

HEADQUARTERS
368TH FIGHTER BOMBER GROUP

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368th FIGHTER BOMBER GROUP HISTORICAL REPORT
MONTH OF MAY, 1st to 31st, 1944

Information contained herein, is written in compliance with Ninth Fighter Command Memorandum Number 20-4, dated 22nd December 1943. It is a resume of the activities of the 368th Fighter Bomber Group, for the 1st of May to the 31st of May 1944.

1. ORGANIZATION.
No Change.
2. Strength as of 30 May 1944.

Figures shown below are total strength for Group Headquarters and assigned Squadrons.

<u>Assigned Personnel</u>		<u>Authorized personnel</u>	
Officers-----	170	Officers-----	181
Enlisted Men-----	836	Enlisted Men-----	826
TOTAL	1006	TOTAL	1007

3. DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION IN ETC:
No Change.
4. LOSSES IN ACTION:
 Malcolm A. Smith, Capt. C-25580, 395th Ftr. Bomb Sqdn. (Pilot)
 Fry, Alfred D. 1st Lt. C-797816, 397th Ftr. Bomb. Sqdn. (Pilot)
 Doescher, Curt. G. 2nd Lt. C-215664, 395th Ftr. Bomb Sqdn. (Pilot)
5. AWARDS AND DECORATIONS:
 Award of Distinguished Flying Cross:
 Colonel Gilbert L. Meyers

 Award of Air Medal and Oak Leaf Clusters:
 Colonel Gilbert L. Meyers, Air Medal and 1, 2, 3, 4, Bronze Clusters.
 First Silver Oak Leaf Cluster.
 Lt. Colonel Frank. S. Perego, Air Medal, 1, 2, 3, 4, Bronze Clusters.
 First Silver Oak Leaf Cluster.

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May 1st.

To start the new month off right we had a Double header on the first day. Two dive bombing missions. After a comparatively slow week end, flying patrols for the "Tiger Exercise" the boys were ready to go and give them everything they had which was shown by the first mission.

Operational Order 201 took 14 P-47s with Major Perago leading to dive bomb the railway marshalling yards at St. Omer. This was the second time we were to bomb this target having visited it about a week ago. After an early briefing the boys were well on their way over enemy territory at 1100. Nothing eventful occurred except that nine planes, possibly enemy aircraft, were sighted flying about 5000 feet overhead. They did not attack so no combat ensued and our boys continued on to the target. They really laid it on this trip, the results of the bombing were excellent, and flame and smoke were visible for miles from the target. Needless to say they enjoyed this mission very much.

Thru some mystic method we learned about Operational Order 203, which was to send us out again to dive bomb the railway marshalling yards at Arras. Major Perago led this one too, his second for the day, in the absence of Lt. Col. Meyers who was away flying with another Group.

During the take off Lt. Hamilton of the 376th Fighter Squadron, lost part of his tail assembly when he hit the side of a hanger. After circling the field for about a half an hour it was decided that he should try and belly "flop" it in. Thanks to the excellent handling of the plane he brought it in without injury to himself, and it is thought that the plane will fly again instead of being a total washout if he had decided to bail out.

Meanwhile the rest of the Group continued on to the target and bombed it with good results. Our boys were fired on by ground anti-aircraft only one time and that was on the way back. It seemed only to be a half hearted gesture.

We reached the target just after the previous group had bombed, so visibility wasn't too good. Flame and smoke obscured the area, but it is known that many hits were obtained. All planes were back at 2010.

Intelligence Training Report (Supporting Element 31)

Fixation of Allied Men in Headquarters Detachment (C O 42, Supporting Element 32)

May 2:

Another Double header today-both dive bombing missions. After an easy week end it seemed good to be busy again, briefing the boys for their 21 and 22 mission over enemy occupied territory.

Operational Order 202 came in about 0830 alerting us for our first dive bombing trip of the day. Briefing was held at 1000 and all planes were off the ground at 1156. After flying uneventfully to the target the boys started their run. Diving from 12,000 feet they released their bombs at about 3000 feet. The results were excellent with about 22 of the bombs dropped in the northern yards hitting several repair shops and the rest fell within the target area.

The trip back was a "joy ride", there wasn't any flak and not a single enemy plane showed its nose along the whole route. All the planes were down at 1625, and about the only comment was, "That's it, that's it, that's it again?"

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May 2: (continued)

Late in the afternoon we received word that we were to undertake another mission today. We had not expected it and only a chance phone call revealed the situation to us. The target was located and the S-2 officers started their research for data on flak, enemy aircraft, and other things pertinent to this trip. The target was the "oft" bombed railway marshalling yards at Tourcoing in Belgium, or more specifically the repair shed and locomotive house. This seemed to be a difficult target to locate so the briefing officers went into it a little more thoroughly than usual. Added to the danger of dive bombing itself were the concentration of light Anti-aircraft guns spotted around the target. Even with this added danger our boys peppered the yards with plenty of bombs starting fires and blowing up tracks and rolling stock.

Again for the second time today the boys experienced a smooth ride home with little flak bothering them. At one point the flak bursts seen looked like a variable rainbow, with all kinds of colorful bursts.

Our Group Commander, Lt. Col. G. I. Meyers led both of these missions.

Mission reports land 2 for May 2nd. (Supporting Documents #3 and #4)

May 3:

No mission to work on today so the personnel, both officers and enlisted men of Group Headquarters worked hard reading our equipment for departure from this base in the not to distant future. Every bar, map board, and desk is being stenciled and painted. We cannot open a door without having the raw odor of paint assaile our nostrils.

It is noted that as the days pass slowly the men grow more tense withholding their pent up emotion awaiting the final hour when the big push will start. It is hoped that it won't be long in coming.

May 4:

Today we were released from operational status for the purpose of providing area support for the "Tubius" exercise. Our squadrons were to fly patrols taking off about every two hours. The pilots flew as many as 4 and 5 sorties in the course of one day, from early morning to late in the evening. From the gist of the talk, it is thought that the pilots do not care for this type of flying. They say it is too tiresome.

Work was continued today on the reamping of equipment. Boxes are being painted and maps are being sought to fill existing stocks.

May 5:

Our job of hammering the German lines of supply was continued again today when a dive bombing mission was presented to us in the form of Operational Order 213.

After yesterday's "Joyriding" in area support for the landing exercise, our boys really felt like going out and giving them all they had.

At 0100 we were awakened by the night duty man. This being a very early hour to be so rudely awakened from some sweet dream, it usually accompanied with groans and curses as to why in the f--- there has to be a mission so early in the morning

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May 5: (continued)

yet nothing remains except to hop out of bed and proceed to work.

After briefing was over our boys proceeded to their planes and took off, leaving the base at 0907 for the railway marshalling yards at Somain. Dive Bombing is getting to be an old story for us, and especially bombing marshalling yards.

Results of the bombing were good, but again no enemy planes presented themselves. No enemy planes have been seen since the sweep of the 22nd of April. For the third straight mission they were not fired on by anti-aircraft guns to any great extent. Some excitement occurred over Brighton when balloons were seen flying in the overcast instead of 500 feet below it, as is prescribed in the rules of international warfare.

All the planes returned to Chilbolton air base at 1125, and Major. F. S. Perego had led another one to a successful completion.

Mission Report for 33 mission. (Supporting Document #5)

May 6:

Word was received today that the victory credit board has confirmed a destroyed ME 109 shot down south east of Amiens on the 25 of March for Capt. Leon D. Meyer. Our Group has a record of 5 destroyed, 1 probable, and 7 damaged to date, of which three are confirmed destroyed, 1 confirmed probable, 5 confirmed damaged.

After preparing for a briefing at 0700 today word was received that Operational Order 217 was to be scrubbed due to bad weather, much to the disappointment of our pilots and officers who had been up in the early hours of the morning preparing the briefing.

Major Leo Domijan and Lt. J. E. McNiey on DS to Falmouth. O O 50 dtd 6 May 1944. (Supporting Document #8)

May 7:

Major Lemuel R. Gorrell, appointed Group Administrative Inspector vice Major Hugh L. Rice per S. O. 51, par 1 dtd 7 May 1944. (Supporting Document #9)

Today being Sunday, for normal people it is usually a day to stay in bed just a little longer than usual, but not being normal people we were up at 0500 to prepare for an 0800 briefing. After 3 hours of stifled yawns, and exhaustive research we went to brief the pilots.

The Group Commander, Col. Meyers had no more than taken the stand when word came to stand by that there would be a three hour delay.

At this point we closed our ears and hurried out of the door so as to be sure not to subject our tender ears to the groans and curses of the boys. This delaying the show is getting to be an old story to us having happened on an average of 4 times a week.

With an occasional glance over his shoulder, watching for someone to come and inform him there would be another delay, Major Perego led the group off the field at 1235, safely on their way to the marshalling yards at Namur.

It was the same old story again today with the results of the mission which were

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May 7: (continued)

very good. There wasn't any flak again, and no enemy aircraft appeared. Quite a bit of activity was observed on the continent, overcrowded railway yards, and canals filled to capacity with barges.

All planes were back at the home base, from this, their 35th mission, at 1521.

We had expected a second mission today and quite a considerable bit of disappointment was expressed when it was learned that it was to be another practice shot, combination of bomber escort and dive bombing. We were to carry one 100lb. practice bomb.

Our moral was heightened a bit when it was learned that this was an important job. Being a coordinated bombing and dive bombing set up, it would be important in future operations, possibly a prelude to the type of attacks to be used once a full scale invasion gets under way.

Our planes R/V with the bombers and escorted them to the target, bombed and returned to the home base at Chilbolton at 2035.

May 8:

Much to our surprise we were allowed to sleep this morning. With one eye open we watched the door waiting for someone to appear to tell us that we were on our way again. However nothing happened until in the late morning when Operational Order 226 appeared sending us on another dive bombing job, with something new in the way of a target.

To complete the picture it was the longest bombing mission undertaken to date, a roundtrip of 600 miles. This seemed to be quite a distance with the added handicap of having two 1000 lb. bombs and a single 108 gallon belly tank to carry.

As usual, and its getting to be an oft used word with us, no enemy planes were seen even on this deep penetration over occupied territory. Very little flak was fired at the boys and from all appearances it seemed to be just another mission.

Proof that the boys are getting better and better with all this practice was shown when direct hits were scored on the bridge and one locomotive on the east end of the bridge was destroyed.

Another feature of the attack was this was the lowest altitude the bombs were released. Diving from 10,000 feet, at an angle of 60 degrees and pulling out at 2000 feet is a long dive in any dive bombing job. Added to this is the difficulty of lining up sights for proper attacks.

Again much activity was observed, giving a possible hint to events in the future.

All planes were back at the home base at 1908, this being another successful mission led by Major Frank S. Perego, Deputy Commander of this Group.

Mission report 35 mission (Supporting Document #7)

This was indeed a red letter day for our Group Commander Lt. Col. Gilbert L. Meyers. Under his leadership our Group has completed 35 operational missions with the loss of one pilot and plane.

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May 8: (continued)

At a formal parade at 2030 this evening, Major General Quesada, of the IX Tactical Air Command, presented Colonel Meyers with the Distinguished Flying Cross, the Air Medal and Oak Leaf Cluster. The citation read in part, "His leadership has been--an integral factor of the remarkable record of the Group he commands."

To top this off work was received from Headquarters IX Air Force, that he had been upped to the rank of full Colonel.

Colonel Meyers has long been active in the Army, enlisting in the Air Force as a cadet 7 years ago. In the states he had command of a group that trained pilots for eight other fighter units. This group was one of these former outfits. Colonel Meyers is a serious advocate of continuous training, even in the performance of actual operational missions.

Copy of orders attached. (General Order 121, Hq. IX Air Force, Dated 2 May 1944. Supporting Document #10)

May 9th

It is interesting to note that when we first learned that this Group would be expected to do dive bombing mission, it was not looked on with any great favor by either the pilots or personnel. After a few mission of continued success the big gripe seemed to change to one of not enough variety of targets, because we seemed to be hitting nothing but railway marshalling yards. Someone at higher Headquarters must have heard this because in the last two days in three dive bombing missions we had three different types of targets.

Yesterday we had a railway bridge, and today two heavy gun positions on the Channel coast for our first mission, and later in the afternoon we bombed three Noball targets.

Our first mission was to be a combination of bomber escort and dive bombing, coordinated attack on two heavy gun positions on the coast of France.

Results of the attack were excellent, both guns stopped firing during the our dive. Seven of our ships had slight flak damage, the first in a span of nine missions two weeks time. For once there was a little excitement when there were both heavy and light flak guns blazing away at the planes over the target.

The opinions of the boys varied about the success of this type of bombing. Mostly it ran to the same conclusion, that it was very good way to bomb and that they like it very much. A slight change in mood perhaps?

After lunch and a few hours rest we were again alerted for our usual second mission of the day. During the days we have nice weather we usually have two missions and even on days the weather isn't too good we have at least one, and some time two. Several times the case had been called off in the last minute.

For our second job today we drew a "dilly". A complicated affair of attacking three targets at the same time. These targets proved to be the "famed" rocket gun positions, officially known as "Noballs". When the positions were spotted on the map they proved to be very hard to find, being located in the center of dense woods and camouflaged to the "N" degree.

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May 9: (continued)

Practical experience gained in locating other targets stood our boys in good stead as was shown by the results which were very good on all three targets. Many direct hits and much smoke was observed in the target area.

No flak was experienced over the target and none along the route except at Hardelot on the coast, where heavy meager inaccurate firing was reported.

All our planes returned safely at 1816, the culmination of another successful mission led by Deputy Commander, Major Frank S. Perego.

Mission Reports 37 and 36 missions. (Supporting Documents #11 and #12)

Toni e was the official opening of the 368th Fighter Group softball league with the Hqs team outscoring the 73th Station Complement to the tune of 6 to 5 in a close hard fought ball game...

This league is a regular feature of the Special Service Sections program, which includes dances, movies, talks, and concerts.

May 10:

We were alerted for a long escort mission to the Eighth Air Force heavies early this morning. Briefing was carried out and Colonel Meyers led the Group off the Ground at 0945 and they were well on their way when we received word that they were to be recalled. No reason was given for this action and none could be found. We were told to stand by and later we received Operational Order 238 cancelling all previous arrangements and sending us on another dive bombing job on the marshalling yards at Cambrai.

Take off was 1529 and again the mission was flown without any unusual event. No enemy aircraft, a phrase that has been used to a great extent for our last 10 missions, were sighted. Our bombing results were very good, tracks, repair shops, and rolling stock were seen to be blown up. Our planes were not fired on on the way in, but over the target there was a wealth of small arms fire, and as they passed the airdrome at Cambrai, on the return heavy AA fire greeted them. As usual all planes were back down at the home base at 1746L.

Mission report Operational Order 238 (Supporting Document #14)

May 11:

Much to our surprise we were not awakened early this morning for our usual early mission. Needless to say the extra sleep was well appreciated, but we were not to rest long. About 0930 we were told that there would be a briefing at 1000 giving us a half hour to get all the necessary details and to make all the arrangements for maps and radio chatter.

This was to be our sixth mission in four days and another dive bombing job. We no longer refer to our Group as a fighter outfit, but as a bomber Group, for well known reasons. The biggest percentage of our 40 missions have been dive bombing with a sprinkling of escort and sweeps thrown in for good measure. The targets have not varied much, mostly railway marshalling yards, but the last couple of days we have had bridges and gun emplacements thrown in.

A new precedent was set when Major Paul Douglas, squadron commander of the 396th led the mission in the absence of Major [redacted] who was away. Colonel Meyers flew

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May 11: (continued)

with the top cover. The results were very good, sheds, repair shops, and rails at choke points were blown to pieces. Major Douglass's first words on returning were, "It was perfect bombing, we blasted the hell out of them."

Again no enemy aircraft were sighted in the air, but as we passed the airdrome at Abbeville Capt. R. W. Hendricks went down and destroyed an ME 109 on the ground blowing it up. Other than this there were no other incidents to claim the attention of the boys.

The pilots had only a short 2½ hours between missions, and now they are grasping full meaning of what General Eisenhower said recently when he made this statement, "I'll drive you day and night, there will be no time for sleep or food." Needless to say our boys are ready and willing to take anything they can hand out.

This second mission was a welcome change from the mission of the past week. It was to be an exact job to the medium bombers of the Ninth Air Force who were bombing railway yards at Mezieres, France, and involving quite a deep penetration. The whole thing was quite uneventful. Our boys encountered some badly shot up "Forts" and helped escort them to the channel coast and in one instance all the way to England. No enemy fighters were seen and AA Fire was very meager.

All planes were back at 2149 bringing our record up 40 operational missions with the loss of only one and plane. Leading the group was the Deputy Commander, Major F. S. Peregó.

Mission Reports Operational Orders 242 and 245. (Supporting Documents #16 & #17)

May 12:

This morning we really had an early one. We were alerted to provide escort to C-47s of the Troop Carrier Command. The briefing was scheduled for 0315 and take off for 0430. Only one squadron was needed so planes from each squadron were allotted to make up the full complement.

The job was carried out without event, darkness prevented accurate flying, R/V was made east of the briefed place, and as they went on to the target more C-47s joined them. After returning from this escort job our boys were given a few hours free time and then up and at them again, this time on the real thing. Another dive bombing job, this time to blast the railroad bridge at Namur, with the marshalling yards as a secondary target.

This was to be a new test in tactics for destroying bridges with us. The Operational Order stipulated that this bridge was to be destroyed and if not the first time we would proceed to the same place and make sure this time. Leaving the field at 1056 the boys proceeded to the target. While enroute Major Haesler of the 397th Squadron, who was leading the Group, turned a little off course to avoid some flak, then came back on course. The leading flight of four planes came down on the deck releasing their bombs at 75 feet and getting three direct hits, leaving the bridge in the water. The rest of the boys bombs were directed at the marshalling yards at the north of Namur. Here again results were excellent, tank cars and freight cars were hit causing fire and smoke. The trip back was uneventful no enemy planes sighted and not too much flak, fired only at random over the entire route back. All planes were back home at 1440.

Mission Report Operational Order 245 Supporting Document #18)

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May 13:

Today we were released for maintenance and training until daybreak of the 14th. Needless to say it was O. K. with us for it gave us a chance to catch up on some much needed sleep and a little time to get our target folders in correct order again. All in all it was a very quiet day, nothing eventful took place.

Assignment of Cpl. McCarley to Hq. per S. O. 54 (Supporting Document #19)

Assignment of T/Sgt. Facka to Hq. Per S. O. 54 (Supporting Document #19)

May 14:

Another early morning job again today. Hq. officers and enlisted men were awakened at 0430 to learn a half hour before briefing time that it was to be scrubbed. With a groan and a curse on our lips we dropped everything and scampered off to eat. As far as we were concerned today was just another quiet day with nothing out of the ordinary happening.

May 15:

This date marked a very auspicious occasion to the members of the Group, officers and enlisted men. At 0210 this morning an air alert was sounded. Thinking it was the same old thing the majority of those awake turned over and went back to sleep. A few got dressed and went outside, while about 50% never even woke up. After watching the fire works to the south of the field for awhile we crept back to bed, fell asleep and awakened in the morning only to learn that we had actually been under attack. Two unidentified bombers made a run from southeast to the northwest dropping a total of 12 bombs, damaging seriously 2 ships and slight damage on 8 more.

A mission was scheduled for this morning but again it was called off due to adverse weather conditions. We were released until daybreak the following day.

Word was also received today that our Deputy Commander Frank. S. Perego had been promoted to the rank of Lt. Colonel.

Lt. Col. Perego has flown a total of 31 missions in the capacity of Group Operations Officer and later as Deputy Commander. His service dates back to December 1940 when he enrolled as a flying cadet, receiving his commission at Maxwell Field, Alabama, in Sept. 1942. He was assigned to Losey Field, Puerto Rico for active duty. After American entrance into the war he flew Anti-Submarine patrol with the Caribbean Defense Command. Returning to the States in June 1943, he was stationed in Charleston, South Carolina, until transferred to this organization as Group Operations Officer.

Colonel Perego's decorations include the Air Medal, and two Oak-Leaf Clusters.

May 16:

This morning we were awakened for another early mission. We were to return to the bridge at Namur to destroy it completely and definitely. After briefing was over the boys were just getting up to leave the briefing room when Capt. Richard Leary, Group Operations Officer, came bounding in with the (glad??) tidings that the mission had been scrubbed because of bad weather.

We were told to stand by for further word. About 1030 a teletype came in releasing us for maintenance and training until daybreak on the 18th.

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May 17:

Today was a day of rest for our Group. Due to bad weather and heavy cloud cover there was very little flying carried out. Later during the day a teletype came in assigning us the job of destroying the main railway bridge at Leige. Photos, maps, and charts were taken out, flight leaders and Group Leader, Lt. Col. Perero came to the G-2 to be briefed very thoroughly on the job. Every thing was viewed to the most minutest detail.

May 18:

The past five days have been a restful time for the members of this Group. Again last night word came releasing us for maintenance and training until 1500, but again bad weather defeated hopes of having any mission today. Later in the day we were released to the Wing, and it looked for a time like there would be some thing happening, but our "friend" the weather obscured all hope of a mission. Late in the evening came word that we were released again until 1500 on the 19th, so maybe weather and all allowing we may have a mission tomorrow afternoon.

Word was received in the form of an extract from an official report, that our dive bombing mission of the 2nd had been an excellent job. The report says in part "A remarkable economical success by placing this target in damage category "A" for the cost of 15 tons of bombs." The attached document tells the story.

Extract from Operations against Rail Centres. Dated 14 May 1944. (Supporting Document #20)

May 19:

We were released until 1500 today for maintenance and training. The weather had improved somewhat and from all appearances it looked as tho' we would at last go to work after a five day rest. Still at 1400 this afternoon no word was received of any impending mission.

About 1615 we received a telephone call from Wing informing us of a dive bombing mission on the Cambrai-Epinoy airdrome. Needless to say the boys were very pleased and eager to get on with the job. After passing the time for five days playing ball and generally relaxing it seemed good to be busy again.

This was more or less a hurry up job because we didn't have too much time to get information as to enemy fighters and flak, but the briefing officers delved into it with their usual thoroughness and all was ready on time.

50 P-47s with Lt. Col. Perero leading took off at 1922 and were over the target at 2025. Disregarding light flak thrown up at them the boys dived from 12,000 feet to 2000 feet and plastered the target with 32 tons of high explosive bombs, getting a direct hit on a hangar, and hits on runways and dispersal areas. The return trip was uneventful, no enemy aircraft were seen, and only light flak was reported. All planes were back at the Chilbolton Airdrome at 2150.

OpsFlash No. 1. (Supporting Document #21)

May 20:

Today was another full day for this Group. For our first mission we were to fly escort for the Eighth Air Force "heavies" for a fast run near Paris. This time it wasn't one of the major shows put on by the Eighth, but nevertheless our boys are always ready to go with them. Everything went as briefed, our planes P/V

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May 26: (continued)

at the appointed time and place, escorted the "Big Friends" to the limit of endurance where they turned back and returned to the base at 1123Z. Something new in the way of flek was experienced when rockets were fired at the planes when they flew near Paris.

After lunch we received a phone call directing us to send an night plane "proce" mission east of Ghent, Belgium, to look over the railroad lines. This was the first mission of this type. Colonel G. I. Meyers, Group Commander, led the boys to a point about 25 miles west of Ghent, when they were recalled due to extremely bad weather. In addition to a 9/10th cloud coverage there was a very bad haze over France and Belgium.

One plane failed to return due to engine failure. The pilot, Lt. Larsen, bailed out over the Channel about 15 miles north of Dunkirk. The rest of the flight orbited over Lt. Larsen until he was picked up by the A/S rescue aircraft.

As this was our second mission for today we were a little surprised to find out that we were to undertake a third job. We were really in the groove again because our target was the marshalling yards at Tournai.

It appears that General Eisenhower wasn't kidding when he said that we would drive the pilots day and night. This is the second night in a row that our planes have been up until 2200.

The results of the bombing were very good, good bomb coverage was observed. All the bombs landed in the yards. A huge explosion was seen and there was much smoke and fire.

Flek for the most part was moderate heavy fire. The weather as per usual was bad again. 7/10 cloud cover combining with a bad haze restricted visibility to a minimum.

Opsflash 1 and 2 (Supporting Documents 22 and 23)

Word was officially received to day by letter from the Ninth Air Force that we had been given a new name. Instead of just Fighter Group, we are now a Fighter Bomber Group.

May 27:

The officers and enlisted men of this group are getting to be quite a bit at getting up early in the morning. We were called at 0400 this morning to prepare a 0600 briefing which was delayed another hour to 0700 thus giving us plenty of time to give the boys a thorough briefing. Our job was to strafe rolling stock, airdromes, and other military objectives in an area specified by Command.

Col. G. I. Meyers, Group Commander, led 48 of our P-47s off at 1055 to carry out the job of disrupting enemy lines of communication. Due to extremely bad weather only one Squadron of the Group managed to drop any strafing, but they were true to their share, notably destroying 10 locomotives, however this was small consolation for the loss of Capt. Malcolm J. Smith who failed to return from the mission. He was last seen heading into an overcast at 10,000 feet near Morent, France. What happened to him is not definitely known, but we are still holding our breath for his safe return.

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May 21: (continued)

Slight damage was sustained by four of our planes from explosions of locomotives and pycchotes while strafing. Two of the planes were damaged by a mid-air collision. Damage was sustained to a prop of one ship and to the tail fin of the other plane. Other than this, no enemy aircraft were sighted and anti-aircraft fire was heavy and inaccurate.

Mission report No. 1. (Supporting Document #24)

Report of Intelligence Training Progress (Supporting Document #25)

May 22:

After passing a restful morning doing routine work we were again rushed into a mission. About a ½ hour before take off we learned of a close support escort mission to the medium bombers of the Ninth Air Force. This was a different type of mission than we have had before, one Squadron was to escort one flight of B-26s taking off at 1342 and the other two squadrons were to escort another flight taking off at 1518.

Lt Col F. S. Perego led the first mission, R/V with the bombers at 12,000 feet over Brighton, escorting them to the target and back again to the English coast. Nothing eventful took place, results of the bombing were unobserved due to weather. One locomotive was destroyed by strafing at Briouze.

All planes were down at 1610, meanwhile the second flight of two squadrons took off at 1518 arriving over the target at 1553. Results of the bombing were unobserved except that all the bombs seemed to fall in the same spot. There was no flock or enemy fighters.

Major Henry Quimby of the 395th Fighter Squadron led the mission.

Opsflashes 1 and 2 (Supporting Documents 26 and 27)

May 23:

A mission was thrown at us today but word was received too late for us to make R/V with the bombers. It has been found that at least an hour and a half is needed between the time of briefing and take off. Briefing was set at 0600 and officers and enlisted men were awakened at 0530 giving only a half hour to prepare things as they should be.

Since this was not enough time our Group Commander, Col Myers, had the mission scrubbed and we were released for maintenance and training until daybreak the 24th.

May 24:

What a life!!! The same thing happened this morning. An elephant gull mission was thrown at us, meaning that we were to escort the "heavies" of the Eighth Air Force to a target near Paris. After a quick briefing and much rushing around trying to get information we were ready on the dot of 0600. This is getting to be such a habit that we can do it in a moments notice.

Our job on this mission was to escort the bombers to the limit of our endurance and then turning back to home. We escorted them in and after leaving them came back. On the way back the boys really had a field day going after trains and military transports such as trucks. We strafed as many as 20 trains and claim

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May 24: (continued)

at least 15 destroyed. This partly made up for the mission we had on Sunday, when the weather was so bad that it prevented us from going after these targets. As usual there wasn't any enemy aircraft and flak experienced was meager and inaccurate. All the planes were back at the home base at 1039, completing a very successful mission.

Mission summary report (Supporting Document #28)

We hit the fifty mission mark today and passed it in the form of two escort mission to RAF Spitfire Pecca planes.

Only one squadron at a time was used for this purpose. The 396th Took off first and R/V with the Spits over the base, escorting them to the target as briefed. There was no activity for our boys in this mission, except to fly along and keep a lookout for enemy fighters, which incidently did not show up again, as usual. There wasn't a flak gun fired at the boys. Our pilots reported much activity on the occupied territory.

Opsflash No. 2 (Supporting Document #39)

The other escort mission was carried out by the 397th Fighter Squadron. They flew the whole mission uneventfully, reporting no enemy aircraft, no flak, and no enemy activity on occupied country. This incidently was our 51st operational mission to date.

Opsflash No. 2 (Supporting Document #30)

May 25:

For our first mission today we were ordered out to dive bomb the railway bridge at Hasselt, Belgium. The operational order specified that the bridge be knocked out, by making continued attacks until it was destroyed.

After briefing, which took place at 0800, 54 P-47s with Group Commander, Col C. L. Meyers leading, took off on this job. Our boys found the target with little difficulty, due to the excellent job of pinpointing by the Intelligence section.

Two of our squadrons were bombed up while one acted as top cover. Because of the extreme difficulty of trying to hit a small target by diving directly at it, it was decided to try a new technique, that is glide bombing. This style is new to us, up to now we have only tried dive bombing. This is done by coming over at a very shallow glide, releasing the bombs so they will disperse over the area engulfing the bridge. Of course this is all right in theory or on paper, but unless you practice it doesn't work to good all at once. Strike photos of the mission give us excellent results, with many hits on the bridge, and abutments, and approaches. The bridge was not destroyed, but due to bad weather and poor visibility we could not return to try again tonite.

Other than the natural excitement of the bombing nothing eventful happened. There were no enemy aircraft sighted, but flak was very thick, consisting mostly of heavy intense inaccurate AA fire.

Mission Report Summary (Supporting Document #31)

SECRET

(13)

May 26:

We were released until 1100 today which was a good deal. Giving us a chance to catch up on our routine work that had accumulated.

About 1130 we received a warning order to prepare for an experimental mission consisting of glide bombing using 108 gallon gelly tanks fused with incendiary fuses, but this seemed to fall thru, when we were alerted to dive bomb the airdrome at Evereux/Fauville in Southern France.

Lt. Col. Perez led 48 of our P-47s off at 1538, flying uneventfully to the target arriving at 1630. We had been given several definite aiming points and we concentrated on those. Results were excellent, hits were obtained on hangars, fuel dump, and operations shacks. After leaving the target the boys flew on the back strafing and destroying three locomotives and two trucks, and damaging one locomotive, 2 trucks, and several box cars.

We had been given an alternate target if we couldn't locate the airdrome. A different type of attack had been planned for this job, but as the boys had no trouble locating the airfield, we didn't get a chance to use it. It is thought that there will be plenty of time in the future to try this new method of attacks.

Mission Report Summary (Supporting Document #32)

May 27:

Another double header today. The first one was a new type of mission, that is different from the type we have been having for the past two weeks. We were to fly in support for the Eighth Air Force, by doing patrol in the Reims area. After arriving in the area the boys vectored to the south where they saw 20 to 25 FV 190s, the first we had seen for weeks, but they broke off and no combat ensued. One flight gave chase and fired at one plane with no results. After patrolling the rest of the area for the designated time our boys turned back and on the way to the coast had a field day strafing locomotives and troop trains. They claim 16 destroyed locomotives. Flak was heavy meager and inaccurate, and all the planes were back home at 1315.

In the afternoon were alerted for an experimental mission with 108 gallon gas tanks fused with incendiary fuses.

Lt Col Perez led the boys off at 1745, arriving over the target area, which incidently was an ammunition dump, at 1910. The bombs were released in a gentle glide of about 20°, dispersing the tanks generally throughout the area. Huge fires were started and smoke was rising to heights of 4000 feet. No explosions were observed however. Pilots reported that accurate aiming at the target was difficult because of release of the tanks. Our boys reported that this type of attack over a defended area would not be applicable because of slow speed and level approach. It is almost a dead duck shot.

On the way back our boys had a "lovely" time. They were on the deck all the way firing at everything they could see. Some of the results were a total of 8 destroyed locomotives, several damaged, including freight cars. They also went after and destroyed 4 military trucks, strafed and fired 15 barges in a canal, 1 flak tower north of the target, and making a total of 5 passes at a marshalling yard at Clermont, destroying a locomotive, damaging 40 freight cars, and one oil tank set on fire.

SECRET

(14)

May 27: (continued)

Several enemy aircraft were seen at an airdrome from 7000 feet, but they made no effort to get off the ground. Other than these, they were the only enemy planes seen. This has been one of the most successful missions we have had.

Mission Report Summary (Supporting Document #33)

May 28:

When we were awakened this morning by the shrill blast of the CO's whistle, it was a really beautiful day with a promise of much work included. Later we found this to be very true.

Our first mission was an escort to the B-20s of the Ninth Air Force who were attacking the railway bridge at Liege. Our boys took off at 1012 from the home base with Lt Col Perego leading his fourth mission in two days. They made R/V with the bombers at the English coast as briefed, escorting them to the target and back to the English coast. The mission was uneventful throughout, except for the usual haze over the target and on points along the route.

Mission Summary Report (Supporting Document #34)

In the afternoon or rather late in the evening we had two different missions. One was a separate mission for the 395th Fighter Bomber Squadron, an escort to A-20s of the Ninth Air Force. There seemed to be a difference in courses we were to follow because as we R/V at Hastings the bombers took a different course than our boys had been briefed for. We followed our briefed course and picked up the bombers again over occupied territory and took them to the target and back to the English coast without anything eventful happening.

Meanwhile the other two squadrons had taken off to R/V with the B-26s at Beachy Head. After planes had taken off the Operational Order arrived making R/V time 50 minutes earlier than time phoned to us by Wing. Our boys flew to R/V point and orbited for 30 minutes by direction of the controller. Finally the controller told them to fly directly to the target. After flying in and out around France for a time, the controller reported bombs were safe so our planes returned to the base. No bombers were seen during the whole mission.

Mission Summary Reports #2 and #3. (Supporting Documents #35 and #36)

May 29:

The past few days have been busy ones for the personnel of this Group. In the past four days we had had eight missions, an average of two per day. Our planes start out early in the morning and after returning they start all over again. On the average of the last 4 days our last plane has been down about 2200. Our boys are flying from daybreak until it is dark.

Another early morning for the Intelligence and Operations officers and enlisted men. We are on the alert again for a penetration support job to the Eighth Air Force. The heavies are out again on another major raid on Germany.

We had already taken off and were well on the way to R/V point when the controller called our leader, Major John Haesler of 397th Squadron, and informed him the bombers would be an hour earlier than our Operational Order stipulated. The controller told Major Haesler to keep on the course they were following for the limit of their endurance. At his order our planes continued on as far as Hannover, Germany, where they turned back. In the vicinity of Dummer Lake, 2nd Lt. Curt. C. Doescher

SECRET

(15)

May 29: (continued)

bailed out of his plane after calling to his wing man that he had no oil pressure. He was observed to land in a field, where he laid as if momentarily stunned. Other than the loss of Lt. Doescher thru engine trouble, everything was very quite. The rest of the planes returned home at 1335.

While the boys were out on this mission another warning order came in alerting us for a dive bombing mission TOT to be 1900. The target was Kerlin/Pasturd airdrome on the southern tip of the Brest Peninsula. This marked the first time that we were to go to this area on a dive bombing mission. We had gone this way once before on an escort job for the Eighth Air Force "heavies".

This mission was a very hot one. We were to fly near one of the hottest flak spots in France near the city of Lorient. This city is situated on a bay that has excellent facilities for the submarine fleets, consequently it is well protected by Anti-Aircraft fire.

Disregarding the danger of flak, our boys went into their direct dive and really plastered hell out of the field. The results were excellent, with hits on runways and dispersal areas.

The return trip was uneventful, no enemy fighters and a sprinkling of AA fire at points on the route. Battle damage was sustained by one ship, category "A". All planes were back at 2029.

Mission Summary Report. (Supporting Document #37)

May 30:

These missions are starting to come at us hot and heavy now. Yesterday two missions, two the day before, and another two today.

Our first mission was a combination, using the 396th and 397th Fighter Sqdns. as escorts for the IX Air Force A-20s. Colonel Meyers led this one, taking off at 0947 and R/V with the bombers at 1036 over North Foreland at 14,000 feet. The whole mission was flown as briefed, and it was carried out without any event. No enemy fighters and no flak. All back at 1238.

Mission Summary Report (Supporting Document #38)

Meanwhile the 395th Squadron took off at 1000, R/V and escorted the bombers, B-26s, to the target. Again the mission was uneventful. Bombing results were unobserved, and one locomotive was destroyed 11 miles SW of Chartres. No flak or enemy fighters were seen.

Mission Summary Report (Supporting Document #39)

In the afternoon we were scheduled to dive bomb a road bridge at Elbeuf in occupied France. Operational Order 317 sent 54 P-47s out at 10 minute intervals with a primary and a secondary target. Lt. Col. Perego led the first flight out at 1608 arriving over the bridge at 1647. The results of the first Groups bombing was excellent. The whole north end of the bridge was flown clear and there was nothing but open water there. The south approaches were damaged by direct hits. On the way back when the two squadrons passed each other, Major Quimby, who was leading the 395th asked if he should go after it again, and Col. Perego him to go after the secondary target at Pont de l' Arche. This they proceeded to do, and again had excellent results, leaving nothing but a huge vacancy and a little debris

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(16)

May 30: (continued)

where the northern end of the bridge was. The 397th came along ten minutes later and laid a few eggs on the bridge, putting a few more holes in it. Eight planes of one flight went after a small railroad bridge about 2 miles to the east of Pont de l' Arche, making direct hits on southern end of bridge and shifting it to one side. This was the most successful dive bombing mission we have had. Results: two totally destroyed roadbridges, and one severely damaged railroad bridge, 3 locomotives, and one M/T in area north of the target.

Anti-Aircraft fire was both light and heavy moderate inaccurate fire, no enemy aircraft were sighted. We had one MYR, 1st Lt. Alfred D. Fry, one of the 397th Ftr. Bomb Sqdn. who was last seen making his run on the target. No one knows what happened, but it is thought that flak might have had something to do with it. We are hopeful that he is safe in occupied country.

Mission Report Summary (Supporting Document #40)

May 31:

To end the month we were assigned the job of presenting penetration support to the Eighth's "heavies". Colonel G. L. Meyers led the Group off at 0933, R/V with bombers at 1035 at 23,000 feet over Knocke. Carried the bombers to Thielt, where the bombers aborted due to weather. The whole thing was uneventful, no flak, or anything. All planes back at 1215.

Mission Summary Report (Supporting Document #41)

We were to fly a second mission late this evening, another dive bombing job on the bridge at Leige. Briefing was set for 1700 and everything proceeded on the assumption that there would be a mission. We were just hitting the stride in the briefing, the Intelligence officer was finishing up prior to the weather section's report, when Capt. Pendleton, Ass't Operations Officer, came in the room with the "glad" tidings that we were released until daybreak.

So ended our second full month of operation. Since going operational our group has XX flown at late and early hours. We have a total of 63 operational missions of which 30 were dive bombing, 24 were bomber escorts, 9 were Fighter Sweeps, 1 was a "recce". We dropped a total of 605 tons of bombs on enemy installations, and are credited with 7 destroyed aircraft, 1 probable, and 8 damaged. For our efforts at strafing our score is 67 locomotives destroyed, and 14 damaged. We will sure have to put out in the next month to keep up with this, but from all reports we will probably exceed it.

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HEADQUARTERS
368TH FIGHTER GROUP

D-R-2

APO 595, U. S. Army
1 May 1943

SUBJECT: Intelligence Training Report.

TO : A C of S, A-2., IX Tactical Air Command, APO 595, U.S. Army
Attn: Lt. Colonel Parkman.

1. The following Intelligence Training was given to Pilots of the 368th Fighter Group, during the period of 21 April to 30 April 1944 inclusive:

395th Fighter Squadron

Aircraft Recognition	2 Hours
Tank Recognition	1 Hour
Current Events	3 Hours
Miscellaneous (Combat Order, Modification and Development of Aircraft)	2 Hours

396th Fighter Squadron

New German Aircraft	1 Hour
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397th Fighter Squadron

Aircraft Recognition	2 Hours
Miscellaneous Intelligence Training	1 Hour

For the Group Commander:

DAVID F. REINTHAL
1st Lt. Air Corps
Asst. Group S-2

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HEADQUARTERS 368TH FIGHTER GROUP

A. F. O. # 638, U. S. ARMY

CONSOLIDATION OF SPECIAL ORDERS 48

PARAGRAPH 1 TO 9

DATE 1 MAY 1944

RESTRICTED

R E S T R I C T E DHEADQUARTERS
368TH FIGHTER GROUPAPO 595, U. S. Army
1 May 1944SPECIAL ORDERS)
:
NUMBER.....48)E X T R A C T

1. The following EM, Sq indicated, are placed on temp duty for sixteen (16) days for the purpose of attending course of instruction in VHF Repair School and will proceed to No 1, Radio School, Cranwell, Lines, so as to arrive before 1500 hours, 3 May 1944. Upon completion of temp dy EM will ret proper orgn and sta. TDN by MT or rail. If Govt rat & qrs are not available, reimbursement for actual cost of rat & qrs, not to exceed \$2.00 per man per day for rat, and \$2.00 per man per day for qrs, is atzd in accord w/ War Sg, Policy No. 30-1, Hq USAAF, UK 9 Nov 1943. 91-5 P 432-02 212-40425. Auth: TWX 71F7 7413J.

S/Sgt (754) Eugene S. Wozniak	38213563	397th Fitr Sq
Sgt (754) Robert R. Reck	16135862	397th Fitr Sq
Sgt (759) Clayton W. Wilson	35449088	396th Fitr Sq
Cpl (759) Daniel W. Przewiczikowski	13155992	395th Fitr Sq

2. The following EM, Sq indicated, are placed on temp duty for nine (9) days for the purpose of attending Waterproofing School, and will proceed o/a 9 May 1944. Advance PX rations atzd. Five (5) motor vehicles, in good condition, will be taken accompanied by a complete technical inspection form and complete first echelon tools. TDN by MT. Auth: TWX 71F7 7457E.

Cpl (345) Joe (NMI) Zelin	39274332	Hq Detachment
Cpl (932) Victor I. Martin	31113337	395th Fitr Sq
Pfc (911) Leo A. Marasanta	37115098	395th Fitr Sq
Pfc (826) Edmund L. DeForge	31291398	395th Fitr Sq
S/Sgt (750) Keith L. Harkness	37212350	397th Fitr Sq
Sgt (911) Andrew (NMI) Dudas Jr	32189119	396th Fitr Sq
Cpl (345) Rene A. Doyon	31119005	396th Fitr Sq
S/Sgt (313) Cecil R. Hubbard	15089034	397th Fitr Sq
Pfc (345) Ralph R. May	34624963	397th Fitr Sq
Pvt (901) Lewis J. Hodge	33529600	397th Fitr Sq

3. So much of Par 4, SO 47, this Hq, as, as reads "Sgt (750) John A. Dombos 35514777, 395th Fitr Sq," is amended to read "Sgt (911) Gustav G. Mitterholzer, 35672464, 395th Fitr Sq."

By O of Lt Col MEYERS:

OFFICIAL:

Maurice D. Powell
MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

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HEADQUARTERS
363TH FIGHTER GROUP

AFO 595, U. S. Army
1 May 1944

SPECIAL ORDERS)
NUMBER.....48)

E X T R A C T

4. Under the provisions of AR 615-5, 1 Jun 1943, and upon the recommendation of their Orgn Comdr, the following named EM, HQ Detachment, 363th Fitr Gp, are promoted to grades as indicated:

TO BE STAFF SERGEANT (TEMP)

Sgt (502) Alfred (NMI) Stecklein 17010916

TO BE SERGEANT (TEMP)

Cpl (264) Dixon L. Cramer 35600003
Cpl (857) Isaac S. Hutchins 32363036
Cpl (855) Joseph J. Rayson 31094653
Cpl (405) Ferrell P. Hollman 15116864

TO BE COMPANY ORAL (TEMP)

lfc (859) Joseph P. Ciardella 19119349

5. Under the provisions of AR 615-5, 30 Jun 1943, and upon the recommendation of their Orgn Comdr, the following named EM, 395th Fitr Sq, are promoted to grades as indicated:

TO BE MASTER SERGEANT (TEMP)

T/Sgt (752) William A. Wallace 14097927

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt (747) John S. Silva 31257092

TO BE STAFF SERGEANT (TEMP)

Sgt (756) Howard H. Morgan 3207436
Sgt (911) Dominic A. Galli 1201341
Sgt (747) Harry L. Marshall 6253304
Sgt (747) Archie K. Bailey 15330703
Sgt (747) Stanley (NMI) Tribe 36634427
Sgt (747) Alfred J. Hainback 12164743
Sgt (747) Louis L. Fracell 34055450

TO BE SERGEANT (TEMP)

Cpl (756) James H. Smith 35286034
Cpl (253) Robert G. Pest 36712824

R E S T R I C T E D

SO #48, Hq 368th Fitr Gp, dtd 1 May 1944 (Cont'd)

TO BE SERGEANT (TELT) (CONT'D)

Cpl (405)	Carl E. Wooding	35602763
Cpl (911)	Ralph J. Rozanski	16110149
Cpl (060)	Leonard (NMI) Schmidt Jr	36314588
Cpl (911)	Albert H. Kress	32796649
Cpl (636)	Samuel J. Valenza	12162350
Cpl (747)	William E. Powers	15036535

TO BE CORPORAL (TELT)

Pfc (861)	Joseph (NMI) Daniel	34727907
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TO BE PRIVATE FIRST CLASS (TELT)

Pvt (901)	William G. Baker	33564923
Pvt (901)	Charles R. Summers	3528864
Pvt (932)	Thomas F. Lynch	37323021

4. Under the provisions of AR 15-5, 30 Jun 1943, and upon the recommendation of their Orgn Comdr, the following named III, 396th Fitr Sg, are promoted to grades as indicated:

TO BE MASTER SERGEANT (TELT)

T/Sgt (752)	Carl W. Moore	15069971
T/Sgt (542)	Horatio J. Zimmerman	15018352

TO BE TECHNICAL SERGEANT (TELT)

S/Sgt (911)	Robert J. Legere	11059799
S/Sgt (756)	Seymour W. Soligman	32329442
S/Sgt (754)	Garibaldi (NMI) Tarpono	32405052

TO BE STAFF SERGEANT (TELT)

Sgt (911)	Leland D. Christian	37261824
Sgt (747)	Nicholas F. Crisci	12148531
Sgt (747)	Frank J. Dellura	32500335
Sgt (511)	Howard J. Engelman	35684905
Sgt (911)	Christian P. Henriksen	33545559
Sgt (747)	John (NMI) Hyduk	33322264
Sgt (750)	Alton F. Morris Jr	19135675
Sgt (747)	Joseph H. Poel	18604638
Sgt (747)	Allen J. Robinson	35730389
Sgt (747)	Joseph F. Srivo	31076391
Sgt (512)	Thomas J. Sikorski	32691324
Sgt (747)	Raymond (NMI) Stumper	35448006

REGISTERED

SO \$48, Hq 368th Fitr Gp, dtd 1 May 1944 (Cont'd)

TO BE SERGEANT (TELE)

Cpl (060) Shady (NMI) Blackwell	33129963
Cpl (673) Norbert M. Detert	36015234
Cpl (911) Edward G. Ewin	36070034
Cpl (911) Stanley E. Foltz	13453254
Cpl (911) Casper P. Hirsh	35601840
Cpl (911) Wilby V. Joyner, Jr	34666029
Cpl (911) Bruce E. Morris	39901135
Cpl (911) John H. Peters	33096413
Cpl (009) Edward A. Vulpel	36434636
Cpl (747) Robert I. Dunn	31202149

TO BE CORP ORAL (TELE)

Pfc (911) Lloyd L. Faudeman	17105704
Pfc (061) Carlisle J. Dameron	13033385
Pfc (911) Ronald E. Frazier	36476071
Pfc (911) John G. Gredert	17112403
Pfc (759) Jerome J. Rogers	12103568
Pfc (911) Edward I. Wyatt	35652372

TO BE PRIVATE FIRST CLASS (TELE)

Pvt (901) Floyd S. Brown	15341193
Pvt (747) Richard H. Lottberg	12157803
Pvt (060) Israel (NMI) Kachlin	35551059
Pvt (911) Virgil J. Reno	36593545
Pvt (759) Carl L. Wetzal	32544951
Pvt (756) Harry (NMI) Zederszky	13315092

7. Under the provisions of AR 615-5, 30 Jun 1943, and upon the recommendation of their Orgn Comdr, the following listed PFC, 397th Fitr Sq, are promoted to grades as indicated:

TO BE MASTER SERGEANT (TELE)

T/Sgt (542) Herbert D. Gray	12065488
-----------------------------	----------

TO BE STAFF SERGEANT (TELE)

Sgt (036) Philip W. Coe	322471709
Sgt (750) Herman T. DeFaker	3622676
Sgt (911) George E. Kirney	34290699
Sgt (750) Joseph (NMI) Kvalaras	320372741
Sgt (662) Donald E. Nelson	13195151

TO BE SERGEANT (TELE)

Cpl (911) Russell G. Hull	37512331
Cpl (009) William J. Lecca	31242979
Cpl (911) William J. Marlino	31105696
Cpl (911) Anthony T. Iranseta	67009371
Cpl (070) Charles T. Stoner	35797256

R E S T R I C T E D

SO #43, Hq 368th Fitr Gp, dtd 1 May 1944 (Cont'd)

TO BE SERGEANT (TECH) (CONT'D)

Cpl (505) Walter F. Szymczewski 33390550

TO BE COR. ORAL (TECH)

Pfc (505) Leonard E. Jacobgrass 37497816
 Pfc (747) William F. Murray 32349000
 Pfc (750) William W. Myers 6998392
 Pfc (759) Clarence D. Parrish 39827477

TO BE PRIVATE FIRST CLASS (TECH)

Pvt (660) Albert J. Celorossi 31336567
 Pvt (521) Jessie J. Fields 35082547
 Pvt (931) Marshall G. Frederick 38451255
 Pvt (521) Calvin M. Haselbaker 35669822
 Pvt (945) Edward F. Neary 33666551
 Pvt (835) August J. Monkens 31295500
 Pvt (435) John H. Scholl 3754792
 Pvt (747) Peter (NMI) Leback 32332205

8. Under the provisions of AR 615-5, 30 Jun 1943, and upon the recommendation of their Orgn Comdr, the following named NMI, 73rd Sta Complement Sq, are promoted to grades as indicated:

TO BE TECHNICAL SERGEANT (TECH)

S/Sgt (405) Troy (NMI) Hitt 6262982
 S/Sgt (310) Nicholas (NMI) Waniga 31066661

TO BE SERGEANT (TECH)

Cpl (405) William F. Cox 14161577
 Cpl (552) Emil F. Schad 32421099

TO BE COR. ORAL (TECH)

Pfc (405) George (NMI) Steinhofen 36809786

9. Under the provisions of AR 615-5, 30 Jun 1943, and upon the recommendation of his Orgn Comdr, Pfc (945) Abraham W. Martinez, 39694165, Hq 368th Fitr Gp, is reduced to the gr of Pvt for misconduct.

By O of Lt Col MEYERS:

OFFICIAL:

Maurice D. Powell
 MAURICE D. FOWELL,
 1st Lt, AC,
 Asst Adj.

MAURICE D. FOWELL,
 1st Lt, AC,
 Asst Adj.

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OPFASH MISSION REPORT

Opfash No. 1 for 2 May 1944.

- A. 1. Dive Bombing of Aulnoye Marshalling yards.
- B. 1. 368th Fighter Group Lt. Col. Gilbert I. Meyers leading
2. 48 P47's (32 bombed up, 16 top cover)
3. 3 aborted (mechanical) - two generator and one high oil pressure
- C. 1. Time up 1156
2. Time down 1425
3. Time over target 1300
- D. 1. Nil
2. Nil
3. Nil
- E. Loaded - 64 x 500 GP 1/10 nose - 1/40 tail fuses
Dropped on target - 57
Jettisoned in Channel - 7

In southern yards at least five direct hits on large repair shop causing explosions. One on small repair shop. Remainder fell on tracks and cars. In northern yards it is difficult to assess results as target had been previously bombed. It is estimated at least 23 bombs dropped in northern yards with several hits on repair shops. Results were excellent.

Altitude at start of dive - 11500 feet
Angle of dive - 65 degrees
Altitude at release - 3000 feet

- F. 1. Nil
2. Nil
- G. 20-30 mixed craft (mostly small) 25 miles South of Beachy-Head, headed West; observed at 1200 from 8000 feet.
- H. Scattered clouds (over channel) at 5000 feet, visibility good. Over Continent; 8/10 coverage at 5000 feet; visibility above 5000' good.

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OPFASH MISSION REPORT

Phoned to Lt Nelson of Wing
at 2200 2 May 1944

Opfash No. 2 for 2 May 1944 Operations Order # 207

- A. 1. Five Bombing Tourcoing Marshalling Yards.
- B. 1. 36th Fighter Group Lt Col Gilbert I. Meyers leading
 - 2. 48 P47's (32 bombs up - 16 top cover)
 - 3. Nil
- C. 1. Time up 1806
 - 2. Time over target 1859
 - 3. Time down 2027
- D. 1. Nil
 - 2. Nil
 - 3. Nil
- E. Loaded - 64x500 GF - 1/10 nose, 1/40 tail fuses
 - Dropped on target - 59x500 GF (16 tons)
 - Jettisoned west of target 2 bombs 2x500
 - Jettisoned in channel - 2 bombs 2x500
 - Returned to base - 1x500

Altitude at start of dive - 12,000 feet
 Angle of dive - 60 degrees
 Altitude at release - 5500 feet
 Direction of attack - E to W

Results: fair to good. At least 4 hits observed on building south of tracks. Fire started in factory building right of locomotive shed. Probable 4 hits on locomotive shed. Several hits in area south of main marshalling yards.
- F. 1. Nil
 - 2. (a) Light, moderate, moderately accurate over target
 - (b) Heavy, meager, inaccurate at southwest tip at Roubaix
 - Heavy, intense, accurate with yellow, white, and black bursts at Armentieres
- G. Silver plane resembling P47, but larger, in two-acre field just west of Villiers. Seen at 1920 from 18,000 feet.
- H. Weather: Clear, visibility good, enroute and over target.

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OFFICER MILITARY REPORT Phoned to Lt Nelson of Wing at
1245 5 May 1944

Opflash Number 1 for 5 May 1944

- A. 1. Dive Bombing Lorrain Marshalling Yards C.C. 213 Maj Frank Ferego leading
- B. 1. 303 Fighter Group
2. 48 plus 5 spares (spares returned early)
3. NIL
- C. 1. Time up 0847
2. Time over Target 1000
3. Time down 1125
- D. 1. Nil
2. Nil
3. Nil
- E. Bombs loaded - 64 x 500 GP 1/10 nose 1/10 tail
Bombs on Target - 60 x 500 GP (15 Tons)
Unarmed on runway at field - 1 x 500
Open fields in France - 2 x 500
Round 1/7 - 1 x 500
Altitude at start of dive - 11000
Angle of Dive - 60 degrees
Altitude of Release - 2500
Results of bombing good. 6 hits on engine shed - many strikes on cars and
tracks on north part of yards and on choke point.
- F. 1. Nil
2. Flew - over target - Nil
Pardelot - light, meager, inaccurate
Le Foucault - light, meager, inaccurate
- G. Canal between Louviers and Arras choked with large barges which seemed to be
guarded by troops.
Airdrome at Vitry-en-Artois seemed to have no bomb damage
Balloons over Brighton flying in overcast and not 500 feet below it.
- H. Weather: Over Target - 7/10 at 5000 and at 9000
Continent - 10/10 from 1/7 in until the general vicinity of target
Channel - Varied from 10/10 to 7/10
Visibility good throughout.

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OFFSHORE VISION REPORT -- May 6, 1944

Offshore Number 1 for May 1944. Phoned to Lt. Herbert of
 Ring at 4:30

- A. 1. Dive Bombing of Naval Warbling Vards O.S. 219
- B. 1. 240 Water Bomb - Major Frank (drops leading
 2. All other (sources) to be read returned early
 3. III
- C. 1. III
 2. III
 3. III
- D. 1. III
 2. III
 3. III
- E. 1. III
 2. III
 3. III
- F. 1. III
 2. III
- G. 1. Valencienas 1/2 very crowded and active. Bomb 1/2 also quite crowded.
 cutter-1000 on canal between Valencienas, 1/2 and Valencienas.
 There 2000 on 1/2, 1000 on 1/2, about 1000 on canal target reached.
- H. 1. 1/2 1/2 with tops at 1000 on canal at 1000 - visibility good.
 2. Same as above.

RESTRICTED

HEADQUARTERS
368TH FIGHTER GROUP

APO 595, U. S. Army
6 May 1944

SPECIAL ORDERS)
NUMBER.....50)

1. The FN O's, Hq 368th Fitr Gp, are placed on temp dy, WF fr Sta 404 to Falmouth for a period of approx five (5) days o/a 7 May 1944, for the purpose of attending T.Q.M. school, reporting upon arrival to RTO, Falmouth, not later than 1700, 7 May 1944. Bedding will be taken. Upon completion of this temp dy, O's will ret to proper orgn and sta. TDN by LIT or rail. Where Govt qrs and subs are not available, reimbursement for actual cost of qrs not to exceed \$4.00 per day and alws of \$1.25 per day to cover excess cost of subs is authorized in accordance with Par 7, Sec II, Policy No. 30-1, Hq USAAF UK, 9 Nov 1943. 91-5 P 432-02 A 212/40425. Auth: TWX 71EW 226E. 4 May 1944.

Major LEO (NEIL) DOMIJAN AC 0335352
1st Lt JOHN E. NICHLEY AC 0364201

2. Major (2120) JAMES R. WERNLI, 0386975, AC, is placed on temp dy, will proceed fr Sta 404 to Rolleston Camp, near Salisbury, Wiltshire for a period of six (6) days for the purpose of attending a course of instruction in Gas. Equipment to be taken; gas mask, helmet, fatigue clothing, notebooks and pencils. Advance PX rations atzd. Upon completion of this temp dy, officer will ret to proper orgn and sta. TDN by LIT or rail. Where Govt qrs and subs are not available, reimbursement for actual cost of qrs not to exceed \$4.00 per day and alws of \$1.25 per day to cover excess cost of subs is atzd in accordance w/Par 7, Sec II, Policy No. 30-1, Hq USAAF UK 9 Nov 1943. 91-5 P 432-02 A 212/40425. Auth: TWX 9ASC M183E, 9TAC M318E.

3. Under provisions of Par 1c, Adm Cir No 37, SOS, ETOUSA, dated 22 June 1943, Cpl (911) Howard T. Mortenson, 39265973, 396th Fitr Sq, sta 404 is trfd in gr to Detachment of Patients, 5th General Hospital, APO 519. Service Record, allied papers, clothing and equipment (except Orgn equipment) be forwarded to 5th General Hospital. This is a permanent change of sta. No travel involved.

4. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of his Orgn Comdr, Pfc (237) John B. Marino, 36566904, 397th Fitr Sq, is reduced to the gr of Pvt for misconduct.

By O of Lt Col MEYERS:

OFFICIAL:

Maurice D. Powell
MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

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HEADQUARTERS

HEADQUARTERS
365TH SIGNAL GROUPAPO 595, U. S. ARMY
7 May 1944SPECIAL ORDERS)
NUMBER.....51)

1. Major LEMUEL R. GORRELL, O415495, AC, is appointed Gp Adm Insp. (AD) vice Major HUGH L. RICE, JR, O379295, AC, reld.

2. Under the provisions of AR 15-5, 30 Jun 1943, and upon the recommendation of their Orgn Comdr, the following listed EM, 73rd Sta Complement Sq, are promoted to grades as indicated:

TO 1E SERGEANT (TEMP)

Cpl (055) Louis F. Brown 32291128
Cpl (237) Milton R. Walker 11042976

TO 1E CORPORAL (TEMP)

Pfc (055) William J. Greck 35225325
Pfc (345) James O. Dunn 36596013

3. Under provisions of Par 1g, ARN Cir No 37, SCS, ETCUSA, dated 22 June 1943, P/Sgt (756) Dale E. Rogers, 1508/102, 395th Pitr Sq, sta 404 is trfd in gr to Detachment of Patients, 48th General Hospital, APO 646. Service Record, allied papers, clothing and equipment (except Orgn equipment) be forwarded to 48th General Hospital. This is a permanent change of sta. No travel involved.

4. Under the provisions of Par 1g, ARN Cir No 37, SCS, ETCUSA, dated 22 Jun 1943, Sgt (911) Charles L. Trimmer, O40199, 396th Pitr Sq, sta 404 is trfd in gr to Detachment of Patients, 30th Station Hospital, APO 646. Service Record, allied papers, clothing and equipment (except Orgn equipment) be forwarded to 30th Station Hospital. This is a permanent change of sta. No travel involved.

5. So much of par 2, SO 31, this Hq cs, as reads, "1st Lt RICHARD S. HIBBERS, O257621, AC, is appointed Gp Cryptographic Security Officer," is amended to read, "1st Lt RICHARD S. HIBBERS, O257621, AC, is appointed Gp Cryptographic Security Officer (AD)."

By O of Lt S. L. HIBBERS:

OFFICIAL:

Maurice D. Powell
MAURICE D. POWELL,
1st Lt, AC,
1st Lt.

MAURICE D. FOWELL,
1st Lt, AC,
1st Lt.

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OPNAV MESSAGE REPORT #1 May 8, 1944
 Returned to Lt Nelson of Wing at 2005

- A. 1. Dive Bomb Railway Bridge near Sedan O.O. 226
- B. 1. 308 Fighter Group Major Frank Perigo leading
 2. LB plus 6 spares
 3. Nil
- C. 1. Time up 1807
 2. Time over target 1731
 3. Time Down 1908
- D. 1. Nil
 2. Nil
 3. Nil
- E. Bombs loaded - 72 x 1000 C.P. 1/10 nose; 1/10 tail
 Bombs on target - 64 x 1000 C.P. (32 tons)
 Bombs jettisoned in Channel - 8 x 1000 by spares
 Altitude at start of dive - 10000
 Length of dive - 60
 Altitude of release - 2200
 Results of bombing fair. One direct hit on bridge. Hits on both
 ends of bridge on tracks and 1 train destroyed at east end of bridge.
- F. 1. Nil
 2. Flash over target - Nil
 at base - heavy, intense, inaccurate
- G. Marching yards at Lebeli noted to be wide open.
 Heavy cargo on line - arrears noted at 1740
 Half way between Le Touquet and Berck very heavy excavation and digging
 in process
 10 fish tanks noted near roads in vicinity of Lebeli and Berck and to
 east of Lebeli
- H. 1. Over target - 3/10 scattered at 2000. Solid overcast and heavy clouds
 to the east of the target
 2. En route - C.W.U.

R E S T R I C T E D

HEADQUARTERS
NINTH AIR FORCE

APO 696, U.S. Army,
2 May 1944.

GENERAL ORDERS)

NUMBER.....121)

AWARD OF THE DISTINGUISHED FLYING CROSS.


By direction of the President, under the provisions of the Act of Congress approved 2 July 1926, (Bull 8, WD 1926), and in accordance with authority delegated by the War Department, a Distinguished Flying Cross is awarded to the following named officer:

GILBERT L. MEYERS, O-22848, Lieutenant Colonel, Headquarters, 368th Fighter Group. For outstanding and meritorious achievement while participating in aerial flight against the enemy in the European Theater of Operations between 14 March 1944 and 1 May 1944. In his capacity as Group Commander, Lieutenant Colonel Meyers has served with unusual distinction, and has personally led his group in numerous fighter missions involving deep penetration into enemy-occupied territory. Despite unfavorable weather conditions and the hazards of attack from enemy fighter craft and from formidable ground installations, Lieutenant Colonel Meyers, by his fearless leadership, outstanding aerial proficiency, and superior employment of tactical knowledge, has been largely responsible for that esprit de corps and well-coordinated combat teamwork which has been an integral factor in the remarkable record of achievement of the group he so ably commands. Residence at commission: Grand Forks, North Dakota.

By Command of Major General BRERETON:

V H STRAHM
Brig Gen USA
C of S

OFFICIAL:


C M SEEBACH
Col A G D
Adj Gen

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(Less units not concerned)

-1-
R E S T R I C T E D

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OPFASH MISSION REPORT -- 9 May 1944

O.O. #227

Phoned Lt. Nelson 1320

- A. 1. Dive bombing on gun positions F & G.
- B. 1. 368th Fighter Group -- Col. Gilbert L. Meyers leading.
2. 48 plus 6 spares (6 spares returned early)
3. Nil.
- C. 1. Time up 1008
2. Time over target 1056
3. Time down 1159
- D. 1. ⁷ slight damage by flak.
2. Nil.
3. Nil.
- E. 96 X 1,000 GP 1/10 nose 1/40 tail - loaded
48 X 1,000 GP on Target F
46 X 1,000 GP on Target G
2 X 1,000 GP jettisoned in Channel (by separate planes)
Altitude at start of dive - 11,000'
Angle of dive - 60 to 70 degrees.
Results: Excellent on Target G. Bombs directly around and in Target.
Guns stopped firing after 2nd flight bombed.
Fair on Target F. Bombs dropped in general area and guns seemed to stop firing. Many pilots fired guns.
- F. (1) Nil.
(2) Flak over Target - Light and Heavy - Intense - Accurate. Elsewhere Nil.
- G. Flames and smoke from area B-26's were bombing.
- H. Weather - CAVU.

General Comment:

This type of attack seemed to be successful. Both gun positions were observed to stop firing during and after our attack. Guns at target G seemed to be firing at our planes attacking target F until they were silenced. Most of the flak seemed to be fired at the fighters. We bombed within 20 seconds after the call from the bombers but this seemed to be a little early in the general timing of the attack.

CONFIDENTIAL

OPFASH MISSION REPORT Phoned to Lt Hirzel of Wing
at 1940 9 May 1944

Operations Order #234

Opfash No. 2 for 9 May 1944.

A. 1. Dive Bombing:

Z-3063

Z-3103

Z-3115

B. 1. 362th Fighter Group Major Frank Berago leading

2. 49 T-47

3. Nil

C. 1. 162A

2. 170B

3. 181C

D. Nil

E. Loaded - 20x500 G.P. - 1/10 nose, 1/40 tail fuze

Results: On Z-3115 - very good
30x500 hit in wooded area of target. Could not see damage
done, due to dense woods.

On Z-3063 - very good

20x500 hit in target area - some direct hits on the buildings.

On Z-3103 - Excellent

30x500 in target area - lots of direct hits and lots of smoke.

Dove from 9000 - 11000 feet

Angle 50 - 70 degrees

Released 1000 - 2500 feet

Three (3) Bombs jettisoned in channel

Two (2) Bombs jettisoned on continent.

Two (2) Bombs to Base

F. 1. Nil

2. Flak at Hardelot - Heavy - Meager - Inaccurate

G. Nil

H. CAVOU

R E S T R I C T E D

HEADQUARTERS
368TH FIGHTER GROUP

AF 595, U. S. Army
8 May 1944

SPECIAL ORDERS)
:
NUMBER.....52)

1. Under the provisions of Par 1 c (4) (3), AR 345-415, Capt HAROLD J. KESSLER, 0561410, AC, is appointed Investigating Officer to investigate and report upon all the circumstances connected with the incurrence of injuries of Pvt Abraham R. Rivas, 38286618, 396th Fitr Sq, o/a 30 April 1944, and to determine whether injuries were incurred in line of duty or as a result of his own misconduct. Complete Report of Investigation on WD AGO Form 51 will be submitted in quintuplicate.
2. Having been asgd this orgn per par 10, SO 16, Hq IX Tactical Air Command, dtd 5 May 1944, 1st Lt (4823) ROBERT G. FALLETTE, 0440353, AC, is further asgd 396th Fitr Sq.
3. Pursuant to auth contained in Ltr, Hq IX Tactical Air Command, subject: "Assignment of Security Officers", dtd 4 May 1944, Major WALTON B. TENEYCK, 0486947, AC, is aptd Gp Security Officer. (AD).
4. Major WALTON B. TENEYCK, 0486947, AC, is aptd Gp Public Relations Officer, (AD), vice Capt DONALD D. WEBSTER, 0910114, AC, transferred.

By O of Colonel MEYERS:

OFFICIAL:

MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

Maurice D. Powell
MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

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R E S T R I C T E D

OPFASH MISSION REPORT #1

Phoned to Lt Nelson of Wing
at 1850

May 10, 1944

- A. 1. Dive Bombing of Marshalling Yards at Cambrai O.C. 238
- B. 1. 368 Fighter Group Major Frank Perogo leading
 - 2. 48 plus 6 spares (6 spares returned)
 - 3. Nil
- C. 1. Time up 1529
 - 2. Time over Target 1628
 - 3. Time down 1746
- D. 1. Nil
 - 2. Nil
 - 3. Nil
- E. 72 x 1000 GP 1/10 nose, 1/40 tail - Loaded
 - 64 x 1000 GP Dropped on Target
 - 8 x 1000 GP Jettisoned in Channel by spares

Altitude at start of dive - 10000
 Angle of Dive - 65°
 Altitude of release - 2500
 Pull Out - 15000

Results of bombing good. Many hits in general area. Reference photograph 003E/106, hits were made on f, g, h, j and north end of k. Area g and f appeared to be already well bombed and as many freight cars note in k, two flich's bombed there with good results.

- F. 1. Nil
 - 2. Flak over Target - Small arms fire
 Cambrai/Spinoy A/D - heavy, meager, inacc.
 Flak - Arras - heavy, meager, in accurate
- G. Hoball Target 3/4 mile NE of St. Pol seemed to be repaired. Freight cars in yards at Cambrai and Arras
 Large bright red square just south of Douai, seemed to be an landing ground
 Balloon at 4000 feet over a barge in middle of harbour at Cayeux at 1610
- H. 1. Weatherover target - 2/10 at 11000
 - 2. Enroute - 3 to 4/10 about 13000

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HEADQUARTERS
368TH FIGHTER GROUP

D-R-2

AFPO 595, U.S. Army
11 May 1944

SUBJECT: Intelligence Training Report.

TO : A C of S, A-2., IX Tactical Air Command, AFPO 595, U.S. Army.
Attn: Lt. Colonel Parkman.

1. The following Intelligence Training was given to Pilots of the 368th Fighter Group, during the period of 1 May to 10 May 1944 inclusive:

395th Fighter Squadron

Tank Recognition	1 hour
Current Events	1 hour
Miscellaneous Intelligence Subjects	1 hour

396th Fighter Squadron

Aircraft Recognition	1 hour
Current Events	1 hour
Miscellaneous Intelligence Subjects	1 hour
Dinghy, Lecture given by Personal equipment Officer	1 hour

397th Fighter Squadron

Aircraft Recognition	2 hours
Security	1 hour

For the Group Commander:

DAVID F. REINTHAL
1st Lt. Air Corps
Asst. Group S-2

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OPFASH MISSION SUMMARY #2
May 11, 1944

Phoned to Wing 1050

- A. 1. Escort to B 26s - O.P. 245
- B. 1. 368 Fighter Group Major Frank Perogo leading
2. 48 P 47 (plus 5 spares who returned early)
3. Nil
- C. 1. 1829
2. Nil
3. 2149
- D. 1. Nil
2. Nil
3. Nil
- E. Escorted bombers from North Foreland to Mezieres and out again. Uneventful. Bombers quite spread out at times. R/V near North Foreland 1900 at 12000 feet. I/F in at 1915 at Furnes - Out at 2040 same place.
- F. 1. Nil
2. Flak - Furnes - Heavy, moderate, ~~xx~~ inaccurate
Chievres A/D - Heavy, meager, inaccurate
- G. 1. 1 B17 (KYK) badly shot up was escorted by one flight from north of Bethel to Isle of Wight
1 B 17 went down at Grammont at 2020 - 4 parachutes seen
1 B17 with 2 engines joined formation at 1953, stayed for 15 minutes and then headed west into France
1 parachute thought to be from a B 26 seen near Signey 1950
1 B 17, badly shot up, was escorted from Ostend out over Channel
1 parachute came from this ship at Furnes at 2050
1 B17 picked up near target and was kept in sight out to mid-channel.
- H. 5/10 at 25 to 30000 - Very bad haze throughout. Visibility poor.

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OBS FLASH MISSION REPORT #1 Phoned to Lt. Hiral at Wing 1600.

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12 May 1944.

- A. (1) RR
(2) RR bridge and M/Y at unidentified town.
- B. (1) 368th Fighter Group. Major John-Haes Lev
(2) 48 plus 6 P-47s
(3) 1 P-47 dived--escape panel blew out of canopy.
- C. (1) Time up 10:06
(2) TOT 1224
(3) Time down 11:40.
- D. (1) 1 P-47 d.t. --- Caused by light flak.
(2) Nil
(3) Nil
- E. Loaded:
56 16 X 1000 C.I., 1/20 sec., 1/40 mil.
16 X 1000 C.I., 1/20 sec., 1/40 mil.
on target:
63 X 1000 C.I.
1 X 1000 C.I. accidentally dropped on runway at base off.
8 X 1000 C.I. dottle used in channel by spores.
- Altitude at start of dive--9,000 feet.
Angle of dive--60 degrees.
Altitude at release--75 feet to 1,000 feet.
- Undetermined net or bomb attached was at harbor or cove. RR bridge was left in water from 3 direct hits. Most bombs were dropped on marshalling yards to North of Town with excellent results. Tank and freight cars were hit causing large fires and smoke.
- F. (1) Nil
(2) Heavy, moderate, accurate northwest of town at target attacked.
Heavy, moderate, inaccurate, flak at Charleroi
Heavy, moderate, fairly accurate flak near bridge banked.
- G. Convoy of 8 one stack cargo vessels and apparently one warship seen at 5034 N. 0115E at 11:10 from altitude of 10,000 feet.
- H. (1) Haze up to 10,000 feet over target visibility fair.
(2) Haze up to 10,000 feet en route, visibility good.

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R E S T R I C T E D

HEADQUARTERS
368TH FIGHTER GROUP

AFO 595, U. S. Army
13 May 1944

SPECIAL ORDERS)
:
NUMBER.....54)

1. VCOG IX Tactical Air Command, the following named Officers are placed on Detached Service with 71st Fighter Wing for an indefinite period:

2nd Lt (1055) JOHN A. RAZELONE 0697523 AC
F/O (1055) BENJAMIN L. RUMEL 2223096 AC

2. Having been asgd this orgn per par 1, SO 125, Hq 13th RCD, dtd 8 May 1944, Cpl (409) William P. McCarley, 34514105, is further asgd Hq 368th Fitr Gp.

3. Having been asgd this orgn per par 3, SO 22, Hq IX TAC, dtd 11 May 1944, T/Sgt (274) Donald A. Facka, 37444287, (now DS Hq 368th Fitr Gp) is asgd to Hq 368th Fitr Gp.

4. Having been asgd this orgn per par 9, SO 20, Hq IX TAC, dtd 9 May 1944, 2nd Lt (2519) ROBERT E. LIALER, 01644962, Sig C, is further asgd 396th Fitr Sq.

5. 1st Lt FRANKLIN A. DICK, 0565197, AC, is placed on temp dy for approximately two (2) days, will proceed o/a 25 May 1944 from sta 404 to London on a matter pertaining to this command. Upon completion of this temp dy he will return prop. orgn and sta. TDN by air or rail. Where Govt cars and subs are not available, reimbursement for actual cost of gas, not to exceed \$4.00 per day and alws of \$1.25 per day to cover excess cost of subs is stzd in accordance w/Par 7 Sec II Policy No 30-1, Hq USAF OK 9 Nov 1943. 91-5 F 430-02 A 212/40425. Auth: VCOG 71st Fitr Wing.

(Paragraphs in which trav 1 is directed are pursuant to the auth contained in Ltr Hq BTGUSA 3 Nov 1943.)

By C of Col MEMERS:

OFFICIAL:

MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

Maurice Powell
MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

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"COPY

HEADQUARTERS
IX TACTICAL AIR COMMAND

AFG 595, U. Army
14 May 1944

EXTRACT FROM
OPERATIONS AGAINST RAILWAY CENTRES - SUMMARY NO. 7
1900 HRS. APRIL 26TH 1900 HRS. MAY 6 (INCLUSIVE)

6. A.E.A.F. (1) At Tourcoing 32 Thunderbolt dive bombers on 2 May scored a remarkably economical success by placing this target in damage category "A" for the cost of 15 tons of bombs. A direct hit was scored on the turntable which controls the entrance to the loco roundhouse, thus eliminating this facility for probably 14 days. The eastern entrance to the marshalling yards was also effectively blocked by direct hits.

SAMUEL L. RATCHELDER
Captain, Air Corps
Photo Intel. Officer

"COPY"

OPFASH MISSION REPORT #1

Phone to Lt. Nelson, 2245

19 May 1944

- A. (1) Dive bombing on Cambrai-Epinoy Air Drome
(2) Nil
- B. (1) 368th Fighter Group, Lt. Col. Frank Perago leading.
(2) 50 P-47's 18 top cover 32 with bombs
(3) Brought bombs back to base, failed to release at target.
- C. (1) Time up 1922
(2) Time over target 2025
(3) Time down 2150
- D. (1) Nil.
(2) Nil.
(3) Nil.
- E. Loaded:
64 x 1000 G.P. 1/10 nose, 1/40 tail fuses loaded
59 dropped on target
2 dropped somewhere just outside target
1 jettisoned in channel
2 brought back to base
- Altitude at start of dive 10000- 12000 feet
Angle of dive 50 - 70 degrees
Altitude at release 2,000 to 3,000 feet
- Results of bombing fair to good. Scattered hits on runways and dispersal areas. One direct hit observed on hangar on east side of field, large explosion seen near hangar area
- F. (1) Nil.
(2) Over target, light, intense, fairly accurate flak.
Over Nuncq, heavy, meager, inaccurate
Over LeTouquet heavy meager inaccurate
- G. (1) Nil.
- H. (1) 3/10 cover cu tops at 9,000 feet, very hazy over the cont. 9/10 overcast began 20 miles west of target. 9/10 cover cu tops at 9,000 feet over target visibility very poor.

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(test)

Approved to Sector Control at 1830

Opflash #1 May 20, 1944

- a. road down railroad east of head
- b.
- c.
- d.
- e.
- f.
- g.
- h.
- i.
- j.
- k.
- l.
- m.
- n.
- o.
- p.
- q.
- r.
- s.
- t.
- u.
- v.
- w.
- x.
- y.
- z.

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OFFICIAL RECORD

Phoned to Lt Surovitz at 2230

Opfach 42 May 20, 1944

- A. Dive Bomb Tournai 5/7 - 274
- B. 1. 368 Fighter Group Lt Col Frank (cargo loading)
- 2. 52 F 47 (includes 2 planes who returned early)
- 3. Nil
- C. 1. In 1934
- 2. 1017
- 3. 1243
- D. 1. 1 - P 47 Miss Let Ray
- 2. Nil
- 3. Nil
- E. Loaded - 33 7 x 1000 (1/10 nose, 1/40 tail)
 On Target - 64 x 1000 (34 tons)
 Safe in open fields - 2 x 1000 (by separate planes)
 Altitude at start of dive - 10000
 Angle of dive - 60°
 Altitude at release - 3000
 Altitude at pull out - 4000
 Results of bombing Very Good.
- F. 1. Nil
- 2. (a) at target - light, moderate, fairly accurate
 (b) Lille/Venacville 1/1 - light, moderate, accurate
 Boulogne - Heavy, moderate, inaccurate
 Le Touquet - heavy, moderate, accurate
- G. Nil
- H. 1. Over target - 3/10 haze - 7/10 covered up to 10000
 2. On route - Haze up to 10000 - 5/10 covered up to 1000

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OPFLASH MISSION SUMMARY Phoned to Capt Tabler 1530

Opflash Number 1

May 21, 1944

- A. Strafing of Rolling Stock in Specified Area O.O. 275
- B. 1. 368 Fighter Group Col. G. I. Meyers leading
 - 2. 48 plus 4 spares (4 spares returned early)
 - 3. 1 - midair collision 2 - escorts to damaged plane
- C. 1. Up 1044
 - 2. TOT 1140 to 1225
 - 3. 1335
- D. 1. 1 - P 47 NYR
 - 1 - P 47 Cat "A" - locomotive exploded
 - 1 - P 47 Cat "A" - ricochete while strafing
 - 1 - P 47 Cat "AC" - prop damage from collision
 - 1 - P 47 Cat "B" - Fin damage from ~~xxx~~ collision
 - 2. Nil
 - 3. 1 - NYR Capt. W. A. Smith - 395 Sq. - last seen going into overcast at 10000 near Nogent
- E. Only one squadron succeeded in strafing trains because of weather. 10 Locomotives strafed and probably destroyed - 2 near Nogent, 3 near LeMans, 2 near Fresnay, 3 unlocated
- F. 1. Nil
 - 2. At Le Havre - Heavy, meager, fairly accurate
- G. Nil
- H. Layers of clouds scattered throughout - ranged from 2/10 to 10/10 from 2000 feet to 20000.

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HEADQUARTERS
365TH FIGHTER GROUP

D-R-2

APO 595, U.S. Army
21 May 1944

SUBJECT: Report of Intelligence Training Programs.

TO : AC of S, A-2., IX Tactical Air Command, APO 595, U.S. Army.
Attn: Lt. Colonel Parkman.

1. The following Intelligence Training was given to pilots of the 365th Fighter Group, during the period of 11 May to 21 May 1944 inclusive.

395th Fighter Squadron

Security Lecture	1 Hour.
Aircraft Recognition	1 Hour.
Tank Recognition	1 Hour.
Current Events	1 Hour.
Combat orders and modification and development of aircraft.	1 Hour.

396th Fighter Squadron

Miscellaneous Intelligence Subjects 1 Hour.

397th Fighter Squadron

Evasion and Escape and P/W Security 1 Hour.

365th Fighter Group (Headquarters)

General operational and intelligence procedure for planning missions given all trainee pilots. 1 Hour.

For the Group Commander:

DAVID F. REINTHAL
1st Lt. Air Corps
Asst. Group S-2

CONFIDENTIAL

OPFASH MISSION SUMMARY

Phoned to Lt Surowitz
at 1650

Opfash Number 1 May 22, 1944 O.C. 278

- A. Close Support to B 26
- B. 1. 368 F.G. 396 Ftr Sq Lt Col F. Perego leading
2. 17 P47 (Including 1 spare who returned early)
3. Nil
- C. Up 1342
R/V 1409 Brighton at 12000
Down 1610
- D. 1. Nil
2. Nil
3. Nil
- E. Results of bombing unobserved due to weather. 1 Locomotive (alone with-
out) destroyed by-strafting at Briouze)
- F. 1. Nil
2. Flak - Over Target Nil
At Argentan - Light - Intense - Inaccurate
- G. 24 long barges with pointed ends seen just outside the breakwater NW of
Le Havre- 6 others approaching them from 2 or 3 miles to the North.
1 - 6 to 8 tons single stack freighter seen in inner harbor at Le Havre.
Area just East of Caen flooded from a point 5 miles inland to 15 miles
inland.
- H. 1. Over target - 7 to 8/10 strato cumulus at 8000 Fair visibility.
2. On route - 8/10 strato cum at 8000 - 10/10 to South of course.

OFFASH 101 NW ALBERTY

Phoned to it (survivors) at 1730

Opflash Number 2

May 21, 1944

1. Target Support to B26 C.F. 278
2. 7. 260 W.C. 305-297 sq's Major Henry Winby leading
3. 30 (includes 7 squares who returned early)
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ZYKLEKXAS 24/5/46

CONFIDENTIAL

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28

700-2222 4/1/44

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OPFLASH NO. 1 O, 288 MISSION SUMMARY REPORT.

- A. Escort to Spitfires
- B. (1) 368th Fighter Group, 396th Fighter Squadron, Major Douglas leading.
(2) 17 P-47s
(3) Nil
- C. (1) Up 1320
(2) R/V 1325 Chilkolton 1000 feet.
(3) Down 1510.
- D. Nil
- E. R/V over base. Escorted the Spits as briefed.
- F. (1) Nil
(2) Nil
- G. 25 to 30 M T seen at 1425 concentrated in woods east of Fecamp.
Many barracks in vicinity of Grville, east of Fecamp.
4 long thin ships in Seine River at first bend below Le Harve, seen at 1420,
seen from 10,000 feet.
- H. Continent--5/10 cirulus at 7000 visibility good.

Reported to Middle Wallop Control
Sector.

OPSFLAME NO. 2

MISSION SUMMARY REPORT

- A. Escort to Spitfires
- B. (1) 368th Fighter Group, 397th Fighter Squadron, Major Haesler leading.
 - (2) 16 F-47s
 - (3) Nil
- C. (1) 1632
 - (2) 1720 1738
 - (3) 1822
- D. Nil
- E. R/V over base Escorted spits as briefed.
- F. Nil
- G. Nil
- H. 3/10 cu. over continent. Base 6000 feet. Visibility good, slight haze.
C/VU over Channel.

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OFFFLASH MISSION SUMMARYPhoned to Lt Surowitz
at Sector Control

Opflash Number 1 May 25, 1944

- A. Bombing of Bridge at Hasselt O.O. 294
- B. 1. 368 Fighter Bomber Group Col. G. L. Meyers leading
2. 54 (includes 2 relays and 5 spares who returned early)
3. 1 - Boats fell in open field - mechanical
- C. 1. Up 0940
2. TOT 1115
3. Down 1325
- D. 1. 1 - P47 Flak - Cat "AC"
2. NIL
3. NIL
- E. 25 x 2 x 1000 G.P. loaded - 8/11 sec delay tail fuse
43 x 1000 dropped on target
4 x 1000 in Channel by spares
3 x 1000 in open fields on Continent
Glide bomb run from 9000 to 50 feet - angle of 15°
results of bombing good. Bridge damaged by many hits but not destroyed.
Hits on tracks at both ends of bridge.
- F. 1. Nil
2. Over Target - Light, moderate, inaccurate
Dunkerque - Heavy, intense, accurate
Ostend - Heavy, intense, accurate
Ghent - Heavy, meager, inaccurate
- G. FLASHED TO WING - Convoy of 20 to 40 unidentified ships possibly freighters
heading due South 10 to 12 miles off Blankenburgh - seen from 9000 at 1205
FLASHED TO WING - 35 MT approaching Ostend on 2 lane highway from E at 1040
FLASHED TO WING - Burning ship seen off Ostend at 1026 and again at 1139 from
11000 feet
Supply or ammunition dump seen from 10000 at 1158 in wooded area 5 to 10 miles
SW of Bruges - round structures symmetrically disposed 50 feet apart
Eckloo/Maldegem A/D - new black hangars appear to be new installation
- H. 1. Over target - 4/10 at 5000 Visibility fair
2. On route - 7/10 at 5000 - 8/10 at 16000 - Visibility fair.

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OPFLASH MISSION SUMMARY Phoned to Sector Control

OpFlash # 1 May 26, 1944

- A. Dive Bomb Evreux/Fauville A/D O.O. 296
 - B. 1. 368 Fighter Bomber Group Lt Col F. Perego leading
2. 54 P 47 (includes 2 spares who returned early)
3. Nil
 - C. 1. Up 1538
2. TOT 1630
3. Down 1759
 - D. 1. 1-P 47 Flak Cat "4"
2. Nil
3. Nil
 - E. 36
~~12~~ planes bombed up 18 planes top cover
36 x 2 x 1000 G.P. loaded - 1/10 nose, 1/40 tail
66 x 1000 GP on target
6 x 1000 G.P. jettisoned in Channel (4 by spares, 2 by single hen ups)
- Results excellent. Hits on hangar, fuel dump and operations shack in Southeast area. Heavy smoke from fuel dump. Most bombs in SE area with a few hits in NE area.
- Height at start of dive - 10000
Angle of dive - 60°
Height at release - 3000
Height at pull out - 2000
- Strafing results - all in vicinity from target North to Channel - 3 locomotives and 2 trucks destroyed - 1 locomotive, 2 trucks and many box cars damaged.
- F. 1. Nil
2. Target - Light, meagery, inaccurate
Le Havre - Heavy, meager, inaccurate
10 miles south of Rouen - Heavy, intense, accurate
Elbeuf - Light and heavy, moderate, fairly accurate
 - G. 15 HE 111, believed to be dummies, in woods immediately South of St Andre de l'Eure
12 twin engine planes seen at Evreux/Fauville A/D
 - H. 10/10 at 2500 to 3500 from Channel to Rouen - Rouen to target 2/10 at 3000
At Target - 2/10 at 3000

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OPFLASH MISSION SUMMARY

Phoned to Lt Sachs at Sector Control at 1000

Opflash # 2 May 27, 1944

- A. Glide Bomb with Incendiary Gas Tanks - Woods NE of Compiègne O.O. 301
- B. 1. 368 Fighter Bomber Group *LT. COL. PETERS LEADING*
- 2. 53 P 47 (includes 3 spares who returned early)
- 3. Nil
- C. 1. Up 1754
- 2. TOT 1910
- 3. Down 2050
- D. 1. 1-P 47 Flak and Ricochete - Cat "AC"
- 1-P47 ~~Flak~~ Ricochete - Cat "A"
- E. 1. 35 planes bombed up - 16 top cover
- Loaded - 70 x 108 gal incendiary gas tanks
- Dropped on target - 65
- Dropped beyond target 1 to 5 miles - 3
- Jettisoned in Channel - 2

Planes approached target from 5000 feet - made a gentle glide of about 20° - and released tanks at 1000 feet. Results fair. Tanks dispersed throughout woods. Many fires started and smoke rose to 4000 feet but no explosions observed. Accurate aiming was difficult due to the fact that the tanks were difficult to release. Target was hard to pinpoint due to large wooded area and target could not be seen. Over a defended area this type of bombing would not be applicable due to the slow speed and level approach of the aircraft. On a large undefended area it is felt that bombing of this type may be effective.

The Group then proceeded to strafe ~~an~~ with the following results:

- 1 locomotive destroyed just North of Compiègne
- 2 locomotives destroyed south of Montdidier
- 1 locomotive destroyed at Moyencourt
- 3 locomotives destroyed - place unknown
- 1 locomotive and freight cars damaged at Grandvilliers
- 1 " " " " " " " " Crevoeur-le-Grande
- 1 locomotive damaged at place unknown
- Freight cars damaged near Argueil
- 5 attacks were made on a ~~train~~ at Clermont where 1 locomotive was destroyed, at least 40 freight cars damaged, at least 5 freight cars destroyed and one ground oil tank on fire. Many of these freight cars were flat cars with ~~oil~~ ~~tanks~~.
- 3 M/T s destroyed South of Montdidier
- 1 M/T destroyed near Clermont
- 15 barges strafed and damaged ~~some~~ some set on fire on Oise Canal just North of target. 1 ~~lock~~ and 2 lock house strafed at same time.
- 1 flak tower strafed north of target.
- 35 to 40 planes strafed.
- F. 1. Nil
- 2. Over target - Nil. Compiègne/Margny A/D - Heavy and light, moderate, fairly accurate. Neufchatel - Light and heavy, moderate, inaccurate. Grail A/D - Heavy, moderate, inaccurate. Roze A/D - Lt, mod, inacc. Breteuil - Lt, mod, inacc. Moyencourt A/D - Lt, mod, inacc.
- G. 20 plus M/A seen from 7000 feet at either Montdidier or Roze/Amy A/D at 1925 Between Montdidier and Moreuil - 6 dispersed ~~s/a~~
- 2 large oil storage tanks at Breteuil
- H. 1. CAVU
- 2. CAVU

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Phoned to Lt. surowitz at 1535

MISSION SUMMARY REPORT

OpsFlash #1 28 May 1944

- A (1) Escort to B-26s attacking RR Bridge at Liege
(2) Nil
- B (1) 368th Fighter Bomber Group, Lt. Col. Perego leading.
(2) 54 P-47s including spares.
(3) 1 P-47 radio out. 1 P-47 escort back.
- C (1) 1012
(2) 1155-1214
(3) 1359
- D (1) 1 P-47 Cat "AC" Flak over Ligge.
(2) Nil
(3) Nil
- E Very excellent bombing on bridge, bombs well concentrated, results obscured by smoke.
- F (1) Nil
(2) (a) Heavy, intense accurate
(b) Flak train in vicinity of Dixmude.
Light moderate, accurate.
- G Large enemy camps situated in woods 5 miles south of Dixmude. Great deal of RR traffic, noticed throughout course of flight. Two M/Y at Namur full of rolling stock. Airfield at Charleroi-Gosselies being worked on.
- H (1) CAVU
(2) CAVU

OPFLASH MISSION 'OPERAY' PHONED TO LT HARTZEL
 AT SECTOR CONTROL AT 2110 2110

Opflash # 2 May 28, 1944

- A. Escort to A 20 -- O.O. 308
- B. 368 Fighter Group 395 Ftr Sq -- Maj Quimby leading
 - 2. 16 F 47
 - 3. Nil
- C. Up 1811
 Down 1949
- D. Nil
- E. At Hastings R/V with some A 20s at 1840 at 12000. As bombers took up a 180° course, squadron left them 40 miles out and proceeded to briefed L/F in. At Ault at 1900 at 14000 feet picked up A 20s and escorted them to target and back to Beachey Head without event. Smoke and flames believed to have been seen at target.
- F. 1. Nil
 2. Nil
- G. Nil
- H. Over target and on route - 6/10 cumulus from 90000 to 12000.

OPFLASH MISSION SUMMARY phoned to Lt Hertzell
at Sector Control at 2000

Opflash # 3 May 28, 1944

- A. 1. Escort to B 26 C.O. 308
- B. 1. 368 Fighter Bomber Group - 396 and 397 Ftr Bomb Sqds - Lt Col
Frank Perego leading
- 2. 34 P 47 including 2 spares who returned early
- 3. / 1 - P 47 Flak 1 - P 47 radio
- C. Up 1855
Down 2123
- D. 1. 1 - P 47 Gat "AC" Flak
- 2. Nil
- 3. Nil
- E. As planes took off, operations order arrived making R/V time 50 minutes
earlier than R/V time that had been phoned to Group. Flew to Beachey
Head and saw no bombers. Orbited for 30 minutes as directed by
controller. Finally flew heading to target as directed by controller.
Made E/P in at Hardelet and by order of controller flew over Et Omer
and made I/F out at Dunkerque. Flew along coast to Ostend and then
returned to base when controller stated bombers were safe. No bombers
seen throughout the mission.
- F. 1. Nil
- 2. Boulogne - heavy, intense, accurate
- G. Nil
- H. 1. and 2. 5/10 scattered cumulus at 11000.

HEADQUARTERS
368TH FIGHTER GROUP

Phoned to Lt. Surowitz
at Wing 2130

- 37
- A. D/B Kerlin Bastard A/F O.G. 311
 - B. 1. 368th FG. Lt. Col. Frank Perego Leading
2. 47 P47's
3. Cnc (1) radio (from cover squadron)
 - C. 1. 1740
2. 1905
3. 2029
 - D. 1. 2 planes damaged - Category A
2. Nil
3. Nil
 - E. Bombing results excellent- 32 planes each loaded 2X1000 (15 as cover)
9000' to 3000' at 50 degrees.
63 X 1000 on target
1 X 1000 jettisoned in channel.
All bombs hit target, direct hits seen on runways, and southern dispersal areas.
 - F. 1. Nil
2. Heavy, intense, accurate Flak at Irbid and target.
 - G. Nil
 - H. Weather over channel- Haze with poor visibility
" " target- Haze, thunder clouds at 18000 feet; visibility 5 miles.

Phoned to Lt. Hirtzel Sector
Control.

MISSION SUMMARY REPORT

Opsflash No. 1 30 May 1944.

- A. Escort to A-20s O. O. 315
- B. (1) 368th Fighter Bomber Group Col. G. L. Meyers leading.
(2) 36 P-47s (includes 4 spares who returned early)
(3) Nil
- C. (1) Up 0947
(2) R/V 1035 North Foreland at 14,000 feet.
(3) Down 1238
- D. Nil
- E. R/V with bombers as briefed and mission carried out as planned without event.
Bombing results very good with hits in SE, SW, and NW dispersal areas.
- F. (1) Nil
(2) Nil
- G. No locomotive could be found. M/Ys appeared jammed with no movement. Many barges in canals vicinity of Brussels and Ghent.
- H. (1) and (2) 2/10s cu at 20,000
scattered cu. at 15,000
Haze up to 1000
Visibility good.

PHONED: Lt. Hirzel at wing

MISSION SUMMARY REPORT

Opsflash #2 O. O. 315.

- A. Escort to B-26s May 30, 1944.
- B. (1) 395th Fighter Bomber Squadron Major Quimby leading.
(2) 16 plus 2 spares, who returned early.
(3) Nil
- C. (1) Up 1000
(2) Nil
(3) Down 1300
- D. Nil
- E. Mission carried out as briefed without event. Results of bombing unobserved.
1 locomotive destroyed 11 miles SW of Chartres.
- F. Nil
- G. 2 E/A on A/D at Vernavillet.
- H. (1) and (2) Scattered clouds at 17,000 -- base.

tioned to Lt. Nelson Sector Cont.
at 2030

MI SIGN SUMMARY REPORT

- A. Dive Bomb Bridges at Elbeuf and Pont de l'Arche.
- B. (1) 368th Fighter Bomber Group, Lt. Col. Perego leading O.C. 317
(2) 54 P-47s including 4 spares and 2 radio relays.
(3) Nil
- C. (1) Up 1608
(2) TOT 1646-1707
(3) Down 1842
- D. (1) 1 P-47s NTR. 2 P-47 damaged eat "AG" Flak
(2) Nil
(3) 1-NTR let Lt. Alfred D. Fry 397th Fighter Squadron, last seen making run on target.
- E. 104 X 1000 G. P. 8 to 11 seconds delayed fuse. 100 tons on target. 4 jettisoned in channel. Dived 2-5000 feet, angle 20 to 30°, released 50 feet. 397th Squadron attacked bridge at Elbeuf with excellent results. North end of bridge destroyed and in water. South approach damaged by direct hits. Two locomotives destroyed and one locomotive damaged, and one M/T destroyed in area just north of target (Elbeuf). 395th Squadron attacked bridge at Pont de l'Arche and scored four direct hits on center of bridge. 396th Squadron attacked bridge at Pont de l'Arche and north third of bridge was left in water. Eight planes made direct hits on southern end of RR bridge 2 miles east of Pont de l'Arche and south trestle of bridge was shifted to one side.
- F. (1) Nil
(2) over target--Elbeuf--light intense accurate
Woods north of Pont de l'Arche light moderate inaccurate.
At RR bridge 2 east of Pont de l'Arche--moderate moderate inaccurate.
- G. Nil
- H. (1) Over target 5/10s bb. 7000 to 15,000 feet
(2) Scattered clouds, Haze

CONFIDENTIAL

-3

31 May 1944

X

Y

Commanding General Advance Hq. Ninth Air Force
Commanding General Advance Hq. Ninth Fighter Command
Commanding General IX Tactical Air Command
Commanding General VIII Fighter Command

- A. 368th Fighter Bomber Group Colonel C. I. Meyer leading.
- B. Escort to B-24s O. O. 319
- C. 52 P-47s up 0933
down 1215
2 spares returned
- D. 3 A/C aborted 1 prop out at take off. 1 engine trouble, 1 escort.
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. Made I/F in at Knocke 1035 at 23,000 feet, met many B-24s and escorted to Thiel where bombers abated due to weather. Accompanied bombers as far as Knocke. Made I/F out at 1055 at 24,000 feet. B/10s ou. and ab. from deck to 24,000 feet beginning at I/F in.

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