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MISSION REPORT

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
8 April 1944

MISSION REPORT

- A. 395th Fighter Squadron, Lt Col., Gilbert L. Meyers leading.
- B. 16 P-47s and 2 spares (spares returned early)
- C. Nil.
- D. 16.
- E. 29x250
- F. Excellent as far as observed.
- G. Nil
- H. 1 Category 1
- I. Nil.
- J. Nil.
- K. Ninove - Moderate, heavy, inaccurate 12,000 feet
Ghent - Moderate, heavy, inaccurate 12,000 feet
Flushing Intense, heavy, inaccurate 12000 feet
- L. Haze over England up to 6,000 feet. Clouds over Continent
at 18,000 feet. 8/10 at Cirrus
- M. 3,000 feet
- N. Nil.
- O. 1215
- P. 1530.
- Q. Coxyde 1303
- R. Knocke 1400
- S. Coxyde 1303

FRED J. HAMM
Captain, Air Corps
Intelligence Officer.

395th FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
12 April 1944

MISSION REPORT

- A. 368th Fighter Group, 395th Fighter Squadron, Lt Col Gilbert Meyers, leading.
- B. 18 P-47s plus 2 Relays plus 2 Spares. TO 1138 Down 1426
- C. Nil.
- D. Ramrod, F.O.# 140
- E. Nil
- F. Nil
- G. Nil
- H. Nil
- I. R/V was made at 1242 at Brief Point at altitude of 26,000 feet, 3 boxes of Heavy Bombers were observed below through patches in clouds. These bombers were escorted to a point in the vicinity of Liege wherein the Group was recalled because of the weather.
 - 1. Large Freighter was observed heading into Ostend about a mile off shore. The observation was made from 16,000 feet and Flight was led by Captain Thomas N. Montag.
 - 2. Only flak encountered was over Ostend.
 - a. 16,000 feet
 - b. Ostend
 - c. Heavy
 - d. inaccurate
 - e. intense
 - f. Nil.
 - 3. Nil
 - 4. a. 7/10 over England, same over Channel, 8/10 to 9/10 over Continent.
 - b. Cirrus
 - c. 12,000 to 26,000 feet

d. Fair over England and Channel, poor over Continent-Haze

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5. Nil.
6. Clear.

FRED J. HAMM
Captain, Air Corps
Intelligence Officer

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
13 April 1944

MISSION REPORT

- A. 368th Fighter Group, 395th Fighter Squadron, Lt Col., Gilbert L. Meyers leading.
- B. 16 P-47s plus 2 Spares (Spares returned early)
- C. Nil.
- D. 16 0 Noball near Montreuil
- E. 31x250
- F. Excellent - Squadron located target after some difficulty at 1250, dived from 8,000 to 3,000 feet, consensus opinion was that bombs fell in target area with excellent results although accurate observation wasn't possible.
- G. - J. Nil.
- K. Heavy - from Boulogne, Landfall out - inaccurate.
- L. 7/10 cloud coverage over target at 8,500 feet - Hazy below
- M. 3,000 feet, 60° dive on target
- N. Nil.
- O. 0907
- P. 1400
- Q. North of Berck 7,000 feet 1035
- R. Landfall Le Touquet at 1101 at 8,000 feet
- S. Nil.

OBSERVATIONS

Convoy of Approximately 12 Ships off Dunkness going south. Convoy of 3 ships in trail going north from Breck.

FRED J. HAMB
Captain, Air Corps
Intelligence Officer

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
14 April 1944

MISSION REPORT

- A. 368th Fighter Group, Major Frank Perego leading.
- B. 16 P-47s plus 2 spares (Spares returned early)
- C. Nil.
- D. Military Trains and Airdrome attack by 12 Airplanes (One light did not strafe)
Detail of Attacks:
1. Military Trains were attack, strikes were observed inflicting severe damage on locomotives and cars at:
 - a. North of Farmerie
 - b. East of Grand Villeris
 - c. At Derion
 - d. North of Cambrai
 - e. 6 miles North of Valuraeannes
 2. Military Trains were attack and the engines were seen to blow up and hits were observed on the cars at the following Points:
 - a. Achlet
 - b. 9 miles North of Achlet
 3. Airdrome 8 miles of Montreuil was strafed, buildings hit and one small plane probably trainer type destroyed.
- E. - J. Nil.
- K. Heavy, intense accurate flak 4 miles north of Fruges.
- L. Solid cirrus overcast above 18,000 feet over Continent, Visibility 8/10
Clear over Channel and England.
- M. Deck.
- Nil. Nil.
- O. 1031
- P. 1305
- Q. Le Treport 1124 at 12,000 feet
- R. Le Touquet 1225 at 10,000 feet
- S. Nil.

OBSERVATIONS

1. Convoy of 13 medium size boats proceeding North observed 9 Miles South East of Le Touquet.
2. Gun installation observed 50° 22 Minutes North and 20° 22 Minutes East.
3. Defense harbor installation which might be Anti-barge construction noticed at Le Touquet.

FRED J. HANN
Captain, Air Corps
Intelligence Officer

395TH FIGHTER SQUADRON
Office of the Intelligence Officer

AFO 595, U. S. Army
18 April 1944

MISSION REPORT

- A. 395th Fighter Squadron, FC# 157, April 18, Mission No. 19
- B. 16 P-47s plus 2 spares (Spares returned early)
- C. Nil.
- D. 16, Marshalling Yards, West of Charleroy, 1915
- E. Nil. Acted as top cover.
- F. B-26 bombing appeared to be highly effective though apparently on wrong target
368th bombing resulted in scattered hits in and around target with result of
Fair to good.
- G. - K. Nil.
- L. Wavy over Channel and Continent
- M. Time Up 1728 Time Down 2017
- N. 9 Miles S.W. Ostend 1819 at 17,000 feet, 9 miles S.W. Ostend 1930 16,000 feet
- O. 10 miles East of North Foreland, 1806, 15,000 feet
- P. Good in majority of cases
- Q. Nil
- R. Nil
- S. Nil
- T. Rendezvous was made with bombers earlier than briefed, Bombers flew course
as briefed until reaching turn north of Avesnes where they proceeded on a North
East course following a railroad. Bombers bombed railway objectives south of
Charleroy and considerable damage was observed. 368th Group bombed Marshalling
Yards as briefed, but hits were extremely scattered. After bombing B-26s were
picked up and escorted out.

FRED J. HAMM
Captain, Air Corps
Intelligence Officer

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
19 April 1944

MISSION REPORT

- A. 395th Fighter Squadron, FO# 158, Mission No 20
- B. 16 P-47s plus 2 Spares (Spares returned early)
- C. Nil.
- D. 16-P-47s, Escort, 1120
- E. - K. Nil
- L. Solid overcast over Channel at 3,000 feet
Cavu over Continent
- M. Time Up 1004 Time Down 1255
- N. On course Nieuport 1054 at 22,000 feet
South of Ostend 1200 at 16,000 feet
- O. As briefed at 1124 at 22,000 feet
- P. Clear
- Q. Nil
- R. Nil
- S. Nil.
- T. The mission was flown as briefed. R/A was made on schedule and bombers were escorted back to the Channel without incident. No flak, No enemy A/G, No Activity of any kind observed at any time. Contrails were observed from point of handfall in and appeared to be made by single engine ships and at a high altitude of about 35,000 feet.

THEODORE F. SKALKO
2nd Lt., Air Corps
Intelligence Officer.

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395TH FIGHTER SQUADRON
Office of the Intelligence OfficerAPO 595, U. S. Army
21 April 1944MISSION REPORT

- A. 395th Fighter Squadron, FO# 166, Mission No 21.
- B. 16 P-47s plus 2 spares (spares returned early)
- C. Nil.
- D. 14 P-47s Hasslet at 1018
- E. 32x250 2 - 250 G.P. bombs,
- F. Practically all bombs hit in railway area, but many were short of the N.W. section. A large amount of orange flashes and smoke was observed. Assessment fair to good.
- G. Nil
- H. - K. Nil
- L. Weather over Chennel 2/10 at 14,000 feet visibility good, Weather over Continent 2/10 at 14,000 visibility good.
- M. Time Up 0852 Time Down 1200
- N. Landfall In 0937 3 miles N. Le Touquet at 13,000 feet
Landfall Out 1102 3 Miles N. Le Touquet at 11,000 feet
- O. Nil
- P. Clear
- Q. Nil
- R. Fruges Heavy-intense-accurate, Douai Heavy- Intense-Accurate, Culet Megar-Heavy Innaccurate.
- S. Nil
- T. One airplane was unable to release belly tank and turned back at 1005 near Tirlemont with second plane as escort, these planes dropped 4x250 bombs on A/D at Bruay, they observed two boggies which they believed to be single E/A which followed them to the French coast, remainder of flight was as briefed and without special event.

FRED J. HANSEN
Captain, Air Corps
Intelligence Officer

395TH FIGHTER SQUADRON
Office of the Intelligence OfficerAPO 595, U. S. Army
22 April 1944

MISSION REPORT

- A. 395th Fighter Squadron, FO# 171, Mission No. 22
- B. 16 P-47s Plus 2 spares (Spares returned Early)
- C. Nil
- D. 14 , St Ghislain, 1220
- E. 16 - 2x1000 G.P. Bombs
- F. Most bombs dropped in or about target area assessment poor to fair. One hit seen on locomotive shed shoulder part of target. Difficulty encountered in apparently constructional defects in bombs.
- G. * K. Nil.
- L. Weather over both Channel and Continent - Cawu
- M. Time Up 1011 Time Down 1350
- N. Landfall In 1148 South of Le Touquet 10,000 feet, Landfall Out 1300 as briefed at 12,000 feet.
- O. Nil
- P. Clear
- Q. 3 Mine sweepers 10 miles west of Le Touquet heading S.W. and Turned N.W. Altitude 12,000 feet. 3 Boggies at 20,00 feet South of Le Treport 1225.
- R. Bruay Light, Megar, Innaccurate.
- S. Major H.R. Quimby claims destroyed a locomotive south of Frevent. Locomotive seen to blow up by Lt. I.M. Pascal.
- T. Course was flown as briefed and poor results of bombing attributed to some mechanical defects in bombs. The area was generally struck by the bombs only only specific results hit on locomotive sheds. With the exception of several flights no enemy A/C seen, No flak encountered.

THEODORE F. SKALKO
2nd Lt., Air Corps
Intelligence Officer

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
22 April 1944

M I S S I O N R E P O R T

- A. 395th Fighter Squadron, FO# 172, Mission No. 23
- B. 17 P-47s plus 1 relay. Nil
- C. Nil
- D. Nil
- E. Nil
- F. Nil
- G. One P-47 Captain James W. Goodwin
- H. One P-47 Category 2 wings, fuselage, Other damage undertermined caused by E/A fire.
- I. Nil
- J. Elsaffthal FW 190, 1820, 12

Destroyed-One, Probables-One, Damaged Three

Captain Thomas N. Montag encountered FW 190 at 10900 feet engaged in dog fight to a 100 feet and after firing at him German Pilot bailed out. This was a gray colored, clipped wing FW 190, time 1830 in the gegen of Elsaffthal.

Captain Roy L. Bowlin claims-a destroyed near Duren at 1835. Combat ensued from 20,000 feet to deck with strikes visible on canopy and wings and fuselage with plane disappearing in woods. This is a probable destroyed.

Major Henry R. Quimby and 1st Lt Clarence Staton claimed damage to a FW 190 engaged in combat when combat ensued from 19,000 feet inland about Aachen.

It Richard Kik, Jr. claims damage to FW 190 which he chased up the Ruhr Valley towards Disseldorf where due to lack of ammunitoin he was forced to give up combat. Strikes claimed on fuselage.

Captain Henry J. Magur claims damaged to a FW 190 when engaged in combat at 19,000 feet to deck over Elsaffthal. Strikes where seen on Left wing and Fuselage.

- K. Two P-47s seen to go into the ground near Elsaffthal. No other information available.
- L. Clear
- M. Time Up 1653 Time Down 2145
- N. North of Ault 1740 19,000 feet, Etretht at 1940 19,000 feet
- O. Nil.
- P. Clear

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
22 April 1944

- Q. Nil
- R. 10 miles south east of Fe Camp, Heavy, Intense, Innaaccurate
- S. Nil.
- T. Mission was flown with out incident until turn was made in the vicinity of Bonn. At this point a flight of 12 FW 190's who were flying at an altitude of 25,000' at about 1830 jumped our squadron which was flying at 19,000 feet and a general melee insued. As a result of the bounce our planes were scattered throughout this area and the combat followed from an altitude of 20,000 feet to the deck.

THEODORE F. SKAIKO
2nd Lt., Air Corps
Intelligence Officer

395th FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
23 April 1944

MISSION REPORT

- A. 395th Fighter Squadron, F.O.# 175, Mission No. 25
- B. 15 P-47s with No spares
- C. Nil
- D. 15 P-47s
- E. - K. Nil
- L. Weather over Channel Stratus 5/10 coverage at 10,000 feet
Weather over Continent Cavu
- M. Time Up 1625 Time Down 1945
- N. Landfall In - 1727 at Schouwen at 23,000 feet
Landfall Out - 1845 at Schouwen at 25,000 feet
- O. Nil
- P. Clear
- Q. Nil
- R. Nordhorn-Meager-Heavy, Inaccurate. Enchede and Hensglo- Meager, Heavy and Inaccurate
Wijk Bij Duurstede- Moderate, Heavy, Inaccurate.
- S. Nil.
- T. The Squadron made landfall as briefed at Schouwen and flew as briefed area without incident. There was no enemy activities in the air or land. Mission was flown at an altitude of 25,000 feet. Flak encountered at area above all heavy black bursts with the exception of one which was white smoke at an altitude of 3,000 feet above our level. Landfall out was made as briefed. Only E/A seen were other single P-47s at alternate times.

THEODORE F. SKALKO
2nd Lt., Air Corps
Intelligence Officer

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395th Fighter Squadron
Officer of the Intelligence Officer

APO 595, U. S. Army
April 23, 1944

MISSION REPORT

- A. 395th Fighter Squadron, FO# 174, Mission No 24
- B. 16 P-47s plus 1 Spare
- C. Two Aborted with engine trouble
- D. 15 P-47s
- E. Nil
- F. Flew as top cover
- G. - K. Nil.
- L. As briefed
- M. Time Up 1151 Time Down 1430
- N. L.F. In as briefed 1225 at 16,000 feet
L.F. Out at Breck 1339 at 19,000 feet
- O. Nil
- P. Clear
- Q. Nil.
- R. Lens, Megger, Heavy, Inaccurate
- S. Nil
- T. The Squadron made Landfall as briefed acting as top cover for the two Squadron. Reports on the bombing indicate that three hits were seen on the locomotive sheds quite a few of the other bombs landing in or about the yards. One Flight said to miss the target entirely and its bombs landed in a field. Assessment of bombing fair to good. No E/A or any unusual activity observed.

THEODORE F. SKALKO
2nd Lt., Air Corps
Intelligence Officer.

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395TH FIGHTER SQUADRON
Office of the Intelligence OfficerAPO 595, U. S. Army
24 April 1944MISSION REPORT

- A. 395th Fighter Squadron, FO# 179, Mission No. 26
- B. 16 P-47s plus one spare. Nil
- C. Four Abortions—One instruments, Two Radio, One Cylinder Head tempature high.
- D. Nil
- E. - K. Nil
- L. Clear going out, Overcast from 5,000 feet coming in. 10/10 High Cirrus at 19,000 feet. There seem to be an overcast at 10,000 bottom of top layer 10/10 coverage
- M. Time Up 1335 Time Down 1728
- N. Landfall In - 1425 as briefed at 22,000 feet
Landfall Out - 1625 as briefed at 14,000 feet
- O. As Briefed at 1515 altitude 25,000 feet
- P. Clear
- Q. At a point about 10 miles from Calais coming home a single burst was observed which appeared to be a barrage of fifteen bursts was observed firing at something about 30 miles from our squadron.
- R. Brussles Moderate, Accurate, Heavy - Nivelles Accurate, Heavy, Intense.
- S. Nil.
- T. Landfall was made as briefed and the flight was uneventful to R/V. Here the bombe were picked up and escorted home. The AA that went up was aimed mostly at the bombers. No E/A attacking at any time. Two ME 109's were observed on the deck near Liege. Ye low nosed P-51s were observed peeling off on out squadron. With the exception then of the unusual burst noted above the squadron returned home, Visibility upon return was such that land activity could not be observed.

THEODORE F. SKAIKO
2nd Lt., Air Corps
Intelligence Officer

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395TH FIGHTER SQUADRON
Office of the Intelligence OfficerAPO 595, U. S. Army
25 April 1944MISSION REPORT

- A. 395th Fighter Squadron, FO# 181, Mission No. 27
- B. 16 P-47s plus 2 spares, spares returned early.
- C. Nil
- D. 16 P-47s, Targets of Opportunity, time 1040
- E. 16- 2x1000 G.P. Bombs, 12 - 2x1000 G.P. Bombs dropped on target. 4 Jettisoned in Channel
 Altitude at start of Dive 11,000 feet
 Angle of Dive 40° to 60°
 Altitude at Release 5000 to 3000 feet
- F. - K. Nil.
- L. Scattered clouds over Channel, Over target solid overcast from 2,000 feet to 6,000 feet 10/10 coverage.
- M. Time Up 0910 Time Down 1145
- N. Landfall In 1007 at Knocke at 11,000 feet
 Landfall Out at 1045 Blankenberghe at 6,000 feet
- O. Nil
- P. Clear
- Q. Nil
- R. Ostend, Light, Meager, Intense, Accurate- Ostend-Middlekerke Light Meager, Heavy
 and Inaccurate
- S. Nil
- T. Due to the solid overcast over target could not be found when the Squadron reached there at 1022 at 11,000 feet. They therefore turned back and sought targets of opportunity. One Flight jettisoned all their bombs in the Channel. One Flight bombed the A/D at Coxyde with poor results. Two Flights bombed the A/D at Ostend-Middelkerke and claimed excellent results with hits on the strip and in the Hanger area. No E/A observed, No unusual activity over the Continent or Channel.

THEODORE F. SKALKO
2nd Lt., Air Corps
Intelligence Officer

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
26 April 1944

MISSION REPORT

- A. 395th Fighter Squadron, Mission No. 28
- B. 16 P-47s
- C. Two Abortive - One Landing Gear - One Unknown
- D. 14 P-47s
- E. Nil, 13 - 2x1000 Jettisoned in Channel
- F. With the exception of one pilot who dropped his bombs on a A/D near Coxyde the rest were jettisoned in the Channel.
- G. - K. Nil
- L. Clear over Channel. Over Continent above 8,000 feet clear, below scattered clouds, 2/1 coverage
- M. Time Up 0845 Time Down 1125
- N. Landfall In 0945 Coxyde at 12,000 feet, Landfall Out 1050 Dunkerque 11,000 feet
- O. Nil
- P. Clear
- Q. Nil
- Dunkerque Moderate, Heavy Innaccurate, Coxyde Heavy, Moderate, Accurate
- S. Nil
- T. The mission was scrubbed shortly after the Squadron took off. Apparently the Group was not so notified because they flew to a point east of Brussles before turning back and with the exception of one pilot all jettisoned their bombs in the Channel. It was observed from a point near Brussles th t the target could not be reached.

FRED .J. HANN
Captain, Air Corps
Intelligence Officer

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ENCOUNTER REPORTS

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395TH FIGHTER SQUADRON
Case of the Intelligence Officer

AIG 595, U.S. Army
23 April 1944

ENCOUNTER REPORT

- A. Combat
- B. 4-22-44
- C. 395th Fighter Squadron, 308th Fighter Group
- D. 1815
- E. Baran
- F. GAVU
- G. PW 190 clipped wing
- H. 1 PW 190 destroyed
- I. I was leading Yellow Flight at 21,000 feet in the vicinity of Baran at about 1815 E/A were reported in high at 4 o'clock. E/A circled behind and four of them hit Red Flight and the other eight continuing the circle. As they circled I stayed under them until they got into the sun when I tightened my turn and flew 90° to them. They attacked from the sun and I broke into them, firing from well out of range to chase one E/A off of my element leader who broke late. The E/A half-rolled to the deck and I followed him down. I fired at him at 100 to 200 feet above the trees closing to about 150 yards. I pulled up and started back as I had no cover and was low on ammunition. As we reached 3,000 feet I looked back and saw a lot of smoke and flame in a field in the vicinity of my break-off. I could not find the E/A in sight. I claim one PW 190 destroyed.
- J. 1760 rounds of ammunition expended.

ROY L. BOWLIN, JR
Captain, Air Corps
Flight leader.

Attached to the above Statement of 2nd Lt Joseph S. Nolan relative to the encounter report of Captain Roy L. Bowlin.

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395th FIGHTER SQUADRON
Office of the Intelligence Officer190 190, U.S. Army
23 April 1944WARRIOR'S EXPERIENCE REPORT

- A. Combat
- B. A-24-44
- C. 395th Fighter Squadron, 36th Fighter Group
- D. 1830
- E. Classified
- F. CAVU
- G. PW 190
- H. One PW 190 Destroyed
- I. I was leading a flight on a fighter patrol. In the vicinity of Bonn we were jumped by 12 E/A at about 1830. The E/A came down four at a time. The first four came in on our flight line about seven o'clock, high, and out of the sun. I called the flight to release the wing-tanks and break left. Two PW 190's broke down when we turned into them so I shelled around and started down after them. I followed the rear one closing to about 400 yards at about 4 or 5000 feet. He then started a tight turn to the left. I had given him a long burst before he got into the turn. He kept up this tight orbit for some six or seven circles, with me turning with him. I would stick off and then pulled level on him -- give him a burst and stick off again. I noticed a few strikes on his wing number of his bursts but no smoking occurred on the E/A. He kept straight and out and the pilot bailed out. I saw the E/A strike the ground and blow up. I claim 1 PW 190 destroyed.
- J. 997 rounds of ammunition expended.

THOMAS N. MONTAG
Captain, Air Corps
Flight leader.

395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
23 April 1944

ENCOUNTER REPORT

- A. Combat
- B. 4-22-44
- C. 395th Fighter Squadron, 360th Fighter Group
- D. 1820
- E. Bonn
- F. Cavu
- G. FW 190
- H. 1 FW 190 damaged (Shared)
- I. I was leading Parkdrive Squadron flying at 20,000 feet, Captain Goodwin leading P.D. Yellow Flight in the rear outside position reported twelve E/A at four o'clock. I called him and told him to watch them closely and close his flight up as he was back a bit. I then started a gentle climb. I saw the E/A bouncing Yellow Flight and called them to break. The leading E/A hit Yellow Flight from six o'clock and then did a half roll down and rolled out straight ahead. I jammed on the throttle and went after him. A wing man got in my way and I had to swing wide and lost Jerry for a minute. I then picked him up below me. I closed to about 400 yards and was closing fast. I pressed the button. He immediately flopped over on his back and went for the deck. I noticed two flashes on his left wing as he flipped over and smoke came out. I believe he was pouring on the coal which caused the smoke. I half rolled after him, but was unable to close, then, I fired three more burst and still could not close. Lt Staton flying number three was able to pass me and took up number one position. He fired all of his ammunition at one time. I noticed some more strikes on his left wing. We were unable to catch the Jerry on the deck using water injection.
- J. 67 rounds of ammunition expended.

HENRY R. QUIMBY
Major, Air Corps
Squadron Commander.

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

AFG 594, U. S. Army
23 April 1968

ENCOUNTER REPORT

I was flying number 2 seat in Yellow Flight, Captain Roy L. Bowlin's wing man, over Laos at 1815 altitude 21,000 feet. F/A were reported at about 5 o'clock. Four F/A attack Red Flight, the remainder staying in the sun. Yellow Flight was circling below F/A when number 3 seat of our flight was attacked by 4 F/A out of the sun. Captain Bowlin and myself broke into them and got their off number 3 seat's tail. Captain Bowlin went down after a Pz 190 mm. I covered his tail, we dove to the deck and Captain Bowlin opened fire at about 150 to 200 yards. I saw strikes on the left wing, left side of fuselage, and strikes on the canopy. Captain Bowlin broke up to the right and I fired one burst and broke up with the flight leader. As we climbed up I saw a fire in the vicinity where the F/A had been and the F/A was no where in sight.

Joseph J. Nelson
JOSEPH J. NELSON
2nd Lt., Air Corps
Pilot.

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395TH FIGHTER SQUADRON
Office of the Intelligence Officer

APO 505, U.S. Army
23 April 1944

ENCOUNTER REPORT

- A. Combat
- B. 4-22-44
- C. 395th Fighter Squadron, 365th Fighter Group
- D. 1820
- E. Bonn
- F. Casual
- G. PW 190
- H. 1 PW 190 damaged (Shared)

I. I was flying Element leader to backdrive leader when 1 PW 190's attacked rear flight of 47's. First ship to attack rolled over on his back after firing and dove under our front flight. We followed him as he dived toward the deck. He completed a roll on his way down, backdrive leader fired a short burst as he completed his roll. I saw strikes on his left wing. We followed on the deck. I fired all my ammunition at him but was unable to gain enough speed to get in range, several strikes were observed. I broke off pursuit after running out of ammunition.

- J. 1770 rounds of ammunition expended.

CLARENCE STUBBS
1st Lt., Air Corps
Pilot.

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395th FIGHTER SQUADRON
Office of the Intelligence Officer

APO 595, U. S. Army
23 April 1944

INCIDENT REPORT

- A. Combat.
- B. 4-22-44
- C. 395th Fighter Squadron, 368th Fighter Group
- D. 1830
- E. North of Bonn
- F. Gave High thin Cirrus at 25,000 feet
- G. PW 190
- H. 1 PW 190 damaged
- I. I was flying number 3 in Blue Flight at 20,000 feet we were bounced by 12 FW 190's. I broke into the attack and saw one PW 190 hit the deck and I started after him. I followed on the deck for 5 minutes at a course of approximately 60° slowly closing on him. I closed up to about 400 yards and opened fire for about 2 or 3 seconds and saw strikes on the E/A fuselage. My guns stopped due to a short in the Camera. I broke off combat and immediately climbed to 17,000 feet and came home.
- J. 100 rounds of ammunition expended.

NICHOLS III, Jr
1st Lt., Air Corps
Pilot.

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1958. 107th Squadron
Office of the Intelligence Officer

APO 195, U.S. Army
3 April 1964

INCIDENT REPORT

I was flying number 2 man in Yellow Flight, Captain Roy L. Bowlin's wing man, when we were at 1415 altitude 21,000 feet. E/A were reported at about 5 o'clock. E/A attack Red Flight, the remainder staying in the sun. Yellow Flight was caught looking below E/A when number 3 man of our flight was attacked by E/A out of the sun. Captain Bowlin and myself broke into two and got the off number 3 man's tail. Captain Bowlin went down after a PZ 190 and I covered his tail, we dove to the deck and Capt in Bowlin opened fire at about 150 to 200 yards. I saw strikes on the left wing, left side of fuselage and strikes on the engine. Captain Bowlin broke up to the flight and I drove one short burst at E/A and broke up with the flight leader. As we climbed up I saw fire in the vicinity where the E/A had been and the E/A was no where in sight.

JAMES S. BOLAS
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