HISTORICAL DATA

HEADQUARTERS HISTORY
368TH FIGHTER GROUP

DECEMBER 1944

HISTORICAL OFFICER
RECORDER
TYPIST

LT. WILLIAM S. BLAGEN
S/Sgt. CLARENCE A. GLASRUD
FPC. WILBERT R. ABOWAN
SECRET

HISTORICAL REPORT
1 December to 31 December 1944

Information contained herein, is written in compliance with XIX
Tactical Air Command Memorandum Number 20-1, dated 5 February 1944. It is
a resume of the activities of the 368th Fighter Group Headquarters, for the
month of December 1 to 31, 1944.

1. ORGANIZATION

No Change.

2. STRENGTH AS OF 31 DECEMBER 1944

Figures shown below are total strength for Group Head-
quartes and assigned squadrons:

<table>
<thead>
<tr>
<th>Assigned Personnel</th>
<th>AUTHORIZED PERSONNEL</th>
</tr>
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<tbody>
<tr>
<td>Officers ----------</td>
<td>Officers ---------</td>
</tr>
<tr>
<td>Enlisted Men ------</td>
<td>209</td>
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<tr>
<td></td>
<td>815</td>
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3. DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION IN ETC:

Departed ALG 84, 1 mile south of Chievres, Belgium,
27 December, for ALG 68, at Juvincourt, France, arriving
27 December 1944.

4. LOSSES IN ACTION:

Nil (for Group Headquarters)

5. AWARDS AND DECORATIONS:

Nil
1 December 1944

The 386th started out the last month of the year with a good string of flying days already started. We had been able to operate the last 6 days of November, and as the new month started the weather seemed to promise that we could run that string for a while longer. We even had some hope that the Allied winter offensive, which had started in the middle of the last month, might get somewhere if we could continue to fly every day. But none of us expected to be home by Christmas.

Our operations for the first day of the new month were merely a continuation of last month's—support for the First Infantry Division, with the Ground Forces assigning the targets, followed by an armed recce from the First Infantry's front to the Rhine (paying particular attention to enemy rail and H/T movement). All planes carry bombs, 500# G.P.'s and 260# frags, on a 2 to 1 proportion. Twenty-four planes were dispatched today, with the 395th and 396th squadrons flying the missions.

The 395th dropped 13 500-pounders on a stretch of track about 10 miles N E of Duren; direct hits on the tracks at 4 places, but the results were described as only fair. Two 500's were dropped on a steaming locomotive farther NE on the same line-N RO. The 8 frags were dropped from above clouds on the M/Y area at Horren. The weather was pretty bad and that was about the best the boys could do.

Booby had no targets for the 396th. They contacted Disco #1 who vectored the planes on a blind-bombing assignment, even instructing them when to drop their bombs through the overcast. All their bombs were dropped, and the squadron believed their target to be either Sulpich or Buskirchen.

1st Lt. James J. Hunter of the 395th Squadron was instantly killed when his plane went into a spin and crashed during a training flight near Tourmigmes, France.

2 December 1944

Each squadron got in a mission today, 36 planes being dispatched on our usual assignment. But there was something different: a heavily-defended hill and strong point southwest of Duren was to be attacked before 0900 hours, if possible. The 397th got there at 0905 and dropped 8 500's and 8 frags on the position, which Orgac had marked with smoke. The results were excellent. Five more 500-pounders were dropped on a dump south of Duren and started fires there. On their recce toward the Rhine the squadron strafed a pair of trains, destroying two locomotives and damaging 35 cars. A flak position was also destroyed by strafing. Major Carbine, who led the squadron, ran into flak trouble; a shell exploded in the wing of his P-47, blowing open the door to the ammunition bay, causing the ammunition belts to trail out. Since he had no way to slow his plane down, the Major belled his plane in at about 220 miles an hour—and got away with it unhurt! That is believed to be something of a record.
2 December 1944 (cont'd)

The 395th dropped 8 500's on Obersier at Booty's request, getting at least 4 hits on the town. Despite the weather, which made flying difficult and accurate bombing impossible, the squadron released the rest of their bombs in a forest NE of Duren. The target was thought to be a dump, but no results could be observed. Seven Me-109's were seen in the target area, but the weather made an attack impossible. The weather even caused 4 of our P-47's to land at Strip A-72.

The 396th, lead by Capt. Loughary, dropped all their bombs on the town of Echts, which was supposed to contain infantry and tanks. If they were there they got messed up somewhat, for the squadron got good hits and also strafed the town. Booty reported excellent results. But back at Strip 84 the weather conditions were impossible, and the squadron landed at Strip 89. A rough engine caused one plane to come down at A-73.

Lt. Col. Douglas carried a passenger on a piggy-back ride accompanying the squadron today. The 'Super-cargo' was W. R. Hearst, Jr. of International News Service and the New York Journal-American, who thus became the first newspaper correspondent to fly on a mission in a P-47.

We drew our rations today, finally; and though we got only cigarettes (5 packs), we scarcely expected that.

Capt. Powell acquired a new job today. He is now 'Group War Bond Officer'. He took the job seriously, too, and immediately went to work on us to see if we had enough bonds. If not, he wanted to know the reason why!

Special Orders #144, Supporting Document #1.

3 December 1944

Again today each squadron got in one mission at our usual job of supporting the First Infantry. The 397th got off first. Booty had no targets for them; they contacted Organ, who marked 7 tanks with smoke just east of Ney. Though the tanks could not be seen from the air, the squadron dropped all their bombs—16 500's and 8 frags—and Organ reported good bombing results. On their armed recce B-10 Y/T's were strafed and 3 damaged. They had better results with a locomotive and 5 cars, which were destroyed by strafing.

On the other two missions both the 395th and 396th carried all 500 pounders.

Working with Booty again, the 397th dropped 22 on 9 heavy gun positions at the edge of woods near Obersier, with excellent results. The 396th dropped 24 500's on 8-12 more gun positions at the same place and also had excellent results, getting 16 good hits. At Booty's request, the squadron strafed the west side of Verken, which was marked by smoke, and Booty liked the strafing. Both squadrons were ordered to the base without flying recce's.

The 368th Group won its opening football game 2-0, turning back the 404th Fighter Group in a game played this afternoon in our cow pasture at Chievres. Steady rain throughout the game slowed up both teams, and our second quarter touchback was the best either eleven could do.

The starting lineup for the 368th had McNally (Hq) and Bernard (397th) ends, Nolan (397th) and Kyle (397th) tackles, Fields (395th) and Parrish (397th) guards,
3 December 1944 (cont'd)

Camill (396th) center, Miedel (395th) quarter, Quinlan (HQ) and Barber (397th) halves, and Cagli (397th) fullback. Ardito (395th) at end, Zolin (397th) at tackle, and Childress (397th) at center also got into the game, as well as Seible (395th) at quarter and Spiggut (396th) at halfback.

A December 1944

We upped the ante considerably today, sending out 72 planes on two types of missions: the 396th and 397th each flew 2 missions in support of the First Infantry, while the 395th flew 2 armed recce missions to bomb and strafe enemy rail traffic.

The day started inauspiciously when Sweepstakes contacted the 396th at Liege and sent them back to the base because of bad weather. The 397th had better luck, several big explosions resulting after they dropped most of their bombs on the marshalling yards at Zulpich as directed by Disco. Thirty of the 75 freight cars in the H/Y were destroyed and the tracks cut. Four more 500-pounders were dropped on gun positions and buildings south of Zulpich. A second 397th mission worked for Booty again and dropped 24 500’s at Echtern, supposedly 8 gun emplacements. Though the results were called only fair, 4 houses were left smoking. The squadron conducted an uneventful armed recce to the Rhine; a pair of H/Y’s and a tractor were destroyed by strafing. The 396th, on their second mission, again ran into bad weather and couldn’t locate the target assigned by Booty. Through a hole in the overcast they spotted a pair of active factories about 10 miles SW of Cologne and dropped their 24 500-pounders. Several direct hits were scored and small fires started.

On their first mission the 395th had to switch from their assignment of attacking rail traffic and do some blind-bombing through the overcast. Sweepstakes vectored them to Disco, and the squadron was instructed to drop their 24 500’s on Dusseldorp through an overcast—from 20,000 feet. 2nd Lt. James E. Stover is MIA on the mission. He was last seen as the squadron was coming down out of the overcast near Honsfeld, Belgium. He had reported that he was having trouble with his turbo regulator. On their second mission the squadron got to work on their assigned mission, despite weather trouble. Four planes dropped 8 bombs (through a hole in the overcast), on a RR junction only a couple of miles SE of Cologne. One P-471 bombed a train near Duhl, destroying a locomotive and 6 freight cars and damaging 9 more cars. Three more planes bombed the RR Yard at the same place but got only near misses. Three P-47’s bombed the H/Y at Wesseling, on the Rhine south of Cologne, getting hits on buildings and cutting rails in 3 places. Their armed recce was uneventful.

Our ALO’s, a lieutenant and a captain, became a captain and a major today. "Our" two infantry officers are now Captain Walter D. Courtright and Major William E. Davis.

But for the rest of us there was only weeping, wailing, and gnashing of teeth today, for passes to Brussels were cancelled. The reasons were not clear, though there were plenty of rumors; but the fact remains that Brussels is off limits to American troops. Many of us had to break dates there this week, without even being able to explain ourselves; and many others just began to realize what a nice place the city really was. C’est la guerre! Also, war is hell.
5 December 1944

Our six missions today were all in support of the First Infantry, who were slowly grinding out some yardage toward Duren.

Booty's first target for the 396th was covered by 10/10 overcast, but they dropped 24 500's on a smoke-marked gun emplacement just north of Echtt. The bombing results were excellent, but the following armed recce was uneventful. The 395th dropped all their bombs on a bridge just NW of Duren, hitting the road near the bridge and damaging the embankment—but rating their results no better than fair.

The 397th had trouble spotting troop concentrations which Booty marked with smoke, but they finally dropped 19 bombs on a concentration between Lachen and Kerken—and Booty said the bombing was good. On their armed recce the squadron was vectored to southwest of Bonn, where they found a hole in the cloud coverage and clobbered about 100 vehicles. About 40 of them, mostly M/T's, were destroyed, and nearly 50 more damaged.

To start off the second series of missions, the 396th dropped their bombs at Neiderau, as directed by a new controller, Cardclub. The bomb concentration was good. Then, at Booty's direction, they strafed a stretch of the Autobahn NW of Duren. The 395th went from Booty to Ballard to Organ, who finally gave them their target—trenches and gun emplacements at Purzenich, about 2 miles SW of Duren. All 24 bombs were dropped with fair results. The 397th moved from Booty to Ballard to Cardclub, who assigned the Autobahn bridge over the Roer NW of Duren and a cloverleaf road intersection just east of the bridge. Fourteen bombs damaged the bridge, and 6 bombs hit the road system. Bandits were called in by the squadron couldn't find them.

The "Yankee Doodlers" put on a Special Services show at our theater in Chievres this evening.

8 December 1944

Each squadron drew one mission today on the same assignment: radio-controlled blind bombing on Zulpich or Euskirchen at the direction of "504" Controller. Marmite I vectored the 395th to the target and they dropped their bombs from 10,000 feet at 200 mph. Since not even the town could be identified, results could not be observed. The 397th and 396th flew similar missions, except that the overcast cleared off and both squadrons could observe very good results—the 397th on Zulpich and the 396th on Euskirchen. All three squadrons conducted fighter sweeps to the Rhine, but all were completely uneventful.

7 December 1944

We thought our string of flying days, which we had been nursing along since Nov 25, might be broken yesterday. But the morning's fog burned off, and we got three missions off after one o'clock. But today, which would have been our 13th consecutive day, our string was snapped by the weatherman.

But it was a very good day for our Group Deputy Commander, Lt. Col. Douglas. He left for the U.S. today, on a 30-day leave. But unlike the other pilots who have gone back to the states, Lt. Col. Douglas will come back to the 368th.

8 December 1944 (cont'd)
8 December 1944

We got back into the air today; and although it was only one squadron mission flown by the 397th, it was quite a party. The mission started out about as usual, with the squadron releasing their bombs on Zulpich at the direction of Warneke I; the results seemed to be very good. Then, shortly after they began a fighter sweep, the squadron spotted 4 bogies 10 miles west of Brühl and chased them northeast. Then, coming out of the clouds, they saw about 10 ME109's and 30 FW190's. The 397th attacked the bandits; but in the resulting dogfights in and out of the clouds, our planes were unable to keep any formation and thus lost much of their effectiveness. Without attempting to tell a dozen separate stories of encounters, the following is the score: Lts. Deme, Hamilton, and Olden each destroyed an ME109; Maj. Learoyd and Lts. Lewis, Hamilton, and Sharp each damaged one ME109; and Lts. Deme and Hamilton each damaged one FW190. On the debit side, we had one MIA. P/O Charles W. Vickerman checked in with his flight leader approximately 10 miles west of Cologne after the squadron had been ordered to return to the base; at that time he reported that he was all right. However, another group reported seeing a P-47 start on fire and go down at that time. He is listed MIA.

The group acquired 3 new pilots today and immediately distributed them equitably among the squadrons.

Special Orders #146, Supporting Document #2.

9 December 1944

We had our first snow last night, a fairly heavy fall; and this morning the ground was white in spots and there was plenty of slush. We were grounded again today, and the only part of the 368th group that went into action was our football team. The snow didn't discourage the gridders, who went to Maastricht to take on the 29th Tactical Air Command—and lost 7-0 in a snow and rain storm. Our "Buzz Bombers" left Strip 8A at 0730 in two trucks and a trailer, and reached the Dutch town of Maastricht at 1320. Snow fell steadily most of the way. After a light lunch, the team dressed and took the field at 1345, getting in less than 10 minutes of warmup before starting the game. The 29th scored after about 10 minutes of play on a reverse around their own left end and kicked the extra point to take a 7-0 lead. Though the 368th pushed their opponents all over the field from then on and twice had the ball inside the 10-yard line, that was all of the scoring for the day. The field was in fair shape in the first half, but snow and rain which fell throughout the last two quarters made the going pretty tough toward the end of the game. Over 3,000 spectators, largely GI's, saw the battle—and there was even a band to complete the setting.

10 December 1944

Forty-eight planes took the air today, and we went back to an old friend—the Third Armored Division—although we were also to support the Ninth Infantry. The 395th got off first, and Scoscov asked them to attack a castle just west of Schluch, marking the target with smoke. Sixteen 500's were dropped, and the tower and NE corner of the castle were destroyed by direct hits. Though the squadron strafed the town on return, and a 12 rocket fire at a train of 30 cars, results on these targets could not be observed. A group of B-26's fired at the squadron over Eschweiler. The 396th got their target from Instad, who instructed them to bomb the western part of Echt. All 19 500-pounders hit the town. Due to flak dam-
10 December 1944 (cont'd) 

...age, the squadron's recce went only to Duren; a light gun was strafed and destroyed.

The 397th worked for both Seacout and Instadm. Seacout marked a target at Sch- lich, and 15 bombs destroyed several buildings and got 4 hits on a crossroad. After Hamburger I had reported bogies, which turned out to be friendly, Instadm asked them to knock out a tank which was holding up our armored column in the town of Doren. Though the tank was hidden under an overpass, the 397th knocked it out with two or three rocket hits; an M/T was also destroyed. The 395th jettisoned their bombs safe and fired their rockets when sweepstakes called in 30 bandits above and below; but the enemy could not be found, though the controller said that another group had already been bounced the Jerries. The fighter sweep to the Rhine was uneventful.

11 December 1944

We were back working for the Third Armored and Ninth Infantry again today. Instadm #2 asked the 396th to bomb a target in Haven, and 20 bombs fell in the target area. Seven rockets were fired at 3 tanks near the town with only fair results; one of the tanks was damaged by strafing. There was no time for an armed recce. Seacout marked two targets with smoke for the 397th, and the squadron blasted a strong point just north of Gerichweller and bombed the town itself-NRR. Rockets and strafing clobbered the M/T's and rolling stock between Zulpich and Euskirchen; 9 freight cars were destroyed and 15 damaged; 3 tanks were destroyed and 6 damaged. Instadm #3 marked the NE edge of Yariaweller with smoke and called back "Good Show" after the 395th had dropped their 15 500-pounders. The target was supposed to contain guns, tanks, and troops. At the request of the same controller, the squadron strafed Haven. Northeast of Duren rockets and strafing destroyed 3 and damaged 1 gun position, and destroyed one and damaged 4 tanks.

Passes to Lille, France, began today, and we began trading in Belgian francs for the French variety—with the accompanying illusion of having made money on the deal. But Lille was not very popular with the boys, probably because it was not Brussels. The sixth city of France and boasting over 200,000 inhabitants, no one could point out any particular objections to Lille. But most of the boys preferred to sleep late on their days off and perhaps go into Mons, Akh, or even Chievres in the afternoon and evening.

12 December 1944

Twenty-three planes of the 397th and 395th flew blind-bombing missions to Euskirchen today. Bombs were released at 15,000 feet at 200 mph. The 397th, vectored by Discos 1, reported NRR; but Hamburger I took the 395th to the railroad mile west of Euskirchen and one pilot reported 3-4 possible hits on the RR.

We were all "requested" to attend a meeting in the mess hall at 7:30 this evening to hear the straight dope on the Education and Information program, but first we had to listen to the 395th CO and Executive Officer harrangue their squadron. Then Lt. Regan explained the E & I plan and program, both for the present and more especially the period between the "Cease Firing" and "Board Ship" orders. We filled out a mimeographed form and then escaped.

13 December 1944

After the morning's god had lifted, the three squadrons flew blind-bombing missions this afternoon, again under the direction of "58" Radio Control. The 396th bombed 3 miles NE of Duren, and the two following squadrons hit Zulpich. The first two
13 December 1944 (cont'd)

Squadrons were vectored by Warmite I at 200 mph and 15,000 feet; the 397th was vectored by Warmite II at 200 mph and 10,000 feet. Though the first two squadrons flew armed recce, the whole day's work might be described as entirely uneventful.

14 December 1944

Two squadrons flew in support of the 78th and 8th Infantry Divisions today. The squadrons had 16 planes carrying 2500-pounders each and 8 escorts armed with 5 rockets each. Foundation directed the 395th to drop 8 bombs on gun positions at Niedzeigen; 3 buildings were destroyed and much smoke was seen. The same controller then asked for 6 bombs on Strauch, and again the results were good. The 397th was assigned no targets so the squadron found their own, a train of 25-30 cars. Then the trouble began. 2nd Lt. Benjamin Poleson was able to bring his Flak-damaged plane over friendly territory before he bailed out near Yverdon. Though he was slightly injured by fire in the cockpit and bailing out, he returned to the base for hospitalization. The overcast prevented the rest of the squadron from landing at Chievres, so they set their P-47's down at Strip 78.

Three pilots of the 395th drew a leaflet-dropping mission and distributed their propaganda between our lines and the Zulpich-Euskirchen area.

One bright spot was that we got our rations on time today—and there were 5 packs of cigarettes.

15 December 1944

The assignment was again support for the 78th and 8th Infantry, and 48 planes got off, the 396th flying two missions. On their first, the squadron dropped 20 500's on Konzen, getting good results on the target which Foundation marked by smoke. The recce was uneventful. Disco I vectored the 395th to their target, and 14 500's were dropped east of Julich--NRO. Disco's controlling was poor. Sweeps asked the squadron to go after tanks N of Schleiden, but due to bad weather no tanks were found. The weather blotted out the target Foundation assigned to the 397th, but on their recce the squadron spotted a locomotive and 10 cars through a break in the clouds. Sixteen bombs destroyed the locomotive and 5 cars, damaged the others, and out the tracks in 2 places. On the last mission, the 396th did some more blind bombing from 10,000 feet at 200 mph. Disco I vectored them to 12 miles east of Eschweiler where they dropped 24 bombs NRO. Again the 395th sent 4 planes on a propaganda job. Leaflet bombs were dropped through the overcast west of Gemund.

There was a compulsory roll call this morning for headquarters personnel, and Major Rice read us some courts-martial proceedings and sentences. He couldn't hear him because of the planes warming up, but we had heard Major Sparks read the same thing to the 395th on Tuesday night anyway.

We had two very bad fatal accidents today. Lt. John P. Foltz was killed when his plane locked wings in mid-air with another P-47 and crashed. The other plane landed safely. And in an accidental rocket discharge Cpl. Michael T. Gaydos of the 397th Squadron behind the rocket was instantly killed.

S-1 acquired a new EM, Pfc. Henry L. Stark, who joined the 365th group today. And Pfc Kelvin Sasse of S-3 returned today. Since October 25 he has been in vari-
15 December 1944 (cont'd)

hospitals in Belgium and France.

Special Orders #145, Supporting Document #3.

16 December 1944

Our latest operational string was snapped at 6 days when we were rained out today. Though it was far from Christmas weather, we began getting into the holiday spirit—putting up decorations, planning our celebrations, and watching the mail even more closely than usual.

17 December 1944

Our group dispatched 52 F-47s today in support of the 106th Infantry Division and to conduct armed recce to the Trier area. Their primary duty was to attack enemy road traffic; and though we did not realize it at the time, this was the area where the Germans were launching their big counter-attack. With the ground attack, the German strategists also sent out the Luftwaffe in strength. Both the 397th and 396th ran into them and the 395th were forced to jettison their bombs but lost the enemy planes in the clouds; although it cost them a dozen planes, the Luftwaffe did succeed in preventing our attacks on their ground forces—which was probably the German objective. The 397th jettisoned bombs and rockets at Frum, just before they were bounced by 22 Fw190s and 15 Me 109s. Lt. Kerr shot down 2 Fw190s and 2 Me 109s, and probably another Me 109. This little performance was certainly one of the outstanding feats of the air war—and incidentally got him into the Stars and Stripes. Lt. Bauer got another ME109 and 2nd Lt. Frederick C. Stoll damaged an Fw190—but did not return from the mission and is listed MIA. His plane was seen to start down in flames. He was not seen to bail out.

The 395th were about to attack enemy vehicles between Frum and Walsdorf, as requested by Visard, but had to hastily get rid of their bombs when 12-15 ME109s were called in. The squadron chased the Heinkels but lost them in the clouds. The 396th had better luck. One flight had already bombed vehicles in the town of Schönberg, with better results, when 20 Fw190s attacked. The other planes had to jettison bombs and rockets but got revenge by shooting down 5 Fw190s and damaging 3 more. Capt. Keene got 2 and damaged another, Capt. Banta, and Lts. Davis and Johnson each got another, while Lts. Johnson and Hansen each damaged one. 2nd Lt. Robert H. Pace was seen going down in a steep dive during the encounter; and although he was not seen to bail out, 3 parachutes were seen about this time. He is listed MIA.

On the last mission of the day, 16 planes of the 397th were finally allowed to go about their business without interference from the Luftwaffe. They hit Schönberg and several convoys in that area, destroying 8 tanks and damaging 5 more, and做梦ing over 100 M/ T's, claiming about 30 destroyed and the others damaged. Five planes were damaged by flak. On this mission the squadron leader, Maj. Leary, turned in a spectacular performance. Knowing that the ground forces needed air support badly, he asked the controller for his most urgent target. The following answer came back: "Our troops are holding St. Vitus, but there is a very strong enemy column about a mile and a half away. If you can knock out the leading tank and slow them up, we may be able to hold the town tonight." Although he was unable to contact his squadron because of a weak radio, Maj. Leary strafed the column time after time. Flak guns firing at him from the steep hills on both sides
27 December 1944 (cont’d)

of the road actually fired into their own convoy, adding to the destruction caused by Major Leary’s guns. The column was stopped, and at the same time Lt. Hamilton worked over another road near by. Our troops held St. Vith for several days, splitting the German westward drive temporarily and giving our troops time to move into position and eventually stop the threat.

The 368th Group medics were assigned a Medical Administration Officer today when lst Lt. Edgar C. Teichrow joined the group.

Special Orders #169, Supporting Document #4.

18 December 1944

Though we dispatched 85 P-47’s on 8 squadron missions today in support of the 28th Infantry Division, we had to fight the weather nearly as much as the enemy. As a result, 36 planes were forced to return to the base without anything to their credit but the ride. But some of the others had excellent results despite the weather when they were able to spot targets through holes in the overcast, and two of the squadrons ran into the Luftwaffe again. On the second mission of the day, the 396th bombed a train southeast of Namen, destroying 10 cars which were left exploding and in flames. Then E/4 were called in, and the squadron bounced 8 FM150’s and 6 MP109’s over Nidegen. Capt. Lear, who was leading the mission, shot down 2 ME’s and damaged another. lt. Eyser got our 7th and lt. Dunbar probably got another, while lt. Prizendine damaged a third. We had no losses, though 3 planes were damaged. On the next mission the 397th also ran into enemy planes, after trying unsuccessfully for 1 1/2 hours to contact Repcraft. Thirty MP109’s jumped the squadron near Suren, and the P-47’s went to work on them—after getting rid of their bombs and rockets. Lt. Potter got 2 of the bandits, Major Leary (who led the mission) shot down one, lt. Clary got one and another probable, and Lt. Weinstein damaged one. lt. Comant was not seen after the battle and is listed Missing. The squadron also found time to destroy 9 vehicles and damage 6. The best mission of the day was flown by the 396th, lead by their new squadron CO Capt. Crisp. Wermite spotted some tanks for them near Stavelot and the 14 P-47’s dropped 28 bombs on a concentration of 30 tanks. The bombing could scarcely have been better, for 14 tanks were destroyed and 16 more damaged. The planes strafed the tanks after the bombing, and 4 large fires were seen. One P-47 was forced to belly-in west of Liège, but the pilot, Lt. George Davis, called in that he was all right.

19 December 1944

we were never more anxious to get our planes into the air than today—and we probably never had less of a chance of doing it. We had hoped that the heavy morning fog would lift by noon, but it stuck with us. Many of us were getting pretty nervous about the German armored columns which were reported heading for Namur, and the knowledge that our dive-bombers couldn’t go out after them exacerbated matters much worse especially since those German panzers would have been just our meat. As we had been expecting, IX Tactical finally evacuated Verliers; and back at Chievres we began carrying our guns again for the first time since Normandy. Nevertheless we were told that passes to Ghent would start tomorrow—though some of us doubted if passes would continue at all.

Two Black Widows, P-61 night-fighters, were forced down here last night. One crashed at Ath, killing the two-man crew; but the other landed on our strip, and
19 December 1944 (cont’d)

although the plane cracked up, one man was unhurt and the other suffered a broken leg.

20 December 1944

We received official notification of changes in status of 15 of our pilots, who have been listed MIA thus far. Eight are now prisoners of war: 2nd Lt. Robert J. Rechtold (went down 14 June), 2nd Lt. Paul R. Jasper (22nd June), Capt. Joseph Mariani (11 July), 1st Lt. Jack B. Robbins (24 June), 2nd Lt. Curt C. Dosscher (29 May), S/O Arlington J. Clever (7 July), 1st Lt. Grover V. Greene (27 July), and 2nd Lt. Robert J. Rinehart (12 June). Now listed killed in action are: 2nd Lt. Norman E. Langmaid (went down 7 June), 2nd Lt. Buel W. Bates (7 July), 1st Lt. Edward Haugton (10 June), Capt. Robert S. Anderson (26 July), 1st Lt. Rudolph L. Marks (1 Aug), and Capt. Thomas R. Montgomery (14 August). 2nd Lt. Ruben G. Bork was seen to bail out of his plane on 27 July after bombing a column of tanks; after landing he disappeared into a hedgerow. About six weeks later his squadron commander received the following letter from Lt. Bork, and his status was changed to "seriously wounded in action".

England
6 September 1944

Ruben G. Bork
2nd Lt. AC, 76-1173
U.S. Army Hospital Plant A115
APO 207, c/o PM, New York

Dear Sir:

Sir, I do not know if you have been notified about me being recaptured or not. Perhaps you would like to hear the end of the story. Well, Sir, I had dropped my bombs and had pulled up to about 1500 feet, and all of a sudden this shell exploded in the cockpit. I glanced down and saw that my left arm was shot off. Then the plane burst into flames, and as I reached up to pull the canopy I passed out. When I came to again I was swinging in my chute about 300 feet above the ground. My face and right hand were burned pretty badly also.

When I landed, three German soldiers picked me up and took me to a hospital and nine days later I was in Paris. I was recaptured when our boys took Paris. Now I am back here in England, waiting to go back to the United States.

Sir, the main reason I am writing is about my clothes and personal things that I left behind.

I would like to know if the Col. would know anything about them, if it will be transferred to me or not. I would appreciate it very much if I could receive word on that will be done about it.

Please excuse the informal letter and the very poor writing.

Sincerely

Ruben G. Bork

THIS IS A TRUE COPY.
20 December 1944 (cont’d)

Later, orders came from the Ninth Air Force to classify Lt. Bork "slightly injured", though there was no question about the amputation of his arm! No comment.

The fogged cancelled operations again today.

Lt. William Blagen of 362 came back today after a six-weeks’ tour of 3 hospitals in Belgium—with virus pneumonia and pleurisy. During that time he was notified of his promotion to 1st lieutenant. Lt. Blagen came to the 362nd from IX TAC on 22 July, 1944.

21 December 1944

The German break-through scare stories grew to such a pitch that we began pulling guard duty last night in the headquarters area. A sergeant of the guard and 6 guards were housed in a pyramidal tent, 2 guard posts marked out, and the "tour of duty" set from 1700 hours to 0800 hours the following morning. With the fog still keeping our planes on the ground, we just sat tight, sweating out the German counter-offensive—and our Christmas packages.

22 December 1944

The fog kept us on the ground, and the scare stories concerning the German counter-offensive continued today. But for us the attack was overshadowed by "bigger" news. "We are moving again. This time the orders came as a real shock; we had been at Chievres longer than any other station on the Continent, and we were convinced that we would be here for the winter. Some of that was wishful thinking, perhaps, but this time there were none of the rumors which have always preceded our other moves. Nevertheless, late this evening we were alerted; and the air echelon was told to pack and be ready to move in the morning. This news, coupled with the German counter-offensive rumors, really got us into an uproar. But before morning the move was slowed down somewhat, and we were told that the air echelon would be ready to move but would not pull out in the morning.

23 December 1944

Twenty-nine enemy planes shot down in one day should be some kind of a record for a dive-bomber group. In fact, these 29 ME109’s and F-490’s were shot down by two squadrons this afternoon, the 396th coming in first with a bag of 13 bandits and the 395th topping that score later by nailing 16 enemy planes—all in the air. To support Von Rundstedt’s great counter-offensive, the Luftwaffe came out over the Ardennes Front today in its greatest strength since D-Day; but they won’t be able to do it very often at this rate. And with the weather clearing up to promise more flying tomorrow, the chances that the great German drive might get anywhere are falling fast. In fact, our ground forces have been dinging all right. This morning our own planes were shot down and both squadrons have been ordered to ground, along with the ME109’s and BF-110’s near Koblenz. The bandites had shot down 3 to 5 Marauders in flames, but our F-47’s soon broke up that little game and clouded about half of the Heivies in the battle. The 13 German fighters shot
23 December 1944 (cont'd)

down from the air were pretty evenly distributed among the pilots: Capt. Baer, who led the mission, got 2, Lt. Tullis, 3, and Lts. Kerchner, Grace, Newsom, Brindell, Dixon, Hansen, Dunbar, and Bursebark each 1. Capt. Henry damaged one FW190. Though we had no losses in the flight, 2nd Lt. Joseph S. Bursebark was forced to belly in his plane about 35 miles west of Koblenz when his engine cut out. He called over the R/T saying that he was all right, and he evidently then fired his plane before abandoning it.

Sixteen planes of the 397th found no bandits, but they did find plenty of rolling stock between Trier and the Rhine. The toll taken by 16 500 pounders, 16 rockets, and strafing was 25 freight cars destroyed and 67 damaged, including many oil cars, besides an MW hit and buildings destroyed. On the way back, the 397th escorted 40 C-47's. Fifteen planes of the 395th flew a similar mission further north, near Cochem, and accounted for 15 more cars destroyed and 15 damaged, plus a pair of locomotives also destroyed.

The biggest show of all came late in the day, when 12 planes of the 395th were jumped by 23 FW190's and 7 ME109's over Koblenz. The squadron was able to release their bombs armed before the attack and then proceeded to blow the Jerrys out of the sky in a melee of air battles over the Laacher Lake area. Sixteen of the bandits (13 FW's, 3 ME's) were destroyed and 3 FW190's damaged, although the enemy pilots were very aggressive and attacked in two groups: one formation attacked our flights from the rear just as the 395th pilots started climbing into the first group of enemy planes. Some of the Jerry pilots seemed to be very good and experienced, whereas others appeared to be rookies, several of them bailing out of their planes as soon as a P-47 lined up on them. Lt. Garry won top honors for the day, shooting down 4 FW190's in rapid succession. Lt. Wayland, who shot down 2 FW190's and one ME109 and damaged another FW, destroyed one of the planes by ramming, his bomb shattering into a wing of the enemy plane. Lt. Matthew destroyed one FW and 2 ME's, Lt. Smith bagged 2 FW's and damaged another, while Lt. Foltz reversed that score, destroying one and damaging 2. Lts. Huff, Tey, and Aldridge each shot down an FW-early-in-the-flight--a Pocke-Wolf, and Lt. Aldridge damaged another. And Lt. Bruce A. Ralston was shot down in flames early in the fight and was not seen to bail out. Lt. Gianetti was wounded by 20 mm shells but brought his plane back to Striad 84. Lts. Foltz and Johnson were forced to land their damaged planes at other airfields but returned to the base safely later.

This was our first day's work for XIX TAC, for we now were assigned to that command. Lt. Col. Perego left for our new field, Striap A-79 at Frosses, beyond Reims, and we prepared to move all day. Since the air echelon will push off in the morning, our Christmas parties were hastily improvised and moved up to tonight. Our YM Club boasted champagne this evening--in a sad farewell to our comfortable barracks.

We "lost" two of our pilots today--to the Ground Forces. Lt. Nolan and Sharp left for the front lines today to act as an Air Support Party.

Special Orders #151, Supporting Document #5.
24 December 1944

It was bright and clear this morning, but it was also the coldest day we have had and the ground was covered with a heavy frost. We sent up 86 planes and started our air echelon on the road to Reims and Strip A-79. Later in the day we learned that this move would only be temporary, and that we would go on to Metz, Strip V-34, in about a week.

The mix squadron missions today were not spectacular in any way, but they added to the troubles of the Reinles in the break-through area. The assignment again was an armed recon in the Ardennes, and the squadrons attacked targets of opportunity. The destruction score for strafing, 18 rockets, and 198 bombs was 14 tanks destroyed and 20 damaged, 25 freight cars destroyed, besides 3 guns destroyed, and 47, a fuel dump, balls, and rounds hit. Though no enemy planes were encountered, seven planes were damaged by flak. 2nd Lt. Donald H. Evans bailed out of his P-47 and was seen to land safely in the region of the battle line between Stevelot and Icart.

The air echelon were none too happy when they reached Provene on Christmas Eve, after a very cold ride. The field was a mess, any way you looked at it—and we were used to Chievres. But as soon as they arrived they were told to put up tents for the night only; early in the morning they would leave for Strip A-68 at Juvincourt, between Reims and Leon. Here they would stay until the group could go on to our new field at Metz.

25 December 1944

This was Christmas Day—according to the calendar—but there was no time for a holiday. First in importance, the German salient in the Ardennes needed some attention—and got it. Our pilots flew 55 sorties despite very bad haze in the afternoon. Though they encountered no German planes, we lost two planes which were hit by flak, and we have two pilots MIA. On the first 397th mission, 2nd Lt. Jack W. White's plane was hit by flak during a dive-bombing run near Pahlern, NE of Schleiden; the P-47 crashed and exploded—and the pilot was not seen to bail out. 2nd Lt. George R. Swink of the 395th bailed out of his plane when it was hit by flak while the squadron was strafing M/T's; the pilot was seen to land safely in enemy territory near St. Vith.

The 397th took off first with 16 planes, lead by Major Carbine. The squadron dropped 33,500 pounds on the wide mouth of the bulge near Birgel, as directed by Ripsaw. The squadron claimed only 2 tanks and 18 M/T's destroyed and 13 M/T's damaged, but the intense flak prevented the pilots from waiting to evaluate the destruction. It was undoubtedly much greater, for the planes strafed several concentrations of vehicles and fired one rocket. Fifteen planes of the 395th were directed by Ripsaw to attack a large concentration of vehicles just east of St. Vith. Twenty-nine 500-pounders were dropped with good results, and other vehicles were strafed. The 396th claimed only 24 vehicles destroyed and 4 damaged, but again it was usually a case of no results being observed. Four rockets were fired at an anti-aircraft gun emplacement and destroyed it. While bringing his flak-damaged plane back alone, Lt. Garry attacked 12 FW-190's which were about to begin a dive-bombing attack south of Liège. The P-47 went into a spin when the pilot dived on the enemy planes, for the plane had a large hole in one wing. Lt. Garry, while he succeeded in disrupting the attack, would probably have been shot down himself, but a formation of Typhoons hit and routed the enemy.
Eleven planes of the 396th, lead by Major Crisp, got a similar assignment near St. Vith from Ripsaw, and 20 bombs destroyed 2 tanks and damaged 4 M/T's and another tank. Strafing added 3 more M/T's, and the squadron then got rid of their remaining bombs in a hurry to go after 15 M-109's and Fw190's which were attacking a B-24 formation. But the Jerries hit the deck and went for home after only one pass at the bombers, and no encounter was made. The day's last mission really found an enemy vehicle. Major Leary lead 12 planes of the 397th to the area between Prum and Schleiden, at the mouth of the breakthrough area, when Ripsaw had no targets for them. The squadron dropped 16 bombs, fired 16 rockets, and strafed a number of vehicles concentrations and convoys. The total score was 6 tanks destroyed and 3 damaged, 109 M/T's destroyed and 25 damaged - in addition to cutting roads and blasting road junctions with the 500 pounders.

The air echelon got up at 5 am at Proosn and moved to Juvincourt. They were cold and hungry, and this was no way to spend Christmas Day; and although Strip A-68 was not a very inviting place either, they were glad to leave Proosn and had hopes that Metz might prove to be another Chievres. Back at Strip A-24 we kept on breaking camp, packing, and loading trucks.

26 December 1944

The planes were due to take off at Chievres today and land at Juvincourt, Strip A-68. But the fog grounded us, and we plan to move tomorrow—weather permitting. In the meantime we took down more tents, loaded more trucks, and sent more men and equipment to Juvincourt. Our mess hall still has the Christmas decorations up, but no one has much time to think about Christmas any more—except for the time we stand in the mess line, for the whole group (left in Belgium) now eats at our (or 395th) mess hall.

At Juvincourt the advance echelon set up our headquarters tents - and hoped that they wouldn't be up long. Strip A-68 is bleak, barren, and generally un-inspiring.

27 December 1944

Though the fog which kept us on the ground and prevented our moving yesterday seemed actually worse this morning, our planes were finally able to take off in the afternoon on three squadron missions and landed at Juvincourt, strip A-68. The snack bar was used as a briefing room; in fact, practically the whole 368th Headquarters operated from the shack.

The assignment for our missions was an armed recce over the breakthrough area—Malmedy, St. vith, Wiltz, Bastogne, and St. Hubert—and to attack targets of opportunity. Forty planes got off, the 397th sending out 16 planes and getting the largest share of vehicles. In all, 85 bombs were dropped, 14 rockets fired, and many vehicles strafed. The score for the group was 4 tanks destroyed and 5 damaged, in addition to buildings and road junctions hit and roads cut in many places. Although no enemy planes were seen, 3 planes were damaged by the flak, which was generally intense and too accurate for comfort. At Juvincourt the air echelon, re-inforced by a good share of the middle echelon, was set up to operate—temporarily. This evening the S-3 trailer rolled in—but the S-2 Brockhouse rolled over into a ditch near Reims after an encounter with a French truck. The trailer was in pretty bad shape, but the contents were not greatly damaged and were soon transferred to the old trailer—and S-2 went on operating.
28 December 1944

Activities slowed down all over today. At Juvincourt the planes could not get off the ground, and back at Chievres the fog was so bad and the roads so slippery that no more vehicles were sent on to Strip A-68. But we completed the raiding of our headquarters area, watched our British successors begin to move in, and entertained our Eighth Air Force guests who had been weathered in with us. A Liberator came in the other day with a wounded crew member, and a couple of P-51's were "stopping over", too.

29 December 1944

Sixty-eight planes got into the air today on 3 different assignments. The first was an armed recce to Kaiserslautern-Heins-Saarbrucken, and the two squadrons ran into bad weather. Both the 396th and 397th bombed marshalling yards. The former cut the tracks in 3 places and generally scored good hits. The 397th was forced to bomb through a hole in the clouds, and though there were about 40 cars in the yard, the weather prevented any results from being observed.

The 397th was assigned to an attack by strafing cylindrical cone-shaped objects located in fields and town over a 3-mile radius—between St. Vith and Wiltz. The squadron strafed the objects, which seemed to be haystacks, without any noticeable results; but they destroyed 22 M/T's in the same area. The weather was CAVU for this mission as well as for the following, an armed recce to Frankfurt, Koblenz, Trier. Each squadron sent out 12 planes on this one and got good results: 2 supply dumps were destroyed, as well as 5 gun positions and 5 buildings, and tracks were cut when an M/T was hit. Our vehicle claims were one tank destroyed, 22 M/T's destroyed and 18 damaged, one locomotive destroyed and another damaged, and 40 freight cars destroyed and 20 damaged.

Moving from Chievres to Juvincourt continued today, for the RAF was beginning to act possessive about Strip B4.

30 December 1944

Sixty-six planes of the 368th covered the Trier-Coches-Koblenz area on armed recce missions today, attacking targets of opportunity and hitting targets assigned by several controllers. Though there were no unusual incidents, the squadrons had generally excellent results and caused widespread damage to communications systems serving the break-through area. Besides strafing, 23 rockets were fired and 29 tons of bombs released. Three roundhouses and 3 warehouses (besides many other buildings) were destroyed; an M/T, a road junction, and various rail lines were hit, the tracks being out in many places; and several fires were started as bombs were dropped on towns and roads in the recce area. Vehicle damage included 2 tanks destroyed and one damaged, 10 M/T's destroyed and 2 damaged, 5 locomotives destroyed, and 44 freight cars destroyed and 83 damaged. No enemy planes were seen, but 2 planes were damaged by flak.

31 December 1944

On the last day of the year we got ready to move again—in the morning. We took down some tents (which had been up less than a week) and packed a number of trucks this afternoon. The reports on Strip T-34 at Metz were encouraging: the 365th Group is already operating from the base and our planes are scheduled to move in a couple of days. We are to live in buildings in Metz—or its outskirts—and we
31 December 1944 (cont'd)

may have some of our offices under roofs. Our prospective barracks are said to be substantial (brick), not beaten up badly, but very messy and dirty. With that prospect in mind, the air echelon has been enlarged; there is even a nasty rumor that it will be a clean-up detail—and that a truck load of brooms and mops are going with them!

The last of our rear echelon came in from Strip 84 today—just in time to renew acquaintances with the advance echelon before the latter group leaves tomorrow. We got paid on time, in French francs again; but though we were in the heart of the champagne country, we had a great deal of trouble picking up any likker. So it was a comparatively dry and subdued New Year's Eve in our tents out on bleak Strip 68.

Though only three missions were flown today, the 36 planes did proportionally more damage than usual. The assignment was armed recce over Trier-Cochem-Koblenz, and 2 of the squadrons worked with gripsaw III. Several towns at the mouth of the breakthrough were worked over with bombs and strafing, buildings were destroyed, 9 guns destroyed or damaged, railroad tracks and roads cut, and some fires started. But our score on vehicles was much better; 9 tanks were destroyed, 11 H/T's destroyed and 25 damaged. Four planes were damaged by flak.

This wasn't the way we had hoped to end the year, but it could be a lot worse—and we looked forward to the New Year. We are confident that this European unpleasantness can be cleaned up before the year is too old.

As for a summary of the past year's work, let us look at the record:

Operational Record—March 14—December 31, 1944

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<th>Since D-day</th>
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<td>Sorties</td>
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<td>10807</td>
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<td>3392-909</td>
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<td>cars, etc.</td>
<td>111-13</td>
<td>186-30</td>
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<td>Locomotives</td>
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<tr>
<td>Injured in Action</td>
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RESTRICTED

HEADQUARTERS
368TH FIGHTER GROUP

AAF 595, U. S. Army
2 December 1944

SPECIAL ORDERS

NUMBER 144

1. Pursuant to the auth contained in 3rd Ind fr Hq Ninth Air Forces, 21 April 1944, to Ltr, Hq US Strategic Air Forces in Europe, 20 Mar 1944, file 245-6 x 3577, subj: "Authority for Mont Aves at Air Force Rest Homes," and VOG Ninth Air Forces, 2 December 1944, the following named officers are placed on temp dy. will proceed fr Hq 368th Ftr Gp to AAF Sta 524, o/c 2 Dec 1944 for a period of seven (7) days, exclusive of travel time, for the purpose of carrying out the instructions of the CG, Ninth Air Force. Upon completion of this temp dy, they will ret to proper sta and orgns. TBD by MT; mil set or rail.

Where Govt qrs and subs are not available in the UK, reimbursement for actual cost of qrs not to exceed $4.00 per day and per diem $1.25 in lieu of subs is ated while in a travel status, in accordance w/par 2, Cir 63, Hq European T of Oens, USA, 5 June 1944, 60-105 P 432-02 A 212/50425.

Air Force Combat crew personnel on temp dy as patients in Rest Homes are ated reimbursement for additional cost of subs at the rate of $1.25 per day for officers and $2.25 per day for EM, irrespective of whether adequate Govt messing facilities are available in accordance w/par 4, US Strategic AF in Europe Reg No. 30-38, 29 Sept 1944.

1st Lt ALEXANDER E. LELOUT 0805642 AC
1st Lt FOREST D. MILLAM 0681585 AC

2. The following named 0 and EM are placed on temp dy for a period of seven (7) days with Hq Ooms Zone, will proceed fr this sta o/a 3 Dec 1944 to 26 Aves Kleber, Paris, reporting prior to 1600 hours, 3 Dec 1944, to Capt Weaver, CRT of the Signal Officer, for the purpose of attending W/THC-1 Maint School. Comm's, blankets, mess gear and two K rations will be taken. Upon completion of this temp dy, they will ret to proper sta and orgns. TBD by MT; mil set or rail:

60-105 P 432-02 A 212/50425 and 60-114 P 432-02 A 212/50425. AUTH: THC 70th Fighter Wing, DCO, 1 Dec 1944.

Capt HESSUL H. MURS 0578511 AC
2/Sgt (542) Horatio J. Zimmerman 15018852 396th Fighter Sq
2/Sgt (759) Samuel Lathen 3250325 397th Fighter Sq

3. The following named 0 and EM are placed on temp dy for a period of appr. four (4) days, will proceed fr this sta o/a 4 Dec 1944 to Paris and Eoyoux, France for the purpose of picking up rations. Upon completion of this temp dy, they will ret to proper sta and orgns. TBD by MT; 60-105 P 432-02 A 212/50425. AUTH: 2nd Ind TFR UK, 6 Nov 1944, to Ltr, Hq US Strategic Air Forces in Europe (Main), 1 Nov 1944, subj: "Authority to issue Temporary Duty Travel Orders."

1st Lt JOHN F. ROSE 0569887 AC
cpl (405) Cyril F. Fey 3565824 Hq 368th FTG Group
Pfc (345) Milburn A. Gilbertson 36297536 2499th QM Tro Co.
SO 144, HQ 368th Ftr Cp, dt 2 Dec 1944, Cont’d.

4. Sgt (677) Lawrence A. Cock, 1705580, 1293rd Military Police Co (Avn) is placed on temp dy for a period of approximately one (1) day, will proceed fr this sta c/o b Dec 1944 to Ninth Air Force Continental Stockade, APO 696, for the purpose of delivering Pvt Joseph A. Piper, 81021035, 39th MFG Sqn (Loss Det A) and Pvt Robert D. Dunlap, 13009714, 397th Fighter Sq, for confinement thereat. Upon completion of this temp dy, guard will return to proper orgn and sta. TN by LT. 60-105 P 432-02 A 212/50425.

5. Capt Maurice D. Powell, 0650448, AC, is appointed Gp War Bond Officer and Gp Insurance Officer (AD), vice 1st Lt John F. Regan, 0569887, AC, rel’d.

6. 1st Lt Oswald Dorn, 01640599, AC, is appointed Army Air Forces Aid Society Officer (AD), vice 1st Lt John F. Regan, 0569887, AC, rel’d.

By order of Lt Col DEEGEO:

HUGH L. RICE,
Major, Air Corps,
Adjutant.

HUGH L. RICE,
Major, Air Corps,
Adjutant.

DISTRIBUTION:

-2-

RESTRICTED
SPECIAL ORDERS:

NUMBER 146

1. 2d Lt CURTIS H. STEVENS, 0791742, AC, is placed on temp dy for an indefinite period, will proceed from this sta c/o 5 Dec 1944 to Hq IX TAC, upon completion of this temp dy, O will ret to proper sta and orgn. TEN by MR, n/ft or rail, 60-105 P 432-02 A 212/50425. AUTH: VOOG IX TAC 7 Dec 1944.

2. Pursuant to the auth contained in 3rd Ind fr Hq Ninth Air Force 21 Apr 1944 to Ltr, Hq US Strat Air Forces in Europe, 29 Mar 1944, file no 21557 X 39447, subj "Auth for Mont Avo at Air Force Rest Homes" and VOOG Ninth Air Force of 8 Dec 1944, the following named officers are placed on temp dy, will proceed fr Hq 368th Ftr Gp to ASF Sta 524, c/o 9 Dec 1944 for a period of seven (7) days, exclusive of travel time, for the purpose of carrying out the instructions of the CO, Ninth Air Force. Upon completion of this temp dy, they will ret to proper sta and orgn. TEN by MR, n/ft or rail.

Where Govt gas and subs are not available in the UK, reimbursement for actual cost of gas not to exceed $4.00 per day and per diem $1.25 in lieu of subs is aded while in a travel status, in accordance w/PAR 2, Cir 63, Hq European T of Ops, USA, 5 June 1944. 60-105 P 432-02 A 212/50425.

Air Force Combat crew personnel on temp dy as patients in Rest Homes are aded reimbursement for additional cost of subs at the rate of $1.25 per day for officers and $2.25 per day for EM, irrespective of whether adequate Govt messing facilities are available in accordance w/PAR 4, US Strat Air Forces in Europe Reg No. 30-32, 29 Sept 1944.

1st Lt ERVIN O'NEILL 0680065 AC
1st Lt JOHN M. LOEB 0691604 AC

3. The following named officers are placed on temp dy for an indefinite period, will proceed fr this sta c/o 5 Dec 1944 to 10th Air Depot reporting upon arrival to the Maintenance Officer for the purpose of rocket installations. Upon completion of this temp dy, O will ret to proper sta and orgn. TEN by MR, n/ft or rail, 60-105 P 432-02 A 212/50425. AUTH: TEM 10 AUG 1945.

1st Lt HENRY L. GLENN 0815376 AC
1st Lt ROGER E. HAYES 0615374 AC
2d Lt JAMES E. FAULKNER 0767174 AC
2d Lt GEORGE J. MERS 0776123 AC
2d Lt ROBERT H. WAGNER 0722669 AC

- 1 -
4. The following named officers are granted two (2) days operational leave; will proceed o/a 9 Dec 1944 to Paris, France reporting upon arrival to Ninth Air Force Liaison Officer, American Express Building, Libo and Scribe. Upon completion of this leave 0s will report to 106th Air Depot for return transportation to their proper sta and org. TTN by MT, all afct or rail. 60-105 F 432-02 A 212/50425. AUTH: Ltr, TX TAC, file 210.711 x 220.711, subj: "Combat Crew Leave," dated 20 Nov 1944.

   1st Lt HENRY L. OLSON 0815376 AC (In charge)
   1st Lt HOMER B. HAYES 0815377 AC
   2d Lt JAMES E. BAILEY 0767174 AC
   2d Lt GEORGE A. NORMAN 0770103 AC
   2d Lt ROBERT R. WIEGGNER 0702869 AC

5. Capt ERNEST A. PEMBLETON, 01633210, AC, is appointed Investigating Officer to investigate Courts-Martial charges against Capt Charles L. Allen, 1532683, 397th Fighter Sq, Pfc William J. Scoville, 1103624, 397th Fighter Sq, and Pfc Robert A. Show, 18202513, 397th Fighter Sq, complete report of Investigation on WD AQ Form No 120, will be submitted to this HQ in triplicate.

6. The following named EM, orgs indicated, are placed on temp dy for approx three (3) days, will proceed from this sta o/a 11 Dec 1944 to Paris, France reporting upon arrival to Miss Hodd at Rainbow Corner, for the purpose of obtaining Red Cross Supplies. Upon completion of this temp dy, EM will ret to their proper sta and org. TTN by MR. 60-105 F 432-02 A 212/50425 and 60-114 F 432-02 A 212/50425.

   Sgt (756) Jacques E. Smith 35260924 350th Fighter Sq
   Pvt (345) Edward L. Peterson 28113073 297th SH Training Co

7. The following named 0 and EM are placed on temp dy for approx three (3) days, will proceed fr this sta o/a 11 Dec 1944 to the 136th Repl Bn (AAF), for the purpose of picking up officer's baggage. Upon completion of this temp dy, 0 and EM will ret to proper orgn and sta. TTN by MR. 60-105 F 432-02 A 212/50425 and 60-114 F 432-02 A 212/50425. AUTH: Teletype 136th Repl Bn (AAF).

   1st Lt RALPH C. HUBERT 0660845 AC
   Capt (345) George C. Dych 30133002 396th Fighter Sq

8. Capt JOHN D. REHLING, 0432193, AC, is granted two (2) days oper lv of obs, will proceed fr this sta o/a 11 Dec 1944 to Paris, France, reporting upon arrival to Ninth Air Force Liaison Officer, American Express Building, Libo and Scribe. Upon completion of this oper lv of obs 0 will report to his proper orgn and sta. TTN by MT or all afct. 60-105 F 432-02 A 212/50425. AUTH: Ltr, TX TAC, file 210.711 x 220.711, subj: "Combat Crew Leave," dated 20 Nov 1944.

9. Par 3, So 139, this HQ, co, pertaining to cptn of Special Courts-Martial is rescinded.

- 2 -
10. A Special Court-Martial is aptd to meet at such time and place as may be designated by the senior member thereof, for the trial of such persons as may be properly brought before it.

DETALY FOR THE COURT

Major JAMES R. WERNER 0386976 AC
Capt STANLEY C. JOHNSON JR 0583430 AC
Capt LEONARD L. KREMEN 01573724 QC
Capt RICHARD R. VIESE 0570712 AC
Capt ROBERT G. PERGEAN 0567286 AC
Capt ERNEST R. TATKESTON 01636210 AC
1st Lt SAMUEL KUSNER 0656309 CBS (Trial Judge Advocate)
Capt FRANKLIN L. DICK 0565197 AC (Defense Counsel)

11. The following named officers are placed on temp dy for an indefinite period, will proceed fr this sta c/o 11 Dec 1944 to 10th Air Depot reporting upon arrival to the Maintenance Officer for the purpose of rocket installation. Upon completion of this temp dy, O will ret to proper sta and org. TON by MT, nil dept or rail. 60-105 P 432-02 A 212/50425. AUTH. TEC 10445 DISU.

1st Lt DAVID M. SHAW 0580093 AC
2d Lt JAMES F. ROGAN JR 0567287 AC
2d Lt KENNETH E. KALEN 0770392 AC

12. Having been aged this Hq per par 1, SO 207, Hq IX TAC, dtd 4 Dec 1944, Pvt (403) William L. Stephens, 19101022, is further aged 396th Ftr Sq.

13. In compliance with AAF Regulation No. 62-14, Part VI, an Aircraft Accident Committee is hereby established with members as follows:

Lt Col FRANK S. REIKO 0426422 AC President
Lt Col EDDLE G. DOUGHERY JR 0426427 AC Member
Lt Col RICHARD L. HAYES 0426423 AC Aircraft Accident Ce
Major DONALD A. DAVIS 0427289 AC Member
Major HAROLD P. SKINNER 0427288 AC Member
Major THOMAS J. COBBINS 0427286 AC Member
Capt DENNIS CUSH 0427285 AC Member
Capt CARLOS M. TALBOT 0527297 AC Recorder
1st Lt NEWTON E. MCMANUS JR 0427296 AC Member

14. Having been aged this orgn per par 13, SO 51, Hq 134th Repl Brn (AAF), dtd 5 Dec 1944, the following aged O's are further aged to Sq as indicated:

2d Lt (1055) JEROME S. CAMPBELL 083043 AC 395th Fighter Sq
2d Lt (1055) JEROME S. THOROUGH 083067 AC 396th Fighter Sq
2d Lt (1055) THORPED D. MULLIN 083068 AC 397th Fighter Sq
15. Under the provisions of AR 210-65, 1 June 1944, a Post Exchange Council is apt to meet at the call of the senior member thereof, for the purpose of considering and making recommendations on such matters as may be referred to it. Case proceedings of the council will be submitted to this Hq in triplicate:

Capt ERNEST R. PENCELYN 01628240 AC (President)
Capt ROBERT C. BREGMAN 0567286 AC (Member)
Capt FRANCIS B. WHALEY 0908103 AC (Member)
2Lt MILTON LEON 0663831 AC (Recorder)

16. 1st Lt OSWALD DORIL 01640399, AC, is appointed Adjutant War Bond Officer, in addition to his other duties.

17. 1st Lt JOSEPH D. BROMFIELD JR 0650263, AC, is detailed to audit the accounts of the Officers' Club Fund c/o 15 Dec 1944.

(Terms directed is pursuant to oath contained in Ltr, Hq European T of Opns US Army, file 300-4, KTM-4a, 25 October 1944)

By order of Lt Col BERNO:

HUGH L. RICE, Major, Air Corps, Adjutant

DISTRIBUTION:

-4-

[Signatures]

HUGH L. RICE, Major, Air Corps, Adjutant
RESTRICTED
HEADQUARTERS
368TH FIGHTER GROUP

AFO 595, U. S. Army
15 December 1944

SPECIAL ORDERS

NUMBER 148

1. The following named officers are placed on temp dy for an indefinite period, will proceed fr this sta o/a 16 Dec 1944 to 10th Air Depot reporting upon arrival to the Maintenance Officer for the purpose of picking up aircraft. Upon completion of this temp dy, O will return to proper sta and orgn. TDN by MT, rail. AFO 10650 60-105 432/02 212/50425. AUTH: TNC 10650 60 October 1944.

1st Lt Robert H. Howe 0696202 AC
2dLt Richard C. Cox 0702770 AC
2d Lt Kenneth L. Wilcox 0837225 AC

2. Major James H. Bernal, O966755, AG, is appointed Investigating Officer to investigate the circumstances surrounding the death of CPL Michael T. Gaydos, 336660977, 397th FTR SQ, which occurred on 15 December 1944. Complete report of Investigation on OTC AGO Form 51 will be submitted to this HQ in quintuplicate.

3. The following named officers are granted two (2) days operational leave; will proceed o/a 17 Dec 1944 from Paris, France, reporting upon arrival to Ninth Air Force Liaison Officer, American Express Building, London, London. Upon completion of this leave O's will report to 10th Air Depot for return transportation to their proper sta and orgn. TDN by MT, rail. AFO 10650 60-105 432/02 212/50425. AUTH: LT, IX TAC, file 214,711 x 220,711, subj: Combat Crew Leave, dated 29 Nov 1944.

1st Lt Robert H. Howe 0696202 AC (In Charge)
2d Lt Richard C. Cox 0702770 AC
2d Lt Kenneth L. Wilcox 0837225 AC

4. 1st Lt Gerald J. Glass, 0702793, AG, is placed on temp dy for a period of three (3) days, will proceed fr this sta o/a 16 Dec 1944 to Shiny Rocket Range on matters pertaining to this command. TDN by MT. Upon completion of this PD, O will return to proper sta and orgn. AFO 10650 60-105 432/02 212/50425. AUTH: TDN 10650 70th Ftr Grp.

5. The VCOO 368th Ftr Grp of 12 Dec 1944, under exigencies which prevented the issuance of advance orders, are hereby confirmed and made of record.

*(Having been aired this orgn per par 11, 30 202, HQ IX TAC, dated 29 Nov 1944, TFC 1405) Henry L. Stark, 3739174, is further aired HQ 368th Ftr Grp.)*

(Properties directed in pursuant to thru contained in LTR, HQ European Tq of Ops US AF, file 300.4, 22 Oct 1944, 25 Oct 1944.)

BY ORDER OF Lt Col PERCEO

Official:

Hugh L. Rice
Major, Air Corps
Adjutant

Hugh L. Rice
Major, Air Corps
Adjutant

J 4 5 3
HEADQUARTERS
360TH FIGHTER GROUP

APO 595, U.S. Army
17 December 1944

SPECIAL ORDERS

NUMBER 129

1. Par 6, Sec 147, this Hq. & Sc., pertaining to investigation of Courts-Martial is rescinded.

2. The VOCO 360th Ftr Grp of 14 Dec 1944, exigencies which prevented the issuance of advance orders are hereby confirmed and made of record. Capt HAROLD J. KESSLER, 0561470, is appointed Investigating Officer to investigate Courts-Martial charges against Pte 1st Wld M. Contollers, 234479, 396th Fighter Squadron. Complete report of investigation on 7D FIC Form 120 will be submitted to this Hq. in triplicate.

3. Capt CHARLES M. TADLETT, 025797, LC, is placed on temp dy for a period of approx one (1) day, will proceed for this Hq. c/o 22 Dec 1944 to LC, USTRAN, EPO 631 reporting before 1500 hours, 22 Dec 1944 to col. Schauer w/mis. TN by MT, mil. adv. or rail. 60-115 P 432-02 4 212/50425. DAVY: IX TAG 2120C, 17 Dec 1944.

4. Capt CHARLES M. TADLETT, 025797, LC, is granted two (2) days cpr Lr, will proceed c/o 23 Dec 1944 to Paris, France, reporting upon arrival to Ninth Air Force Liaison Officer, American Express Building, N.Y. and Scraba. Upon completion of this Lr will return to proper sta and Org. TN by MT, mil. adv. or rail. 60-105 P 432-02 4 212/50425. DAVY: Lr, IX TAG, file 2110.711 x 220.711, subj: "Combat Crew Leave," dated 23 Nov 1944.

5. Under the provisions of AR 615-5, 30 June 1944 and upon the recommendation of his Ordn. Comdr, Pte (861) Alvin castle, 35656202; Hq 368th Ftr Grp, cited 394th Ftr Bn, is reduced to the gr of Pvt for misconduct.

6. Under the provisions of AR 615-5, 30 June 1944 and upon the recommendation of his Ordn. Comdr, Col (ocd) Coghlin W. Beamer, 34438689, 397th Ftr Bn is reduced to the gr of Pvt for misconduct.

7. Having been said this org per par 17, Sec 314, Hq, Ninth Air Force, did 9 Dec 1944, Maj F. (ocd) BEDARD G. TOLKINSON, 01544956, MTO, is further said Hq 368th Ftr Grp.

(Travel directed is pursuant to oath contained in Ltr, Hq, European T of Opns US Army, c/o 3004, MEM-GA, 25 October 1944)

By order of Lt Col FERREO:

OFFICIAL:

HIGH L. RICE,
Major, Air Corps,
Adjutant.

HIGH L. RICE,
Major, Air Corps,
Adjutant.

RESTRICTED
SPECIAL ORDERS

1. The following named officers are placed on temp dy for an indefinite period, will proceed fr this sta 0/a 23 December 1944 to Football Advance reporting upon arrival at Lt Col Morgan for the purpose of acting as Air Support Party. Upon completion of this temp dy. O's will ret to proper sta and unit by MT, mil act or rail. 60-105 P 443-03 A 212/60428. AUTH: VO0C IX TAC.

1st Lt JOSEPH S. ROGIN 0602337 AC
1st Lt DAVID M. SHARP 0622063 AC

2. The following named officers are appointed Class "A" Finance agents to Major JOHN P. VOLIVA, TD, for officers' vouchers and enlisted men's payroll for the months of December for units as indicated:

<table>
<thead>
<tr>
<th>Officer</th>
<th>Rank</th>
<th>Serial No.</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Lt JOHN E. KEGAN</td>
<td>0595887</td>
<td>40</td>
<td>Hq 368th Fighter Group</td>
</tr>
<tr>
<td>1st Lt GEORGE J. CLAY JR</td>
<td>0658375</td>
<td>40</td>
<td>365th Fighter Squadron</td>
</tr>
<tr>
<td>Capt MEYNARD W. HALEY</td>
<td>0214682</td>
<td>40</td>
<td>365th Fighter Squadron</td>
</tr>
<tr>
<td>1st Lt GEORGE B. CRAY</td>
<td>0654197</td>
<td>40</td>
<td>367th Fighter Squadron</td>
</tr>
<tr>
<td>1st Lt WILLIAM B. ROGANS</td>
<td>0574208</td>
<td>40</td>
<td>361st Weather Sq Det &quot;N&quot;</td>
</tr>
<tr>
<td>1st Lt WILLIAM R. BANKS</td>
<td>0670002</td>
<td>40</td>
<td>40th Mobile Com Sq Det &quot;N&quot;</td>
</tr>
<tr>
<td>1st Lt LEO H. CULRONS</td>
<td>0365344</td>
<td>CMB</td>
<td>123rd Inf Regt (Arm) Less Det &quot;A&quot;</td>
</tr>
<tr>
<td>1st Lt HIRAM B. BLACK</td>
<td>0363833</td>
<td>ORD</td>
<td>45th Ordnance Det Sq Det &quot;B&quot;</td>
</tr>
<tr>
<td>2d Lt ROBERT L. STARBUCK</td>
<td>01108342</td>
<td>03</td>
<td>Hq &amp; Hq Sq, 364th Service Crit.</td>
</tr>
<tr>
<td>Capt WILBUR S. BAILEY</td>
<td>0314154</td>
<td>40</td>
<td>107th Service Crit (Arm)</td>
</tr>
<tr>
<td>Capt RICHARD B. HALEY</td>
<td>0162430</td>
<td>80</td>
<td>362nd FILM Sq Det &quot;N&quot;</td>
</tr>
<tr>
<td>1st Lt JOHN S. DOUGLASS</td>
<td>0195537</td>
<td>QM</td>
<td>363rd Aerial Service Squadron</td>
</tr>
<tr>
<td>1st Lt JAMES J. ROGANS</td>
<td>0155334</td>
<td>80</td>
<td>107th Signal Co Det &quot;B&quot;</td>
</tr>
<tr>
<td>1st Lt JOHN P. BAYLI</td>
<td>0155334</td>
<td>ORD</td>
<td>124th Ordnance Det Sq (Arm)</td>
</tr>
<tr>
<td>1st Lt PAUL M. BOZICH</td>
<td>0156329</td>
<td>40</td>
<td>124th Ordnance Det Sq (Arm)</td>
</tr>
<tr>
<td>1st Lt DALLAS D. ALLEN</td>
<td>0157709</td>
<td>QM</td>
<td>364th FILM Sq Det &quot;A&quot;</td>
</tr>
<tr>
<td>1st Lt SAMUEL KINGSER</td>
<td>086309</td>
<td>AC</td>
<td>365th FILM Sq Det &quot;A&quot;</td>
</tr>
</tbody>
</table>

3. Capt STEWART E. JOHNSON JR, 0658433, AC is appointed Investigating Officer to investigate Courts-Martial charges against 1st Lt John G. Bower, 2723157, AC, 367th Fighter Squadron. Complete report of Investigation on WD 460 Form 120 will be submitted to this Hq in triplicate.

(Travel and expenses pursuant to auth contained in 1st Ind, Hq, U S Strategic Air Forces to Ltr, Hq, European T of Ops USA, file 2634, 4th ENG, 22 Nov 43)

By order of Lt Col PRESGO:

OFFICIAL:  

HUGH L. RICE  
Major, Air Corps, Adjutant.