligon	Lt. Flowers
Lt. Wright	Lt. Lesley
F/O Carlson	Lt. Garcea

Squadron led by Capt. Fishel on a Troop Support Mission to Brest, took off at 1215 and was in the area from 1300 to 1345. 8 A/C carried 16 X 500 lb. GP bombs, all of which were dropped on the target. Several near misses on gun emplacement at V8486. 1 building destroyed by Captain Fishel. Light, meager flak at target. Time down was 1450.

Mission No. 260
11 September 1944

[redacted]

Operations Order No. 42
Troop Support

3rd Effort

WHITE	RED
Capt. Elledge	Lt. McDevitt
Lt. Dwyer	Lt. Mowers
Lt. Cline	Lt. Lesley
Lt. Renner	Lt. Garcia

Squadron led by Capt. Elledge on third mission for today to support troops on the Brest Peninsula. Mission took off at 1517 and was in area from 1600 to 1650, returning to base at 1745. All planes carried 500 lb. bombs, all hitting in target area. Anti-tank ditches and a fort was bombed with good hits. A road into section was also bombed and strafed with good hits.

Mission No. 261
11 September 1944

Operations Order No 42
Troop Support

4th Effort

WHITE	RED
Maj. Hunt	Capt. Coulter
Lt. Mockler	Lt. Fay
Lt. Blood	Lt. Schroeder
Lt. Benz	Lt. Biggers

Squadron led by Major Hunt on a troop support mission to Brest. Squadron took off at 1817 and was in area from 1900 to 1940. All planes carried two 500 lb. bombs. They were vectored to a group of buildings and eight direct hits were observed with 5 buildings claimed destroyed. Four planes dropped their bombs on barracks west of town. All bombs hit in area but no direct hits were observed. All planes strafed in town and five or six buildings were left burning. Time down 2020.

[redacted]

[redacted]

Mission No. 262
12 September 1944

Operations Order No. 42
Troop Support

1st Effort

White	Red
Lt. Green	Lt. Black
Lt. Garcia	Lt. Easterling
Lt. Wright	Lt. Schroeder
Lt. Cook	Lt. Doze

The first mission today was to support the 29th Infantry at Brest. Squadron was led by Lt. Green and took off at 1115, remaining in the area from 1200 to 1300. All planes carried two 500 lb. bombs each and concentrated their efforts on a fort, observing good hits. Light, moderate, inaccurate flak was encountered over the target but all aircraft returned safely. Time down 1340.

Mission No. 263
12 September 1944

Operations Order No. 43
Troop Support

2nd Effort

White	Red
Maj. Hunt	Lt. Drak
Lt. Crawford	Lt. Mockler
Lt. Donlon	Lt. Schuele
Lt. Bishop	F/O Carlson

Squadron led by Major Hunt on a troop support mission to Brest. Took off at 1715 and was in area from 1800 to 1900. All planes carried two 500 lb. bombs. All bombs hit [illegible] target area and one gun was destroyed and one damaged. All aircraft returned safely at 1940. Weak, inaccurate light flak was encountered in target area.

[redacted]

[redacted]

Mission No. 264
13 September 1944

Operations Order No. 44
Troop Support

1st Effort

WHITE

Capt. Coulter
Lt. Flowers
Lt. Gasper
Lt. Wahl

RED

Lt. Johnston
Lt. Dwyer
Lt. Wright
Lt. Benz

Our squadron took off for A-58 near Paris to refuel and support units of the 20th Corp. Twelve aircraft were dispatched. Our squadron was given a target in a wooded area marked by smoke but we were unable to locate woods or smoke. Tanks and trucks were hit on a road and three or four big fires were started. Many M/T destroyed but exact number undetermined. Time up was 0930, time over target 1020 to 1140 and time down was 1240.

Mission No. 265
14 September 1944

Operations Order No. 45
Troop Support

1st Effort

WHITE

Capt. Coulter
Lt. Flowers
Lt. Gasper
Lt. Wahl

RED

Lt. Johnston
Lt. Dwyer
Lt. Wright
Lt. Benz

Our squadron again supported troops at Brest. Eight aircraft, carrying 2 500 lb. bombs each, took off at 1409 and remained in the target area from 1580 to 1600. Bombs were dropped on troop concentrations and gun emplacements with good results observed. Light and accurate flak over target. Time down at 1700.

[redacted]

[redacted]

Mission No. 266
16 September 1944

Operations Order No. 47
Weather Recon.

Capt. Woodyard
Lt. McClung

Lt. Schuele
Lt. Stone

Mission No. 267
16 September 1944

Operations Order No. 47
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Lt. Green	Lt. Black	Capt. Woodyard
Lt. Garcea	Lt. Easterling	Lt. McClung
Lt. Blood	Lt. Schroeder	Lt. Schuele
Lt. Renner	Lt. Crawford	Lt. Stone

Squadron led by Lt. Green on an armed reconnaissance mission to Saarburg-Rastatt area. 7 500 lb bombs were carried and were dropped on a railroad junction NE of Rastatt. Two direct hits were observed. Light, moderate inaccurate flak was encountered over the target. One plane damaged cat. B and 2 cat. A. Time up 1630, time over target 1720 to 1735 and time down 1830.

Mission No. 268
19 September 1944

Operations Order No 50
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Lt. Tew	Lt. Black	Lt. Tibbs
Lt. Mann	Lt. Dickerson	Lt. Stone
Lt. Gasper	Lt. Schroeder	Lt. Cook
Lt. Biggers	Lt. Bishop	

Our squadron led on armed reconnaissance in the St. Die, Strasbourg, Hagenau, Chateau Salons area, by Lt. Tew. The squadron took off at 1715 and was in the area from 1800 to 1832, returning to base at 1855.

[redacted]

Mission No. 209
20 September 1944

Operations Order No. 51
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Lt. Johnston	Lt. Brak	Lt. McDevitt
Lt. Gallagher	Lt. Garison	[illegible]
Lt. Gasper	Lt. Wood	Lt. Wright
Lt. Dixon	Lt. Meckler	Lt. Ley

Our squadron took off at 1455 on an armed reconnaissance mission to the Bonn, Wissen, Dusseldorf area. The target area was reached at 1650. A railroad yard was bombed and one locomotive left burning and sev ral railway cars destroyed. Two buildings were set fire alongside the tracks. Another railway yard was bombed and strafed with two locomotives damaged. Lt. Johnston hit a cliff while trying to pull out of a dive from the yards. His aircraft exploded and burned. He is listed as MIA. Heavy, moderate accurate flak was encountered over the target. We left the target area at 1650. Flak was also encountered in the vicinity of Bonn and Siegburg. Time down 1750.

Mission No. 270
21 September 1944

Operations Order No. 52
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Lt. Missle	Lt. Black	Lt. Schroeder
Lt. Dwyer	Lt. Green	Lt. Hall
Lt. Renner	Lt. Bishop	Lt. Cook
Lt. Mann	Lt. Benz	Lt. Flowers

Squadron was led by Lt. Missle and took off at 1700 on a strafing mission, the target being an airdrome at Mannheim. Another airdrome was to be strafed but due to bad weather was abandoned. One locomotive was damaged at Kaiserslautern. 30 boxcars were attached to the locomotive and one was left burning. Intense, accurate flak was encountered at Metz. Time down 1935

[redacted]

[redacted]

Mission No. 271
22 September 1944

Operations Order No. 1
dated March.

1st Effort

White	Red	Green
Lt. Erck	Lt. Kasper	Lt. Hiatt
Lt. Rizzers	Lt. Stone	Lt. Armstrong
Lt. Poze	Lt. LeBlanc	Lt. Sloat
Lt. Dickerson	Lt. Crawford	Lt. Liddy

Our squadron led by Lt. Erck to bomb supply dumps. Due to bad weather it was impossible to find targets. Our bombs were dropped on 5 long rectangular buildings believed to be a factory. Four direct hits were observed and one building was destroyed and two damaged. Blue, brown, black and white smoke was observed to come from the wreckage. No flak was encountered. Time of take, time over target 1139 to 1145 and time down 1345.

Mission No. 272
24 September 1944

Operations Order ... 51
dated March.

1st Effort

White	Red	Green
Lt. Misele	Lt. Roberts	Lt. Kasper
Lt. May	Lt. Lyon	Lt. Lochner
Lt. Cook	Lt. Rizzers	Lt. Dickerson
Lt. Shantz	Lt. Crawford	F/O Carlson

Squadron led by Lt. Misele and took offat 1630 on an armed reconnaissance mission in the Luneville-Saarburg area. Twelve 250 lb bombs were carried. Four bombs were dropped on a railroad tunnel at Lansmenster. Near misses were observed. Eight bombs were dropped on a locomotive with 10-15 cars heading east. End of cars were hit by bombs but number destroyed undetermined. Locomotive blew up after being strafed. A convoy of 15 trucks were strafed north of Wasselheim. Three were destroyed and five damaged. A camouflaged gas dump with 5-6 tanks and buildings strafed and a large explosion seen. Weak flak was encountered in the target area. Time down 1545. One aircraft was damaged due to explosion over last target attacked.

[redacted]

[redacted]

Mission No. 275
27 September 1944

Operations Order No. 58
Armed Recon.

1st Effort

Leader	Red	Green
Lt. Bisele	Lt. Wright	Lt. Schuster
Lt. Ickers	Lt. Mann	Lt. Westerlin
Lt. Renner	Lt. Linton	Lt. Lonevitt
Lt. Dwyer	Lt. Gallagher	Lt. Garcia

Squadron led by Lt. Bisele and took off at 0940 on an armed reconnaissance mission to the Sarebourg, Offenburg, Rastatt, Bruchsal, Germersheim, Landau, Maginot area. Twelve aircraft were dispatched, all carrying two 500 lb. bombs each. All bombs were dropped on railroad tracks at Lubern, east of Sarburg. Eight bombs hit on trucks destroying 15 cars. Six bombs were in building area, destroying 4 buildings. Eight bombs fell short. Flak positions were strafed by three passes. Four groups of three guns each were destroyed. Lt. Dwyer was hit on the belly run by flak and was forced to bail out. His chute was seen to blossom just before he hit in a wooded area. He is MIA. Squadron returned at 1145.

Mission No. 274
27 September 1944

Operations Order No. 58
Leaflet Mission.

2nd Effort

White	Red
Lt. Brak	Lt. Gasper
Lt. Benz	F/O Carlson
Lt. Doze	Lt. Ickers
Lt. Leckler	

Squadron took off at 1400 on a leaflet mission in the Metz area. Results were excellent, covering the towns of Chersey, Nucby, Metz and Fuppy. Flak was encountered at Metz and enroute at Pont a Mousson. Planes were over target area from 1430 to 1500. Land down 1525.

[redacted]

[redacted]

Mission No. 265
28 September 1944

Operations Order No. 59
Armed Recon.

1st Effort

White	Red	Yellow
Capt. Mackler	Lt. Black	Lt. Schroeder
Lt. May	Lt. Lipton	Lt. Dickerson
Lt. Snell	Lt. Schuele	Lt. Denton
Lt. Stone	Lt. Wahl	Lt. Crawford

Our Squadron was led by Capt. Mackler on a mission to destroy a fort in the Metz area. Four planes carried two 1,000 lb bombs and eight planes carried one Napalm bombs. All bombs were dropped on the target and fort was left burning and covered with smoke. Eight 1,000 lb. bombs hit on the SW corner of fort and the Napalm bombs hit on the S and E edge of fort. Planes were in area from 1652 to 1715 and returned to base at 1840.

Mission No. 270
28 September 1944

Operations Order No. 59
Armed Recon.

2nd Effort

White	Red	Yellow
Capt. Elledge	Lt. McDevitt	Lt. McClung
Lt. Shantz	Lt. Flowers	Lt. Benz
Lt. Cline	Lt. Bishop	Lt. Blood
Maj Mitchcock	F/O Carlson	Lt. Mockler

Squadron took off at 1550 for a mission against another fort in the Metz area. 24 500 lb. bombs were carried. Sixteen direct hits were observed on one fort and 8 direct hits on the other. The results were believed to be good. Weak inaccurate light flak was encountered at the fort area but all aircraft returned safely. They were in the target area from 1654 to 1644 and returned to base at 1740.

[redacted]

[redacted]

Mission No. 277
30 September 1941

Operations Order No. 61
Weather Recon.

Lt. Green
Lt. Benz

Lt. Blood
Lt. Bishop

Lt. Green led a flight on a weather reconnaissance mission over the front lines in the area of Nancy and Metz. No flak was encountered and the weather was 10/10 overcast except for a hole in the clouds in the Nancy area. There they observed several destroyed German planes on the ground at an airfield. Time up 2105 and [illegible] down 2210. All aircraft returned safely.

[redacted]

365th FIGHTER SQUADRON
APO 141 U.S. Army

8 September 1944

SQUADRON ORDERS)
:
NUMBER 16)

1. 1st Lt. JAMES I. McMANUS, O-1550659, is assigned primary duty as Squadron Ordnance Officer, vice 2nd Lt. FRANK L. HOLLARBUSH, relieved, effective 3 September, 1944 and additional duty as Squadron Transportation Officer, vice 1st Lt. LAUREL M. HENLEY, relieved, effective, 3 September, 1944.

2. 1st Lt. LAUREL M. HENLEY, O-572002, is assigned additional duty as Squadron Mess Officer, vice 1st Lt. WALTER P. MORGAN, Jr., relieved, effective 19 May, 1944.

/s/George W. Hunt, Jr.,
/t/GEORGE W. HUNT, Jr.,
Major, Air Corps,
Commanding.

SQUADRON ORDERS)
:
NUMBER 17)

21 September 1944

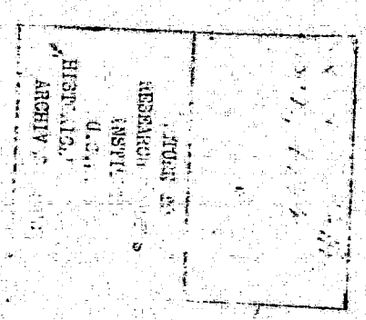
1. Effective this date 1st Lt. FRED H. TEW, O-675730, is assigned primary duty as Squadron "B" Flight Commander, vice 1st Lt. DAVID W. JOHNSTON, Jr., relieved.

/s/George W. Hunt, Jr.,
/t/GEORGE W. HUNT, Jr.,
Major, Air Corps,
Commanding.

THE ABOVE SQUADRON ORDERS
ARE TRUE COPIES.

Laurel M. Henley
LAUREL M. HENLEY,
1st Lt., Air Corps.

[redacted]



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365th Fighter Squadron
APO 141 U.S. Army

1 November 1944

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, A.L.G. A-80, APO 141, U.S. Army.

In accordance with IX Fighter Command Memorandum 20-4, dated 22 December 1944, attached herewith is History of the 365th Fighter Squadron for the month of October 1944.

For the Squadron Commander:

Karl A. Hansen

KARL A. HANSEN,
1st Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

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[redacted]

365TH FIGHTER SQUADRON
APO 141 U.S. Army [redacted]

UNIT HISTORY

Following is the History of the 365th Fighter Squadron during the month of October 1944. This History is compiled in accordance with IX Fighter Command Memorandum 20-4, 22 December 1944, Headquarters, IX Fighter Command.

I. ORGANIZATION

The 365th Fighter Squadron carried on its normal functions during the month. During the month the squadron transferred from one station to another.

II. STRENGTH AS OF OCTOBER 31, 1944.

Enlisted Men-- 253
Officers -- 58.
Increase Enlisted Men -- 2
Increase Officers -- 12
Decrease Enlisted Men -- 6
Decrease Officers -- 11

Officers assigned to the squadron during the month of October 1944.

2nd Lt. Carl E. Brose, O-763478
F/O Leon V. Gibson, T-2144

Above officers asgd and jd from Hq, 358th Fitr. Gp., as of 30 Sept 1944, per par 1, S.O. #119, Hq, 358th Fitr. GP.

Capt. Ronald M. Elvidge, O-451985
Capt. William Jones, O-429811
Capt. James S. Ralston, O-429173
2nd Lt. Hugh C. Curran, O-825414
2nd Lt. William H. Funderburk, O-825432

Above officers asgd and jd as of 12 Oct 44, per par #2, S.O. 125, Hq, 358th Fitr. Gp.

2nd Lt. Harold M. Thomson, O-705641
2nd Lt. John C. Cummins, O-807235

Above Officers asgd and jd as of 14 Oct 44, per par #1, S.O. #127, Hq, 358th Fitr. Gp.

Capt. John H. Buckner, O-25439, asgd from 366th Fitr. Sq, and assumed Command of Squadron, as of 20 October 1944, per par #7, S.O. #130, Hq, 358th Fighter Grupp.

Capt. Howard L. Gurley, Jr., O-675695
1st Lt. Albert P. Gsell, O-675762

[redacted]

Above officer from temp duty Casual Pool, 12th R.C.D, Sta 571 to duty, 25 October 1944.

Enlisted Men Assigned To the Squadron during the month of October 1944.

Cpl. James C. Benham, 11042554, asgd and jd as of 13th Oct 44, per par #3, S.O. #126, Hq, 358th Fitr. Gp.

Sgt. Lewis C. Mendenwald, 35362036
S/Sgt Paul C. McCune, 350355994

Above EM asgd and jd from Hq, 358th Fitr. Gp, as of 23 Oct 44, per par #1, S.O. #132, Hq, 358th Fitr. Gp.

Transfer of officers during the month of October 1944.

Capt. Jack W. Coulter, O-523271
1st Lt. Joseph L. Green, Jr., O-675760
1st Lt. Fred H. Tew, O-675730

Above officers from duty to relvd from asgd and asgd to 70th Replacement Control Depot.

2nd Lt. Norman (NMI) Benz, O-821375, from duty to asbt sick Hosp LD, 40th Field Hospital

Major George W. Hunt, Jr., O-666539, fr duty and command to relvd fr asgmt and asgd to 70th Replacement Control Depot as of 19 Oct 44, per par #2, S.O. 118, Hq, XIX Tact. Air Command.

1st Lt. Stephen B. Brak, O-812744, fr duty to relvd fr asgmt and asgd to 70th Replacement Control Depot as of 19th Oct 44, per par, #2, S.O. 118, Hq, XIX Tact. Air Command.

1st Lt. Gerald D. Black, O-693100, fr duty to relvd fr asgmt and asgd to 70th Replacement Control Depot as of 19th Oct 44, per par, #2, S.O. 118, Hq, XIX Tact. Air Command.

Capt. Robert R. Fishel, O-25459, fr duty to relvd from asgmt and asgd to 365th Fighter Squadron as of 20th October 44, per para #9, S.O. #130, Hq, 358th Fighter Group.

Transfer of Enlisted Men during the month of October 1944

Cpl. Grief Jones, 13120891
Pvt. Fred Muller, 12185132

Above EM fr duty to trfd to 362nd Fighter Group, per par #5, S.O. 112, Hq, XIX Tact. Air Command.

Pvt. E.G. carter, 31099840, fr duty to trfd to 10th Photo Gp, Rcn, per par #4, S.O. 114, Hq, XIX Tact. Air Command.

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[redacted]

Pvt. Charles H. Torres, 39551323, fr duty to trfd to Supply Div, Base Air Depot No. 1, Sta 590, per para #5, S.O. 114, Hq, XIX TAC.

PFC Peter Zunic, 33419136, fr duty to trfd to 362nd Fighter Group, per para #8, S.O. 122, Hq, XIX Tact. Air Comd.

Pvt. Samuel Cohen, 32236678, fr duty to trfd to 10th Photo Rcn GP, per para #8, S.O. #122, Hq, XIX Tact. Air Command.

PROMOTION OF OFFICERS:

F/O Jack K. Carlson, T-124880, discharged as Flt. Officer as of 11 Oct 44, and accepted commission as 2nd Lt. as of 12 Oct 44, Hq, XIX Tactical Air Command.

2nd Lt. Edward S. Shantz, O-766728, aptd 1st Lt. as of 7 Sept 44, per par #18, G.O. #251, Hq, IX A.F.

2nd Lt. Joseph Lesley, O-818396
2nd Lt. Norman A. Schuele, O-818441

Above officers aptd 1st Lts. AUS as of 15 Oct 44, per par #13, G.O. 289, Hq, IX AF.

2nd Lt. Robert R. Bigger, O-812730, aptd 1st Lt., AUS, as of 15 Oct 44, per par #12, G.O. #289, Hq, IX A.F.

PROMOTIONS OF ENLISTED MEN:

Pvt. Herbert J. Dawson, 35043127, aptd Sgt. as of 15 Oct 44, per par #1, S.O. 128, Hq, 358th Fitr. Gp.

OFFICERS REPORTED MISSING:

Capt. Raymond P. Lowman, O-673398, fr AWOL to drpd from rolls , Auth C-2, AR 615-300, dated 26 June 44, War Dept.

III. LOSSES IN ACTION

2nd Lt. Fred E. Selby was Killed in Action on a strafing missing of the German Airdrome at Gemmersheim. Lt. Selby was seen to crash, explode and burn, while strafing aircraft on the ground. Lt. Selby came to the squadron from the 363rd Fighter Group in September 1944. He was on his third mission since coming to this squadron. Lt. Selby has been awarded the Air Medal and will be recommended from the 1st Oak Leaf Cluster to the Air Medal. His home was Port Lavaca, Texas.

[redacted]

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2nd Lt. Russell C. Mann [redacted] missing in Action from a dive-bombing attack near Mettalch on 14 October 1944. Lt. Mann was hit during the dive and was last seen smoking and heading for home six miles East of Thionville. Lt. Mann entered the army on 20 January 1943 and was assigned to the Coast Artillery Corps. He was transferred to Cadets 19 April 1943 after what he claims to be a long struggle with the Cadet Board. He was commissioned a 2nd Lt. with the rating of pilot on 8 February 1944 at Spence Field, Moultrie, Georgia. Lt. Mann's home is in Bellerose, New York. Before the war he was employed as an Administrative Clerk. He holds the Air Medal and four Oak Leaf Clusters to the Air Medal.

1st Lt. Edward Shantz is Missing in Action from a dive-bombing attack near Mettalch on 14 October 1944. Lt. Shantz's plane was seen to hit the ground and burn but it is not known if he bailed out. Lt. Shantz was transferred to this squadron from the 363rd Fighter Group in September of this year. Lt. Shantz entered the army in November 1942 and graduated from A.A. school before entering Cadets in April 1943. His home is in Glencoe, Missouri. Before the war he was a foreman in the Curtiss Wright Corporation. He holds the Air Medal and two Oak Leaf Clusters to the Air Medal.

IV. ETC Station Occuppied

The 365th Fighter Squadron changed quarters again by moving its entire organization to another strip. For a period of five days we operated our combat crews off of strip A-64 as our own strip was rapidly flooding over. On 21 October 1944, 45 Officers and 248 Enlisted Men departed ALG A-67 at 1800 by auto convoy and arrived at ALG A-80 at 1900 hours, weather cloudy, with light rain, Moral good.

V. Awards and Decorations: Nil.

VI. ETO Highlights in the Squadron

The 365th Fighter Squadron celebrated its one year overseas on 8 October 1944. During the year overseas a lot has taken place and many new faces are among us. As we held our party, celebrating the occassion, I am sure that all men thought of the original party of men who made the long sea voyage and those who have given their lives for their country combating the enemy. I am sure also that there was a wish in every mans heart that they could be back with us to drink a toast to the goal we are fight for - Victory.

Speaking of old faces, the squadron welcomed Captain Gurley and Lt. Gsell, two of our former pilots who in August returned to the States for a much needed rest. They looked fine and had many interesting tales to tell about their short leave. Every one gathered around them asking the familiar questions - "what is new in the States."

The squadron had its forces divided between two field early in the month, due to the conditions of the field at A-67. The field because of heavy rains bogged down and in places flooded. The pilots and men lived at A-67 and each morning traveled 30 miles to A-64 where the airplanes were based. Despite the handicaps all missions were

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accomplished on time and wi[redacted]results. To further the confusion we also were trying to move to A-80. This was accomplished on 21 October at which time we became operational at the later station. Living and operating conditions at this field have been the best since coming to France. The lines is set up so that it operates effectively and efficiently. The living quarters of the officers and enlisted men are excellent. The living quarters that we now occupy we at one time French barracks. The men for the first time have been able to get the dampness out of their clothing and enjoy the pleasant fall days. The mess hall, showers and day room are set up in buildings and the men can enjoy life in comfort. Also a large hall near by has been taken over and the men can see the latest picture mid comfortable surroundings.

Although the squadron was hampered by weather and could not conduct as many missions as in the past, the work that we did was a valuable contribution to the war effort. Rail lines were attacked, results in the destruction of locomotives and freight cars. Also many German Marshalling Yards and also towns and factories were attacked. The barge traffic on the Marne Rhin Canal was attacked and a great number of barges were destroyed. From the work done the supply lines of Germany will not hamper our troops in their final drive.

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0347

365th FIGHTER SQUADRON
APO 141 U.S. ARMY

8 October 1944

SQUADRON ORDER)
NUMBER 18)

1. Effective this date Captain James C. Elledge, O-660124, is relieved of primary duty as Squadron "A" Flight Commander and is assigned primary duty as squadron assistant operations officer, vice, Captain Jack W. Coulter, relieved.

2. Effective this date 1st Lt. Stephen B. Brak, O-812744, is assigned primary duty as squadron "A" flight commander.

3. Effective this date 1st Lt. Gerald D. Black, O-693100, is assigned primary duty as Squadron "B" flight Commander, vice, 1st Lt. Fred H. Tew, relieved.

4. Effective this date 1st Lt. Albert E. Eisele, O-815293, is assigned primary duty as Squadron "C" flight commander, vice, 1st Lt. Joseph L. Green, relieved.

5. Effective this date 1st Lt. Thomas S.L. McClung, O-793008, is assigned primary duty as squadron "D" flight commander, vice, Captain Jean K. Woodyard, relieved.

6. 1st Lt. Karl A. Hansen, O-571934, is assigned primary duty as squadron assistant Intelligence officer and additional duties as squadron special Service officer, Squadron Historical officer, Squadron Photo Officer and Unit Censor Officer, vice, 1st Lt. Emanuel (NMI) Haber, relieved, effective 23 September, 1944.

7. Effective this date 1st Lt. Karl A. Hansen, O-571934, is assigned additional duties as Squadron Security Officer.

A TRUE COPY:

ALVIN S. GUTHRIE,
Captain, Air Corps.

/s/ George W. Hunt, Jr.
/t/ GEORGE W. HUNT, JR.
Major, Air Corps,
Commanding.

[illegible]

365th FIGHTER SQUADRON
APO 141 U.S. ARMY

22 October 1944

S [illegible] ORDERS)
No. [illegible] 19)

1. Under the provisions of AR 95-60, the undersigned hereby assumes Command of Squadron, effective 20 October 1944.

2. Captain JAMES C. [illegible], 0-660124, is relieved of Primary Duty as Squadron Assistant Operations Officer, and is assigned Primary Duty as Squadron Operations Officer, effective 20 October 1944, vice Captain ROBERT A. FISHEL, relieved.

3. 1st Lt. [illegible], 0-[illegible], is relieved of Primary Duty as Squadron "C" Flight Commander and is assigned Primary Duty as Squadron Assistant Operations Officer, effective 22 October 1944.

4. 1st Lt. [illegible], 0-793038, is relieved of Primary Duty as Squadron "D" Flight Commander and is assigned Primary Duty as Squadron "A" Flight Commander, effective 21 October 1944, vice 1st Lt. STEPHEN B. BRAT, relieved.

5. 1st Lt JOHN J. McDEVITT, 0-[illegible], is assigned Primary Duty as Squadron "B" Flight Commander, effective 18 October 1944, vice 1st Lt. GERALD D. BLOCH relieved.

6. 1st Lt. [illegible], 0-[illegible], is assigned Primary Duty as Squadron "C" Flight Commander, effective 20 October 1944.

7. 1st Lt. CHARLES S. CLINE, Jr, 0-697192, is assigned Primary Duty as Squadron "D" Flight Commander, effective 21 October 1944.

/s/ John H. Luckner
/t/ JOHN H. LUCKNER,
Captain, Air Corps,
Commanding.

A TRUE COPY

ALVIN S. GUTHRIE,
Captain, Air Corps.

Mission No. 278
2 October 1944

Operations Order No. 63
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Capt. Elledge	Lt. Cline	Lt. Kisele
Lt. May	Lt. Flowers	Lt. Crawford
Lt. Schuele	Lt. Donlon	Lt. Stone
Lt. Ligon	Lt. Wahl	

Squadron led by Captain Elledge on an Armed Recon. Mission. Took off at 0905 and was in the target area from 1005 to 1025. All 22 X 500 lb. bombs hit in the target area. Bombed small M/Y with 4 to 5 tracks and 3 rows of 4 warehouses, all on North side of tracks. 7 hits observed on warehouses. 4 direct hits on tracks. Ripsaw stated that this target was at Homberg. Weather was 8/10 from 2500 to 9000 feet. Bombed throught clouds. Time down was 1130.

Mission No. 279
2 October 1944

Operations Order No. 63
Armed Recon.

2nd Effort

WHITE	RED	YELLOW
Lt. Brak	Lt. Wright	Lt. Schroeder
Lt. Mann	Lt. Garcea	Lt. Carlson
Lt. Renner	Lt. Snell	Lt. Cook
Lt. Gallaher	Lt. Boze	Lt. Easterling

Squadron led by Lt. Brak on an Armed Recon. Mission. Took off at 1705 and was over the target at 1750. All aircraft with 2 X 500 lb. bombs each attacked R R at Kriechingen, 14 direct hits on the tracks. 16 R R cars in M/Y, none hit. 3 bombs dropped at R R just East of Hans Sur Neid. Heavy, moderate, inaccurate flak at Pagny. All flak at St. Arnold. Visibility 5-6/10 with base at 3,000 and top at 9,000 feet. Time down 1845.

Mission No. 280
2 October 1944

Operations Order No.
Alert

Lt. Black
Lt. Brose
Lt. Kisele
Lt. Dickerson

The alert flight took off to intercept bandits report over Metz headed West over this field. Controller vectored alert flight to Metz to attack bandits but no enemy aircraft could be found.

Mission No. 281
3 October 1944

Operations Order No. 64
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Lt. Eisele	Lt. Wright	Lt. Schroeder
Major Hitchcock	Lt. Mann	Lt. Flowers
Lt. Bishop	Lt. Cook	Lt. Renner
Lt. Hudgens	Lt. May	

Squadron was led by Lt. Eisele on an Armed Recon. Mission in support of the 5th Infantry Division. Take off was at 1205 and time in the area was from 1250 to 1335. 11 A/C carried 11 Napalm fire bombs, all of which were dropped in the target area. Gasket marked the target (fort) with violet smoke. Fort was 1 mile from Ft. Driant at U-776553. 3 direct hits within rectangular emplacement. 2 other hits within 25 yards of the emplacement. Air was spoiled by artillery smoke on the target. Flak was heavy, intense, inaccurate, just South of Metz at V8555. Weather was 6-7/10 with top at 5,000 ft. Time down was 1405.

Mission No. 282
4 October 1944

Operations Order No. 65
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Capt. Fishel	Lt. Cline	Capt. Elledge
Lt. Easterling	Lt. Benz	Lt. Mockler
Lt. Donlon	Lt. Stone	Lt. Schuele
Lt. Carlson	Lt. Wahl	Lt. Ligon

Squadron was led by Captain Fishel on an Armed Recon. Mission in support of ground troops. Take off at 1630 and time in the area was from 1730 to 1750. 12 A/C dropped 24 X 500 lb. GP bombs in the target area. Controllers could not be contacted. 24 bombs on gun positions which surrounded town of Wiltengen, at lease 50 guns in the area all 20 to 40 MM. Gun positions were batteries of 4 guns each. By bombing and strafing 15 plus guns were destroyed. Bridge at L-1817 destroyed by 2 bombs. Intense, accurate, flak at L1817-9. The time down was at 1830.

Mission No. 283
6 October 1944

Operations Order No. 67
Dive-bombing

1st Effort

WHITE	RED	YELLOW
Lt. Kisele	Lt. Wright	Lt. Schroeder
Lt. Dickerson	Lt. Garcea	Lt. Gallaher
Lt. Snell	Lt. Donlon	Lt. Renner
Lt. Crawford	Lt. Benz	Lt. Flowers

Squadron led by Lt. Kisele on an Armed Recon. Mission in support of the 20th Corps. Take off was at1100 and time in the area was from 1200 to 1205. 1 A/C damaged by flak, landed at strip A-82. 12 A/C dropped 24 X 500 lb. GP bombs in the target area. 24 bombs on town of Walppy, at U843625. 19 direct hits in town with 16 in South and 3 in West sections. 10 plus building destroyed, squadron strafed on the way down. 1 gun position of 2 20 MM guns strafed by Lt. Benz and probably destroyed. Weak, inaccurate flak at U843625, also moderate, accurate, light flak at same place. Machine guns and 20 MM guns were seen on the outside of the town. Time down was 1305.

Mission No. 284
6 October 1944

Operations Order No. 67
Dive-bombing

2nd Effort

WHITE	RED	YELLOW
Capt. Fishel	Lt. Schuele	Capt. Elledge
Lt. Wahl	Lt. Mockler	Lt. Mak
Lt. Bishop	Lt. Cook	Lt. Ligon
Lt. Hudgens	Lt. Easterling	Lt. Brose

Squadron led by Capt. Fishel on an Armed Recon. Mission in support of the 20th Corps. Take off was at 1345 and time in the area was from 1430 to 1500. 11 A/C dropped 22 X 500 GP bombs and 1 A/C dropped 1 Napalm bomb. All bombs hit in the target area. Controlled (Chasm Farm) marked the target a farm house with 8 or 9 building, with red smoke. 14 direct hits in the area but Napalm did not start fire. 2 building destroyed by the bombing. A strafing pass left all building destroyed, 8 to 10. 1 20 MM gun destroyed by strafing. The target was at U861676. Ripsaw called and said good show. 1 burst from 20 mm gun at U861676. Time down was 1545.

Mission No. 285
6 October 1944

Operations Order No. 67
Dive-bombing

3rd Effort

WHITE	RED	YELLOW
Lt. Eisele	Lt. Wright	Lt. Schroeder
Lt. Snell	Lt. Benz	Lt. Renner
Lt. Dickerson	Lt. Donlon	Lt. Flowers
Lt. Crawford	Lt. Garcea	

Squadron led by Lt. Eisele on an Armed Recon. Mission in support of the 20th Corps, in the Metz area. Take off was at 1655 and time in the area was from 1730 to 1820. 11 A/C dropped 22 X 500 lb. GP bombs in the target area. Ripsaw vectored squadron to train 1 mile North of tunnel at L1802. They were unable to find the train. 10 direct hits on factory at L170002. Large explosion occurred - 3 building destroyed at Merrie. Bombed mouth of tunnel but not direct hits. 3 to 4 gun positions destroyed in town. 10 to 15 flak positions being erected at bridge at Q178982. Intense light, accurate flak at Mettlach. Visibility 2 miles, haze to 9,000. No clouds over the target. Time down was 1910

Mission No. 286
6 October 1944

Operations Order No.
Alert

Lt. Snell
Lt. Selby
Lt. Blood
Lt. Wahl

Squadron alert flight took off and were vectored to Metz to intercept bandits over that area. No bandits were seen. Controller thought to be German, using the name of Ripsaw called to Gatepost Alert flight to go to a town 90 miles inside of German and strafe. The leader stayed in the area looking for bandits and when none could be found returned to base.

Mission No. 287
7 October 1944

Operations Order No. 68
Dive-bombing

1st Effort

WHITE	YELLOW
Capt. Elledge	Lt. Cline
Lt. Selby	Lt. Hudgens
Lt. Bishop	Lt. Blood
Lt. Mann	Lt. Carlson

RED	BLUE
Lt. Schuele	Lt. Snell
Lt. Boze	Lt. Gallaher
Lt. Cook	Lt. May
Lt. Wahl	Lt. Mockler

Squadron led by Capt. Elledge on a dive-bombing mission to attack barges. Take off was at 0915 and time in the area was from [redacted] 1049. 16 A/C carried 32 X 500 lb. GP bombs, all of which were dropped on the targ 2 barges destroyed and 10 others strafed at Q1208. 1 side of the canal was caved in by a near miss. 1 barge and others strafed at Q2010, 8 bombs were dropped. 10 barges strafed, 2 set on fire at Q1509. 2 barges destroyed by bombs other damaged by strafing, at Q2412. side of canal also caved in. Intense, accurate, heavy flak at Q2514. Meager, heavy inaccurate flak at Q2208. 1 A/C suffered Cat. A., and 1 A/C cat. AC, flak damage. Time down was 1115.

Mission No. 288
7 October 1944

Operations Order No. 68
Dive-bombing

2nd Effort

WHITE	YELLOW
Lt. Schroeder	Lt. Wright
Lt. Gibson	Lt. Brose
Lt. Dickerson	Lt. Benz
Lt. Crawford	Lt. Garcea
RED	**BLUE**
Lt. Renner	Lt. Bishop
Lt. Easterling	Lt. Ligon
Lt. Boze	Lt. Cook
Lt. Mann	Lt. Flowers

Squadron led by Lt. Schroeder on a dive-bombing mission of barges on the Marne River Canal. Took off at 1334, and was over the target from 1355 to 1435. 2 A/C had flak damage Cat. AC, 1 A/C had flak damage Cat. A. 16 A/C dropped 32 X 500 lb. GP bombs, all in the target area. At Q-6715, 8 bombs were dropped, 2 direct hits, 2 barges destroyed and 2 damaged by strafing. At Q-5308, 4 bombs were dropped, 2 barges destroyed 1 prob. dest. 2 barges were damaged by strafing. At Q-1209 4 bombs were dropped, bombed locks but overshot and destroyed 1 barge. At Q-2812, 16 bombs were dropped on 30 coal barges near town of Lagrade, 10 direct hit, 12 barges destroyed by bombing, 15 barges damaged by strafing. At Q2508, 3 gun emplacements believed to be 3 guns each were strafed, 2 exploded, 1 burned, 3 Germans hit while leaving pit. At Q-2811, 1 maching gun emplacement destroyed by strafing, 1 German hit as leaving pit.

Moderate, accurate, heavy, intense flak at Q-6715. Moderate, inaccurate, light flak at Q5308. Moderate, accurate heavy, and moderate, inaccurate light flak at Q2811. The time down was 1530.

The claims are 17 barges destroyed, 1 prosable destroyed and 19 damaged. 3 gun emplacements destroyed, 1 machine gun emplacement destroyed and 5 (four) Germans killed.

Mission No. 289
7 October 1944

Operations Order No. 68
Dive-bombing

3rd Effort

WHITE	YELLOW
Lt. Eisele	Lt. Donlon
Lt. Mann	Lt. Gibson
Lt. Benz	Lt. Wahl
Lt. Carlson	Lt. Gallaher

RED	BLUE
Lt. Cline	Lt. Schuele
Lt. Brose	Lt. Easterling
Lt. Snell	Lt. May
Lt. Hudgens	Lt. Mockler

Squadron led by Lt. Eisele on a dive-bombing mission of barges on the Marne River Canal. Take off was at 1635 and time over the target was from 1730 to 1800. 1 A/C was damaged by flak, Cat. AC. Lt. Benz was seriously wounded by flak just before the bombs run but he continued the dive and destroyed R R cars and tracks. 16 A/C dropped 31 X 500 lb. GP bomb in the target and jettisoned one safe. Train with 15 to 20 boxcars was attacked at Reming, France. 16 bombs were dropped. 9 direct hits on tracks at East end of M/Y. 1 R R shed destroyed, large explosion, engine and 4 cars destroyed by bombs. 6 cars left smoking after strafing. 4 light gun positions destroyed at target by strafing. 1 light gun position destroyed at Q-3408. 4 light and 4 heavy guns strafed at Q4412 and probably destroyed. 7 bombs were dropped on 8 barges in canal. No direct bomb hits. 2 barges were demaged by strafing at Q-5508. 8 bombs were dropped at Q-4217, 2 direct hits on canal locks, wall were broken. 16 barges were strafed and damaged at Q-2512.

Intense, lgt and hvy flak - accurate at Q-4311. Intense, light, inaccurate flak at Q2010 and Q3020. The time down was 1825.

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Mission No. 290
8 October 1944

Operations Order No. 69
Fighter Sweep

1st Effort

WHITE	RED	YELLOW
Capt. Elledge	Lt. Wright	Lt. Bishop
Lt. Selby	Lt. Crawford	Lt. Flowers
Lt. Renner	Lt. Dickerson	Lt. Boze
Lt. Ligon	Lt. Garcea	Lt. Brose

Squadron led on a Fighter Sweep to strafe the German Airdrome at Germersheim. Take off was at 0902 and time in the area was from 0945 to 0958. 1 twin engine A/C, already damaged, and 1 single engine fighter both strafed and hit. 3 heavy flak positions strafed on North side of field and silenced. At Albersdorf, Q-3538, front yds of houses in town appeared to have brown camouflage material over equipment or trucks. Town strafed and 5 large colums of oil smoke went up to 1000 feet. One truck was seen to explode. 2 haystacks 300 yards S.E. of the town appeard to camouflage something. They were strafed and left burning. 1 truck destroyed in Montadidier. Train containing 15 cars strafing and 4 cars damaged. Lt. Selby was killed on the strafing of the airfield town of Westheim. Time down was 1105.

Mission No. 291
8 October 1944

Operations Order No. 69
Fighter Sweep

2nd Effort

WHITE	RED	YELLOW
Lt. Eisele	Lt. McDevitt	Lt. McClung
Lt. Cook	Lt. Carlson	Lt. Shantz
Lt. Schuele	Lt. Blood	Lt. Snell
Lt. Easterling	Lt. May	Lt. Wahl

Squadron was led by Lt. Eisele on a Fighter Sweep to strafe the German Airdrome at Germersheim, for the second time of the day. Take off was at 1430, time in the area was from 1500 to 1610. 1 A/C Cat. AC, flak. On course to target the squadron was bounced by 15 or 20 Me 109s who came out of sun at 20,000 ft. and only came down 1,000 to 2,000 feet, then pulled back up into the Sun. Our planes at 12,000 ft., patrolled S.E. of Metz and tried to locate Bookworm who repeated being bounced by bandits. Moderate, inaccurate, flak at U-8957. Moderate, accurate flak at Q1923. Time down was 1630.

Mission No. 292
11 October 1944

Operations Order No. 72
Armed Recon.

1st Effort

Lt. McClung	Lt. Gallaher
Lt. Flowers	Lt. Mann
Lt. Stone	Lt. May

The squadron flew with the 366th Squadron on an Armed Recon. mission to Saarbruckern, Landau, and Kaiserlatuten. Time up was 1700 and time over the target was 1805 to 1815. Bothxx squadrons carried 24 X 500 lb. GP bombs. 20 were dropped in the target area and 4 were returned to the base. Ripsaw gave target as railway gun at Q0744, SE of Metz. The entire area was strafed intensively, 4 bombs on camouflaged installations, on RR tracks 3 direct x hits, tracks cut, large column of smoke. 4 bombs on Y in RR at Q0545, track cut and one hit on light flak position, destroying it. 4 bombs on town of Solgne, all bombs hit town. 8 bombs on flak car on siding, 15 miles SE of Nancy, 4 direct hits, 1 gun destroyed. 4 guns positions strafed at Q0445 and silenced, damaged unknown. 1 A/C cat "A". Intense, accurate, heavy flak at Q-1508 and Q-3727. Intense, accurate light flak at line from U7545 to U8419. Meager, accurate, heavy at U8947. Time down was 1905

Mission No. 293
12 October 1944

Operations Order No. 73
Escort

1st Effort

WHITE	RED	YELLOW
Capt. Elledge	Lt. Gasper	Lt. Cook
Lt. Biggers	Lt. Garcea	Lt. Shantz
Lt. May	Lt. Snell	Lt. Schuele
Lt. Ligon	Lt. Wahl	Lt. Broze

Squadron led by Captain Elledge on an Escort to B-26s to Bitche. 12 A/C took off at 0823. R/V not made with the bombers. After circling the briefed point, sighted bombers to North headed West, but when Squadron called and told their positon bombers where unable to see our squadron. Squadron returned to the base. Time down was 1000. No flak or E/A were encountered.

Mission No. 294
13 October 1944

Operations Order No. 74
Escort

1st Effort

WHITE	RED	YELLOW
Lt. Eisele	Lt. McClung	Lt. McDevitt
Lt. Wahl	Lt. Stone	Lt. Gallaher
Lt. Dickerson	Lt. Mann	Lt. Biggers
Lt. Gibson	Lt. Hudgens	Lt. Wisner

Squadron led by Lt. Eisele on an Escort Mission to Bullay. 12 A/C took off at 1025 and was over the target from 1115 to 1205. R/V with bombers at Luxembourg on time. Escort uneventful. Bombers observed to cut rails in two places South of Gochen at L-5760. Results of bombing believed to be good. No flak or enemy A/C were encountered. Time down was 1240.

Mission No. 295
13 October 1944

Operations Order No. 74
Dive-bombing

2nd Effort

WHITE	RED	YELLOW
Lt. Eisele	Lt. McClung	Lt. McDevitt
Lt. Wahl	Lt. Flowers	Lt. Gallaher
Lt. Dickerson	Lt. Cook	Lt. Biggers
Lt. Gibson	Lt. Hudgens	Lt. Wisner

Squadron led by Lt. Eisele on a Dive-bombing mission to hit enemy tanks-dug in at Q-0030. 12 A/C took off at1625 was over the target from 1705 to 1745. 8 A/C carried 8 Naplams and 4 A/C carried 8 X 500 lb. GP bombs. All bombs were dropped in the target area. "Unstrap" on "B" channel, who had target indicated with red and white smoke. 16 bombs in woods at Q-0030. All aircraft also strafed the woods. Tracks were seen all over the area leading into the woods. One Naplam did not burn but other burned brightly. 2 M/T 's strafed and destroyed At Q-295109. Woods were strafed 3 times. 1 burned out tank observed at U-992293. Moderate, accurate, heavy flak at Q-0035, Intense, inaccurate, light flak at Q-0035. Time down was 1815.

Mission No. 296
14 October 1944

Operations Order No. 75
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Capt. Elledge	Lt. Cline	Lt. Gasper
~~Ltx~~ Major Hitchcock	Lt. Mann	Lt. Flowers
Lt. May	Lt. Schuele	Lt. Stone
Lt. Shantz	Lt. Easterling	Lt. Gallaher

Squadron led by Captain Elledge on an Armed Recon. Mission to Metz and Mergiz area. 12 A/C took off at 1600 and was over the target at ~~1k~~ 1640 until 1740. 8 A/C carried 16 x 500 lb. GP bombs. 4 A/C acted as top cover. 2 bombs dropped on R R tracks and bridge at L-1709, 2 direct hits on tracks. 4 bombs on locomotive at 10 cars in M/Y at Luben, 4 direct hits destroyed Loco. and the 10 cars. 4 bombs destroyed 4 M/T at L-1302. 8 bombs on M/Y at Mettalch. 4 bombs cut the tracks and the other 4 dest. 1 locomotive and 2 cars. 1 M/T strafed at L-1908, 5 M/T destroyed by strafing at Saarburg, 1 large oil dump hit in same area and fires from damp were seen to spread all over town. Strafed machinge gun at L-1701.

Lt. Mann and Lt. Shantz are missing in action. Lt. Mann was last seen smoking and heading for home 6 miles East of Thionville. Nothing is known of Lt. Shantz. 1 A/C cat. AC.

Ligh and heavy flak from Mettalch at L-1701 to Saarburg L-1504. RR cars with guns at L-1709. Time down was 1815.

Mission No. 297
15 October 1944

Operations Order No. 76
Armed Recon. to Metz

1st Effort

WHITE	RED	YELLOW
Lt. McClung	Lt. Cook	Lt. Donlon
Lt. Wisner	Lt. Wahl	Lt. Gallaher
Lt. Snell	Lt. Biggers	Lt. Dickerson
Lt. Hudgens	Lt. Garcea	Lt. Ligon

Squadron led by Lt. McClung on an armed recon. to Metz. 12 A/C took off at 0905 and was over the target from 0955 to 1020. 6 A/C carried 12 X 500 lb. GP bombs all of which were returned to the base. 6 A/C carried 6 P and PW bombs all of which were dropped in the target area. P and PW bombs dropped through lone break in overcast between U-858453 and U-865415. 3 seen to open. Solid overcast made bombing impossible. 1 Jet A/C observed flying above and behind formotion at 10,000 ft. headed west. Time down was 1100. No flak or E/A, besides the Jet, were seen.

Mission No. 298
20 October 1944

Operations Order No. 81
Dive-bombing

1st Effort

WHITE	RED	YELLOW
Lt. Eisele	Lt. Bishop	Lt. Donlon
Lt. Brose	Lt. Garcea	Lt. Easterling
Lt. Cline	Lt. Stone	Lt. Flowers
Lt. Gibson		Lt. May

Squadron led by Lt. Eisele on a dive-bombing mission to Tunnel Just north of Trier at L-265370. 11 A/C dropped 20 X 500 lb. gp bombs, 2 bombs were returned to the base. Time up was 0850 and time over the target was from 0935 to 1020. 8 bombs dropped at L-7090, 1 bridge damaged, 2 rails cut, 1 building on E of RR destroyed. 6 bombs dropped at L-8396. 4 direct hits on RR tracks, 2 in small M/Y, black explosion observed. Heavy, meager, inaccurate flak at L-8070. 10/10 weather over Primary target. Time down was 1115.

Mission No. 299
21 October 1944

Operations Order No. 82
Armed Recon.

1st Effort

WHITE	RED	YELLOW
Lt. McClung	Lt. Snell	Lt. Bishop
Lt. Mockler	Lt. Wisner	Lt. Carlson
Lt. Biggers	Lt. Cook	Lt. Ligon
Lt. Wahl	Lt. Hudgens	Lt. Gallaher

Squadron led by Lt. McClung on a Armed Recon. Mission to Saarlautern, Oberstien, Bingen and Hamburg. Take off was at 1315 and time in the area was from 1340 to 1420. 12 A/C carried 24 X 500 lb. GP bombs, all bombs were returned to the base. Squadron unable to conduct mission due to bad weather conditions. Controllers were hard to contact and some could not be contacted at all. Weahter was 10/10 with base at 2,000 feet. Visibility very poor. Time down was 1450.

Mission No. 300
22 October 1944

Operations Order No. 83
Dive-bombing

1st Effort

WHITE	RED	YELLOW
Lt. Eisele	Lt. Cline	Lt. Lesley
Lt. Brose	Lt. Boze	Lt. Garcea
Lt. May	Lt. Crawford	Lt. Blood
F/O. Gibson		Lt. Easterling

Squadron led by Lt. Eisele on a Dive-bombing Mission to attack R R bridge at Metz. Take off was at 0920 and time over the target was from 1020 to 1030. 11 A/C carried 22 X 500 lb. GP bombs, fused inst. 16 bombs in the target area and 6 jettisoned in field at T9073. 2 building destroyed North of Bridge at T862562. 5 bombs on tracks North of Bridge. 2 bombs on NW bank and 2 on SE bank of bridge. Flak over the target was light, accurate, moderate. Meager, heavy, inaccurate flak at U-870545. 1 A/C cat. AC. Time down was 1130.

Mission No. 301
26 October 1944

Operations Order No. 87
Dive-bombing

1st Effort

WHITE

Capt. Elledge
Maj. Hitchcock
Lt. Lesley
Lt. Ligon

YELLOW

Lt. McClung
Lt. Capt. Jones
Lt. Renner
Lt. May

RED

Lt. Schroeder
Lt. Mockler
Lt. Bishop
Lt. Garcea

BLUE

Lt. Cline
Lt. Carlson
Lt. Snell
Lt. Gallaher

Squadron led by Captain Elledge on a dive-bombing mission of the bridge at Hermeskeil. 16 A/C took off at 1057 and carried 32 X 1000 lb. bombs. Ripsaw III vectored squadron to target. Weather made it impossible to bomb. Bombs were returned to the base. Time over the target was 1200 hours. Meager, inaccurate, heavy flak 5 miles NW of target. 1 Jet propelled aircraft was seen at the target but it climbed away. Time down was 1330.

Mission No. 302
28 October 1944

Operations Order No. 89
Dive-bombing

1st Effort

WHITE

Lt. Eisele
Lt. Huggens
Lt. Donlon
Lt. Garcea

YELLOW

Lt. Wright
Lt. Wisner
Lt. Crawford
Lt. Gibson

RED

Lt. McClung
Lt. Brose
Lt. Schuele
Capt. Jones

BLUE

Lt. Schroeder
Lt. Bishop
Lt. Blood
Lt. Stone

Squadron took off on an dive-bombing mission to Hermeskeil at 1100. The squadron was led by Lt. Eisele. Time over the target was from 1205 to 1230. 16 A/C carried 32 X 1000 lb. GP bombs. All bombs were dropped in the target area. Dive from 9,000 feet, bombs released at 1000 feet at an angle of 50 degrees. 12 bombs dropped at L4218, R R bridge, target not hit, 2 bombs on tracks N of bridge, no other hits. 8 bombs dropped on Rd over pass on R R, not ~~xxix~~ hit, 1 direct hit on track East end of underpass, 6 hits on 12 large box cars on East side of underpass, 8 box cars dest. 4 bombs and 4 direct hits on Rd and R R cutting both at L4425. Heavy, moderate, inaccurate flak at L4123. 10/10 weather with base at 1000 feet, top at 6500 feet. Time down was 1315 hours.

Mission No. 302
26 October 1944

Operations Order No. 89
Dive-bombing

2nd~~1st~~ Effort

WHITE	RED	YELLOW
Lt. McDevitt	Lt. Bishop	Lt. McClung
Lt. Easterling	Lt. Mockler	~~Lt.~~ Capt. Jones
Lt. Boze	Lt. Dickerson	Lt. Schulze
Lt. Stone		Lt. Brose

Squadron led by Lt. McDevitt on a dive-bombing mission of the bridge at Hermeskeil. ~~12~~ A/C took off at 1528 and was over the target from 1630 to 1650. 11 A C carried 22 X 1000 lb. bombs. Dive from 9,000 ft, bombs released at 2,000 feet, angle of 45 degrees. 22 bombs in the target area. 15 to 18 direct hits in area. Smoke and haze made it difficult to see all of the hits, however 4 light ~~and~~ 1 heavy gun was destroyed and 1 warehouse was left burning. It is thought that hits were on the R R and road. Heavy, intense, accurate flak between ~~Kusbyxxxx~~ Homburg and Saarbrucken. 8-9/10 weather with base at 2,000 ft and top at 6,000 feet. Time down was 1745.

Mission No. 304
29 October 1944

Operations Order No. 90
Armed Recon.

1st Effort

WHITE	RED	YELLOW	BLUE
Capt. Elledge	Lt. Wright	Lt. Cline	Lt. Schroder
Capt. Ralston	Lt. Crawford	Capt. Elvidge	~~Lt.~~Maj Hitchcock
Lt. Lesley	Lt. Wisner	Lt. Bishop	Lt. Wahl
Lt. Gallaher	~~Lt~~ F/O Gibson	Lt. Carlson	Lt. Mockler

Squadron led by Capt. Elledge on an Armed Recon. Mission. 16 A/C took off at 0910 and was over the target from 1010 to 1040. 16 A/C carried 32 X ~~GP~~ 260 lb. ~~GP~~ bombs, 30 were dropped in the target area and 2 were returned to the base. 8 bombs at Merzig L2094, 8 direct hits in center of town in building and living area, explosions seen with good results. 8 direct hits at L4222, good results, town. Building with flak gun strafed at L3222, building left smoking, gun destroyed. 6 bombs in building area of Dagstuhl, L3903, 2 small fires seen. 8 bombs in Thailen M/Y, L3504. 1 ~~train~~ train with steam up probably dest. 5 or 6 freight cars strafed and damaged. Bombs in buildings area on S side of tracks, leaving fires in buildings. All bombs carried were frags. Weak, inaccurate, heavy flak at L3003, also at L2094. Time down was 1130.

Mission No. 305
29 October 1944

Operations Order No. 90
Armed Recon.

2nd Effort

WHITE	RED	YELLOW	BLUE
Capt. Elledge	Lt. McDevitt	Lt. Cline	Lt. Eisele
Capt. Elvidge	F/O Gibson	Lt. Gallaher	~~Lt~~ Capt. Ralston
Lt. Donlon	Lt. Boze	Lt. Snell	Lt. Dickerson
Lt. Lesley	Lt. Stone	Lt. Wahl	Lt. Crawford

Squadron led by Capt. Elledge on an Armed Recon. mission. 8 A/C carried 16 X 1000 GP bombs, 8 A/C carried 16 X 260 lb. frag. bombs. Take off was at 1525 and time over the target was from 1600 to 1645. 16 bombs on bridge at Hermeskeil, L-4218, 12 hits in NE corner- claim bridge badly damaged, 2 buildings observed to be building, destroyed. 4 building blew up NE of bridges, destroyed. R R cut on N Side 4 to 5 places by bombs. 8 frags. in M/Y at Wittlich, L3954. 1 engine damaged and 10 cars. 7 buildings destroyed by bombs, seen to explode when hit. 1 20 mm gun strafed and destroyed in M/Y. Moderate, inaccurate, heavy, flak at L-3954, also weak, inaccurate, light flak at same place. 4 jet planes seen at L-3954 at about 1615 hours. Time down was 1730.

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MICROFILMED

[redacted]

365th Fighter Squadron
APO 374 U.S. Army

2 December 1944

AG-DIR 5200.9

SUBJECT: Unit History.

TO : Group Historian, 358th Fighter Group, APO 374, U.S. Army.

Submitted herewith is the History of the 365th Fighter Squadron for the month of November 1944.

For the Squadron Commander:

Karl A. Hansen
[redacted],
1st. Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

AG-DIR 5200.9

[redacted]

0370

365Th [redacted] Squadron
APO 374 U.S. Army

UNIT HISTORY

Following is the History of the 365th Fighter Squadron during the month of November 1944.

I. [illegible]

The 365th Fighter Squadron changed from the command of the 9th Air Force to the command of the 1st Provisional Air Force. This change was made on 13 November 1944 at A-80, Mourmelon, France. The squadron became a part of the XIX Tactical Air Command, 1st Provisional Air Force and continued with operations against the enemy, adoption the policies and regulations of this command. The APO number of the squadron is now 374 and all correspondence and mail is now directed through this channel.

II. Strength as of November 30, 1944.

Enlisted Men	252
Officers	63
Increase Enlisted Men	3
Increase Officers	13
Decrease Enlisted Men	4
Decrease Officers	8

Officers assigned to the squadron during the month of November 1944.

2nd Lt. John K. Sherry O-1995936, asgd and jd fr Hq, 358th Ftr Gp as of 22 Oct 44, per par #6, SO #131, Hq, 358th Ftr Gp.

1st Lt. William W. Malcolm, O-553137
2nd Lt. George Border, Jr., O-829808
2nd Lt. Everett H. Heald, O-826429
2nd Lt. William J. Dunn, O-827506
F/O Rudolph J. Gencur, T-124306

Above officers assigned and jd fr Hq, 358th Ftr Gp as of 4 Nov 44, per par #1, SO #136, Hq, 358th Ftr Gp.

2nd Lt. Michael M. Esser, O-710078
2nd Lt. Leo D. Volkmer, O-714542

Above officers assigned and jd fr Hq, 358th Ftr Gp as of 14 Nov 44, per par #1, SO #141, Hq, 358th Ftr GP.

2nd Lt. Lawrence L. Baptist, O-716033
2nd Lt. Robert E. Smitherman, O-830112
2nd Lt. Carl A. Running, O-830326
2nd Lt. Henry F. Scott, Jr., O-827300
2nd Lt. Lowell A. Shive, O-830103
F/O Henry A. Veillette, T-124818

Above officers and Flight Officers asgd and jd from Hq, 358 Ftr Gp, per par #12, SO #143, H[redacted] Ftr GP.

[redacted]

0371

[redacted]

Enlisted men assigned to the squadron during the month of November 1944.

Pvt. Edward H. Wolfe, 16020476, asgd and jd as of 7 Nov 44, per par #13, SO, #275, Hq, 13 Replacement Control Depot.

Pvt. James H. Last, 39399379, asgd and jd fr hq, 358th Ftr Gp, as 14 Nov 44, per par #2, SO #141, Hq, 358th Ftr Gp.

Cpl. Louis Shapiro asgd and DE enroute to jd as of 20 Nov 44, from 134th Replacement Battalion (AAF) per par #13, SO #36, Hq, 154 Replacement Batallion (AAF).

Transfer of Officer during the month of November 1944.

1st Lt. Raymond R. Wisner, Jr. 0-745558 fr temp duty to relvd fr asgmt and asgd to 127th Replacement Bn (AAF), Sta 591 for ret to US per par #17, SO #313, Hq, 9th A.F. as of 8th Nov 44.

1st Lt. Albert E. Eisele, 0-815293
1st Lt. John A. McDevitt, 0-815363
1st Lt. Otto H. Schroeder, 0-815399
1st Lt. Clarence C. Wright, 0-815463

Above officers fr dy to relvd from asgmt and asgd to 70th Replacement Depot Station 594, per par #1, SO #134, Hq, XIX Tac Air Comd.

2nd Lt. Norman (NMI) Benz, 0-824375 fr asb sk LD 217th Gen Hosp to Drpd fr rolls of orgn per Sec II, ETOUSA, Cir #69.

Transfer of Enlisted men during month of November 1944.

Pfc Alton Freeman, 7009748, fr dy to trfd to 70th Replacement Control Depot, per par #32, S.O. #304, Hq, 9th A.F.

Sgt. Paul E. Kampa, 16047655, fr dy to trfd to 70th Replacement Control Depot, per par #32, S.O. #304, Hq, 9th A.F.

Pvt. Rayo Cyr, 31140460, fr dy to trfd to 134th Replacement Bn (AAF), per par #8, SO #129, Hq, 19th Tactical Air Command.

Pvt. Paul E. Kirby, 11031034, fr dy to trfd 19th Tac Air Comd, per par #2, SO #139, Hq, 19th Tact. Air Command, 17 Nov 44.

Promotion of Officers during month of November 1944.

Capt. John H. Buckner, 0-25439, aptd Maj as of 1 Nov 44, per par #13, SO #306, Hq, 9th A.F.

1st Lt. Laurel M. Henley, 0-572002, aptd Capt as of 1 Nov 44, per par #1, SO #306, Hq, 9th A.F.

1st Lt. Thomas S.L. McClung, 0-793008, aptd Capt as of 8 Nov 44, per par #2, SO #313, Hq, 9th A.F.

Promotions of Enlisted men during month of November 1944.

Nil.

[redacted]

[redacted]

III. Losses in action

2nd Lt. Albert L. Ligon is missing in action over enemy occupied France. Lt. Ligon was last seen at Chateau Salins, France, on the 11th of November at 1415 hours. The squadron was strafing a motor convoy when Lt. Ligon was last seen. He entered this squadron in August of this year and has since flown many missions over occupied France and Germany. Before entering the service he was an accountant for the Packard Aircraft Co. in Detroit, Michigan. Before entering aviation cadets, Lt. Ligon was a S/Sgt radio operator and gunner on a heavy bomber. He was born 17 July 1921 and lived in Detroit, Mich. He was known as "sleepy" by his friends.

2nd Lt. August (NMI) Garcea is missing in action over enemy occupied Germany. He was last seen 10 miles Northeast of Strasbourg. This was on 25 November 1944 at 1615 hours. The squadron was bounced by approximately 25 Me 109s and Lt. Garcea is believed to be lost in this encounter. Lt. Garcea entered the squadron in August of this year and has since flown many mission against the enemy. Before entering the service Lt. Garcea was connected with the Western Bottling Co. of Spokane, Washington. He was born 15 August 1921 and his home was in Spokane, Washington. He was known to his friends as "Gus."

IV. ETO Station Occupied

Advanced echelon consisting of 30 EM and 1 Officer departed A-80 Mourmelon, France at approximately 1100 hours 20 Oct 1944 and arrived at A-82, Etain, France at approximately 1400 hours, 20 Oct 44. Advanced echelon as above departed A-82, Etain, France, approx. 0900 hours, 9 Nov 44 and arrived A-90 Toul, France approx 1300 hours, 9 Nov 44. Remainder of Sq, joined advance echelon, on the 20th, 21th and 22nd Nov 44. All moves made by GOS and Military Aircraft.

V. Awards and Decorations

The awards of the Air Medal and Bronze Star Medals were presented to officers and enlisted men on the 4 November 1944. The ceremony was held at A-80, Mourmelon, France. Awards were presented by Brig. General Weyland with Brig. Gen Saunders and Col. Tipton presiding.

The pilots decorated with the Air Medal were:

Lt. Frederick C. Bishop
Lt. Jack W. Carlson
Lt. Homer L. Cook
Lt. William W. Crawford
Lt. Charles G. Dickerson
Lt. Louis T. Easterling
Lt. Donald S. Flowers
Lt. Arnold Gallagher
Lt. August Garcea
Lt. Albert L. Ligon
Lt. Wayman (NMI) May
Lt. Donald E. Mockler
Lt. Wadsworth G. Stone
Lt. Orin A. Wahl [redacted]

[redacted]

The enlisted men awarded the Bronze Star Medal were:

S/Sgt Robert A. Miller
S/Sgt Robert H. Moore
S/Sgt Edwin T. Delaney
S/Sgt Lloyd A. Mooney
S/Sgt Orin E. Buffington

V. ETO Highlights in the Squadron

The 365th Fighter Squadron made its change from the Ninth Air Force to the 1st Provisional Air Force and the policies and regulations of this Air Force were put into effect. The operations against the enemy continued on in full force and the only noticable change of the transfer was in paper work.

The first award of decoration to enlisted men in the squadron was made by Gen. Weyland and Gen. Saunders. These awards were made to crew chiefs who had outstanding records of crewing the planes without any mechanical failures. The crew chiefs, as well as those not decorated have accomplished work which has contributed greatly to the pilots destruction of the enemy. They realize that a good plane brings destruction to the enemy and therefore take pride in having a good aircraft. The whole squadron joins in congratulations of these men.

A Non-Commissioned Officer's Club was formed for the Group and all Non-commissioned personnel were invited to join. The idea was welcomed by the men and will help to provide to them entertainment of their evenings. With the cities of France having early curfews and restrictions it is hard to find any recreation in the evening. The club will serve rations of liquor to the men, ie. Scotch, Gin, Brandy, Beer, Cognac and Champagne. This is a regular ration and each man will be allowed his quota of drink for the night. Besides this the men will have a comfortable to play cards and games and the American Red Cross will be set up in the same building serving do-nuts and coffee. Dances, parties and fun will be lined up for all. There has been two dances given by the Red Cross and American girls stationed in France were invited plus local French girls. Although the turn out of feminine charm was not too great, a good time was had.

The movement of the squadron from A-80 was complicated by a double move for the advance party. The orginal assignment of the Group was A-82, Metain, France and the advance party moved there and started the ininitial construction program. They were there and had a good start setting up tents, constructing roads and walks and getting the mud situation under control when orders were received changing the assignment from A-82 to A-90, Toul, France. All the work completed had to be redone and the party moved to the new field. Here the same problems of mud and water were encountered and had to be licked all over again. The advance party made a good start and additional med were sent down to help in the construction, leaving a skeleton crew to finish packing and crewing the aircraft for missions. The aircraft made use of the new field by taking off from A-80 in the morning on a mission, landing at A-90 during the day and conducting

[redacted]

[redacted] ing missions from A-90 and landing at A-80 at night. The squadron was able to move an hour on each mission this way and was able to hit the enemy with a few more licks.

Four officers and two enlisted men took a look at the old gal sturding in New York Harbor and were able to enjoy the comforts of our home country. These men returned to the States under the rotation. All wished them "Bon voyage" and all had a wistful look in his eye when they left, just a thought and a dream of their home, America.

Missions for the month consisted of hitting front line enemy troops, bridges, airfields, gun emplacements, marshalling yards and targets of opportunity. At the beginning of the month we supported the XXI Army Corps in their November offensive, against the Germans. Two Groups supported this corps, hitting the enemy day and now and we got in some good licks, before we were transferred. After the squadron landed at A-90 and went on missions from that base. After the transfer, we again hit important target which were vital to our troops, destroying escape routes of the Germans. When the Rhine River was reached by the French troops we attacked pontoon bridges which the Germans were using and also destroyed rail traffic. This rail traffic was East of the Rhine River and was supplying the German front line troops. Although bad weather was a factor in hampering operations, each mission flown was made the most of by causing great destruction. One mission on the 25 of November brought us into contact with enemy fighters. 50 ME 109s were encountered 10 miles Northeast of Strasbourg and the boys brought back a good score; Col. Tipton, 1 destroyed and 1 damaged, Lt. Airhop, 1 destroyed, Lt. Thompson, 1 destroyed; Lt. Wahl, 1 damaged; Lt. Lockler, 1 damaged; Lt. Snell, 1 damaged; Lt. Malcolm, 1 damaged. The numbers of missions flown during the month was 25. A short resume of the missions flown are as follows.

[redacted]

[redacted]

Mission No. 306
1 November 1944

Operations Order No. 6
Dive-bombing

1st Effort

[illegible]	[illegible]
Lt. McDevitt	Lt. Donlon
Capt. Jones	Lt. Carlson
Lt. Renner	Lt. Meckler
Lt. Diggers	Lt. Digon
[illegible]	[illegible]
Lt. McClung	Lt. Cook
Major Hitchcock	Lt. Hahl
Lt. Lore	Lt. Knoll
Lt. Stone	Lt. Ley

Squadron led by Lt. McDevitt on a dive-bombing mission to hit gun positions. Squadron took off at 1310 and was over the target from 1400 to 1430. 1 a/c was hit by flak, Sgt. Ad and 1 aborted because of mechanical failure. 24 x 500 lb. GP bombs were carried and 2 of these were returned to the base. 1 Jet aircraft was observed over Nancy at 1353 hours. 24 bombs were dropped on the primary target and 6 were dropped on a M/T at Herbitzheim, which. One of our convoys was seen going East to Rechicourt. All planes were down at 1515 hours.

[redacted]

[redacted]

Mission No. [illegible]
November 19[illegible]

Operations Order No. 96
Amber Leader

1st Effort

Lt. Mullin	Lt. McDevitt
Lt. Chandler	Capt. Malston
Lt. Hale	Lt. Schroeder
Lt. Drake	Capt. Jones
Capt. Allaire	Capt. Turley
Capt. Partridge	Major Hitchcock
Lt. Hatter	Lt. Harper
Lt. Rogers	F/O Smith

Squadron led on 1 Amber mission by Lt. McClung. Take off was at 1411 and time over the target was from 1517 to 1520. R/V was made with the Bombers at 1457 at 24,000 feet in the vicinity of Eastogne. Over target at Dunfelden at 14,000 feet at 1517 to 1520. Bombed through overcast. Withdrawal at 1534 at 14,000 feet, 10 miles North of Bastogne. Moderate, heavy, inaccurate flak at 2-9756. Weather over target 10/10 from 9,000 down to 1500. Visibility unlimited. All planes returned safely and were down at 1625.

[redacted]

[redacted]

Mission No. 308
Bomber Escort

Operations Order No. 97
5 November 1944

1st Effort

[illegible]	[illegible]
Lt. McDevitt	Lt. Cook
Lt. Ligon	Lt. Easterling
Lt. Wahl	Lt. Stone
Lt. Flowers	Lt. Crawford
[illegible]	[illegible]
Lt. McClung	Lt. Bishop
Lt. Cummins	Lt. Carlson
Lt. May	Lt. Dickerson
Lt. Garcea	Lt. Lockler

Squadron led by Lt. McDevitt on a B-26 escort mission over Hamburg. 16 P-47s were dispatched at 1220. Time over the target was from 1524 to 1526. Escort to one box of B-26s. R/V at 1504. Vert east of Trier at 15,000 feet. Wahl was at Eastoft at 1548 at 15,000 feet. Due to overcast locations determined by timings and course. Rockets were observed from B-[illegible], being shot vertical. Over target weather from 8,000 feet, 10/10. Visibility unlimited. All planes returned safely and were down at 1635.

[redacted]

0378

Mission No. 309
6 November 1944

[redacted]

Operations Order No. 106
Armed Recon.

1st Effort

White	Yellow
Lt. Misele	Lt. Renner
Lt. Carlson	Lt. Brose
Lt. Cook	Lt. Bishop
Lt. Garcea	

Red	Blue
Lt. Casper	Lt. Cline
Lt. Callaher	Lt. Gibson
Major Mitchock	Lt. Loze
Lt. Flowers	Lt. Easterling

Squadron led by Lt. Misele on an Armed Recon. mission. 15 planes took off at 0955 and were over the target from 1030 to 1115. 8 planes carried 2 M 500 lb. GP bombs, 3 ships carried Napalms and 4 ships carried 3 M 260 lb. frag bombs. All bombs were dropped in the target area. GP bombs were dropped on ridge at V975375, positions were well grouped in trenches and gun positions. 3 Napalms were dropped on troop emplacements at V-980360. 3 direct hits in trenches. 12 frags at V-994368 on troop concentrations. Heavy, inaccurate, meager flak at Foret de Chateau Salins. 8 to 10 flaktears with guns observed at 0945. Time down was 1200.

[redacted]

[redacted]

Mission No. 310
8 November 1944

Operations Order No. 100
Armed Recon.

2nd Effort

White 11

Capt. Elledge
Lt. Thompson
Lt. Stone
Lt. Crawford

Red 11

Capt. Gurley
Lt. Dickerson
Lt. Donlon
Lt. Mockler

Yellow

Lt. Osell
Lt. Snell
Lt. Lesley
Lt. Ligon

Blue

Lt. Schuele
Lt. Cummins
Lt. Wahl
Lt. May

Squadron led by Capt. Elledge on an Armed Recon. Mission. 16 P-47s took off at 1325 and were over the target from 1420 to 1500. 4 A/C carried 8 X 500 lb. GP bombs, 4 ships carried 4 Napalms and 4 ships carried 12 X 260 lb. Frag bombs. 1 frag was jettisoned, 6 bombs were returned to the base. Troop concentration in woods at ⁂-0037 was bombed with all hits in woods. 4 Napalms were dropped in woods at ⁂-0828, only 2 went off. Meager, inaccurate, ~~xxx~~ light flak in woods at ⁂-0828. 2 flights landed at A-82. Planes were down at 1530.

[redacted]

0380

Mission No. 311
9 November 1944

Operations Order No. 101
Armed Recon.

1st Effort

White	Red	Yellow
Lt. McClung	Lt. Gasper	Lt. McDevitt
Lt. Brose	Lt. Easterling	Lt. Carlson
Major Hitchcock	Lt. Boze	Lt. Bishop
Lt. Flowers	F/O Gibson	Lt. Garcea

Squadron led by Lt. McClung on an Armed Recon. Mission. 12 P-47s took off at 1110 and were over the target from 1240 to 1255. 4 A/C carried 12 X 260 lb. frag bombs. 4 A/C carried 8 X 500 lb. GP bombs. 4 A/C acted as escort to the dive-bombers. All bombsxx were dropped in the target area. 4 X 500 lb. bombs were dropped on a locomotive and the loco was not hit by the bombs. The same locomotive was destroyed by strafing just East of Saarebourg at ₰-510164. 4 X 500 lb. bombs were dropped on a M/Y at ₰-495155. 2 hit tracks and 2 hit warehouses. 1 fire started by frags and strafing at ₰-507167. This was warehouses and stacked boxes of supplies. Meager, inaccurate flak at ₰-502145. Intense, light flak at Sarrebourg. Time down was 1345.

Mission No. 312
9 November 1944

Operations Order No. 101
Armed Recon.

2nd Effort

White	Red
Major Buckner	Lt. Wright
Lt. Cook	Lt. Lesley
Lt. Wahl	Lt. Crawford

Squadron led by Major Buckner on an Armed Recon. Mission. 6 P-47s took off at 1420 and time over the target was from 1530 to 1540. 4 A/C carried 8 X 260 lb. frag bombs and 2 A/C carried 4 X 500 lb. GP bombs. 1 bombs was returned to the base. Secondary controller directed squadron to 8 tanks at ₰-165475. Tanks were camouflaged. 3 hits in fields South of woods, 8 frags hit directly on a camouflaged spot. A/C strafed on the way down and good results were observed on the tanks. No fires or explosions were seen. Moderate, inaccurate, light flak at ₰-165475. Time down was 1610.

[redacted]

Mission No. 318
9 November 1944

Operations Order No. 101
Armed Recon.

3rd Effort

White	Red
Lt. Eisele	Lt. Schroeder
Lt. Snell	Lt. [illegible]
Lt. Biggers	Lt. Schuele
	Lt. Renner

Squadron led by Lt. Eisele on an Armed Recon. Mission. 7 P-47s took off at 1455 and were over the target from 1540 to 1610. 1 A/C suffered cat. AC flak damage. 3 A/C carried 6 X 500 lb. GP bombs and 4 A/C carried 8 X 260 lb. GP bombs (frags). Squadron contacted Flabby and were directed to tanks at ⍾-0846, town of Herny. 4 light tanks and 1 M.D. artillery were seen and 6 X 500 lb. GP bombs were dropped on them. These hit 50 to 75 feet from the tanks. 6 frags hit directly in tanks resulting in large explosions, tanks and artillery were destroyed. Locomotive containing 30 M.T. cars seen at Herny and engine was strafing and bombed with 2 frags at ⍾-0846, cars were also strafed and damaged. On road East of Herny, 4 half-tracks and 1 M.D. artillery strafed and destroyed. Heavy, moderate, accurate, light flak at ⍾-0846. Time down was 1640.

[redacted]

0382

Mission No. 318
11 November 1944

[redacted]

Operations Order 106
Armed Recon.

1st Effort

[illegible]	[illegible]
Capt. Gurley	Lt. Wesley
Lt. Funderburk	Lt. Gallcher
Lt. Dickerson	Lt. Boze
Lt. Ligon	Lt. Flowers
[illegible]	**[illegible]**
Lt. Oseil	Lt. [illegible]
Lt. Lockler	Lt. Easterling
Lt. Stone	Lt. Bishop
Lt. Thompson	Lt. Jarees

Squadron led by Capt. Gurley on and Armed Recon. Mission. 16 P-47s took off at 1215 and were over the target from 13 5 to 1440. 8 A/C carried 16 X 500 lb. Bombs and 4 A/C carri d 12 X 260 lb. frag. bombs. 4 A/C acted as escort to the dive-bombers. 50 to 75 horse drawn artillery and vehicles and 33 military trucks seen on road from ⍺-175305 to ⍺-190368. These were bombed and strafed with 35 H.D. vehicles and artillery destroyed, and 5 damaged., 23 M/Ts were destroyed and 5 were damaged. 8 tanks and 6 gun emplacements were bombed and strafed at ⍺-255242. 8 tanks were destroyed and 3 gun emplacements were destroyed and 3 were damaged. 1 command car and 3 A/T destroyed by strafing at ⍺-2502[illegible], South of Lecce. 50 A/T trucks were seen on the road from ⍺-174[illegible] to ⍺-1[illegible]. 3 to 6 fires were seen and 30 A/T destroyed and 10 damaged. Moderate, accurate, flak at ⍺-242248. All planes returned with the exception of Lt. Ligon who was lost on the first pass on the A/T transportation and and H.D artillery. Time down was 1510. 1 A/C suffer Sat. A flak damage and 2 A/C was damaged Sat. AA.

[redacted]

0385

[redacted]

Mission No. 15
16 November 1944

Air Operations Order #5
Armed Recon.

1st Effort

[illegible]	[illegible]
Capt. Hosking	Lt. Casper
Lt. Curtis	Lt. Mahl
Lt. Renner	Lt. Shell
Lt. [illegible]	Lt. Blood
[illegible]	[illegible]
Lt. Lesley	Lt. Cook
Lt. Funderburk	Capt. Jones
Lt. Biggers	Lt. Dicks
Capt. Elvidge	Lt. Gallaher

Squadron led by Capt. Hosking on an armed mission. 16 P-47s took off at 1025 and went over the target from 1106 to 1147. Route was from A-60 to target to A-90. 12 A/C carried 2½ & 500 lb. GP bombs and 4 A/C carried 4 napalms. Squadron contacted Aikin and Eggbasket. Bombing was through overcast and therefore no results were observed. Weather over the target was 10/10 from 1000 to 2500 feet. All planes returned safely and time com. was 1245.

[redacted]

0384

[redacted]

Mission No. 316
17 November 1944

Adv Operations Order #2
Armed Recon

1st Effort

Leader	Element
Lt. Usell	Lt. Casper
Lt. Curran	Lt. Crawford
Lt. Garcea	Lt. Stone
Capt. Ralston	Lt. Carlson

Lead	Element
Lt. Cook	Lt. Wesley
Lt. Flowers	Lt. Mockler
Lt. Dickerson	Lt. Blood
Lt. Satterling	Lt. Sullaher

Squadron led by Lt. Usell on an Armed Recon. Mission to Live-bomb gun positions at ₰-455135. Route was from A-80 to Target and to A-90. One locomotive was seen with steam up in A/Y at Harbour, no cars and not moving, and not attacked by the squadron. 4 guns destroyed by 24 direct hits at ₰-455135. 1 A/C out. Hit from flak. Heavy moderate flak at ₰-450190. At target, heavy light flak. Squadron took off at 1110 and was over the target from 1156 to 1205. Weather over the target was 8/10 with top at 12,000 feet, clear below. All planes returned and time down was 1258.

[redacted]

[redacted]

Mission No. 517
18 November 1944

Air Operations Order 23
Bomber Escort

1st Effort

Pilots	Flak	Leaders
Capt. McClung	Lt. Gasper	Lt. Snell
Lt. Malcolm	Capt. Livingo	Lt. Wahl
Lt. Blood	Lt. Barnes	Lt. May
Capt. Ralston	Lt. Flowers	Capt. Jones

Squadron led on a B-26 escort mission by Capt. McClung. 12 A-47s took off at 1133, and were over the target at 1230. Route was from A-80 to Neufchateau, Arlon, Bastogne to Martelange and to A-90. Heavy intense flak was encountered at the target. Bombs from the L-Acs hit on west approach to bridge, no hits on the span. All bombs hit in a field. 1 French Spitfire was observed to the rear of our flights. Our trucks were observed going east into Germany. Weather on the route and over the target was CAVU. Time home was 1550. All of our planes returned safely.

Mission No. 518
18 November 1944

Air Operations Order 23
Dive-bombing

2nd Effort

Pilots	Flak	Leaders
Capt. McClung	Lt. Cook	Lt. Lesley
Capt. Livingo	Lt. Crawford	Lt. Carlson
Lt. Gasper	Lt. Gallagher	Lt. Dickerson
Capt. Ralston	Lt. Meckler	Lt. Easterling

Squadron led by Capt. McClung on and Armed Recon. Mission to attack gun emplacements. Time up was 1505 and time over the target was from 1609 to 1630. Route from A-90 to [redacted] to the Rhine to A-80. Light, accurate, moderate flak at target. 10 direct hits on gun emplacements. 4 guns destroyed and 1 M.T. truck cut at [redacted]. 1 A/C damaged Cat 1 due to flak. Weather from Toul to the Rhine was 7/10 at 10,000 feet. Visibility 5 miles. All planes returned and were down at 1750.

[redacted]

[redacted]

Mission No. 210
19 November 1944

Air Operations Under AA
Air Attack

Air Effort

Capt. Bailey	Lt. Lehner
Lt. Crawford	Lt. Easterling
Lt. Easley	Lt. Cook
Capt. Lalleman	Lt. Bowman

Lt. Libby	Lt. Rogers
Lt. Cummins	Lt. Lundstrum
Lt. Lieberson	Lt. Jones
Lt. Burlson	Lt. Mirkin

Squadron led by Captain Bailey on a escort mission to Metz. 16 P-47's took off at 1015 and was over the target from 1050 to 1100. Route was P-51 to Nancy, to Lehrmach, to Saverne (?), back to Lemmach to Nancy to P-51. Heavy, meager flak at Metzeres and also at Novdidier. Results of the bombers were unobserved. No enemy aircraft were seen and there is not claims. Weather over the target was 9/10 with base at 9,000 and top at 10,000 feet. Visibility above and below overcast was excellent. Time down was 1055 and all planes returned.

[redacted]

[redacted]

Mission No. 320
19 November 1944

Air Operations Order 66
Bomber Escort

2nd Effort

[redacted]	[redacted]
Capt. Gurley	Lt. Lesley
Lt. Malcolm	Lt. Curran
Lt. [illegible]	Lt. Dickerson
Capt. Jones	Lt. Parcell
[redacted]	[redacted]
Lt. Oneil	Lt. Bishop
Lt. Flowers	Lt. Crawford
Lt. Blood	Lt. Mahl
Lt. Easterling	

Squadron led by Captain Gurley on a bomber escort mission. 15 P-47s took off at 1500 hours. R/V was made with the bombers and they were escorted to the target. Due to bad weather no results of the bombers were observed. No enemy aircraft was seen. Heavy, accurate flak was observed over the target. All planes returned safely to the base and were down at 1715.

[redacted]

[redacted]

Mission No. 321
21 November 1944

Air Operations Order 52
Armed Recon.

1st Effort -

WHITE	[illegible]
Capt. McClung	Lt. Casper
Lt. Brose	Lt. Malcolm
Lt. Gallaher	Lt. Crawford
F/O Gibson	Lt. Thompson

RED	BLUE
Lt. Blood	Lt. Renner
Capt. Elvidge	Lt. May
Lt. Wahl	Lt. Flowers
Lt. Easterling	

Squadron led by Capt. McClung on an Armed Recce. Took off at 1400 and was down at 1530. Route was from A-90 to Selestal and return to A-90. No flak was seen. Bad weather prevents the squadron bombing any target. No planes were also and no claims are submitted. Visibility was from 1 to 3 miles, with scattered showers.

Mission No. 322
22 November 1944

Air Operations Order 13
Armed Recon.

1st Effort

WHITE	RED
Lt. Cline	Lt. Dickerson
Lt. Curran	Lt. Flowers
Lt. Garcea	Lt. Bishop
Capt. Ralston	Capt. Jones

Squadron led by Lt. Cline on an armed recon mission took off at 0745 and was over the target at 0810. Route was from A-90 to Saarbourg, to Strasbourg to Saverne, and return to A-90. No flak was seen. 8 engines seen on tracks and in M/Y at Strasbourg and reported to Baggage who in turn sent the squadron to Saverne but no activity was seen. Baggage recalled the squadron and time down was 0900. Weather was from 2,000 to 7,500 at 10/10 overcast. Visibility 10 miles.

[redacted]

[redacted]

Mission No. 323
25 November 1944

Air Operations Order 27
Dive-bombing

1st Effort

WHITE	YELLOW
Major Buckner	Lt. Lesley
Lt. Border	Lt. Gallaher
Lt. Biggers	Lt. Cook
Lt. Cummins	Lt. Yard
RED	**BLUE**
Lt. Stone	Lt. Dickerson
Lt. Easterling	Lt. Carlson
Lt. Crawford	Lt. Mockler
Lt. Funderburk	Capt. Elvidge

Squadron led by Major Buckner to dive-bomb pontoon bridge at V-984681. Took off at 1115 and was over the target from 1220 to 1225. Route A-90 to Arstein to V-984681 and return to A-90. Intense heavy and light flak at Offenburg, [illegible] at the target. All planes carried 2 X 500 lb. GP bombs and 1 frag bomb. 11 X 500 lb. bombs and 6 fragslanded NE of bridge. Bridge was destroyed before we bombed it. 1/3 of the bridge and 1/2 of the bridge on each side of the river was all that was left standing. Area was flooded on both sides of the bridge. Another pontoon bridge at V-005720 was strafed with 5 trucks on it. 2 X 500 lb. bombs and 1 frag were dropped in the M/Y at Offenburg. with good results. 200 R R cars and 3 engines were observed to be in the M/Y. 4 bombs were jettisoned and 10 were returned to the base. Lt. Funderburk did not return with the squadron but landed at a small French grass field. He was given some gass by the tank Corps and return to the base about 1750 hours. Time down was 1355.

[redacted]

0390

[redacted]

Mission No. 324
25 November 1944

Air Operations Order 25
Dive-bombing

2nd effort

WHITE	YELLOW
Col. Tipton	Lt. Bishop
Lt. Gasper	Lt. Malcolm
Lt. Flowers	Lt. Thompson
RED	**BLUE**
Lt. Renner	Lt. Shell
Lt. Curran	Lt. Wahl
Lt. May	Lt. Garcea
Capt. Elvidge	Lt. Mockler

Squadron took off at 1520 on a dive-bombing mission to bomb a pontoon bridge across the Rhine and then go on an armed Recco. 1st A/C carried 28 X 500 lb. GP bombs, all were jettisoned with the exception of 3 which were returned to the base. Route was base to Offenberg, Karlsruhe, Mannheim and Landau to base. When E/A were encountered 10 miles NE of Strasbourg and in the combat 3 Me 109s were destroyed and 5 were damaged. We were at 8,000 ft and the Jerries at 15,000 ft. when they bounced, this was at 1615 hours. Lt. Garcea was lost in the combat. Weather was 9/10 at Strasbourg, visibility good. Time down was 1705.

[redacted]

[redacted]

Mission No. 2[illegible]
26 November 1944

Air Operations Order 7
Armed Recon.

1st Effort

Lt. Claire	Lt. Jack	Lt. [illegible]
2/O Seaour	Lt. Kuehler	[illegible]
Lt. Nickerson	Lt. [illegible]	[illegible]
Lt. Dunleon	Lt. Bowers	Lt. [illegible]

Squadron led by Lt. Claire on an armed Recon of the [illegible] area, Haguenau, Aguenheim area. 12 P-47s took off at 0815 and were over the target from 0845 to 1000. 2 rails cut at R-1725 and R-1930. 1 20 M.M. gun damaged at R-175251. 1 locomotive and 20 cars damaged at R-170250 and 1 locomotive and 5 cars damaged at R-135225. Heavy and intense, light and moderate flak at R-171250. Light moderate flak at R-175225. No losses and no E/A were seen. Weather over target was 8/10 with base at 2,000 feet and tops at 6,000 feet. Visibility 5 to 6 miles. Time down was 1930.

Mission No. 2[illegible]
26 November 1944

Air Operations Order 6
Armed Recon.

2nd Effort

Capt. McClung	Lt. Bishop	Lt. Berner
Lt. Porter	Lt. Sunderburk	2/O Seaour
Lt. Biggers	Lt. Hay	Lt. Hoekler
Lt. Brose	Lt. Malcolm	Capt. Tallston

Squadron led by Capt. McClung on an armed Recon of the [illegible] area, Haguenau, Gimbsheim list. 12 P-47s took off at 1535 and were over the target from 1620 to 1650. 2 locomotives with 10 to 20 cars each, steam up standing few yards apart at Walterhouse, [illegible]. 1 bomb landed 50 yards in front of train on tracks, 4 bombs planted 60 of train, 10 yards away. 4 box cars set on fire and others were damaged. A tank battle was observed at Ingweiller. Total claims were 4 cars damaged and 4 destroyed and 1 rail cut at R-070210. 16 bombs were returned to the base. Weather over Haguenau was 6-8/10 from 2,000 to 6,000 feet. Visibility was 5 miles. Time down was 1730.

[redacted]

0392

[redacted]

Mission No. 327
27 November 1944

Weather Recon.

1st Effort

Capt. Jackson
Capt. Fiske

2 P-47s took off at 1330 on a weather recon. Mission. Area covered was east of Toul to the extent of 1 5 miles. Solid overc st. No flak or E/A were seen. Time of R/B was 1520.

Mission No. 328
27 November 1944

Weather Recon.

1st Effort

Lt. Dixon
Capt. Eldridge

2 P-47s took off at 1340 on a weather Recon. Mission. Area covered was East of Toul and around the base. Solid overcast. No flak or E/A were seen. Time of R/B was 1613.

Mission No. 329
27 November 1944

Air Operations Order #2
Escort

1st Effort

Squadron

Capt. Hyder
Lt. Heald
Lt. Arnold
Lt. Gallagher

Flight

Lt. Stone
Lt. Thompson
Lt. Crawford
Lt. Easterling

Flight

Lt. Renner
Lt. Johnson
Lt. Ault
Lt. Cummins

Flight

Lt. Dickerson
Lt. Carlson
Lt. Cockler
Capt. Eldridge

Squadron led by Capt. Hyder on Escort. 16 P-47s took off at 1350 and were back at 1620. Mission was recalled by Base due to bad weather. No flak or E/A were seen. Weather was 9/10 from 1500 to 8000 feet at base with visibility 1 miles.

[redacted]

0393

[redacted]

DECLASSIFIED
DOD DIR 5200.9

DECLASSIFIED
DOD DIR 5200.9

[redacted]

MICROFILMED

[redacted] [redacted] 5-F/-365-HI

UNIT HISTORY

365TH FIGHTER SQUADRON

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...ASSIFIED
...D DIR 5200.9

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Chain of Command

Air Force	1st Tactical Air Force (Provisional)
Command	XII Tactical Air Command
Wing	64th Fighter Wing
Group	358th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 December through 31 December 1944.

...SSIFIED
...DIR 5200.9

[redacted]

[redacted]

0397

[redacted]

(1) Unit identity, 26th Weather Squadron, December 1944.

a. Year: 1944.

b. Place of location:

(1) Nil.

(2) Nil.

(3) Nil.

(4) Nil.

(5) Nil.

c. Month: 02 officers; 231 enlisted men.

d. Present station: A.A.F. SC, Nil, Transmitted Dec. 1944.

e. Movements: Nil.

f. Decorations: Nil.

g. Operations.

(1) Nature of operations: Dive bombing, strafing, Armed Reconnaissance, Medium Bomber Escort, Close Support, Anti-Submarine Patrol and Air Sea Rescue. The personnel of the squadron during the month. Targets for the month were the rail net work of Germany, hitting the transportation system and our bombers of the German Army in the Low Countries, Belgium and South Holland, Germany; South Germany, Austria, and Czechoslovakia.

(2) Number of missions flown during month of, and the total combat flying time 37.

(3) Interruption to flow.

(a) Division of labor [illegible] difficulties of operation.

1. Each link in enemy supply route.

2. Enemy fighters, anti aircraft, and buildup of enemy.

3. Loss damage of mission of the target.

4. Nil.

-1-

[redacted]

0398

[redacted]

(e). [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

(f). [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

(g). [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

(h). [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

(i). [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

(j). [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

-2-

[redacted]

0400

[redacted]

(b). [illegible] against [illegible]

1. [illegible]

a. [illegible]

2. [illegible]

(c). [illegible] against [illegible]

1. [illegible]

a. [illegible]

2. [illegible]

(d). [illegible] against [illegible]

1. [illegible]

a. [illegible]

2. [illegible]

(e). [illegible] against [illegible]

1. [illegible]

a. [illegible]

2. [illegible]

(f). [illegible] against [illegible]

1. [illegible]

a. [illegible]

2. [illegible]

[redacted]

[redacted]

[redacted]

[illegible]

1. [illegible]

2. [illegible]

3. Losses in action.

(a) [illegible]

(b) [illegible]

(c) [illegible]

(d) [illegible]

(e) [illegible]

(f) [illegible]

(g) [illegible]

(h) [illegible]

(i) [illegible]

(j) [illegible]

(k) [illegible]

(l) [illegible]

(m) [illegible]

(n) [illegible]

(o) [illegible]

(p) [illegible]

(q) [illegible]

(r) [illegible]

(s) [illegible]

(t) [illegible]

(u) [illegible]

4. Losses by action

(a) 1st Lt. Peter C. Tomlin, killed in action, 23 Dec 1944.

(b) 2nd Lt. Wyatt L. Gould, killed in action, 23 Dec 1944.

(c) 2nd Lt. Louis C. Lautenslager, missing in action, 17 Dec 1944.

2nd Lt. Jack M. Harlow, killed in action, 23 Dec 1944.

(d) Nil.

5. Awards received during period.

(1) Robert L. Grey, 1st Lt.

(a) From 20 Dec 1944 through 11 Nov 1944.

(b) Aerial Operations

-6-

[redacted]

[redacted]

(c) [illegible]

(2) [illegible]

(a) [illegible]

(b) [illegible] participated in direct support of combat operations.

(c) [illegible]

(3) [illegible]

(a) [illegible]

(b) [illegible] participated in direct support of combat operations.

(c) [illegible]

(4) [illegible]

(a) [illegible]

(b) [illegible] participated in direct support of combat operations.

(c) [illegible]

(5) [illegible]

(a) [illegible]

(b) [illegible] participated in direct support of combat operations.

(c) [illegible]

(6) [illegible]

(a) [illegible]

(b) [illegible] participated in direct support of combat operations.

(c) [illegible]

(7) [illegible]

(a) [illegible]

(b) [illegible]

(c) [illegible]

(8) [illegible]

[redacted]

[redacted]

[redacted]

[redacted]

HEADQUARTERS
358TH FIGHTER GROUP

APO 374, U. S. Army,
2 December 1944.

SPECIAL ORDERS)
:
NO. 146)

1. VOCO 10 Nov 44, further assigning 2D LT ROBERT A PERRY, 01995975, AC, to the 366th Ftr Sq, who was asgd to this Hqs per par 27, Hqs Ninth Air Force, dated 10 Nov 44, is hereby made a matter of record. No travel involved.

2. Under the provisions of AR 600-80, dated 25 Feb 43, the following named EM of the 365th Ftr Sq are awarded the Army Air Forces Technician Badge:

M/Sgt	Thomas R Hicks	36317284
M/Sgt	Harry E Glavin	6539496
M/Sgt	Frank M Crichton	15074091
M/Sgt	Joseph M Heinrich	39094379
M/Sgt	Paul M March, Jr	33320909
T/Sgt	Steve L Kahat	15040426
T/Sgt	John T Welch	14047222
T/Sgt	Wallace A Losee	6756759
T/Sgt	Charles Cantley	32278424
T/Sgt	Donald P Blacketer	16067277
T/Sgt	Kenneth H Lindquist	36237457
T/Sgt	Robert J Graber	17056513
T/Sgt	Albert Aldoroty	32222193
T/Sgt	Louie E Akins	34353262
T/Sgt	James F Kelleher	31140645
T/Sgt	William E Dentino	32250607
T/Sgt	Charles Leaghty	6995264
T/Sgt	Leonard Bloom	32190091
S/Sgt	Joseph Reinle, Jr	32398527
S/Sgt	Harry C Richardville	35482369
S/Sgt	Samuel M Osteen	38307699
S/Sgt	Frank W Kassay	31124260
S/Sgt	Raymond H Olsgaard	37287248
S/Sgt	Fred E Spaetzel	36175429
S/Sgt	Sylvester R Foley	32612583
S/Sgt	Victor J Gruss	35275784
S/Sgt	Mark B Danner	13072011
S/Sgt	Romuald A Belka	36172869
S/Sgt	Carl C Kem	35135262
S/Sgt	Luvern Kuehl	37192677
S/Sgt	Theodore N Roy	11070792
S/Sgt	Richard O Saunders	13065438
S/Sgt	Charles D Grove	37147366
S/Sgt	Robert A Miller	33115267
S/Sgt	Edwin T Delaney	37115522

[redacted]

0406

(Par 2, SO #146, Hqs 8thSvc Spt Gp, Mtd 2 Dec 44, Cont'd)

S/Sgt	Lloyd H Looney	34352461
S/Sgt	Stanley F Skowronski	32387990
S/Sgt	Mat Scarborough	34209374
S/Sgt	Marvin E Loyd	14128989
S/Sgt	Orin F Buffington	34261984
S/Sgt	Donald P Finch	12025575
S/Sgt	Lubbertus H Lok	12094797
S/Sgt	Walter A Krumenacker	33278387
S/Sgt	John R Miller	7022285
S/Sgt	Nick C Golichak	35276882
S/Sgt	Eugene W Adams	35043148
S/Sgt	Frank N Kuhn	31143144
S/Sgt	Burleigh E Lowe	31117387
S/Sgt	Timothy H Shea	31079598
S/Sgt	Paul E Heinl	35043144
S/Sgt	Charles W Powers	35133984
S/Sgt	Arnold L Larson	36222174
S/Sgt	Carrel E Lewis	32379227
S/Sgt	James J Stratton	16038751
S/Sgt	Jink C Hobson	39022903
S/Sgt	Robert H Moore	18081939
S/Sgt	Guido J Girolami	36348325
S/Sgt	Julius V Schraishuhn	33320115
S/Sgt	Fred D Huffman	19102779
S/Sgt	John A Newton	31081088
S/Sgt	Virgil R League	39238586
S/Sgt	Kenneth R Owen	11015202
S/Sgt	Jerry E Lindesmith	39391698
S/Sgt	Elmer H Lammay	33125596
S/Sgt	Richard K Quackenbush	35358909
S/Sgt	Joseph P Starkey	12092574
S/Sgt	John C Oberg	32380051
S/Sgt	Lawrence C Maher	37368408
S/Sgt	Harry K Latta	35383567
S/Sgt	Casimer J Doskiewicz	32379945
S/Sgt	Lester K Prichard	38114086
S/Sgt	Edward W Lutes, Jr	33315607
S/Sgt	Donald N Olson	37298404
S/Sgt	Harold K Chickering	39834351
S/Sgt	Leo B Lloyd	38164110
S/Sgt	Elliot C Kaplan	6148048
S/Sgt	Paul C Mc Cune	35035591
Sgt	Howard G Stevens	34197722
Sgt	Clarence R Keith	36059956
Sgt	Herbert J Dawson	35043127
Sgt	Dominick D Massi	32634707
Sgt	Orville L Potter	37224800
Sgt	Lonnie W Mc Glothin	18180729
Sgt	Salvatore J Lavergna	31142983
Sgt	Joseph V Radford	12039578
Sgt	James W Wilson, Jr	13032530
Sgt	Alphonse Auglis	31158404
Sgt	George W Sobczak	16093732

[redacted]

(Par 2, SO #146, Hqs 358th Ftr Gp, dtd 2 Dec 44, Cont'd)

Sgt	Israel S Rosenthal	32399846
Sgt	Archie W St Clair	33203738
Sgt	George T Neumann	32397727
Sgt	Alexander H Biedrzucki	33324499
Sgt	Victor Lavine	32271325
Sgt	Charles J Rossa	35464732
Sgt	Robert G Little	36508136
Sgt	Francis E Cadwallader	32270331
Sgt	Henry S Theys	32344674
Sgt	William J Duffy	16076782
Sgt	Edward C Lancaster	32377948
Sgt	Walter Kwap	32405848
Sgt	Jesse R Halbrooks	14108301
Sgt	Harlan D Taylor	11101004
Sgt	Albert F Ahlfeld	32392600
Sgt	Miles A Cristman	31201391
Sgt	William J Pearston	31189372
Sgt	Milton M Cohen	12162416
Sgt	Russell J Adams	6149171
Sgt	Raymond L Weiss	37266009
Sgt	Charles J Maxwell	35514267
Sgt	Richard O Burnside	35390247
Sgt	Nial L Witherel	32502777
Sgt	Richard L Beigel	32378406
Sgt	Lawrence A Allen	32142293
Sgt	George L Williams	36426594
Sgt	Walter F May	35509861
Sgt	Warren M Jacobson	37266772
Sgt	Leonard H Patton	19122902
Sgt	Irving Bardfield	32627153
Sgt	Louis F Medenwald	35362036
Cpl	Lawrence L Painter	33206362
Cpl	Joseph Stern	12193406
Cpl	Victor J Hajek	15332799
Cpl	Cecil G Relation	11056448
Cpl	Earl F Pedro	31149674
Cpl	Byrl E Gideon	6288405
Cpl	Austin J Waldron, Jr	32388642
Cpl	James W Kennerly	34355778
Cpl	Frank Yukich	33297065
Cpl	Winston W Wehrwein	36264676
Cpl	Robert J Lepham	12153544
Cpl	Thomas L Merrill	37436258
Cpl	John F Kowalski	32466915
Cpl	Oscar Prince	12147074
Cpl	Bernard C-Chipman	31201243
Cpl	Edward J Clare	32549475
Cpl	William H Rae	31129807
Cpl	Edward Carter	12119911
Cpl	Frank Wohinz	32335148
Cpl	Louis A Caron	31067170
Cpl	Robert H Parker	35514123
Cpl	Charles Petrow	31081730

[redacted]

0408

(Par 2, SO #146, Hqs 358th Ftr Gp, dtd 2 Dec 44, Cont'd)

Cpl	[illegible] Sandell	31190460
Cpl	Fred W [illegible]ler	15729192
Cpl	[illegible] [illegible]kering	12132950
Cpl	Edward G Haberny	16145801
Cpl	Warren N Harris	37286875
Cpl	George E [illegible]rshon	11097297
Cpl	Leslie M Chitwood	39348009
Cpl	Lyle H Johnson	37306578
Cpl	Edward F Vojack	38585882
Cpl	James C Banham	1104.554
Pfc	Frank D Collins	34727031
Pfc	Atloe A Gray	35405765
Pfc	Nicholas A Ciolorito	32486764
Pfc	John A Bittle, Jr	14108121
Pfc	Edward J Mc Caffery, Jr	33396292
Pvt	Fred Ferraro	12[illegible]049
Pvt	John E Brinegar	18125495
Pvt	Peter A Bianchi	32473377
Pvt	Edward H Wolfe	16020476
Pvt	Robert E Shannon	11114750
Pvt	John H Horn	32433750

By order of Colonel TIPTON:

HARVEY HALL,
Major, Air Corps.

OFFICIAL:

Harvey Hall

HARVEY HALL,
Major, Air Corps.
Adjutant.

DISTRIBUTION: "A"

365TH FIGHTER SQUADRON
APO 374 U.S. ARMY

15 December 1944

SQUADRON ORDER
NO.....21

1. Captain Paul E. Bell 0-562504, is assigned additional duty as Squadron Snow Removal Officer.

/s/ John H. Buckner
/t/ JOHN H. BUCKNER,
Major, Air Corps,
Commanding.

A TRUE COPY

Laurel M. Henley
LAUREL H. HENLEY,
Capt., Air Corps.

[redacted]

War Diary, 365th Ftr Sq, 358th Ftr Gp. ALG 90, Toul, France, Dec 1944

1 A record for the Group and Squadron was reach today when S/Sgt. R.A. Miller completed two hundred consective mission on a P-47 aircraft without having a mechanical failure. He has received the Bronze Star Medal Award and has been recommended for a Cluster to the Bronze Star Medal. Congratulations Miller. The Squadron conducted two mission against the enemy, one being dive-bombing gun emplacements which they destroyed plus hitting rail traffic. This was led by Capt. Gurley. The second mission was led by Lt. Gsell against a bridge at Germersheim which was destroyed and several building destroyed in the area. (See G3a and G3b for complete details.)

2 Two missions were flown today, the first led by Capt. Elledge in close support of the ground troops attacking the Town of Volksberg. A commendation of the work done was received from the ground forces. The second mission was led by Lt. Gasper against the town of Waldbambach in support of our ground forces. He also received a commendation from the ground forces for the bombing done. It was reported that buildings sheltering personnel were destroyed and an artillery supply company almost completely wiped out. At 2215 hours when our infantry troops reached the town they reported it as still burning. (see G3c and G3d). Sgt. Robert S. Water, 38140169, assigned and joined from Hq. 134th Replacement Battalion.

3 Due to weather the squadron was able to get up only one mission but due to unfortunate circumstances the squadrondid not have an effective mission. Capt. "Two Gun" McClung led and was bounced by 12 P-47s out of the sun and was not able to recognize them until they were upon us, therefore bombs had to be jettisoned. However an Armed Recce, was conducted but not activity was observed. 12 P-47s got off at 0930 and landed at 1130. Squadron activity normal.

4 Weather was bad in the morning but 12 P-47s were airborne at 1405 in the afternoon which was led by Lt. Cline. The squadron attacked a RR and Road bridge at Spreyer but not hits were observed except for cutting the tracks. Major Hitchock's flight strafed a barge in the Rhine damaging it and all flights strafed a barge and tug damaging it. Lt. Carlson damaged a machine gun position by strafing. Capt. Elledge, Lt. Donlon and Lt. Schuele returned from rest camp in England. All had a grand time. Cpl Mepham was transferred to the 12th Evac. Hospital. Lt. Weglarz a former member of the squadron was captured by the Germans and later recaptured was attached for quarters until he cleared his papers. He had many interesting experiences, expecially how he was wounded by the strafing of our planes while a prisoner. He is to return to the United States for rest and recovery.

5 Capt. Elledge led the first mission which was off at 0814. Weather prohibited good observation but the following was claimed: 1 town bombed but No result observed, 2 locomotives damaged, 1 locomotive destroyed, 19 R/R cars damaged and 1 building dam.

[redacted]

[redacted]

Another took off at 1145 and landed at 1400 bringing all bombs back due to poor weather in the target area. The bad weather of the morning mission turned into a complete overcast. The Enlisted Men (50%) were moved from the tents on the field to barracks in town. The cold weather makes living on the base uncomfortable so this was quite a break for the boys. Pvt. Stephen J. Tenggel was assigned to the squadron from the 1194th M.P. Company.

6 Weather prohibited operations, which gave the mechanics an opportunity to catch up on a little maintenance on the airplanes. Routine squadron activities throughout the day.

7 The weather is still bad. No up in the Blue again today. Squadron activities normal.

8 The weather broke today and two missions were able to get off. Good results were obtained on the first mission which was led by Lt. Cline. Ground controller gave target of Bitche barracks area. (See G3e.) The second led by Major Buckner was to attack gun emplacements but the weather closed in and the air controller vectored the squadron to bomb through the overcast. Normal squadron activities.

9 Weather bad again today so all was quiet. The squadron operated as usual.

10 The squadron had one mission today but the weather over the target area was overcast so the squadron leader Lt. Renner, worked with the controller, Elite Jr. Bombed through the overcast 10 miles Northeast of Landau. The squadron took off at 1205 and landed at 1415 with not results observed. The squadron was was issued a good ration this week consisting of cigarettes, Milky Way and Hersey candy bars, tobacco, razor blades, matches, shaving cream, tooth paste and gun. Other squadron activity was normal.

11 All ships on the ground again today as the skies were overcast again. 1st Lt. Hudgens was transferred to the 3rd Central Medical Establishment, 9th Air Force. Lt. Hudgens came to us from the 363rd Fighter Group.

12 Lt. Cline led the first mission of the day getting off at 1110. The mission was an armed recce. hitting rail transportation in the Almet area. Lt. Cline's flight hit the Marshaling Yard at Eschenao. The yard was damaged, also the canal banks south of the yards. Three large two story buildings were destroyed by direct hits. Lt. Donlon's flight bombed a locomotive and 30 R/R cars. The locomotive was damaged and 25 cars were dam. Lt. Schuele's flight not able to locate a target cut the rails on a main line track. The second mission took off at 1414 and led by Capt. Gurley, all these flights were vectored to Landau M/Y which they bombed with the following results: M/Y damaged, 30 cars damaged. North of the town a small work engine and two

[redacted]

[redacted]

cars were strafed, damaging them. Another train and 30 R/R cars were bombed by one man whose bombs hang up resulting but scored a direct hit. 1 loco was damaged, 4 car destroyed and 14 cars were damaged. The enlisted men were issued sleeping blankets which will be and are an advantage against the cold winter that is beginning to come. Capt. McClung left for England on temporary duty to pick up supplies for the Group in the AT-23. Lt. Grey was transferred to Group Operations to take up the duty as Asst. Group Operations Officer. Lt. Grey was one of our old pilots, having completed one tour and having a leave in the States for 30 days.

13 No operational activity today. F/O Thomas L. Bender, Jr. was assigned to the squadron as of the 10th of Dec. This making us a total of 57 pilots.

14 No mission, weather bad. Normal squadron activities.

15 Bad weather, no missions today. Lt. Weglarz departed today to collect his things and depart to the states. We wish him Bon voyage.

16 Lt. Cline led the first mission off at 1145, results very good and the Landau M/Y underwent a good going over. (forresults see G3g.) This second mission was led by Lt. Gsell and the controller Adkin vectored the squadron to fortifications just NW of Bitche. These were marked by red and white smoke by the ground forces and Lt. Gsell made an excellent bombing pattern. The ground forces called in and stated that it was a good job. (See G3f). The third mission was led by Capt. Elledge and the target was supply dump in a building area East of Zwiebrucken. All bombs were in the target but no observations were made except for one building destroyed and a good concentration of hits. The fourth mission of the day was led by Major Buckner, squadron C.O. The time up was 1515 and good results were obtained, hitting gun emplacements and Railway traffic (see G3h).

17 The squadron conducted three missions with excellent results in all of them. The first mission was off at 0752 in the darkness and was led by Capt. Gurley. (See 3Gi). The second was led by Lt. Cline and was off at 1137. (See G3j). The third led by Col. Tipton in the late afternoon was off at 1445. Lt. Louis T.Easterling hit by flak, bailed out in enemy territory. His chute was seen to open but nothing further was observed.

18 The squadron conducted two missions, the first taking off at 0850. The controller gave target of tank obstacles and a town holding up our front line troops. Results were observed in the dragon teeth and town. A group of Germans were strafed killing many of them. On the second mission, which took off at 1200, the controller gave the squadron a target at Berg Zabern. This was a few yards from the front line troops. All hits were in town with 16 buildings destroyed. F/O Henry A. Veillette was transferred to 111th Tac. Recon. Squadron to take up new duties.

[redacted]

19 One mission was all weather would permit today. With Lt. Gasper leading the results were excellent. Take off was at 1240. (see G3L). Cpl. James C. Benham was transferred to the 70th Replacement Depot. A trip home for him, here's hoping you will have a good time - of course we know you will.

20 No missions today, the weather man moved in. S/O John H. Cotton, assigned to the squadron, one more pilot added to our list.

21 Weather was bad today, however one mission got up but had to jettison its bombs through the overcast under the direction of the controller over Landau. Since time up was 1250 there was not time for another mission. Capt. Jones led the squadron. Squadron activity was normal.

22 No missions today - the weather again. Capt. McClung returned from temporary duty in England, loaded down with supplies. 1st Lt. Henry R. Hudgens returned from temporary duty to 3rd Central Medical Establishment and now is back on duty status.

23 Two missions, the first off at 0900 and attacking railway traffic. Capt. Elledge led and attacked the M/Y at Neukirchen and the rail line between Neukirchen and Homburg. The results were one M/Y damaged and 36 box cars destroyed, 1 loco damaged, 54 box cars damaged and one rail cut. Lt. Peter J. Donlon, after returning from the mission, crashed upon approaching the field. He was killed instantly and his plane caught fire. Lt. Donlon was one of our best pilots and flight leaders, his death was felt by everyone. The second mission was led by Capt. Gurley and took off at 1345 bombing the town of Schorbach. The squadron received a commendation from the ground forces on this mission (see G3m). Other squadron activities normal.

24 The first mission for today was led by Capt. McClung and took off at 0830. Good results were obtained (see G3n.) Number two mission was led by Lt. Gasper and attacked rail traffic in the Homburg area. The results were three locomotives damaged, 5 cars destroyed, 43 cars damaged and one rail cut. Time of take off was 1100. The third mission was led by Col. Tipton and was escort to B-26s. Good bombing results were observed. 1st Lt. Albert F. Gsell was placed on D.S. to the 64th Fighter Wing to work with the ground and air controllers.

25 Christmas day and a present was given to the Nazis in the form of three missions. The first mission was led by Capt. Elledge who gave them something to be unthankful for. Their rail traffic suffered (see G3o.) The second mission led by Capt. Gurley was also a nice present hitting thin rail traffic and coming in contact with Me 109s. The claim one destroyed by Lt. Brose and 1 damaged, sharred by Lt. Renner and Lt. Heald (see G3p.) The third mission was bombing and strafing Frankfurt Airdrome. Bombs were placed where enemy A/C were reported and one enemy A/C exploded when strafed. Lt. Cummins made the kill. 2nd Lt. Jack K. Carlson was observed to bail out on the second mission when hit by flak. His chute was seen to open.

0414

[redacted]

A Christmas present for a few of the pilots was the promotion to 1st Lt. This was as of the 6th of Dec. Those promoted were Lts. Bishop, Blood, Bozé, Cook, Renner and Snell. Congratulations fellows keep up the good work. S/Sgt Delaney reached the 200 mark with no aborts on combat missions. He has been presented the Bronze Star Medal and is well on the way to higher awards. Work well done and a large contribution toward hitting the enemy. A large feast was spread on the Christmas table with turkey the center of the action. The trimmings were all there and everyone enjoyed a real Christmas feast.

26 The three missions of the day were led by Capt. McClung, Lt. Bishop and Capt. Elledge. All three had excellent results and the last mission destroyed a ammo. dump and factory NW of Saarbrucken. A commendation was received from the ground forces before the squadron had landed. On the first mission Lt. Dickerson destroyed 2 F.W. 190s and Lt. Esser and Lt. Malcolm sharred destruction of 1 F.W. 190.

27 The first mission was off at 0745 attacking an ammo. dump. Good hits were observed but no definite results could be obtained. Seven buildings were destroyed in the target area. A loco and 15 box cars were attacked, damaging the loco and ten cars. This mission was led by Lt. Cline. The second mission was led by Major Hitchock and was an escort to B-26s. Time up was 1040. The third mission was led by Capt. Ralston and bombed tanks in an area of woods. No results were observed. General Barcus presented Awards to Officers and Enlisted Men of the squadron. The Distinguished Flying Cross, Air Medal and Bronze Star Medal were awarded.

28 The weather only permitted one mission which took off at 0805 and led by Capt. Elledge. Troop concentrations were bombed and rail traffic attacked. The results were 7 buildings destroyed, 2 locomotives damaged and 55 box cars damaged.

29 Capt. Gurley led the first mission taking off at 1215 and attacking a supply depot at Achern. Results were good, (see G3t.) The second mission led by Capt. Elvidge attacked rail yards and traffic east of Strasbourg. A large column of white smoke 400 ft. high rose from the yard and 4 tank cars were destroyed.

30 The first mission took off at 0815 led by Lt. Gasper. The target was the supply depot at Achern which we had attacked previously. This bombing completed the destruction plus 2 locomotives and 11 box cars damaged. Lt. Cline led the second mission and was up at 1110 (see G3u for results), The third mission was led by Captain Jones and they encountered seven Me 109s. Claims are one Me 109 Probably destroyed by Capt. Elvidge (see (G3v.)

[redacted]

[redacted]

31 The weather permitted two missions with Lt. Cline leading the first. Up at 0920, they bombed and strafed railway traffic. The second mission led by Major Hitchcock also attacked rail traffic and turned in the following claims: 2 M/Y damaged, 2 buildings damaged, 25 box cars destroyed and 6 box cars damaged. 1st Lt. Henry R. Hudgens and S/Sgt. Joseph P. Starkey were placed on D.S. to the VI Corps as of 28 Dec 1944.

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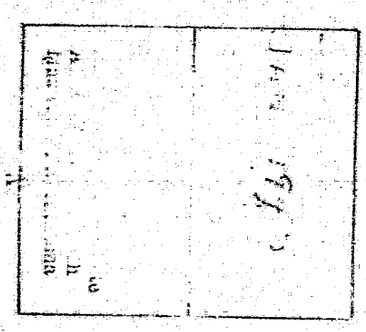

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THE 365TH

FIGHTER SQUADRON

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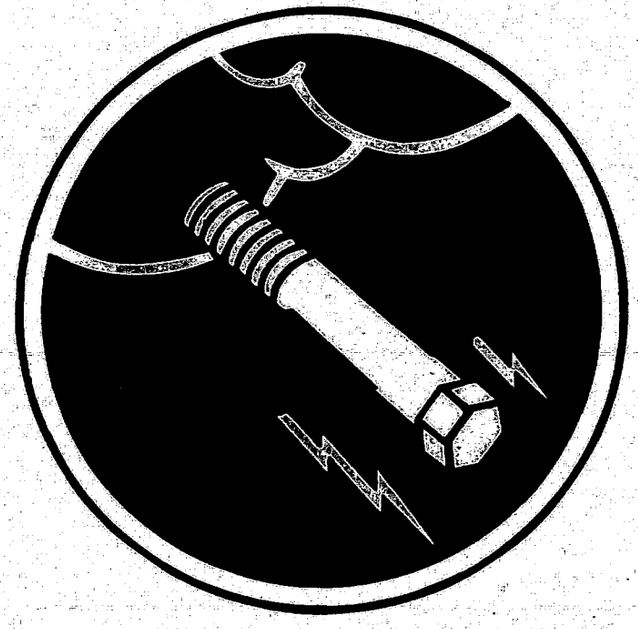

A HISTORY

FOR JANUARY 1945

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U N I T H I S T O R Y

365th FIGHTER SQUADRON

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Chain of Command

Air Force	1st Tactical Air Force (Provisional)
Command	XII Tactical Air Command
Wing	64th Fighter Wing
Group	358th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 January 1945 through 31 January 1945

[redacted]

[redacted]

OUTLINE HISTORY, 365th Fighter Squadron, January 1945.

A. Present Designation: 358th Fighter Group

B. Changes in Organization:

(1) Nil.

(2) Nil.

(3) Nil.

(4) Nil.

(5) Nil.

C. Strength: 57 Officers; 246 Enlisted Men

D. Present Station: A.L.G. 90, Toul, France since 20 Nov. 1944.

E. Movements: Nil.

F. Campaigns: Nil.

G. Operations.

(1) Nature of operations. (Dive Bombing, Fighter Sweeps, Armed Reconnaissance, Close Support, Special Missions of Dive Bombing, Close Support and Armed Reconnaissance. Target for the month was the rail stretch between Kaiserlautern and Neustadt, to knock out bridges and tunnels and cut the rails so that this section would be useless to the Germans supplying their front line troops in the Haguenau area. Other targets were close support in the Gambshiem area, hitting troop and tank concentrations to disable the German push against our armies in that section. Considerable M/T and horse drawn equipment was destroyed in the Bithce area on Armed Reconnaissance missions. On a mission East of the Rhine rail traffic was found and dealt a healthy blow.)

(2) Number of missions for January were 43, and the total sorties flown were 466.

(3) Outstanding Missions.

(a) Mission of 1 Jan 1945 against 70 Tiger Tanks between Pirmasens and Zwiebrucken.

1. Opposition to our Troops

2. Tanks not seen. 1 Me 210 Dest and 1 Me 210 dam. 6 buildings dest and 3 building damaged.

3. Nil.

[redacted]

0422

[redacted]

[redacted]

(b) Mission of 1 Jan 1945 against enemy troops and tanks in the Hagunau and Bitche areas.

1. Opposition to our troops

2. 6 buildings dest. and 6 buildings damaged, 12 M/T damaged, 17 H.D. Vehicles damaged, 30 horses killed.

3. Nil.

(c) Mission of 1 Jan 1945 against German convoy.

1. Reinforcements to German Army

2. 13 buildings dest., 1 ammo wagon and load dest., 8 horses killed and 14 vehicles and artillery pieces damaged.

3. Nil.

(d) Mission of 1 Jan 1945 against Rail traffic in the Zwiebrucken Area.

1. Enemy supply line

2. 5 R/R cars dest., and 55 damaged. 2 flak guns damaged, 1 H.D. Vehicle dest and 2 horses killed. 1 R/R cut.

3. Nil.

(E) Mission 2 Jan 1945 against Rail traffic in the Landau, Sarreguemines and Germersheim area.

1. Enemy supply line

2. 4 locomotives damaged, 16 R/R cars dest. and 39 damaged. 3 tanks damaged, 1 building dest and 1 M/Y damaged.

3. Nil.

(f) Mission of 2 Jan 1945 against town of Wittershiem.

1. Holding up our troops, town held by Germans

2. 14 Buildings destroyed and 1 building damaged, 45 r/r cars damaged

3. Nil.

(g) Mission of 5 Jan 1945 against Rail traffic in the Pirmasens and Neustadt area.

[redacted]

1. Enemy supply lines

2. 3 locomotives damaged, 8 R/R dest and 24 damaged. 3 buildings dest and 4 R/R cuts. 1 flak gun damaged and 1 M/T damaged.

3. Nil.

(h) Mission of 8 Jan 1945 against Enemy convoy.

1. Convoy bringing reinforcement to German army

2. 5 tanks dest., 2 M/T dest., 29 M/T damaged. 4 H.D. carts dest and 18 horses killed and 18 H.D. carts damaged. 2 Passenger cars dest and 2 damaged. 15 Half-tracks dam. and 27 personnel killed. 4 MG positions dam., 1 building damaged and one fire observed in supplies.

3. Nil.

(i) Mission of 10 Jan 1945 against supply dump at Zwiebrucken and tanks at [redacted]-845459.

1. Main enemy supply depot

2. 8 building dest and 7 damaged. 1 tank dest and 1 damaged.

3. Nil.

(j) Mission of 14 Jan 1945 against R/R tracks and tunnels at Kaiserslautern, Weidenthal and train at Homburg.

1. Enemy supply route

2. 1 locomotive damaged, 10 R/R cars damaged, 5 R/R tracks cut and 5 building destroyed.

3. Nil.

(k) Mission of 14 Jan 1945 against German Headquarters in the Bitche Area.

1. German Headquarters

2. 2 buildings destroyed and 3 buildings damaged, area heavily strafed.

3. Nil.

(l) Mission of 14 Jan 1945 against supply dump at Landau.

1. Enemy supply depot.

2. Squadron bounced by E/A on bombing run, and we [redacted]

[redacted]

claim 6 Me 109 destroyed and 3 Me 109s damaged for the loss of 1 P-47. 1 Passenger car destroyed and 1 M/T damaged, 1 H.D. cart damaged, and 2 horses killed. 1 R/R cut.

3. Nil.

(m) Mission of 16 Jan 1945 against Rail traffic and M/Y in the town of Langenalosheim.

1. Enemy supply line

2. 1 locomotive destroyed, 5 R/R cars destroyed and 5 buildings destroyed and 1 M/Y damaged.

3. Nil.

(n) Mission of 16 Jan 1945 against M/Y at Neustadt

1. Enemy supply route and line

2. 3 buildings destroyed (RR shops), 4 buildings damaged, 1 M/Y Damaged, 2 large explosions seen. Damage to R/R cars not observed

3. Nil.

(o) Mission of 29 Jan 1945 against M/Y at Kaiserslautern and Pirmasens and German convoy at R-4057.

1. Enemy supply route and line

2. 11 R/R cars dest and 29 damaged. 2 trucks dest., and 6 Damaged. 4 buildings dest and 2 M/Y dam. 1 R/R cut and 1 road cut.

3. Nil.

(p) Mission of 29 Jan 1945 against M/T and H.D. Vehicles and town at Bouseviller.

1. Town holding German troops and M/T supplying troops.

2. 5 M/T dest and 3 damaged, 2 buildings dest and 2 damaged, 6 R/R cars damaged and 10 horses killed, 1 R/R cut and 1 Road cut.

3. Nil.

(q) Mission of 29 Jan 1945 against German tanks at Gambsheim.

1. Enemy tanks holding up our troops

2. 5 tanks destroyed and 3 tanks damaged

3. Nil.

[redacted]

[redacted]

(r) Mission of 30 Jan 1945 against Troop train at R-825965. M/Y at Bruschall and bridge at Karlsruhe.

1. Reinforcements for German army and Enemy supply lines.

2. 5 locomotives damaged, 7 R/R cars destroyed, 27 RR cars damaged, 2 H.D. carts dam and 10 H.D. artillery pieces damaged together with 23 horses killed. 1 M/Y Damaged, 3 R/R cuts, 1 RR tunnel dmaged, 1 road bridge destroyed, 1 radio station damaged, 1 passenger car damaged, 4 buildings destroyed, 2 buildings damaged and 164 personnel killed.

3. Nil.

H. Leaders of Outstanding Missions:

g(3)(a)	Captain James C. Elledge
g(3)(b)	Lt. Robert Gasper
g(3)(c)	Captain James C. Elledge
g(3)(d)	Captain William Jones
g(3)(e)	Colonel James B. Tipton
g (3)(f)	Captain Howard L. Gurley
g(3)(g)	Lt. Daniel S. Renner
g(3)(h)	Lt. Wadsworth S. Stone
g(3)(i)	Lt. George H. Blood
g(3)(j)	Captain William Jones
g(3)(k)	Captain Pedigo (367th Ftr Sqdn.)
g(3)(l)	Captain Howard L. Gurley
g(3)(m)	Lt. Charles S. Cline
g(3)(n)	Captain William Jones
g(3)(o)	Lt. Norman A. Schuele
g(3)(p)	Captain James C. Elledge
g(3)(q)	Captain William Jones
g(3)(r)	Lt. Charles G. Dickerson

I. Losses in Action:

(1) 2nd Lt. Harold M. Thompson, Killed in Action, 14 Jan 1945.

J. Awards received during period:

(1) Robert (NMI) Gasper, 1st Lt.

(a) Dive bombing mission on 2 December 1944

(b) Aerial Operations

(c) Distinguished Flying Cross

(2) Charles S. Cline, 1st Lt.

(a) Close Support Mission 8 December 1944

[redacted]

[redacted]

(b) Aerial Operations

(c) Distinguished Flying Cross

[redacted]

[redacted]

War Diary, 365th Ftr Sq, 358th Ftr Gp., AAF 90, Toul, France, Jan 1945

1 The first of the year and the 2nd anniversary of the organization which was activated 1 Jan 1943 at Richmond, Virginia. Befitting the day we operated against the enemy on a large scale putting up fifty sorties with four missions. This was also the last offensive of Germany against the Seventh Army. Our effort was to put as many planes as possible in the air so that the offensive could be stopped. The first mission was led by Captain Elledge and was off at 0800 who recced rail lines for the ground controller between Bitche and Dahn. Lt. Flowers spotted two Me 210s on the deck which he bounced destroying one and damaging the other. (For further information see Outline G3a.) The second mission worked with the ground controller and bombed the town of Fishbach, good results were observed and vehicle traffic was attacked. Lt. Gasper led this mission which was up at 1100, just three hours after the first had taken off. (See G3b.) The third mission was off at 1445 and was led by Captain Elledge again. They bombed a town under the direction of the controller and hit an ammo wagon and vehicles along the roads with excellent results. (See G3c.) The fourth mission took off at 1550 and was led by Captain Jones. This mission recced rail road lines in the Zwiebrucken, Landau and Pirmasens areas. They spotted a good deal of rail road traffic which they hit and claimed good results. (See G3d.) This ended a good day of operations against the enemy and took a large toll of their equipment. The total results of the day were: 1 Me 210 destroyed, 1 Me 210 damaged, 5 RR cars destroyed and 55 RR cars damaged, 12 trucks damaged and 25 buildings destroyed, 9 building damaged, 31 H.D. vehicles and artillery pieces damaged, 1 ammo wagon and load destroyed, 1 H.D. vehicles destroyed, 40 horses killed, 2 flak guns damaged and one rail cut. A "Bon Jour"! The dinner meal was excellent, the mess hall serving turkey (a lot of it) and all the trimings. Everyone went away full and contented with the feeling of a good start on the "Bon Annie."

2 The day was off with a bang again by having three missions up. The first mission was led by Col. Tipton and went on a recce in the area of Sarreguemines, Landau and Germershiem. A good deal of RR traffic was observed and attacks were made at several points. F/To Gencur really had a long ride out of over there when his prop went down to 1200 rpms. He was just able to make it back to an airfield near Nancy. The plane was damaged on landing when it overshot and hit a drainage ditch. (See G3e.) The second mission was led by Lt. Gasper, off at 1136 on an escort of B-26s. There was no activity - bombers hit several points with good concentrations of hits in the Karlsruhe area. The squadron made its third take-off at 1450. Capt. Gurley led the squadron to the Sarreguemines area where the ground controller vectored them to attack the town of Wittershiem. (See G3f.) A notable fact was the 16 ship first mission which was a good show due to our lack of aircraft at the present-time. Squadron activities normal.

3 Bad weather today, our planes and pilots were ready to go but were forces to stay on the ground. Sure is hard to take as everyone is anxious to get a wack at the Jerry. S/Sgt. Elmer E. Clemons transferred to the 98th Station Complement Squadron as of 7 Nov 1944 by order of the Ninth Air Force. Cpl. Charles W. Rossa retd from temp.

[redacted]

duty to RAF Station , Weeton, Blackpool, Lancashire.

4 The 36 5th made take off time at 1240 today due to very cloudy weather conditions. Capt. McClung led the squadron to the Bitche area where they were given a woods containing German troops. This target was behind the bomb line and so positive identification had to be made before attacking. The squadron laid in 100% bomb hits on the target area besides strafing. 2nd Lt. Arnold Gallaher was placed on D.S. to the 64th Ftr Wing to pursue the duties as Air Ground controller. This was as of the 22 Dec 1944. Capt. Thomas S.L. McClung, 1st Lt. William W. Malcolm and 2nd Lt. Carl A.L. Runing returned from temp duty in England as of 1 Jan 1945.

5 The squadron led by Lt. Renner made take off at 0940. Today's first missions objective was to fly a complete recce in the Pirmasens Neustadt area and to the North (See G3g.). Lt. Cline led the 365th off on the second mission at 1250. They went to the Bitche area where they were called to the Hageneau area to hit the Germans crossing the Rhine. White Flight bombed the woods across the Rhine where Germans were in preparation to crossing, also the towns of Freistadt, Rheinbeschofsheim and Diersheim were strafed. White Leader then returned to our side of the Rhine and brought in the other two flights to the target. There was a low overcast and the pilots bombing under this felt their own bomb blasts. Also the flak was very intense, pilots reporting heavy flak bursting at 800 feet. Capt. McClung, 1st Lt. Malcolm and 1st Lt. Leslie C. Boze left for temporary duty to England to carry out orders of the C.O. Other squadron activities normal.

6 Old man weahter showed up again and prevented operations. Ground training was in proccess plus maintanence of aircraft. Squadron operations normal.

7 Bad weather again - no missions. Pvt. Fred Ferraro was transferred to the 5th General Hospital.

8 The 365th put up only one mission today but a real field day was had by the squadron. Lt. Stone led the squadron off at 0915 and flew to the Bitche, Landau area where they found the Krauts out on the roads with targets everywhere. White Flight went in one place destroying a tank with direct hits. They found one road with horse drawn vehicles, half-tracks and other equipment, on which they made six strafing passes. Lt. Cook's flight in which there were only three planes destroyed three large tanks by direct bombs hits. They went on to strafe military transports, horsedrawn vehicles, horses, personnel and passenger cars. Capt. Elvidge and Lt. Heald composed Yellow Flight and scored a direct hit on a tank, damaged a half-track and military trucks with personnel aboard. Capt. Elvidge walked his fifties through these getting at least ten and one truck. Lt. squadron worked in conjunction with two P-51s, recce ships. They spotted and our boys went down and took care of the work. Good team work of this type means bigger and better results. (See G3h.) F/O Thomas L. Tener and F/O Joseph W. Cotton were transferred and assigned to the 74th Replacement Battalion by order of the 1st Tactical Air Force. Cpl. Fred W. Rohleder was transferred to the 5th General Hospital. He has been in charge of the Px for the Group.

[redacted]

9 The weather held the 365th on the ground today until 1305 when Captain Jones lead the squadron on an Armed Recce. Their briefed area was closed in so they were vectored to the Gambsheim area, where the Germans had made their thru. Very bad visibility and intense flak limited their operations but they bombed and strafed towns on the east bank which the Germans were using to marshall their equipment. These towns were hit - Lichtenau, Friestett, Hokbuhn and Vembuch. Lt. Snell bombed three heavy guns positions and had good hits. All ships returned safetly plus a few flak holes. Results were the above town bombed and strafed, 1 heavy flak gun destroyed, 2 heavy flak guns damaged and one light flak gun damaged. Squadron activities were normal.

10 Take off on the first mission was 0840 led by Lt. Cline. The recce area was closed in so they went south along the Rhine and were contacted by another squadron who was attacking several roads full of tanks and military transports. They said there was plenty to hit so our squadron bombed and strafed this area. Lt. Gasper, Yellow Flight Leader went down after the attack to recce the area for damage. He was forced to tree top level due to smoke of the phosphorous bombs but completed a thrilling sight seeing tour. The results observed from the bombing were 12 tanks damaged, 1 tank destroyed and the area well strafed. The second mission was led by Lt. Blood on a supply dump North of Zwiebrucken. They encountered plenty of flak in the target area with Red and Yellow flights catching the blunt of it. The squadron went down on the attack with all bombs landing in the target area (withe the exception of Lt. Cook's.) With the numerous fires and explosions, observed this supply dump can be written off the list. On the return trip Lt. Cook went down on four parked tanks scoring direct hits. (See G3i.) Capt. Gurley led off at 1540 for the third and last mission of the day. They went to the Bitche- Pirmasens area where the ground controllers gave them the town of Rimlingen to beat up. This was done in direct support of our ground troops. In spite of intense flak the squadron went in putting all the bombs in the town. In addition two strafing passes were made and a job very well done. Lt. Renner observed a quadruple mounted 20 mm cannon firing at Capt. Gurley and proceeded to auger the gun in three operations - claimed damaged. One dark red explosion plus other fires were observed in the town, smoke and debris made accurate eslimation of damaged impossible. Promotions came thru today, our 1st Lt. Albert P. Gsell was promoted to Captain "POO" Gsell. 2nd Lt. John C. Cummins was promoted to 1st Lt., on the same order Sgt William B. Patterson, "Pat" was placed on temporary duty to 9th Air Force to the Continental Stockade.

11 No missions today, weather bad - all planes on the ground. Squadron activities normal.

12 Weather had the upper had today, being an overcast. Every one was ready but it was no go! Sgt Patterson returned from temporary duty and is back on the job again. Pvt. Daniel J. Murphy was released from confinement in the 9th Air Force Continental Stockade and is on duty status again.

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[redacted]

13 Take off was at 0950 with Lt. Cline leading. The Group had been given a portion of RR between Kaiserslautern and Neustadt to recce and destroy. This was a vital RR link of the Germans in supplying their front line troops. Lt. Stone's flight hit the side of one tunnel on the stretch of RR, blowing it out on the track. Rail road cars were observed in the tunnel and possible damage was believed. The other two flights hit points in that area with very near misses. One other tunnel was bombed with very near misses. One other tunnel was bombed with no results observed. The second mission was off at 1255 with Lt. Gasper leading to the Kaiserslautern area. They encountered a very low and thick cloud layer to and over the target area. In an attempt to find the target, Lt. Gasper went down alone to locate a target but the cloud layer extended to the deck. A few breaks in the area permitted them to bomb railroad cars but many of the bomb hits were unobserved. The results were: 2 RR cars destroyed, 1 RR control tower damaged, 3 RRs cut, 1 road cut and one town strafed. The third mission for the day was led by Lt. Cook on a fighter sweep over the Karlsruhe and Mannheim area with take off at 1545. The only thing of interest reported was the heavy flak over the Germersheim area. No enemy aircraft were encountered. Lt. Gallaher returned from D.S. with the ground controller, under orders from the 64th Wing. He had many interesting experiences to relate about the front line fighting.

14 A good day of weather allowed the squadron to conduct three missions and one special mission. The first one was led by Capt. Jones up at 0745, attacking the RR stretch between Kaiserslautern and Neustadt. White flight leader and wingman attacked a RR bridge with very near misses and three and four hit the side of a tunnel plus a R R cut. F/O Gibson of Red Flight place a 1000 pounded in the entrance of a tunnel, damaging it. Remainder of the flights cut rails and bounced a town which it bombed. (See G3j.) The second mission led by Capt. Elledge bombed the town of Engelshardt under the direction of the controller. They attacked the town with a good concentration of hits. Intense light flak prevented them from getting an accurate estimate of the damage. The special mission was sent out at 1340 with four pilots from the 367th Squadron with Capt. Pedigo leading and 8 pilots from our squadron. They hit a German Headquarters area and received a high commendation from the ground forces. Lt. Dunn scored direct hits on the buildings. (See G3k.) Capt. Gurley led the squadron on the last mission of the day at 1415. As they prepared to bomb a supply dump they were bounced by 12 Me 109s. Capt. Gurley got bardly shot when one Me 109 bounced him when he was on the tail of another Me 109. Lt. Thompson flying White four position was badly hit by E/A and in attempting to belly in his plane caught fire and he was killed. Lt. Cook (the one-man army) caught some M/Ts on the road and worked them over. (See G3l). Pilots who got planes are Lt. Renner, 2 Dest and 1 damaged, Lt. Bishop - 1 dest., Lt. Heald - 1 Dest., Lt. Baptist, 1 dest., Lt. Gallaher - 1 dest., Lt. Shive- 1 damaged, and Lt. Smitherman - 1 damaged. Lt. Lesley left for England on flak leave. Lt. Boze and Lt. Malcolm returned from temp duty from England.

15 Poor weather permitted xxone mission. This was to the RR stretch again. Lt. Dickerson led and was off at 1350. The claims were 3 RR tunnels damaged and 3 RR tracks cut. White flight hit one of the

[redacted]

tunnels. Capt. Jones another and Lt. Crawford another. S/Sgt James J. Stratton and Cpl Thaddeau F. Rykowski from duty to the 5th General Hospital.

16 Four missions were able to get off, one of them being a special mission. Lt. Cline led the first hitting M/Y and traffic in the Kaiserslautern area. Lt. Gasper's flight scored direct hits on a loco and Lt. Stone on the RR cars. (See G3m.) The second mission which was a special one, had a target of rocket guns. No direct hits by bombs were observed although the positions were strafed. On one of the strafing passes Capt. Elledge noticed a bunch of Krauts running out of a woods near by. These were killed by strafing. The next mission led by Lt. Renner attacked tunnels in the Neustadt area. Lt. Renner and Lt. Running had direct hits on the entrance of one tunner, Lt. Crawford on another. The claims were 3 tunnels damaged and 2 RR cuts. The fourth mission was led by Captain Jones and theybombed Neustadt M/Y. This was at 1630. They went out and returned with a farily heavy throttle setting. All the bombs were in the target area which included RR shops, the yards and RR cars. Two large explosions were observed amid the building area. Haze and darkness made it difficult to claim the amount of bomb damage. (See G3n.) Pvt. Fred Ferraro was assigned from the 5th General Hospital. PvtPeter Bianchi was transferred to the 5th General Hospital. A basketball game between the officers and enlisted men tonight proved to be very exciting and show good promises for further games. The officers won't revenge as the score was 22 to 13 and not in their favor.

17 Weather prevented operations against the enemy today. Tough luck. Squadron activities were normal.

18 No missions again today due to weather and the activities of the squadron were normal.

19 Two missions were conducted today. The first led by Lt. Cline in the Rhine, Gambsheim bridge head area. The target area was clouded over and the Jerries put up a cover of their own, filled with scrap iron. The towns of Henlesheim and Iffezheim were bombed and strafed but no results were observed. Capt. Elledge led the squadron off at 1500 on a close support missions. They proceeded to the Strasbourg area where they contacted the controller who gave them a target. It was a woods containing German M/T and tanks. A low cloud layer forced the squadron down low and in the face of plenty of light flak. No results of bomb destruction was observed. Pfc John R. Vaughn was assigned from the 5th General Hospital. Another basketball game between the officer and the enlisted men was played tonight. It was a rip and tuck game all the way thru and this time the officers emerged victorious, with a score of 38 to 32. Another game is in the making to play off the tie of one game apiece. Cpl Louis Shapiro was transferred to the 5th General Hospital.

20 One mission and the weather was against us with snow storms, clouds and severe icing. The ships were carrying 1000 lb. bombs and enroute to the target several ships were forced to return due to icing. The overcast was from 7000 ft. to heights unknown as some who climbed

up thru did not break out at 13,000 ft. Capt. McClung alone bombed the M/Y at Ludwigshafen with direct hits. Capt. Jone's flight who got thru, got three hits on the M/Y at Aalen. 1 loco was damaged and two large explosions were observed in the M/Y. Cpl. John F. Kowalski was reduced to the grade of Private per Summary Court Martial by Hq, 358th Fighter Group.

21 Weather prevented taking off today. Pilots were released early and work could be done on the aircraft. Squadron activities were normal.

22 The first mission was off at 0850 led by Lt. Stone. They attacked a supply dump and barracks at Kaiserslautern. The target was hit with a good concentration of hits. A large amount of flak was received. Claims were five buildings destroyed and three buildings damaged. The second was a special led by Lt. Cline with other pilots of the other squadrons. Our pilots hit the town of Wissembourg. The claims were 6 buildings destroyed and one truck destroyed. Lt. Heald was hit by flak and was forced to belly in and has not been heard from yet. The third mission led by Lt. Gasper was directed to the town of Gambsheim. No claims were made as poor visibility prevented observation of damage. The last mission made take off at 1600 and led by Capt. McClung. They attacked a woods near Gambsheim which was reported to contain enemy vehicles. All flights bombed and made a nice pattern of hits on the woods. They also received plenty of scrap iron in return for their efforts. Ask Lt. Crawford whose wing flaps disappeared to nothing or Lt. Malcolm who got a nice size hole in his prop and a few more in his wing. Squadron activity was normal

23 The only mission today was led by Lt. Cline on close support. Weather prevented further operations. The Ground controller gave them the town of Oberhaffen sur Made. A very good concentration of bomb hits were observed. Claims were 8 buildings destroyed and five damaged. Congratulations were in order today for three of our second lieutenants. They were promoted to first lieutenants as of 16 Jan 1945. They are: Lt. Charles G. Dickerson, Lt. Wadsworth S. Stone and Lt. Orin A. Wahl. Good luck fellows. Then tonight the officers and enlisted men had another basketball game. The officer came out ahead but it was a close game - 36 to 34. Lt. Cline on returning from the mission today heard of Lt. Heald who bellied in yesterday call on the R/T. He was able to locate him and transportation was sent out ot him. Lt. Heald stayed in his aircraft all night as he did not want to leave the ship because it had some secret equipment in it. All are glad to see him back.

24.Capt. Gurley led the squadron off on one mission flown today. They went to the Colmar pocket but the area was covered with a low overcast so they attacked a target at Winden which was a supply dump. Claims were one building destroyed, 2 damaged and 1 RR cut. Capt. Gsell returned from D.S. with the front where he worked with the cubs spotting targets for the groups. He had many tales to tell about his experiences. Captain James E. Ralston was placed on D.S. to the front but what his duties will be are not known to him or to us back in the squadron.

25 Weather prevented operations today. Cpl Shapiro and Pvt Bianchi were transferred from the 5th Gen. Hosp. to the sqdn. Another basketball game between the enlisted men and the officers brought forth the score

of 69 to 35 in favor of the officers.

26 Capt. Elledge led the squadron taking off at 1410. A snow storm prevented earlier missions. The ground controller gave them the town of Linswiller to bomb, fire ans smoke was observed. Cpl Rykowski transferred from the 5th General Hospital to the Squadron.

27 No missions were conducted today due to weather. Lt. Robert Gasper received his orders for a 30 leave in the states. Lt. Gasper joined the squadron in England and has been one of our outstanding pilots. He has been awarded the DFC for excellant work against the enemy. We all hate to see Gasper leave but then when an opportunity to see the "Lady" again presents itself it is a wonderful break. We all say - "Have a swell time and say hello to those American gals for us."

28 Weather prevented operations - no flying! S/Sgt Luvern Kuehl was transferred to the 5th General Hospital.

29 At 0810, led by Lt. Schuele, the squadron proceeded to the Pirmasens area. A heavy cloud cover prevented them from observing their target so the flights hit different targets in the area. White flight bombed a M/Y near Pirmasens while Lt. Wesley's Yellow flight set up a pattent on the M/Y of Kaiserslautern. Meanwhile Red Flight, led by Lt. Mockler, were contacted by 2 Tac Recon. P-51s who spotted a German convoy for them. Lt. Baptist became separated from his flight so set upon a few targets of his own. Included were about 4 RR cars destroyed and 19 damaged and one truck destroyed. (See G3o.) A special mission took off at 1015 which included one flick of our squadron. Lt. Biggers led the flight in conjunction with the other two flights of the other squadrons. Claims of our squadron were, 1 truck damaged, 1 building destroyed, 2 buildings damaged, and 10 Krauts killed. Capt. Elledge led the squadron off at 1150 on an Armed Recce mission in the area of Pirmasens. Lt. Stone spotted M/T and horse drawn vehicles which he bombed and strafed. The flights also bombed the town of Bouseviller. During one of these passes some Krauts got a sharp eye on Lt. Stone and scored a direct hit on his engine. He flew back to our lines and bellied in at Sarrebourg. (See G3p.). The last mission led by Capt. Jones attacked a concentration of tanks. A cub observation plane stated that a good job was done with direct hits. (See G3q.) A basketball tournament has been set up throught out the base. The first game was tonight with the Officers playing the 21st Weather Squadron. The score was 61 to 21 in favor of our officers. The enlisted men matched the 462nd Air Service Squadron and the results were 29 to 28, in favor of the 365th Fighter Squadron.

30 Weather permitted only one mission and the primary target could not be attacked so they attacked RR traffic and horse drawn vehicles. Lt. Dickerson led and was off at 0810. White flight bombed the M/Y of Bruschal getting direct hits on it and adjecent buildings. The other two flights attacked targets in the area and a German troop train was hit with a blood time for about ten minutes. (See G3R.) 2nd Lt. Max A Burriss, pilot, assigned to the squadron for the 358th Fighter Group.

31 Weather prevented mission today and the month was brought to a close with a fine record being attained. S/Sgt Guido J. Girolimi was trans-

[redacted]

ferred to the 5th General Hospital. 2nd Lt. Everett H. Heald was placed on D.S. to the ground forces. Another in the series of basketball games was played tonight. The officers played the 367th Fighter Squadron enlisted men and had a close game. The score was tie at the end and a three minute period after the game brought the score to 27 to 21 in favor of our officers. The enlisted men played the Hq, 358th Fighter Group and their score was 46 to 21 in favor of the 365th Fighter Squadron.

[redacted]

[redacted]

CLAIMS FOR JANUARY 1945

BY THE

Fighting 365th

[redacted]

[redacted]

P-47s Blast Troop Train, Hit Transport in Reich

FIRST TAF HEADQUARTERS, Jan. 30—American-flown Thunderbolts today smashed all the cars and the locomotive of an enemy troop train just below Karlsruhe, Germany, and killed an estimated 150 Nazi soldier passengers.

The train stopped when the strafing attack began and the troops began pouring out and falling flat in the snow, pilots said.

"From the air, it looked like a broken inkwell with the ink running out into the snow," said the flight leader, 2nd Lt. Homer B. Cook, of Chester, S. C

American Thunderbolts also hit rail communications in other parts of nearby Germany, knocking out six locomotives and 44 cars, damaging a tunnel and getting four rail cuts.

The above article appeared in the Nancy edition of the "Stars and Stripes" on the 31 January 1945. This mission was on the 30 January 1945 and supply lines in Germany were attacked. Lt. Cook sighting this train started strafing it and found it to be a troop train. A strafing pattern was set up to insure maximum coverage and the flight worked on the train for ten minutes. They were so close that the blue green of the uniforms of the German soldiers could be seen. This was a wonderful job and takes care of a few more of the enemy who might have been on our front lines in a short time. The mission was led by Lt. Dickerson and in all it was a very successful mission, destroying "beaucoup" German equipment.

[redacted]

Captain Gurley (top picture) leading the squadron against a supply dump at Winden, north of Landau, was bounced by 12 ME 109's. He broke into them and was on the tail of one when he was suddenly clobbered from behind by a ME 109. He left the area and returned to the Base. Here at the base we sweated him out when we saw him come in. His wing tip was gone and he didn't use any flaps on the approach. His first pass was too hot and it looked like he would really have trouble getting in. On the second approach he hit the r run way exactly right and brought his speeding ship to a stop just at the end of the runway. It was a beautiful job of landing. Upon examining his plane we found:- but here it is in his own words: "As I pulled out of my dive and began climbing again I noticed that my air speed indicator was out. There was a large hole in my right flap and my right wing tip was shot completely off. I was able to transmit with my radio. Lt Bishop joined me and we retruned to the

[redacted]

field together. I tested my wheels and found they would come down O K but my flaps would not come down evenly. I decided to land without the use of flaps. My first approach without flaps and no air speed indicator was too hot and I went around. My next approach was O K and I made a normal landing. Upon examining the ship after landing I found that several shells had passed thru the fuselage damaging the radio and had come to a stop against my armor plating behind my seat".

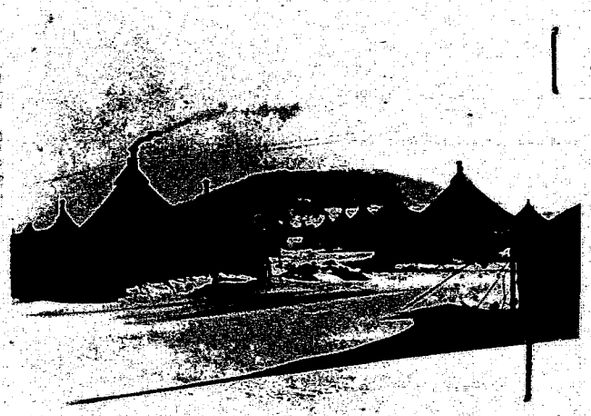
From the photographs above the damage to the wing can be seen and the tip certainly was beat up. Quite a chunk gone.

[redacted]

[redacted]

[redacted]

a cold job in the winter time but it pays off dividends on those long cold evenings. With the weather down to zero and four to six inches of snow falling during the month, heating the tents was important factor. The engineering department rigged up the saw using parts from here and there. It has proved to be a big time saver and adequately furnishes the wood needed to keep the living site and departments warn. The French workers on the base were interested in the performance of the saw and it seemed like a new toy to them. This proves that when the occassion demands, many time and labor savers can be divised.



A90 TOUL, FRANCE - JANUARY 1945

The living site of the 365th Fighter Squadron during the winter months in France. Although the tents were surrounded by snow and the temperature zero, the men were warn and dry. Each tent was winterized and this helped to hold the heat inside. Lights provided a pleasant evening which was spent playing cards reading, writing, and talking of the events of the day and home. Of course it is not like home but each man makes himself as comfortable as possible and it becomes a temporary home until such time as the enjoyments of normal life can be had.

[redacted]

365TH FIGHTER SQUADRON
APO 374 U.S. ARMY

1 January 1945

SQUADRON ORDER)
:
NUMBER 1)

1. Captain ALVIN S. GUTHERIE, O-563183, is assigned additional duty as Custodian of Squadron Officer's Mess Fund.

/s/ John H. Buckner
/t/ JOHN H. BUCKNER,
Major, Air Corps,
Commanding.

A TRUE COPY

Karl A Hansen
KARL A. HANSEN,
1st Lt., Air Corps.

[redacted]

365TH FIGHTER SQUADRON
APO 374 U. S. Army

A/B4

31 January 1945

SQUADRON ORDER)
:
NUMBER 3)

1. Captain ALBERT P. OSELL, JR, O-675762, is relieved of primary duty as Squadron "B" Flight Commander and assigned primary duty as Deputy Squadron Assistant Operations Officer, effective25 January 1945.

2. Captain WILLIAM (NMI) JONES, O-429811, is assigned primary duty as Squadron "B" Flight Commander, vice Captain ALBERT P. OSELL,JR, relieved, effective 25 January 1945.

3. Captain RONALD M. ELVIDGE,O-451985, is assigned primary duty as Squadron "C" Flight Commander, vice 1st Lt CHARLES S. CLINE,JR, relieved effective 30 January 1945.

4. Captain JAMES E. RALSTON, O-429173, is assigned primary duty as Squadron "D" Flight Commander, vice 1st Lt ROBERT (NMI) GASPER, relieved effective 25 January 1945

5. All of Squadron Order No. 20, Hq 365th Fighter Squadron, dated 26 November 1944, except paragraph 1, is hereby rescinded.

6. Effective this date the following named Officers are assigned additional duties as indicated:

RANK	NAME	ASN	ADDITIONAL DUTIES
Captain	RONALD M. ELVIDGE	0451985	Squadron Photo Officer
Captain	JAMES E. RALSTON	0429173	Squadron Weather Officer
Captain	WILLIAM (NMI) JONES	0429811	Ass't Intelligence Officer
Captain	ALBERT P. OSELL JR	0675762	Pilot's Room Maintenance O
Captain	THOMAS S.L. MC CLUNG	0793008	Squadron Special Service O
1st Lt	GERALD G. LESLEY	0818396	Squadron Club Officer
1st Lt	WILLIAM W. MALCOLM	0553137	Ass't Mess Officer
1st Lt	NORMAN C. SCHUELE JR	0818441	Ass't Engineering Officer
1st Lt	DANIEL S. RENNER	0705617	Ass't CM Supply Officer
1st Lt	ROBERT T. BIGGERS	0812738	Athletic & Recreation O
1st Lt	JOHN C. CUMMINS	0807235	Ass't Ordnance Officer
1st Lt	FREDERICK C. BISHOP	0767032	Ass't Transportation O
1st Lt	LESLIE C. BOZE	0821657	Ass't Photo Officer
1st Lt	WADSWORTH S. STONE	0824768	Ass't Adjutant
1st Lt	GEORGE H. BLOOD	0821834	Road & Walk Officer
1st Lt	CHARLES G. DICKERSON	0711963	Ass't Communications O
1st Lt	HARRY H. SNELL	0701815	Ass't Club Officer
1st Lt	HOMER B. COOK	0705550	Ass't Club Officer
1st Lt	ORIN A. WAHL	0824798	Ass't Public Relations O
2nd Lt	GEORGE (NMI) BORDEN JR	0829808	Fuel & Water Officer

[redacted]

Sq O No. 3, 365th Fighter Squadron, 31 January 1945, cont'd.

2nd Lt	HUGH C. CURRIN	0825414	Ass't Engineering Officer
2nd Lt	CARL L. BROOKE	0763478	Ass't Transportation O
2nd Lt	HENRY R. SCOTT JR	0827300	Ass't Medical & Sanitation O
2nd Lt	W YMAN (NMI) MAY	0710144	Ass't Tech Supply Officer
2nd Lt	WILLIAM H. FUNDENBURK	0825423	Ass't Communication Officer
2nd Lt	CARL L. RUNNING	0830326	Ass't Medical & Sanitation O
2nd Lt	WILLIAM W. CRAWFORD	0708662	Ass't Ordnance Officer
2nd Lt	ROBERT E. SMITHERMAN	0830112	Parking Lot Officer
2nd Lt	LEO D. VOLKMER	0714542	Ass't Armament Officer
2nd Lt	LAURENCE L. BAPTIST	0716033	Ass't Club Officer
2nd Lt	DONALD E. LOCKLER	0710151	Ass't Armament Officer
2nd Lt	WILLIAM J. DUNN JR	0827406	Ass't Fuel & Water Officer
2nd Lt	ARNOLD (NMI) GALLAHER	0820175	Ass't Weather Officer
2nd Lt	MAX . BURRISS	0832783	Ass't Parking Lot Officer
2nd Lt	EVERETT H. REALD	0826429	Ass't SpecialEquipment O
2nd Lt	DONALD S. FLOWERS	0820150	Ass't Special Service O
2nd Lt	LOWELL . SHIVE	0830103	Ass't Mud Control Officer
2nd Lt	MICHAEL . SSER	0710078	Ass't Mud Control Officer
F/O	RUDOLPH R. GEICUR	T124312	Ass't Mud Control Officer
F/O	LEON V. GIBSON	T2144	Ass't Road & Walk Officer

John H. Buckner

JOHN H. BUCKNER,
Major, Air Corps,
Commanding.

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[redacted]

SQ-FI-365-HI
Feb 45

U N I T H I S T O R Y

365th Fighter Squadron

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Chain of Command

Air Force	1st Tactical Air Force (Provisional)
Command	XII Tactical Air Command
Wing	64th Fighter Wing
Group	358th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 February 1945 through 28 February 1945

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[redacted]

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[redacted]

OUTLINE HISTORY, 365th Fighter Squadron, February 1945.

A. Present Designation: 358th Fighter Group

B. Changes in Organization:

(1) Nil.

(2) Nil.

(3) Nil.

(4) Nil.

(5) Nil.

C. Strength: 59 Officers; 241 Enlisted Men

D. Present Station: A.L.G. 90, Toul, France, since 20 Nov 1944

E. Movements: Nil.

F. Campaigns: Nil.

G. Operations.

(1) Nature of operations. (Dive bombing, bomber escort, Armed Reconnaissance, special bombing missions, close support and special targets, two principal targets for the month were the Steig R R bridge and the rail line between Kaiserslautern and Neustadt. Participation was also made on the rail interdiction program of the Air Forces, we having a series of two rail stretches to knock out East of the Rhine. Close support was given to the ground forces in the Saarbrucken area, bombing troop concentrations and pill boxes. Remaining missions were Armed Reconnaissance which sought and destroyed rail and motor traffic.

(2) Number of missions for February were 55, and total number sorties flown were 610.

(3) Outstanding Missions.

(a) Mission of 2 Feb 45 against targets of opportunity.

1. To cut enemy supply routes

2. Bridge at R-9983 damaged. 1 loco and 10 R/R cars dam at R-9270. 1 loco dam at R-9471. 1 factory damaged at R-8571.

3. Nil.

(b) Mission of 2 Feb 45 to Dive bomb bridge at R-9883.

[redacted]

SECRET

1. Important bridge to the enemy

2. Bridge span already down. Sqdn. attack M/Y at Heilbronn. 10 cars dest and 22 damaged. 4 locos. damaged and 6 buildings dest and 8 damaged.

3. Nil.

(c) Mission of 3 Feb 45 to Dive bombing bridge at M-2524.

1. Important bridge to the enemy

2. Sqdn. sent home before attacking bridge at Steig. 1 M/Y hit with the claims of 3 buildings dest and 2 rail cuts, also M/Y at Endingen hit and 2 buildings dest. 5 MTD. Vehicles dam and horses killed and one staff car damaged at M-0746.

3. Nil.

(d) Mission of 8 Feb 45 to Dive bomb bridge at M-2524.

1. Important bridge to the enemy

2. Bridge still not hit this mission because of bad visibility. Barracks strafed at M-0345. 1 gun damaged at M-0330. At Singlingen 5 tracks cut, 5 buildings dest. and 11 box cars dest and 6 dam. 1 truck dest at M-0141 and 3 damaged. 3 light guns damaged at M-9942. 6 trucks dest and 9 damaged at M-9942. 1 Factory destroyed. 3 trucks dest and M-0545 going east.

3. Nil.

(e) Mission of 11 Feb 45 against Targets of Opportunity.

1. R/R traffic heavy in this area.

2. 1 loco damaged and 1 R/R car damaged and 1 rail cut at M-2305. 1 loco and 6 cars dam by strafing at R-3499. 1 loco dest, 2 cars dest and 9 damaged by strafing at R-4476. 1 loco dam and 3 flat cars dam at R-4272. Loco and station damaged at R-3269. Loco and 12 cars dam and 3 dest at R-3871. Loco and 6 cars dam by strafing at R-4884. 1 lt. gun dam. at Speyer.

3. Nil.

(f) Mission of 13 Feb 45 enemy rail traffic.

1. Important enemy supply lines.

[redacted]

[redacted]

2. 1 loco and 5 R/R cars damaged at [illegible]-5085. 2 locos and 5 cars dest. and 25 cars damaged, 1 signal tower damaged at [illegible]-528809. 2 cars damaged at [illegible]-5579.

3. Nil.

(g) Mission of 15 Feb 45 against enemy rail traffic.

1. Important enemy supply lines.

2. 2 buildings and 1 roundhouse destroyed at [illegible]-8032. 1 loco damaged and 10 cars damaged, and 2 cars dest. 30 R/R cars damaged at V-8223. 1 loco dest, 10 cars dest and 40 damaged, 1 roundhouse damaged, 6 buildings dest. 15 tank and 15 box cars damaged and control tower damaged at [illegible]-8637.

3. Nil.

(h) Mission of 14 Feb 45 against AMMO. Factory.

1. Important ammo. factory

2. 1 loco and 3 cars damaged at [illegible]-3031. 1 loco dam. 20 R/R cars on fire and large explosion observed, 3 buildings also destroyed. 1 Warehouse L/Y blew up. 20 cars damaged and 5 dest at Landau.

3. Nil.

(i) Mission of 14 Feb 45 against enemy rail traffic.

1. Important enemy supply lines.

2. 5 buildings dam and 2 dest at [illegible]-498833 - supply dump. 3 buildings dest at [illegible]-455827. 5 cars dest and 27 dam. at [illegible]-5080. 2 buildings dest at [illegible]-4582.

3. Nil.

(j) Mission of 15 Feb 45 against supply dump at R-9740.

1. A main link in the enemy supply system.

2. Squadron was vectored to airfield at Sachsenheim instead of intended target. Field strafed and bombed for claims of 4 Me 111s dest, 1 Ju 88 dam, 1 Me 109 dam, and 1 Me 111 damaged for no losses.

3. Very good. Field left unserviceable for sometime.

(k) Mission of 15 Feb 45 against enemy rail traffic.

1. Heavy rail traffic reported in this area.

[redacted]

[redacted]

2. 5 R/R cars dest and 10 damaged at R-5980. 1 loco dam, 5 cars dest and 10 damaged. 1 staff car dest at R-5881.

3. Nil.

(l) Mission of 15 Feb 45 against enemy rail traffic

1. 1 loco and 15 cars damaged and rails cut in M/Y at R-7590. 5 cars damaged and rails and roads cut at R-9294. 1 loco and 4 cars damaged at S-0559. unknown number of cars damaged going into tunnel and rail cut at S-0559.

2. Same as above.

3. Nil.

(m) Mission of 15 Feb 45 against rail traffic

1. Important enemy rail traffic in this area

2. Loco dam and 20 car dam by strafing. Loco dam by strafing at R-9574. Loco and 15 cars strafed and loco was damaged. 1 loco dam and 10 cars dam at R-9984. Loco dest and 10 cars dam by strafing.

3. Nil.

(n) Mission of 16th Feb 45 against enemy rail traffic

1. Important enemy rail traffic in this area

2. 4 cars dest and 11 damaged, 6 oil cars and 10 passenger cars also damaged. 1 M/Y damaged, 2 cars dest and 22 dam, 1 loco damaged, 1 m/t dam and 2 buildings dest all at S-020845.

3. Nil.

(o) Mission of 21 Feb 45 in close support of ground forces and against targets of opportunity.

1. Important repair shops and supply lines.

2. M/T shop at S-628836 - main building destroyed, 2 M/Ts damaged by strafing. M/Y Damaged at R-5097. 1 loco dest and 1 dam, 55 cars damaged and 10 dest, and M/Y damaged at R-5897.

3. Nil.

(p) Mission of 21 Feb 45 against targets of opportunity.

[redacted]

[redacted]

1. Important enemy supplies and traffic in this area.

2. 8 buildings dest and 20 damaged and 2 fires observed from 4 strafing passes, at -3374, 1 lt. flak gun damaged by strafing at -3475. 1 large storage tank dest, 1 ammo dump dest - exploded. 1 factory buildings left burning.

3. Nil.

(q) Mission of 22 Feb 45 against enemy rail traffic.

1. Much traffic reported in this area.

2. R/R bridge dest at S-264430. Track dest at S-2541. 4 bldgs dam at S-2644. 1 cars and RR shed damaged by strafing at S-265440. 1 bldg. dest at W-618832. R/R bridge dest at 298459. Bridge damaged at S-265403. Bridge damaged at W-550863. Bridge damaged at W-542865. Numerous rail cuts throughout the mission

3. Nil.

(r) Mission of 22 Feb 45 against r/r tunnels.

1. Important link in the enemy rail system.

2. Tunnel dam and building dest at R-7914. 1 building dest at R-8214. 1 coal car dest at S-2644. 3 buildings dest at S-2643. 1 M/Y damaged at S-2440. building dest and bridge dest at S-260405. Many rail cuts throughout the area.

3. Nil.

(s) Mission of 24 Feb 45 against targets of opportunity.

1. Important supplies and traffic in this area.

2. Total claims are 7 M/T dest and 33 damaged. 7 staff cars dam and 7 dest. 12 R/R cars dest and 31 dam. 1 Loco dam. 1 Tank straffed. 1 tunnel damaged. 1 rail cut. 1 buildings dest and 2 dam. 1 control tower damaged. 1 motorcycle damaged. All targets were in the Kaiserlautern, Homburg, Bitche, Neustadt area.

3. Nil.

(t) Mission of 25 Feb 45 against targets of opportunity.

1. Much activity reported in this area.

[redacted]

[redacted]

2. All targets were in the Neustadt, Kaiserslautern, Zweibrucken, and Saarbrucken area. Claims are: 1 tunnel damaged, 4 M/T damaged, 1 loco dest and 3 locos dam. 2 M/T cars dest and 29 dam. 1 building dest and 1 dam, 2 M/Y attacked and 1 sawmill dest.

3. Nil.

(u) Mission of 25 Feb 45 on Rail Interdiction in the Kaiserslautern - Neustadt area.

1. 2 coal cars dest and 1 rail cut at R-1396. 2 cars dest, 1 building dest and 4 more cars dest at R-0993. 1 building damaged at R-2896, M/Y also damaged. 10 cars damaged by strafing at R-1795. 1 staff car, and 1 M/T dest and 15 M/T damaged by strafing at R-1893. 2 M/T damaged at R-1693.

2. Same as Above

3. Nil.

(v) Mission of 26 Feb 45 against M/T shop at R-429324.

1. Important M/T repair shop

2. Main tgt not hit, 2 warehouses damaged and 2 other buildings damaged at W-6461. Loco and 12 cars damaged by strafing at W-6458. Horse killed and wagon dam. at W-5859. Loco damaged and large oil fire started at W-6461.

3. Nil.

(w) Mission of 26 Feb 45 against targets of opportunity.

1. Much activity reported in this area.

2. 3 hits on runways at W-7388, no activity on A/F. 2 buildings dest and 1 dam at W-7396. Factory dest. at W-8384. 1 Loco dam. by strafing at W-5586. Box cars - 3 dest, 20 dam. at R-7403. M/T dest at W-8282.

3. Nil.

(x) Mission of 27 Feb. 45. Close support and AR in the Landau, Saverne - Grundelsheim areas.

1. Support of our ground forces.

2. Damaged factory at R-9972, dam. power plant at S-0280 1 light flak gun dest and 9 damaged near front lines.

3. Nil.

[redacted]

H. Leaders of Outstanding Missions:

(a)	2 Feb 1945	Capt. Gurley
(b)	2 Feb 1945	Capt. Elledge
(c)	3 Feb 1945	Lt. Cook
(d)	8 Feb 1945	Capt. Gurley
(e)	11 Feb 1945	Capt. Elvidge
(f)	13 Feb 1945	Capt. Elledge
(g)	13 Feb 1945	Capt. Gurley
(h)	14 Feb 1945	Lt. Schuele
(i)	14 Feb 1945	Capt. Elledge
(j)	15 Feb 1945	Capt. Gurley
(k)	15 Feb 1945	Capt. Jones
(l)	15 Feb 1945	Capt. Elledge
(m)	15 Feb 1945	Lt. Renner
(n)	16 Feb 1945	Capt. Elledge
(o)	21 Feb 1945	Capt. Jones
(p)	21 Feb 1945	Major Buckner
(q)	22 Feb 1945	Capt. Elledge
(r)	22 Feb 1945	Major Buckner
(s)	24 Feb 1945	Capt. McClung
(t)	25 Feb 1945	Capt. Jones
(u)	25 Feb 1945	Capt. Elledge
(v)	26 Feb 1945	Capt. Elledge
(w)	26 Feb 1945	Capt. McClung
(x)	27 Feb 1945	Capt. Gurley

I. Losses in Action:

(1) 1st Lt. John C. Cummins, Missing in Action, 24 Feb. 1945.

J. Awards received during period:

(1) Capt. Albert P. Gsell, Jr.

(a) From 20 December 1943 to 9 August 1944

(b) Aerial Operations

(c) Distinguished Flying Cross

(2) Capt. Howard L. Gurley, Jr.

(a) From 20 December 1943 to 9 August 1944

(b) Aerial Operations

(c) Distinguished Flying Cross

(3) S/Sgt Julius V. Schraishuhn

(a) Mil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

[redacted]

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[redacted]

(4) S/Sgt Fred D. Huffman

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(5) S/Sgt Arnold N. Larson

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(6) S/Sgt Virgil R. League

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(7) T/Sgt John T. Welch

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(8) S/Sgt Paul E. Heinl

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(9) S/Sgt Lubbertus K. Lok

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

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(10) Sgt. Walter F. May

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(11) S/Sgt. Harold K. Chickering

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(12) Sgt. Herbert J. Dawson

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(13) S/Sgt. Donald F. Finch

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(14) S/Sgt. Richard O. Saunders

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(15) S/Sgt John R. Newton

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

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(16) S/Sgt. Burleigh E. Lowe

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(17) Thimothy H. Shea

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(18) T/Sgt. Joseph Heinrich

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(19) S/Sgt Laurence Laher

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(20) S/Sgt. Casmier M. Deskiewicz

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(21) S/Sgt. John C. Oberg

(a) Nil.

(b) Meritorious achievement in direct support of combat operations.

(c) Bronze Star Medal

(22) T/Sgt. Robert Graber

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(23) (a) Nil.

(b) Heroism in direct support of combat operations.

(c) Soldiers Medal

(24) 2nd Lt. William J. Dunn, Jr.

(a) 5 combat sorties

(b) Aerial Operations

(c) Air Medal

(25) 2nd Lt. Michael M. Esser

(a) 5 combat sorties

(b) Aerial Operations

(c) Air Medal

(26) Captain Ronald M. Elvidge

(a) 5 combat sorties

(b) Aerial Operations

(c) Air Medal

(27) Captain William Jones

(a) 5 combat sorties

(b) Aerial Operations

(c) Air Medal

(28) Captain James E. Ralston

(a) 5 combat sorties

(b) Aerial Operations

(c) Air Medal

(29) 1st Lt. William M. Malcolm

(a) 5 combat sorties

(b) Aerial Operations.

(c) Air Medal

(30) 1st Lt. John C. Cummins

[redacted]

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(31) 2nd Lt. Hugh C. Curran
- (a) 5 combat sorties
- (b) Aerial Operations
- (c) Air Medal

(32) 2nd Lt. William H. Funderburk
- (a) 5 combat sorties
- (b) Aerial Operations
- (c) Air Medal

(33) 2nd Lt. Everett E. Heald
- (a) 5 combat sorties
- (b) Aerial Operations
- (c) Air Medal

(34) 2nd Lt. Harold M. Thompson
- (a) 5 combat sorties
- (b) Aerial Operations
- (c) Air Medal

(35) F/O Rudolph R. Gencur
- (a) 5 combat sorties
- (b) Aerial Operations
- (c) Air Medal

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War Diary, 365th Ftr Sq, 358th Ftr Gp. APO 90, Toul, France, Feb 1945.

1 Take off was at 0845 with 12 ships on an Armed Recce and Dive - bombing mission with Capt. Gurley leading. This mission was recalled by baggage just after setting course due to bad weather. The weather continued bad all day so the pilots were released. Events of the squadron was the arrival of orders for the return of Lt. Charles S. Cline to the "Promised Land" for a 30 day leave. Lt. Cline was one of our flight leaders and had done an outstanding job during his assignment to the squadron. Before leaving he was awarded the Distinguished Flying Cross for missions over Germany. Sgt. Potter was transferred to the 5th General Hospital due to illness. In the sports line up the Enlisted Men played the 24th M.P. & R Team emerging victorious with the score of 54 to 16. The opinion of the game was that they did not have much organization in their team. The top scorer of our team was Sgt. Kwap with 30 points.

2 The first mission was off at 0735 with Capt. Gurley leading the squadron to an area east of Karlsruhe when they hit a large R R bridge. A beautiful and accurate job of dive bombing was done but the target was a difficult one. Several bombs hit were directly under the bridge - throwing water and debris over the bridge but no results or damage could be observed. Lt. Blood place one directly beside a supporting pier - knocking part of it out. On the return trip Lts. Wahl and Dunning hit some R R transportation, locomotives, a factory and a couple of storage tanks. A good strafing time was had. Lt. Volkmar's ship was damaged by flak over the target. He was escorted and made a safe belly landing on a nearby air strip. (See G3a for further results). Capt. Elledge led the second mission off at 1110 on another attack on the bridge. A good concentration of bomb hits were obtained, with hits on either end and by the centerpiece. Despite closeness, no results could be definitely observed of the damaged. At 1530 Major Buckner led the squadron off on another mission to visit the bridge but the controller changed the target to a M/Y which they hit with good results. The flights hit R/T cars, locomotives, barges and took a good toll of buildings. Lt. Malcolm caught a direct flak burst in his wing while directly over a train, he was strafing. He had some difficulty in flying back but make it O.K. (See G3b.) The fourth and last mission of the day nearly succeeded in giving our night fighters very close competition. With take off at 1710 Captain Elledge led the sqdn. to the Colmar pocked area. Under the controller direction the squadron first flew a recce and then hit the town of Volgelsheim. About this time the squadron was greeted by a display that would do any 4th of July celebration proud. With darkness at hand they went in fast, bombed and headed for home. The town was hit but it was impossible to observe damage due to darkness. Promotions for enlisted men were S/Sgt M.H. Loyd to T/Sgt. and Pvt Brinegar, Cano, Horn, Bianchi, Grimmer, Maronie, Roy Miller and Freeman and Connolly to PFC. Tonight the officers played the 462the Air Service Squadron and came out on top with thescore 36 to 25. This still keeps them in first place in the league.

3 At 0940 the squadron took off with Lt. Cook leading. The sqdn was to bomb a bridge but the weather was closing in fast so the controller told them to bomb another target and return to base. The cloud layers were low and plently of ice was picked up. White flight

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hit Friedburg M/Y then strafed trucks and horse drawn equipment. Red flight led by Lt. Bishop hit a M/Y at Riegel and Yellow Flight, Lt. Lesley's flight hit the M/Y at Edingen. Lt. Smitherman disappeared in the overcast and has not been head from. He is listed as MIA. (See G3c). Cpl. Tomaszieski was transferred to the 5th General Hospital

4 Weather permitted one early mission which was off at 0820 led by Lt. Schuele. The target was a RR bridge at Steig, SE of Friedburg. The bridge was a difficult one being reinforced concrete eight spans long and deep in a valley. Two direct hits under the base of the bridge were observed by Lt. Malcolm and two hits were observed on each end and cutting the tracks. A near by marshalling yard was strafed with the following results - 1 loco dam, 10 RR cars dam, 1 building damaged. The 365th Officer and EM were matched against each other tonight, this being the struggle for top place both being tied. At the half the EM were ahead 15 to 17 but in the second half the officers came from behind to win by a margin of 4 points in the last few minutes of the game. The final score 25 - 21.

5 Weather prohibited flying today - no missions. 2/Lt Stratton returned from 5th General Hospital. Cpl. Cook, Pickering and Majek, and Pfc Raysnich with Pvts. Hammerdeiner and Russell were transferred to 12th Replacement Depot, Reinforcement Command, NA, ETOUSA, for training in the infantry. They are the first men to leave from the ground forces.

6 The only mission for the day was the RR bridge at Steig again. Capt. McClung led and was off at 0805. Attacking the bridge several direct hits were observed on the bridge but no results of damage were made. It is a tough old baby. A M/Y was also bombed and damaged and 1 RR shed damaged. The Enlisted Men played the 894th AA Bn with the score 48 to 36 in their favor. A good game was played by the AA bn but our men played together. The second half was the deciding factor. The officers played the 24th M.P. & R Team and emerged victorious with the score 35 - 13. No trouble was had in making the baskets. Other squadron activities normal.

7 Weather was against us again and no missions were flown. Tough luck. Squadron activities were normal.

8 The mission took off at 0740 led by Capt. Gsell. The target was the Steig bridge again and the usual results were obtained. Direct hits were observed but the bridge still stands. Its a bad nut to crack. The second mission took off at 1140 with Capt. Elledge leading. Target again was the Steig bridge but the same results as on the first were observed. The usual rail cuts were made but the bridge still stand in tact. However with the pounding it has taken the bridge is without a doubt unserviceable at the present time. The third mission led by Capt. Gurley was on the bridge but the air controlled told them to recce the Friedburg - Dinglingen area. In these M/Ys and points along the tracks intense heavy and light flak was encountered but the results were good and much destruction was accomplished to the RR lines. See (G3d). The

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enlisted men played the 366th officers but had hard luck. The game was close but the officers won by a basket with the score 28 to 26. The 365th Officers played Group Hqs., enlisted men and emerged victorious with a score of 53 to 13. Nothing outstanding in this game.

9 The first mission was against the Steig bridge again and was off at 0800 led by Capt. McClung. However due to bad weather the bridge could not be bombed and Tuttlingen M/Y was attacked with the following claims: 3 locomotives damaged, 14 RR cars damaged, one RR station destroyed and 4 houses destroyed and one M/Y damaged. The second mission was led by Capt. Elledge escorting B-26s but due to weather they had to turn back at the Rhine. The squadron was up at 1150. The third mission attacked the Steig Bridge and was led by Capt. Elvidge. Off at 1510 and in the target area at 1610, poor weather was encountered but the bridge area was open. As before the bridge was hit but not knocked out. It really is a tough baby. After bombing a strafing pass was made on 4 trucks which were destroyed and one h.d. vehicle was destroyed. Then a town was strafed and damaged. Our enlisted men had another game against the 1109th Signal Co. and emerged victorious with the score of 54 to 42.

10 Weather permitted only one mission which took off late in the afternoon, 1540. The weather was still bad and the primary target of Steig Bridge could not be reached. A small hole over Freidburg allowed them to bomb the M/Y and town. Our observations were several fires started and 3 buildings destroyed and the M/Y damaged. The 367th observed several explosions in the M/Y area and stated they did a large amount of damage and destruction. The officers played the 894th A.A. bn but the A.A. boys were beatten again by the score of 37 to 21.

11 The only mission got off at 0725 and then the weather closed in making it impossible to operate for the rest of the day. The mission that was flown was a good one and took a toll of German equipment. Capt. Elvidge led getting into the target area at 0815. Most every thing was found around Speyer and Neustadt. Capt. Elvidge got a loco destroyed and R R cars dest and damaged; Lt. Gllaher, 2 locos, R R cars, and a R R station; Lt. Flowers a loco, R R cars and cuts and buildings. See G3e. Squadron activities normal.

12 Weather prohibited flying today and crews worked on airplanes to catch up on maintenance. The enlisted men played the 366th enlisted men and were beaten by the score of 45 to 33. One man on their team in the last quarter rolled up 24 points to even the game and win. S/Sgt Suido J. Girolami was assigned from the 5th General Hospital.

13 The first mission of the day was off at 0855 led by Captain Elledge. Baggage vectored them to P-51s in the vicinity of Karlsruhe but they were low on gas so we set out on a recce of our own. Rail traffic was again attacked and good results were obtained hitting locos, cars, rails and signal towers. (See G3f.). Captain Gurley led the second mission which was off at 1254. The rail lines between Rattweil and Offenburg were recceeded and the following results now obtained, 1 loco dam, 15 RR cars dest, 20 cars dam, 1 rail cut, 1 building destroyed and one damaged, and one M/Y damaged. The Third

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mission was led by Major Buckner and was an Armed Recce. They worked in the Tuttlingen area and obtained some excellent hits in a M/Y destroying round houses, cars and locomotives. In all the results were very good and ended a good day of flying. (See G3g). Promotions came in today and the newly appointed 1st Lts. to be congratulated are Lt. W.W. Crawford, Lt. D.E. Mockler and Lt. Wayman Man.

14 The day was a good one in that three missions were conducted and two special missions, a twelve ship, took off at 0800 led by Lt. Schuele on an Armed Recce. They hit alzey M/Y and Landau M/Y. Large explosions were observed from direct hits in the alzey M/Y and fire were started. M/Y and many other target received a beating. See G3H. The second mission which was a twelve ship mission took off at 1100 and was led by Capt. Elledge. The target was a supply dump just west of Neunkirchen. Good results were observed and the dump was left burning and many buildings were destroyed. To the south of dump a factory district was attacked, and three buildings were destroyed there. Also a M/Y was bombed scoring direct hits by bombing and destroying RR cars. After bombing the flight strafed damaging a factory and RR cars. See G3i. The third mission was a special bing made up of ships from each squadron. We had three which was led by Lt. Crawford and took off at 1135. An armed recce was conducted and then a supply dumps was hit. Fires were started in the dump and two buildings were destroyed and one damaged. The fourth mission, a twelve ship mission, took off at 1410 and was led by Capt. Jones. The target after an Armed Recce was a motor truck shop near Homburg. The area had two buildings which were severely damaged and one observed to be burning. The shop was put out of commission, and won't operate for awhile. One flight bombed the town of Dorrenbach and left it burning with five buildings destroyed. The fifth mission, another special, was led by Lt. Crawford again and attakked the motor traffic. They were led to the target by 2 P-51s. From the bombing and strafing eight motor trucks were destroyed and ten damaged. And so ended a good days work - a good job all the way around. Sgt. James J. Housenfluck, operations clerk with two years overseas service, left the squadron for a 30 day emergency leave in the states. Undoubtedly he will have a good time.

15 This turned out to be another good day, even better than yesterday, with three twelve ships missions and three special missions. The first 12 ship mission took off at 0850 with Capt. Gurley leading. An airfield was bombed and strafed, destroying and damaging many German aircraft on the ground. After this they strafed R R traffic causing much damage. Capt. McClung had direct hits on 2 He 111s destroying them and damaging one Ju 88. Lt. Volkmer's bombs were observed to hit next to two other He 111 which burned and were destroyed. Lt. Esser strafed a Me 109 damaging it and Capt. Gurley damaged a He 111 by strafing. This was at Sachsenheim airfield. Much flak was encountered but no one was hit. (See G3j). The second mission, a special with four ships and Capt. Jones leading was off at 1046. This was an Armed Recce in the Hockensheim area and RR traffic was hit. In the M/Y an ammunition explosion was

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observed amid the box cars from direct hits on the box cars. Lt. Brose strafed a staff car destroying it. (See G3k). The third mission was a twelve ship mission led by Captain Elledge and off at 1210. Rail traffic was again attacked and much was accounted for (See G3l). The fourth mission took off at 1355 being led by Major Buckner. This was a special mission **an** the target was R R Guns. After recceing the area though out and finding no guns they bombed a bridge. All bombs were misses and no claims were made for the mission. The fifth mission was another 12 ship mission and was led by Lt. Renner. It took off at 1530 and recced the Kaiserslautern, Heidelburg, Eberbach area, finding much rail traffic. Direct hits were made on the locos and cars and good results were obtained. (G3m). The sixth mission was another special mission and was led by Captain Elledge. They dived bombed a R R Bridge but not hits were obtained on the bridge. One rail cut was made to the approach of the bridge and no other claims. Squadron activities for the day were normal.

16 Weather delayed take off in the morning until 1100 and then closed in the afternoon so only three missions were scheduled. The first was a 12 ship mission led by Lt. Schuele. Lt. was an Armed Recce in the Kaiserslautern, Heidelburg, Eberbach area. Lt. Schuele destroyed a locomotive and damaged five box cars, Lt. Dickerson was credited with a damaged M/Y and a road cut. Lt. Running hit a bridge damaged and a rail cut; Lt. Mayxitk a damaged M/Y. Lt. bridge of Lt. Running's was a super highway bridge and a good target. The second mission was a special mission of four ships led by Lt. Wesley and off at 1145. This was an Armed Recce also and they damaged four R R cars and cut rails. Intense heavy and light flak was encountered at the target and our own ship received slight damage. The third and last mission was off at 1430 led by Capt. Elledge. This was also an Armed Recce in the same area as the other two previous missions. Good results were obtained from their attacks on R R traffic (See G3n). Squadron activities were normal.

17 Weather was against operations today with no opportunity to conduct any missions. Tough luck. Activities of the squadron were normal.

18 Again we were forced to remain on the ground due to weather, perhaps tomorrow something will break and we can be on the go again. Squadron activities were normal.

19 Weather in the morning continued bad but broke at noon to permit a bomber escort. This was led by Captain Jones and off at 1515. The mission was without event and all returned safetly. Another mission was attempted but the weather was too bad and the planes were recalled just after take off. It was led by Captain Elledge and took off at 1700. The mission was to be an Armed Recce. T/Sgt. Losee was transferred to 5th General Hospital. S/Sgt. Edwin A. Gelinas, S/Sgt Frank T. Murray left for Paris on temporary duty.

20 Weather prohibited operations today and every thing was quiet. S/Sgt Kuehl was assigned from the 5th General Hospital.

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21 The first mission was a close support and armed Recce which was led by Captain McClung and off at 0800. The weather was bad and they had a difficult time finding a target. After trying several times to get below the overcast they finally succeeded on dropping their bombs on two towns east of the Rhine. One town was Nonnenwlier in which direct hits were obtained destroying 14 buildings and damaging seven. The second town was Wittenweiler in which 8 buildings were destroyed and 4 damaged. The second mission was a special four ship mission led by Lt. Lesley and off at 0950. They also had difficulty in locating a target due to weather and bomber a town near Homburg. From the bombing 8 buildings were destroyed and by strafing 13 MR cars were damaged. The third mission a 12 ship mission led by Capt. Jones and off at 1125 bombed a special target of motor transport shops which we hit before and also bombed Manhenheim M/Y. Good results were obtained and there was much in the M/Y plus "beaucoup" intense light and heavy flak. (See G3o). The fourth and last mission led by Major Buckner with 16 planes who worked with the ground controller and bombed a town under his direction. The squadron was up at 1445 and the town bombed was Mortenbach which was marked with white smoke. Eight buildings were destroyed by bombing and 20 damaged, when the squadron made four strafing passes, starting fires in the town. After this the squadron was turned over to P-51 recce ships and they bombed gas and oil storage tanks. Direct hits were obtained and they exploded and burned also and ammo. dump was hit which blew up. In all the squadron had some beautiful targets. (G3p). Pfc Atlee A. Grey was transferred to the 5th Gen. Hospital. Sgts. Keith, Luton and T/Sgt Loyd from duty to furlough 7 days in England. A basketball league was set up for the command area and our squadron was represented by a team consisting of enlisted men and officers. The first game went well, our team winning by a score of 27 to 19 against the 312th Service Group. Splendid cooperation was displayed between the officers and enlisted men which Capt. Bell and Sgt. Kwap's smooth cooperation making the difference.

22 The first mission took off at 0650 and under the direction of the controller, Capt. Jones led the squadron against a supply dump. This was marked by white smoke and consisted of three buildings. Visibility was bad and it was almost impossible to bomb. Captain Jones went in low and bombed and scored direct hits causing smoke and fire and this enabled the remainder of the squadron to bomb. Capt. Jones was hit on the way down by flak and after he bombed he located the installation and while the others were bombing went down and strafed it, putting it out of action so the others would not be fired upon. Due to haze and smoke accurate accessment of the destruction wrought could not be made. The second mission was the beginning of the rail interdiction program throughout the Air Forces. We were assigned two stretches of track which was attacked in sections of eight. Capt. Elledge led the first mission and was off at 1200. Good results were obtained in cutting tracks and destroying bridges in the sections (See G3q.) The third mission was again against the rail road sections with Major Buckner leading. The squadron was off at 1505 and again much was accomplished in destroying the enemies rail lines (G3r.) The fourth mission

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was a special mission against pill boxes on the outskirts of Forbach. Capt. Elvidge led and bombed under the direction of the controller. The boxes were just beyond our troops and it was a close job but Capt. Elvidge did a wonderful job, putting them right in the target. 1st Lt. Sherry from duty to temp duty Paris. Sgt McComb from duty to temp duty Paris. Cpl. Johnston and Marston from duty to furlough 7 days in England.

23 The first mission was close cooperation to the ground forces and was led by Captain Gsell. The squadron bombed the town of Arching with direct hits in the town. The destruction of the town was eight buildings destroyed and two damaged. The second mission was escort to B-26s with Capt. Jones leading and up at 1150. The escort was uneventful and all returned safely. The third mission was led by Capt. Elledge which cut rails between Frankenstein and Neustadt. This was off at 1400 and the results were cutting rails in seven places and damaging 2 tunnels and one bridge. The fourth mission led by Capt. Elvidge bombed a factory under the direction of the controller. Good hits were obtained and the area controller confired the destruction of the factory. A building in the area was also destroyed. The fifth mission led by Lt. Schuele bombed a supply dump near Neunkirchen and scored direct hits on the dump, setting fire to eleven of the buildings and damaging two others. This mission was off at 1705. Capt. Alvin Guthrie left on leave to England. The first of the leaves since coming to France. S/Sgt Gelinas and Murray returned from temp. duty in Paris. Congratulations are in order for Lt. Russell C. Sherry, Tech supply officer, who was promoted to 1st Lt. Cpl. Tomaszewski assigned for the 5th Gen. Hospital. Another game in the basketball league was played off with our team winning again by the score of 29 to 9 against the 415th Night Fighter Squadron. This puts us up for the final championship game of the series. Pvt Cecil L. Sloan was assigned to the squadron.

24 The only mission of the day was off at 1520 on an Armed Recce. Capt. McClung led and found much motor traffic in the Neustadt area. The squadron hod bombed a rail section then strafed the transports they found (G3s). 1st Lt. Lazzio from duty to temp duty Paris. Sgt Koon, Cpls. Coliania, Latham, Rykowski and Pfc Manders from duty to temp duty Paris. On the mission above Lt. John C. Cummins was hit by flak over the target and was heard on the R/T to state that he was bailing out. This was over enemy territory and he is listed as MIA.

25 The first mission was off at 0720 on Rail Interdiction in the Frankenstein and Neustadt areas. Capt. Jones led the mission and besides cutting rails located RR traffic and bombed and strafed. In all a good mission (G3t.) The second mission led by Capt. Elledge was also a good mission and they struck again at the German RR system. The squadron was off at 1045 and most of their work was done between Kaiserslautern and Neustadt. (G3u.) The third mission was in the Landau, Zwiebrucken, Neustadt agea and again cutting rails and destroying RR traffic. Major Buckner led and was off at 1335. Lt. Baptist damaged a truck and trailer. Capt. McClung damaged a motor truck and destroyed an auto, Lt. Renner made a road cut and damaged

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a tunnel, Major Buckner damaged 2 tunnels, made 3 rail cuts and damaged a bridge. 1st Lt. Sherry and Sgt McComb from temp duty to Paris to duty. The final game was played off tonight and we ran into tough luck. They beat us by 31 to 32 and all through the game it was anyones victory. This team was the 86th Air Depot Group. We may not get the trip to Paris but we do have a play off game at Rheims sometimes in the future.

26 Capt. Elledge led the first mission off at 0750 on an Armed Recce. The Recce was not completed due to weather, however P-51s were able to give some help in the Befendorf area. Here they found a supply dump next to a RR and then went on and hit RR traffic. (G3v). A new pilot joined the squadron from indications we are to get more. We certainly need replacements. The pilot was 1st Lt. John A. Carrels. The second mission was led by Capt. McClung and was off at 1150. The mission was an Armed Recce but weather prevented going on the recce. Capt. McClung took the squadron to Ludwigsburg area and bombed enemy installations (G3w).

27 The only mission of the day was off at 1430 led by Capt. Gurley. This was an Armed Recce and they beat up RR equipment and stock in the Landau area. At the targets they strafed flak positions and accounted for a good number (G3x.). Three more replacements pilots came in today which brings our number to four now - these were, Captain Otis F. Robbins, 1st Lt. Robert J. Anspach and 2nd Lt. David E. Green.

28 The first mission of the last day in the month was up at 1325 and led by Capt. Elvidge. Weather prevented any morning mission but two were able to be run in the afternoon. This was a close support mission and the target was given by the ground controller. It was supplies of gasoline and M/Ts, no results were observed of the bombing but many flak installations were strafed. One flak gun was destroyed and 11 were damaged - quite a few that won't shoot back for awhile. The second mission was led by Major Buckner against RR guns. The guns weren't observed but delay bombs were dropped so that when the gun was brought out at night to do its work it would be destroyed. Again flak installations were strafed resulting in 17 damaged. And so ended the month of February. A short month but much accomplished and good work done all the way around on some impossible targets and in some dirty weather.

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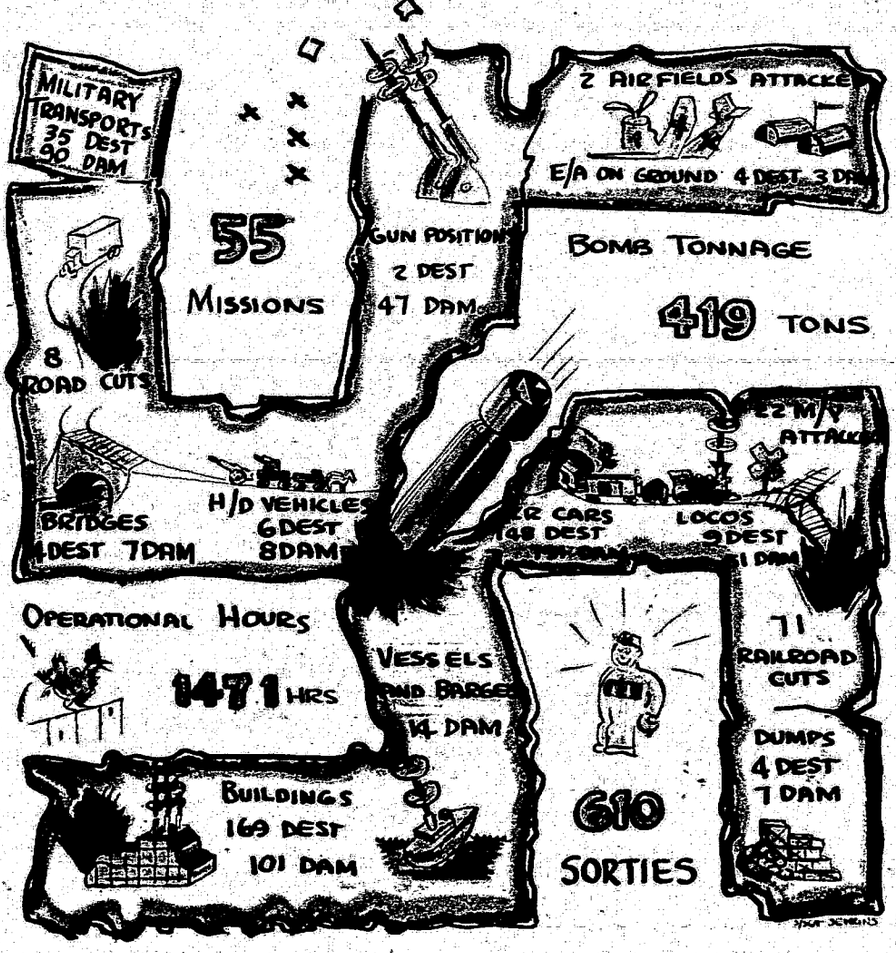
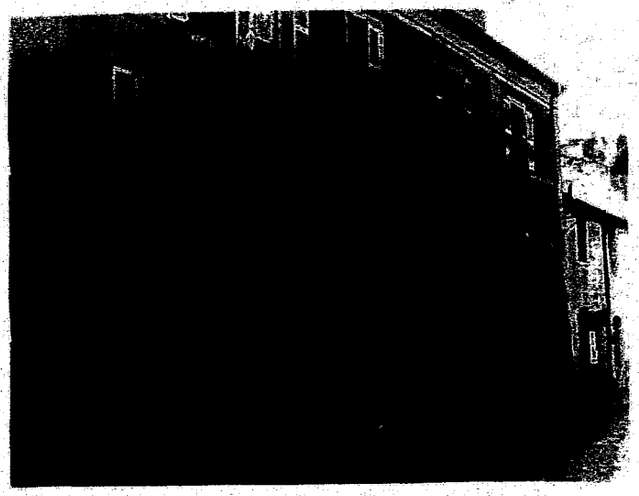
• CLAIMS FOR FEBRUARY •

THE FIGHTING 365



[redacted]



HOME: At this base the pilots are quartered in town, having as living quarters a French building divided into rooms with two officers to a room. The building during the German occupation housed the pilots of the German Air Force and evidence of their occupation are the pictures of German planes and pilots on the walls. A bar has been set up in three of the connecting rooms and it provides a recreation spot for the pilots in the evenings. Here in they are able to talk over the happenings of the day, play cards, write letters and talk over times as they use to be and as they are to come. In all the quarters are very comfortable and provide for the health and comfort of the pilots.

BRIEFING THE PILOTS: Here Captain Rosebrock, squadron Intelligence Officer, gives the latest and hottest "Poop" to the pilots before they set out on their mission. Consulting the map he shows them their route, targets, location of enemy movement, our ground force situation and the enemy flak positions. Interest is keen as the pilots desire to know all angles of their mission before going out so that they can attack targets which are of the highest value and attack them so as to do the greatest damage. After Captain Rosebrock gives them the intelligence view point the squadron leader will brief still further to instruct the pilots in his methods of flying and conduction the mission. The ALO will then give the ground forces situation and their positions so if the pilots are called upon to attack the enemy in support of our troops it may be done with safety to our troops. Weather is next and old "stormy" gives the stuff he reads off of his needles and dials and calls it accuartely so that the boys can conquer old man weather. A time check and they are ready to go and its off into the blue.

[redacted]

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INTERROGATION: Captain Rosebrock did all the talking when the pilots went out, now it is their turn to do the talking. Here the information which is so vital to higher headquarters and the ground forces is given to the intelligence officer and he after taking it all down and questioning the pilots for further information gets it immediately to higher intelligence. Major Buckner, the squadron commander, led the mission which was in the Saarbrucken - Neunkirchen area on the 21 February 1945 and he tells about bombing a supply dump and destroying eight buildings and damaging twenty and observing fires in the buildings. Then a large oil storrage tank was destroyed and an ammunition dump blew up with a large explosion. And so it goes, day after day, hitting the enemy and hitting him hard so that he never will be able to strike back again. Never let him breath!

CONSTRUCTION WORK: The engineers who work on our strips deserve a lot of credit and credit is given where credit is due. They are out in all types of weather and usually their work is in the mud, building roads and runways so our operations can be carried on quickly, safetly, and efficiently. It takes a rugged constitution to keep on day after day like these boys do and without them we would be lost. We hope that their reward and our thanks for their toil and efforts are good missions for the day, ones in which we blast the enemy from his hole and which has all been made possible by their efforts.

From the inside looking out, and from the looks of the weather it is a good thing. The haze and rain has moved in for the day and has stopped operations. Days like this we are against for it means one more day that the enemy doesn't catch it. The picture was taken inside of a tent looking out onto the line and buildings of the tech site. The buildings can hardly be seen in the distance because of the heavy haze lying over the field.

orking on the planes, which is a continual job day after day. Here Sgt. Wilson and Sgt. Krumanake r take a breather beside their plane after getting it in order. The plane is ready for a mission and they are waiting for the pilot to come from briefing to take it up on a mission to give the "Jerry" something more to worry about. The men take a great pride in their planes and work continually so that "their" pilot has the best ship and is best equipped to fly over German Lines. They realize the importance of combat efficiency to the pilot and therefore are on their toes when it comes to crewing the P-47. Sgt. Krumanaker has been awarded the Bronze Star Medal for work done on his ships and this was awarded for having well over one hundred consecutive missions without an abort.

[redacted]

DECLASSIFIED
DOD DIR 5200.9

DECLASSIFIED
DOD DIR 5200.9

[redacted]

[redacted]

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, U.S. Army
7 March 1945

DECLASSIFIED
DOD DIR 5200.9

SQUADRON ORDER)
NUMBER 5)

1. 1st Lt. NORMAN A. SCHUELE, O-818441, is assigned primary duty as Squadron "A" Flight Commander, effective ~~27 February~~ 1 MARCH 1945.

JOHN H. BUCKNER,
Major, Air Corps,
Commanding.

DECLASSIFIED
DOD DIR 5200.9

[redacted]

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SECRET

RESTRICTED

365th Fighter Squadron

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Chain of Command

Air Force	1st Tactical Air Force (provisional)
Command	XIX Tactical Air Command
Wing	64th Fighter Wing
Group	365th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 March 1945 through 31 March 1945

RESTRICTED

SECRET

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[redacted]

of [redacted], 365th Fighter Squadron, March 1945

1. Present Designation, 365th Fighter Group

2. Changes in Designation:

(1) Nil.

(2) Nil.

(3) Nil.

(4) Nil.

(5) Changes in T/O or Mapping Table: Present change: Change No. T/O 1-27 , 1 Dec 1944; Prior T/O and Change: T/O 1-27 C, 22 Dec 1944; Change No. 2, T/O 1-27 C, 15 Jan 1945.

3. Strength: 60 officers; 238 Enlisted Men

4. Present Station: [redacted], Italy, Above, 1 to 2 November 1944

5. Activated: Nil.

6. Designated: Nil.

7. Operations:

(1) Nature of Operations. The squadron participated in dive-bombing, bomber escort, armed reconnaissance, special combat missions, ASP cover, cavalcade and tactical reconnaissance flights during the month. Primary targets the first half of the month were air fields and installations, blasting cuts and destroying rail lines, supply installations, motor transports and troop concentrations. Examples of dive-bombing missions and various types of strafing missions carried out, starting the 15th of March the squadron displaced the 7th Army in their push into Germany. The first phase of the operation was accomplished, the enemies evacuated, this was followed by the landing of troops which contained strong points of troops, tanks and gun positions. The third phase of the operation came when the ground troops were retreating and their equipment on the roads, these were combed and bombed, destroying their retreating motor and armored force vehicles. The fourth phase came in the crossing of the [redacted]. Here the Naval guard over the [redacted] destroyed the [redacted] which tried to the [redacted] before they attacked their strong points so that the advance part of the Army could be continued.

(2) Number of missions formed were 98
and total number of sorties flown was 926

(3) Outstanding Missions:

(a) Mission of 2 Mar 45 against targets of opportunity.

1. To effect enemy transportation.

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[redacted]

2. [illegible] vehicles dest. at [illegible]. 1 loco [illegible] dam. at [illegible]. 1 loco dest at [illegible]. 1 loco dam. at [illegible]. 15 [illegible] and loco damaged at [illegible]. 2 locos dest at [illegible].

3. Nil.

(b) Mission of 3 March 1945 against enemy front line troops and obstacles.

1. Close air support.

2. One enemy convoy strafed in vehicles at [illegible] with very good results. Vehicles and men on trucks shot-up and set at [illegible]. Small-truck damaged at [illegible]. 5 trucks dest. and 4 damaged. 5 M.T. Vehicles dam. 1 tank and 1 A/T gun. Motor-truck dest. at [illegible].

3. Nil.

(c) Mission of 4 March 1945 against targets of opportunity.

1. Much activity reported in target area. Large number of fires.

2. M.T. dam. at [illegible]. Loco and wheel dam. at [illegible]. 14 buildings dest at [illegible]. Truck dest at [illegible]. 5 buildings dest and 4 damaged at [illegible]. 1 M.T. dest and 11 damaged at [illegible].

3. Nil.

(d) Mission of 5 March 1945 against military transportation.

1. Armed vehicles giving opposition to our troops.

2. 5 trucks, 5 tanks destroyed, 24 M/T damaged by strafing, 2 road cuts, all at [illegible]. 2 houses destroyed and 3 damaged at [illegible].

3. Nil.

(e) Mission of 13 March 1945 against front line obstacles.

1. Close support to our troops.

2. 2 M.T. vehicles dest and 30 damaged, 4 A/T destroyed. 24 buildings dest and 8 damaged. 21 horses killed. 6 personnel killed, 21 M.T. dam., 2 tanks dam. dest.

3. Nil.

(f) Mission of 13 March 1945 against front line obstacles.

[redacted]

1. Close support to our troops

2. 5 tanks destroyed, 2 half tracks destroyed, 1 M/T attacked, 1 switch house dest. and 1 damaged. 4 box cars destroyed, in the vicinity of St. Vendal.

3. Nil.

(g) Mission of 16 March 1945 against enemy front lines.

1. Close support to our troops.

2. 1 M/T dest and road cut at R-0392. 18 R/R cars dest and 20 damaged at Kaiserslautern M/Y. 2 radio towers damaged at R-0595. 2 M/T dest at R-0092. 2 staff cars damaged at R-0795. M/T dam at R-0199.

3. Nil.

(h) Mission of 16 March 1945 against enemy front lines

1. Close support to our troops.

2. Total claims are as follows: 15 R/R cars dest and 15 dam. , 5 M.T. vehicles dest. 5 horses killed. 7 M/T dest and 2 dam. 1 house dest. 1 bridge damaged. 2 trucks dest at R-8355 by strafing. 1 staff car dam at R-7857.

3. Nil.

(i) Mission of 16 March 1945 against enemy front lines

1. Close support to our troops.

2. Total claims are: 5 M/T dest and 4 damaged. 2 M.T.V. dest and 3 damaged. 7 horses killed. 5 staff cars dest. 4 barracks damaged. 3 field guns damaged. 1 motorcycle dest and 5 houses damaged.

3. Nil.

(j) Mission of 17 March 1945 against enemy front lines

1. Close support to our troops

2. Total claims are: 9 buildings dest and 22 damaged. 1 tank damaged and 1 half track damaged. 3 M/T dest and 8 damaged.

3. Nil.

(k) Mission of 18 March 1945 against enemy front lines

1. Close support to our troops

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2. Total claims are: 5 buildings dest and 16 damaged. 1 gun position dest and 10 dam., 2 staff cars dest., 4 M/T dest and 2 A.F.V. damaged.

3. Nil.

(l) Mission of 18 March 1945 against enemy front lines.

1. Close support to our front line troops

2. Total claims are: 1 building dest and 12 damaged., 4 M/Ts dest and 14 damaged and 1 staff car damaged.

3. Nil.

(m) Mission of 19 March 1945. Armed Reconnaissance of rear positions.

1. Mission to destroy rear enemy positions

2. Total claims are: 2 locomotives damaged, 2 RR cars dest and 5 damaged., 2 M/T dest and 7 damaged., 4 buildings dest and 2 damaged.,7 flak positions draged and 8 personnel killed.

3. Nil.

(n) Mission of 19 March 1945 against enemy front lines.

1. Close support to our troops.

2. Total claims are: 6 buildings dest and 6 damaged. 22 M/Ts dest and 8 damaged. 3 staff cars destroy and 1 damaged. 1 dugout strafed.

3. Nil.

(o) Mission of 19 March 1945 against Target of Opportunity

1. Mission to destroy enemy supplies lines.

2. Total claims are: 6 M/Ts dest and 16 damaged., 2 staff cars damaged., 2 half-track damaged and 1 dest., 1 jeep dest., and 1 dugout strafed. All claims are in the Homburg, Zirmasens and Landau areas.

3. Nil.

(p) Mission of 19 March 1945 against Targets of Opportunity

1. Mission to destroy enemy supply lines.

2. Mission was in the Karlsruhe area. Claims are: 17 M/T dest and 20 M/T dam., 10 buildings dam., 1 radar installation damaged., 2 motor cycles dest., 3 staff cars dest.

3. Nil.

(q) Mission of 20 March 1945 against enemy Motor Traffic.

1. Much transportation reported in the Bad Durkheim area.

2. Total claims are as follows: M/T dest. 51., M/T dam. 96., horses dest 50, M.D.V. dest 15., Staff cars dest 1, road cuts 2, and 6 buildings damaged.

3. Nil.

(r) Mission of 20 March 1945 against enemy Motor Traffic.

1. Much transportation reported in the Bad Durkheim area.

2. Total claims are as follows: 1 road cut., 19 M/T dest., 23 M/T damaged., 3 buildings dest., 1 flak gun dam. and 4 M.D.V. damaged.

3. Nil.

(s) Mission of 22 March 1945 against enemy front lines.

1. Close support and Armed Reconnaissance.

2. Total claims are: 1 M/T attacked., 12 lt. flak guns dam., 5 M.D.V. dest, 3 cars dest and 33 cars dam., 3 rail cuts., 4 staff cars damaged., 1 big factory dest., 5 M/T damaged., 1 building damaged and 5 M/T dest.

3. Nil.

(t) Mission of 25 March 1945, Armed Reconnaissance in Area IV

1. To destroy enemy supply routes.

2. Total claims are: 2 road cuts., 31 M/T dest., 1 staff car dest and 1 damaged. 24 M/T damaged and 3 buildings dest., 2 M.D.V., dest.

3. Nil.

(u) Mission of 26 March 1945, Armed Reconnaissance in the Kaiserslautern, Worms, and Speyer areas.

1. To destroy enemy supply routes.

2. Total claims are: 22 M/T dest and 25 damaged., 1 M.D.V. dest., 1 tank dest, and 14 box cars damaged.

3. Nil.

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(v) Mission of 26 March 1945. Armed reconnaissance of rear positions.

1. To cut and destroy enemy supply lines

2. Total claims are: 16 M/Ts dest and 21 damaged., 1 A.F.V., 7 Dest., 1 staff car damaged, 6 horses killed, 10 personnel killed., 2 RR cars dam and 2 tanks dam.

3. Nil.

(w) Mission of 27 March 1945. Armed reconnaissance of Kaiserslautern, Mannheim and Heidelberg areas.

1. To cut and destroy enemy supply lines.

2. 5 M/T dest and 3 M/T damaged. A.F.V. dest 2., 1 building dest and 20 damaged. 1 half-track dest. 3 armored vehicles dest., 2 barges damaged and 3 buses dest.

3. Nil.

(x) Mission of 31 March 1945, against enemy front lines.

1. Close support to our front line troops.

2. Total claims are: 4 tanks dest and 5 damaged., 21 M/Vs dest and 19 damaged. 3 staff cars dest., 1 building dest.

3. Nil.

H. Leaders of outstanding Missions:

(a)	2 March 1945	Lt. George A. Blood
(b)	3 March 1945	Lt. Homer B. Cook
(c)	4 March 1945	Capt. Albert E. Usell
(d)	5 March 1945	Capt. James E. Palston
(e)	13 March 1945	Lt. Charles G. Dickerson
(f)	15 March 1945	Capt. William Jones
(g)	16 March 1945	Lt. Carl L. Brose
(h)	16 March 1945	Captain William Jones
(i)	16 March 1945	Maj. John M. Buckner
(j)	17 March 1945	Lt. Orin A. Wahl
(k)	18 March 1945	Captain William Jones
(l)	18 March 1945	Lt. Carl L. Brose
(m)	19 March 1945	Lt. Charles G. Dickerson
(n)	19 March 1945	Capt. James C. Alledge
(o)	19 March 1945	Lt. Frederick C. Bishop
(p)	19 March 1945	Lt. Charles G. Dickerson
(q)	20 March 1945	Lt. Harry L. Snell
(r)	20 March 1945	Captain William Jones
(s)	22 March 1945	Captain William Jones

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(t) 25 March 1945 Lt. C. James E. Helston
(u) 26 March 1945 [illegible]
(v) 26 March 1945 Lt. Leonard L. Butler
(w) 27 March 1945 Lt. Norman [illegible]
(x) 31 March 1945 Lt. [illegible]

I. Losses in Action:

(1) Captain [illegible], 1 March 1945
(2) 1st Lt. ROBERT [illegible], 1 March 1945
(3) 2nd Lt. [illegible], 2 March 1945
(4) 1st Lt. [illegible], 5 March 1945
(5) 2nd Lt. [illegible], 26 March 1945

J. Awards received during period:

(1) 2nd Lt. [illegible]
(a) 5 combat sorties
(b) Aerial Operations
(c) Air Medal
(2) 2nd Lt. [illegible]
(a) 5 combat sorties
(b) Aerial Operations
(c) Air Medal
(3) 2nd Lt. [illegible]
(a) 5 combat sorties
(b) Aerial Operations
(c) Air Medal
(4) 2nd Lt. [illegible]
(a) 5 combat sorties
(b) Aerial Operations
(c) Air Medal
(5) 2nd Lt. [illegible]
(a) Wounded in Action

C + 8 9

[redacted]

(b) Aerial Operations

(c) Purple Heart

[redacted]

[redacted]

War Diary, 365th Ftr Sq, 358th Ftr Gp, APO 90, [illegible], France, Mar 1945.

1. To begin the month of March, two missions were flown by the Squadron. The first mission was an air cooperation with an alternate target. The controller had no target for us so the squadron proceeded to its alternate target which was a supply dump and bombed. Good hits were in the area and three buildings were damaged and one rail cut made. On this mission coming out of an overcast two planes collided and Capt. Thomas S. L. McClung and Lt. Robert T. Biggers are missing in action. The planes were seen to enter the overcast but the safety of the pilots is not known. This mission was led by Capt. McClung and was off at 0910. The second mission of the day was without incident being an escort to B-26's. It was led by Capt. Alledge and off at 1345. Administrative activities for the squadron: Orders for 1st Lt. William W. Malcom assignment to 358th Fighter Group for the purposes of pursuing the duties of Asst. Intelligence Officer. This is the first time a pilot has undertaken this duty. We wish him success in his new work. He is still attached to the squadron for combat duties.
2. The first mission of the day brought forth good results. Lt. Blood led the squadron and was off at 0845. The squadron worked in the Karlsruhe-Bruchsal area strafing railway traffic. Trains loaded with MT's were found and the claims were excellent. Flak was present and only one ship was hit with slight damage. (See G 3 a. of outline history for total results and claims.) The second mission was an armed reconnaissance mission led by Capt. Jones. The squadron was off at 1045 and led to a target of guns by the Reese planes. Two flights bombed and strafed but results were not observed. On this target Lt. Laurence L. Baptist was hit by flak and crashed into a hill and exploded. After this the third flight hit the town of Wilgartswiesen and started a couple of large fires and several small ones, claiming six buildings destroyed. The third mission took off at 1355 and was led by Capt. Alledge. Again the Reese boys took the squadron in on the target which was a MR tunnel west of Landau. The results were 1 tunnel damaged, 4 rail cuts, 1 box car destroyed and 2 damaged, and one building destroyed. Squadron events: Promoted to Sgt.: Cpl Raymond M. Waldron; Promoted to Cpl.: Pfc. Peter A. Bianchi, John E. Bringer, Frank F. Dolling, John A. Horn, Albert J. Phelps, John M. Vaughn; Promoted to Pfc: Lyle John F. Nowinski, Stephen S. Pengyel Jr., Robert F. Shannon, Edward L. Wolfe.
3. The first mission was led by Lt. Cook and off at 0 740. The Reese planes led the squadron into troop concentrations and motor transports. This was in the Landau area and the results were good with the boys burning quite a few trucks and strafing the troop concentrations. (For results and total claims see G 3 b.). The second mission was led by Capt. Alvidge and off at 1105. This was an air cooperation and armed reconnaissance. The ground controller had no targets so they hit Scheifenstadt MY and several small MY's in the area. Results were quite good with 4 box cars destroyed, 3 box cars damaged and 5 warehouses destroyed and five rail cuts. In all three MY's were attacked. The third mission of the day was led by Capt. Gurley and off at 1350. They worked under the direction of the controller, bombing the town of Landau, which had barracks, mines. All bombs saw direct hits in the town and a large explosion resulted with three large fires. In all six buildings were destroyed

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[redacted]

and three buildings damaged.

4. Weather permitted only one mission which was led by Lt. Wells. The three ships hit a [illegible] and scored three direct hits. The [illegible] of Arbung, and Tjilatjap. (Java area).

5. Weather again was bad and only one mission was flown. This was led by Capt. Johnston who had a dull cutting mission in the Kalidjeroek-Tjandi area. No boats [illegible] of armored vehicles and trucks and these were well [illegible]. New pilots were assigned to the squadron from the Fighter Group. These were Lt. Collier, Lt. Gilbert C. Bradley, and Lt. Dennis A. Green.

6. A quiet day--no missions and no bad weather. Also a minimum activities were performed.

7. Weather again prevented activities as the fields had a heavy rain. Lts. Bailey and Hawkins returned to the squadron from absent [illegible] in the Malang stockade.

8. No missions today--weather again. Rain prevented [illegible] landing on [illegible] but after [illegible] should [illegible] which replaced Lt. Ross was assigned to the 5th General Reconnaissance Squadron of Lt. Col. Paul A. Gross, Jr. Commanding. Lieuts and Arnold (A.C., [illegible] and Lt. [illegible] of Patrol 10-3).

9. The weather again today and the missions got off. Capt. Eldridge led the first which was a close escort flight. The ground contact was [illegible] and [illegible] of Bojonegoro which was marked with white smoke. Claims for the mission were three buildings and five [illegible] destroyed and damaged severely. Smoke from the town made observation of destruction difficult. Lt. Lewis E. Dock was hit by flak over the target and his left engine was on fire. He was flying a B-25 and got no word back. He got no word back [illegible] but it was [illegible]. In all probability he is a prisoner of war in Bandung. The second mission of the day was armed reconnaissance and dive bombing. Capt. Jones led this mission and was attacked by [illegible]. The pilots did some accurate bombing on this mission and accounted for a large number of rail cuts. A good mission and one which disrupts the German rail transportation system.

10. Weather permitted only one mission which was led by Lt. Wood and worked with the ground controller in close support of our troops. The squadron was off at 1040 and the controller marked the target with white smoke. Claims for the mission were two buildings destroyed, five buildings damaged, three railcuts and the light flak gun damaged.

11. One mission led by Capt. Johnston and weather was so bad the squadron was forced to ask for an escort basket. Under the controller's direction the bombs were dropped in the Kuen Broken area. Four pilots were assigned and these were: 2nd Lts. John F. Collier, Eleaver L. Bradley, Thomas A. Hawkins, Jr.

12. Weather prohibited missions today so everything was very quiet. Nothing doing in the squadron activities either.

13. The first mission was a four ship Allman mission being made up of ships from the other squadrons. This was escort to A-20's and our section was led by Maj. Buckner. The bombers did a good job of bombing and the escort was without incident. The second mission was led by Lt. Dickerson. The squadron bombed their alternate target which was a supply dump in the Pirmasens area and scored good hits.

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[redacted]

After this they recced roads around the target and found much horse drawn equipment on the roads, also some motor transportation movement. The raid it was a good mission. (See G 5 e.) The third mission was a Rhubarb mission, our second in a wing led by Capt. Gaedl. Our task was to dive bomb targets of opportunity on the route out to furnish top cover for the remainder of the mission in their task of strafing airdromes. We bombed a marshalling yard near Karlsruhe then completed the mission without event. The planes for the mission were five bombers damaged, one ran out, a marshalling yard attacked and one town attacked. This mission was off at 1515. The fourth mission was led by Capt. Jones and was off at 1640. This was an air cooperation mission but the controller had no targets. The T.C Recce planes took the squadron in on a marshalling yard at St. Wendel which contained a train loaded with tanks and half tracks. Bad luck was encountered on this mission as another squadron broke up our attack by bombing while we were, so we were forced to break off the attack. (See G 5 f.).

14. The first mission of the day was led by Lt. Bishop and was a B-26 escort. This was off at 1320 and the bombers did a good job on a bridge, knocking it out. Our escort of the bombers was uneventful. The second mission was an air cooperation with the ground controller who gave us a target of a supply dump near Bitone. The squadron bombed but no results were observed. After the bombing they strafed a woods where the controller said two tanks were located. No results were observed. This mission was led by Capt. Pledge and was up at 1640. The officers had a squadron party this evening which was a big success. In celebration of St. Patricks day the hall was decorated in green and white. Everyone seemed to have a good time which was the main idea.

15. Today started the large scale offensive against the German army by the U. S. 7th Army. Our planes were out continously against enemy targets all day long and in all, eight, eight ship missions were conducted. The first was airborne at 0845 and worked with the controller. Lt. Buckler led the mission and was given a target in a woods by the controller. [illegible] were in the area but no results were observed. After bombing they recced the roads for motor traffic but none was found. The second eight ship mission was led by Lt. Brose. This was up at 0920. The T.C Recce plane gave them a target of a group of buildings or 10 big garages which were supposed to have MT's in them. Five buildings were destroyed and two damaged. After this they attacked horse drawn vehicles, of which they destroyed five and damaged four. Two MT were destroyed and damaged. Lt. Atkins damaged a Me 109 which was flying on the deck. The third mission was led by Capt. Jones. It was up at 1135 and worked in the Landerlautern area bombing and machine gunning. A good concentration of hits were observed in the target area and three buildings were damaged. After this the pilots got MT's and AT on the troops and three damaged. The fourth mission was led by Major Buckner and was off at 1125. They worked with the controller and bombed the town of Volklingen where five buildings were destroyed. The controller asked him to recce woods and they got one half track destroyed, 1 MT damaged, 1 staff car destroyed, one light flak gun destroyed and ten damaged. The fifth mission was up at 1430 and was led by Capt. Ralston. They bombed an ammunition dump near Homburg and Recce Hitsweer obtained but no results were observed.

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[redacted]

the fourth mission led by Lt. [illegible] and off at [illegible]. [illegible] Lt. [illegible] and off at 1730. They bombed an ammunition train at [illegible] and claimed 10 cars destroyed, 10 damaged, 2 locomotives destroyed, 1 damaged, 1 flak car destroyed and 1 damaged. The eighth mission was led by Lt. [illegible] and they hit the town of Bedesheim and the [illegible] station. Good hits were observed and two buildings were destroyed and three damaged.

16. The squadron made attacks on [illegible] on the 16th all but four of the planes got on the ground in the drive into Germany. The first mission was up at 0715 and eight planes were led by Lt. Dickerson. They worked with the controller bombing the town of Hinterweiler. All bombs were in the town but no claims were made as the town had been bombed quite heavily before. After bombing they strafed around Schaer and set fire and destroyed one locomotive, and 17 cars. They destroyed two MT's, three horse drawn vehicles, one staff car and one trailer. The second mission was up at 0745 and led by Lt. Gross struck against Lt. Ground Hasselsautern and hit motor and rail traffic. The squadron accounts for the destruction of both these transportation facilities. (2 D.S.) The third mission was led by Capt. Jones and was up at 1005. This squadron worked around Hasselsautern area and found quite a bit of stuff. Lt. J. Grover Bradley was hit by flak and bailed out northeast of Dieuze. Nothing has been heard from him as yet. (0 D.) The fourth mission was airborne at 1050 and led by Capt. Wolston. They bombed a town under the direction of the ground controller. In the town of Hasselbuch they destroyed eight buildings and damaged four. After bombing they strafed in the area and destroyed one MT, one gun position, two staff cars destroyed and one damaged. The fifth mission was up at 1250 and led by Capt. Hallidge. The mission was close support and the controller changed it to Darmstadt airfield. The field was bombed but no aircraft were observed on the field. No results were observed from the bombing. The sixth mission was led by Maj. Buckner and off at 1400. They bombed guns at Eitone but no results were observed. The controller said they were disappearing guns on a hill. After they bombed they strafed with good results. (See 4-5 i.) The seventh mission was led by Lt. Snell and off at 1645. The controller had no targets and they hit the MY at Hafstock, Germany and strafed some MT's. The claims were three RR cars destroyed, two RR cars damaged, one building destroyed, and five damaged, one MT destroyed and one staff car destroyed. The eighth and last mission encountered bad weather but finally found a MY at Neumuhler. Two box cars were destroyed, one road cut, three buildings destroyed and one damaged. Squadron activities normal.

17. Weather was bad today and the first mission led by Lt. Crawford bombed through the overcast under the direction of the controller. The target was gun positions SE of Zimmesens. Time up 0 740. The second mission led by Lt. Dickerson also bombed through the overcast and the target was a German command post and troops. Time up 0905. The third mission led by Capt. Gsell was up at 1410 had

[redacted]

0494

better weather. They bombed the MT at [illegible]. Twenty box cars were destroyed and ten box cars damaged, two [illegible] were strafed and damaged. The fourth mission was led by Lt. [illegible] and was off at 1500. They bombed the town of Hilsbach destroying eight buildings and damaging t enty. After this they strafed MT's with good results. (See G 3 j.). Squadron activities normal.

18. The squadron was airborne on eight missions with Lt. Dickerson leading the first and up at 0845. A town was given to bomb which was Treiblen. Ten buildings were destroyed and six damaged, also two staff cars were damaged. The second mission was led by Capt. Jones and they bombed the town of Finnengen under the controller's direction. After they strafed and destroyed much motor transportation. Time up 0900. (See G 3 k.) The third mission was led by Capt. Walston and it was an air cooperation mission bombing the town of Hurzbach in which twenty buildings were damaged. By strafing the following was claimed: 2 MT, 1 bus, 1 HD vehicle. The fourth mission was led by Lt. Bishop and they hit the Neidsaarten MT. Two MT cars were destroyed and twenty-six damaged. Two MTs on the rail cars were destroyed and one building in the yard was destroyed. The fifth mission was led by Maj. Buchner and they bombed the town of Weider Hurzbach. Seven buildings were destroyed and eight damaged by strafing, 3 motorcycles and two staff cars and three HD vehicles were destroyed. The sixth mission: Capt. Hledge leading, time up 1500. They bombed gun emplacements with no claims made. The seventh mission: Lt. Cross led, up at 1645. Bombed town under direction of controller and afterwards strafed with good results. (See G 3 l.). The eighth mission was led by Capt. Walston. Up at 1735, given town to bomb at 776726, results-- 5 buildings destroyed, 4 buildings damaged, 1 MT destroyed, 1 staff car destroyed. Cpl. Anthony K. Hauman, Pfc's Roy K. Miller, R. H. Shannon, Paul E. Carver were transferred to 16th Reinforcement Bn., Ground Forces Reinforcement Command.

19. All records of the previous days were beaten today with nine operational missions. The first mission was off at 0630 with Lt. Dickerson leading. They went on an armed recce mission and found much railway movement in the Landau-Speyer area and good results were obtained. (See G 3 m.) Mission number two; led by Capt. Jones, up at 0700 on an armed recce results--1 locomotive damaged, three RR cars damaged, two buildings destroyed, 6 buildings damaged, 1 MT damaged and 1 road cut. Mission three: led by Maj. Buchner, up at 0925. Bombed fortified positions at Lautzkirchen, no results observed. By strafing, 1 MT destroyed, three damaged. Mission four: led by Capt. Hledge, up at 1000, given town of Hassel to bomb, 6 buildings destroyed, 6 buildings damaged, good results on strafing. (See G 3 n.). Mission five: led by Lt. Bishop, up at 1305. Hit MT traffic in Kaiserslautern-Mannheim area. Good results obtained. (See G 3 o.) Mission six: led by Lt. Dickerson, up at 1305. Strafed motor traffic in the Kaiserslautern area. Good results. (See G 3 p.) Mission seven: led by Capt. Hledge, up at 1500, strafing motor traffic in the Kaiserslautern area. Results were good with 5 MT destroyed, 6 MT damaged, 3 buildings damaged, 1 half track destroyed, 5 staff cars destroyed and 3 damaged, 3 amphibious vehicles destroyed, three damaged, 3 HD vehicles damaged. Mission eight: squadron worked in the Kaiserslautern area and was led by Lt. Flowers up at 1615. Results were 4 MT destroyed, 11 damaged and 3 horse drawn vehicles damaged. Lt. Flowers was hit by

[redacted]

flak and forced down northwest of Kaiserslautern but was picked up by a column of armor and sent back to a first aid station where he was treated for wounds received. Mission nine: led by Maj. Duckmer, up at 1740, results were 6 MT destroyed, 10 damaged and one Tiger Royal tank damaged. Pfc Thomas C. Davidson was reduced to Pvt. per Summary 3.

20. The first mission of the day was a B-26 escort. The bombers were taken to the target but they were called off of their target and returned to base without bombing. Lt. Flood led the mission and was up at 0910. The second mission was an excellent one, destroying much MT traffic. Lt. Snell led the mission and was off at 1210. The MT's were found between Frankenstein and Bad Durkheim. (See F 6.) The third mission also accounted for a large number of MT's, these were in the Landau area. Capt. Jones led the mission and was off at 1530. (See G 3 r.) Squadron activities normal.

21. The squadron was released for rest and maintenance today. The pilots and planes certainly are in need of a rest from the continous strain they have been on. Lt. Wm. M. Malcolm, who was previously transferred to 12th Fighter Group for Intelligence work has been reassigned to this squadron.

22. After a day of rest the squadron conducted eight missions all of them air cooperation and armed recce. The first mission was up at 0730, Lt. Schuele leading. They attacked targets along their recce route and claim 2 buildings damaged, one loco damaged, 48 RR cars damaged, two MT attacked, one MT destroyed, one damaged and one AT vehicle destroyed. Second mission: Capt. Walston leading, up at 0815, bombed town of Vollmesweiller with the claim of four buildings destroyed, six damaged. Third mission: Capt. Allsage leading, up at 1045. Bombed coal cars in a small MY near Neuchal, claim 5 cars destroyed, one damaged and 1 rail cut. Fourth mission: led by Capt. Jones, up at 1045, attacked targets along the recce route in the Karlsruhe area. Claims were good and much equipment was destroyed. (See G 3 s.) The fifth mission was led by Capt. Snell and up at 1430, on armed recce in the Karlsruhe area and claims are these: 10 RR cars destroyed, 25 damaged, 1 MT damaged, 1 building destroyed and one damaged. Sixth mission: led by Lt. Schuele and up at 1430. They attacked targets along recce route in the same area and accounted for 4 box cars, destroyed and 2 damaged, 1 MT destroyed, 2 buildings damaged and 1 MY attacked. The seventh mission was off at 1731 and led by Capt. Jones. They attacked rail equipment in the Heidelburg area and claim 2 MY attacked, 24 RR cars damaged, 4 destroyed, 1 building destroyed and three flak positions damaged. The eighth mission was just about the same as the others of the day. Lt. Gallaher led and was off at 1731. Claims: 2 MY attacked, 2 RR cars destroyed, 2 RR cars damaged, 2 buildings damaged. 2nd Lts. Samuel R. Catliff, Stephen Wilkerson, Thomas W. Miller, Khaled C. Labalan were assigned to the squadron on flying status.

23. A change in the number of aircraft on each mission gave us four sixteen ship missions today. The first was to attack a RR bridge at Bietigheim, direct hits were observed on the bridge and five craters were made but spans could not be knocked down. In all one bridge was damaged, two buildings destroyed and one locomotive destroyed. This mission was led by Lt. Schuele and was up at 0945. The second was led by Capt. Allsage and was up at 1230 on the same bridge.

[redacted]

They put a few more hits on it but no other results were observed. The third mission started for the bridge and were given four airfields near Stuttgart by the air-ground controller. They hit these but no results were obtained as there were no aircraft on the field. Capt. Ralston led the mission and was up at 1610. The last mission of the day was led by Capt. Jones and up at 1650. This mission went back to the bridge and had good results. Two spans were partially knocked out. The bridge is useless for traffic. Cpl. Earl Pedro reduced to pvt. orders of 55th fighter group.

24. Weather prevented missions and everyone stood by hoping the weather would clear, but the overcast remained all day. Squadron activities were normal.

25. The first mission was off at 0945 and led by Lt. Schuele. The mission returned to the bridge of 23 March and took another crack at it, inflicting greater damage. The second mission dive bombed the bridge at Heilbronn placing six direct hits on the bridge and damaging it. An oil storage tank was strafed and exploded. 20 boxcars were strafed and damaged. This mission was led by Capt. Belvidge and was up at 1205. The third mission was led by Capt. Ralston and up at 1525. This mission was an armed recon mission in the Worms--Heidelburg-Heilbronn area. Results were good; attacking and destroying MT's (See # 3 t.). Sgt. Joseph Marchetello and Pvt. William M. Featherwood assigned to the squadron.

26. The first mission took off at 0625 and was led by Lt. Crawford. The mission was an armed recce in the Weissenburg--Worms area. Good results were obtained and much MT traffic was destroyed. (See # 3 a.) The second mission was a fighter sweep over the beach head across the Rhein. The mission was led by Maj. Buckner and off at 0805. The mission was without event. The third mission was an armed recce in the Karlsruhe--Heilbronn area. The mission was led by Capt. Ralston and scored good results. 2 LP were damaged, 1 MT vehicle destroyed, 2 locomotives destroyed, 1 locomotive damaged, four RR cars destroyed, 12 damaged, two rail cuts and 1 MY attacked. Up at 1650. The fourth mission was a fighter sweep over the Rhein led by Lt. Flood. Up at 1153 and the mission was without event. The fifth mission was led by Lt. Drummond and an armed recce. The mission got off at 1805 and made the following claims: four MT destroyed, 7 MT damaged, 4 staff cars destroyed, 1 locomotive damaged and 2 RR cars destroyed. The sixth mission was another fighter sweep over the Rhein and was without event. Led by Lt. Gallaher and up at 1940. The seventh mission was an armed recce in the Heilbronn area with Capt. Dudley leading. Up at 1755. Good results were obtained in attacking MT. (See # 3 v.). Squadron activities normal.

27. The first mission was led by Lt. Schuele and was off at 0610. The squadron's mission to a target of motor transport by RCM reconnaissance. This was in the Heidelburg area and the results of the mission were good. (See # 3 w.). Weather only permitted one more mission and it was off at 0840, led by Lt. Pickerton. The target for the town of Pankheim was given by the controller. All bombs were in the town and the claim of 15 buildings destroyed and five damaged was made. Squadron activities normal.

28. One mission got off but was not able to operate against any targets because of weather. The controller gave the squadron a fighter sweep and they worked through the overcast. Capt. Ralston led the

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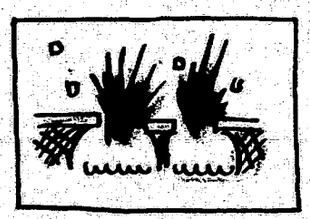
mission [illegible] at 1425. The pilots received their instructions [illegible] at 1425. The pilots received their instructions to [illegible] and the U. S. Command Airdrome [illegible] at 1425. [illegible] Airdrome [illegible] at 1425. [illegible] at 1425. [illegible] at 1425.

THE FIGHTING 365

EXTRA EXTRA

CLAIMS FOR MARCH

FLASH



ONE BRIDGE DESTROYED
6 DAMAGED

ONE CANAL LOCK DESTROYED

4 VESSELS & BARGES DEST
2 DAM.

FACTORIES - BUILDINGS
HANGERS

236 DEST - 244 DAM.

3 DUMPS DEST
4 DAM.

6 LOCOS DEST. 17 DAM

NINE M/Y ATTACKED

41 RAILROAD CUTS

141 RAILROAD CARS DEST

367 DAMAGED

GUN POSITIONS
7 DEST. 68 DAM

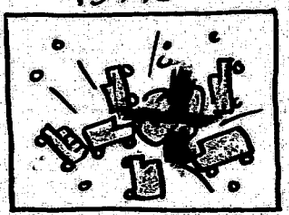
ONE RADAR STATION
DAMAGED

98
MISSIONS

2228
OPERATIONAL HOURS

906
SORTIES

BOMB TONNAGE
497 1/2

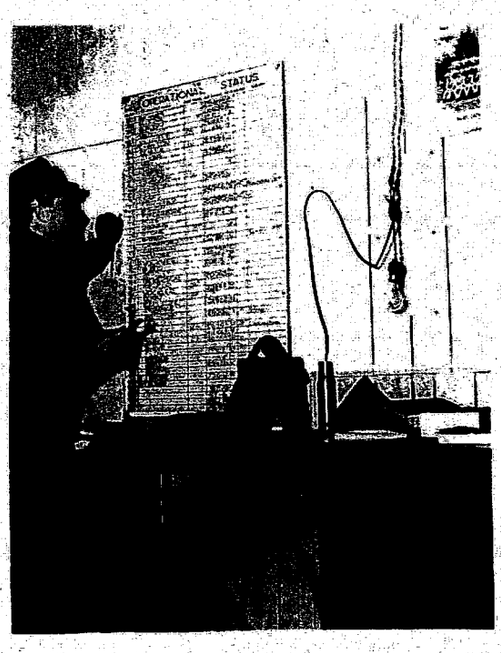


MILITARY TRANSPORTS
369 DESTROYED
425 DAMAGED

ARMORED VEHICLES & TANKS
23 DEST. 30 DAM.

52 HDV DEST. 55 DAM.

17 ROAD CUTS



OPERATIONS: Captain James C. Elledge, operations officer, looks over the operations status board, determining the pilots and planes available for the next mission. A close check is kept upon the pilots and planes so that at all times a clear and concise picture is had of the squadron's status. This permits pilots to be ready for the next mission and to have their ships assigned in advance so that as soon as a mission lands they are able to take off immediately.

SECRET

CHECKING AMMUNITION: Lt. Breitowich and M/Sgt. March, armament, check the linking of the ammunition before it is loaded on P-47 planes. This assures perfect firing when the pilots engage the enemy and the pilot can feel secure in the cockpit knowing that his guns are in perfect firing condition. Lt. Breitowich and Sgt. March have earned the Bronze Star Medal for their untiring work and devotion to duty in operating their department and in direct support of the combat operations against the enemy.

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SECRET

LOADING BOMBS: Here a group of Armament men load bombs for the next mission. The loading of bombs has been worked down to a science so that as soon as the planes are down ffom a mission they are loaded and are operational in a few minutes for the next mission. The men here are Cpl. Caron, Sgt Weiss, Sgt. Maxwell, cpl. Tomaszewski.

SECRET

0502

[redacted]

INSPECTION DAY: A perfect score was rung up by the squadron on this inspection day, having a "Superior" rating in living sites, administrative sites, and teck sites. Lt. Col. Bartnick, Group Executive Officer, is being shown around the area by Captain Guthrie, Squadron executive Officer and Captain Henly, Squadron Adjutant,

[redacted]

0503

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Any GUM -- Avez vous: A military police of the Group stops on his tour of the city to check the affairs of the town. Here a couple of the younger set of the city are busily engaged in satisfying their sweet tooth. People of this town in France have made the soldiers very welcome and have created a small home for them.

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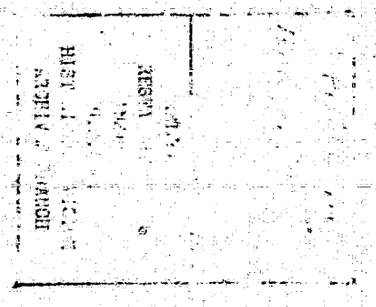

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HISTORY
• FOR APRIL 1945 •

SQ. HISTORY APR. 1945

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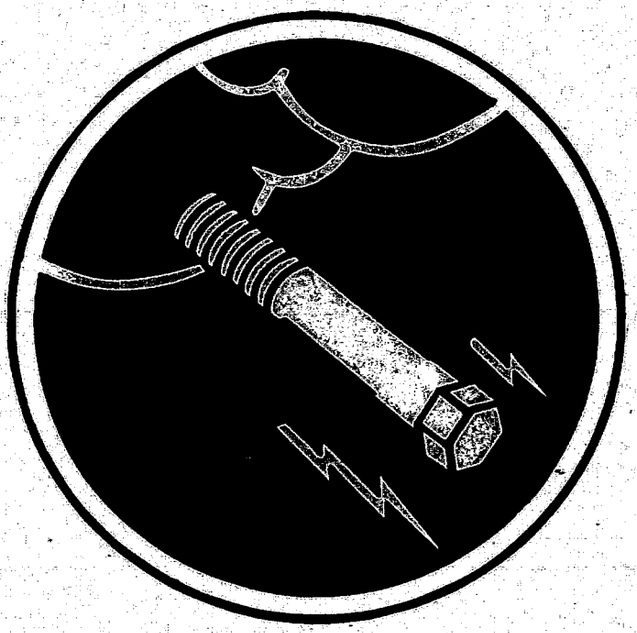

• 365 FIGHTER SQUADRON •

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SECRET

U N I T H I S T O R Y

365th Fighter Squadron

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Chain of Command

Air Force	1st Tactical Air Force (Provisional)
Command	XII Tactical Air Command
Wing	64th Fighter Wing
Group	358th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 April 1945 through 30 April 1945

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OUTLINE HISTORY, 365th Fighter Squadron, 358th Fighter Group

A. Present Designation: 358th Fighter Group

B. Changes in Organization:

(1) Nil.

(2) Nil.

(3) Changes in Command: Commanding Officer, Major JOHN H. BUCKNER, transferred from this squadron to XII TAC. Captain THOMAS M. HERGERT, assigned as Squadron Commander. Date of transfer and assignment , 19 April 1945 at 1300 hours.

(4) Nil.

(5) Nil.

C. Strength: 60 Officers, and 244 Enlisted Men.

D. Present Station: Air Strip Y-79, Sandhofen, Germany, since 7 Apr 1945.

E. Movements: (For complete details of move see Supporting Documents, War Diary #2.

(1) From A.L.G. 90, Toul, France, advance party on 4 April 1945

(2) From A.L.G. 90, Toul, France, operational planes on 7 April 1945

(3) From A.L.G. 90, Toul, France, rear party on 10 April 1945

F. Campaigns: Nil.

G. Operations:

(1) The squadron participated in dive bombing, bombed escort, armed reconnaissance, special bombing missions, air cooperation and fighter sweeps. Operations were difficult during the first six days of the month due to the great distance our planes had to travel to reach targets. Our ground troops had advanced to such an extent that it took all the gas consumption we had to reach them, make a bombing run and then immediately return to base. Those days were spent in supporting the ground troops attacking towns, strong points and troop concentrations. One city in particular we worked on was Aschaffenburg. The infantry division we supported on this mission named the town "Hillman City" for our group. The remainder of the month we worked on close support, armed reconnaissance, fighter sweeps, and escort missions. On these we destroyed buildings, motor trucks, railway equipment and enemy positions. A few special missions brought excellent results in destroying a specific targets. Toward the latter part of the month the program of attacking German airfields was adopted to knock out the last remaining power of the German Air Force. We hit a number of fields and built up a score of enemy airplanes on the ground. Our purpose for the month was to

0510

knock the last remaining supports out from under the German Army and cripple their retreat so as to bring a quick end to hostilities.

(2) Number of missions for April were 78 and the total number of sorties flown was 817.

(3) Outstanding Missions:

(a) Missions of 1 Apr 45 against Targets of Opportunity

1. To disrupt enemy transportation and supply system

2. Attacks were made in the area of Bayreuth and the following claims were made: 3 locomotives destroyed and 3 damaged. 4 RR cars dest and 62 dam. 15 MT dest and 3 damaged. 15 HDV damaged, 15 horses killed, 3 trailers dest., and 1 trailer damaged. 1 barge dest, 1 motorcycle dest, 1 road cut and 1 rail cut.

3. Nil.

(b) Mission of 6 Apr 45, Close Cooperation with Gd. Controller

1. To attack enemy front line troops

2. Attacks were made in the Forschiem area and the following claims were made: 3 buildings dest and 2 dam., 1 loco damaged and 2 damaged, 14 RR cars dest and 28 dam., 2 rail cuts, 1 M/Y attacked, 2 HDV dest., 1 MT damaged.

3. Nil.

(c) Mission of 7 Apr 45, Close Cooperation with Gd. Controller

1. To attack enemy front line troops and transportation

2. Attacks were made in the Bamberg area and the following claims were made: 5 MT dest., 2 Loco dest., 10 RR cars damaged, 3 staff cars dest., and 5 H.D.V. damaged.

3. Nil.

(d) Mission of 8 Apr 45, Armed Recon. of Area #5.

1. To attack transportation and supplies

2. 1 building dest and 3 damaged, 10 RR cars dest and 63 damaged, 16 guns damaged, 1 loco dest and 2 damaged, 10 MT dest and 12 MT damaged.

(e) Mission of 8 Apr 45, Armed Recon. of Area #5.

1. To attack transportation and supplies.

2. Attacks were made in the Bamberg area and the following

claims were made: 14 MT dest., 3 MT damaged, 1 building dest., 1 Loco dest., and 1 Armored vehicle damaged.

3. Nil.

(f) Mission of 8 Apr 45, to strafe Ingolstadt A/D.

1. To strafe enemy aircraft on the ground

2. The following claims were made: 3 buildings damaged, 1 light flak gun damaged, and 1 building destroyed. The A/C claims were: 4 Me 110s dest, 2 Ju 88s dest, 2 Me 109s dest, 1 Me 110 damaged, 1 Twin engine unidentified dam.

3. Nil.

(g) Mission of 11 Apr 45, against Targets of Opportunity in the Bayreuth area.

1. To destroy enemy transportation and supplies

2. Claims were made as follows: 2 rail cuts, 2 loco dest, 10 locomotives damaged, 1 RR car dest, 79 RR cars damaged, 9 building dest and 7 damaged, 3 MT dest, 1 RR control tower damaged.

3. Nil.

(h) Mission of 11 Apr 45, against Targets of Opportunity in the Stuttgart - Ulm areas.

1. To destroy enemy transportation and supplies

2. The following claims were made: 12 MT dest and 13 dam, 1 building dest and 1 loco dest, 6 RR cars damaged and 1 track cut.

3. Nil.

(i) Mission of 11 Apr 45, against Targets of Opportunity in Area #5.

1. To disrupte communications and supply lines behind enemy lines.

2. The following claims were made: 1 HDV dest, 1 steam-roller dam, 7 MT dest, 1 tank damaged, 6 building dest and 24 buildings damaged, 1 M/T attacked, 8 Box cars damaged, 2 control towers damaged, 3 box cars dest and 1 roundhouse damaged.

3. Nil.

(j) Mission of 16 Apr 45, Armed Recon. of Area #4.

1. To attack targets of opportunity

0512

2. The following claims were made in the Bamberg area: 3 buildings dest and 7 damaged, 1 radio tower damaged, 1 tank dest, 1 AFV dest, 1 trailer destroyed, 1 Me 109 destroyed in the air.

3. Nil.

(k) Mission of 16 Apr 45, Armed Recon of area #5.

1. To attack targets of opportunity

2. The following claims were made in the Ingolstadt and Donauworth areas: 17 MT dest and 7 damaged, 3 buildings dest and 1 damaged, 1 trailer dest and 1 damaged, 3 H.D.V. damaged and 3 road blocks.

3. Nil.

(l) Mission of 16 Apr 45, Armed Recon in the Nurnberg area.

1. To attack targets of opportunity

2. The following claims were made: 10 MT dest, 3 German Jeeps dest, 3 staff cars dest, 1 HDV dest, 1 Motorcycle dest, 15 military personnel killed.

3. Nil.

(m) Mission of 17 Apr 45, to attack gun positions at T-4595.

1. To attack heavy gun positions (25) which were holding up our troops.

2. 12 M/T dest and reports from the ground forces said that all guns were silenced allowing our troops to take the P/W camp and liberate 13,000 allied P/Ws.

3. Nil.

(n) Mission of 17 Apr 45, Armed Recon in the Nurnberg area.

1. To attack targets of opportunity

2. The following claims were made: 10 MT dest., 14 MT damaged, 15 HDV dest, 11 buildings damaged, 1 loco dam., 10 RR cars damaged, 1 light flak gun dest., 1 M/T attacked.

3. Nil.

(o) Mission of 20 Apr 45, to bomb and strafe radar installation on the Austrain Border, at D-4575.

1. Important radar station guarding the approach of A/C from the South.

2. The following claims were made: 5 buildings damaged, including 1 large hotel, 2 towers damaged, 1 radar inst.

damaged.

3. Nil.

(p) Mission of 22 Apr 45, Armed Recon in the Reutlingen - Ulm Areas.

1. To attack enemy transportation and supplies in this area.

2. The following claims resulted from this mission: 47 MT dest, 10 MT damaged, 40 HDV dest, 60 HDV damaged, 37 RR cars dest, 25 RR cars damaged, 1 Loco damaged, 4 buildings damaged, 1 Ammo Dump destroyed.

3. Nil.

(q) Mission of 24 Apr 45, Air Cooperation with Gd. Controller.

1. To work with controller to attack enemy front lines.

2. The following claims were made in the Schwalbach area: 40 buildings dest, and 14 damaged, 5 MT dest and 1 damaged, 3 half-tracks dest, 1 tank dest and 1 damaged.

3. Nil.

(r) Mission of 25 Apr 45, Armed Recon in the Neuburg - Munich areas.

1. To attack enemy transportation and A/C on the ground.

2. The following claims were made: 1 tractor dest., 7 MT dest, 2 buildings damaged, 8 RR cars damaged, 1 loco destroyed, 1 RR cut. 1 Me 262 probably dest in the air, 1 Me 262 damaged in the air. The following claims were on the ground at Erding A/D: 5 He 111 on the ground dest and 3 He 111 damaged, 1 Me 109 dest, 1 Me 109 dam.

3. Nil.

(s) Mission of 25 Apr 45, Armed Recon in the Augsburg, Neuburg, Munich area.

1. 3 buildings damaged, 12 MT destroyed, On the ground at Neuburg A/D: 1 Ju 88 dest, 1 He 111 dest, 1 Me 109 dest.

2. Same as above.

3. Nil.

(t) Mission of 30 Apr 45, Armed Recon in the Munich area.

1. To attack target of opportunity and patrol area.

2. The following claims were made: 2 Me 108s in the air dest., 77 MT dest., 49 MT dam., 4 bldgs dest., 4 HDV dest., 1 loco dest, 3 staff cars dest., 1 lt. tank damaged.

0514

3. Nil.

(u) Mission of 30 Apr 45, Armed Recon. of Area #1.

1. To attack motor transports in the Neuberg Area.

2. The following claims were made: 36 MTs. dest and 27 MTs damaged., 3 Half-tracks damaged.

3. Nil.

H. Leaders of Outstanding Missions:

(a)	1 April 1945	Captain James E. Ralston
(b)	6 April 1945	1st Lt. Orin A. Wahl
(c)	7 April 1945	1st Lt. William H. Funderburk
(d)	8 April 1945	1st Lt. Arnold Gallaher
(e)	8 April 1945	2nd Lt. Michael M. Esser
(f)	8 April 1945	1st Lt. Arnold Gallaher
(g)	11 April 1945	Captain Howard L. Gurley
(h)	11 April 1945	Captain James E. Ralston
(i)	11 April 1945	1st Lt. Arnold Gallaher
(j)	16 April 1945	1st Lt. Hugh C. Curran
(k)	16 April 1945	1st Lt. Frederick C. Bishop
(l)	16 April 1945	1st Lt. William W. Crawford
(m)	17 April 1945	1st Lt. Arnold Gallaher
(n)	17 April 1945	1st Lt. Daniel S. Renner
(o)	20 April 1945	Captain Howard L. Gurley
(p)	22 April 1945	Major Thomas M. Hergert
(q)	24 April 1945	Major Thomas M. Hergert
(r)	25 April 1945	1st Lt. Wayman May
(s)	25 April 1945	Major Thomas M. Hergert
(t)	30 April 1945	1st Lt. Charles G. Dickerson
(u)	30 April 1945	1st Lt. Wadsworth S. Stone

I. Losses in Action:

(1) 1st Lt. John A. Carrels, 6 April 1945
(2) 2nd Lt. Max A. Burriss, 7 April 1945
(3) 2nd Lt. John C. Collier, 11 April 1945
(4) Captain James E. Ralston, 12 April 1945

J. Awards received during this period:

(1) 1st Lt. Gerald G. Lesley

(a) 21 June 1944 to 23 February 1945

(b) Aerial Operations

(c) Distinguished Flying Cross

(2) 1st Lt. Norman A. Schuele, Jr.

(a) 22 June 1944 to 27 February 1945

(b) Aerial Operations

(c) Distinguished Flying Cross

(3) Captain James C. Elledge

(a) 20 December 1943 to 29 January 1945

(b) Aerial Operations

(c) Distinguished Flying Cross

Lt. Renner being presented the Distinguished Flying Cross by the Group Commander, Col. Tipton.

0516

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War Diary, 365th Fighter Squadron, 358th Fighter Group, AIG Y-79, Mannheim-Sandhofen, Germany, April 1945.

1. The War Diary for the month of April begins with an excellent operational day with the squadron flying eight missions. The missions were air cooperation and armed reconnaissance in the area of Afschafenburg, Lohr and Wertzburg. The first mission was a special mission being four hours long and the squadron carrying 2 wing tanks and one 500 lb. bomb. The squadron worked in the Wertzburg, Bayreuth area and its principal task was to secure observations of enemy rail and motor movements. Along with this they were to attack what targets they found. Capt. Ralston led the mission and saw observations of rail and motor movements which were reported. There were also many good targets and the flights worked these over with the following results: 3 locos destroyed, 3 locos damaged, 4 box cars destroyed, and 62 damaged, 15 MT destroyed, 3 damaged, 15 HDV damaged, 3 trailors destroyed, 1 trailor damaged, 1 barge destroyed, 1 road block and 1 rail cut. This mission was off at 0615, landed at 1015 and in the target area from 0700 to 0940. No flak was recieved on the mission. (See outstanding missions in outline 3a.) The second mission was led by Lt. Crawford and bombed the town of Lohr. After bombing they strafed and destroyed MT. The total claims were 13 buildings destroyed, 20 buildings damaged and 13 MT destroyed. The third mission was air cooperation with the ground controller who gave the squadron a troop concentration in the woods near Aschafenburg. Lt. Brose led the mission and the squadron carried 16 260 lb. frags and 24 rockets. The mission was up at 1020 and in the target area from 1100 to 1200. All bombs were direct hits in the woods but it was impossible to make any observations as to the results. The squadron landed at 1315 all planes down safely. The mission was led byLt. Stone w.ich was the fourth mission for the day, and worked with the ground controller. They bombed RR tracks along the east part of town whioh were strong points and dug in troops. 16 260 lb. frag bombs were carried and all bombs were direct hits. Claims were 4 buildings destroyed and 3 damaged. The controller called the squadron leader and reported an excellent job done by the squadron. The time up was 1100, 8 P-47's, in the target area 1200-1300 and landed at 1355. The fifth mission was up at 1240 with 8 P-47's and was led by Lt. Blood. Again the work was with the ground controller and the target Aschafenburg. This town has been named "Hillman City" by the controller due to the 358th Fighter Group working on the town. This time the controller asked the squadron to bomb strong points along the RR and surrounding buildings. All bombs were in area and the claims were 6 buildings damaged. The controller called and said the bombing was a good job. 8 ships carried 16 260 lb. frags and only 14 were dropped as two bombs hung up. The time over the target was 1340 to 1435 and the planes landed at 1535. The sixth mission was led by Capt. Gurley and this mission worked with the controller who gave them the town of Zella to bomb. The squadron carried 15 500 lb. bombs but only 13 were dropped as two were jettisoned SE of our field because of the bombs arming themselves. The claims were 10 buildings destroyed, 6buildings damaged, and by strafing 2 MT damaged, 1 destroyed and 6 RR cars damaged. The squadron was off at 1400, landed at 1725 and in the area from 1450 to 1620. The seventh mission was off at 1440 and was led by Lt. Schuele. The squadron was in the target area from 1515 to 1610 and the ground controller gave them the target of Aschafenburg. 14 500 lb. bombs were dropped by seven planes and all were direct hits. The claims were 10 buildings destroyed and 6 buildings damaged. The squadron recced roads north east out of Aschafenburg but nothing was attacked so

returned to base landing at 1730. The eighth mission was led by Maj. Buckner who was given town of Aschafenburg. The squadron carried 42 100 lb. white phosporus but 3 failed to release and were returned. The claims were 1 building destroyed, 20 buildings damaged and 2 MT destroyed. The squadron was up at 1615 down at 1910 and in the target area from 1700-1800 with 8 P-47's. Squadron activities for the day were normal.

2. Weather played a role in hampering missions today. The first mission was off at 0700 and led by Lt. Blood but the weather was bad and the squadron had to ask for an egg basket. The egg basket was given at 0815 over Lohr and 8 planes dropped 16 500 lb. bombs. Time down was 0925. The second mission led by Lt. Lesley was off at 0 740 with 16 500 lb. bombs. The eight ships were able to get below the overcast and worked under the direction of the controlier. They bombed Aschafenburg a nd destroyed 14 buildings, damaged 8. After bombing they strafed and claimed 5 MT destroyed, 2 HDV damaged, 1 tractor damaged and 1 motorcycle destroyed. The time over enemy territory was from 0830 to 1000, and the planes were down at 1110. The third and last mission was off at 1045, 12 planes and Lt. Crawford leading. This was a bomber escort and the bombers had an excellent concentration of hits in the target area. Time down was 1325. Squadron activities were normal with everyone happy.

3. The skies were bad all morning, holding the planes on the ground until 1440. At this time 8 planes led by Capt. Ralston went over the overcast and found a hole. The worked in the Neustadt MY and claimed the following: 1 loco damaged, 12 box cars destroyed, 48 damaged, 1 MT destroyed and one MY attacked. Bombing was difficult due to the weather but through the leadership of Capt. Ralston 16 500 lb. bombs found their mark. Time in area was from 1540 to 1640 and the planes landed at 1755. Light scant flak was received from the target but no planes werehit. The second mission was led by Lt. Gallaher and they worked in the Lohr Gunzenhausen area. The squadron carried 16 500 lb. bombs and the eight ships dropped these on various targets. The claims were 8 MT destroyed, 2 rail cuts, 3 road blocks, 1 MT damaged, 1 building destroyed, 1 supply dump destroyed. The time up was 1400, in the area from 1450 to 1630 and the planes landed at 1725. Intense light flak was received from the target area but no planes were hit. Promotions, transfers and new men assigned were the activities of the day. Those assigned to the squadron were: Pfc's paul F. Gandolifi, James E. Salyer, Pvts. James H. Wicks, Cecil H. Jackson and August Hrabak. M/Sgt Harry E. Glavin was transferred to Hq. Sq. XII TAC. Good luck Harry ole boy and all the success and happiness in your new job. Pfc Edward H. Wolfe was promoted to Cpl and we extend our congratulations.

4. Good weather enabled the squadron to conduct seven missions today. The first was off at 0830 with 8 ships and Capt. Jones leading. This was a B-26 escort but due to weather we were not able to observe the results of the bombs. Time down 1050 and this was a 16 ship mission. The second mission was an air cooperation and armed recce and was led by Capt. Ralston. This mission took off at 1155 with 8 planes and worked with the ground controller bombing the town of Gemunden. 15 500 lb. bombs were carried and there were direct hits on the town destroying 10 buildings and damaged 10. The time in area was 1390 to 1430 and the squadron was down at 1525. The third mission was led by Lt. Renner. This mission was up at 1332, 8 planes and worked with the recce planes and the ground controller. MT and a town were hit with claims of 4 MT destroyed 5 MT damaged,21 buildings destroyed, 13 buildings damaged, 2 guns.

destroyed and 1 gun damaged. 14 500 lb. bombs were carried and the squadron was in area 1445 to 1545 and landed 1640. The fourth mission was up at 1200 with 8 P-47's and Lt. Stone leading. The squadron had 16 500 lb. bombs and dropped these on the town of Bad Kessingen, no results were observed due to overcast. The time in area was 1245 to 1400 and the squadron landed at 1450. The fifth mission was led by Lt. Gallaher and attacked MT and a town under the controllers direction. The claims were 6 buildings destroyed, 11 damaged, 1 road block, 1 MT destroyed, 2 damaged and 5 HDV damaged. Time in area was 1645 to 1745 and the squadron landed at 1845. The sixth mission was up at 1615 and worked in the Lohr area destroying MT and buildings. 6 planes participated on the mission dropping 11 500 lb. bombs. The claims were 9 buildings destroyed, 1 half track destroyed, 7 MT destroyed, 1 damaged, 1 HDV destroyed. Time in area was 1715 to 1740 and squadron landed at 1840. The seventh mission worked on the town of Gemunden and destroyed 10 buildings and damaged 6. This mission was led by Capt. Ralston and up at 1730 landing at 2000. 14 500 lb. bombs were dropped and the squadron worked in the area from 1815 to 1915. Three of our pilots were happy today as they started our on their journey home. They have been flying combat mission since last May and have over 250 combat hours. These pilots were 1st Lt. Gerald C. Lesley, 1st Lt. Norman A. Schuele, and Capt. James C. Elledge. Good luck fellows and have a good time in that thar states. Movement from this station, ALG A-90, began today with the advance elements starting out at six in the morning. Our new base is to be Y-79, 5 miles north of Mannheim. It is not known just when the planes will leave and operations will be set up on the new base.

5. Four missions got off today and the first one was led by Lt. Stone. This mission worked with the ground controller and bombed the town of Hammelburg. The 8 ships carried 16 500 lb. bombs which were direct hits on the town. After bombing some MT were strafed. Working time in the area was from 0935 to 1015. Total claims for the mission were 15 buildings destroyed, 15 buildings damaged, 4 MT damaged and 1 staff car destroyed. Time down was 1125. The second mission was led by Lt. Curran and they bombed a MT at Windsheim. 16 500 lb. bombs were carried and the eight planes all had direct hits in the yard. The claims were 1 loco damaged, 15 box cars destroyed, 25 box cars damaged and 1 MY attacked. Times for this mission were: Up 0830, in area 0930 to 1030, down 1155. On this mission flak was encountered and three of our planes were hit. Lt. Malcolm's plane was forced to belly in on a cub strip at Hartheim. (See supporting documents of War Diary #1) The third mission was led by Capt. Ralston and worked under the direction of the controller. The town of Windheim was given and 15 buildings were destroyed and 15 buildings damaged by the 11 500 lb. bombs. The 8 planes worked in the area from 1300 to 1415 and landed at 1513. The fourth and last mission was led by Lt. Brose and they were given the towns of Windheim and Waitzenbach to bomb: 14 500 lb. bombs were dropped by 7 planes and 16 buildings were destroyed and 20 buildings damaged. After bombing they strafed and destroyed 1 MT and damaged 1 half track. Time in area was from 1340 to 1440, taking off at 1245 and landing at 1535. Squadron activities consisted of further prepartations for the move.

6. Three missions took off today and all were air cooperation and armed recce. The first mission weather was poor and Lt. Wahl leading worked in the Bamburg, Forcheim areas. Here he found RR movement which he attacked. The 8 planes dropped 16 500 lb. bombs and also

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strafed with the following results: [redacted] buildings destroyed, 2 buildings damaged, 1 loco damaged, 2 locos destroyed, 14 box cars destroyed, 18 box cars damaged, 2 rail cuts, 2 HDV destroyed, 1 MT damaged and one MY attacked. (See G3b). The time up was 0645, in area 0745 to 0850 and down at 0950. Lt. Carrels while strafing a MT crashed and exploded. The plane was demolished by the impact. The second mission led by Lt. May was up at 0805, in area from 0915 to 1020. The bomb load was 15 500 lb. bombs. In the area the squadron was broken up by an overcast and the results of the planes are as follows: 3 planes returned to base with bombs, 3 planes received an egg basket from the controller and dropped their bombs on a town, 3 planes worked in the Crailsheim area and bombed warehouse in a small MY--claims were 3 buildings destroyed and two buildings damaged. Time down was 1120. The third mission was led by Capt. Gurley and off at 1150. Time in the area was 1245 to 1400 and the 8 planes carried 14 500 lb. bombs. Due to trouble in receiving the controller in securing an egg basket the squadron was forced to return their bombs to base. Time down was 1525. Squadron activities normal.

7. Weather prevented missions this morning and at noon the planes took off and landed at the new field Y-79 and became operational there. The first mission took off from the field at 1415 and worked with the ground controller. Lt. Gibson led the mission and bombed the town of Ettleben. 14 500 lb. bombs were dropped by the 8 planes and 15 buildings were destroyed and 10 buildings damaged. 21 rockets were fired at nearly all gun positions but no results were observed. Lt. Burris was hit by theintense flak from the area and although no one saw him crash, an oragge tail plane could be seen burning on the ground after he called in that he was hit. Time in the target area was 1500 to 1530 and the planes landed at 1615. The second mission was led by Lt. May and the 8 planes were off at 1445. The controller gave them the town of Steinbach on which they dropped five bombs and expended six rockets. After bombing they strafed the town twice and the claims were 21 buildings destroyed, 25 buildings damaged and one tank damaged. Time in the area was 1530 to 1615 and time down was 1645. Light flak was received from the target and 2 planes were hit but not seriously. The third mission was led by Lt. Funderburk and not having any bombs the controller told them to continue on the recce. Time up was 1700, in area 1740 to 1820 and down at 1900. The area worked over was Bamberg Neustadt and the claims were 5 MT damaged, 2 loco destroyed, 10 box cars damaged, 3 staff cars destroyed and four HDV damaged. (See G3c) Movement of the squadron continued by truck and air. Arriving at the new base was an experience as it is the first time on German soil. For full details of the squadron set up see Supporting Documents of War Diary #2.

8. Missions started out as usual today with the first mission getting off at 0735. Lt. Renner led this mission and it was attacking the Ingolstadt airfield. Due to the compass being out on the squadron leaders airplane, the target was not reached and they worked over rail transportation. 15 rockets were fired and the results were 1 loco destroyed and 1 damaged, 1 box car destroyed and 35 damaged, and 1 building damaged. The 12 ships were in the area from 0800 to 0930. The second mission was led by Lt. Gallaher and had 24 rockets which fired at an ordnance depot east of Nurnburg. After attacking this alternate target they concentrated on rail and motor transportation. (See G3d). Time up for the 8 planes were 1100, in area 1145 to 1245 and down at 1330. The third mission was led by Lt. Esser and they expended 15 rockets on the MT's

and then strafed other MT in area. Results were good and the 8 planes worked in the area from 1145 to 1300 and landed at 1340. (See G3e). The third mission was led by Lt. Renner and up at 1425. The ground controller sent them south of the Nurnberg area to look for 3000 German military personnel but these could not be located. No claims on the mission. The 15 planes were in the area from 1440 to 1645 and were down at 1705. Squadron activities normal. The fifth mission was a fighter sweep on Ingolstadt airfield. The mission was led by Lt. Gallaher and up at 1755. As the attack was made on the field light intense flak was encountered and three planes were hit but not seriously. Lt. Funderburk was hit before making his attack but he strafed and destroyed a Ju 88 and a Me 109. Other individual claims were: Lt. Gallagher, Me 110 destroyed; Lt. Collier, 1 Me 110 destroyed; Lt. Wilkerson, 1 Me 109 destroyed; Lt. Volkmer, 1 Ju 88 destroyed; Lt. Volkmer, 1 TE unidentified damaged; Lt. May, 1 Me 110 destroyed; Lt. Atkins, 1 Me 110 destroyed; Lt. Scott, 1 Me 110 damaged and claims for a-d, 3 buildings damaged, 1 building destroyed, 1 flak gun damaged. An air raid warning was sounded at 2200 but no attack was made.

9. The mission for the day started out with an air cooperation mission with Capt. Gurley leading. No bombs were carried and the controller asked the squadron to strafe buildings in the Heilbronn area. This was done and the claims were 5 buildings damaged and 1 MT destroyed. Time up was 0630, in area 0655 to 0755 and down at 0815. The second mission was led by Lt. Stone and was a B-26 escort which was up at 0950. The B-26's bombed a wooded area and a good concentration of hits was observed with large explosions resulting. Time down was 1205. The third mission was led by Lt. May and was escort to C-47's. The C-47's were flying supplies to Crailsheim airdrome to supply the 10th Armored Division which had been encircled by the Germans. All went well and the C-47's completed their mission without mishap. Time up 1640, down 1910.

10. The first mission was led by Capt. Ralston and was off at 0640. Time in the area was 0705 to 0910. Time down was 0930. The 16 ships carried 16 500 lb. bombs and these they dropped on rail traffic in the Dillingen-Donauworth area. The claims were 2 locos destroyed, 1 loco damaged, 3 box cars destroyed, 27 box cars damaged and three rail cuts. Time down 0930. The second mission was off at 1215 and led by Lt. Crawford. The mission was area patrol in the Crailsheim area. Some MT were spotted and these were attacked. No bombs were carried. Claims were 2 MT destroyed, 1 MT damaged, 1 building destroyed, 2 trailors destroyed, 1 damaged. Time down was 1530. Lt. Dickerson led the third mission which had 11 aircraft. 22 500 lb. bombs were carried but three were returned to the field. These were dropped on a quarry north of Ingolstadt which was suppose to contain MT and field pieces. Claims were 2 buildings destroyed, 9 buildings damaged. After attacking this target they strafed Ingolstadt airfield and claim 1 Me 109 damaged and 2 field guns damaged. Intense light flak was received and one plane received a couple of flak holes. Time down was 2040, and the squadron was in the area from 1845 to 2005. The squadron events for today: transferred Sgt. William J. Duffy to the 16th Reeinforcement Depot.

11. 16 P-47's led by Capt. Gurley took off at 0645 and made an armed recce in the Bamberg, Bayreuth, Regenstauf areas. Hunting was good here and RR traffic and MT were spotted. Results were good and many claims were made. (See G3g). Time in area was 0730 to 0910 and the squadron dropped 32 500 lb. bombs. Time down was 0950. Lt. Collier while

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attacking the target was hit by intense flak and crashed and exploded. This was in the Pegnity area. The second mission was led by Captain Ralston and was up at 1005. The 14 planes carried 28 500 lb. bombs which were dropped on MT and RR traffic. Claims for the mission were good. (See G3h). Time in the area was from 1030 to 1245 and the time down was 1315. The third mission was led by Lt. Curran and the 12 P-47's carried 10 500 lb. bombs and 11 260 lb. frag bombs. These were dropped on gun positions in the Ingolstadt area but no results could be obtained. After bombing, the squadron strafed and made the following claims: 1 building destroyed, 5 MT destroyed, 4 MT damaged, 4 HDV destroyed and 5 box cars damaged. The squadron was in the area at 1510 and were down at 1635. The fourth mission was led by Lt. Gallaher and the 12 planes carried 24 260 lb. frags. These were dropped on various targets in the Haszfurt-Lidtenfels area. Claims were good for the mission. (See G3i). Time in the area was from 1830 to 1930 and the squadron landed at 2015. Lt. Funderburk was hit by flak on this mission. He was seen to bail out and hit the ground. He then left his chute and headed for the woods. This was in the Ledtenfels area. Squadron activities were normal.

12. The first mission was led by Lt. Curran and got off at 1135. The sixteen planes carried 32 260 frags and these were dropped on an ordnance maintenance depot south of Ingolstadt. The claims were 5 buildings destroyed, 4 buildings damaged, 1 gas storage tank destroyed, 1 HDV destroyed. Time in the area was from 1230 to 1330 and the time down was 1415. The second and last mission was led by Capt. Ralston and worked in the Bamberg-Bayreuth area. This mission was up at 1610 and in the area from 1640 to 1745. The 16 planes carried 47 260 frags and these were dropped on movement in the area. Capt. Ralston on a bombing and strafing pass was hit by his own frags blast and crashed. His plane was seen to explode and burn. Time down 1900. Sgt. Orville Potter was assigned and joined from the 134th Replacement Depot.

13. Weather prevented missions today and everything was quiet. Squadron activities were normal.

14. Weather was still bad and the squadron was forced to remain on the ground. Again all squadron activities were normal.

15. The weather broke today and two missions were airborne. The first was led by Lt. Crawford and they worked in the Nurmberg area. These 12 planes carried 35 260 frags and dropped them on the following targets with the following results: 1 loco destroyed, 29 box cars damaged, 1 building destroyed, 1 rail cut, and 1 MY attacked. Time in the area was 0710 to 0815 and the squadron was down at 0900. The second mission was led by Lt. Dickerson and was up at 1350. This mission worked under the directi n of the ground controller and dropped 20 500 lb. bombs on Gailenkirchen. The 12 ships made direct hits and 19 buildings were destroyed and 4 buildings damaged. Time in the area was 1430 to 1620 and time down at 1650. Promotions for the pilots came thru today and congratulations were in order for George Borden, William Dunn and Everett Heald, who are now First Lieutenants.

16. The squadron had three missions today which were armed recces. The first was led by Lt. Curran and was off at 0915. On the first leg of the recce the ground controller called and gave a target. This was bombed and the results were two buildings destroyed and 7 damaged. After the bombing the controller called and said it was a good show. After this

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the controller asked them to strafe MT in the area which was south of Bayreuth. The following claims were 1 radio tower damaged, 1 tank destroyed, 1 half track destroyed, 1 trailor destroyed. Time in the area was 1000 to 1100. At 1115 the squadron bounced 1 Me 109. Lt. Gallaher attacked and the plane caught fire. The pilot bailed out and after he hit he ran into nearby woods. (See G3j). The second mission was led by Lt. Bishop and they located a concentration of MT 10 miles southwest of Nurnberg. Results were good. (See G3k). The 12 planes carried 24 500 lb. bombs and were off at 1235. They were in the area from 1325 to 1450 and landed at 1540. The third mission took off at 1615 and landed at 1910. 36 260 lb. frags were carried by 12 planes and these were returned. The controller had the squadron recce woods south of Nurnberg. Good results were obtained in hitting MT. (See G3l). Lt. Crawford led the squadron and was in the area from 1700-1810. Therewas more tough luck. Capt. Robbins was hit by flak and was forced to bail out in enemy lines. He was seen to land and run into the woods. Lt. Funderburk who went down on 11th of April returned today. He was taken prisoner by Hungarian troops and had many interesting experiences during his period of captivity. (See Supporting Statements of War Diary #3). Capt. Cox, squadron flight surgeon was transferred to the 367th Fighter Squadron and Capt. Pearlman, former 366th Fighter Squadron flight surgenn, became flight surgeon. Capt. Cox has been with us since the squadron was formed. We hate to see him go but every one knows Capt. Pearlman and the trade is a fair one.

17. The first mission was led by Lt. Gallaher and the ground controller gave a target of gun positions outside of Nurnberg. This was indeed an outstanding~~outstanding~~ mission as 13,000 Allied prisoners were released. For full details see Supporting Documents of War Diary #4. The squadron bombed the 88 MM. guns at an angle of 40 degrees and releasing at 300 ft. (See G3m). Time up was 0615, in area from 0700 to 0750 and down at 0845. The 12 planes carried 24 500 lb. bombs. The second mission was led by Lt. Renner and went on an armed recce mission in the Nurnberg-Sulbach-Schwandorf-Mabburg area. 9 500 lb. bombs and 42 rockets were carried of which 7 rockets were returned. Results were good as the squadron located MT and rail traffic. (See G3n). The mission was up at 0920, in area 1015 to 1115, and down at 1230. The third mission was a bomber excort. The bombers did not bomb while we were escorting them. They were bounced by Me 262's and our planes attacked them claiming 2 damaged. Time up was 1300 and down 1445. The last mission was led by Lt. Crawford and they hit the SE part of Nurnberg. Claims were 14 buildings damaged and 1 flak position damaged. The squadron was bounced by a Me 262 and this was attacked and damaged by Lt. Atkins. Time up was 1605, in area 1650 to 1745 and down at 1820. No bombs were carried. Capt. Jones, squadron operations officer was transferred to the 366th Fighter Squadron. Capt. Jones has done a good job for the squadron and we hate to see him go.

18. The first mission was led by Lt. Dickerson and was off at 0725. They recced in the area Nurnberg-donauworth-Ulm. Results were 2 buildings damaged and 1 HDV damaged. 24 260 lb. frags were carried and 12 rockets were fired. Time in the area was from 0815 to 0915. Time down was 0945. The second mission was led by Capt. Gurley and was escort to B-26's. The bombers did not bomb. Mission uneventful. Time up was 1117, down 1430. The third mission was led by Lt. Esser and they were given a town of Gaildorf to bomb. 12 500 lb. bombs and 7 rockets were dropped on the town. Good results were obtained with 10 buildings

destroyed and 6 buildings damaged. The squadron was up at 1800, in area from 1825 to 1905 and down at 1940. Major Buckner, squadron commander, was transferred to the XII TAC today. His leaving the squadron came as a surprise and everyone was sorry to hear the news. Captain Hergert has been assigned the duty as squadron commander. He comes with a high recommendation and we know that we still have the best of squadron commanders.

19. The squadron was released today so everyone had a day of rest. Capt. Gurley was assigned the duty of squadron operations officer and Capt. Gsell as squadron assistant operations officer.

20. The first mission was led by Major Hergert who contacted the controller and was given the town of Neumarkt. The load was 4 500 lb. bombs and 8 napalm fire bombs. The results were 15 buildings destroyed 10 buildings damaged and 4 MT damaged. The time up was 0900, in area 1000 to 1015 and down at 1110. The second mission worked with the ground controller and also bombed the town of Neumarkt. The load was 4 500 lb. bombs and 7 napalm bombs. Lt. Dickerson led the mission and was in the area from 1310 to 1445. The results were 15 buildings destroyed, 5 buildings damaged and 1 MT destroyed. The third mission was led by Capt. Burley and was up at 1610. This mission was against a radar installation that controlled all of southern Germany and Austria. The installation was located amid mountain peaks and valleys and was very difficult to locate and bomb. Capt. Gurley did an excellent job and all bombs did damage to the installation. A report received on the mission stated that the installation was silenced and that only communications from the station was by land lines. The claims for the mission were 5 buildings damaged, 2 towers damaged and 1 radar installation damaged. The 16 planes carried 32 500 lb. bombs, were in the area from 1645 to 1850 and landed at 1920. (G3o). Our new squadron commander was appointed Major today and we extend our congratulations to him. Good luck Major.

21. The first mission for today was up at 0714 and led by Lt. Renner. They worked in the Ingolstadt area and the controller gave them a target of Weiszenburg. They bombed the town with 12 napalms and obtained good results, 10 buildings were destroyed and 10 damaged. They strafed and destroyed 6 MT and damaged one, also 1 loco was destroyed and 4 RR cars damaged. The second mission was led by Lt. Bishop and they worked on MT in the Crailsheim-Geislingen and Ulm areas. Time up was 1105, down at 1325 and in the target area from 1140 to 1245. The 11 ships carried 7 napalm, and 4 500 lb. bombs. The results were 10 MT destroyed, 2 MT damaged, 9 buildings destroyed and 3 buildings damaged, 2 motorcycles destroyed and one HDV destroyed. Capt. Gutherie, our executive officer, received his majority today. Congratulations major. Capt. Robbins who went down on 16th April returned today and unfold many interesting experiences of his capture by the Germans. For full story see Supporting Statements of War Diary #5. The third mission of the day was led by Major Hergert but they were recalled due to weather. Time up 1430 and down at 1730.

22. The first mission off today received an eggbasket from the controller. Weather was bad and it forced Lt. Snell leader of the mission, to ask for this type of target. Time up was 1000, in area 1100 to 1145 and down at 1215. The bomb load was 3 500 lb. bombs and 8 napalm bombs carried by the 11 airplanes. The second mission was led

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by Major Hergert and his flight located many MT and HDV. Lt. Crawford's flight found an ammunition train and destroyed it. 12 planes were on this mission and they carried no bombs. Time up was 1715, in area from 1735 to 1830 and down at 1900. (See G3p). Squadron activities were normal.

23. The squadron was released today. A day of rest. Major Gutherie, executive officer, was transferred to the 366th Fighter Squadron and Captain Craft of the 366th took his plane.

24. Lt. Bishop led the first mission which was off at 0900. This was a B-26 escort and all went well. The bomber boys complimented the squadron on the efficient top cover they provided. Time down was 1145. The second mission was led by Capt. Gurley and took off at 1245. The TAC recce planes gave the squadron targets in the Schwabach-Donauworth area. Claims were 14 MT destroyed, 9 MT damaged, 1 staff car destroyed, 2 staff cars damaged, 1 trailor destroyed, 6 HDV destroyed and 2 HDV damaged, 1 road cut, 8 buildings destroyed. Lt. Snell attacked a Me 109 which he destroyed. 11 planes carried 7 napalm and 4 500 lb. bombs. Time down was 1535. Major Hergert led the third mission and this worked with the ground controller attacking the town of Graisbach. The 11 planes dropped 8 napalm bombs on the town and 3 500 lb. bombs. After the bombing and strafing the whole town was on fire and ammunition exploded. After bombing they attacked MT and claim 5 destroyed, 1 damaged and 3 half tracks destroyed and 1 tank destroyed, 1 damaged. (See G3q). Time up 1632, in area 1730 to 1830 and down at 1905. Squadron activities were normal.

25. Lt. May led the first mission of the day and attacked MT and airfields in the Neuburg, Munich areas. Results of the mission were good and many pilots destroyed aircraft on the ground. The following claims were made by the pilots: Lt. Brose, 2 He 111's destroyed and 1 Me 109 damaged; Lt. Scott, 1 He 111 destroyed, 1 Me 109 destroyed and 1 He 111 damaged; Lt. Snell, 2 He 111's damaged; Lt. Celauro, 2 He 111's destroyed; Lt.'s Dickerson and Volkmer attacked Me 262's in the air and Lt. Dickerson claimed one damaged and Lt. Volkmer 1 probably destroyed. (See G3r). Time up was 0640, down 0930 and in area from 0725 to 0845. The second mission was led by Maj. Hergert and they bombed and strafed MT and enemy aircraft. Major Hergert was hit by flak and forced to bail out behind enemy lines. Time upwas 1015, in area 1055 to 1215 and down at 1300. (See G3s). The third mission was led by Lt. Dickerson. They attacked an airdrome and destroyed and damaged many enemy airplanes. Lt. Diskerson, 1 Me 262 damaged; Capt. Gurley 1 transport aircraft damaged; Lt. Malcolm, 2 transport aircraft damaged, 1 Me 262 destroyed; Lt. Brose, 2 Me 262 damaged, 2 Storch damaged, 1 Me 262 destroyed, 1 Me 109 damaged; Lt. Scott, 1 Me 262 destroyed, 1 Me 262 damaged; Lt. Volkmer, 1 Me 262 damaged, 1 Storch destroyed; Lt. Atkins, 1 Me 262 damaged, 1 Storch destroyed, 1 Me 109 damaged; Lt. Wahl, 4 Me 262 damaged, 1 trasnport aircraft damaged, 1 Storch damaged; Lt. Esser, 1 Me 262 damaged, 2 Me 109 damaged; 1 Me 109 destroyed and 1 Me 109 damaged. Time up was 1350, down 1645 and in area from 1440 to 1555. Enlisted men and ground officers started for Paris today on three day leaves. This was the first of leaves since the squadron moved to Germany.

26. The squadron was released today for rest and maintenance. Another group of enlisted men went on 3 day leave today. This time it was to the Group rest home in Toul, France.

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27. Lt. Renner led the first mission today but the weather was bad and the squadron was forced to return to base. Time up at 0930 and down at 1030. At 1215, Lt. Renner again took the squadron out and this time succeeded in reaching the target. This was given by the ground controller and was the town of Schrobenhausen. They dropped 24 260 lb. frags bombs on the town and claim 10 buildings destroyed and 20 buildings damaged. 2 MT were strafed and destroyed. Time in the area for the 12 planes was 1255 to 1400 and they landed at 1450. Squadron activities were normal. Everyone welcomed the return of our squadron commander, Major Herbert. He had many a tale to tell about his experience when he returned, especially the German aircraft he flew back. (For complete details see Supporting Documents of War Diary #6).

28. The only mission for today was led by Capt. Gurley. This was off at 1655 but the weather was bad and the squadron was forced to return to base. Time down was 1800. F/O Leon V. Gibson received his commission today so we say congratulations to you 2nd Lt. Gibson, may you soon see your 1st come thru.

29. The squadron was released today so a rest and sleep for the pilots. New pilots were assigned to the squadron. These were 2nd Lt.'s Harold C. Zemp, William H. Harwood, Richard D. Phillips, Thomas E. Meritt, and Alfred E. Wagner.

30. The last day of the month brought forth two missions and both very good. The first was led by Lt. Dickerson. This was in the Munich area. 12 260 lb. frags were carried and these were dropped on MT. 12 ships were airborne at 0830, in the area 0930 to 1110 and down at 1150. Lt. Volkmer attacked 2 Me 109's in the air and destroyed them. Good work Volkmer. (See G3t). The second mission was led by Lt. Stone and they attacked MT in the Munich area. 24 120 lb. frags were carried by 12 planes. Time up 1553, in area from 1650 to 1805, and down at 1900. (See G3u). Squadron activities were normal. So ends another month of operations of the squadron. This month was a good one and the enemy was hit hard. From the way the armies are advancing it is doubtful if the squadron will have another month of operations. The war should be finished up someti e next month. Let us hope so anyway.

0526

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SUPPORTING DOCUMENT [redacted] DIARY #1

1st Lt. William W. Malcolm had an interesting experience when he was forced to belly in on a mission in Germany. He was aked to write up his experiences on this occasion and below is given a copy of what he went through and how he fared during the time.

"We were strafing a small L/Y at Windsheim early on the mornign of 5 April 1945. After my last pass I noticed an oil streak on my left elevator and a river of oil running down my left wing root, but I still had an oil pressure of 70 pounds.

I called the Squadron Leader and told him that I was heading out and setting course to the nearest point on the bomb line. In three or four finutes my oil pressure was down to 40 pounds, so it was evident that the engine would soon be out of oil and that a landing would have to be made in the next two or three minutes. I hopped from one field to another until I found myself over a small flying field which was full of bomb craters and plow furrows. However there was a small strip running among the craters and plough furrows. However, there was a small strip running among the craters, which looked as though it might be possibly a place for a wheels down landing.

I asked Lt. Gallaher, who was leading me out, to buzz the field and see if it was long enough, free of ruts, and of good surface. His advise was to "belly in". I had made a circle of the field and agreed that a belly landing was the landing to make. I circled again to choose my landing pattern, made my approach and landed with 20 pounds of oil pressure.

I waited on the wing of my plane for help to come. A cub circled the field, landed and taxied over to my ship. A Lieut. stepped from the plane and after hearing my story he told me that he would fly back to his field, which was 20 minutes away and phone for guards for the plane. That was at 1030.

There was an enlisted man on the field who gave me food, but had to leave to rejoin his unit which had moved a day or two before. It was a beautiful day with brilliant sunshine and a few clouds, the grass was green and spotted with pretty flowers. The birds were chirping in the trees and I could hear 25 or 30 German civilians urging their plough teams to move faster. The summer breeze was also quite warm, so I settled down for a pleasant wait for my guards.

About two o'clock that afternoon the clouds began to thicken and the breeze became cold and sharp. At three o'clock it started to rain so I climbed into the cockpit and tried to keep away from the rain dripping through the canopy. For thirty minutes I kept the canopy clear of moisture so that I might keep my eye on the civilians. I was beginning to feel quite alone and it was a very unpleasant feeling. About 1545 something prompted me to turn around and there, not 20 yards away were several men carrying hoes and rakes, coming toward me with no intention of stopping. I whipped back the canopy and motioned them away with my left hand while i heald my cocked .45 in my lap with my right. They stopped short, evidently taken by surprise; muttered a few words and finally said "BAH" and pretended to spit

[redacted]

over their shoulders. Their faces showed that they were unhappy about me and my Orange Tailed plane. While they were milling around I destroyed the IFF and waited for further developements -- there were none. However even though there were no more incidents the remainder of my wait was exciting. A raindrop would hit the canopy and run down the side -- I would snap my eyes in that direction, think that some one was making a dash for me. Trees looked like people and the farmers shouting at their teams sounded like someone leading an attack. I was very happy when a jeep came across the field with a MP Captain and two guards.

[redacted]

SUPPORTING DOCUMENT TO WAR DIARY #2

On the morning of 4 April 1945 the advance echelon of the 365th Fighter Squadron departed from the Advance Laning Ground A-90 and proceeded to its new field Air Strip Y-79, Sandhofen, Germany. A new experience in store for those on this convoy for they were about to enter into territory which has been fought for, for several years. The thing we have all dreamed of, to be able to move into the enemies territory, operate from there and push them back into pockets which will not have the equipement or the strength to fight. Of course every member of the squadron hated to leave Toul, France as many friendships had been made and also France was a land of liberty which could be roamed around in at will. Now the only liberty that will be enjoyed will be passes back to France. But no one minds as this move means that we are just that much closer to victory and the end of the war in Europe. The first of the men to leave went by truck and then after that small groups of men and equipment was tranported by plane. This continued until the 10th of April when the last of the plane loads and the truck convoys had arrived at the new base. Operations of the fighter planes continued at the old base until the night of the 6th and the next morning weather held them down. The weather cleared at noon and the planes took off for the new field. As soon as they landed they were scheduled for a mission and operations from the field began. They flew three missions this day and in all it was a good record as only limited facilities were available for operations.

Looking at our new base we see that it was a former German Airfield and at one time was quite a beautiful field. Of course that was at one time as the field has been worked over by our bombers and all that one can see is destruction. Barracks areas, hangars and operational buildings are either completely destroyed or severely damaged. There are bomb craters on the field and from the air it appears as if the ground was plagued with the pox. However some of the buildings are useable, that is parts of them are and in these the squadrons of the group and the group have set up their operations and quarters. Some of the departments are in tents, such as communications, armament, ordnance, the orderly room, quartermaster supply and the medics. Operations and Intelligence and the Engineering offices have been set up in buildings. Intelligence office and the operations office are in the same room and are able to facilitate quick communications between them. Also intelligence has an interrogation room and a room which they prepare and store their maps. The pilots have large room which has been stocked with furniture, table and other conviences such as radio, phonograph player, cards and magazines. In this connection a snack bar has been set up for the pilots and here they are able to fix themselves a snack at any time of the day. The planes are all located in one area and the departments dealing with them are nearby. The enlisted men's living area is located in a sandy hollow and many trees provided good camouflage for the tents. Tents are fixed up so that they are as convient as possible and provide a fairly comfortable living abode. The orderly room, quartermaster supply and the medical section are located in the area and are convient for all the men. The officers quarters are located in the area and are convient for all the men. The officers quarters are located a quarter of a mile away and are set up in an old German barrack. The rear of the building

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hr s been damaged by bombs but the front hald is usable. Here there are from two to four officers per room as the size of the room permits. One room was set aside for the officers club and it has been furnished with what German material that is available. A bar was built and a poker table with other tables and chairs for other types of receration. Ration liquors and German beer and wine is served for a nominal fee. Recreation for the enlisted men on the field provides a Chateau Non-Comissioned Officers Club where they are able to obtain liquor, beer and wine. Also the Red Cross is set up and serves coffee and do-nuts. A-Z has been established and officers and enlisted men obtain their weekly rations. The movie house has a good variety of pictures, many of them being late productions in the states and these are run three times a night at 1800, 2000 and 2200. Three or four French stage productions have been given and each has been very good and has been enjoyed by the men. In all even thought the men are not able to get off the base there is considerable recreational activity to keep them busy. Sports are in abundance also and baseball games have been started plus tennis, weights and other events. With leaves to France starting and the activities on the base and work, the men have a full days program.

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SUPPORTING DOCUMENT TO WAR DIARY #3

Below is the narrative of 1st Lt. William H. Funderburk's experiences during the time he was in enemy hands. From the things he tells he really had an exciting and interesting time during his captivity.

Lt. Funderburk leading a flight on the 11th of April 1945 was hit by enemy flak in the Lidtenfels, Germany area. He was attacking a marshalling yard when his engine was hit and oil spurted all over the canopy. After limping for 50 miles, the engine froze at 1,000 feet and he had to go over the side and landed Southwest of Scheszlitz. When he landed his eyes were filled with oil and it was difficult to see. He tried to wipe it out with one hand and get at his revolver with the other just in case there might be trouble, for he expected that people in the vicinity had seen him bail out. But it was to no avail to try to protect himself as soldiers appeared on the spot immediately and took his gun away and led him to their headquarters. One of the soldiers spoke French so Lt. Funderburk with his limited knowledge from being stationed in France was able to talk to him and learned that they were a Hungarian Cavarly outfit. At the headquarters was a mistress of one of the sergeant's who could speak English so he was able to communicate with them. It seemed that each of the soldiers had their wife or girl friend with them and the high ranking officers had their children. Each of the women had their own horse, so the outfit was really well off and lived in style. The sergeant's girl was a German but didn't seem bitter toward the Americans and she figured that the war was lost so nothing seem to matter. They told Lt. Funderburk that they wanted to surrended to the Americans as soon as they could and had been moving up to do so. During this time German officers came to the house and tried to take Lt. Funderburk away from the Hungarians but they would not permit the Germans to do so and from all indication of actions and words there was no love lost between the two. The thing the Hungarian soldiers were interested in most was how they would be treated by the Americans. During the night the outfit pulled out and took Lt. Funderburk with them, giving him a horse and an escort of guards on either side and behind. The outfit moved up toward the front and it was then that Lt. Funderburk realized that they really were trying to give themselves up. At dawn they stopped in a small German town and seemed to be waiting for the Americans and asked Lt. Funderburk what would be the best way to surrender and when the Americans were on the edge of town he told them to pile their guns in the middle of the floor and to give his back to him. This they did. When the Americans did enter the town Lt. Funderburk identified himself and was taken to the command post and there turned the Hungarian soldiers over to the commander. Who capture Who is a good question and there is still some question in Lt. Funderburk's mind.

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SUPPORTING DOCUMENTS TO WAR DIARY #3

The happy smile on Lt. Funderburk's face shows how glad he is to be back. These pictures were taken just after he had returned from being in Enemy hands in Germany.

[redacted]

[illegible] DOCUMENTS TO WAR [illegible]

Lt. Funderburk shows the pistol he received from his captors when they surrendered to him in Germany.

[redacted]

SUPPORTING DOCUMENT TO WAR DIARY #4

Below is a copy of the message sent to this Squadron by Major LAWTON, Group S-2 Officer.

REPORT ON MISSION AO 23 - GATEPOST SQUADRON, 17 APRIL 1945

Commendation for the success of above mission has been received by telephone from Major MISHEL, A-3, 64th Fighter Wing, as a result of conversation with two liberated PW Lieutenants from AAF. This has been further confirmed by verbal reports to Major LAWTON from two other Lieutenants who were also liberated as a result of this mission.

Here is the story told to Major LAWTON by Lieutenants Murray and Stern. They were in a POW camp containing approximately 13,000 personnel. This camp was located on the Southern outskirts of Nurnberg. Our tanks and ground forces were located to the East of the camp and there were about 25 dual purpose 88 MM guns located about 300 yards just west of the camp. Our tanks were being held up by fire from these guns.

The Squadron was requested by the controller to knock out these guns. The attack was made at approximately 0700 hours on the morning of 17 April, with the prisoners all watching. When the bombing was over every gun was silenced. The squadron also strafed these gun positions after bombing.

As soon as the attack was over, our tanks immediately moved forward and drove into the POW camp, liberating it from the enemy.

[redacted]

[redacted]

SUPPORTING STATEMENT TO WAR DIARY #5

The little man nobody wanted or now that we have him what shall we do with him. This was the German attitude toward Captain Ottis F. Robbins when he was captured by them after bailing out of his airplane on the 16th of April 1945 near Langenzenn, Germany. Chaos extisted among the German Headquarters in Nurnberg as our armies were advancing on the town rapidly. They had no time to take care of any prisoners brought in and each place Capt. Robbins was taken they shoved him off to another. Sort of like the old American Army game of passing the buck. Here is his story.

Captain Robbins had been bombing trucks South of Nurnberg and as he came out of his dive he was hit by anti-aircraft fire. The engine started smoking and the oil pressure dropped. He flew the plane toward friendly territory but the engine froze before he could make it and he was forced to bail out. Upon landing he ran into a small woods but it didn't give enough cover and he started for a larger woods but he didn't make it. Some Germans started shooting and he hit the ground, luckly they missed him. He was then surrounded and a group of civilians came up, brandishing guns and sticks. Captain Robbins said he thought he had had it. There were also some soldiers with the civilians and they argued back and forth who was going to get him but the civilians won out as the German Army Commandant of the nearby town had sent them out to pick up the American flyer. The town Commandant tried to question him but Captain Robbins pretended he didn't understand so he gave up and told the guards to take him away. Captain Robbin's description of the Commandant was that he possesed all the brutal arrogance of the Nazis. The two guards didn't seem to know where they were going and stopped at numberous Wermacht units for orders and directions but no one wanted to bother with him. Finally stopping at a farmhouse a little German girl volunteered to show them the right road and so that left Captain Robbins to ride on the front of the side care of the motorcycle with his legs straddled and hanging from the sides. Captain Robbins said he got a laugh out of it as they really must have looked funny. They reached the town of Furth where he got something to eat and some sleep. At noon the next day the guards took him to town near a prison camp but the civilians told the soldiers that the prison camp had been taken by the Americans. The guards didn't know what to do and as it was late in the evening they decided to get some sleep. During the night the town was shelled by the Americans and the Germans moved Captain Robbins out to another town. By this time he had quite a few blisters and the old feet were beginning to hurt. They spent the day there and again at night the Americans had advanced and were shelling the town. Again they were moved and they stalled during the whole time hoping that they could not hold out until help came but finally after reaching the town of Schwabck they quartered in the local police station. In the morning most of the guards had vanished and the others had thrown down their arms and at noon a Sherman tank reached the town and Captain Robbins was a free man again.

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SUPPORTING DOCUMENT TO WAR DIARY #6

On the 25th of April 1945 Major Thomas M. Hergert, our newly appointed Commanding Officer, was forced to bail out behind enemy lines while on an Armed Reconnaissance mission in Germany. The unusual about this story is that Major Hergert started from this field in a P-47 and returned three days later in a KLM-13 German training plane. He is how it all happened.

While Major Hergert was strafing an airdrome Northwest of Munich he was hit by flak which cut his oil line. After about three minutes of flying he was forced to bail out and on the way down the Germans shot at him with machine guns and Burp guns. He started to swing violently by yanking on the parachute shrouds, thus making himself a hard target. He landed in some bushes and as soon as he could he ran to a big pit by some brush. The Germans sent patrols out to look for him and several walked right by his head, within a couple of feet. Fortunately none saw him. He stayed there for about six and a half hours until he was so cold that he had to move. But as he attempted to do so more patrols were covering the area and he again had to crouch down in the bushes and wait. When it was dark he started North and during his trip he heard patrols and hid by the side of the path and waited until they passed. Early in the morning he reached a small German town. Fighting was going on in the town so he went to a farm about a mile away and found a haystack; covering up and getting a little sleep. While he was asleep he must have kicked the hay from his feet as someone was shaking his foot. The person turned out to be a Russian slave laborer and he was with a group of them who were heading for American territory. As soon as Major Hergert convinced them that he was an American they insisted that he eat some of their food which consisted of black bread and some kind of porridge. In Major Hergert's words "It was pretty awful, but tasted good after a day and a half without anything to eat." After eating they headed for the town which had been cleared by this time and contacted an ordnance outfit. The outfit took charge of the Russians and took Major Hergert to a small liaison field. Here were three small German training planes and they gave him one to fly back. Major Hergert secured some white paint and painted white stars on the plane, looked it over and headed back. Here at the field everyone was quite startled to see the German plane land and even more surprised when he crawled out. After he told his story every got a big kick out of it and someone said "Just like the Major to do something like that."

[redacted]

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This document was prepared by 1st Lt. WILLIAM W. MALCOLM and is a result of his trip in Germany to seek out information about our missing pilots. In the course of his investigation many interesting things were learned about our Group and Squadron. This story is interesting as it gives another view point on the work our boys have been doing and we also get an idea of the effect of our attack in Germany.

[redacted]

[redacted]

APO 374, U.S. Army
18th April, 1945.

SUBJECT: Report on German Civilian Attitude while Being Questioned Concerning Pilots who are Missing in Action.

TO : Commanding Officer, 358th Fighter Group, APO 374, U.S. Army.

* E * X * T * R * A * C * T *

5. We started to look for "Orange Tailed" fighter bombers, but our first experience in Homburg, where we began our search, taught us that we were looking for "Red Tailed Jabos" instead. In every case the "Red Tails" turned out to be "Orange Tails."

6. In Homburg we took a German civilian from the Military Government office with us to help talk with the other townspeople. He spoke English very well and seemed to know just where to go. While we were riding in the jeep from one place to another, I questioned him as to the effectiveness of the fighter bombed. "It is a most horrible weapon," he said, "The German people hate the Jabo very much, but we hated the "Red Tailed Devils" more than any others. They always hit their target with their bombs and strafed with deadly accuracy." (This man later stated that the Red Tails were actually Orange Tails.) "Nothing dared to move when they were in the sky. They told us that if we did not move they wouldn't see us, but it was not so. They saw us just the same. The people of Homburg believed that the aircraft were French, but I always believed they were American. Is that not so?" I told him he was correct. "I live in Kirkel," he continued, "just South of Homburg, and I used to ride my bicycle back and forth. When the weather was bad, I could get home in a few minutes; but when the weather was good and the Jabor were about it took me hours, because I was always getting in and out of foxholes along the road.

7. This man also told me that the "Red Tailed Devils" were hated in Kirkel for another reason. "We built a hospital and put large red crosses on it," he said, "Soon it was bombed by these "Red Tailed Devils." I then told him that an ammunition dump had been located not more than 50 yards away from that hospital and that ammunition was taken through its ground to be placed aboard trains. I also told him that the hospital was not bombed but was burned by exploding German ammunition from the train which was bombed as it stood beside the hospital. (The undersigned flew that particular mission and observed this to be true.) The man admitted that the bombing was very accurate.

8. Another man in the town of Petersburg, when asked if he had ever seen "Red Tailed Jabos" overheard, said, "En masse!" They worked over their targets like angry hornets. The sound alone was enough to drive a man crazy with fear."

9. The Poles around Neustadt said that they had seen a great deal of the "Red Tails" the last few months and that they knew they meant ruin for the Germans and freedom for themselves.

0538

Extract of Report of Investigation continued.

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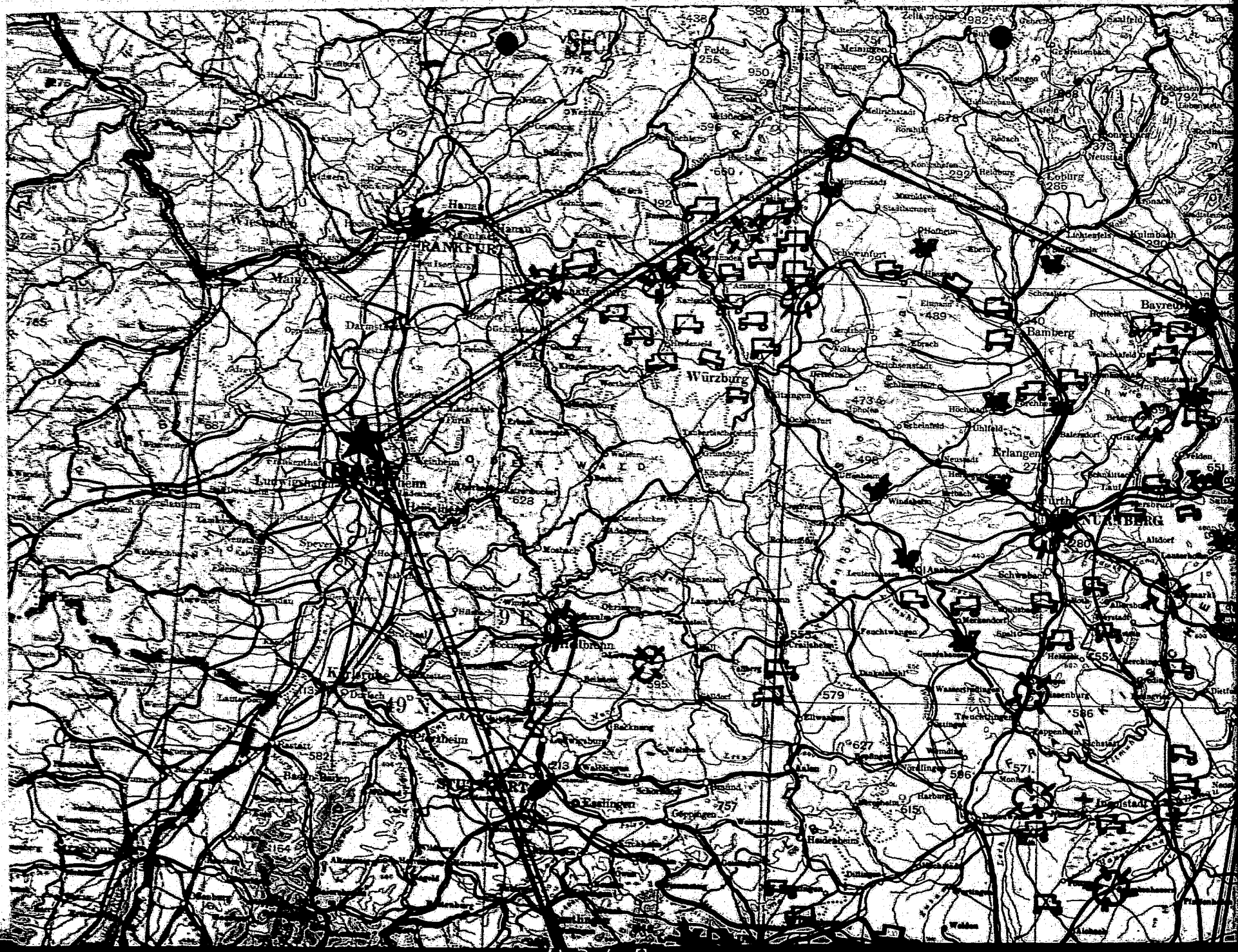
10. None of these people knew that we were Jabo pilots, as all our Air Corps insignia had been removed. To them we were just investigating crashed planes.

/s/ William W. Malcolm
/t/ WILLIAM W. MALCOLM,
1st Lt., Air Corps,
365th Ftr Sqdn,
358th Ftr Group.

THIS IS A TRUE COPY:

Karl A. Hansen
KARL A. HANSEN,
1st Lt., Air Corps.

[redacted]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Heidelberg
Ludwigshafen
Kaiserslautern
Speyer
Rastatt
Baden-Baden
Fulda
Meiningen
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Idar-Oberstein
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Ludwigshafen
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Esslingen
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Aalen
Ellwangen
Crailsheim
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Mergentheim
Tauberbischofsheim
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Gelnhausen
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Haßfurt
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Bad Neustadt
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Crailsheim
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Feuchtwangen
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Bad Windsheim
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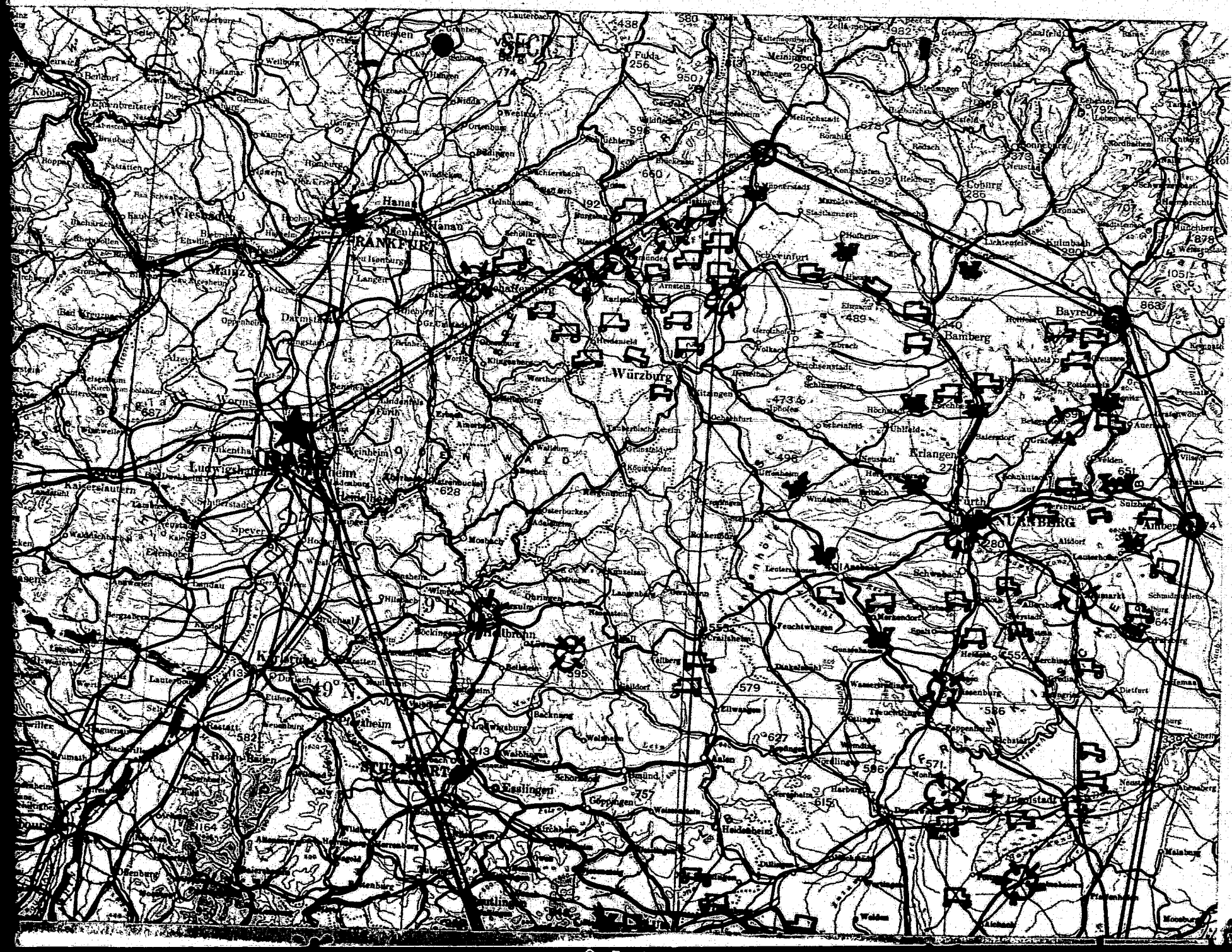
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Crailsheim
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Hofheim
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Rothenburg
Ansbach
Gunzenhausen
Weissenburg
Treuchtlingen
Eichstätt
Ingolstadt
Neuburg
Donauwörth
Augsburg
Ulm
Memmingen
Kempten
Lindau
Bodensee
Friedrichshafen
Ravensburg
Biberach
Sigmaringen
Tübingen
Reutlingen
Balingen
Rottweil
Villingen
Donaueschingen
Schwenningen
Freudenstadt
Calw
Nagold
Horb
Tuttlingen
Singen
Konstanz
Radolfzell
Überlingen
Meersburg
Friedrichshafen
Ravensburg
Leutkirch
Isny
Wangen
Kempten
Füssen
Garmisch-Partenkirchen
Mittenwald
Oberammergau
Weilheim
Starnberg
München
Freising
Landshut
Dingolfing
Deggendorf
Passau
Straubing
Regensburg
Cham
Furth im Wald
Bad Kissingen
Bad Neustadt
Meiningen
Suhl
Ilmenau
Arnstadt
Erfurt
Gotha
Eisenach
Bad Hersfeld
Fulda
Gelnhausen
Hanau
Wetzlar
Gießen
Limburg
Bad Ems
Koblenz
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Neuwied
Siegen
Olpe
Meschede
Arnsberg
Soest
Lippstadt
Paderborn
Detmold
Bielefeld
Minden
Hameln
Hannover
Celle
Uelzen
Lüneburg
Stade
Cuxhaven
Bremerhaven
Bremen
Oldenburg
Wilhelmshaven
Emden
Leer
Aurich
Norden
Wittmund
Jever
Varel
Delmenhorst
Nienburg
Verden
Soltau
Walsrode
Buchholz
Harburg
Winsen
Lüneburg
Uelzen
Salzwedel
Stendal
Tangermünde
Genthin
Burg
Magdeburg
Schönebeck
Bernburg
Köthen
Dessau
Wittenberg
Lutherstadt
Torgau
Oschatz
Riesa
Meissen
Dresden
Pirna
Freital
Radebeul
Bautzen
Görlitz
Zittau
Löbau
Kamenz
Hoyerswerda
Cottbus
Forst
Guben
Frankfurt (Oder)
Eisenhüttenstadt
Fürstenwalde
Strausberg
Berlin
Potsdam
Brandenburg
Rathenow
Nauen
Oranienburg
Eberswalde
Bernau
Prenzlau
Angermünde
Schwedt
Pasewalk
Ueckermünde
Anklam
Greifswald
Stralsund
Rügen
Sassnitz
Putbus
Bergen
Grimmen
Demmin
Neubrandenburg
Waren
Müritz
Neustrelitz
Templin
Pritzwalk
Perleberg
Wittenberge
Ludwigslust
Parchim
Schwerin
Wismar
Rostock
Warnemünde
Bad Doberan
Ribnitz-Damgarten
Tribsees
Malchin
Teterow
Güstrow
Krakow
Lübz
Plau
Hagenow
Ratzeburg
Mölln
Lübeck
Travemünde
Neustadt
Oldenburg
Eutin
Plön
Kiel
Neumünster
Bad Segeberg
Bad Oldesloe
Reinbek
Geesthacht
Elmshorn
Itzehoe
Heide
Meldorf
Husum
Niebüll
Tondern
Flensburg
Schleswig
Rendsburg
Eckernförde
Kappeln
Sonderburg
Apenrade
Hadersleben
Tondern
Esbjerg
Ribe
Kolding
Vejle
Horsens
Aarhus
Randers
Aalborg
Hjörring
Frederikshavn
Skagen
Thisted
Viborg
Silkeborg
Herning
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Ringkjöbing
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Fanö
Nordby
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Rømø
Sylt
Westerland
Wyk
Föhr
Amrum
Helgoland
Cuxhaven
Otterndorf
Bremerhaven
Nordenham
Brake
Elsfleth
Oldenburg
Wilhelmshaven
Jever
Varel
Delmenhorst
Bremen
Verden
Rotenburg
Soltau
Walsrode
Celle
Gifhorn
Wolfsburg
Helmstedt
Braunschweig
Wolfenbüttel
Goslar
Seesen
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Herzberg
Northeim
Einbeck
Holzminden
Höxter
Warburg
Brilon
Winterberg
Olpe
Siegen
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Germersheim
Speyer
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Mannheim
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Idar-Oberstein
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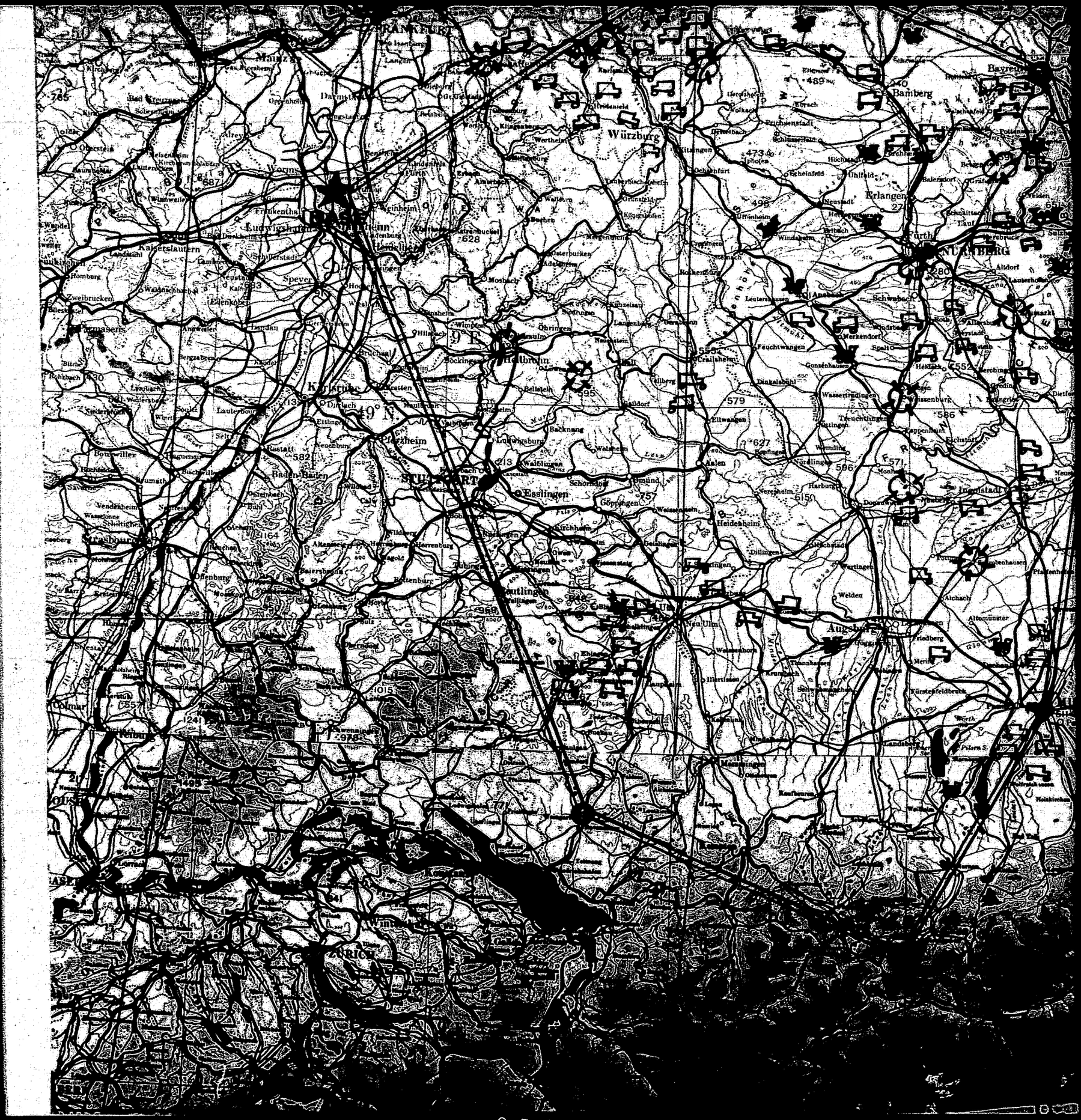
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Heidenheim
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Nördlingen
Ansbach
Schwabach
Fürth
Neustadt
Schweinfurt
Ochsenfurt
Kitzingen
Tauberbischofsheim
Wertheim
Lauda
Bad Mergentheim
Crailsheim
Gaildorf
Schwäbisch Hall
Künzelsau
Öhringen
Sinsheim
Bruchsal
Landau
Zweibrücken
Pirmasens
Homburg
Bad Kreuznach
Alzey
Worms
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Ludwigshafen
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Bensheim
Heppenheim
Erbach
Michelstadt
Miltenberg
Aschaffenburg
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Bad Orb
Fulda
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Haßfurt
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Forchheim
Höchstadt
Uffenheim
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Triberg
Furtwangen
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Bad Urach
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Laupheim
Illertissen
Memmingen
Leutkirch
Wangen
Isny
Kempten
Immenstadt
Oberstdorf
Füssen
Mindelheim
Landsberg
Schongau
Weilheim
Garmisch-Partenkirchen
Murnau
Bad Tölz
Wolfratshausen
Starnberg
Landsberg
Augsburg
Friedberg
Aichach
Altomünster
Dachau
Fürstenfeldbruck
Pfaffenhofen
Ingolstadt
Neuburg
Kelheim
Regensburg
Straubing
Deggendorf
Passau
Landshut
Mainburg
Pfaffenhofen
Rain
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Mergentheim
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Hilpoltstein
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Bayreuth
Kulmbach
Pegnitz
Hersbruck
Lauf
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Sulzbach-Rosenberg
Amberg
Schwandorf
Cham
Regen
Zwiesel
Grafenau
Freyung
Passau
Vilshofen
Dingolfing
Landau
Mühldorf
Altötting
Burghausen
Tittmoning
Traunstein
Rosenheim
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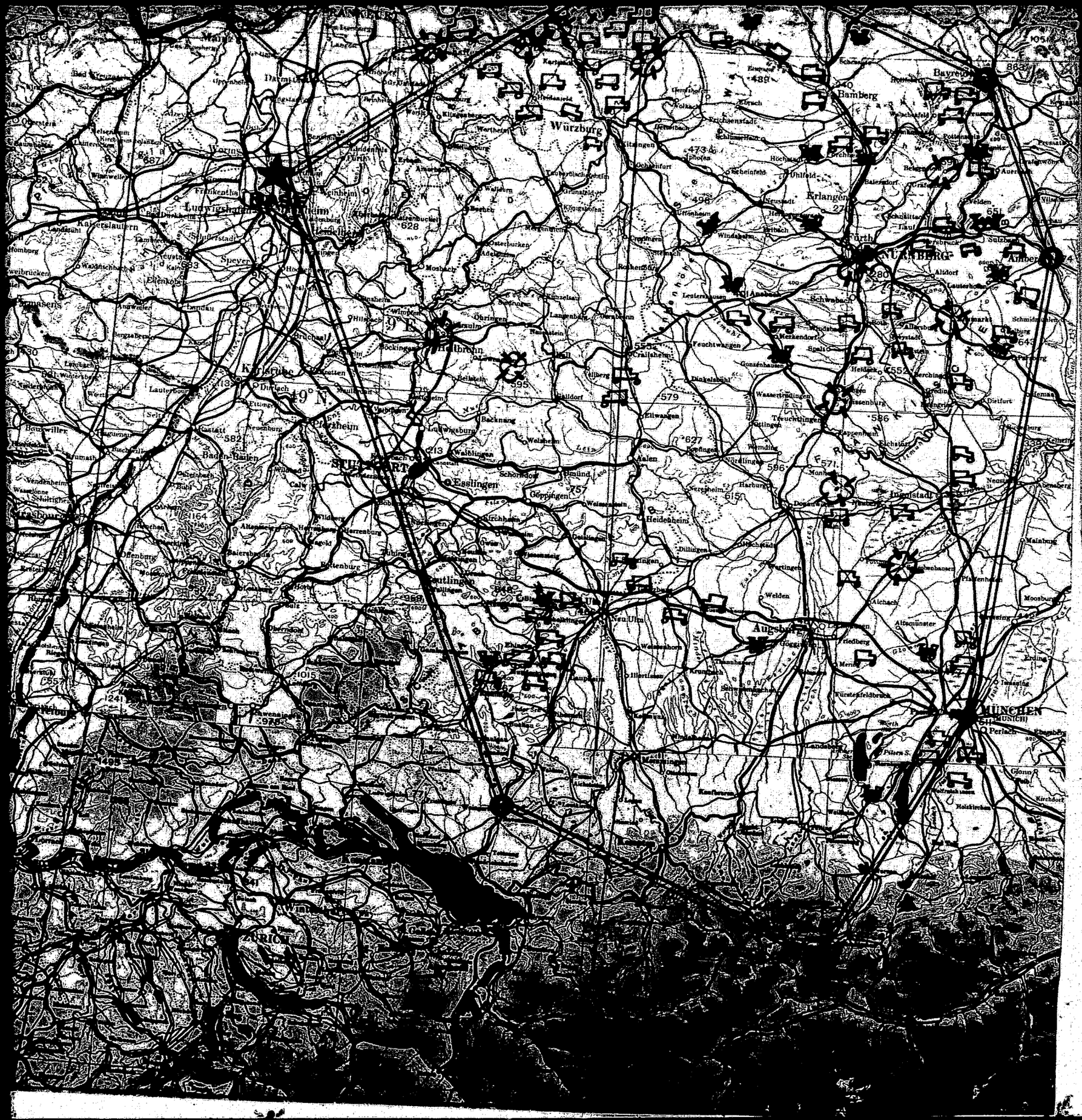
Mainburg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Freising
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Neuburg
Eichstätt
Weissenburg
Gunzenhausen
Merkendorf
Feuchtwangen
Rothenburg
Crailsheim
Hall
Backnang
Ludwigsburg
Waiblingen
Heidenheim
Nördlingen
Donauwörth
Rain
Schrobenhausen
Pfaffenhofen
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Dachau
Freising
Landshut
Mühldorf
Rosenheim
Traunstein
Berchtesgaden
Salzburg
Linz
Amberg
Weiden
Kulmbach
Hof
Coburg
Meiningen
Schweinfurt
Bad Kissingen
Fulda
Gemünden
Lohr
Miltenberg
Wertheim
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Bad Mergentheim
Künzelsau
Öhringen
Sinsheim
Eppingen
Bruchsal
Karlsruhe
Rastatt
Baden-Baden
Offenburg
Lahr
Kehl
Strasbourg
Haguenau
Wissembourg
Landau
Speyer
Schifferstadt
Ludwigshafen
Mannheim
Worms
Bad Kreuznach
Mainz
Wiesbaden
Frankfurt
Hanau
Aschaffenburg
ZÜRICH
49° N
8° O

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THE FIGHTING 365

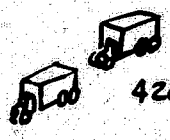
° CLAIMS FOR APRIL 1945 °

2402
OPERATIONAL HOURS

11 ROAD CUTS

ARM'D VEH & TANKS
9-11

817 SORTIES



M/T
420-169

LOCOS
17-26

4 M/Y
ATTACKED

HDV
75-92

GUNS
3-34

RR CARS
109-480

E/A ON GROUND
23 - 29

11 RR CUTS

1 VESSEL
DEST.

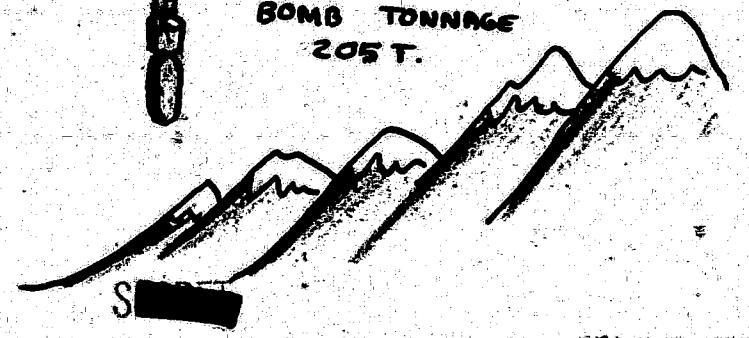
FACTORIES & BLDGS
377 - 371

3 DUMPS
DESTROYED

78 MISSIONS

BOMB TONNAGE
205 T.

E/A IN AIR
2-1-6



SECRET

"OLD GLORY" Flying over the once occupied German Air Field now occupied by the 358th Fighter Group.

SECRET

Bomb destruction in the enlisted mens area.

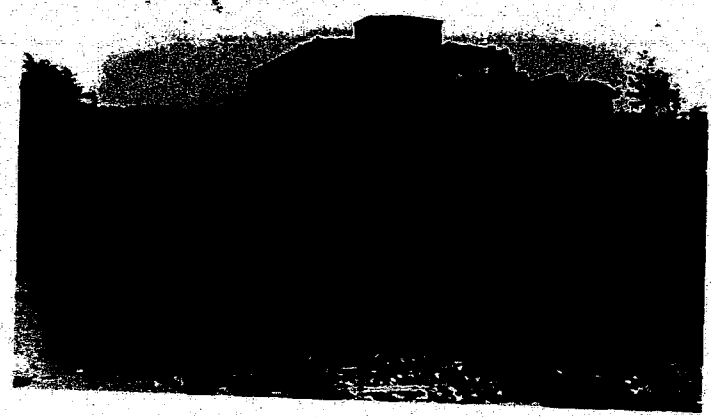
Bombed out living quarters

[redacted]

Showing the destruction wrought on the Operations and Intelligence Bldg.

Entrance to Air Strip Y-79

SECRET



Views of Air Strip Y-79

Views of Air Strip Y-79

[redacted]

[redacted]

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
1 April 1945

SQUADRON ORDER)
NUMBER 6)

1. Captain OTIS F. ROBBINS, O-790484, is assigned primary duty as Squadron "B" Flight Commander, vice, Captain WILLIAM JONES, O-429811, relieved, effective this date.

2. Captain WILLIAM JONES, O-429811, is assigned primary duty as Squadron Operations Officer, vice JAMES C. ELLEDGE, O-660124, relieved, effective this date.

3. First Lieutenant DANIEL S. RENNER, O-705617, is assigned primary duty as Squadron "A" Flight Commander, vice First Lieutenant NORMAN A. SCHUELE, O-818441, relieved, effective this date.

4. First Lieutenant GEORGE H. BLOOD, O-821834, is assigned primary duty as Squadron "C" Flight Commander, vice Captain RONALD M. ELVIDGE, O-451985, relieved, effective this date.

/s/ John H. Buckner,
/t/ JOHN H. BUCKNER,
Major, Air Corps,
Commanding.

A TRUE COPY:

/s/ James S. Craft
/t/ JAMES S. CRAFT,
Captain, Air Corps.

[redacted]

SECRET

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
13 April 1945.

SQUADRON ORDER)
:
NUMBER 7)

1. Captain LAUREL M. HENLEY, 0-572002, is assigned additional duty as Unit Savings Officer.

2. 1st Lt. FREDERICK C. BISHOP, 0-767032, is assigned primary duty as Squadron "D" Flight Commander, effective this date.

/s/ John H. Buckner,
/t/ JOHN H. BUCKNER,
Major, Air Corps,
Commanding.

A TRUE COPY:

JAMES S. CRAFT,
Captain, Air Corps.

[redacted]

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
18 April 1945

SQUADRON ORDER)
NUMBER 8)

1. Captain HOWARD L. GURLEY JR, O-675696, is assigned primary duty as Squadron Operations Officer.

2. Captain ALBERT P. GSELL JR, O-675762, is assigned primary duty as Squadron Assistant Operations Officer, vice Captain HOWARD L. GURLEY JR. relieved.

/s/ John H. Buckner,
/t/ JOHN H. BUCKNER,
Major, Air Corps,
Commanding

A TRUE COPY:

James S. Craft
JAMES S. CRAFT,
Captain, Air Corps.

[redacted]

THIS DOCUMENT CONTAINS

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365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
19 April 1945.

SQUADRON ORDER)
:
NUMBER 9)

1. Under the provisions of AR 95-60, the undersigned hereby assumes command.

2. Captain WILLIAM PEARLMAN, O-1696152, is assigned primary duty as Squadron Flight Surgeon, effective 15 April 1945.

/s/ Thomas M. Hergert,
/t/ THOMAS M. HERGERT,
Captain, Air Corps,
Commanding

A TRUE COPY:

J. S. CRAFT,
Captain, Air Corps.

SECRET

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365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
22 April 1945.

SQUADRON ORDER)
NUMBER 10)

1. Captain ALLAN F. ROSEBROCK, 0-569996, is assigned additional duty as Squadron Top Secret Control Officer.

2. Captain ALBERT P. GSELL JR., 0-675762, is assigned additional duty as Squadron Assistant Top Secret Control Officer.

3. 1st Lt. STEVE LAZZIO, 0-1589983, is assigned additional duty as Squadron Club Officer, effective 4 April 1945.

4. 1st Lt. WADSWORTH S. STONE, 0-824768, is assigned primary duty as Squadron "B" Flight Commander, vice Captain OTTIS F. ROBBINS, relieved, effective 16 April 1945.

/s/ Thomas M. Hergert,
/t/ THOMAS M. HERGERT,
Major, Air Corps,
Commanding.

A TRUE COPY:

J.S. CRAFT,
Capt., Air Corps.

[redacted]

[redacted]

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
24 April 1945.

SQUADRON ORDER)
NUMBER 11)

1. Captain JAMES S. CRAFT, O-649760, is assigned primary duty as Squadron Executive Officer, effective, 23 April 1945.

2. Captain WILLIAM PEARLMAN, O-1696152, is assigned additional duty as Squadron Physical Training Officer, effective, 15 April 1945.

3. Captain LAUREL M. HENLEY, O-572002, is assigned additional duty as Custodian of the Squadron Fund, effective, 23 April 1945.

4. 1st Lt. FRANCIS P. FOLEY, O-857959, is assigned additional duty as Custodian of Squadron Officer's Mess Fund, effective, 23 April 1945.

/s/ Thomas M. Hergert,
/t/ THOMAS M. HERGERT,
Major, Air Corps,
Commanding.

A TRUE COPY:

J.S. CRAFT,
Captain, Air Corps.

[redacted]

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365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
30 April 1945.

SQUADRON ORDER)
:
NUMBER 12)

1. 1st Lt. WILLIAM W. CRAWFORD, O-708662, is assigned primary duty as Squadron "A" Flight Commander, vice, 1st Lt. DANIEL S. RENNER, O-705617, relieved.

2. 1st Lt. CHARLES G. DICKERSON, O-711963, is assigned primary duty as Squadron "C" Flight Commander, vice, 1st Lt. GEORGE H. BLOOD, O-821834, relieved.

3. Captain OTIS F. ROBBINS, O-790484, is assigned primary duty as Deputy Squadron Assistant Operations Officer, vice, Captain ALBERT P. GSELL, Jr. O-675762, relieved.

/s/ Thomas M. Hergert,
/t/ THOMAS M. HERGERT,
Major, Air Corps,
Commanding

A TRUE COPY:

J.S. CRAFT,
Captain, Air Corps,

0555

SECRET

Map of
SCOPE OF OPERATIONS
April 1945

LEGEND

____Area of Operations

____Close Support Targets

____Locomotives and Boxcars

____Airfields

____M/T, Arm'd vehicles, Tanks, H.D.V., Staff cars

____Gun installations

____Rad Installations

____Scale, 1 inch/16 miles

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365 FIGHTER SQUADRON HISTORY

SQ, FT-365-HT (May-45)

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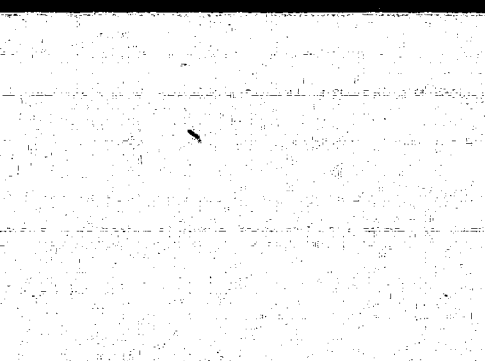
DOD DIR 5200.9



VICTORY EDITION

DECLASSIFIED
DOD DIR 5200.9

[redacted]

[redacted] RESTRICTED

365th FIGHTER SQUADRON
APO 374

12 June 1945

SUBJECT: Unit History.

DECLASSIFIED
DOD DIR 5200.9

TO : Commanding General, Ninth Air Force. Attention: Historical Section.

1. In accordance with AAF, First Tactical Air Force Memorandum 80-3, Administrative Practices, dated 29 November 1944, History of the 365th Fighter Squadron is submitted for the month of May 1945.

For the Squadron Commander:

[redacted],
1st Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

DECLASSIFIED
DOD DIR 5200.9

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[redacted]

UNIT HISTORY

365th Fighter Squadron

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5	1	Claims for May 1945
6	1	Grand Total of Claims
7	1 - 8	Photographic Evidence
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Chain of Command

Air Force	Ninth Air Force
Command	XIX Tactical Air Command
Wing	64th Fighter Wing
Group	356th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 May 1945 through 31 May 1945.

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[redacted] [redacted]

OUTLINE HISTORY, 365th Fighter Squadron, 358th Fighter Group

A. Present Designation: 358th Fighter Group

B. Changes in Organization:

(1) Nil.
(2) Nil.
(3) Nil.
(4) Nil.
(5) Nil.

C. Strength: 242 Enlisted Men and 6h Officers

D. Present Station: Air Strip Y-79, Sandhofen, Germany, since 7 Apr 45.

E. Movements: Nil.

F. Campaigns: Nil.

G. Operations:

(1) The squadron participated in close support, armed reconnaissance and patrol missions: up until the 7th of May our missions were limited due to the rapid advance of our troops. The squadron carried bombs on many of the missions but these bombs were returned due to lack of targets. The ground controller was contacted on each mission but had no work for the squadron. Generally each mission was just a patrol over the Southern part of Germany and Austria. On the last day of operations for the squadron, the 8th of May, the squadron contacted the controller who turned them over to the TAC Recon. planes. This controller took the squadron to the Salzburg area where many MTs were located. They strafed and bombed these with good results. Before the squadron could finish bombing they were called off the target due to the ceasing of all hostilities. The remainder of the day was spent on patrols. After the 7th of May and the end of the war in Europe, the squadron conducted squadron missions and participated in group formation missions as directed by higher headquarters.

(2) Number of missions for May were 10 and the total number of sorties flown were 112.

(3) Outstanding Missions:

(a) Mission of 7 May 1945

1. To disrupt and destroy enemy transportation.

2. Total claims are 115 MV dest., 224 MV damaged, 1 building destroyed and 3 buildings damaged.

3. Nil.

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[redacted] RESTRICTED

H. Leaders of Outstanding Missions:

(a) 7 April 1945 1st Lt. Wadsworth B. Stone

I. Losses in Action: Nil.

J. Awards received during this period:

(1) 1st Lt. Donald E. Mockler

(a) 25 August 1944 to 15 March 1945

(b) Aerial Operations

(c) D.F.C.

(2) 1st Lt. Wadsworth B. Stone

(a) 6 August 1944 to 15 March 1945

(b) Aerial Operations

(c) D.F.C.

(3) 1st Lt. Orin A. Mehl

(a) 6 August 1944 to 15 March 1945

(b) Aerial Operations

(c) D.F.C.

(4) 1st Lt. Harry L. Snell

(a) 6 July 1944 to 20 March 1945

(b) Aerial Operations

(c) D.F.C.

(5) 1st Lt. Donald S. Flowers

(a) 9 September 1944 to 19 March 1945

(b) Aerial Operations

(c) D.F.C.

(6) 1st Lt. George H. Blood

(a) 12 July 1944 to 29 March 1945

(b) Aerial Operations

(c) D.F.C.

[redacted] RESTRICTED

(7) 1st Lt. Leslie C. Bone

(a) 6 July 1944 to 10 March 1945

(b) Aerial Operations

(c) D.F.C.

(8) 1st Lt. Homer L. Cook

(a) 4 August 1944 to 6 February 1945

(b) Aerial Operations

(c) D.F.C.

(9) 1st Lt. Daniel D. Renner

(a) 12 July 1944 to 3 March 1945

(b) Aerial Operations

(c) D.F.C.

(10) 1st Lt. Charles G. Dickerson

(a) 26 December 1944

(b) Aerial Operations

(c) D.F.C.

(11) 1st Lt. Donald S. Flowers

(a) Wounds received in action on 19 March 1945

(b) Aerial Operations

(c) D.F.C.

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War Diary, 365th Ftr Sq, 358th Ftr Gp, APO Y-79, Mannheim-Sandhofen, Germany, May 1945.

1. The first day of the month of May saw the squadron try four attempts to reach enemy targets, but in all they were unsuccessful as weather was bad throughout the day. The first mission was led by Lt. May which operated in the Dillingin-Augsburg area. The weather to the south was on the deck so they were forced to return with their bombs. The squadron was up at 0905 and down at 1025. They carried 24-120 frag cluster and there were 12 aircraft on the mission. The second mission which was led by Lt. Crawford did not carry bombs. The 8 aircraft reached the Munich area but the weather was bad and they could not complete their recce. They contacted Pelican who had no targets for them. They were off at 1100 and landed at 1315. The third mission was to support C-47 aircraft and perform an armed recce. The patrol over the C-47's was uneventful and all went all right. They went as far as Ulm and Memmingen and here the weather was so bad they could not complete the mission. The 11 planes carried no bombs and were off at 1525, landed at 1715. Lt. Stone led the mission. The fourth mission was led by Lt. Gallaher and took off at 1900, landing at 2110. This mission was also to patrol over C-47's and perform an armed recce. The route was covered and the patrol was uneventful, no activity. No bombs were carried. Squadron activities normal.

2. The squadron was released today so the pilots were given a breather and the crew chiefs had a chance to work on their planes. The squadron activities were normal.

3. Today we ran two missions but these were uneventful. Weather was bad again with snow and rain storms throughout the area. Lt. Bishop led the first mission which was off at 0750. Twelve planes carried 16M260 frags which were returned. Weather reports were given by the controllerwho stated that weather was bad in all areas. The second mission was led by Lt. Crawford who carried 12M260 frags. Pelican had no targets for the squadron and told them to return to base. A training Arado was sighted and a burst was fired at it, but it entered the clouds and the squadron didnot give chase. No claims were made. All the bombs were returned to base. Time up 1150 and down 1440. Squadron activities normal.

4. Weather was bad today and though all planes stood by for a mission none were able to get off. Activities of the squadron were normal.

5. The squadron was released today by command and the activities were normal. 2nd Lt. Hedoon C. Tucker, Jr. was attached to the squadron for training in P-47 aircraft. Lt. Tucker came to the Group from a B-24 Group where he had flown combat missions. Good luck Tuck.

6. Lt. Bishop led the first and only mission of the day. They were up at1755 and down at 2055. The mission was an air cooperation and armed recce. They contacted pelican who said to recce Salzburg area and report if any resistence was building up. The only movement seen was three motor trucks and they asked permission to strafe them. Pelican said not to and continue recce. Squadron activities were normal.

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7. Three missions were scheduled today. Lt. Stone led the first mission and was off at 0555 and landed at 1000. The squadron carried 20m260 lb. frags and operated east of Salzburg. They contacted Pelican who turned them over to Distance Red the F-51 TAC recce planes. Distance Red had a target of 500 motor trucks which were located in a valley. It was impossible for more than one flight to work in the area at a time. Lt. Stone took the flight in and each flight leader followed when the other flight was done. The last two planes of the last flight were unable to bomb and strafe as the controller called and said that all hostilities had ceased on this front. These two planes were forced to jettison their bombs in a lake. All planes returned to base then. The total claims for the 12 aircraft with only 1t bombing and strafing were, 115 MT destroyed, 224 MT damaged, 1 building destroyed and 2 buildings damaged. The second mission was led by Lt. Malcolm. This mission was up at 1030 and landed at 1510. The mission was an air cooperation wit Pelican and Patrol. Pelican could not be contacted as he was off the air. The pilots were briefed to hit nothing unless directed to do so. Mission uneventful. The 12 planes carried no bombs. Capt. Burley led the last mission of the squadron in the European War. Pelican was contacted but had no targets, just patrol. Entire mission uneventful. Time up was 1410 and down at 1715. Squadron activities normal.

8. The squadron was released today although the other two squadrons flew patrol missions. These were the last of combat missions and wound up our tour of combat in the ETO. The end of the war was officially announced by the three Major Powers today and the personnel of the squadron listened to the broadcasts of President Truman and Prime Minister Winston Churchill. In the evening everyone did a bit in rejoicing and consumed a few spirits.

9. Activities of the squadron were normal and all was quiet. All planes were grounded. Capt. Craft, executive officer to the squadron, was transferred and assigned to the Hq., 55th Fighter Group. There, Capt. Craft is to take up duties as Adjutant of the Group. Captain Erik E. Littlejohn was assigned to the squadron from Hq., 55th Fighter Group and is to take up duties as adjutant of the squadron. Captain Littlejohn is the first pilot to take up ground duties in the squadron. Good luck Capt. Capt. Manley was made executive officer of the squadron, formally being adjutant.

10. Planes are still grounded, no flying. Major Pebbles, who use to be with the squadron as executive officer, payed us a visit. Major Pebbles was captured by the Germans almost a year ago and has been a prisoner ever since, just recently being released. Congratulations are in order for two of our pilots who became 1st Lts. These are Lts Esser, Scott, Shive, Volkmer, and Running. The officers moved from their present barracks to a group of buildings just outside of the gate. The first three graders moved from their tents to the former officers barracks. The 365th officers played the 366th Group medics in soft ball and beat by a score of 5 to 4.

11. Activities of the squadron were normal. No nuthin'.

12. Normal squadron activities today.

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14. The following officers were assigned to the squadron; Lts. Jack P. Morris, Ray S. Morgie, Lawrence B. Holbrough, Frank P. Johnson, Robert T. Hadley, Cornelius A. Mikey, Clyde A. Kinney, William E. Dickerson, Marshall Nalen, Jerome L. Hersting. These officers were assigned from the Troop Carrier Command and have never flown single engine aircraft. They are being given training in the AT-6 and in the P-47 aircraft.

14. Normal squadron activities.

15. Some of our pilots left for the states today. They certainly were feeling in good spirits and were looking forward to getting in the land of ice cream and beer. These pilots all had been over 200 hours of combat time and some has over 300 hours. They certainly deserve a rest. The pilots were, Captain Isaac, who is an original member of the squadron and has served two tours of combat, Lt.'s Dickerson, Hocklar, Stone and Kahl. Have a good time fellows and say "hello" to the lady in the harbor for us.

16. The enlisted men's soft ball team played the 367th armament section and won by a score of 1 to 0. Sgt. Martindale pitched and pitched a no hit, no run game. S/Sgt. T. A. Miller, S/Sgt Samuel M. Osteen and Cpl. Bernard G. Chipman were reduced to the grade of private.

17. The officers played the 110th Signal Co. in soft ball this evening and lost by a score of 6 to 8. Other activities were normal.

18. Normal squadron activities for the day.

19. Lt. William H. Funderburk our pilot who has escaped from the enemy a couple of time and has had many a close call, left for the states today. Good luck "Funder" and have a good time. T/Sgt. John D. Welch was transferred from the squadron and is also on his way back to the states. We say the same, have a swell time Welch. Sgt. James J. Housenfluck, who a month ago or so, left for the states on an emergency furlough, was transferred to the A.C. at Fort Bliss, Texas.

20. Three new pilots were transferred to the squadron. These were FO's Lloyd B. Suit, Stanley E. Valacer, John E. Morgan. The enlisted men played the 366th officers in soft ball and emerged victorious.

21. A training schedule was started today and all officers and enlisted men participated. The training will consist of physical education, various lectures, training films and formation flying.

22. The 365th officers ball team played the 366th officers. The score was 5 to 3 in favor of the 366th. The officers team has been running into a little hard luck but the breaks can't always be against them.

23. Activities of the squadron were normal with the training schedule in full swing. Baseball was on the bill for recreation tonight and both the officers and enlisted men played. The officers played the 367th armament team and were beaten by a score of 5 to 1. The enlisted men played the 367th communications team and won by a score of 3 to 2.

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24. The squadron continued on with regular duties. In the evening the officers played the 367th communications but lost the game. Cpl. Cecil G. Relations was reduced to the grade of private.

25. Activities were as usual. No games were scheduled but the standings of the soft ball league are; 365th enlisted men, first and the 365th officers, eighth, with nine teams in the league.

26. Activities of the squadron were as usual. The enlisted men played the 894th AAA and won by a score of 1 to 0. This was an excellent game and very close all the way through.

27. Activities normal.

28. The enlisted men played the 365th officers and had a large turn out. The final score was 5 to 3 in favor of the enlisted men.

29. The enlisted men played the 358th Fighter Group medics and won by a score of 7 to 3. Other activities of the squadron as usual. 2nd Lt. Lawrence D. Kimbrough was transferred to the XII Tactical Air Command.

30. Congratulations are in order for 1st Lt. Bishop and 2nd Lt. Wilkerson. Lt. Bishop is now Captain Bishop and it is 1st Lt. Wilkerson. Good work men and the best of luck.

31. New pilots joined the squadron. These are 2nd Lt.'s Walter S. Kleczek, Frederick W. Powell, Jr., Zigmund Romanowicz and 1st Lt. Joseph C. Crispino.

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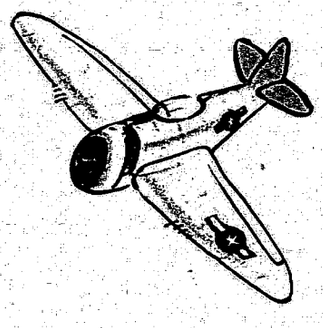
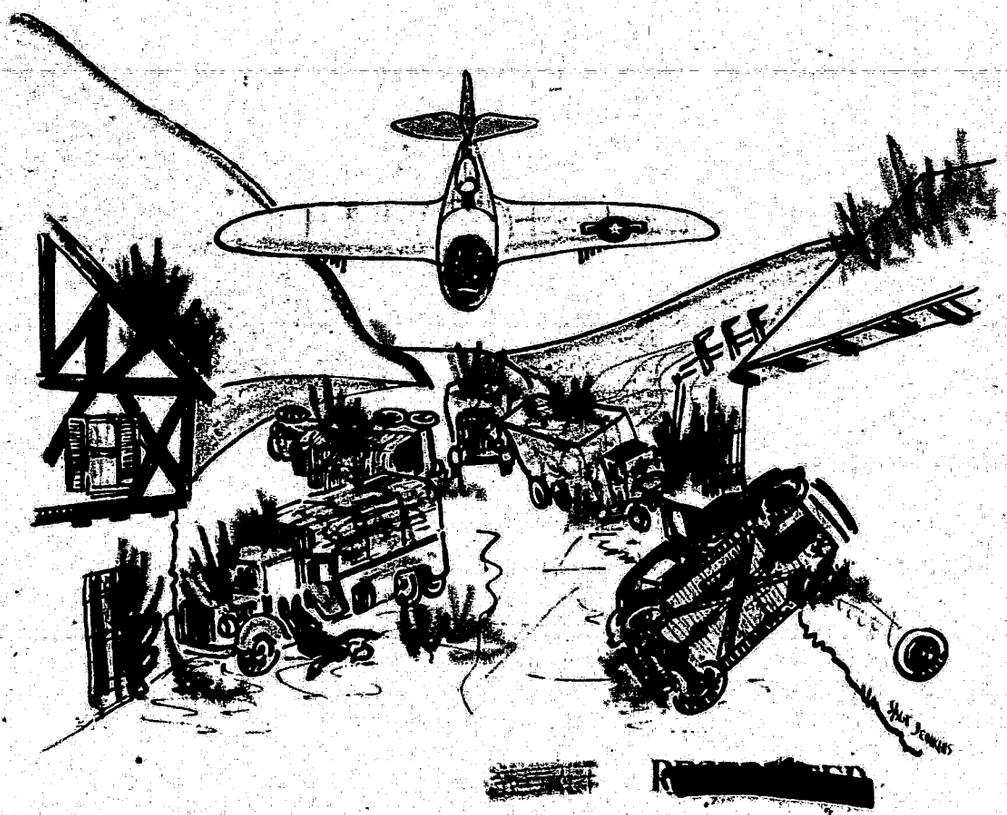
MAY 7TH



12 AIRCRAFT
WITH 20X 260 FRAGS

DESTROYED 115
MOTOR TRANSPORTS
AND DAMAGED 224



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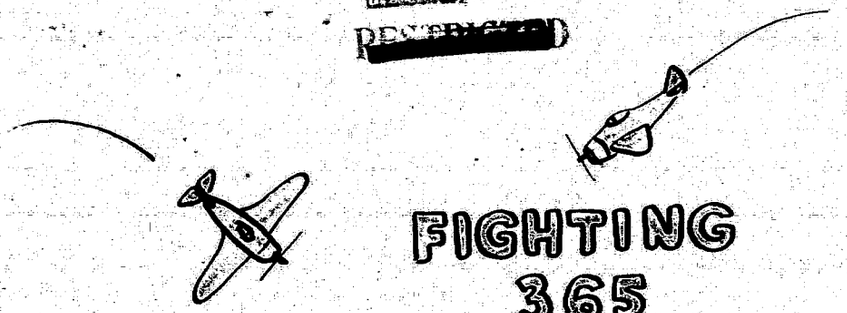
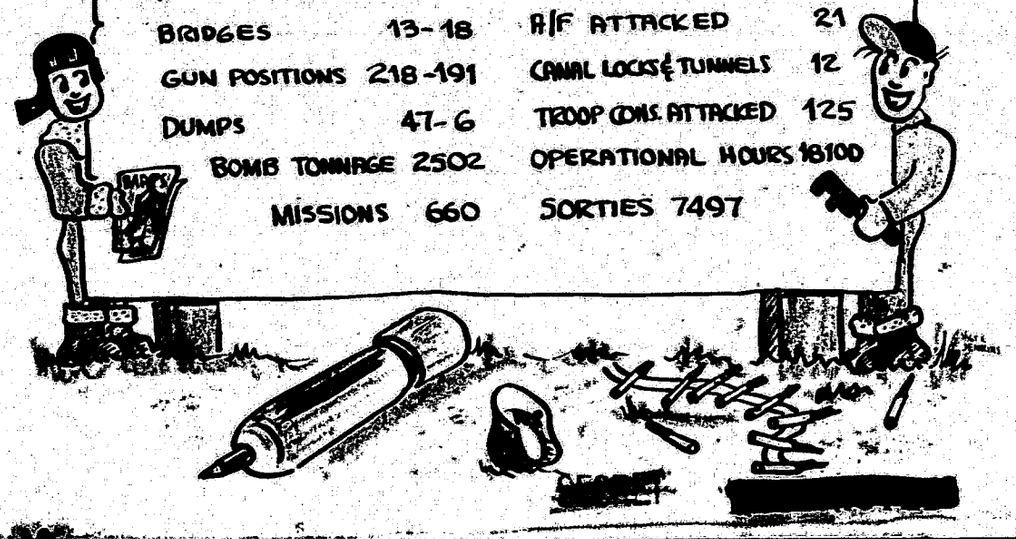


FIGHTING 365

FINAL SCORES

20 DECEMBER 1943 THRU 8 MAY 1945

E/A IN AIR	29-8-16	FACTORIES & BUILDINGS	1183-934
E/A ON GROUND	28-34	VESSELS & BARGES	43-111
MILITARY TRANSPORTS	1154-1701	HORSE-DRAWN VEHICLES	248-195
ARM'D VEH. & TANKS	94-100	ROAD CUTS	107
LOCOMOTIVES	58-218	RAILROAD CUTS	245
RAILROAD CARS	876-2927	M/Y ATTACKED	88
BRIDGES	13-18	A/F ATTACKED	21
GUN POSITIONS	218-191	CANAL LOCKS & TUNNELS	12
DUMPS	47-6	TROOP CONS. ATTACKED	125
BOMB TONNAGE	2502	OPERATIONAL HOURS	18100
MISSIONS	660	SORTIES	7497



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Heidelberg Castle which many of the men of the Squadron have visited.

The Squadron softball team in action.

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1st Lt. McManus, Ordnance officer.

1st Lt. Foley, Communications Officer.

[redacted]

1st Lt. Sherry, Asst. Engineering and Tech Supply Officer.

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Lt. Kahl being presented the Distinguished Flying Cross by Major Tyler.

Lt. Dickerson being presented the Distinguished Flying Cross by Major Tyler

Lt. Stone being presented the Distinguished Flying Cross by Major Tyler.

Lt. Lockler being presented the Distinguished Flying Cross by Major Tyler.

pilots who left for the United States and their crew chiefs. Top left Capt. Gsell, Lt. Dickerson, Lt. Stone, Lt. Mahl, Middle left S/Sgt Skrownski, Lt. Hockler, S/Sgt Lok, lower left S/Sgt. Krumenacker, S/Sgt. Adams, S/Sgt. Lavorgna.

Troop Carrier pilots transferred into the squadron. Top left, Lts. Pikey, Johnson, Hadley, Morris, Kimbough, lower left Kinzey, Kalen, Mickeson, and Korpi.

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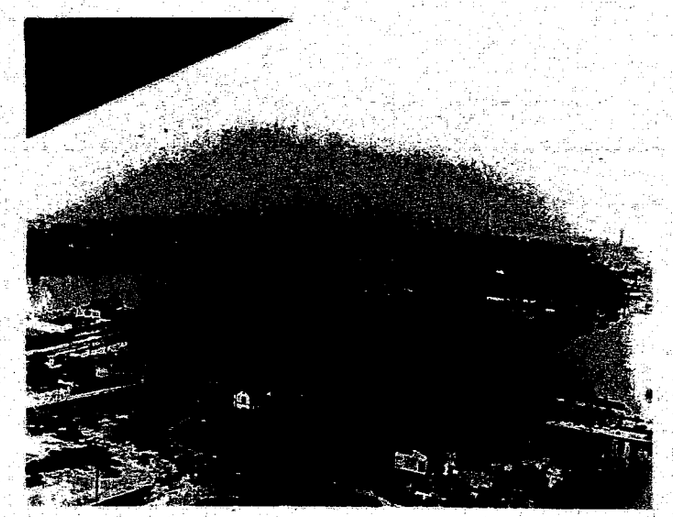
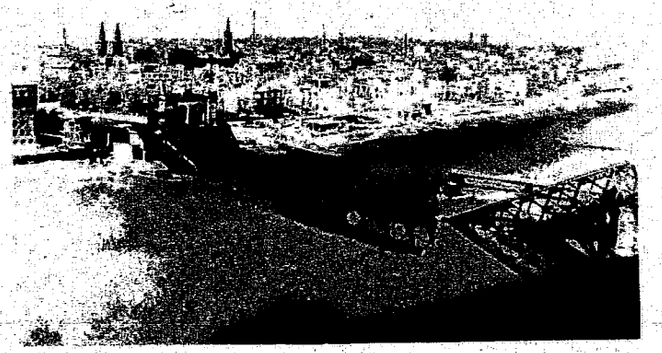


Mannheim Marshalling Yards

Mannheim Marshalling Yards



Bridge destruction across the Rhine at Mannheim

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365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
9 May 1945

SQUADRON ORDERS)
:
NUMBER 13)

1. Captain LAUREL M. HENLEY, O-572002, is relieved of primary duty as Squadron Adjutant and assigned primary duty as Squadron Executive Officer.

2. Captain ERIK P. LITTLEJOHN, O-449002, is assigned primary duty as Squadron Adjutant and additional duty as Unit Savings Officer, Squadron Mess Officer, and Squadron Soldiers Voting Officer, vice, Captain LAUREL M. HENLEY, O-572002, relieved.

/s/ Howard L. Gurley, Jr.
/t/ HOWARD L. GURLEY, JR.
Capt., Air Corps,
Commanding.

A TRUE COPY:

ERIK P. LITTLEJOHN,
Captain, Air Corps.

[redacted]

[redacted]

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
15 May 1945

SQUADRON ORDER) [redacted]
NUMBER 14)

1. Captain OTIS F. ROBBINS, O-790484, is relieved of primary duty as Deputy Squadron Assistant Operations Officer and assigned primary duty as Squadron Assistant Operations Officer.

2. 1st Lieutenant ARNOLD GALLAHER, O-820175, is assigned primary duty as Squadron "B" Flight Commander.

3. 1st Lieutenant WILLIAM W. MALCOLM, O-553137, is assigned primary duty as Squadron "C" Flight Commander.

4. 2nd Lieutenant KHALEEL J. KABALAN, O-2064068, is assigned additional duties as Squadron Special Service Officer and Squadron Assistant Physical Training Officer.

5. 2nd Lieutenant JOSEPH P. CELAURO, O-832574, is assigned additional duties as Squadron Assistant Special Service Officer and Squadron Assistant Physical Training Officer.

/s/ Howard L. Gurley, Jr.
/t/ HOWARD L. GURLEY, JR.
Captain, Air Corps,
Commanding

A TRUE COPY:

ERIK P. LITTLEJOHN,
Captain, Air Corps.

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366TH FIGHTER SQUADRON
APO 637 U. S. Army

SQUADRON HISTORY, 366TH FIGHTER SQUADRON, 358th FIGHTER GROUP

The 366th Fighter Squadron, 358th Fighter Group, was activated at Army Air Base, Richmond, Virginia, on 1 January 1943 per General Orders #32, Paragraph 1, Headquarters I Fighter Command, Mitchel Field, New York, dated 29 December 1942. Personnel for the Group was drawn from the 327th Fighter Group, Army Air Base, Richmond, Virginia, and the cadre for this organization was furnished by the 324th Fighter Squadron, 327th Fighter Group, Army Air Base, Richmond, Virginia.

Upon activation, 1st Lt. Jack A. Therriault, O-432140, Air Corps, was assigned as Commanding Officer; Capt. Thaddeus A. Bartnick, Air Corps, Adjutant; 1st Lt. Joseph D. Underwood, O-432732, Air Corps, Operations Officer; 2d Lt. Leslie M. Janowak, Air Corps, Supply Officer. These were the only officers assigned to squadron on activation. A total of fifty-four (54) enlisted men were also assigned. On 4 January 1943 1st Lt. William (NMI) Pearlman, O-1696152, Medical Corps, was assigned as Squadron Surgeon and Aviation Medical Examiner. Seventy-seven (77) enlisted men, assigned from 324th Fighter Squadron, joined on 12 January 1943.

During early stage of activation many men assigned to squadron were on detached service at airplane mechanic school, radio school and armament school and at different times additional men were sent to these service schools. Especially of benefit to the squadron was the number of men sent to the P-47 school at Farmingdale, L.I., N.Y., at least thirty (30) men being sent to this school.

During the early months of the squadron's history, the day was almost exclusively devoted to extensive ground training. Daily hikes, marches, obstacle courses, lectures, gas drills, calisthenics, rifle practice, firing on the range at Camp Lee, Va., and extensive extended and close order drill constituting the main part of the early ground training of the organization. This schedule was followed as closely as possible even after the squadron began air operations, and is largely responsible for the high state of efficiency and morale that marked the progress of the organization.

The pilots and enlisted men gained valuable experience too by being assigned to perform alert missions at Bolling Field, D.C., while at Richmond. Although not completely trained at this time on P-47 aircraft, the planes were kept in operation and all alerts were flown as scheduled. Pilots and crews were sent on detached service from Richmond, Virginia, to Bolling Field, D.C., and continued these duties for approximately six (6) weeks.

The personnel of the squadron was changed and added to at various times during initial training period at Army Air Base, Richmond, Va., and by the 1st of March 1943 approached full strength with 25 officers and 292 enlisted men assigned as compared to the authorized strength of 37 officers and 252 enlisted men.

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On 18 March 1943, 1st Lt. Edward J. Harris, Jr., former adjutant of Headquarters, 358th Fighter Group, was assigned and made squadron adjutant to replace Capt Bartnick who was transferred to Group Headquarters.

On 27 April 1943 the squadron moved from Army Air Base, Richmond, Va., to Langley Field, Va. The Squadron at this time consisted of 33 officers and 235 enlisted men. At Langley Field the ground gunnery was largely accomplished. This training was marked by one serious accident and resulted in the hospitalization and subsequent transfer of one of the best liked and most capable pilots in the squadron, 2d Lt. Bert M. McMillin, pilot, crashing after diving to fire at a ground target.

While here pilots performed alert missions and received credit for many hours flying time over the ocean. These alerts were flown in conjunction with the anti-submarine and sea-search patrols flown regularly from Langley Field. Also while here the squadron cooperated with the Navy on numerous occasions. Several simulated attacks were staged.

Also while here the engineering department took full advantage of the Sub-Depot training schools, enlisted men receiving instruction in sheet metal work and also machine shop experience.

At Langley Field the squadron flew more hours and worked longer hours than at any time of our trining and during this time the morale of the organization was always excellent.

From Langley Field, Va., the squadron moved to Camp Springs Army Air Field, Maryland, near Washington, D. C., on 26 May 1943. At Camp Springs the air training and ground training progressed rapidly. Pilots and enlisted men were sent on detahced service from here to Army Air Base, Millville, N. J., to complete a large part of the aerial gunnery. Here also 1st Lt. Edward J. Harris, Jr., squadron adjutant, was transferred to the Technical Training Command at Miami Beach, Fla., and was replaced by Capt. Allan W. Charlton, O-907075, Air Corps, from the Technical Training Command. Pilots also flew alert missions while at Camp Springs.

On 2 July 1943 the organization moved again, from Camp Springs Army Air Field, to Army Air Base, Philadelphia, Pa. The strength of the organization at this time was 41 officers and 252 enlisted men. At this station Capt. Charlton was named Squadron Executive and 1st Lt. Russell M. Vollink, Air Corps, joined and was named Squadron Adjutant. At this time the personnel of the organization was fairly permanent and the staff officers and enlisted department heads were as follows:

Capt. Jack A. Therriault	Squadron Commander
Capt. Allan W. Charlton	Squadron Executive
Capt. Joseph D. Underwood	Operations Officer
Capt. William (NMI) Pearlman	Surgeon
1st Lt. Russell M. Vollink	Adjutant
1st Lt. John R. Less	Intelligence Officer
1st Lt. Slyman K. Yarid	Supply & Transportation Off.
1st Lt. William D. Rathgeber	Armament Officer
1st Lt. Raphael Simches	Communications Officer
1st Lt. Folke G. Lundgard	Ordnance Officer

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Squadron History, 366th Fighter Squadron (Continued)

2d Lt. George (NMI) Robbins	Engineering Officer
2d Lt. Franklin R. Zatlin	Radio Officer
1st Sgt John T. Spalding	First Sergeant
M Sgt Russell C. Sherry	Line Chief
M Sgt Alfred J. Gouba	Maintenance Chief
M Sgt Lester A. Ross	Armament Chief
T Sgt Harold J. Putnam	Communications Chief
T Sgt George A. Morris	Ordnance Section Chief
S Sgt Zeke B. Marchant	QM Supply Sergeant
S Sgt Frederick R. McLeod	Air Corps Supply Sergeant
S Sgt Leonard C Poe	Mess Sergeant
S Sgt Marlin M. Vines	Transportation Sergeant
S Sgt Raymond A. Martin	Squadron Sergeant Major
Sgt William H. Weber	Medical Section Chief

While at Philadelphia, the first large formation flying was practiced. All planes in the Group participated in an aerial review. Planes flew from Philadelphia to Camp Springs where the review was held, in formation and were joined by planes of another group there. A total of approximately eighty-four (84) planes taking part.

At the same time as work went on as usual, the squadron was called on on two occasions to furnish 70 men for ceremonies incident to the awarding of dedorations. The first award was the Purple Heart, awarded to the nearest of kin of a Philadelphia soldier. The ceremonies were impressive, and a large part of the successful execution was due to the cooperation of men and officers of this squadron. The second award was also the Purple Heart and the Squadron again cooperated and ceremonies were solemn and impressive.

The stay at Philadelphia was marked by several inspection visits by Major General Ralph Royce, Commanding General, First Air Force, and Brig. General Glenn O. Barcus, Commanding I Fighter Command. The base was inspected twice before final approval. This detail also entailed much extra work on the part of the men of this squadron who labored without complaint. After leaving Philadelphia, the squadron received a letter of commendation from Major Clarence Haymes, Commanding Officer of Philadelphia Army Air Base, commending the squadron on the excellent condition in which the area was left, and also thanking the squadron for its cooperation in taking part in the awarding of decorations and also for the manner in which the work for the general inspections was performed.

On 13 August 1943, organization moved to home station, Army Air Base, Richmond, Virginia, and made final preparations for overseas movement. Final supply and operations were the main objectives to be reached.

For one phase of final training, the entire organization moved, on 18 hours notice, from Army Air Base, Richmond, to a bivouac area near West Point, Va., about 30 miles distant. The entire organizational and personal equipment was taken as no word was given as to where we were going, or when we would return. Left Richmond at 0730, 29 September 1943 and arrived at bivouac at 1000, same day. The area for camp site had been selected by the camouflage detail, sent at 0600 the same day and the organization was set

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up and ready for operation within 8 hours after arrival, including flight operations.

Several simulated attacks were carried out on the area by planes of other squadrons, and photographs were taken from the air to determine the effectiveness of the camouflage. Of all picures taken, only two, both angle shots from low altitudes, showed any evidence of our presence. One shot showed part of the field mess and the other showed part of the transportation.

The organization was paid in the field, this being accomplished with only slight difficulty.

On 1 September 1943, at 1200, notice was received to pack and return to Richmond. Trucks arrived at 1500, and by 2000 the same day, the entire squadron was quartered, fed and ready for operation at home station.

Final flight training was accomplished also. The entire group performing several mass formation flights. These flights usually took off at about 1730 each day and a high state of proficiency was attained before completion of this phase of training.

For the final training before leaving, a Group review was held. Every man in squadron, including officers, in Class "A" uniform, with leggins, helmet, and gun, participated. The squadron fromed in squadron area and marched to the parade grounds where they joined the other squadrons in the group. After retreat had been sounded, the entire group passed in review. Col. Hildreth, Base Commander, Col. Jackson, Commanding Officer, 327th Fighter Group, and Lt. Col. Cecil L. Wells, Group Commander, comprising the reviewing party.

Numerous showdown inspections were held and by the 15th of September 1943 the squadron was declared ready for overseas movement.

On 25 September 1943 organization moved by rail from Army Air Base, Richmond, Va., to the Port of Embarkation Staging Area, Camp Kilmer, New Jersey, for final supply and administrative processing. All inspections were passed in good order within three days after arrival and overnight passes were given, 50% of men being allowed their last look at the States for some time to come.

7 October 1943 was the day for which the entire squadron had long awaited and worked. Boarding the train at an early hour on this date we proceeded to the New York Port of Embarkation, Brooklyn Navy Yard, and boarded the Army Transport, S.S. Monterey of the U. S. Merchant Marine Service, and on 8 October 1943 sailed out for destination then unknown. Entire movement overseas was made by water. The crossing was uneventful and the sea calm. Very few cases of sea-sickness developed.

The transport was very crowded and a shift system was instituted, whereby the men slept one night in rooms and the next night on deck. The rooms were very small and crowded and due to the change each day were very hard to keep clean. The same was true of the deck area. This condition was overcome, however, by the men taking these conditions in good

Squadron History, 366th Fighter Squadron (Continued)

spirits and "pitching in" and working harder to pass the daily inspections. Areas and rooms passed these inspections with flying colors and as the trip neared completion, Capt. Therriault received a letter from the Commanding Officer of troops aboard ship, commending the entire organization on the condition of their areas and for the fine spirit of cooperation shown during the crossing, thus making the best of a difficult condition and reflecting the training and high state of morale and efficiency which has ever been an attribute of this organization.

On 20 October 1943 we docked at Liverpool, England, and were immediately tranported by train the width of the country and debarked at Goxhill. By truck we arrived at our first station in the European Theatre of Operations at approximately 1430, 20 October 1943.

Upon arrival at Goxhill, Squadron was quartered in separate area. The distance from area to line, headquarters and mess was at once a disadvantage. No motor transportation was available.

During first week at Station F-345, squadron attended lectures and were acquainted with customs of the English people and regulations of the ETO. Men had quite a bit of leisure time as no planes were assigned to squadron. After seven (7) days passes were given out to men and a system of one 24-hour pass a week was started. Capt. Therriault, Capt. Underwood and most of the other pilots in the squadron performed ferry missions, bringing planes into the squadron and group. Ships were assigned to pilots as they came in and crew chiefs assigned. All planes had to be shined and waxed. Pilots performing gunnery training and navigational flights.

1st Lts. Hess, Guthrie and Buckner attended Intelligence school at London for a short period. Lts. Hess and Guthrie also attended other Intelligence Schools and visited other stations, learning procedure of tactical Intelligence officers and manner and number of Intelligence reports to be submitted.

2d Lt Frederick R. Matlin, radio officer, was transferred from squadron on 7 November 1943. Table of organization does not call for a radio officer in a fighter squadron and he was transferred to a bomber group. 1st Lt. Allen E. Dimick, pilot, was transferred from squadron to a Ferry Command Group. Squadron is no one under strength in pilots.

Capt. Jack A. Therriault, Squadron Commander, was promoted to Major on 13 November 1943.

While at Goxhill, many men of the squadron were admitted to the hospital for severe colds and flu. The weather here was damp and misty and practically every man in the squadron suffered from colds or other respiratory ailments. At one time both Major Therriault and Capt. Underwood were confined to the hospital.

Major Therriault was sent on 25 from Goxhill to perform combat missions with another group before leading our squadron into corbat. S/Sgts. Kennedy, Ellie and Sgt. Frye also went along as crew for his plane. Major Therriault flew several combat missions but did not use his own plane, as

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Squadron History, 56th Fighter Squadron (Continued)

It was not ready for combat. Little action was encountered, but much experience gained. While the Commanding Officer was on detached service, the remainder of the squadron continued routine GH training, under command of Capt. Underwood.

On 7 December 1943, Lt. Cipriani and Lts. Tyler, Cusick and MacGregor were sent to DS as crew for Capt. Underwood's ship. Capt. Underwood was in the hospital at the time and joined them on 8 December 1943. Capt. Underwood also flew combat missions with another group to gain experience, but, like Major Therriault, did not fly his own plane.

On 9 December 1943, the Squadron moved by train, motor convoy and military aircraft from Foxhill to AAF Station F-378, near Leiston, Suffolk. Move was made in very good time and with a minimum of difficulty. Squadron was commended on condition of area and promptness of move by a representative of the Station Commander, Station F-378. We were also commended on condition of boxed freight and manner in which it was loaded. This manner of loading conserved much space as evidenced by the fact that this squadron used fewer freight cars than either of the other squadrons in the group.

Six (6) officers and ten (10) enlisted men remained at Foxhill on DS; officers to complete gunnery training, and enlisted men to crew ships.

Squadron arrival at Leiston at approximately 1830, 9 December 1943, and were fed and then quartered in our assigned area. Living conditions, mess and working conditions at new station were nine tenths good at first, but may develop into a very good set-up when base is completed. Main difficulty at present is the mud, which is everywhere and gets not better, due to the fact that it rains at least twice each week. The prospects of more concrete being poured in the squadron area and hangar area gives promise of much better conditions.

Routine flying and training were resumed as soon as the line was set up at Leiston. Squadron flew as many non-operational flights as possible in training for the time when operational missions would begin.

On 19 December 1943, the squadron was notified that it would participate in in its first mission. Take off time was set at approximately 1030. Much confusion resulted from this order and difficulty was experienced in getting planes ready for the mission. Mission was called off approximately five minutes before take off time. Much experience was gained from this "dry run" and many of the mistakes that were noted in the preparation for the mission were corrected and were not repeated on subsequent missions. Also on this date, the pilots who were on DS at Foxhill returned to duty and 1st Lt. Belancon and 2d Lts. Brockus and Coldren were sent to complete their gunnery training.

On 20 December 1943, the first mission of the squadron was performed. Missions were subsequently carried out on 21, 22, 24, 30 and 31 December 1943, and 4, 5, 7, 11, 14 January 1944. These missions are reported on attached mission reports, Inclosures #3 to #13, inclusive. Very little action was encountered on the first few missions but on later missions, enemy aircraft and flak was very heavy. No losses were entailed by the squadron as the result of these missions. No claims of enemy aircraft de-

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