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ENCOUNTER

REPORTS

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345TH FIGHTER SQUADRON
Office of the Intelligence Officer

D-8-1

APO 194, U. S. Army
13 October 1944REPORT

- A. Combat
- B. 13 October 1944
- C. 365th Fighter Group, 104th Fighter Squadron
- D. 1500 hours
- E. Seilenkirchen area
- F. 5/16 caseload from 3,000 to 4,500 feet, high cirrus at 13,000 feet, visibility 10 plus miles
- G. 8 plus FW 190's and ME 109's
- H. 1 destroyed FW 190 and 1 damaged ME 109
- I. On 13 October, at about 1500 hours, I was flying with Flieger lead flight at about 8,000 feet near Seilenkirchen when we were bounced by 8 plus FW 190's. I split lead after one of them dove through our formation but could not catch him as he went into low clouds. I then pulled up in a tight climbing turn to the left. I then spotted a FW 190 on the tail of a P-47 about 500 feet below me. I dove on the tail of this FW and began firing from about 100 yards closing to 100 yards. I observed him pull over his fuselage and wing and fly through some of this wreckage. He began to smoke and flame as he broke into a spin to the right. I then pulled out to the left into a Lo-Cherry with three P-47's at 10,000 feet and watched a parachute drifting to earth near Seilenkirchen. I did not see the chute land. I spotted a ME 109 to the south and tracked him. He headed west and I began to close on him. Near Lohrwey he started to dive into the clouds which were at 4,000 feet. I fired from about a 40 degree angle at about 1000 yards and saw stripes on him as my tracers came out. I then broke out to the right and headed west for Lohrwey. I claim 1 destroyed FW 190 and 1 damaged ME 109.

WALTER J. WAGNER,
Captain, Air Corps,
Flight Leader.

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395TH FIGHTER SQUADRON D-J-1
Office of the Intelligence Officer

APO 595, U. S. Army
13 October 1944

ENCOUNTER REPORT

- A. Combat
- B. 13 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1500 hours
- E. Geilenkirchen Area
- F. 6/10 cumulus from 3,000 to 4,500 feet, high cirrus at 13,000 feet, visibility 10 plus miles.
- G. 8 Plus PW 190's and ME 109's
- H. Confirming Captain Henry J. Mazur's claim for 1 destroyed PW 190 and 1 damaged ME 109.
- I. I was flying number two position in Flap or White Flight. I was flying Captain Schulte's wing. He was leading the Squadron. We were bounced from above by about ten PW 190's. Captain Schulte and I broke into some of them and some more hit us from above, while we were in a turn. One PW 190 raked his guns through Captain Schulte, setting his plane on fire, but Captain Schulte bailed out O.K. The PW 190 pulled back up in front of my nose and closed in fast on the tail of a P-47. I was turning to get on his tail, when Captain Mazur came in fast from above and closed in on the 190. He began firing and I could see many good hits. He closed up to about 100 yards, firing all the time. Presently the 190 swerved to the right and smoking and flaming badly went into a spin to the right. This is a confirmation of Capt in Mazur's claim of 1 destroyed PW 190.

DALE L. JENKES,
2nd Lt., Air Corps,
Pilot.

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95th Fighter Squadron
Office of the Intelligence Officer

P-0-1

490 592, U. S. Army
12 October 1944INCIDENT REPORT

- A. Combat
- B. 12 October 1944
- C. 368th Fighter Group, 358th Fighter Squadron
- D. 1800 hours
- E. East of Düsseldorf
- F. Overcast at 18,000 feet. Another overcast at 1,000 feet
visibility 10 plus miles.
- G. 15 Plus ME 109's and PW 109's and 1 JU 87
- H. 1 Destroyed ME 109

I. I was flying number three with Flagg's White aircraft orbiting about 8,000 feet northwest of Becken. Off to the northeast we saw P-38's fighting with enemy aircraft at around 12,000 feet. We jettisoned our bombs and began climbing to try to lead a hunt. When our flight hit about 15,000 feet we were joined by a couple of ME 109's who turned and ran when Lt Miller, leader, no flight, broke past us into them. Just then another ME 109 came past us and an FW 190 came in on my tail from high at 6 o'clock. He fired a short burst overloading us. We broke off when Lt Jewkes, who was flying by wing, and Lt John Decker, leader of the Squadron, made passes at him. Lt Miller then took action on ME 109 and we covered his tail. In about half a minute another ME 109 started in on our tail from above and Lt Miller turned into him firing an almost head on pass. The flight broke left and it was at this time I lost Lt Miller. I spotted an ME 109 at about 3 or 4 thousand feet above us and having quite a bit of speed. I thought I could possibly get up under his belly. When I was still about a thousand feet below him, he saw me and started climbing. He evidently sensed the boost in it for black smoke began coming out of his exhaust. Lt Jewkes and I took up the chase climbing all the time. We were back up to 14,000 feet by now and the Hun leveled off and headed for the North land. In the course of the climb he gained a little on us but we held our own straight on level. Then he must have run out of boost for the black smoke quit coming out and we began to gain a little on him. He went into a shallow dive then, still heading east and we kept closing slowly. Just as we hit the Rhine River he went into the overcast at 6,000 feet, we followed, almost in range and came out at 4,000 feet

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right over Busseldorf. Apparently the ME 109 turned in the clouds for we couldn't find him after we came out. Just then Lt Jekkes reported a plane at eleven o'clock level to us going past our nose. I began to turn to the right for a cloud got in the way and when we cleared the cloud there were two planes about a thousand yards ahead of us. I didn't know what they were but didn't think we had allied planes at 3,000 feet that far into Germany so we gave chase. We closed rather fast and at about 100 yards they started a turn to the left and I recognized them as ME 109's. I told Lt Jekkes to take the one on the right and I went for the one on the left. I fired a short burst at around 45 degrees getting some strikes and also observed some strikes on the ship Lt Jekkes was firing at. The left plane straightened out and began to make the right and the one on the left Lt Jekkes broke off to cover our tails and I started firing again at around 500 or 600 yards. I was closing fast and fired down to around 100 yards when I ran out of ammunition. I observed hits all the way and saw several planes fly off the ME 109. I had difficulty trying to figure out what to do being I was out of ammunition and closing in all the time when a big plane, which I think was the enemy, came off and the German pilot yelled out. The abandoned ship nose down and crashed in a small woods area and I watched the chute float to the ground. In the meantime the second ME 109 turned southeast and went it through the clouds. Just before the pilot pulled out Lt Jekkes saw a JU 87 fly under us heading south so we turned after it. Lt Jekkes was closing extremely fast on this plane and fired a short burst at around 250 yards. His tracer began coming out signifying the end of the ammunition belts so he withheld his fire until he was around 50 yards. He overrode the stock and we both made a tight 360 for another pass. The first two times Lt Jekkes fired I observed many hits in the tail and fuselage and later broke off the tail. Lt Jekkes ran out of ammunition on his next pass but I observed hits on the left wing and on again the tail. There were more pieces coming off, almost all of the left elevator was gone and he was smoking badly. We were both out of ammunition and I hated to see this enemy aircraft get away so I made a pass at his right wing trying to cut it off with my wing. Apparently the German knew what I was trying to do for he got out of the way when I was about 20 yards behind him. Even in the condition his ship was in he was very maneuverable and although I tried to see him three times and Lt Jekkes tried twice, the closest I ever got was about five to ten feet from his wing tip. As we were out of ammunition and getting farther into Germany we decided to give up and we turned and came home. This JU 87 was so badly damaged that I do not believe he was able to fly any distance without crashing. I am convinced we destroyed ME 109 and I believe Lt Jekkes got a damaged ME 109 and a probable JU 87.

WILLIAM J. GIBBY,
1st Lt., Air Corps,
Pilot.

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

D-J-1

AF0 595, U. S. Army
12 October 1944

ENCOUNTER REPORT

- A. Combat
- B. 12 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1500 hours
- E. East of Dusseldorf
- F. Overcast at 18,000 feet. Another overcast at 3,000 feet
Visibility 10 plus miles
- G. 15 plus ME 109's and FW 190's.
- H. Confirming Lt Garry's claim for one destroyed ME 109.
- I. I was flying Lt Garry's wing on 12 October 1944 near Aachen, Germany when we chased a ME 109 eastward into Germany. The enemy aircraft escaped into the clouds, but almost immediately we identified two other ME 109's and we closed on their tails very rapidly. Lt Garry told me to take the one on the right and he would take the other. My 109 broke away to the right, so I moved over to cover Lt Garry's tail. He closed to very short range and I saw pieces breaking off the ME 109 as it began to smoke. Just as Lt Garry ran out of ammunition, I came in to attack, but the enemy pilot bailed out and the ME 109 fell off to the right and crashed.

DALE L. JEWES,
2nd Lt., Air Corps,
Pilot.

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

I-J-1

AGO 595, U. S. Army
12 October 1944

ENCOUNTER REPORT

- A. Combat
- B. 12 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1500 hours
- E. East of Dusseldorf
- F. Gy-re-ast at 18,000 feet. Another over at 3,000 feet. Visibility 10 plus miles.
- G. 15 ME 109's and PW 190's and 1 JU 87
- H. 1 Probably destroyed JU 87 and 1 Damaged ME 109.

I. We were on a Ground Support mission in the vicinity of Aachen. I was flying Lt Garry's wing, in the tail end position of Flapper White Flight, which was led by Lt. Miller. We were orbiting at approximately 8,000 feet just northeast of Aachen, having been instructed to wait. Presently over the W/T we heard someone exclaim that bandits were coming in on them. Sweeping the sky with our eyes, we noticed a P-38 Squadron to the northeast at approximately 14,000 feet being attacked by ME 109's. It looked like there were approximately ten of them. At the command of Captain Mazur, who was leading the Squadron, we headed for the fight, which was raging fiercely by now. We couldn't get our bombs and belly tanks off fast enough. We saw one P-47 and one P-38 go down in flames about this time. Just before reaching the thick of the fight, we were hounded from above by about 10 ME 109's and PW 190's. One came in on our flight and we broke into him. At this point, another came down on Lt Garry, firing a couple of shots at him, but missing. Capt-in Mazur brought his flight in and scared this one off. Lt Garry and I had become split up from the rest of our flight during the break, so spying an ME 109 a little above and in front of us, we scooped up underneath him. He apparently saw us and headed for home in a slight climb. Black smoke was streaming out behind him, indicating he had his booster on - everything to the firewall. He was gaining very slightly on us, but we hung right on, just out of firing range. Our engines were overheating, so we had to cut down our manifold pressure a little. At about the same time we got a break in that the black smoke quit coming from him, which seemed to indicate that he had run out of his extra boost.

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This happened just about the time the chase seemed futile, and we began closing in on him. He had started into a shallow dive and was heading for the clouds below. It started too, and he ducked into the overcast, which was at about 5,000 feet just as Lt Gerry was getting within firing range. We went down through a hole, heading to catch him on the other side, as we started down, I noticed a plane at 11 o'clock going across our nose. I called it into Lt Gerry and he started a turn to the left to intercept it on the other side of a cloud that was between us. The plane we were chasing had given us the slip in the clouds. Breaking from behind the cloud we saw two planes, but couldn't identify them immediately. He had a lot of excess speed, so we closed up on them. Lt Gerry told me to take the one on the right, and he'd get the one on the left - if they were enemy. We were closing on them fast and they broke to the left, German markings starting to show in the tail. They were P-51's.

Lt Gerry started firing on the one on the right and I started firing on the other. They were turning very shallow, asking it easy for us. This was the first enemy plane I had ever fired at. Apparently, my lead was pretty good because I could see many strikes on his wings and fuselage. Presently the plane I was firing on broke off and started climbing, so, being a wingman, I stopped firing in order to stay with Lt Gerry, to cover his tail as he moved in for the kill. The other plane must have been pretty frightened, because he took off into the clouds and we never saw him again. Lt Gerry was right on the tail of his plane, shooting at very close range, giving him everything he had. I kept my head on a swivel covering with my tail. I could see many strikes on the plane, Lt Gerry's shot time was beginning to tell tales now. I could see pieces falling off now and then and smoke was coming from underneath. I couldn't see how he was doing just much longer. He was heading straight away, leading us into the heart of Germany.

All of a sudden Lt Gerry ran out of ammunition. He called me and told me to move in and finish him off. But he didn't need my help, because just as I moved into position and pressed the trigger, the pilot decided it was too hot for him and bailed out. The P-51 fell off to the right and crashed in a field below. At this very moment I noticed a JU 87 underneath me on the deck, going in the opposite direction. I called it in to Lt Gerry and told me to cover it while I went after him. My last two barrels of ammunition had been broken so I knew I had very little left, and had to make my best good. He was going straight away, so I pulled up on his tail and gave him a short burst at about 100 yards, a piece of his tail fell off. I had quite a bit of excess speed so I closed in to a point blank range and fired another short burst. As I pulled up to the left to avoid hitting him, I saw chunks come off the wings and smoke pouring out the fuselage. I put back my throttle and made a tight 360 degree turn, coming in on his side this time. I closed up to about 100 yards and pressed the trigger. About three or four rounds came out, and my ammunition was gone. Lt Gerry said he saw another piece of his tail fall off. He wanted to see his

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like any, so near gone, yet still in the air, so I pulled
up and tried to hit him with my wing, but he evaded, avoiding
me. Lt Berry was three miles in front, and I made one more
trying to run him, or force him into the ground, but each
time, he managed to turn away from us in time. At this
point, knowing we were in danger, he was seen in Germany
without any explanation, we thought it wise to give up the
chase and head for home. I am claiming one probably
destroyed JU 87 and one damaged ME 109. Lt Berry is
claiming one destroyed ME 109 which I evaded.

Walter L. Jewell

WALTER L. JEWELL,
1st Lt., Air Corps,
Pilot.

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305TH FIGHTER DEPARTMENT
Office of the Intelligence Officer

D-8-1

APO 998, U. S. Army
12 October 1944

ENCOUNTER REPORT

- A. Combat
- B. 12 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1500 hours
- E. East of Dusseldorf
- F. Overcast at 18,000 feet. Another overcast at 3,000 feet
Visibility 10 plus miles.
- G. 15 plus ME 109's and FW 190's
- H. Confirming Lt Jewkes claim for One Probable destroyed JU 87
and One damaged ME 109.

I. On 12 October 1944 I was flying number three position in Flapper White Flight northeast of Aachen, Germany. Lt Jewkes and I had followed a ME 109 east into Germany over Dusseldorf. We lost this aircraft in the clouds, but closed on two other ME 109's flying at 3,000 feet. Lt Jewkes took the one on the right and I saw him getting strikes on it from 500 yards. Almost immediately we spotted a JU 87 flying south beneath us. Lt Jewkes closed to 50 yards where he scored strikes that knocked pieces from the enemy aircraft's tail. Almost all of the left aileron was gone and the plane was smoking badly. We were out of ammunition and unable to finish him off, but I saw pieces continuing to break off from this plane. The JU 87's severe damage and dense smoke convinced me that he was probably destroyed.

William J. Gary
WILLIAM J. GARY,
1st Lt., Air Corps,
Pilot.

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95TH AIR FORCE
Office of the Intelligence Officer

2-4-1

AFM 695, U. S. Army
17 October 1944

INCIDENT REPORT

- A. Combat
- B. 12 October 1944
- C. 368th Fighter Group, 325th Fighter Squadron
- D. 1500 Hours
- E. North of Archen
- F. Overcast at 15,000 feet. Another overcast at 3,000 feet. Visibility 10 miles.
- G. 15 Plus ME 109's and FW 190's
- H. 1 ME 109 destroyed, 1 FW 190 and 1 ME 109 damaged.

I. I was leading a flight of 8 P-51's in support of British Ground Forces Controller in the vicinity of Archen. Off to the northeast and high I saw a formation of 15's dogfighting with a number of ME 109's and FW 190's. I called to my squadron to jettison bombs and belly tanks and headed for the dogfight. I was flying at 6,000 feet and climbed to about 11,000 feet when I saw a 109 on the tail of a P-51. I broke into this at 190 firing four short bursts from a 45 degree angle producing a black and grey smoke. I believe I scored several strikes on this plane. I then broke into a tight climbing turn and another ME 109 on the tail of a P-51. I broke into this at 190 and started to fire. I was from a 40 degree angle then closed in behind him as he started to climb. I continued firing at him as he followed me from 300 yards to a hundred yards range. I observed strikes all over his fuselage and saw him to care all about him. He started to emit black and grey smoke and closed broke out on his underside near the right wing. I followed him until I almost ran out of gas and broke off to the right. My wingman saw this plane break off to the right making a landing. I picked this ME 109 out again in a steep dive showing and flames covering the length of the fuselage of this airplane. He hit the lower overcast at 3,000 feet. After this encounter another ME 109 passed in front of me and I fired several short bursts at him observing strikes on the right side of this airplane. During this time I saw another ME 109 hit my wingman's tail.

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(Encounter Report Cont'd)

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down another ME 109 which passed by in a steep dive flaming and smoking below me. Lt Wayland was still on this ME 109's tail as he hit the overcast at 3,000 feet. I claim 1 ME 109 destroyed, 1 FW-190 damaged, 1 ME 109 damaged.

Henry S. Maguire
HENRY S. MAGUIRE,
Capt, USA, Air Corps,
Flight Leader.

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 395TH FIGHTER SQUADRON
 Office of the Intelligence Officer

D-4-1

APO 500, U. S. Army
 17 October 1944

ENCOUNTER REPORT

- A. Combat
- B. 12 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1500 hours
- E. North of Aachen
- F. Overcast at 18,000 feet. Another overcast at 3,000 feet. Visibility 10 plus miles.
- G. 13 Blue ME 109's and 38 190's
- H. In support of Captain Henry J. Mazur's claim for one destroyed ME 109. One damaged ME 109 and one damaged PW 190.
- I. I was flying in a position when we encountered enemy aircraft. I covered Captain Mazur's tail when he attacked a PW 190 which was on the tail of a P-47. He scored several hits on this airplane. He turned off this attack when he observed a ME 109 on the tail of a P-38. He attacked this ME 109 and followed him in a climbing turn. At this time he had shortened the distance between their two planes to about seventy five yards. As Captain Mazur broke to the right I saw the ME 109 break to the right also and roll over into a steep dive smoking and flaming as it was evident that this plane was out of control. This ME 109 continued earthward smoke and flame covering the entire fuselage as it disappeared into the overcast at 3,000 feet. Then Captain Mazur fired several bursts at another ME 109 passing in front of him scoring hits on the right wing and fuselage. I definitely confirm the destroyed ME 109 and had Captain Mazur continued dog-fighting instead of driving the enemy planes off the tails of other Allied aircraft he could have destroyed several other enemy aircraft.

Joseph D. Giannitti
 JOSEPH D. GIANNITTI,
 2nd Lt., Air Corps,
 Pilot.

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

D-1-1

AIO 595, U. S. ARMY
12 October 1944

ASSAULT REPORT

- A. Combat
- B. 12 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1500 hours
- E. North of Aachen
- F. Overcast at 18,000 feet. Another overcast at 3,000 feet. visibility 10 plus miles.
- G. 15 plus ME 109's and FW 190's
- H. Confirming Lt Wayland's claim for one destroyed ME 109 and one damaged ME 109.
- I. On 12 October 1944, I was leading Flapper Squadron near Aachen, Germany. We had gone to the support of a Group of P-38's who had been bounced by ME 109's and FW 190's. I had been engaged in three separate encounters with enemy aircraft and during the second engagement I saw my number four man, Lt Wayland, shoot down a ME 109 which passed by me in a steep dive while flaring and smoking. I last saw the ME 109 as it went into the overcast at 5,000 feet with Lt Wayland still on its tail.

HENRY J. MAZUR,
Captain, Air Corps,
Flight Leader.

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C O N F I D E N T I A L395TH FIGHTER SQUADRON
Office of the Intelligence Officer

D-1-1

APO 595, U. S. Army
12 October 1944ENCOUNTER REPORT

- A. Combat
- B. 12 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1500 hours
- E. North of Aachen
- F. Overcast at 18,000 feet. Another overcast at 3,000 feet
visibility 10 plus miles.
- G. 15 plus ME 109's and FW 190's
- H. 1 ME 109 destroyed. 1 ME 109 damaged.

I. I was flying Flapper number four orbiting in the area around Aachen waiting for targets from our Ground Controller who was Brightside. Bandit planes approached from northeast at 19,000 feet and attacked a P-38 Group. Our Squadron jettisoned bombs and belly tanks and broke to attack these enemy planes. As our flight was attacking a ME 109 on the tail of a P-38, I was bounced by three ME 109's from four o'clock high. I broke to the right and into them. The first ME 109 turned and closed on my tail well in range and was chased off by a P-38. The second ME 109 undershot in his attack and pulled to the right in front of me. I fired a two to four second burst and observed strikes on his tail and right wing. I did not see this plane again for I started to turn with the third ME 109 at 8,000 feet. He climbed in a tight spiral up to 11,000 feet. The ME 109 attempted to break away in a right turn. I closed to 300 yards and fired bursts at a 40 degree angle. I continued to close rapidly at 300 miles per hour and opened fire for a second time at a 15 to 30 degree angle at approximately 100 yards. I observed many hits and as I continued to close and fire, the ME 109 broke into flames and spin earthwards in a steep dive. I followed this plane down and saw it crash into the ground. I claim one destroyed and one damaged ME 109.

WILLIAM J. WAYLAND
2nd Lt., Air Corps,
PilotC O N F I D E N T I A L

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395TH FIGHTER SQUADRON D-C-1
Office of the Intelligence Officer

APO 595, U. S. Army
8 October 1944

ENCOUNTER REPORT

- A. Combat
- B. 8 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1415 hours
- E. Aachen area
- F. 3/10 cumulus with slight haze, high cirrus at 18,000 feet
- G. Enemy Aircraft, 1 Me 109 and 1 FW 190
- H. 1 Me 109 probably destroyed

I. I was leading Flagger Purple Flight acting as top cover at 15,000 feet for two other Squadrons dive bombing. Lt. Monger my number two man called in the bogies above at twelve o'clock. I sighted a FW 190 and a ME 109 in a 45 degree dive at two o'clock going about four hundred (400) miles per hour. I called my flight and gave chase catching the enemy aircraft at about 5,000 feet still in a dive. My gun sight went out when I flipped the switch to my guns so I closed to about 250 yards and used the iron ring sight. At the first burst the ME 109 gave off a lot of black smoke and slowed down so that I was able to close on him without water injection. I closed to 150 yards and fired several bursts along the right wing. I continued to overrun the ME 109 firing as I did until I was almost on top of him. My tracers were bracketing the enemy aircraft and shortly afterwards my ammunition gave out so I maneuvered until I had him under my left wing and started to force him into the ground. At this time, the FW 190 dropped back and came at me from a 30 degree angle firing. To avoid being hit, I chopped my throttle back. The FW 190 pulled around to the right so I was forced to pull up. When I last saw the ME 109 he was down below tree level smoking badly and slowing up. I claim 1 ME 109 probably destroyed.

ROBERT E. CALDWELL,
1st Lt., Air Corps,
Flight Leader.

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

395TH FIGHTER SQUADRON
Office of the intelligence officer

APC 595, U. S. Army
8 October 1944

S T A T E M E N T

- A. Combat
- B. 8 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1415 Hours
- E. Aachen Area.
- F. 3/10 cumulus with slight haze, high cirrus at 18,000 feet
- G. enemy aircraft, 1 Me 109 and 1 FW 190
- H. Supporting Lt Caldwell's claim for 1 probable destroyed Me 109.
- I. On 8 October 1944, at about 1415, I was flying number two position in Flapper Purple flight led by Lt Robert M. Caldwell. Lt E.M. McCrone was flying number three position in this flight. At 15,000 feet in the vicinity of Aachen, I saw two airplanes approaching from twelve o'clock high and by the time I had called them in they had made a diving turn to the left of our flight. We picked them up in a 45 degree dive with the Me 109 dropping his belly tank. At about 5,000 feet, Lt Caldwell had closed enough to fire at the Me 109 and smoke immediately came out of the enemy aircraft. We then hit the deck heading north and I could not get up enough speed to stay with my leader to be of much help. We chased them for about five minutes and I could observe Lt Caldwell firing and scoring strikes on the Me 109. After he ran out of ammunition, he broke away and I could see the Me 109 going below tree level and he appeared to be in bad shape.

GRADON F. MORGAN,
2nd Lt., Air Corps,
Pilot

395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U.S. Army
8 October 1944

STATEMENT

- A. Combat
- B. 8 October 1944
- C. 368th Fighter Group, 395th Fighter Squadron
- D. 1415 hours
- E. Aachen area
- F. 3/10 cumulus with slight haze, high cirrus at 18,000 feet
- G. Enemy aircraft, 1 ME 109 and 1 FW 190
- H. Supporting Lt Caldwell's claim for 1 probable destroyed ME 109
- I. On 8 August, I was flying Flapper Purple number three. Our flight was acting as top-cover for Flapper Green and Black Flights which were carrying bombs. Our flight was at about 15,000 feet in the vicinity of Aachen when Purple number two and four reported two bogies at twelve o'clock high. They turned and started down going by me at nine o'clock. They did not attempt to make a pass at us but as I turned in an attempt to intercept them, I recognized the first one as an ME 109. I called to my wingman to give chase after a second one, after giving a good look into the sun. As I drew closer, I recognized it as a FW 190 with a belly tank attached. They saw us coming for they hit the deck and the ME 109 dropped his belly tank, the FW 190 retaining his belly tank. My Flight Leader who was in a better position started closing on them but I could not because I had trouble getting rid of my belly tank. I dropped behind and gave him and number two cover while number four was covering my tail. At about 5,000 feet, I observed strikes on the ME 109's right wing. The FW 190 flew abreast of his leader at this time. Neither of these planes took any evasive action but hit the deck going due north. By this time Purple Leader had closed into good range and got more strikes on the ME 109's wing. Then I saw puffs of smoke coming out of this ME 109 at irregular intervals. Purple leader called me to take over as his gun sight went out but I could not close due to the drag of my belly tank. We kept chasing them for a few more minutes but my low speed and a very bad haze I lost sight of the enemy aircraft and of my leader. I flew on his number two man who also was dropping back. Shortly after Purple Leader Lt Caldwell pulled up, broke off combat and we returned to our area to complete our mission as top-cover.

EDGAR M. McCRONE
2nd Lt., Air Corps,
Element Leader