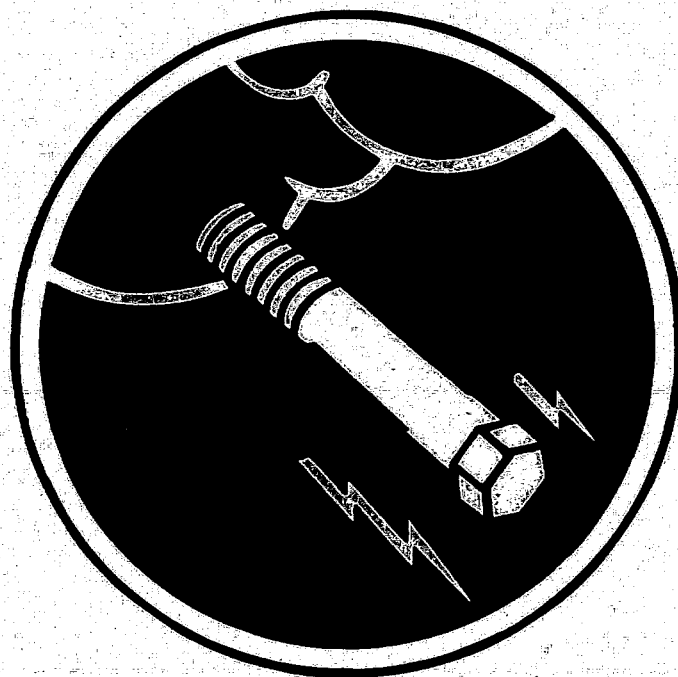


THE 365TH
FIGHTER SQUADRON

DECLASSIFIED
EOD DIR 5200.9



A HISTORY

FOR JANUARY 1945

DECLASSIFIED
EOD DIR 5200.9

0420

L A 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

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 Bitche 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 Zweibrücken.

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.

(b) Mission of 1 Jan 1945 against enemy troops and tanks in the Hagunau and Bitché areas.

1. Opposition to our troops
2. 6 buildings dest. and 6 buildings damaged, 12 M/T damaged, 17 H.D. Vehicles damaged, 50 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 Zweibrücken 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 Gernersheim area.

1. Enemy supply line
2. 4 locomotives damaged, 16 R/R cars dest. and 59 damaged. 3 tanks damaged, 1 building dest and 1 M/Y damaged.
3. Nil.

(f) Mission of 2 Jan 1945 against town of Wittersheim.

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.

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 -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 Bitch Area.**

1. German Headquarters

2. 2 buildings destroyed and 3 buildings damaged,
area heavily strafed.

2. 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

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 Langenlosheim.

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 Firmasens 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 Gamsheim.

1. Enemy tanks holding up our troops

2. 5 tanks destroyed and 3 tanks damaged

3. Nil.

[REDACTED]

(r) Mission of 30 Jan 1945 against Troop train at R-825965.
M/Y at Brusshall 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 damaged, 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

War Diary, 365th Ftr Sq, 358th Ftr Gp., AIG 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 large 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 reced rail lines for the ground controller between Bitch 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 reced rail road lines in the Zweibrucken, 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 trimmings. 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 Gernersheim. 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 Wittersheim. (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 forced 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. Capt. Charles W. Rossa ret'd 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.C. 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 Birmasens "eustadt 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 weather showed up again and prevented operations. Ground training was in process plus maintenance 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 bomb hits. They went on to strafe military transports, horsedrawn vehicles, horses, personnel and passenger cars. Capt. Elvidge and Lt. Reald 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. Carter and F/O Joseph W. Cotton were transferred and assigned to the 14th 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 Gamsheim 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 - Wichtenau, Friestett, Hockbunn and Vembuch. Lt. Snell bombed three heavy guns positions and had good hits. All ships returned safely 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 Zweibrucken. 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 (with 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 G31.) Capt. Gurley led off at 1540 for the third and last mission of the day. They went to the Bitch-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 estimation of damaged impossible. Promotions came thru today, our 1st Lt. Albert F. 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 hand 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.

13 Take off was at 0950 with Lt. Cline leading. The Group had been given a portion of RR between Kaiserslautern and "eustadt 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 "eustadt. 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 Engelhardt 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.) C pt. 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 badly 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 E/Ts on the road and worked them over. (See G3l). Pilots who got planes are Lt. Kenner, 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 ~~anyone~~ 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

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 tunnel, Lt. Crawford on another. The claims were 3 tunnels damaged and 2 RR cuts. The fourth mission was led by Captain Jones and they bombed Neustadt M/Y. This was at 1630. They went out and returned with a fairly 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 G3m.) Pvt. Fred Ferraro was assigned from the 5th General Hospital. Pvt. Peter Bianchi was transferred to the 5th General Hospital. A basketball game between the officers and enlisted men tonight proved to be very exciting and shows 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 mission. 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 Gamsheim. 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 Gamsheim 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 of 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 subs 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 Zinswiller to bomb, fire and 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 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 excellent 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 pattern on the M/Y of Kaiserslautern. Meanwhile Red flight, led by Lt. Wockler, 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 Recon 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 belted 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 throughout 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 adjacent 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-

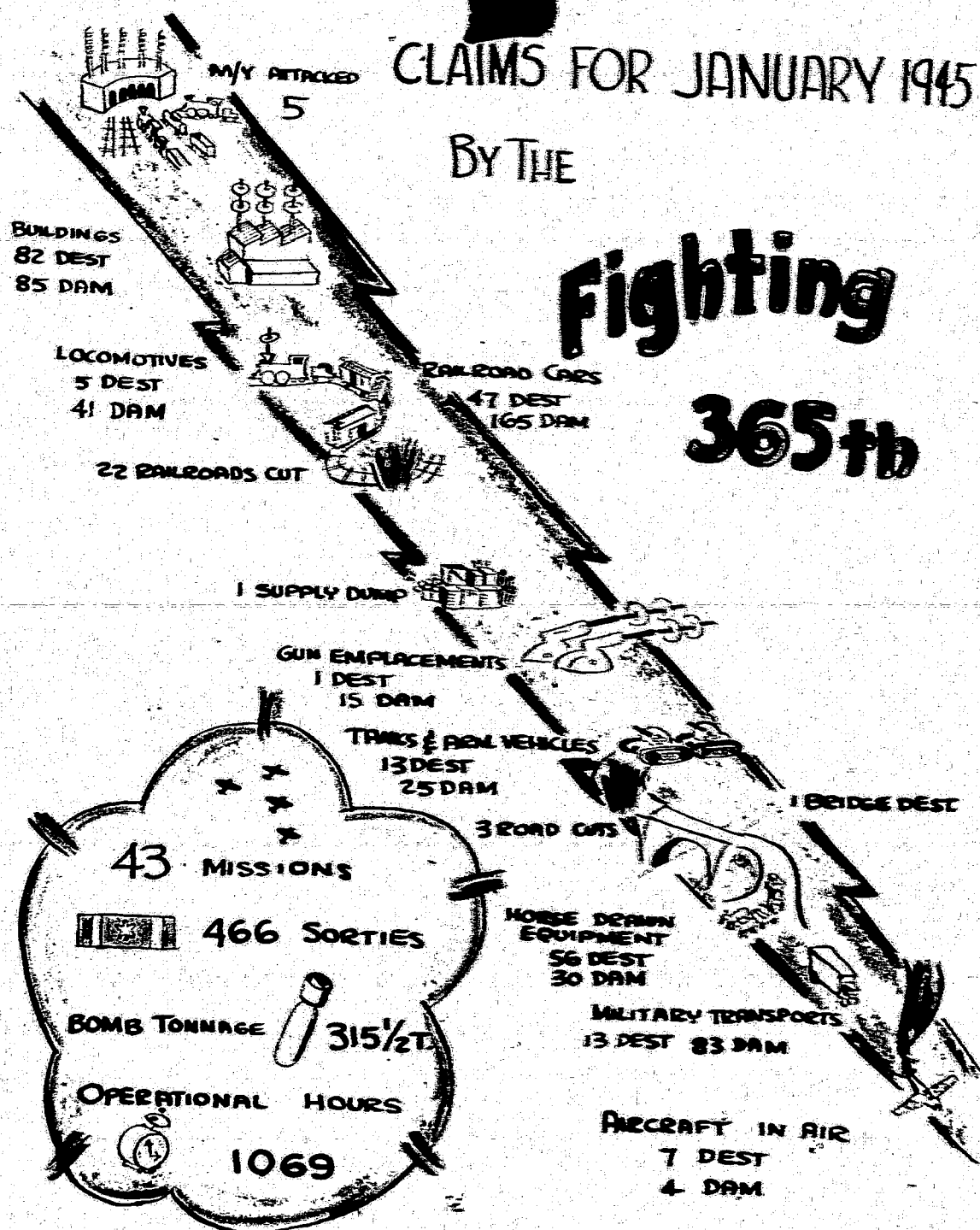
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ferred to the 5th General Hospital. 2nd Lt. Everett H. Heald was placed on D.S. to the ground forces. Another in the series of basketball games was played tonight. The officers played the 367th Fighter Squadron enlisted men and had a close game. The 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.

CLAIMS FOR JANUARY 1945

BY THE

Fighting 365th



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.



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 runway 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 returned to the

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.

THIS PAGE IS UNCLASSIFIED



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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 warm. 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 occasion demands, many time and labor savers can be devised.



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 warm 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.

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. Duckner
/t/ John H. Duckner,
Major, Air Corps,
Commanding.

A TRUE COPY

Karl A. Hansen
KARL A. HANSEN,
1st Lt., Air Corps.

365TH FIGHTER SQUADRON
APO 374 U. S. Army

4/54

31 January 1945

SQUADRON ORDER)

NUMBER 3)

1. Captain ALBERT P. CSELL, JR, O-675762, is relieved of primary duty as Squadron "B" Flight Commander and assigned primary duty as Deputy Squadron Assistant Operations Officer, effective 25 January 1945.
2. Captain WILLIAM (NMI) JONES, O-429811, is assigned primary duty as Squadron "B" Flight Commander, vice Captain ALBERT P. CSELL, JR, relieved, effective 25 January 1945.
3. Captain RONALD M. ELWIDGE, 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) CASPER, relieved effective 25 January 1945.
5. All of Squadron Order No. 20, H. 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. ELWIDGE	0451185	Squadron Photo Officer
Captain	JAMES E. RALSTON	0429173	Squadron Weather Officer
Captain	WILLIAM (NMI) JONES	0429811	Ass't Intelligence Officer
Captain	ALBERT P. CSELL 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 T. MC GLOM	0553137	Ass't Mess Officer
1st Lt	NORMAN L. SCHUELE JR	0818441	Ass't Engineering Officer
1st Lt	DANIEL S. RENNERT	0705617	Ass't QM Supply Officer
1st Lt	ROBERT T. BIGGERS	0812738	Athletic & Recreation O
1st Lt	JOHN C. GUMMINS	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	W DSWORTH 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	CRIN A. WHEL	0824798	Ass't Public Relations O
2nd Lt	GEORGE (NMI) BORDEN JR	0829808	Fuel & Water Officer

Sq C No. 3, 365th Fighter Squadron, 31 January 1945, cont'd.

2nd Lt	HUGH C. CURRAN	0825414	Asst Engineering Officer
2nd Lt	CARL L. BROCK	0763478	Asst Transportation O
2nd Lt	FENRY R. SCOTT JR	0827300	Asst Medical & Sanitation O
2nd Lt	WYMAN (NMI) MAY	0710144	Asst Tech Supply Officer
2nd Lt	WILLIAM H. FUNDENBERK	0825423	Asst Communication Officer
2nd Lt	CARL L. RUMBLE	0830326	Asst Medical & Sanitation O
2nd Lt	WILLIAM W. CRAWFORD	0708062	Asst Ordnance Officer
2nd Lt	ROBERT E. SMITH	0830112	Parking Lot Officer
2nd Lt	LEO D. VOLKMER	0714542	Asst Armament Officer
2nd Lt	LAURENCE L. F. PTIST	0716033	Asst Club Officer
2nd Lt	DON LD. E. LOCKER	0710151	Asst Armament Officer
2nd Lt	WILLIAM J. DUNN JR	0827406	Asst Fuel & Water Officer
2nd Lt	ARNOLD (NMI) GALLAGHER	0820175	Asst Weather Officer
2nd Lt	MAX . BURRIS	0832783	Asst Parking Lot Officer
2nd Lt	EVERETT H. HE LD	0826429	Asst Special Equipment O
2nd Lt	DONALD S. FLOWERS	0820150	Asst Special Service O
2nd Lt	ICWELL . SHIVE	0830103	Asst Mud Control Officer
2nd Lt	NICHOLAS L. ESSER	0710078	Asst Mud Control Officer
F/O	RUDOLPH R. GENCUR	T124312	Asst Mud Control Officer
F/O	LEON V. GIPSON	T2144	Asst Road & Walk Officer

John H. Buckner
JOHN H. BUCKNER,
Major, Air Corps,
Commanding.



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DOO DIR 5200.8

63-71-345-41
Feb 9, 1961

DECLASSIFIED
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SQ-FI-365-H1
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UNIT HISTORY
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	338th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 February 1945 through 28 February 1945

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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 Keustadt. 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 Saarbrücken 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.

1. Important bridge to the enemy
2. Bridge span already down. Sqdn. attack M/Y at Weilbronn. 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 W-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 MLD. Vehicles dam and horses killed and one staff car damaged at W-0746.
3. Nil.

(d) Mission of 8 Feb 45 to Dive bomb bridge at W-2524.

1. Important bridge to the enemy
2. Bridge still not hit this mission because of bad visibility. Barracks strafed at W-0345. 1 gun damaged at W-0330. At Dinglingen 5 tracks cut, 5 buildings dest. and 11 box cars dest and 6 dam. 1 truck dest at W-0141 and 3 damaged. 3 light guns damaged at W-9942. 6 trucks dest and 9 damaged at W-9942. 1 factory destroyed. 3 trucks dest and W-0545 going east.
3. Nil.

(e) Mission of 11 Feb 45 against Targets of Opportunity.

1. I R/R traffic heavy in this area.
2. 1 loco damaged and 1 R/R car damaged and 1 rail cut at W-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.

2. 1 loco and 5 R/E cars damaged at L-5085. 2 locos and 5 cars dest. and 25 cars damaged, 1 signal tower damaged at L-528809. 2 cars damaged at L-5579.

3. Nil.

(g) Mission of 13 Feb 45 against enemy rail traffic.

1. Important enemy supply lines.
2. 2 buildings and 1 roundhouse destroyed at L-8032. 1 loco damaged and 10 cars damaged, and 2 cars dest. 30 R/E 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 L-8637.

3. Nil.

(h) Mission of 14 Feb 45 against AMO. Factory.

1. Important ammo. factory
2. 1 loco and 3 cars damaged at L-3051. 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 L-498833 - supply dump. 3 buildings dest at L-455827. 5 cars dest and 27 dam. at L-5080. 2 buildings dest at L-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.

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 shots and supply lines.

2. M/T shop at -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.

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. Tr ck 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 strafed. 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.

2. All targets were in the Neustadt, Kaiserslautern, Quebrucken, and Saarbrucken area. Claims are: 1 tunnel damaged, 4 L/T damaged, 1 loco dest and 3 locos dam. 2 L/T cars dest and 29 dam. 1 building dest and 1 dam, 2 L/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, L/Y also damaged. 10 cars damaged by strafing at R-1793. 1 staff car, and 1 L/T dest and 13 L/T damaged by strafing at R-1893. 2 L/T damaged at R-1693.

2. Same as above

3. Nil.

(v) Mission of 26 Feb 45 against L/T shop at R-429324.

1. Important L/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. L/T dest at W-8282.

3. Nil.

(x) Mission of 27 Feb. 45. Close support and AR in the Landau, Saverne - Grunfelsheim 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.

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) Nil.
- (b) Meritorious achievement in direct support of combat operations.
- (c) Bronze Star Medal

- (4) S/Sgt Fred D. Euffman
- (a) Nil.
 - (b) Meritorious achievement in direct support of combat operations.
 - (c) Bronze Star Medal
- (5) S/Sgt Arnold W. 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

- (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 F. Dawson
- (a) Nil.
 - (b) Meritorious achievement in direct support of combat operations.
 - (c) Bronze Star Medal
- (13) S/Sgt. Donald F. Pinch
- (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) Timothy H. Shea
 - (a) Nil.
 - (b) Meritorious achievement in direct support of combat operations.
 - (c) Bronze Star Medal
- (18) L/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

- (23) (a) Mil.
(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 H. 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 W. Malcolm
(a) 5 combat sorties
(b) Aerial Operations.
(c) Air Medal
- (30) 1st Lt. John C. Cummins

- ~~SECRET~~
- (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

War Diary, 365th Ftr Sq, 358th Ftr Gp. ALC 90, Toul, France, Feb 1945.

- 1 Take off was at 0645 with 12 ships on an armed recon 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 P.F. & R Team emerging victorious with the score of 34 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 36 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 placed one directly beside a supporting pier - knocking part of it out. On the return trip Lts. Wahl and Tunning hit some R.R. transportation, locomotives, a factory and a couple of storage tanks. A good strafing time was had. Lt. Volkner'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 L/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 made 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 pocketed area. Under the controller direction the squadron first flew a recon and then hit the town of Volgersheim. 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. L.E. Loyd to T/Sgt. and Pvt. Brinegar, Sano, Horn, Bianchi, Grimmer, Maronie, Roy Miller and Free man and Connolly to PFC. Tonight the officers played the 462nd Air Service Squadron and came out on top with the score 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 plenty of ice was picked up. White flight

hit Friedburg M/Y then strafed trucks and horse drawn equipment. Red flight led by Lt. Bishop hit M/Y at Piegel and Yellow Flight. Lt. Lesley's flight hit the M/Y at Edingen. Lt. Smitherman disappeared in the overcast and has not been heard from. He is listed as MIA. (See 83c). Cpl. Tomaszewski 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 dnm, 10 RR cars dnm, 1 building damaged. The 365th Officer and Enlisted Men were matched against each other tonight, this being the struggle for top place both being tied. At the half the Enlisted 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. C/3rd Stratton returned from 5th General Hospital. Cpl. Cook, Pickering and Hajek, and Pfc Rysnich with Pvts. Hammerdeiner and Russell were transferred to 12th Replacement Depot, Reinforcement Command, III, STUSA, 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. 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.R. & 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. It's a bad nut to crack. The second mission took off at 1140 with Capt. Elledge leading. Targets 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 joints 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 (83d). The

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. Elledge. 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 beaten 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. Elledge led getting into the target area at 0815. Most every thing was found around Speyer and Neustadt. Capt. Elledge got a loco destroyed and RR cars dest and damaged; Lt. Gllaher, 2 locos, RR cars, and a RR station; Lt. Flowers a loco, RR 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 Sulco 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

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. Lockler 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 mission 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 dump 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 Romburg. 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 attacked 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 RR 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 He 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 Hockenheim area and RR traffic was hit. In the M/Y an ammunition explosion was

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 on 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 recce the Kaiserslautern, Heidelberg, 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. It was an Armed Recce in the Kaiserslautern, Heidelberg, Eberbach area. Lt. Schuele destroyed a locomotive and damaged five box cars. Lt. Dickerson was credited with a damaged L/Y and a road cut. Lt. Running hit a bridge damaged and a rail cut; Lt. May with a damaged L/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 safely. 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. Losse was transferred to 5th General Hospital. S/Sgt. Edwin A. Gelinas, S/Sgt Frank F. 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.

21 The first mission was a close support and armed recon 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 Nonnenwiler 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 bombed a town near Homburg. From the bombing 8 buildings were destroyed and by strafing 13 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 Mannheim A/V. Good results were obtained and there was much in the M/V plus "beaucoup" intense light and heavy flak. (See G30). 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 Lortembach which was marked with white smoke. Eight buildings were destroyed by bombing and 20 damaged, then the squadron made four strafing passes, starting fires in the town. After this the squadron was turned over to P-51 recon 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 Allee 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 assessment 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. Ellledge 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

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 Warston 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 1130. 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 confirmed 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 Gutaris 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 had bombed a rail section then strafed the transports they found (G3s). 1st Lt. Lazzio from duty to temp duty Paris. Sgt Koon, Cpls. Colania, 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, Zweibrücken, Neustadt area 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

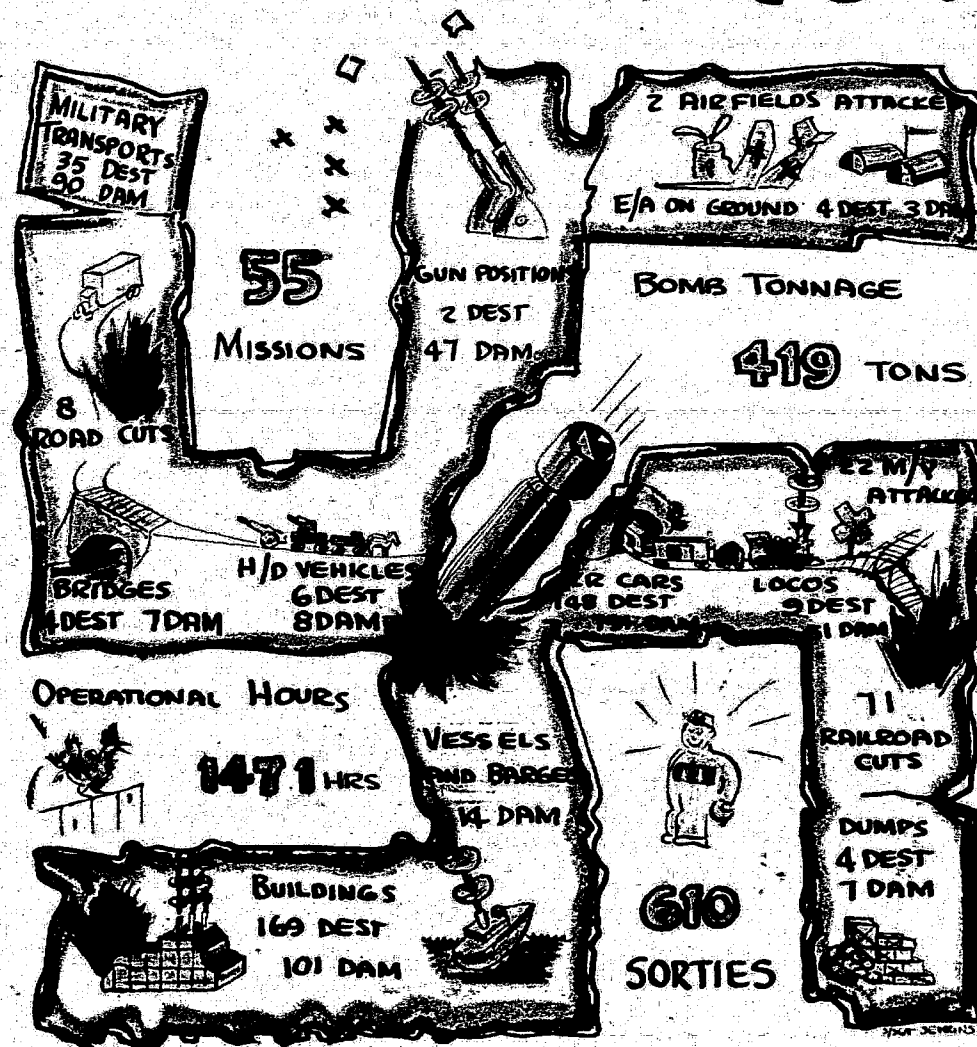
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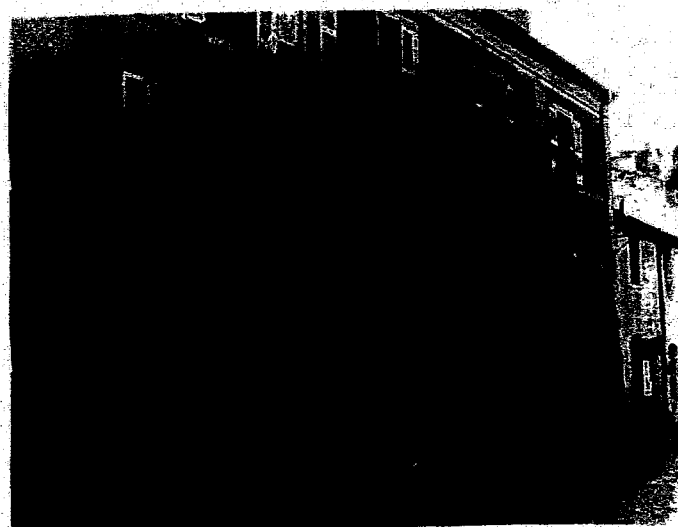
a tunnel, Major Buckner damaged 2 tunnels, made 3 rail cuts and damaged a bridge. 1st Lt. Sherry and Sgt McComb from temp duty to Paris to duty. The final game was played off tonight and we ran into tough luck. They beat us by 31 to 32 and all through the game it was anyones victory. This team was the 86th Air Depot Group. We say 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 A-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. Elledge. 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.

• CLAIMS FOR FEBRUARY •

THE FIGHTING 365





ROME: 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 assure 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 accurately so that the boys can conquer old man weather. A time check and they are ready to go and its off into the blue.

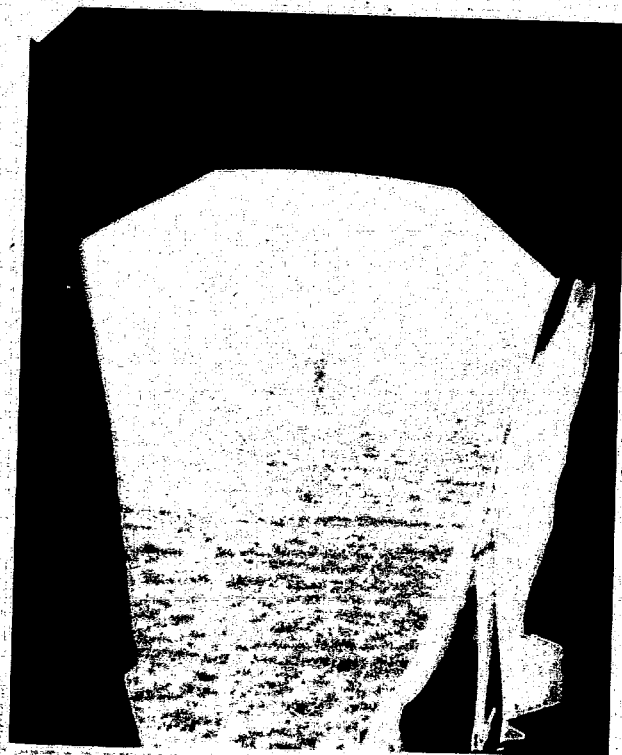
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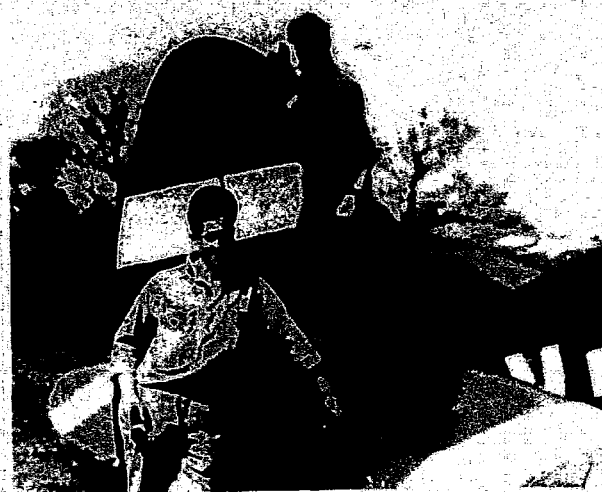
INTERROGATION: Captain Rosebrock did all the talking when the pilots went out, now it is their turn to do the talking. Here the information which is so vital to higher headquarters and the ground forces is given to the intelligence officer and he after taking it all down and questioning the pilots for further information gets it immediately to higher intelligence. Major Buckner, the squadron commander, led the mission which was in the Saarbrücken - 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 storage 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 breathe!



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, safely, 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.



Working on the planes, which is a continual job day after day. Here Sgt. Wilson and Sgt. Krumanaker 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.

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365TH FIGHTER SQUADRON
350TH FIGHTER GROUP

APG 374, U.S. Army
7 March 1945

DECLASSIFIED
DOD DIR 5200.9

SQUADRON ORDER)

NUMBER 5)

1. 1st Lt. NORMAN A. SCHUBLE, O-818441, is assigned primary duty as Squadron
"A" Flight Commander, effective ~~27 February~~ 1 MARCH 1945.

[Signature]
JOHN H. BUCKNER,
Major, Air Corps,
Commanding.



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History

Original Number of 34 pages. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34.

This was a voluntary station to which one of the German soldiers mentioned
believed to be in the Stuttgart area. Located in the area was
500 feet and this confirmed the fact that the German soldiers were in
the area of the fort. The plants and the 100 feet each of getting
into the North Mountain just west of the main road and this was
be right on the top of the hill. The German soldiers were
standing there from getting to the top of the hill. A message came
the hillside from the top of the hill and the German soldiers were
the third valley with clouds of 7-8 feet at the top and the German
main shelter. North of Stuttgart the German soldiers were in the area
and the German soldiers were in the area of the hill. Nothing
was observed on the road from Stuttgart to Stuttgart. The German
in the Stuttgart area was 100 feet at 10/10. Nothing was observed
Stuttgart was a truck company of 10 trucks and 10 people
to 100. This was moving south. The German soldiers were in the area
of 100. The German soldiers were in the area of 100. The German
Three locos and 5 to 10 box cars were observed in Stuttgart. The
South and Stuttgart area. The German soldiers were in the area
moving in both directions. Nothing on the highways. General in
movement along river road. Between Stuttgart and Stuttgart moving
in both directions. 12-14 locos and 2 locos in yard and
yard 1/4 full of box cars. North of Stuttgart 12-14 locos and 2 locos
North of Stuttgart truck convoys of 12 to 15 trucks parked along
secondary roads. At percent of these were box cars with south and 1 per
cent north. One train, loco and six flat cars with tin tanks, 12
box cars facing north, no steam up at 3. 14. Scattered in movement
on all roads. North of Stuttgart our camera seen.

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SECRET

365th Fighter Squadron

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Chain of Command

Air Force	1st Tactical Air Force (Provisional)
Command	1st Tactical Air Command
ing	365th Fighter Wing
Group	365th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 March 1945 through 31 March 1945

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OF 11 NOV 45, 565th Lighter Squadron, which 1945

A. Present Designation, 565th Lighter Squadron

B. Changes in Organization:

(1) Nil.

(2) Nil.

(3) Nil.

(4) Nil.

(5) Change in I/O of meaning title: Present change: change 12, I/O 1-27, 1 Dec 1944; former I/O and change: I/O 1-27, 3, 22 Dec 1944; change 1, I/O 1-27, 3, 22 Dec 1944.

C. Strength: 65 officers; 235 enlisted men

D. Present Station: 125th, 104th, 105th, 11th of 2 November 1944

E. Availability: Nil.

F. Outstanding: Nil.

G. Operations:

(1) History of operations. The squadron participated in live-firing, combat support, combat reconnaissance, special operations, air operations and tactical reconnaissance missions during the war. It has been one of the most active units of the 1st Air Division, having participated in numerous operations looking out and looking in. It has been involved in motor transports and troop carrier missions, missions of live-firing bridges and various types of bridges were also carried out. Starting on 15th of March the squadron supported the 7th Army in their push into Germany. The first phase of the operation was attacking the enemy's supplies and armor, this was followed by the burning of towns which contained strong points of troops, tanks and gun positions. The third phase of the operation was when the enemy's troops were retreating and their equipment was on the road, where we conducted live-firing, destroying their retreating motor and armored force vehicles. The fourth phase came in the evening of 21 March. The 1st Air Division over the 1st Air Division, destroyed the enemy's armor and tanks, and the 1st Air Division then attached their strong points so that the advance east of the Rhine could be continued.

(2) Number of missions for which were 98 and total number of sorties flown was 906

(3) Outstanding missions:

(a) Mission of 2 Apr 45 against targets of opportunity.

1. To disrupt enemy transportation.

1. Close support to our troops
2. 1 tank destroyed, 2 half tracks destroyed, 1 L/T attacked, 1 switch house dest. and 1 damaged. 4 box cars destroyed, in the vicinity of St. Genal.
3. Nil.

(g) Mission of 16 March 1945 against enemy front lines.

1. Close support to our troops.
2. 1 L/T dest and road cut at R-0392. 18 R/R cars dest and 20 damaged at Kaiserslautern L/T. 2 radio towers damaged at R-555. 2 L/T dest at R-0092. 2 staff cars damaged at R-0795. L/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., 3 L.T. vehicles dest. 5 horses killed. 7 L/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 L/T dest and 4 damaged. 2 L.D.T. dest and 3 damaged. 7 horses killed. 3 staff cars dest. 4 barracks damaged. 3 field guns damaged. 1 motorcycle dest and 3 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 L/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 10 damaged.
1 gun position dest and 10 dam., 2 staff cars dest.,
4 M/T dest and 2 A.D.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 M cars
dest and 5 damaged., 2 M/T dest and 7 damaged., 4
buildings dest and 2 damaged., 7 flak positions damaged
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., 5 staff cars destroyed and 1
damaged. 1 dugout strafed.

3. Nil.

(o) Mission of 19 March 1945 against Target of Opportunity

1. Mission to destroy enemy supply 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 Lomberg, Pirmasens 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.

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3. Nil.

(q) Mission of 20 March 1945 against enemy Motor Traffic.

1. Much transportation reported in the Bad Lurkheim area.

2. Total claims are as follows: 17/T dest. 51., 11/T
dam. 96., horses dest 50, 11 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 Lurkheim area.

2. Total claims are as follows: 1 road cut., 19 11/T dest.,
23 11/T damaged., 5 buildings dest., 1 flak gun dam.
and 4 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 11/T attacked., 12 lt. flak guns
dam., 5 D.V. dest, 3 cars dest and 33 cars dam.,
3 rail cuts., 4 staff cars damaged., 1 big factory
dest., 5 11/T damaged., 1 building damaged and 5
11/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., 51 11/T dest., 1 staff
car dest and 1 damaged., 24 11/T damaged and 5 buildings
dest., 2 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 11/T dest and 5 damaged., 1 D.V.
dest., 1 tank dest, and 11 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 1/2 dest and 21 damaged., M.D.V., 7 Dest., 1 staff car damaged, 6 horses killed, 10 personnel killed., 20 PR cars dam and 2 tanks dam.
3. Nil.

(w) Mission of 27 March 1945. Armed reconnaissance of Kaiserslautern, Mannheim and -siedberg areas.

1. To cut and destroy enemy supply lines.
2. 5 1/2 dest and 30 1/2 damaged. M.D.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 1/2 dest and 19 damaged. 3 staff cars dest., 1 building dest.
3. Nil.

E. Leaders of outstanding Missions:

(a)	2 March 1945	Lt. George W. Blood
(b)	3 March 1945	Lt. Homer B. Cook
(c)	4 March 1945	Capt. Albert E. Gsell
(d)	5 March 1945	Capt. James E. Palston
(e)	13 March 1945	Lt. Charles G. Dickerson
(f)	13 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 H. Buckner
(j)	17 March 1945	Lt. Grin 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. Blledge
(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	1st Lt. James B. Hamilton
(u)	26 March 1945	1st Lt. James B. Hamilton
(v)	26 March 1945	1st Lt. James B. Hamilton
(w)	27 March 1945	1st Lt. James B. Hamilton
(z)	31 March 1945	1st Lt. James B. Hamilton

I. Losses in action:

- (1) Captain James B. Hamilton, 1 March 1945
- (2) 1st Lt. ROBERT W. BROWN, 1 March 1945
- (3) 2nd Lt. LUTHER S. L. BROWN, 2 March 1945
- (4) 1st Lt. HOMER A. COLE, 5 March 1945
- (5) 2nd Lt. J. CHARLES HAMILTON, 10 March 1945

II. Awards received during service:

- (1) 2nd Lt. CHARLES L. HAMILTON
 - (a) 5 combat services
 - (b) Aerial Operations
 - (c) Air Medal
- (2) 2nd Lt. LUTHER S. L. BROWN, 2nd
 - (a) 5 combat services
 - (b) Aerial Operations
 - (c) Air Medal
- (3) 2nd Lt. LUTHER S. L. BROWN
 - (a) 5 combat services
 - (b) Aerial Operations
 - (c) Air Medal
- (4) 2nd Lt. LUTHER S. L. BROWN
 - (a) 5 combat services
 - (b) Aerial Operations
 - (c) Air Medal
- (5) 2nd Lt. LUTHER S. L. BROWN
 - (a) Awarded in action

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(b) Aerial Operations

(c) Purple Heart

War Diary, 355th Ftr Sq, 358th Ftr Gp, AIG 90, 401, 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. I. McElung 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. McElung 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. McElung and off at 1345. Administrative activities for the squadron: orders for 1st Lt. William W. Malcom a signment 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 0645. The squadron worked in the Karlsruhe-Buchal area strafing railway traffic. Trains loaded with TNT were found and the claims were excellent. (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 Tac Recce 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 Hilgartseiren 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. McElung. Again the Recce boys took the squadron in on the target which was a 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.: Col. Raymond A. Malcom; promoted to Col.: Sfc. Peter A. Bianchi, John W. Brinsgar, Frank A. Collins, John A. Fom, Albert E. Phelps, John L. Vaughn; promoted to 1st Lt.: John F. Howalski, Stephen A. Langyel Jr., Robert E. Shannon, Edward L. Wolfe.
3. The first mission was led by Lt. Cook and off at 0740. The Recce planes led the squadron into troop concentrations and motor transport. This was in the Landau area and the results were good with the boys taking 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. McElung and off at 1105. This was an air cooperation and armed reconnaissance. The ground controller had no targets so they hit Schenkerstadt IV and several small IV's in the area. Results were quite good with 4 houses destroyed, 3 box cars damaged and 5 warehouses destroyed and five rail cuts. In all three IV'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 Gudenau, France near Saarbrücken. All bombs were direct hits in the town and a large explosion resulted with three large fires. In all six buildings were destroyed.

- and three buildings damaged.
4. Weather permitted only one mission which was led by Lt. Flood and worked with the ground controller in close support of our troops. The squadron was off at 1410 and the controller marked the target with white smoke. Gains for the mission were two buildings destroyed, five buildings damaged, three rail cuts and the light tank gas damaged.
5. Weather again was bad and only one mission was flown. This was led by Capt. Johnston and was a rail cutting mission in the Kaiser-lavien-Tannau area. The plane bombed and was off at 1410. The pilot was assigned to the mission from the 1st Squadron. The plane was a C-47, led by Lt. Johnston, with Lt. Flood, and Lt. David H. Green.
6. A quiet day--no missions due to bad weather. The squadron activities were normal.
7. Weather again prevented activities so the day was a quiet again. The squadron was off at 1410 and the controller marked the target with white smoke. Gains for the mission were two buildings destroyed, five buildings damaged, three rail cuts and the light tank gas damaged.
8. No missions today--weather again was bad. The squadron was off at 1410 and the controller marked the target with white smoke. Gains for the mission were two buildings destroyed, five buildings damaged, three rail cuts and the light tank gas damaged.
9. The weather was today and the missions were off. The squadron was off at 1410 and the controller marked the target with white smoke. Gains for the mission were two buildings destroyed, five buildings damaged, three rail cuts and the light tank gas damaged.
10. Weather permitted only one mission which was led by Lt. Flood and worked with the ground controller in close support of our troops. The squadron was off at 1410 and the controller marked the target with white smoke. Gains for the mission were two buildings destroyed, five buildings damaged, three rail cuts and the light tank gas damaged.
11. One mission led by Capt. Johnston and weather was so bad the squadron was forced to ask for an egg bucket. Under the controller's direction the bomb was dropped in the Lusen-iron area. Four pilots were assigned and these were: 2nd Lt. Fohn, Collier, Cleaver, Bradley, Thomas H. Atkins, Jr.
12. Weather prohibited missions today so everything was very quiet. Nothing going in the squadron activities either.
13. The first mission was a four ship Hillman mission being made up of ships from the other squadrons. This was escort to 1-20'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 firmans area and scored good hits.

After this they passed roads around the target and found much horse drawn equipment on the roads, also some motor transportation movement. In all it was a good mission. (See G 3 f.) The third mission was a liaison mission, our second being led by Capt. Gsell. Our task was to give bomb targets of opportunity on the route and to furnish top cover for the remainder of the mission in their task of strafing an airfield. We had a marshalling yard near Parisruhe then completed the mission without event. The claims for the mission were five box cars damaged, one rail cut, a marshalling yard attacked and one train 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-3 Recce planes took the same run in on a marshalling yard at St. Mandel 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 1520 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. Alliege and was up at 1640. The officers had a squadron party this evening which was a big success. In celebration of St. Patrick's 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 continuously against enemy targets all day long and in all, eight snip missions were conducted. The first was airborne at 0845 and worked with the controller. Lt. Rockler led the mission and was given a target in a woods by the controller. No tanks were in the area but no results were observed. After bombing they recce the roads for motor traffic but none was found. The second eight snip mission was led by Lt. Crose. This was up at 0920. The T-3 Recce planes gave them a target of a group of buildings of 10 big garages which were supposed to have tanks 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 B-26s were strafed and damaged. Lt. Atkins damaged one B-26 which was flying on the beam. The third mission was led by Capt. Jones. It was up at 1115 and worked in the Halberstadt area attacking an ammunition dump. A good concentration of hits were obtained in the target area and three buildings were damaged. After this the B-26s got into the area and one destroyed and three damaged. The fourth mission was led by Major Buckner and was off at 1155. They worked with the controller and worked the town of Volkmarshausen. Five buildings were destroyed. The controller asked him to recce the area and they got one half track destroyed, 1 B-26 damaged, 1 staff car destroyed, one light flak gun destroyed and ten damaged. The fifth mission was up at 1230 and was led by Capt. Winston. They bombed an ammunition dump near Homburg and good hits were obtained but no results were observed.

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16. The squadron made six missions against Germany again. The first mission was to hit the rail line at 0715 and was led by Lt. Dickerson. They worked with the controller bombing the town of Hildesheim. All towns in the town but no claims were made as the town had been bombed before. After 0715 they moved around. One was hit and destroyed one locomotive, one IT and moved two IT's, three horse drawn vehicles, one staff car and one trailer. The second mission was at 0745 and led by Lt. Rose struck against a city around Hildesheim and hit motor and rail traffic. The squadron accounted for the destruction of both these transportation facilities. (G 3.3.) The third mission was led by Capt. Jones and was up at 1005. This mission worked around Hildesheim area and found quite a bit of stuff. Lt. J. Cleaver - Bradley was hit by flak and bailed out northeast of Hildesheim. Nothing has been heard from him as yet. (G 3.4.) The fourth mission was airborne at 1030 and led by Capt. Holston. They bombed a town under the direction of the ground controller. In the town of Neustadt they destroyed eight buildings and damaged four. After bombing they strafed in the area and destroyed one IT, one gun position, two staff cars destroyed and one damaged. The fifth mission was up at 1350 and led by Capt. Sledge. 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. Luckner and off at 1400. They bombed guns at Hildesheim but no results were observed. The ground controller said they were disappearing guns on a hill. After they bombed they strafed with good results. (See G 3.1.) The seventh mission was led by Lt. Snell and off at 1645. The controller had no targets and they hit the LY at Hildesheim, Germany and strafed some IT's. The claims were three RR cars destroyed, two IT cars damaged, one building destroyed, and five damaged, one IT destroyed and one staff car destroyed. The eighth and last mission encountered bad weather but finally found a LY at Hildesheim. 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 position SE of Hildesheim. Time up 0740. 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 1415 had

- better weather. They bombed the RT at 1220. Twenty box cars were destroyed and ten box cars damaged, the rest were strafed and damaged. The fourth mission was led by Lt. Bishop and was off at 1500. They bombed the town of Friedelsloh, destroying eight buildings and damaging twenty. After this they strafed RT's with good results. (See G 3 3.)
18. The squadron was airborne on eight missions with Lt. Bishop leading the first and up at 0845. The town was given a 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 Vinnungen under the controller's direction. After they strafed and destroyed much motor traffic, time up 0900. (See G 3 4.) The third mission was led by Capt. Halston and it was an air cover mission bombing the town of Wurzbach in which twenty buildings were damaged. By strafing the following was obtained: 2 RT, 2 bus, 1 car. The fourth mission was led by Lt. Bishop and they hit the railroad RT. Two RT cars were destroyed and twenty-six damaged. Two RT's on first cars were destroyed and one building in the yard was destroyed. The fifth mission was led by Maj. Luckner and they bombed the town of Weiden Wurzbach. Seven buildings were destroyed and eight damaged by strafing, 5 motorcycles and two staff cars and three ED vehicles were destroyed. The sixth mission: Capt. Hledge leading, time up 1500. They bombed gun emplacements with no obvious results. The seventh mission: Lt. Gross led, up at 1645. Bombed town and direction of controller and afterwards strafed with good results. (See G 3 1.) The eighth mission was led by Capt. Halston. Up at 1735, given town to bomb at 176726, results-- 5 buildings destroyed, 4 buildings damaged, 1 RT destroyed, 1 staff car destroyed. Spl. Anthony K. Auman, 1st Lt. Roy E. Miller, R. E. Shannon, Paul G. Carver were transferred to 16th Reinforcement Bn., Ground Force Reinforcement Command.
19. All records of the previous days were beaten today with nine operational missions. The first mission was off at 0800 with Lt. Dickerson leading. They went on an armed recon mission and found much railway movement in the Landau-Jayer area and good results were obtained. (See G 3 n.) Mission number two: led by Capt. Jones, up at 0700 on an armed recon results-- 1 locomotive damaged, three RR cars damaged, two buildings destroyed, 8 buildings damaged, 1 RT damaged and 1 road cut. Mission three: led by Maj. Luckner, up at 0925. Bombed fortified positions at Lautzhausen, no results observed. By strafing, 1 RT destroyed, three damaged. Mission four: led by Capt. Hledge, up at 1000, given town of Hessel 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 RT 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 RT destroyed, 6 RT damaged, 3 buildings damaged, 1 half track destroyed, 5 staff cars destroyed and 3 damaged, 3 amphibious vehicles destroyed, three damaged, 3 ED vehicles damaged. Mission eight: Squadron worked in the Kaiserslautern area and was led by Lt. Flowers up at 1611. Results were 4 RT destroyed, 11 damaged and 3 horse drawn vehicles damaged. Lt. Flowers was hit by

- 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. Quaker, up at 1740, results were 6 HT destroyed, 10 damaged and one Tiger Royal tank damaged. Pfc Thomas J. Davidson was reduced to 1st Lt. on May 31.
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 a mission and was up at 0910. The second mission was an excellent one, destroying much HT traffic. Lt. Small led the mission and was off at 1210. The HT's were found between Frankenstein and Bad Durnheim. (See p. 9.) The third mission also accounted for a large number of HT's, these were in the Hatten area. Capt. Jones led the mission and was off at 1530. (See p. 9.) Squadron activities normal.
21. The squadron was released for rest and maintenance today. The pilots and planes certainly were in need of a rest from the continuous strain they have been on. 1st Lt. William W. Isaacson, who was previously transferred to 35th 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 recon. The first mission was up at 0730, Lt. Schuele leading. They attacked targets along their recon route and claim 3 buildings damaged, one loco damaged, 48 RR cars damaged, two HT attacked, one HT destroyed, one damaged and one HT vehicle destroyed. Second mission: Capt. Walston leading, up at 0815, bombed town of Vollmeseiller with the claim of four buildings destroyed, six damaged. Third mission: Capt. Hledge leading, up at 1045. Bombed coal cars in a small town near Pruckel, claim 3 cars destroyed, one damaged and 1 rail cut. Fourth mission: led by Capt. Jones, up at 1045, attacked targets along the recon route in the Karlsruhe area. Claims were good and much equipment was destroyed. (See p. 9.) The fifth mission was led by Capt. Asell and up at 1230, on armed recon in the Karlsruhe area and claims are these: 16 RR cars destroyed, 25 damaged, 1 HT damaged, 1 building destroyed and one damaged. Sixth mission: led by Lt. Schuele and up at 1430. They attacked targets along recon route in the same area and accounted for 4 box cars destroyed and 2 damaged, 1 HT destroyed, 2 buildings damaged and 1 HT attacked. The seventh mission was off at 1731 and led by Capt. Jones. They attacked rail equipment in the Leidsburg area and claim 2 HT attacked, 20 RR cars damaged, 1 destroyed, 1 building destroyed and three flak positions damaged. The eighth mission was just about the same as the others of the day. Lt. Callahan led and was off at 1731. Claims: 2 HT attacked, 2 RR cars destroyed, 2 RR cars damaged, 2 buildings damaged. 2nd Lts. Samuel L. Catliff, Stephen Wilkerson, Thomas W. Miller, Chas. E. 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. Hledge and was up at 1230 on the same bridge.

- 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 1600. 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. Sgt. Earl Pedro reduced to PVT, orders of 35th 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 at 25 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 struck and exploded. 20 box cars were struck and damaged. This mission was led by Capt. Elvidge and was up at 1205. The third mission was led by Capt. Ralston and up at 1525. This mission was an armed reconnaissance in the Worms--Eidelberg--Heilbronn area. Results were good; attacking and destroying LRS (see # 3 t.). Sgt. Joseph Marchetello and Pvt. Williams H. Patherwood assigned to the squadron.
26. The first mission took off at 0625 and was led by Lt. Crawford. The mission was an armed reconnaissance in the Worms--Eidelberg--Heilbronn area. Good results were obtained and much rail traffic was destroyed. (See # 3 t.) The second mission was a fighter sweep over the beach head across the Rhine. The mission was led by Maj. Luckner and off at 0805. The mission was without event. The third mission was an armed reconnaissance in the Worms--Eidelberg--Heilbronn area. The mission was led by Capt. Ralston and scored good results. 2 LRS were damaged, 1 LRS vehicle destroyed, 2 locomotives destroyed, 1 locomotive damaged, four box cars destroyed, 12 damaged, two rail cuts and 1 LRS attacked. Up at 1130. The fourth mission was a fighter sweep over the Rhine led by Lt. Flood. Up at 1155 and the mission was without event. The fifth mission was led by Lt. Crawford and an armed reconnaissance. The mission got off at 1405 and made the following claims: four LRS destroyed, 7 LRS damaged, 4 box cars destroyed, 1 locomotive damaged and 2 box cars destroyed. The sixth mission was another fighter sweep over the Rhine and was without event. Led by Lt. Galloway and up at 1540. The seventh mission was an armed reconnaissance in the Heilbronn area with Capt. Curley leading. Up at 1755. Good results were obtained in the Heilbronn area. (See # 3 t.) Squadron activities normal.
27. The first mission was led by Lt. Schuele and was off at 0610. The squadron was taken to a target in the Heilbronn area by 123 Reconnaissance plane. This was in the Heilbronn area and the results of the mission were good. (See # 3 t.) Weather only permitted one more mission and it was off at 0640, led by Lt. Dickerson. The target was the town of Eidelberg. 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 intelligence basket and they worked through the overcast. Capt. Ralston led the

[illegible]

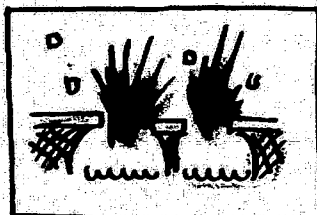
THE FIGHTING 365

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 LOCOMOTIVES 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

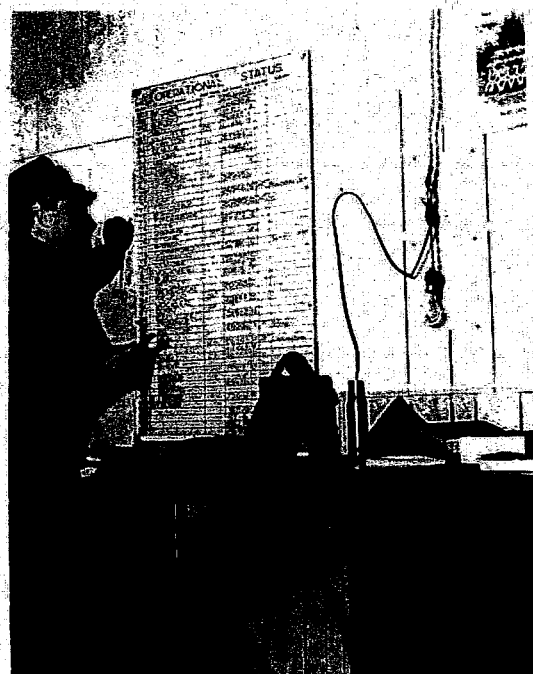
369 DESTROYED

425 DAMAGED

ARMORED VEHICLES & TANKS
23 DEST. 30 DAM.

52 HDV DEST. 55 DAM.

17 ROAD CUTS

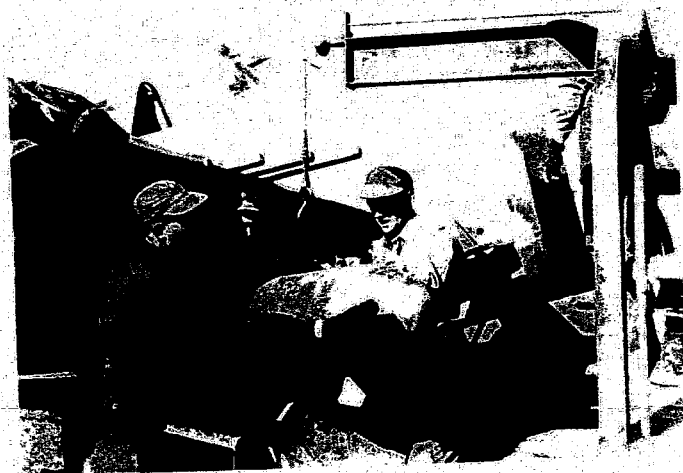


OPERATIONS: Captain James C. Elledge, operations officer, looks over the operations status board, determining the pilots and planes available for the next mission. A close check is kept upon the pilots and planes so that at all times a clear and concise picture is had of the squadron's status. This permits 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.

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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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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 from 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.

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THE UNITED STATES OF AMERICA

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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 tech sites. Lt. Col. Bartnick, Group Executive Officer, is being shown around the area by Captain Guthrie, Squadron executive Officer and Captain Henly, Squadron Adjutant,

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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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0504

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HIGH
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NO
DISSEM
UNCLASSIFIED

CLASSIFIED
DOD DIR 5200.9

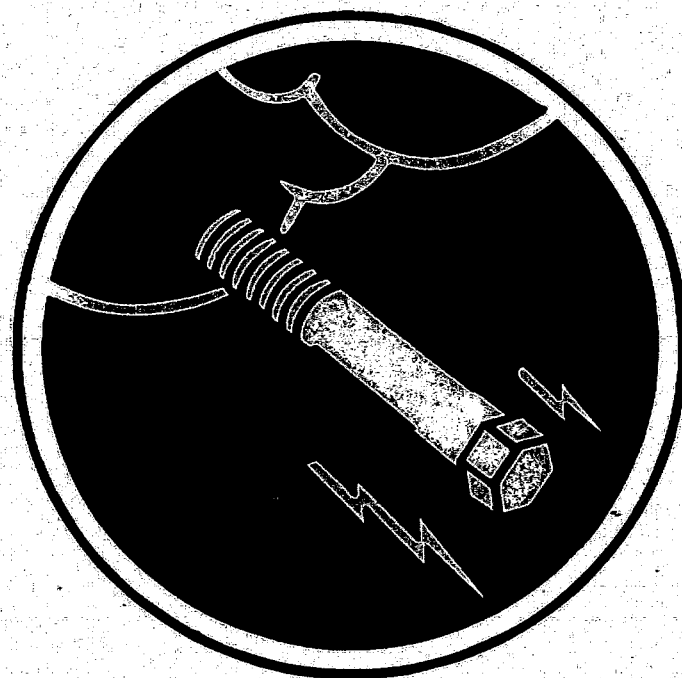
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HISTORY • FOR APRIL 1945 •

CLASSIFIED
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SA-TH-365-TH
APR 1 1945



• 365 FIGHTER SQUADRON •

CLASSIFIED

DIR 5200.9

0508

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UNIT HISTORY

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

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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 HPV damaged, 15 horses killed, 3 trailers dest., and 1 trailer damaged. 1 barge dest, 1 motor-cycle 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 Forstheim 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 HPV 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

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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 disrupt 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

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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 Austrian 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.

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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.

3. Nil.

(u) Mission of 30 Apr 45, Armed Recon. of Area #1.

1. To attack motor transports in the Weuberg 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. Burris, 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.

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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 Aschafenburg, 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 trailers destroyed, 1 trailer 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 received 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 by Lt. Stone which was the fourth mission for the day, and worked with the ground controller. They bombed RR tracks along the east part of town which 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, 6 buildings 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 reced roads north east out of Aschafenburg but nothing was attacked so

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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 phosphorus 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 0740 with 16 500 lb. bombs. The eight ships were able to get below the overcast and worked under the direction of the controller. They bombed Aschafenburg and 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. They 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 were hit. 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 recon 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 1300 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 recon 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.

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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 Kissingen, 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. Callaher 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 out 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 MT 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 bub 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. Prose 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 preparations for the move.

6. Three missions took off today and all were air cooperation and armed recon. The first mission weather was poor and Lt. Wahl leading worked in the Bamberg, Forchheim 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: 1 building 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 Grailsheim 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 the intense flak from the area and although no one saw him crash, an orange 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. Runderburk 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

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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 all, 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 airfield 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. One MT were spotted and these were attacked. No bombs were carried. Claims were 2 MT destroyed, 1 MT damaged, 1 building destroyed, 2 trailers 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 Reinforcement Depot.

11. 16 P-47's led by Capt. Gurley took off at 0645 and made an armed recce in the Bamberg, Bayreuth, Regensburg 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

attacking the target was hit by intense flak and crashed and exploded. This was in the Pegnitz 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-Lichtenfels 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. Runderburk 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 Lichtenfels 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 Nurnberg 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 direction 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 reces. 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 trailer 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. There was 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 surgeon, 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 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-Sulzbach-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 escort. 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 reced in the area Nurnberg-donaauworth-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

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destroyed and 6 buildings damaged. The squadron was up at 1800, in area from 1825 to 1905 and down at 1940. Major Luckner, 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. Diekerson 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. Gurley 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. (G30). 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 Weissenburg. 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 RP cars damaged. The second mission was led by Lt. Bishop and they worked on MT in the Grailsheim-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. Guthrie, 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

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 Guthrie, executive officer, was transferred to the 366th Fighter Squadron and Captain Craft of the 36th 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 recon planes gave the squadron targets in the Schwabach-Vonauworth area. Claims were 14 MT destroyed, 9 MT damaged, 1 staff car destroyed, 2 staff cars damaged, 1 trailer 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 up was 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. Dickerson, 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 transport 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.

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 Hergert. 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 108'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 sometime next month. Let us hope so anyway.

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SUPPORTING DOCUMENT 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 asked 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. Callaher, 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

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 developments -- 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.

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 Landing 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 equipment 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 transported 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 conveniences 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 convenient 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 convenient for all the men. The officers quarters are located in the area and are convenient 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

has been damaged by bombs but the front half 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 recreation. 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-Commissioned 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 PX 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 though 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 Cavalry 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 surrender 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.

SECRET

SECRET
SUPPLEMENTING 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.

SECRET
SUB. G. L. H. L. O. C. T. I. N. T. S. TO H. A. R. A. P. 13



Lt. Runderburk shows the pistol he received from his captors when they surrendered to him in Germany.

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 FISHEL, 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.

SECRET

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 existed 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, luckily 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 Robbins' description of the Commandant was that he possessed all the brutal-arrogance of the Nazis. The two guards didn't seem to know where they were going and stopped at numerous Wehrmacht 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 Schwabach 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.

~~SECRET~~
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."

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.

APC 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, APC 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 bomber. "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 Kinkel," 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 Jabos 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 Kinkel 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.

Extract of Report of Investigation continued.

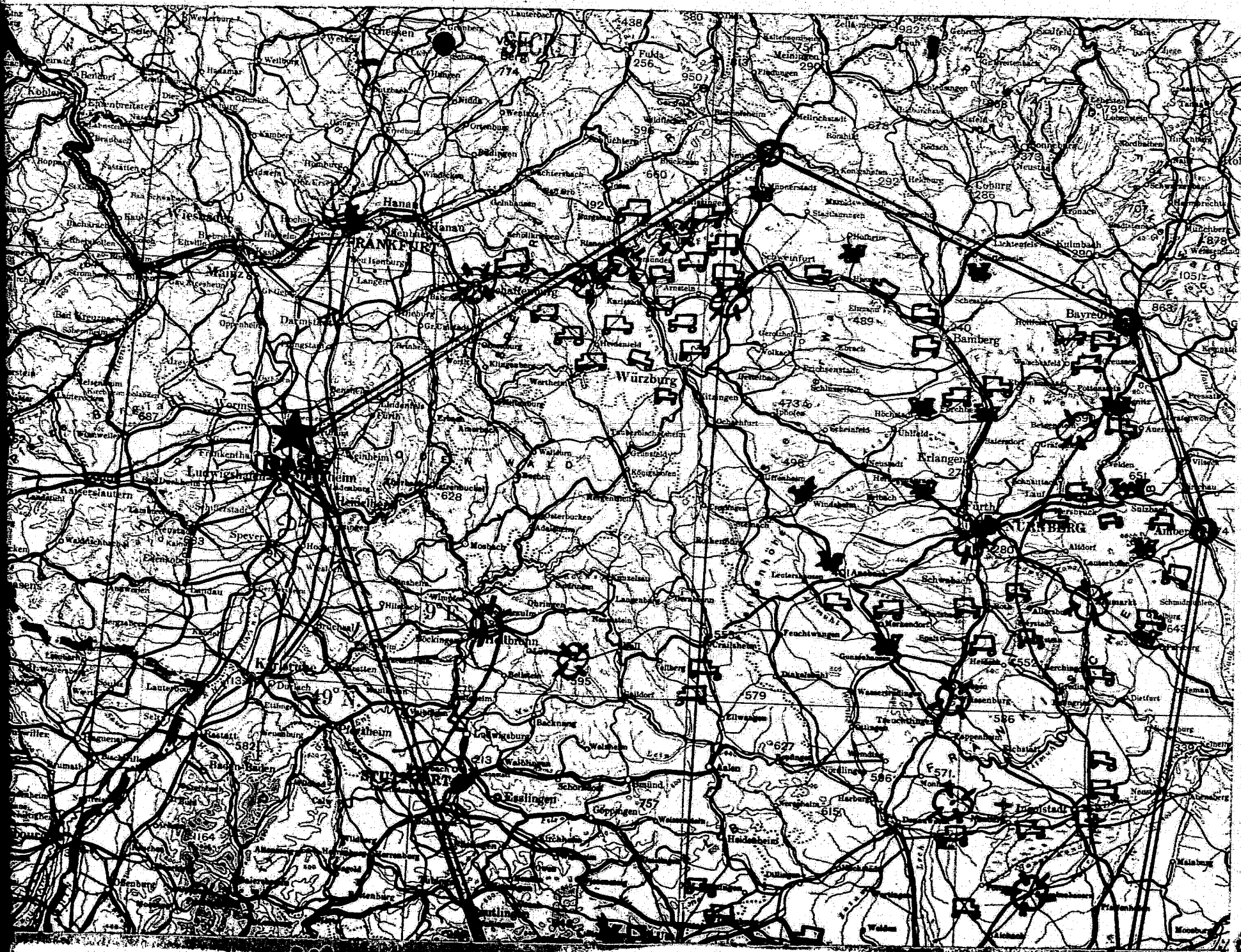
10. None of these people knew that we were Jabo pilots, as all our Air Corps insignia had been removed. To them we were just investigating crashed planes.

/s/ William W. Malcolm
/t/ WILLIAM W. MALCOLM,
1st Lt., Air Corps,
365th Ftr Sqdn,
358th Ftr Group.

THIS IS A TRUE COPY:

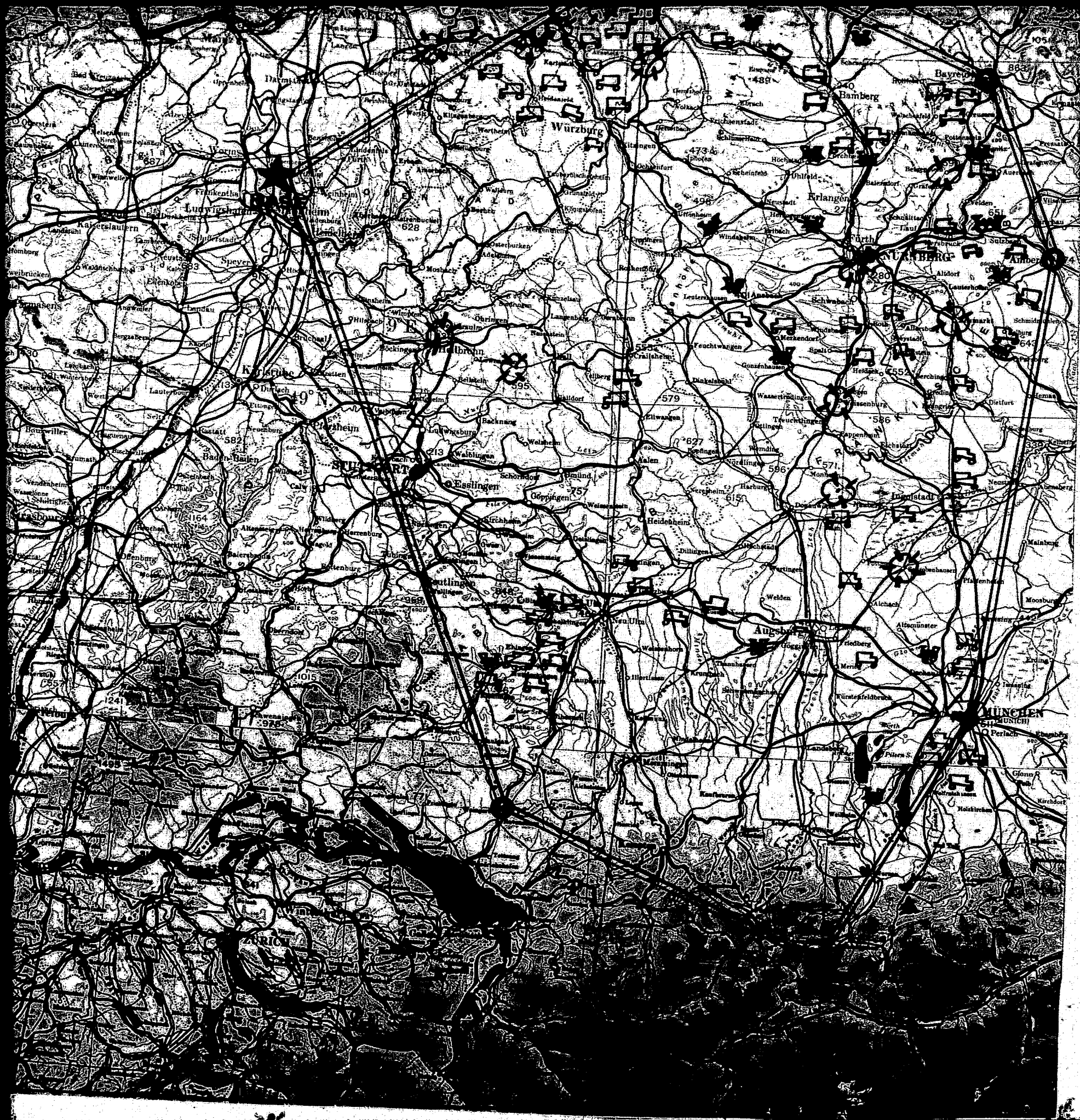
Karl A. Hansen
KARL A. HANSEN,
1st Lt., Air Corps.





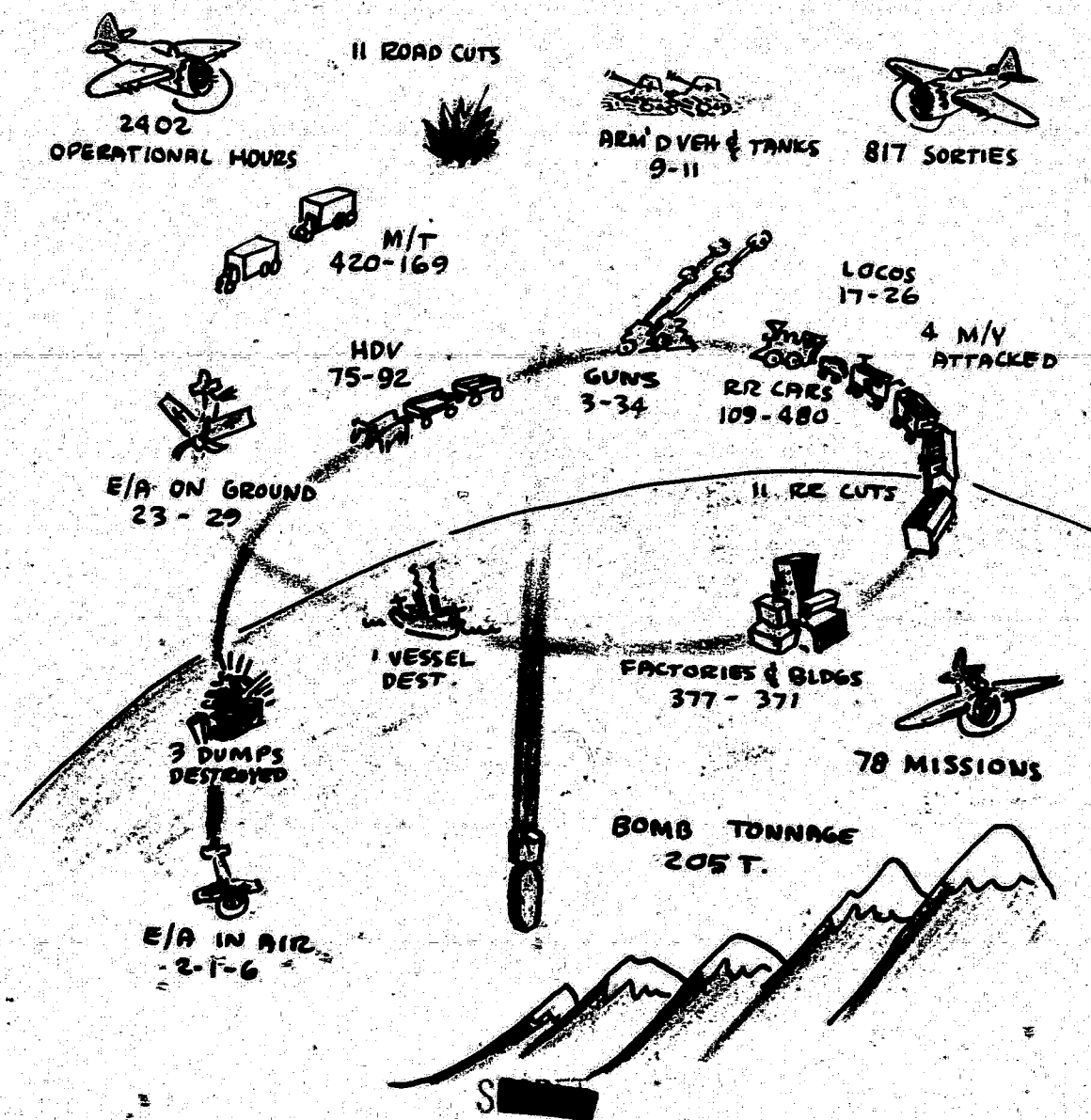
0541





THE FIGHTING 365

• CLAIMS FOR APRIL 1945 •





"OLD GLORY" Flying over the once occupied
German Air Field now occupied by the 358th
Fighter Group.

SECRET

0545

SECRET



Bomb destruction in the enlisted mens area.



Bombed out living quarters

~~SECRET~~



Showing the destruction wrought on the
Operations and Intelligence Bldg.

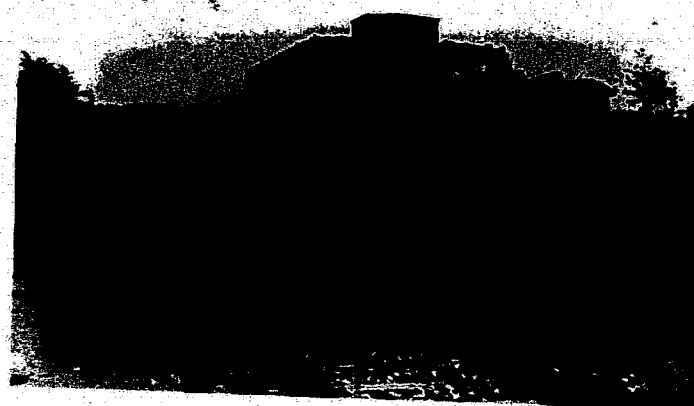


Entrance to Air Strip Y-79

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SECRET



Views of Air Strip Y-79



Views of Air Strip Y-79

0548

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APD 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 E. BUCKNER,
Major, Air Corps,
Commanding.

A TRUE COPY:

James S. Craft
JAMES S. CRAFT,
Captain, Air Corps.

SECRET

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SECRET

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APO 374, US Army,
13 April 1945.

SQUADRON ORDER }
NUMBER 7 }

1. Captain LAUREL M. HENLEY, O-572002, is assigned additional duty as Unit Savings Officer.
2. 1st Lt. FREDERICK C. BISHOP, O-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.

1 TRUE COPY:

JAMES S. CRAFT,
Captain, Air Corps.

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.

~~SECRET~~

365TH FIGHTER SQUADRON
- 356TH FIGHTER GROUP

APC 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.

A TRUE COPY:

J. S. Craft
J. S. CRAFT,
Captain, Air Corps.

/s/ Thomas M. Hergert,
/t/ THOMAS M. HERGERT,
Captain, Air Corps,
Commanding

~~SECRET~~
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**365TH FIGHTER SQUADRON
358TH FIGHTER GROUP**

APC 374, US Army,
22 April 1945.

SQUADRON ORDER)
NUMBER 10)

1. Captain ALLAN F. ROSEBROCK, O-569996, is assigned additional duty as Squadron Top Secret Control Officer.
2. Captain ALBERT P. GSELL JR., O-675762, is assigned additional duty as Squadron Assistant Top Secret Control Officer.
3. 1st Lt. STEVE LAZZIO, O-1589983, is assigned additional duty as Squadron Club Officer, effective 4 April 1945.
4. 1st Lt. WADSWORTH S. STONE, O-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:

Monett
J.S. CRAFT,
Capt., Air Corps.

~~SECRET~~

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
J.S. CRAFT,
Captain, Air Corps.

SECRET

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
J.S. CRAFT,
Captain, Air Corps,

Map of
SCOPE OF OPERATIONS
April 1945


LEGEND

== Area of Operations


 Close support targets

 Locomotives and Boxcars

— Airfields

 M/T, Arm'd vehicles, Tanks,
E.D.V., Staff cars

 Gun installations

 Rad Installations

— Scale, 1 inch/16 miles

**365 FIGHTER SQUADRON
HISTORY**

SA-FI-365-HI
(MAY-45)

DECLASSIFIED
DOD DIR 5200.9



**VICTORY
EDITION**

REPRODUCTION

DECLASSIFIED
DOD DIR 5200.9

SECRET

SUBJECT: Unit history.

DECLASSIFIED
DOE DIR 5200.9

TO : Commanding General, Ninth Air Force. Attention: Historical Section.

1. In accordance with HQ., First Tactical Air Force Memorandum 80-5, Administrative Practices, dated 23 November 1944, History of the 365th Fighter Squadron is submitted for the month of May 1945.

For the Squadron Commander:

1st Lt., Air Corps,
Unit Historian.

1 Incl:
Incl 1 - Squadron History.

DECLASSIFIED
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~~RESTRICTED~~
UNIT HISTORY

365th Fighter Squadron

Table of Contents

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5	1	Claims for May 1945
6	1	Grand Total of Claims
7	1 - 8	Photographic Evidence
8	1 - 2	Squadron Orders

Chain of Command

Air Force	Ninth Air Force
Command	III Tactical Air Command
Wing	64th Fighter Wing
Group	358th Fighter Group
Squadron	365th Fighter Squadron

Dates Included - 1 May 1945 through 31 May 1945.

~~SECRET~~ ~~RESTRICTED~~

OUTLINE HISTORY, 365th Fighter Squadron, 35th Fighter Group

A. Present Designation: 35th Fighter Group

B. Changes in Organization:

- (1) Nil.
- (2) Nil.
- (3) Nil.
- (4) Nil.
- (5) Nil.

C. Strength: 242 enlisted men and 64 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 7th of May, the squadron contacted the controller who turned them over to the T.O Recon. planes. This controller took the squadron to the Salzburg area where many LTs 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 LT dest., 224 LT damaged, 1 building destroyed and 3 buildings damaged.
- 3. Nil.

II. Leaders of Outstanding Missions:

(a) 7 April 1945 1st Lt. Radsworth S. Stone

I. Losses in Action: Nil.

J. Awards received during this period:

(1) 1st Lt. Donald B. Lockler

(a) 15 August 1944 to 15 March 1945

(b) Aerial Operations

(c) D.F.C.

(2) 1st Lt. Radsworth S. Stone

(a) 6 August 1944 to 15 March 1945

(b) Aerial Operations

(c) D.F.C.

(3) 1st Lt. Crin A. Schl

(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 28 March 1945

(b) Aerial Operations

(c) D.F.C.

(5) 1st Lt. Donald B. 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.

- (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 E. Cook
(a) 4 August 1944 to 6 February 1945
(b) Aerial Operations
(c) D.F.C.
- (9) 1st Lt. Daniel S. 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) Wound received in action on 19 March 1945
(b) Aerial Operations
(c) D.F.C.

~~SECRET~~ ~~RESTRICTED~~

War Diary, 305th Ftr Gp, 358th Ftr Gp, AIG 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. Day which operated in the Dillingia-Lugsburg 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 24x120 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 G-47 aircraft and perform an armed recce. The patrol over the G-47's was uneventful and all went all right. They went as far as Uim and Henningen 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 1810. 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 G-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 0730. Twelve planes carried 16x260 frags which were returned. Weather reports were given by the controller who stated that weather was bad in all areas. The second mission was led by Lt. Crawford who carried 12x260 frags. Pelican had no targets for the squadron and told them to return to base. A training aircraft was sighted and a burst was fired at it, but it entered the clouds and the squadron did not 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. Reddon O. Tucker, Jr. was attached to the squadron for training in F-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 at 1755 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 resistance 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.

1. ~~SECRET~~ ~~RESTRICTED~~

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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 20x260 lb. frags and operated east of Salzburg. They contacted Pelican who turned them over to Distance Red the E-51 T.O. rescue 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 1st bombing and strafing were, 115 MT destroyed, 224 MT damaged, 1 building destroyed and 3 buildings damaged. The second mission was led by Lt. Malcolm. This mission was up at 1030 and landed at 1310. The mission was an air cooperation with 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. Farley led the last mission of the squadron in the European War. Pelican was contacted but had no targets, just patrol. Entire mission uneventful. Mine 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 of rejoicing and consumed a few drinks.

9. Activities of the squadron were normal and all was quiet. All planes were grounded. Capt. Craft, executive officer of the squadron, was transferred and assigned to the 1st, 35th Lighter Group. There, Capt. Craft is to take up duties as adjutant of the group. Captain Erik P. Littlejohn was assigned to the squadron from 1st, 35th Lighter 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. Hanley was made executive officer of the squadron, formerly being adjutant.

10. Planes are still grounded, no flying. Major Little, who used to be with the squadron as executive officer, paid us a visit. Major Little 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 five of our pilots who became 1st Lts. These are Lts Esser, Scott, Shive, Volkmar, 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 10th officer played the 35th group medals in soft ball and beat by a score of 5 to 4.

11. Activities of the squadron were normal. No nothing.

12. Normal squadron activities today.

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13. The following officers were assigned to the squadron; Lt. J. C. Morris, Maj. J. Morris, Lawrence J. Wilbourn, Frank J. Johnson, Robert T. Radley, Cornelius J. Likey, Clyde A. Kinsey, William L. Dickerson, Marshall Baker, Jerome H. Hersting. These officers were assigned from the Prop Carrier Command and have never flown single engine aircraft. They are being given training in the T-6 and in the T-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 had been over 200 hours of combat time and some have over 300 hours. They certainly deserve a rest. The pilots were, Captain Isell, who is an original member of the squadron and has served two tours of combat, Lt. J. Dickerson, Lockier, Stone and Wahl. 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. J. A. Miller, S/Sgt. Samuel M. Osteen and Cpl. Bernard G. Chapman were reduced to the grade of private.

17. The officers played the 1109 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 E. Funderburk our pilot who has escaped from the enemy a couple of times and has had many a close call, left for the states today. Good luck "Funder" and have a good time. T/Sgt. John J. 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 AA 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 5 in favor of the enlisted men.

29. The enlisted men played the 358th Fighter Group medics and won by a score of 7 to 5. 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.

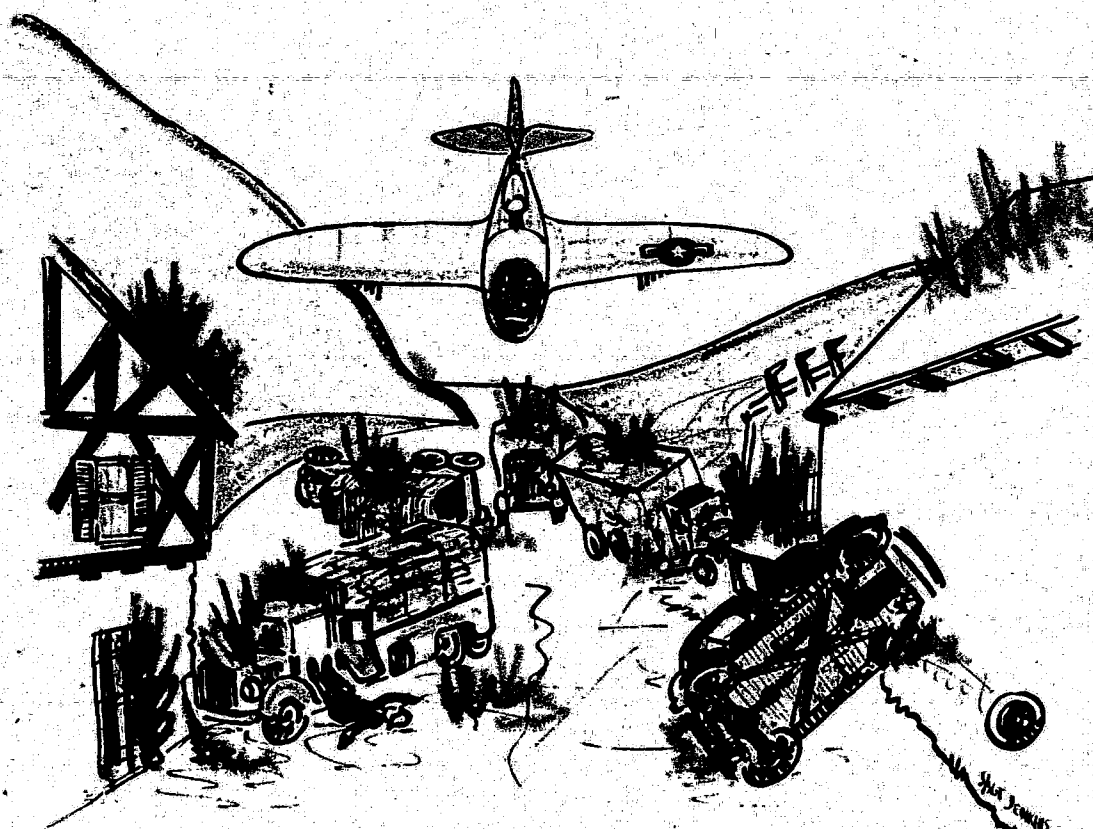
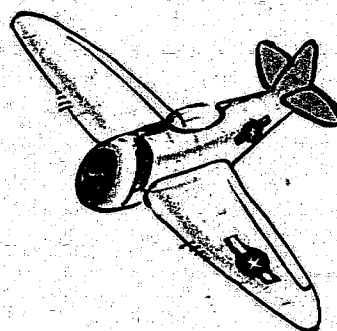
31. New pilots joined the squadron. These are 2nd Lt.'s Walter S. Kleczek, Frederick W. Powell, Jr., Zigmund Romanowicz and 1st Lt. Joseph C. Crispino.

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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



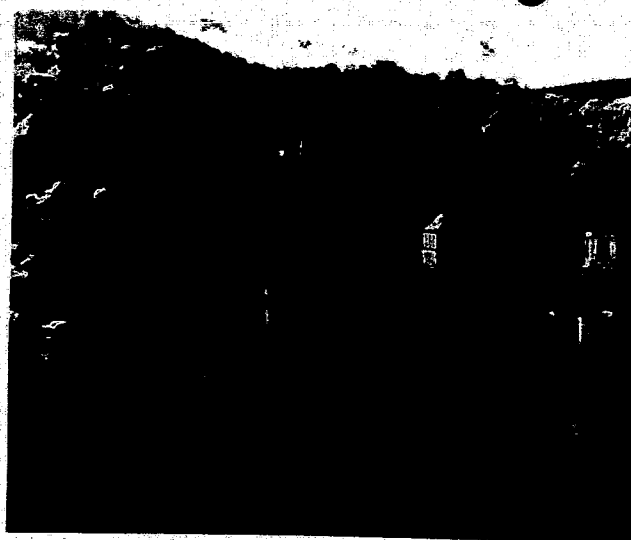
FINAL SCORES

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/V ATTACKED	88
BRIDGES	13-18	R/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.

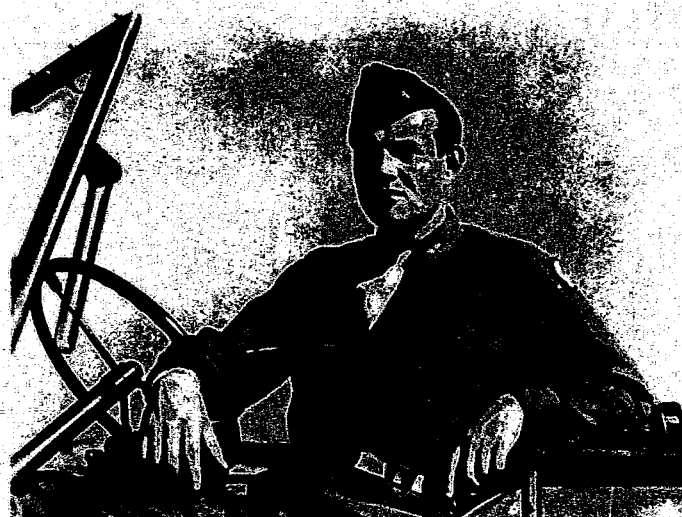
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1st Lt. McManus, Ordnance officer.



1st Lt. Foley, Communications Officer.



1st Lt. Sherry, Asst. Engineering and
Tech Supply Officer.

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Lt. Wahl 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.

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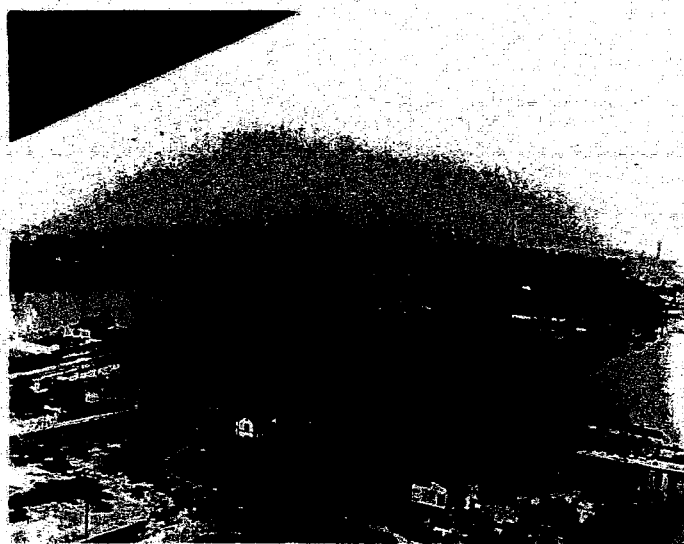
Pilots who left for the United States and their crew chiefs. Top left Capt. Gsell, Lt. Dickerson, Lt. Stone, Lt. Dahl, Middle left S/Sgt Skrowski, Lt. Mockler, S/Sgt Lok, lower left S/Sgt. Krumenacker, S/Sgt. Adams, S/Sgt. Lavorgna.



Troop Carrier pilots transferred into the squadron. Top left, Lts' Pikey, Johnson, Hadley, Morris, Kimbough, lower left Kinzey, Kalen, Kicksen, and Korpi.

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Hanheim Marshalling Yards



Hanheim Marshalling Yards



Bridge destruction across the Rhine at
Manheim

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

AFPO 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
ERIK P. LITTLEJOHN,
Captain, Air Corps.

365TH FIGHTER SQUADRON
358TH FIGHTER GROUP

APC 374, US Army,
15 May 1945

SQUADRON ORDER)

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, C-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
ERIK P. LITTLEJOHN,
Captain, Air Corps.