HISTORICAL DATA
HEADQUARTERS HISTORY
368th FIGHTER GROUP
FEBRUARY 1945

HISTORICAL OFFICER
RECORDER
TYPIST

LT. WILLIAM S. BLAGEN
S/Sgt. CLARENCE A. GLASRUD
PFC. WILBERT R. AHONAN

SECRET
SECRET

HISTORICAL REPORT
1 FEBRUARY to 28 FEBRUARY 1945

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 February 1 to 28, 1945.

1. ORGANIZATION

No Change.

2. STRENGTH AS OF 28 FEBRUARY 1945

Figures shown below are total strength for Group
Headquarters and assigned squadrons:

<table>
<thead>
<tr>
<th>Assigned Personnel</th>
<th>Authorized Personnel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Officers ——— 209</td>
<td>Officers ——— 181</td>
</tr>
<tr>
<td>Enlisted Men ——— 815</td>
<td>Enlisted Men ——— 826</td>
</tr>
</tbody>
</table>

1024
1007

3. DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION IN ETO:

No Change.

4. OCCUPATIONS:

"nil (for Group Headquarters)"

5. AWARDS AND DECORATIONS:

Distinguished Service Cross
Major Carlos H. Talbott

Silver Star
Capt. Clifford W. Gamble
1 February 1945

Our planes could not get into the air today to start the month the way we would have liked. But the weather had taken a sharp turn for the better, and our snow was fast disappearing today. It seemed a little early for spring, but the weather was definitely springlike.

Though our ground forces were making progress at various points, there were no signs of any full-scale offensive on the Western Front yet. The Russians were booming along, however, with Zhukov 40 miles from Berlin, Poniat building up a bridgehead over the Oder near Breslau, and the northern armies cutting off Königsberg. In the CMI, our forces were 25 miles from Rambour and the British about that distance from Mandalay.

But the best news for most of us was that the mail bottleneck had somehow opened up and today we were passed with piles of Christmas packages and stacks of letters dating back to November and December. But mail is mail, and there were some more recent letters, too.

Since we don't like to start out the new month with any chest-thumping, we'll just mention in passing that Gen. Patton liked our work in helping to wipe out the Ardennes Salient, and insert his letter as a supporting document, along with forwarding letters from Maj. Gen. Vandenberg and Brig. Gen. 'Oyland.

Supporting Document #1, letter (copy) from Hq. Third US Army.

2 February 1945

Though our planes couldn't get off the first day of the month, they did the next best thing: 64 planes got into the air today on one group and three squadron missions. Subtracting 4 aborts, 60 B-47's got into action on armed recondite over the Mittell, Babels, and Frankfurt areas, with instructions to attack rail traffic and cut rail lines between the front lines and the Rhine.

The 3 squadron missions reported no spectacular results, though hits were scored on a pair of 17's, tracks were cut in at least a half dozen places, and one locomotive and 34 cars were damaged. The 396th went looking for 30 P-47's called in by Hipsaw V. Then they couldn't find them, the planes attacked a concrete road bridge; but the bombing was poor and bridge was still intact when our planes left.

The group mission had better results. Again 2 B-47's were hit, the yard at 'stglar catching 56 bombs which destroyed cars, cut tracks, hit and damaged a choke point, hit storage tanks and a roundhouse, and started fires. Though one locomotive and 17 cars were seen to be destroyed and at least 3 more locomotives and many cars were destroyed or damaged, exact results could not be observed. Two planes were damaged by flak, but no P-47 were encountered.

Two men leave temporary duty assignments to the Paris area today and two more are due to go in few days. It. Blagen and T/Sgt. Reese of 8-2 took off for Chantilly to pursue a Counter Intelligence Course for a 9-day period at Mink Nth Headquartets. Chantilly is only close to Paris, but it. Hamilton (397th), and T/Sgt. Pecka are going directly to Paris on Feb 5 to M the Scribe Hotel appro
2 February 1945 (cont'd)

priately, since they are on a Public Relations "Mission". Then Sgt. Packa will also go on to Chambilly for more of the same.

Major Harold F. Sparks, former 395th CO now in the U.S., has been appointed Asst. Cpt. A-3. And Pvt. Victor J. Bibeau is promoted to the grade of Private First Class. Temporary grade, of course!

The Ground No. 1, as he came along to the ETO, had no trouble seeing his shadow today, so he probably crawled back into his foxhole.


3 February 1945

Our planes were grounded again today, but the sterling characters of numerous W of the 368th Group received official recognition - through the medium of Good Conduct Medals. Seventeen of them thus honored will be found in Supporting Document #4.

There was a hopeful sign today, a sort of left-handed hint that the war might some day come to an end (when the ETO program will really swing into high gear). Cpl. Stowell was officially placed on temporary duty for 4 days to HQ. 100th Fighter Wing, in order to attend an indoctrination course at the hands of the "Information-Education Officer. The fly-in-the-ointment as far as Cpl. Stowell is concerned is that the 100th Wing is located at Metz and he can commute.

After beating the 107th Signal Co. team 26-21 on Jan 31, the Group HQ FM basketball team lost tonight 24-22 to the 1221st Wingers. On the HQ. squad are Baker, V. Oliver, Newsome, Stecklin, O'Downo, Ichalak, Ionien, Lampe, Giradelle, and Castle.

Supporting Document #4, Special Orders #12.

4 February 1945

Again we were grounded today. But the deeds of our Deputy Group Commander, Lt. Col. Paul F. Douglas Jr., were recalled to us, though he has been gone for 2 months on a leave in the U.S. General Orders #3 of Headquarters USAAF, dated 4 February 1945, announce the award of the Distinguished Service Cross to Lt. Col. Douglas "for extra-ordinary heroism in action against the enemy, 2 October 1944."

Most of us recall that day, when the Colonel attacked a formation of 20 Jerry planes with only 5 F-47's which were low on gas; and after destroying three and damaging a fourth enemy plane, he brought back his own plane to Strip A-34, even though he was wounded and his aircraft was little more than a flying mass of wreckage. The presentation was to be made in Paris next week, but Lt. Col. Douglas is still in the U.S.

This should be as good a time as any to catch up on a couple of other awards won by pilots assigned to Group Headquarters. Capt. Carlos H. Talbott also won the DFC "for extra-ordinary heroism in action against the enemy, 11 September 1944." Capt. Talbott shot down 2 enemy planes in breaking up an attack by a number of YAK's that day, when his own F-47 caught fire, the Captain bailed out but was only
4 February 1945 (contd)

slightly injured and returned safely to our base. Lt. Gen. Spaatz presented the medal at Paris on 22 December 1944.

But both Lt. Col. Douglas and Capt. Clifford C. Gamble were in the U.S. when the Ninth Air Force General Orders came out awarding them the Silver Star. The medals may have been presented in the states.

Supporting Document 77, General Orders No. 229 (1944) Vl. Ninth AF (extract)

5 February 1945

We were grounded today, and there were moving rumors again. Though there seemed to be no foundation for any of the stories, they seemed to be based on the fact that the 395th went back to IX TAC and the 406th, after only a week here, moved to Strip W-32 at Aachen, Belgium, near the Dutch border, to work under VIII TAC.

We were officially informed today of the change in the status of 2 pilots who are now known to be German prisoners of war. They are 2nd Lt. Joseph V. Justin (111th) and 2nd Lt. Rupert W. Klysz (111th). We will go some moving in a day or two - but only a short distance. Headquarters enlisted men are moving out of the barracks they have shared with the 395th and taking over another structure which has so far been used only to store barracks tents belonging to the 5th Infantry Division. The bags are being moved to another building, but a few warehouse guards of the 5th will continue to occupy one room of the EY barracks.

The PA officers tonight drubbed the 1074th signal eagers after losing their opener to the 122nd "C" team on Jan 31. Captained by Lt. Col. Norvell, the team includes Vergero, Spinks, Trimmell, Mora, Pegg, McAneney, Pegan, "ard, and "nder.

6 February 1945

We got back into the air today, barely. Three planes of the 395th flew a "continuous patrol" mission over the field from 1019 to 1222 hours which was completely uneventful. But then 33 F-47's flew a group mission to attack the Siegen airfield near Ulm, each plane carrying 12 904 lb. bombs. When radio failure forced them to return to Strl. W-34, early, 4 planes dropped 48 frags on a H Wiegen near Heidenreich and 3 planes dropped 36 more on a road intersection near Osnabrun, both targets cited by Rapscaw. The other 26 planes dropped their frags on the Siegen airfield A/F with generally good results, getting hits on runways and hangars. Rose-colored flares were observed after the bombing, ninety plus well-dispersed F/A of many types were observed on and around the field. One flight strafed and damaged 2 W 110's and a flick position on top of a hangar.

7 February 1945

We were non-operational, and it looks as if we can't get in 2 days' work in a row. But Capt. Talbott and Lt. "ard went to Strl. A-82 (Verden-Plain) for the purpose of attending a conference on Airfield Defense. Capt. Foll and Lt. Mora were relieved as group ran bond officer and assistant, respectively - but Lt. Mora was
was immediately appointed Group Savings Officer, indicating that our money still
real not be wasted on French wine, women, and high living.

Supporting Document #8, Special Orders #13.

2 February 1945

Today's assignment sounded like old times; we were to cooperate with units of
the VIII Corps, dispatching squadrons at one hour intervals. If no targets were
available from the Ground Controller, our squadrons were to conduct armed recce
along the Corps front. On that assignment we dispatched 12 F-47s with varied results.

The 395th dropped 16 bombs in the area of Halingen, near Pilsburg; one fire was
started in the town but results on a bridge were FPC because of the weather. The
396th released 20 bombs on the bridge and town at Breis, 53 of Wobenz, with fair
result. Again a fire was started in the town and the western approach to the
bridge was damaged by 2 direct hits. The 397th dropped 16 bombs on the road near
Flachau, destroying 10 cars, starting a fire in buildings, and damaging a roundhouse.
Strafing and rockets destroyed 979 cars and a building at Flachau, near Wobenz.

To start the second round of missions, the 395th bombed and strafed in the vicinity
of Naven. The damage sever was 25-16 on V/Ts, O-2 on locomotives, big oil fires
were started, and a road bridge and 2 buildings were destroyed. Another 395th mission,
working in the area between Hran and Hliburg, got 19-21 on V/Ts, destroyed a
very large tank, started a large fire (probably oil, following an explosion), and
did serviceable damage to towns and roads. The 397th, working about 15 miles north-
east of Flachau, released 16 bombs on 22 large white vehicles—FPC because of cloud
cover. But strafing and rockets got definite results: 18-52 on V/Ts, 1-2 on
units, 3-15 on freight cars, 15-0 on half-tracks, 5-10 on tanks, 0-15 on houses
besides a rail shed destroyed and rails cut in 2 places. A little farther north
23 more cars were strafed in a V/T APC. The 395th, flying the day's last mission,
had trouble with the weather and even more difficulties when the squadron leader's
radio went out. Eight bombs were dropped on a 3-span road bridge northeast of
Flachau, but the bombing was poor with hits on the embankment but no damage to the
bridge. A fire was started in a nearby town, however. Eight bombs were dropped
on the V/T southeast of Isachen Lake—FPC. But the hardest blow was losing 2
F-47s which were taking off from the field; the E/A just disappeared while our
2-47s were trying to stop the flash and get in a crack at them.

The 395th Officers basketball team defeated the 395th Officers tonight, to rack u, the
second victory.

2 February 1945

Though our planes ran into 10/10 clouds from 2000 to 18000 feet, each squadron
fli ad each mission today. The 396th went out after a rail bridge—and a marshall
yard. The 397th cancelled both missions because of the weather and sent the
ers and recce on their armed recce. Twenty-four bombs were released through a break
in the clouds on the town of Halberstadt... The town was well 10000 feet
left smoking and 10000 carrier destroyed; the town was then strafed for good
measure.
7 February 1945 (cont'd)

The 397th was also to attack a rail bridge—or a 4/Y, and again Bipsaw cancelled the target because of the weather. On their fighter sweep the squadron spotted the town of Belljal, dropped 28 bombs, and destroyed 16 houses, cut a track and a road, and hit a crossroad. One house was strofed and left burning.

The 397th was assigned an armed recce over Cochem, Adenau, Sinzig, and Koblenz. Eight bombs dropped on a factory (in full operation) at Dreesen all scored direct hits—but the damage done could not be judged. Six bombs on a train near Siegen destroyed the loco and 2 cars. One 4-place flight, which landed at 4/Y when they ran short of gas, brought their bombs back.

The Paris pass situation improved considerably today, when 60-hour passes were authorized, the men leaving in the evening and getting 3 full days and 2 nights in Paris.

'Hey it's a sign of spring, but everyone seemed to be taking off today.' Capt. Uriscoll of Combat Ops flew to Paris to have a new camera installed in a 4/Y; Capt. Kennedy led a group of 4 pilots to England to pick up 4 new 4/Y's; and our Red Cross Club Director, Floresco, was left for Paris for an indefinite period. The story is that she will then be sent to the Riviera for a period of rest and recuperation.

We also acquired 6 new pilots, 4 being sent to the 397th and 2 to the 395th.

Supporting Document #9, Special Orders #14.

10 February 1945

Though we didn't claim a single 4/Y or freight car today, we did blast a target which caused considerable excitement at various higher headquarters. In fact, they seemed unwilling to believe that our 4/Y's had really knocked out the Pfullay Bridge, since Ninth Air Force medium had been after it for some time and could do no better than damage it. But aerial photographs finally confirmed our claims and we got full credit for doing what we knew we had done all the time. The job was such a good one that Maj. Gen. Weyland of XIX TAC couldn't resist letting us know about it—and letting Maj. Gen. Anderson of Ninth Air Force Bomber Command know, too— as Supporting Document #19 will show.

Thirty-four places got off today on 3 squadron missions. The 397th went out to dive-bomb a rail bridge near Dusseldorf; but when heavy clouds prevented them from attacking it, theylobbered a road bridge over a RR southeast of Heveling, in the same area. Two direct hits destroyed the west end of the bridge, tracks were cut in one place and a nearby road in 2 places. Two bombs were dropped on the secondary target, a 4/Y north of Euren—Berg.

The 396th also were to hit a RR bridge and 4/Y near Dusseldorf, but also ran into cloud trouble. Two sets of 5 planes each finally had a shot at a pair of bridges, making their bomb-runs through the clouds; but the results were generally poor, no hits being observed on the bridges, though several houses were hit in the town of Verikum. The 395th, which took off without a bridge target, spotted several on their armed recce over Cochem, Adenau, Sinzig, and Koblenz. Eight bombs scored 2 direct hits which damaged the center span of a concrete road bridge at Treis. Four bombs dropped on a RR bridge at Eiler scored 2 direct hits, got 2 cuts in the RR bridge.
12 February 1945

at the NE end of the bridge, and destroyed the north end of the bridge. Four bombs were released on the town of Siller - NE. Then 8 bombs were released on the Bulley RR bridge (about halfway from Trier to Koblenz). The bridge was destroyed, with 2 direct hits on the center span and tracks cut in 2 places.


11 February 1945

The 397th flew 2 squadron missions to attack the same Neuss RR bridge that we have been assigned for the last 3 days. There were still too many clouds over the elusive bridge, so the first 12 planes arrived, and the squadron went after other targets. Eight bombs on the NW at Stolten out the tracks in 2 places and destroyed 2 buildings. Eight more 500's dropped on buildings at Heilbronn destroyed a wing of a castle-like building. In both cases the bombing was good. But the last 8 bombs dropped on a small RR bridge just west of Cologne failed to hit the bridge, though hits were scored on the road nearby. Finally getting a chance at the Neuss Bridge, the second 397th Mission released 20 bombs through a hole in the clouds and scored 2-4 direct hits on the bridge. Though the bridge was not destroyed, the bombs caused a large hole on the north end of the bridge, severely damaging it. Rails were caved on the south end of the bridge and hits were seen on the road directly below the bridge. Four more bombs on a RR bridge over the road nearby also scored 2 direct hits, but the condition of the bridge could not be judged.

The 395th and 396th squadrons flew missions in support of the VIII Corps units, including missions to conduct armed recce to Frankfurt, Aachen, Cochem, and Bilburg. In attacks on a variety of targets near Andernach and Koblenz, the 395th cut tracks in 7 places (including choke points), hit the town of Heidelberg and the 1/9 south of Lake Constance, and destroyed 6 freight cars besides damaging 9 more and a locomotive. Lt. Garry made a strafing pass at a pair of F-105s which were landing at the N/L and damaged one of the enemy planes. The 396th, working just south of Bonn, released 6 100-gal. tanks of napalm on a factory at Stadt Wachenheim, which was hit and set on fire, and a bridge was also started in the town. Eight bombs missed an overpass nearby, but 8 more destroyed a bridge and damaged 8 1/2's.

The February promotion list arrived today, and group Officers did all right. It is now Major Talbott, Captains Steers and Jorsa, and Lt. Conner. It is also Lt. Col. Sparks; although the ex-395th CO is in the U.S., he has been assigned to Group CO. Officer, the 395th Ex. Officer, was also promoted; it is now Major Pendleton. And Major Hunsor of the 395th got back from the States today and is attached to Group Operations.

The PT-11 interviews, which began 2 days ago, were pretty well completed today. Visible results so far are 134 E's signed up for USAF Correspondence Courses, 28 for University Extension Courses, and 123 for individual self-teaching instruction with SMER texts. Previously 4C officers had signed up for Extension or Correspondence Courses. This does not account for a large number of other men who are improving their minds with various tests made available by the Education and Information office.

SECRET
12 February 1945

The weatherman would not let us operate today, our pilots heard a talk by an evader (pretty dull and long-winded), and we caught up on our publicity. The Time magazine issue of January 15 with Maj. Gen. Vanderberg's picture on the cover and a lengthy article on the use of strategic air power had aroused much interest in the group -- and nearly started a civil war. In giving the F-47s much credit for stopping the German thrust through the Ardennes, the Time writer had mentioned "FX F-47's helicat and panzer hunter groups." The 396th Thunderbirds thought that was unfair and wanted to write to Time about the matter, though they were assured that newspapermen often pick on a trick name and use it rather loosely.

Our PRO reported that Lt. Hamilton had made direct broadcast to the U.S. on the Blue Network's Soldiers with Wings broadcast from Paris on Feb. 10. He was billed as the "20-year old veteran pilot of the 368th Group," and told of our group's outstanding feats: Mons, (and the award of the Presidential Citation), the Ardennes Bulge, and the Jan. 22 Vianden vehicle massacre. Lt. Hamilton was interviewed by a number of correspondents at SHAEF, and we were "promised" an article in the April issue of Air Force magazine, playing us up as the Jabo Angels (that's us) and reviewing our history since we became operational. "We also got word that Capt. Henry's recording on the 600 bag (vehicle), made here on Jan. 23, was heard in Philadelphia on January 28.

Today's 368th group Special Orders had a variety of interesting news: 4 pilots are going back to England tomorrow to pick up new planes, Lt. Flagen is appointed Group Counter Intelligence Officer, Lt. Yard replaces Capt. Pergam as Group Photo Officer, and Capt. Fowle is appointed Group court of Inquiry Officer, which seems to have something to do with "Alleged Violations of the Geneva Convention."

Both Bg. capes squads turned in victories tonight, the officers beating the NF's and the NFI outlasting the 395th officers 36-31.

Supporting Document #11, Special Orders #15.

13 February 1945

Our Oprep report today says that 42 F-47's were dispatched -- but the results were something less than spectacular, mostly on account of the weather. In fact, if Lt. Col. Fergen hadn't decided to have a look at the much-debated Bully Bridge and knocked off 5 1/2's and damaged another strafing on the way back and if our weather recce hadn't decided to get in a few licks, the days results would have been almost a total loss.

Capt. Frause and Lt. Yandell flew the weather recce to Lux and Trier, taking off at 1:00 A.M. Northeast of Trier they strafed a train, destroying the locomotive and a flak car, and damaged another flak car and 2 freight cars. Then the two pilots returned to fly the first squadron mission, Capt. Frause leading the 397th back to Lux where they picked up Ripsaw III. But they had no luck finding targets through the undercast, though they were vectored by a number of controllers. They finally released 16 500-rounders and 4napo bombs when they spotted some small towns through a small break in the clouds about 50 miles northeast of Cologne.

Four planes of the 395th escorted a lone G-47 to a spot between 35, 40th and 50m. Then they had brought the transport back the F-47's dropped their 8 napo bombs on a 3/4 near Siegburg, butting the PR station. The yards had been pretty well worked-over and turned-out before. Then 8 planes of the 395th escorted 75 more
13 February 1945 (cont'd)

C-47’s who delivered their parachute-freight to the same place. Herding all the stragglers to the 72 and back took all the squadron’s flying time and they jettisoned their bombs safe 15 miles from the target. Four planes of the 396th distributed leaflet bombs at Triller and several small towns nearby, returning to the base without any other results. The weather was 8 to 10/10 from 2,000 to 4,000 feet. Twelve planes of the 396th went after a rail bridge at Neuss (near Dusseldorf) but could not locate the target because of the undercast. The squadron then released 16 bombs on a railroad north of Cologne, cutting one double-track and one single-track RR, and damaging a bridge approach. Eight more bombs dropped on a factory and town nearby produced “beaucoup” black smoke, and cut a heavy intersection.

That was the day’s work; though the results were not impressive, the weather was so bad our planes could have been kept on the ground on that account. Our mail continued to come in well, and today we got 2-weeks delivery on airmail from the U.S. We also acquired new neighbors, the air echelon of the 371st coming in this afternoon from the Nancy area. The 365th, who had been here a few days when we arrived, left for Strph 78 at Florennes late in January; and the 456th, who followed them, stayed only a week and then went on to Strph V-32 at Aachen, Belgium.

**14 February 1945**

Shades of Strph 3, of 5 minutes to the bombline, and of 16-hour flying days: we dispatched 103 planes today on 9 squadron missions, and our F-47’s dropped 250 500-pound bombs on a variety of targets in Germany. The totals for the day were: H/7’s 23-4, locomotives 5-4, freight cars 10-12, and enemy planes 14-5; but that was far from the whole story because bridges and marshalling yards have become our preferred targets in recent weeks.

Shades of Strph-delete- So important were a couple of rail bridges in the Dusseldorf area considered that 6 squadron missions were dispatched to attack them. The 359th had only fair bombing results on their 12-plane mission, and the “elitenick” remained undamaged, though the tracks were out in 2 places. But the second mission got at least 3 direct hits, damaging though not destroying the bridge. Each mission destroyed buildings (including a factory), and fires started. The 396th worked on the Neuss rail bridge. One of the first missions the 12 F-47’s scored hits on the bridge proper, cutting tracks at both ends of the bridge. But the bridge was still standing. So 12 more 396th.-“Hit it again, leaving the tracks completely severed.”—Bridge and half of the 52 approach to the bridge destroyed. The bridge was still standing, but a hole was seen through the north end of the structure.

The 397th caught something different on their first mission. They escorted 102 C-47’s, flying in three waves, the H/Y point being Houffalize and the delivery point just west of Trum. As far as we were able to learn, the transports were being used to supply our forward ground units by parachute because roads were practically impossible, or nonexistent. Then their escort patrol was completed, our F-47’s bombed the towns of Kirchweiler and Troisdorf and the H/Y at Renhen; many buildings were destroyed in the 2 towns, and 4 freight cars were damaged in the H/Y. Another 397th mission went after road and rail traffic but had trouble finding targets in their recce area (Trier-Koblens-Bitburg). The 10 planes dropped 20 bombs on the H/Y depot at Areweiler with fair results, destroying 2 buildings by bombing and another by strafing.
The other two squadrons then went after similar targets, and the 396th released 26 bombs on another \textit{I/17} concentration at Hargelsheim; half a block of the town was destroyed and 3 \textit{I/17s} were strafed by 3 \textit{I/17s}, 5 horse-drawn vehicles, 16 horses and some German personnel in the same area. The 395th dropped 4 bombs on 15 enemy \textit{V/17} planes on the Margarethen \textit{A/1}, 3 \textit{I/17s} being damaged. Sixteen \textit{V/17s} were dropped on a \textit{V/17} just southeast of Frankfurt, cutting tracks and damaging warehouses. An \textit{I/17} was damaged in the same area, 3 locomotives and 10 cars destroyed, and 2 more locomotives damaged. Strafing thenlobbered more \textit{V/17s} and rolling stock; at the near-standing \textit{A/1} strafing destroyed one \textit{E/110} and damaged one \textit{E/110} and one \textit{E/69}.

The last mission of the day took off at 1631 hours, which was another indication that spring has come. The 397th dropped 17 500-pound bombs on the Hemsfirden \textit{A/1}, causing widespread damage to the yard and surrounding territory. Such activity was seen at the \textit{V/17} when our L-7s arrived, but their was only smoke and flames to be seen after the bombing. At Erfweiler, just \textit{N} of Hemsfirden, 3 houses were destroyed by a bomb and three others strafed and left burning.

Three visiting intelligence wheels locked us over in the midst of all this activity. They were Lt. Col. Allett (XX I/44 A-2), Allen (Third Army A-2), and Hardin (100th I/55 A-2).

15 February 1945

Though the fog kept our planes grounded until noon, we did our best to catch up after our planes did take off. And 4 L-7s turned in a pretty good day's work for us.

The 397th flew 2 squadron missions in support of XX Corps units. The first, led by Capt. Frew, was given a target by smoke, but that 91st Infantry controller was so weak that the squadron could not locate the target and went on their recce (Verzeg-Sarburg-Lobach). They hit a pair of \textit{V/17s}, with poor bombing results. Eight bombs hit the Nonnweiler \textit{V/17}, cutting the tracks and damaging a dozen cars. Flames and sparks that resulted indicated that transformer or ammunition cars were hit. Six more bombs hit the Hufenfeld \textit{V/17}, damaging 5 cars. The second 397th mission, led by Major Carlin, had better luck with the XX Corps. Controller, and got an adequate concentration of about a smoke target, the woods east of Simm. But their results, except that the 14 bombs landed in the area marked by 2 puffs of white smoke, were poor. Eight more bombs were dropped on a smoke-covered target in Oberlungen, and again the bombing was good. The 12 planes then strafed in and around the towns of Koeleslute, Trassen, Fisch, Kirs, and villages. No claims were made, though these villages, which not far back of the German lines in the Luxembourg-Germany-France corner, were seen to contain troops, \textit{V/17s} ammunition dumps, and gun emplacements. To finish its day's work, 4 planes of the 397th delivered leaflet bombs to Bitburg, Durlenbach, Sarresdorf, and Wittlich. The Front Post this time told the Heines of the Russian Steameroller in the east, while the others warned that the things might begin to pop in the west any time. The leaflets continued to expand the advantages of becoming a POW, and briefed the Heines on the proper way to say "I surrender" ("Wei Seerrunder").

The 395th and 396th each flew armed recce to Koms, Damstadt, Sonnen, Torgau, and Bittertowen. The 396th, led by Lt. Tullis, dropped 12 bombs on 70 railroad...
15 February 1945 (contd)

Cars at Zehlendorf. The results were very good, with direct hits on the M/Y and 6 made-up trains. At least 20 cars were destroyed and the trucks were cut in 4 places. Twelve more bombs on 2 M/Ys at Bad Munster and Bad Kreuznach destroyed 30 more cars, cut the rails in 8 to 10 places, and damaged some buildings. The 395th had trouble with a RE bridge over a road NE of Kaiserslautern: 4 bombs cut the rails at both ends of the bridge but the bridge itself was left standing. Four bombs were dropped on a town between Frankfurt and Mannheim - NWO. Then the squadron gave chase to an ME-410 which was on the deck going east. The E/A led our planes over the farmstead A/D and could not be caught, though Capt. Jensen, who led the mission, damaged the Jerry plane. Six bombs on a RE north of Würzburg destroyed a locomotive and 6 cars, with 6 more cars damaged. Ten more bombs cut tracks in an M/Y NE of Mannheim, about 30 miles beyond the Rhine.

There was good news on the Paris passes again; the squadrons now send 3 WM each time instead of one, and the officers quota was also raised. One last word on the Bullay Bridge: the following excerpt is taken from today’s XII TAC Intelligence Summary. "Orchids to the 368th Groups 395th Squadron! Photographic interpretation reveals that its attack of 10 Feb. on the Bullay Bridge over the Veselle has knocked down one span and left another hanging. This bears out the pilots’ claims that their 500-lb. bombs hit the bridge, ‘knocking it into the water.’ Fuss bombed by mediums and also by fighter-bombers, this bridge had borne a charmed life until the 395th Squadron’s highly successful attack."

The hot Hq. Officers turned in their 4th straight cage victory tonight by defeating the 29th MMAR team.

16 February 1945

Sixty-six planes were dispatched today on 2 types of missions - 42 planes (4 missions) assigned to support the VIII Corps and 24 (2 squadrons) of 12 planes each to "fly interference" (or knock out flak positions) for medium bombers on a mission to the Ruhr region. We never got that last job done, but the 24 planes got in some work in the Ruhr area on their own.

On the first mission of the day 4 planes of the 397th carried frag bombs and 6 planes had 500 pounders; the 120 500s and 48 frags were dropped on a M/Y near Pehm; 4 or 5 buildings around the M/Y were well hit. The squadron strafed the town of Gerdasein and many tanks, armored vehicles, and M/T's in the Prum area. Claims were 8-7 on tanks, 0-14 on armored vehicles, and 7-0 on M/T's. The second 397th mission (8 planes) worked over the general area, but since most of their bombs were dropped in wooded areas the results were difficult to judge. Two buildings and 10 cars were destroyed in the Kjellburg M/Y, and 4 M/T's destroyed nearby. Twenty-seven M/T's were destroyed by strafing. The 396th bombed the Densborn M/Y, and the 24 RP bombs cut the tracks in 6 places and started 3 fires. Strafing then destroyed 30 cars and damaged 20 others in the M/Y. The 395th also hit the Densborn M/Y with 24 bombs, claiming 21 cars destroyed and 7 damaged, tracks cut in 3 places, and a long, factory-like building destroyed. The bombing was very good and the 4 squadron strafed during their bomb-run. This attack was costly, however, for Lt. Donald H. Huff went down in flames north of Luxembourg City. He is PIA.
16 February 1945 (cont'd)

The 395th and 396th were "to provide close support to 2 Groups of B-26's attacking the ordnance depot at Unna," (east of Dortmund). The field order further said, "Five minutes before reaching target bombers will say 'Complete your mission', or fire green flares which will be a signal for squadrons to dive-bomb heavy flak positions." That was a tricky assignment, but the R/V with the bombers went wrong. While our planes were in the Ruhr area they did get in some work, however. The 395th dropped 12 500-pounders and 42 frags on 2 large water tanks at Munchen-Gladbach, destroying them with 3 direct hits. The 396th bombed and strafed a pair of trains south of Hamen: 2 locos and 2 cars were destroyed, 2 more cars damaged, and a trestle bridge damaged.

Seven new pilots (all 2nd Lts.) were added to our roster today, 4 being assigned to the 395th and 3 to the 397th.

There was talk of furloughs to England today. They have evidently been authorized by Ninth Air Force; but as far as the 366th is concerned, nothing definite has been decided yet. The chief problem seems to be transportation to and from the UK.

The HQ EM basketball team lost a game to the 1293rd MP's 26-16 tonight.

17 February 1945

Today the fog failed to lift and we were released early, without getting any planes off the ground. But to make future operations run more smoothly, some of the "Ripped" boys (Ninth Air Force controllers) came over for a lengthy session with our squadron and flight leaders, plus S-2 and S-3 officers.

18 February 1945

The overcast never cleared off today, though it seemed to promise flying weather several times. It finally decided to rain in the afternoon and we were released—without any planes getting off the ground.

Some of the boys were alarmed when we were given a little target practice today, worried that the infantry might have some scouts out to pick out the sharpshooters. But all Capt. King required was that we shoot our 30 rounds through an open barn door (not too far off). It was the first time most of us had fired our weapons since we left for Normandy last June, and the Captain explained that he merely wanted to see if our weapons still worked. Perhaps he also wanted to make sure that our weapons got a thorough cleaning again:

19 February 1945

Our Group changed tactics somewhat today, sending out 8 planes on squadron missions instead of the usual 12. The assignment (except for one 4-plane leaflet dropping job) was support for the XIIth and VIIth Corps. Since the planes will be near the front lines and there will always be enough fighter-bombers in the area to discourage the Luftwaffe, the new system should be safe enough. And in close support work the smaller flights are judged far more efficient and effective.

Thirty-six F-47's were dispatched to support the XII Corps. On the first mission the targets assigned by the controller were covered by overcast and 7 planes (396th) released their 500 pounders by radar control on a target near the Naßweiler River, NE of Trier - NRC. The second mission (397th) turned into an armed race over the Trier-Nittelich area. Eight bombs practically wiped out the town.
19 February 1945

of Schuld, the 15 to 20 buildings in the town being destroyed. Results were
difficult to judge on the rest of the bombing, when 8 bombs were dropped on a RR bridge
and 15 cars on the tracks nearby; the bridge was probably hit 2-3 times and the
tracks were cut. The controller "Brandy" sent the next 8 planes (396th) to
attack a CP of the 53rd Panzer Corps at Amsmansdorf. Again smoke obscured the
results but the bombing was excellent, with all 16 bombs in the target area.
Then a 4-plane flight (397th) dropped all 8 bombs on a CP at Niehl, all the 500's
hitting buildings - NRG.

Strafing in the same area was also NRG. The last 8 planes (396th) released 16
bombs on a smoke-marked target at Nettingen; the bombing was probably good,
with smoke rising to 2000 feet. The squadron strafed 3/4's near Bihurg, destroy-
ing 3 and damaging 10. Lt. Pullis' plane was damaged by flak and his wing caught
fire; but he landed uninjured at Strip A-97 (Luxembourg).

Besides delivering 28 leaflet bombs to some small towns north of Trier, the 395th
flew 2 missions in support of the XIII Corps. When Summerford's target was
covered by overcast, the first 8 planes dropped 15 bombs on the Munsterfeld
3/4, cutting tracks in 2-3 places, destroying 20 cars, and causing large fires
(possibly ammunition) with 4 hits on the town. A large castle in the town was
also hit. On the second 8-plane mission 12 bombs dropped on a smoke-marked town,
destroyed 10 buildings and damaged 10. Strafing, plus 4 more bombs, destroyed a
heavy tank and 38 3/4's and damaged 4 more 3/4's. Two planes were damaged by
small arms fire on today's missions.

acquired a Group Rubber Co-ordinator today - It. Fonder, and his assistant,
W/cst. Wallace.

Supporting Document #13, Special Orders #17.

20 February 1945

Each squadron dispatched 16 planes today; the 395th and 397th each flew one 16-
plane armed recon mission and the 396th flew two 8-plane missions in support of
the XII Corps. The vehicle claims of the close support missions were 6-3 on
tanks, 56-29 on 3/4's, and 2-2 on German personnel, but that was not all the
damage. The first 8 planes planted 16 bombs on the smoke-marked target in Rul-
bach - evidently a CP, which was destroyed along with 6 other buildings. The
second 8 planes dropped their bombs on a tank and 3/4 concentration at Oberweis,
with the results already listed.

The 397th armed recon mission slobbered the dock area with 31 bombs at Germersheim
(on the Rhine, 3/4 of 3/4's), destroying 11 barges and damaging 5 others, and de-
stroying 2 or 3 locks. One bomb on the H/H north of Kaiserlautern cut the tracks
in one place and destroyed 4 cars. Strafing them damaged 25 more RR cars. The
395th released 24 bombs on the 3/4's H/H; very good bombing destroyed 4 RR cars,
4 warehouses, and a choker point. Two locos were damaged, and track cut in many
places. But 8 more bombs dropped on a RR bridge nearby were less accurate, the
bridge being missed although an oil barge was destroyed.

The No. officers blasted the 397th officers tonight to rack up their 5th cage win
in 6 starts. And the squad which will represent the Group in the Ninth AF tourney
was announced by Pvt. Tamont Putan, who will coach the team. Cpl. Raymond E.
Barrett of the 397th will captain the team, with Sgt. Francis J. Lanham of the
20 February 1945 (cont'd)

397th and S/Sgt. Frank S. Michalak of Group HQ, as co-captains. Completing the team are Sgt. Ralph Y. Jones, Sgt. Harry W. Heath Jr., Sgt. James H. Nelson, Sgt. Walter I. Lewis, and Cpl. Stanley H. Katz, all of the 397th, T/Sgt. Michael Spilgut of the 396th, and T/Sgt. Richard R. Nater of the 395th. Capt. "Calius" will be officer in charge of the team, which is to be known as the "Thunderbums". The team will be one of 12 which will take part in the IXV TAC tournament, to be played here from March 5-10 at the Opera House, 21 Avenue Foch. Pvt. Rutan will manage the tourney, which will pick a team to play in a Ninth Air Force tournament later.

21 February 1945

One hundred forty (repeat 140) P-47's got into the air today from our group, and though that didn't scratch our 'all-time' high of 158 on 28 July 1944 when 35 missions were flown, it was pretty tall flying for February. The total missions flown today was 28, but that included two 16-plane missions which were long ones, the 396th flying armed recce to Koblenz, Limburg and points east and south. The first of those 16-plane missions bombed and strafed rolling stock in the area between Koblenz and Mannheim, getting 3-0 on locomotives and 25-10 on freight cars, besides 2-0 on M/T's. Good use was made of all 32 bombs, a small M/T being hit, 28 tracks out, and buildings clobbered. The second 16-plane mission blasted the primary target, all 32 bombs landing in the vicinity of the Ehrenbreitstein ammog dump—across the Rhine from Koblenz. Strafing claims were 1-5 on tanks, 4-0 on M/T's, and 0-14 on freight cars. But the mission spread heavy gloom over Group Headquarters, for it cost the life of Capt. Meredith W. Henry, who lead the squadron. "His plane was hit by flak and caught on fire, but Capt. Henry tried to bring his plane back to the base. He evidently tried to bail out when the plane became unsafe, for his body was found clear of the plane with the chute unopened but intact. It is thought that he did bail out but was struck by the plane as he did so. For six months, from Chilbolton to崭n, Capt. Henry was Group Operations Officer—or assistant under Major Lacey. During that time many officers and men learned to know him well, and to like and respect him. His unbounded energy and good humor seemed to be contagious, and we missed Capt. Henry when he moved back to his old squadron, the 396th, and got his chance to fly every day again. But we still saw him often— and worried about him, for he always showed a fine disregard for flak and enemy aircraft. In fact, his plane was the first in the Group to sustain battle damage; at Chilbolton he brought back a 20 mm. shell behind his cockpit—unexploded.

Twenty-six more missions were flown today—25 4-plane flights and one 8-plane—all called armed recce, though 56 supported the XII Corps (Trier-Cochem-Mittel-lich) and 48 worked for the VIII Corps (Bitburg-Blankenheim-Dorsel). The vehicle claims for the day were: tanks 6-13, M/T's 57-34, locomotives 0-0, and freight cars 29-43, but again the day's best results were "assorted damage to a variety of targets." Counting the damage by flights sounds something like this: mission 31—leaflets; 2—roundhouse destroyed; 3—castle bombed, 15 Germans killed; 4—M/T hit, flak position destroyed; 5—M/T hit, fires started, 2 flak guns destroyed; 6—town of Eichelhit, much grayish smoke and large explosions (ammog dump); 7—middle of Mildendorf bombed (20 tanks reported there), with excellent results, 2 guns and 1 German destroyed; 8—tracks out in 3 places; 9—no target, bombs returned; 10—castle at Parkhausen destroyed; 11—RR bridge over Moselle hit, one span believed destroyed; 12—fullburg bombed and (M/T claims); 13—town
21 February 1945 (cont'd)

of Velserich bombad and strafed, destroying 6 buildings and damaging 2 concrete mixers; 14 - Mehl hit, with many guns, buildings, and V/7's destroyed (again hit on missions 17 and 19); 15 - road cut; 16 - Lichtenhahn and near by gun positions bombad and strafed (NOR); 18 - Lichtenhahn ditto; 20 - Sinspelt destroyed; 21 - Buesch hit again (NOR); 22 - 2 warehouses hit, tracks cut in 2 places; 23 & 24 - Volbsdorf V/7 hit twice, tracks cut, flak guns destroyed by strafing; 25 - Ronitz bombad, whole town on fire and 20 plus buildings destroyed; 26 - Pulmburg bombad and destroyed, supplies destroyed, much smoke.

22 February 1945

After yesterday's 140 sorties, today's 64 seem small stuff. 've had a new type of assignment, also: we were to escort our mediums and attack small bridges, flak positions, and rail targets of opp: -unity. This was our part of today's all-out air attack on the transportation system of western Germany. The 395th dispatched 212-plane missions, the 396th 2 8-plane missions, and the 397th one 12-plane mission on this assignment, with a V/7 over Metz with 1-20's and 1-26's of the 479th and 410th Groups. The general location of the targets attacked (bridges, V/7's, supply dumps) was the area between Bad 'reusmarck and 'Mee. The bombing was good on the whole, though it was difficult to separate our claims from the damage done by the mediums. The bridges proved difficult to destroy; but the damage was very great - many tracks being cut, approaches blown away, and a large number of buildings destroyed. Miscellaneous assorted damage include 2 small locos destroyed and a small flak strafed (NOR). All of these missions were flown in the afternoon, and we had time for only one mission of our regular type: twelve planes of the 396th took off at 1640 to support the VIII Corps south of Krum, and their dive-bombing was very good (weather GLOM). Twenty-four bombs, plus strafing, got 3-3 on tanks, 13-14 on V/7's, destroyed 8 house and cut a road.

Lt. Col. Waeber flew to Paris to bring our Deputy Commander back to us; Lt. Col. Douglas went back to the states on leave last Dec. 7, and will be back with the group tomorrow. But we lost a veteran pilot, who returned to the U.S. today - Capt. Charles "Farn" Kennedy of the 396th.

1st. Lieut. S/Sgt. Leveson were appointed Group Safety Officer and assistant, respectively, and Capt. Bergman was appointed Graves Registration and Personal Effects Officer.

Supporting Document #14, Special Orders #18.

23 February 1945

Two squadrons went back to 4-plane missions today in support of the VIII (397th) and XII (396th) Corps of the Third Armv, but the 395th flew 2 long 16-plane missions to attack a pair of fuel dumps at Vannesheim. On the first of these 2 missions the main fuel tank was missed, but hits on a warehouse and other installations north of the target caused explosions and fires and were hits to the south of it started oil fires.

Other fires may have been started by hits in coal piles nearby, and five locos were damaged by strafing. The second attack was better: 12 direct hits on the primary target destroying all 4 oil tanks and 4 buildings, the tanks blowing up with much smoke and fire. Strafing destroyed a loco, 70 cars, and 60 heavy motor
23 February 1945 (cont'd)

trucks; the trucks were loaded on the train and seemed to contain ammunition, for the whole train burned fiercely after the strafing. To round out the mission, the squadron was bounced by 25 plus long-nosed P-40's and 5 SE 109's which came out of the sun and a haze overcast. Except for the squadron leaders the German pilots seemed inexperienced, but our P-47's were low on gas and ammo and the battle lasted only 5 minutes, going from 10,000 feet to the deck. The E1 gradually left the area and our planes returned to the base. Lt. Hicks shot down one ME262 and one ME190, Lt. Jewkes got an ME109, while Lt. Anderson got an ME190 probably destroyed and Lt. Matthews another damaged. The 395th lost Capt. Virgil Norga, who was hit by an ME109 and last seen going down on fire at 3000 feet. He is listed MIA. Lt. Hicks had to belly-land his plane at strip 1-94 due to flak damage but was not injured. Three other planes were damaged during the encounter with the enemy.

A total of 125 planes were dispatched today. The claims, excluding those already listed, are 55-73 on tanks (take another look at these figures: 35 tanks destroyed, 73 damaged) and 307-109 on ME's and other vehicles. These figures are spectacular enough, but there were also at least 10 guns and nine gun positions destroyed; countless houses destroyed or damaged as the ground controllers sent our planes down on towns in the path of their advances; an ammo dump, a fuel dump, and a supply dump destroyed; troops bombed and strafed; and several missions that had to report - 1200 (no results observed) when the targets were in wooded areas, or flak and weather made "observing difficult." We even found time to drop propaganda leaflets on one mission. The 4-plane missions also cost us a pilot. 2nd Lt. Richard T. Gehling of the 396th bailed out of his P-47 when the plane started burning after its bomb-run. The pilot was seen to come down on the German side of the bombline and is listed MIA.

The 397th's cages, generally conceded the best in the group, defeated the Group Headquarters officers tonight 33-27.

24 February 1945

Again today the 397th sent out 4-plane flights to support the VIII Corps of the Third Army, the 396th did the same for the XII Corps, and again the 395th sent out 32 P-47's on a "high-priority" target, this time the Salmoiraghi rail bridge. But the weather wasn't as good today, and only 24 planes were dispatched, including a 2-plane weather recce. The 2 bridge-bombing missions had fairly good results. The bombs falling in a good pattern and 4 hits scored on the bridge. But the bridge was still standing, though the structure was certainly damaged. The trucks-out in 5 places. Overcast due out the armed recce.

Today's totals on the results of the 4-plane of close-support missions were also correspondingly modest, though they were certainly nothing to be ashamed of. Seventeen tanks were destroyed and 17 damaged, 72 ME's destroyed and 47 damaged and 27 freight cars damaged. Other damages, besides the usual quota of buildings for towns, guns, and personnel, today included a Wehrmacht post destroyed. Lt. Chimen of the 396th had to belly-land his plane south of Vaaden (behind our lines); he was not injured and returned to Metz safely.

Capt. Dick went to Paris for 9 days at the Information-Strike Staff School, and Capt. Reamer of the 392nd Service Team, with Lt. Col. Hassler as co-pilot, handled the first quota of 8 pilots to Nice in our P-47, from whence they will go to Cannes for 7 days leave. Supporting document #19, 35/19.
25 February 1945

We got back into high gear today, dispatching 123 planes: the 396th flew 36 sorties on close support for the 77th corps, the 398th sent out 40 P-47s to work with the 77th corps, and the 397th dispatched 14 aircraft on 3 squadron missions which again went after the Salzbrueck bridge. This time a bridge was definitely not serviceable after the first 2 missions, and the third went after targets of opportunity.

The total score was 26-26 on tanks (what! Only 45 tanks?), 210-33 on 1941s, 1-0 on locos, and 34-14 on freight cars. A supply dump was clubbed, a pair of 88s disabled, 2 tunnels closed (one at both ends, with a loco inside), and 12 tanks hit in several places, but at least equally important today were the results which are hard to assess: countless buildings destroyed or damaged, a number of towns hit. As an example, the 396th bombed Wittendorf and reported only 100. But a little later our troops moved into the town! Again today a 396th fighter leader had to belly-land his plane; Lt. Clesker landed in friendly territory west of Triss.

26 February 1945

Lt. Col. John V. Wessler received his orders to return to the P. O. this afternoon, and the First Citizen of Omaha City, Nebraska, announced that he was ready to leave immediately. But since he will fly to England on the first leg of his journey now, he has to wait for flying weather. Group operations fighter since 1 September 1944, Lt. Col. Wessler was previously 60 of the 397th Squadron. In July 1943, when the 396th Group was organized, he was one of the original squadron commanders.

"Lt. Col. John V. Wessler was in the Army since December 1937. When the national guard unit at Kearny (Neb.) State Teachers College was mobilized, Pfc. Wessler moved on to Fort Robinson (Ark.) in December 1940, and in April 1940 became an Air Cadet. He was commissioned a 2nd Lieutenant at Fort Sill, Texas, on 12, 1941. During the following year Lt. Wessler flew many different planes: F-35s and F-36s with the 56th Group at Charleston, S.C., and "Illington, N.C., and P-47s, and P-52s, P-40, and the second P-47 in the Air Corps at Barksdale, N.C., with the 8th Group. Then on it was all P-47s, as we moved on to Bradley Field and the 310th Group—"parent" of the 265th. A certain when this Group was formed at Delmer Field in June 1943, he became a major in November of that year. The title became Lt. Col. John V. Wessler in July 1944 when we were operating from our beachhead strip. While in Normandy, Lt. Col. Wessler also met his old OC from Nebraska (now of the First Army), Col. Herman "Swede" Mattson—and the 50-year-old colonel contrived to find a car and a jeep for his old OC, who in 5 years had caught up to him in rank!

This is the way we like to "lose" our pilots, but Col. John will leave a big hole here then he leaves. Yet that kind of an officer — a big, breezy, easy-going guy who is highly popular with officers and EM. He says he won't be back to our outfit but doesn't give a damn where the army sends him next, and that includes the 77th!

The weatherman put us on the sidelines today, getting a lot of warm fronts and cold front all screwed up. Anyway, it was not flying weather was any fool could plainly see!"
27 February 1945

"We tried hard enough to get our planes into the air today, and late into the afternoon a couple of flights almost made it — but not quite. The weatherman finally had the last word and our F-47's stayed on the ground.

Gen. Doria gave all the men some sound financial advice today, giving out all the hot poop on soldiers' deposits, which pay 6% interest on money invested. The property advice was evidently intended to prevent a bonus rush on Washington in 1946, or thereabouts. Or maybe the wheels of Washington have heard the guns.

"Golden Gate in '46 —
Deadline in '49!"

The first half of the 368th Group (plus attached units) basketball tournament was a close last night, with the 397th FW in undisputed possession of first place. Playing off a disputed game, they turned back their closest rivals, the 397th A-2 outfit 39-37. Sixteen teams participated in the first half of the tournament, each team playing 8 games. The second half of the tournament will begin March 11 following the VIII TC tourney which runs from March 7 to 10. Runners-up in the first half were the 398th officers, 4th the group PN officers in third place. Tonight, as a warm-up for the semi-XI TC tourney, the 368th Group team cruised the 364th Group 37-25.

28 February 1945

"We got in a day's work today to end the month right, although the weatherman didn't let our first plane get off until one minute after 3 pm. Thirty-six planes got into the air in support of the VIII and XII Corps (Third Army) drives to the bulb. The V-2s were not effective 2-0 on tanks and 11-60 on W/Ts. But the town was raid and the plane was left standing. Two other gun and a second run position knocked out, a bridge hit, a road cut, oil fires started, a supply dump destroyed, and a vehicle and troop concentration very well bombed — though these made results hard to judge. Our planes worked with a number of controllers — Clerambon, Lamphood, Razolde, Orwin, Galeship, Pigeon, and, of course, Pippan. Several targets were marked by smoke, and the controlling was generally very good today. It. Arledge of the 377th was forced to belly-land his flak-damaged plane behind our lines but was unhurt and returned this evening.

Lt. Col. Messler finally got started on his way home today, flying to England in our G-47. Our pilots heard a very good talk by an interrogator of 368 prisoners of war, a Lt. May, sent out by VIII TC.

In another practice game the Group Gigers beat the 100th Wing 31-25 tonight. And we were paid.

In the snack-bar talk-and-betting — was on the end of the war. With our planes getting in some very effective work and the First, Third, and Ninth Armies driving through the Siegfried Line toward the Rhine, things were looking up again — even though the Russians had finally slowed down. The First Canadian Army had actually reached the River, the Ninth was directly threatening the Ruhr, and the First was shelling Cologne. The Third had tougher terrain and farther to go, but they also had the 36th Fighter Group supporting them!"
26 January, 1945

My dear General Weyland:

Please accept for yourself and pass on to the officers and men of your command the sincere appreciation and admiration of myself, and the officers and men of the 3rd Army, for your magnificent cooperation in the reduction of the Ardennes salient.

As usual, we feel that the great successes achieved are the result of the unselfish cooperation and comradeship existing between the Air and Ground troops.

We look forward to bigger and better victories in the immediate future.

Most sincerely,

G. S. PATTON, JR.,
Lieut. General, U. S. Army, Commanding.

Commanding General XIX Tactical Air Command
THRU Commanding General 9th Air Force
APO 696
U. S. Army
Ltr, Hq, THIRD U S Army, Commandation of XIX Tac Air Comd, 26 Jan '45,

201.22
1st Ind
HEADQUARTERS, NINTH AIR FORCE ADVANCED, APO 696, U.S. ARMY, 27 January 1945

TO: Commanding General XIX Tactical Air Command, APO 141, U S Army.

1. In forwarding General Patton's letter regarding the XIX Tactical Air Command's participation in the reduction of the Ardennes Salient, I should like to add my congratulations.

2. The Air-Ground cooperation demonstrated during the Ardennes action marked a new high in welding together the combined power of the Armed Forces of the United States. In due time this combined power will destroy the enemy.

1 Incl:
Ltr of Commandation fr CG,
THIRD U S Army, 26 Jan 45.

201.22
2nd Ind.
HEADQUARTERS, XIX TACTICAL AIR COMMAND (ADV), APO 141, US ARMY, 29 January 1945.

TO: Officers and Men, XIX Tactical Air Command.

1. As the Commanding General of the XIX Tactical Air Command, I have received this commendation with pride. As your Commander, I pass it on to you; the planners, the controllers, the pilots, the mechanics, the cooks, and to every other man of this Command whose combined efforts made this great victory possible.

2. Your ability to rapidly switch from the Saar Basin to the Ardennes salient in coordinated attack with a determined army defeated a cunning and determined enemy. All this accomplished under the adverse conditions of a severe and bitter winter.

3. It is the slashing flexibility of the air power of this Command integrated with the might of the attacking Third Army that will lead us to bigger and better victories.

O. P. WEYLAND
Brigadier General, USA
Commanding.
SPECIAL ORDERS

1. So much of par 5, so 3, this sq. as, as reads 1st Lt HAROLD W. CHUSSHANK, 056772, AC. is ordered to read 1st Lt DAVIS C. CLAYTON, 0193766, AC. (Pertains to inventory of PT's)

2. 1st Lt JOHN F. BOLIN, 0693987, AC, is reprimanded for Soldier Voting Officer.

3. Under the provisions of par 4b, 19-1100, 12 May 1944: the following officers are appointed to witness and verify the cash balance of Major JOHN F. VOLIVA, FD, Accountable disbursing officer at the close of business, 31 Jan 1945.

   Major ROBERT M. KESSLER 0375754 AC
   Capt. ALBERT B. RENY 0153295 GDN

4. The following named officers are placed on TDY for an indefinite period, WP fr this sta c/o 2 Feb 1945 to AFS Station 597, UK, for the purpose of delivering two seaters p-47 aircraft for service analysis. Upon completion of this TDY, 0's will return to proper sta and orgn. TDY by MP, all aoft or rail. 60... 597 492-02 212... 73 212... 6... 6... 30425. ANH: TSW XII 268 (K) 23247, dtd 26 Jan 1945.

   1st Lt HENRY L. OLSON 0315376 AC
   2d Lt ALBERT B. RENY 0024434 AC

5. The following named officers are placed on TDY for a period of nine (9) days, WP fr this sta c/o 2 Feb 1945 to Hq Ninth Air Force (AF), APO 696, US Army, reporting upon arrival to the counter intelligence branch. For the purpose of pursuing course in counter intelligence. Upon completion of this TDY, they will return to proper sta and orgn. TDY by MP, all aoft or rail. 60-114 492-02 212... 597 212... 6... 6... 6... 30425. ANH: 1st Lt, 9 XII TDY. Hq Ninth Air Force. subj: Counter Intelligence Course. ANH: TSW XII 268 (K) 23247, dtd 21 Dec 1944.

   1st Lt WILLIAM S. BLASCHEN 0364503 AC
   T/Sgt (31) CLARENCE P. REESE 150821205 Hq 368th Ftr Grp

6. 1st Lt HENRY B. HAMILTON, 0865647, AC, is placed on TDY for a period of six (6) days, WP fr this sta c/o 5 Feb 1945 to Scribbs Hotel, Paris, reporting to Major CLAYTON, on matters pertaining to Public Relations, 9AF. Upon completion of this TDY, 0 will return to proper sta and orgn. TDY by MP, all aoft or rail. 60-114 492-02 212... 597 212... 6... 6... 30425. ANH: VOGC Ninth Air Force.
REstricted

SO 10, HQ 368th FTR CP, 31 Jan 45, Cont'd.

7. Sgt (805) Carl E. Newsome, 94539185, HQ 368th FTR CP, is placed on TDY for a period of five (5) days, transport this sta o/a 5 Feb 1945 to HQ 100th FTR Wg for the purpose of training in code rooms. Upon completion of this TDY, EM will return to proper sta and org by MT, rail or rail. 60-114 P.438-02 A 212/50425. AUTH: TEM XIX TAC P12212.

(Travel dir is pursuant to auth contained in 1st Ind, HQ U.S. Strategic Air Forces in Europe, 2 Dec 1944, to Ltr, HQ European TO, USAF, file 3004.5 MEM, 22 Nov 1944)

By order of Lt Col FERGUSON:

OFFICIALS:

Hugh L. Rice,
Major, Air Corps,
Adjutant.

DISTRIBUTION:

"A"
SPECIAL ORDERS

NUMBER 11

1. MAJOR HAROLD F. SPARRE, 0432726, CG, is appointed Assistant Group S-3.

2. The following named 2dLt and Flt are placed on TDY for a period of three (3) days, WP f/r this sta on 3 Feb 1945 to 16th ADG, Reims, France, for the purpose of obtaining Signal Corps parts. Upon completion of this TDY, they will return to their permanent stations. DBY by MG, rail only. 60-114 P 432-02 A 212/50425. AUTH: VOGO, XIX TAC.

2dLt WILLIAM T. CONDER 15063175
2dLt (326) POLMAR C. EICHER 15102297
2dLt (345) RICHARD C. KIBBERER 1221st QM Co (Avn) 0386390 AC

3. 1st Sgt (274) DONALD A. RACKAAS, 37644287, HQ 368th Ftr Grp, was placed on TDY for a period of two (2) days, WP f/r this sta on 4 Feb 1945 to Scribe Hotel, Paris, reporting to Major ONeal, on matters pertaining to Public Relations, 9 AF. Upon completion of this TDY, EM will proceed to HQ Ninth Air Force. DBY by MG, rail only. 60-114 P 432-02 A 212/50425. AUTH: VOGO, Ninth Air Force.

4. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of his Ocu Comdr, T/Sgt (750) ERNEST W. GIBSON, 15016947, 396th Ftr Sg, is reduced to the CTR for misbehavior.

5. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of his Ocu Comdr, Flt (345) VICTOR J. RABIDOUX, 12178446, HQ 368th Ftr Grp, is promoted to CTR of Private First Class (temp).

6. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of their Ocu Comdr, the following named EM, 325th Ftr Sg, are promoted to grades as indicated:

TO BE STAFF SERGEANT (TEMP)
Sgt (747) JOSEPH BOSAVAGE 33458375

TO BE SERGEANT (TEMP)
Cpl (747) WILLIAM W. HITCHENSON 19059389
Cpl (747) ROBERT C. KELLER 32872662

TO BE CORPORAL (TEMP)
Pfc (600) WILLIAM ANDREWS 23598433
Pfc (809) SIDNEY GROSSMAN 32954452
Pfc (747) HERBERT W. CORP 12145685
Pfc (600) JENNIE J. ROOD 33212124
RESTRICTED

So 11, Hq 366th Ftr Gr, 1 Feb 45,
Par 6 cont'd.

TO BE PRIVATE FIRST CLASS (TECP)
Pvt (932) Thomas F. Lynch 3739921
Pvt (935) William E. Newton 1652320
Pvt (560) Martin V. Guthrie 38251848
Pvt (580) Virgil H. Crawford 33377492
Pvt (590) John H. Henry 36749137

7. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of their own Cmtr, the following: named EM, 396th Ftr Sq, are promoted to grades as indicated:

TO BE TECHNICAL SERGEANT (TECP)
S/Sgt (750) Andrew D. Martin 36037257

TO BE CORPORAL (TECP)
Pfc (911) William C. Edwards 37526452

TO BE PRIVATE FIRST CLASS (TECP)
Pvt (590) Alfonso H. Catullo 32467790
Pvt (405) John A. Geens 19039499

8. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of their own Cmtr, the following: named EM, 397th Ftr Sq, are promoted to grades as indicated:

TO BE STAFF SARGENT (TECP)
Sgt (747) Cecili F. Clancy 35507748
Sgt (747) John A. Irish 32472256

TO BE CORPORAL (TECP)
Pfc (747) Stanley Barkowitz 12148575
Pfc (405) Charles H. O'Donnell 32712104

TO BE PRIVATE FIRST CLASS (TECP)
Pvt (650) Joseph Greenspan 32826669

(Travel dir is pursuant to path contained in 1st Ind, Hq U.S. Strategic Air Forces in Europe, 2 Dec 1944, to Ltr, Hq European TO, USA, file 300.4 MEM, 22 Nov 1944)

By order of Lt Col FERCEO:

OFFICIA:

Hugh L. Rice,
Major, Air Corps,
Adjutant.

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

DISTRIBUTION:

"A"  - 2 -

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HEADQUARTERS
FIFTH FIGHTER GROUP

AFO 141, U.S. Army
3 February 1945

SPECIAL ORDERS

MILES

1. All (45) Trains G. Storey. 3919927. In 36th Ftr Sq, is placed on T.P. for a period of four (4) days. For this time only, 38th Ftr Sq, reporting, threat to 4th Ftr Sq, Ftr Officer for the purpose of attaining an indoctrination course upon completion of this T.P., will be sent to proper state or area. T.P. by 100th Ftr Sq, 1144. 1243-32 A 2152/54. AUTH: T.P. XIX 660 (R) 33041.

2. Under the provisions of 45 LOC-6, the following named 395th Ftr Sq. having completed the required amount of duty in the Army of the United States and having demonstrated fidelity among ethical and moral performances of duty, efficiency through capacity to perform duties required, all whose behavior has been such as to deserve commendation are awarded good conduct medals for exemplary behavior, efficiency, and fidelity:

T/Sgt George D. Oney 3297512
T/Sgt Robert G. Rayl 3297512
T/Sgt John C. Silva 3297512
T/Sgt Joseph H. Stoney 3297512
S/Sgt Levin B. Gustafson 3297512
S/Sgt John R. Carpenter 3297512
S/Sgt Harold D. Comley 3297512
S/Sgt Donald A. Hilly 3297512
S/Sgt Peter Catrin 3297512
S/Sgt Floyd B. Coats 3297512
S/Sgt Darrel Yucht 3297512
S/Sgt William H. Buehl 3297512
S/Sgt Joseph G. Bishop 3297512
S/Sgt Clifford F. Olsen 3297512
S/Sgt John A. Doherty 3297512
S/Sgt Sidney Goldstein 3297512
Sgt William B. Buckley 3297512
Sgt William L. Booth 3297512
Sgt Walter L. Phuman 3297512
Sgt Robert L. Lowry 3297512
Sgt Frank G. Bolling 3297512
Sgt Frank G. Callow 3297512
Sgt John T. Comee 3297512
Sgt Robert G. Neff 3297512
Sgt Robert G. Lavoie 3297512
Sgt Robert H. Mason 3297512
Sgt Hyman G. Mittlerholzer 3297512
Sgt John T. Gibbs 3297512
Sgt Harold J. Osmond 3297512
Sgt Ralph J. Rozanski 3297512

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SC 12, No 368th Ftr Op, 3 Feb 45,
Par 2 Contd.

Sgt Theodore D. Ruymiere 32781699
Sgt Milton A. Schwab 35666628
Sgt Emor B. Vadner 31172691
Sgt James E. Welsh Jr 11196307
Sgt Gilbert B. Stehlin 33060525
Cpl Alva J. Ocker 13091977
Cpl Charles A. Rotetz 32799597
Cpl William H. Kegar 35789970
Cpl George C. Murphy Jr 33158725
Cpl Charles W. Rase 33953926
Cpl Michael Strong 32674623
Cpl William G. Baker 33549523
Cpl Edmund L. DeForse 31091688
Cpl John Farnoni 32556805
Cpl Wallace G. Nelson 31176970
Pvt John H. Horton 36529137

3. Under the provisions of Par 1 (c) (e), this 345-415, as amended, Capt
FRANK R. PENZER, O2625634, AC, is appointed Investigating Officer to in-
vestigate and report upon all the circumstances connected with the incurring
of injuries to LT. Jack E. Mee, O2625633, AC, on 3 Feb 1945, and to determine
whether injuries were incurred in line of duty or as a result of his own mis-
conduct. Complete report of investigation on WM 40 Form 52 will be submitted
in quintuplicate.

4. Under the provisions of WM 600-68, the following named EM, 396th Ftr Sq,
having completed the required amount of serv in the Army of the United States
and having demonstrated fidelity through faithful and exact performances of duty,
efficiency through capacity to produce desired results, and whose behavior has
been such as to deserve emulation, are awarded Good Conduct Medals for exemplary
behavior, efficiency, and fidelity:

T/Sgt Joseph O. Zemmer 31525669
S/Sgt Luigi Caputo 32082755
S/Sgt Dennis W. Dolvin 35263091
S/Sgt John F. Kocher 13029050
S/Sgt Vincent J. Closby 36550942
S/Sgt Allan J. Robinson 35732959
S/Sgt Elmo R. Schmid 37456172
S/Sgt Robert M. Wade Jr 14661238
Sgt Charles L. Brickner 36402399
Sgt Robert J. Perry 12073879
Sgt Charles L. Easterly 16162904
Sgt William M. Cherardi 32695516
Sgt Lloyd W. Kennedy 17050750
Sgt Richard H. Pohlmeyer 12579009
Sgt Francis W. Frenn 11093689
Cpl Raymond L. Allen 13123812
Cpl Lloyd L. Baughman 17105768

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5. Under the provisions of PMA 200-45, the following named to be on the list of personnel in the Army of the United States and having demonstrated fidelity and integrity at performances of duty, efficiency through capacity to produce results, and whose behavior has been such as to command admiration, the award good conduct medal for exemplary behavior, efficiency, and fidelity.

T/Sgt Henry A. Fuchs
Sgt Harry C. Kormatski
Sgt Carl E. Harmon
Cpl Joe P. Fries Jr
Cpl Charles H. Hicks
Pfc Albert R. Smeek
Pfc Donald L. Koeding
Pfc Henry L. Terry
Pfc Earle A. Casolo

TRAVEL AIR is pursuant to order contained in Lt Col H. C. US 4F TRAVEL, to Ltr. H. Europe, 2 Nov 1944, to Ltr. H. Europe, 26 Nov 1944, 22 Nov 1944

By order of Lt Col Fuchs:

PRIVATE L. RICO,
Major, Air Corps,
Adjutant.

DISTANCE:

- 3 -

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

4 February 1945

GENERAL ORDERS

AWARDS OF THE DISTINGUISHED SERVICE CROSS

Under the provisions of Army Regulations 600-45, 22 September 1943, and Circular #32, HQ European Theater of Operations, US Army, 20 March 1944, the DISTINGUISHED SERVICE CROSS is awarded to the following named Officers and Enlisted Men:

PAUL P. DOUGLAS, JR., O-432187, Lieutenant Colonel, Army Air Forces, United States Army. For extraordinary heroism in action against the enemy, 20 October 1944. On this date, Lieutenant Colonel Douglas was returning to base as leader of a squadron of fighter aircraft with his supply of gasoline almost exhausted, when a formation of more than 20 enemy aircraft carrying bombs was observed. Completely disregarding the odds against him, he ordered all but five of his aircraft to return to base, and with this small number unhesitatingly attacked the enemy formation with such ferocity that they were forced to jettison their bombs directly over the city of Coblenz and take evasive action. In the ensuing combat, Lieutenant Colonel Douglas relentlessly pursued the enemy, destroyed three of his aircraft and damaged a fourth. His own plane was continually under attack and sustained many hits. He was painfully wounded and his airplane's right wing was set on fire, yet he managed to return to base. The extraordinary heroism and devotion to duty displayed by Lieutenant Colonel Douglas on this occasion are in keeping with the highest traditions of the Armed Forces of the United States.

*   *   *

By command of Lieutenant General SPAATZ:

E. P. CURTIS
Brigadier General, USA.,
Chief of Staff.

OFFICIAL:
/s/ Harris F. Scherer,
HARRIS F. SCHERER,
Colonel, USA.,
Adjutant General.

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

11 December 1944

GENERAL ORDERS)

NO. 97

AWARDS OF THE DISTINGUISHED SERVICE CROSS

* * * * *

CARLOS M. TALBOTT, 0-25797, Captain, Army Air Forces, United States Army. For extraordinary heroism in action against the enemy, 11 September 1944. On this date, while furnishing direct support for ground units advancing towards the German border, his squadron was attacked by a large fighter formation. Supported by only one other airplane, Captain Talbott attacked a second enemy fighter formation which was attempting to reinforce the main fighter attack. Then, after his wingman was forced to abandon his position under heavy fire, he continued single-handedly to engage the enemy, nullifying their attack upon his squadron and destroying two of them before his own plane caught fire and had to be abandoned. The outstanding heroism, perseverance, and skill displayed by Captain Talbott on this occasion reflect highest credit upon himself and the Armed Forces of the United States. Entered military service from Illinois.

* * * * *

By command of Lieutenant General Spaatz:

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

OFFICIAL:

/s/ Harris P. Scherer,
HARRIS P. SCHERER,
Colonel, ACO,
Adjutant General.

RESTRICTED
GENERAL ORDERS

NUMBER 289

SECTION I: AWARDS OF THE SILVER STAR

* * * * * * *

PAUL P. DOUGLAS, JR., O-432187, Lieutenant Colonel, AC, 368th Fighter Group. For gallantry in action, 6 October 1944, it Col. Douglas demonstrated outstanding leadership on a group attack on a large number of hostile planes camouflaged in a field near Cologne, Germany. Despite intense, accurate anti-aircraft fire he skillfully directed his men to the attack, and, although his own aircraft sustained serious battle damage he accounted personally for the destruction of six of the grounded aircraft. It Col. Douglas's calm judgment and spirited leadership on this occasion are in keeping with the highest traditions of the Armed Forces of the United States. Entered military service from Arkansas.

CLIFFORD L. GAMBLE, O-576776, Captain, AC, 368th Fighter Group. For gallantry in action. Capt. Gamble led the 395th Fighter Group on an armed reconnaissance mission over enemy positions in Holland on 15 September 1944. With steadfast courage and unswerving arial skill he led his men down through extremely intense fire from a large number of artillery installations to attack ten hostile tanks, and, although anti-aircraft shells tore off the canopy and one wing tip he valiantly continued the attack, accounting personally for the destruction of three tanks. Capt. Gamble's outstanding courage and leadership reflect a devotion to duty exemplary of the highest traditions of the Army Air Forces. Entered military service from Indiana.

* * * * * * *

By command of Major General Vandenberg:

W. W. VILLARD
Colonel, GSC
Chief of Staff

OFFICIAL:

/s/ C. M. SEEBACH
C. M. SEEBACH
Colonel, MG
Adjutant General

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(Issu Units not concerned)

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SPECIAL ORDERS

NUMBER 13

1. The following named officers are placed on TDY for a period of approx one (1) day, wr fr this stn c/o 9th Oct 1945 to 9th Oct 1945 for the purpose of attending conference on airfield defense. Upon end of this TDY, officers will return to proper stn and org. TDY by LT. 60-114, 432-02. AUTH. VOCD XIX TAC.

Capt. C. R. Carroll, 06-02-02
1st Lt. J. S. Wallis, 06-02-02.

2. Having been and the line 5th per par 1, 20-121, Hq XIX TAC, dt 23 Jan 45, Pvt. (93b) K. P. Renick. 295th FA, of further asp. 295th FA TBQ Squadron.

3. 1st Lt. John W. Morgan, 06-02-02, is placed on TDY for a period of one (1) day, wr fr this stn c/o 12 Oct 1945 to Hq XIX TAC (A) reporting; prior to 1000 hours for the purpose of attending an Information - Education conference. Upon end of this TDY, O will not be proper stn and org. TDY by LT. 60-114P 432-02. 295-04-05. AUTH. XIX XIX TAC (A) 159.

4. Capt. L. W. Mikkelsen, 06-02-02, is relieved as Gp War Bond Officer and Gp Insurance Officer.

5. 1st Lt. W. O. B. Kelly, 06-02-02, is relieved as 1st Lt. War Bond Officer.


by order of Lt. Col. I. L. C. L.

OFFICIAL:

[Signature]

R. L. W. Mikkelsen,
Major, Air Corps,
Adjutant.

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SPECIAL ORDERS

NUMBER 14

1. Capt. Wayne H. Driscoll, 9785225, AC, is placed on TDY for a period of approximately seven (7) days, WP fr this sta o/a 9 Feb 1945 to Paris, France, reporting upon arrival threat to Col. George W. Edmondson, 132nd Chaplains, for the purpose of having camera installed in P-47 type aircraft. Upon completion of this TDI, C will ret to proper sta and orgn. TTN by MR, all acct or rail. 60-111 P 432-02 & 212/56425. AUTH: VOGO XIX TAC

2. The following named officers are placed on TDI for an indefinite period WP fr this sta o/a 9 Feb 1945 to Parnambe, UK, for the purpose of picking up P-47 type aircraft. Upon completion of this TDI, C will ret to proper sta and orgn. TTN by MR, all acct or rail. 60-111 P 432-02 & 212/56425 and 60-136 P 432-02 & 212/56425. AUTH: VOGO XIX TAC

- Capt. Charles J. Kennedy 0305635 AC
- 1st Lt. Dale L. Jackson 0317957 AC
- 1st Lt. George W. Patmore 0567935 AC
- 2d Lt. William T. Wright 0770073 AC

3. Florence L. Reed, ARC club director, is placed on TDI for an indefinite period, WP fr this sta o/a 9 Feb 1945 to Paris, France, reporting upon arrival to Mr. Don Vanne, American Red Cross Field Supervisor, on matters pertaining to the American Red Cross. Upon completion of this TDI, this ordn will ret to proper sta and orgn. TTN by MR, all acct or rail. AUTH: VOGO XIX TAC

4. Sgt. (577) Yates, 230th MP Co, 1233rd MP Co, AVN, is placed on TDI for a period of two (2) days, WP fr this sta o/a 10 Feb 1945 to North Field, Continental Stockade, 9785225, & 9785225, for the purpose of delivering PVT. Donald J. Doherty, 59th MP Co, for confinement thereat. Upon completion of this TDI, C will ret to proper sta and orgn. TTN by MR, 60-111 P 432-02 & 212/56425.

5. Having been used this ordn per par 2, 60-42, 60-48th Rep. 21st (195) dt 6 Feb 1945, the following named officers are further used to 84, as indicated:

- Lt. (1955) Whitney W. Bratton 0790326 AC 389th Fighter Squadron
- Lt. (1955) J. W. Chancellor 0322129 AC 396th Fighter Squadron
- Lt. (1955) Edmond L. Detweiler 0613902 AC 389th Fighter Squadron
- Lt. (1955) Richard G. Alcott 0282443 AC 389th Fighter Squadron
- Lt. (1955) Robert L. Anderson 0205778 AC 389th Fighter Squadron
- Lt. (1955) Willard H. Dahl 0381391 AC 395th Fighter Squadron

-1-

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6. The following personnel are placed on TM for a period of two (2) days, reporting to the 363rd BG (ADG) for the purpose of attending communications meeting. Upon completion of this TM, they will return to their stations:

- Capt. Russell H. Harris
- 1st Lt. Ralph G. Hymann
- 2/Lt. (542) Thomas K. Smith
- 1/Lt. (542) Edward E. Long

TM by Lt. 60-114 P 54-06 210/5425. AUTH: TM IX TAC (ADG) J 13767.

CPT. Russell H. Harris
1st Lt. Ralph G. Hymann
2/Lt. (542) Thomas K. Smith
1/Lt. (542) Edward E. Long

NEW: 363rd Fighter Group
NEW: 395th Fighter Squadron

(Travel is pursuant to TM contained in 1st Lt., 14th U.S. Strategic Air Forces in Europe, 2 Dec 1944, to Lt. Col., European 70th Res. Flt., J 22 Nov 1944)

By order of Lt. Col. XXX35:

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

DISTRIBUTION:

A
16 February 1945

Dear Sam:

Here's the newest picture of that Bullay bridge you were interested in for some time.

Any time you find some little job that's too tough for your mediums, just call on us for a few of our P-47 heavy bombers.

Insultingly Yours,

O. F. NEYLAND,
Major General, USA.

Major General S. E. Anderson,
Ninth Bombardment Division,
APO 140, U.S. Army.

Col Perego:

For your information -- I attached a photo of this bridge taken after the 368th Gp had dropped a span in the water by excellent bombing. Photo was marked "Bullay Bridge: Span destroyed by 368 FG".

I indulged myself in this small insult because the mediums tried for a month to get the bridge. (as a matter of fact they did damage it).

O. F. W.
CONFIDENTIAL

DATE: 1310/10/11

TO: 1310/10/12

FROM: 1310/10/13

SUBJECT: OBSTACLES IN RIVER CHANNEL

1. The target is composed of several undamaged parts of good quality which are partially

2. A section of the bank of the river has collapsed into the

3. The blockage is the result of

4. This is evident from the

5. The blockage is due to

6. The collapse of

7. The blockage is

8. The undamaged parts of

9. The undamaged parts of

10. The undamaged parts of

11. The undamaged parts of

12. The undamaged parts of

13. The undamaged parts of

14. The undamaged parts of

15. The undamaged parts of

16. The undamaged parts of

17. The undamaged parts of

18. The undamaged parts of

19. The undamaged parts of

20. The undamaged parts of

DEPARTMENT: 13
RESTRICTED

HEADQUARTERS
360TH FIGHTER GROUP
APO 141, U.S. Navy
12 February 1945

SPECIAL ORDERS

NUMBER 15

1. The VOGO 360th FTR gp of 11 POC 1944, under exigencies which prevented the issuance of advance orders, are hereby confirmed and made of record, under the provisions of Par 4, LTR Regulation 35-16, dated 20 Oct 1944. 2d Lt Jack F. Bingini, 0615641, DC, is suspended from flying status.

2. The following named officers are placed on TDY for an indefinite period, WP fr this sta c/o 13 Feb 1945 to Puttworm, UK, for the purpose of picking up P-47 type aircraft. Upon completion of this TDY, OFF will ret to proper STA and ORGN. TDY by MP, nil act or rail. 60-114 P 432-02 A 212/50425 and 60-136 P 432-02 A 212/50425. AUTH: VOGO XIX TAC.

   1st Lt Walter D. Johnson 0214696 AC
   1st Lt George F. Gillman 0517045 AC
   1st Lt Robert D. Quigley 0770453 AC
   2d Lt Albert R. Schubert 0706345 AC

3. Capt William E. Quinn, 0566474, AC, is placed on TDY for a period of two (2) days, WP fr this sta c/o 13 Feb 1945 to HQ 362nd FTR gp, reporting thereat prior to 1000 hours, 13 Feb 1945, for the purpose of attending a Special Services Conference. Upon completion of this TDY, OFF will ret to proper STA and ORGN. TDY by MP, nil act or rail. 60-114 P 432-02 A 212/50425. AUTH: VOGO XIX TAC (R) P-00-X.

4. Par 1, Sec 15, this HR, es, pertaining to suspension of flying status on 2d Lt Jack F. Bingini, 0615641, DC, is rescinded.

5. The VOGO 360th FTR gp of 16 POC 1944, under exigencies which prevented the issuance of advance orders, are hereby confirmed and made of record, under the provisions of Par 4, LTR Regulation 35-16, dated 20 Oct 1944. 2d Lt Jack F. Bingini, 0615641, DC, is suspended from flying status.

6. 1st Lt D.J.R. W. Wenzel, 0505761, AC, 302nd Air Service Sq, is placed on TDY for a period of approximately seven (7) days, WP fr this sta c/o 14 Feb 1945 to Aldermaston, UK, for the purpose of picking up pilots rations. Upon completion of this TDY, OFF will ret to proper STA and ORGN. TDY by MP, nil act or rail. 60-114 P 432-02 A 212/50425 and 60-136 P 432-02 A 212/50425. AUTH: VOGO XIX TAC.

7. The VOGO 360th FTR gp of 1 MLY 1944, under exigencies which prevented the issuance of advance orders, are hereby confirmed and made of record. 1st Lt William S. Bulgen, 0304543, DC, is apd cp counter intelligence officer. (AD).

RESTRICTED
8. Under the provisions of Ltr Hq XII TAC Subj: "Alleged Violations of the Geneva Convention," dated 3 Feb 1945, Capt Maurice D. Powell, 0656443, AG, is appointed Gp Court of Inquiry Officer. (AD)*

9. Lt Marvin E. Ward, 0663713, AG, is appointed Gp Photo Officer. (AD), vice Capt Robert G. Hessen, 0567236, AG, reld.

10. Under the provisions of Ltr 600-68, the following named EM, 397th Ftr Gr, having completed the required amount of serv in the ARMY of the United States and having demonstrated fidelity through faithful and exact performances of duty, efficiency through capacity to produce desired results, and whose behavior has been such as to deserve emulation, arc awarded Good Conduct Medals for exemplary behavior, efficiency, and fidelity:

S/Sgt James H. McKenzie 14151950 Cpl Irvin E. Bieker 3356630
S/Sgt Vernon D. Saunders 39185520 Cpl Bernard Fremoyn 12194157
Sgt Marvin G. Diekues 36317694 Cpl Charles E. Gill 15017335
Sgt Raymond O. Hofmaken 32078209 Cpl Alust J. Honsens 31295500
Sgt William H. Murray 32539000 Pfc Joseph D. Martin 33631067
Sgt George W. Savage 11132411 Pfc William J. McCoy 34760122
Cpl Charles W. Hardscy 3926661 Cpl Michael Sikes 31311230
Cpl Daniel E. White 3941102

(Total air is pursuant to auth contained in Ltr Ind, Hq U.S. Strategic Air Forces in Europe, 2 Mar 1944, to Ltr Hq European TO, USA, filed 30044 EM, 22 Nov 1944)

By order of Lt Col FEHER:

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

OFFICIAL:

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

DISTRIBUTION:

*AD
HEADQUARTERS
360TH FIGHTER GROUP

APO 141, U.S. Army
16 February 1945

SPECIAL ORDERS

NUMBER 16

1. Pfc (566) Lamont H. Rutan, 19000122, HQ 360th Ftr Gr, is placed on TDY for a period of approximately three (3) days, WP fr this sta o/a 16 Feb 1945 to HQ Ninth Air Force, APO 696, for the purpose of returning football equipment. Upon comp of this TDY, EM will ret to proper sta and orgn. TDY by MT, mil soft or rail. 60-114 F 432-02 A 212/50425. AUTH: Ltr 9 AF, Subj: "Return of football equipment," file H10, dtd 11 Jan 1945.

2. Having been appd this orgn per par 20, 50 41, HQ 138th Repl BN (AAF), dtd 10 Feb 1945, the following named officers are further appd to SQ as indicated:

2d Lt (1955) PHILLIP L. HOLSTEIN
2d Lt (1955) DONALD F. KLUMPF
2d Lt (1955) THOMAS E. LAYDEN
2d Lt (1955) GEORGE A. LONG JR
2d Lt (1955) DUNOAN A. JOHNSTON
2d Lt (1955) CHARLES E. KNOEBELZEN
2d Lt (1955) JACK D. LAUBACH

3. Sgt (209) Jack W. Milks, 20143592, 396th Ftr Sq, is placed on TDY for a period of approximately seven (7) days, WP fr this sta o/a 20 Feb 1945 to 93rd Signal BN, Co L, reporting thereon prior to 1500 hours, 21 Feb 1945, for the purpose of attending a teletype school. Got, blankets, mess kit and gas mask will be taken. Upon comp of this TDY, EM will ret to proper sta and orgn. TDY by MT, mil soft or rail. 60-114 F 432-02 A 212/50425. AUTH: VOGG 100th Ftr Wg.

(Travel air is pursuant to auth contained in 1st Ind., HQ U.S. Strategic Air Forces in Europe, 2 Dec 1944, to Ltr, HQ European TO, USA, file 300-4 MMM, 22 Nov 1944)

BY ORDER OF LT COL FERGUSON:

HUGH L. HIGE,
Major, Air Corps,
Adjutant

OFFICIAL:

HUGH L. HIGE,
Major, Air Corps,
Adjutant

DISTRIBUTION:

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12
SPECIAL ORDERS

NUMBER 17

1. 2d Lt WILLIAM G. DIXON, 0706367, AC, is placed on TDY for a period of approximately five (5) days, to perform this task o/a 19 Feb 1945 to Hovington, UK, for the purpose of making installations on P-47 type aircraft. Upon completion of this TDY, 0 is to return to proper STA and ORGN. TDN by rail as follows: 60-114 P 432-02 A 212/50425 and 60-136 P 432-02 A 212/50425. AUTH: VOCG XIX TAG.

2. The following named 0 and EN are placed on TDY for a period of approximately three (3) days, to perform this task o/a 20 Feb 1945 to Exposition Bldg., Brussels, Belgium, for the purpose of picking up rations. Upon completion of this TDY, they will return to proper ORGN and STA. TDN by MT: 60-114 P 432-02 A 212/50425 and 60-105 P 432-02 A 212/50425. AUTH: VOCG XIX TAG.

   1st Lt JOHN F. HEGAN 0369297 AC
   Sgt (345) EDWARD W. NIANZAN 13657601 AC
   Pfc (59F) MICHAEL SCIME 31311130 397th FTR SQ

3. Col (345) RAYMOND TURNER, 3519436, 397th Fighter Squadron, is placed on TDY for a period of approximately two (2) days, to perform this task o/a 20 Feb 1945 to Ninth AF Continental Stockade, 60-696, for the purpose of picking up EN, ROBERT B. DUNLAP, 13049110, and returning him to the commanding officer, 397th Fighter SQ. TDN by MT: 60-114 P 432-02 A 212/50425. AUTH: VOCG XIX TAG.

4. Having been assigned this ORGN per par 2, SG 43, HQ XIX TAG, dtd 16 Feb 1945, S/Sgt (756) THOMAS I. BARTON, 12583718, is further assigned 397th FTR SQ.

5. Under the provisions of par. II, Ninth Air Force Memo 65-25, 26 Jan 45, 2d Lt WILLIAM T. CONNER, 0707628, AC, is assigned as GP Rubber Coordinator with S/Sgt WILLIAM M. WALLACE, 1409796, HQ 360th FTR GP, as 360th GP Rubber Coordinator.

(Travel dir is pursuant to such contained in 1st Dir, HR, US Strategic Air Forces in Europe, 2 Dec 44, to Ltr, HR European TO: USAF: File 3004 FEM, 22 Nov 44)

By order of Lt Col ZEREGO.

OFFICIAL

HUGH L. RICE

Major, Air Corps

Adjutant.

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13

J 53 2
HEADQUARTERS
360TH FIGHTER GROUP

AF0 141, U. S. ARMY
22 February 1945

SPECIAL ORDERS

NUMBER 10

1. A Special Courts-Martial is orpt 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.

DETAIL FOR THE COURT:

Major JAMES R. WERNHI 0366976 AC
Major LEONARD L. KREXEN 01770724 QMO
Capt STANLEY J. JOHNSON JR 0693330 AC
Capt ROBERT G. BEHMAN 0562426 AC
Capt WILLIAM J. VALLAZZI 01550079 QRED
Capt NELSON J. SCHERER 0365464 AC
1st Lt SAMUEL R. SCHOFIELD 0532292 4C

Capt MARIE D. POCHELL 0530446 AC (Trial Judge Advocate)
1st Lt SAMUEL ROUSHER 0356309 AC (Defense Counsel)

2. Having been esed this orgn per par h, So 45, Hq XIX TAC, dtd 10 Feb 1945, the following-named PM are further esed 397th FTR Sq:

Pfc (901) Emile Martinez 34155994
Pfc (901) Albert K. Barker 17060168
Pfc (714) Rudy J. Kavanagh 13110394

3. Par 1, so 17, this Hq, cs, pertaining to 2d Lt WILLIAM G. DIXON, 0706967, AC, is revoked.


5. Par 6, So 140, this Hq, dtd 21 Nov 1944, pertaining to Capt ROBERT G. BEHMAN, 0567226, AC, is revoked.

6. Under the provisions of Sec II, Ninth Air Force Memo 125-3, dtd 12 Feb 1945, Capt ROBERT G. BEHMAN, 0567028, AC, is optd gp Graves Registration and Personal Effects officer. (AB)

- 1 -

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J 5 3 3
7. lst Lt HAROLD W. CRUICKSHANK, O567799, 4G, is detailed to conduct the monthly inventory of the group Post Exchange on 20 Feb 1945.

8. Under the provisions of Par 3a, AR 35-320, 17 June 43, the fol named officers are apd class "A" Agent Fin Officers, for orgn indicated, to MAJOR JOHN F. VULIVA, O311393, 7D, accountable disbursing off, 44th Service Group, for the pay of officers and EM for the month of February 1945.

1st Lt EDGAR G. TCHIRKON  01540156  EAC  360th Fighter Group
1st Lt SAMUEL K. SCHOFIELD  0520242  AG  395th Fighter Squadron
1st Lt AUSTIN H. CARR JR  0526669  AG  396th Fighter Squadron
1st Lt GEORGE E. GILL  0637973  AG  397th Fighter Squadron
1st Lt WILLIAM R. RAMSAY  0074040  AG  21st Weather Sq Det "F"
1st Lt WILLIAM R. RAMSAY  0074040  AG  40th Mobile Com Sq Det "F"
1st Lt LEO N. CULKIN  01595410  CMF  123rd MP Co (AVN) Loca Det "A"
1st Lt HIRAM D. BLACK  01553033  GAC  45th Ord Bomb Disposal Sq
1st Lt ROBERT L. STARKWICK  01103292  CS  257th Engr (AVN) P/F Platoon
Capt WALTER J. DINESIN  01637032  SC  Hq & Hq Sq, 44th Seri Gp Det "B"
1st Lt JAMES W. WOODS  01635829  SG  107th Sig Co Det "A"
1st Lt JOHN S. DREXLER  01593587  QTC  52nd Air Service Squadron
1st Lt GILLY L. LEMBERTY  01570933  QAC  1014th Ord SEm Co (AVN)
1st Lt PAUL M. BORGER  01551039  QMC  1221st EM Co Det "A"
1st Lt DALLAS D. ALSTON  01577050  QMC  2399th EM Tkn Co AVN Det "A"
1st Lt GEORGE L. TIMBERLAKE  0066770  AG  39th MSR SQ Det "A"

Capt RAYMOND G. MERCREDY  01062966  CWG  359th Cpl Co AG Det "A"

(Travel dir is pursuant to such contained in lst Ind, Hq, US Strategic Air Forces in Europe, 2 Dec 44, to Ltr, Hq European TO, USA, file 350.4 MMM, 22 Nov 1944)

By order of Lt Col PERETO:

OFFICIAL:

Hugh L. Rice,
Major, Air Corps,
Adjutant

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Hugh L. Rice,
Major, Air Corps,
Adjutant

- 2 -

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HEADQUARTERS
360TH FIGHTER GROUP
APO 141, US Army
23 February 1945

SPECIAL ORDERS

NUMBER 19

1. The following named officers are granted seven (7) days leave, P/F this
sta o/a 24 Feb 1945 to Nice, France. Upon arriving at Nice airport, 0/s will report
to United States Riviera Recreational Area Operations Tent for transportation to
Cannes, France, whereon they will report to Commanding Officer, United States
Riviera Recreational Area: Martinez Hotel. Upon completion of this leave, 0/s will ret
to proper sta and org. TN by MT, mil aovt or rail: 60-114 P 432-02 A 212/50425.
AUTH: Ltr, Hq ETOUSA, file 44-1 OMA: Subj: United States Riviera Recreati-
onal Area, etc. Jan 1945.

    Capt. James W. Easy 074-576 AOC (in charge)
    1st Lt Walter L. Johnson 0314556 AO
    1st Lt William J. Wieland Jr 0310371 AO
    1st Lt John N. Moss 066-1601 AO
    1st Lt Frank S. Krueger 066-1501 AO
    1st Lt George H. Bauer 070-2490 AO
    2d Lt Richard C. Cox 070-2770 AO
    2d Lt Milton A. Weinsten 0310490 AO

2. Capt Franklin A. Dick, 056-5197, AO, is placed on T/DY for a period of approx-
nine (9) days, P/F this sta to Cite Universitaire, 9 boulevard Jouvenet, Paris, Fr.,
o/a 24 Feb 1945, reporting to the registrar thereof prior to 1500 hours, 25 Feb 1945,
for the purpose of attending Information-Education Staff School. Upon return of this
TDY, 0 will ret to proper sta and org. TN by MT, mil aovt or rail: 60-114 P 432-
02 A 212/50425. AUTH: TIX XIX TAC (R) F-297.

(Tvisit dir is pursuant to auth contained in 1st Ind, Hq, US Strategic Air Forces
in Europe, 2 Dec 44, to Ltr, Hq European T/O, USA; file 304-6 MEM, 22 Nov 1944)

By order of Lt Col FERHO:

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

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

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15