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396TH FIGHTER SQUADRON
APO #141, U. S. Army

25 December 1944

COMBAT REPORT

A. Aerial Combat.

B. 25 December 1944

C. 396th Fighter Squadron, 368th Fighter Group.

D. 1045 hours.

E. Koblenz Area.

F. CAVU

G. FW-190's

H. 2 - FW-190's destroyed.

I. Narrative:

I was leading Serum Squadron on an armed reconnaissance flying northwest towards Koblenz, Germany. We were flying at 14,000 ft. and saw about 35 fighters attacking a box of B-26's at about 2 o'clock to us. The bombers were about 12,000 ft. and the E/A were attacking from about 20,000 ft. We immediately turned into them as they were diving down on the bombers. The first waves of fighters went through the bombers and I saw several bombers go down in flames. I turned into the last wave as they were coming down and they turned into me without going through the bombers. I turned onto the last man in the wave who had gotten below the others and seemed to lose a great amount of speed pulling back up. I closed to about 300 yds and gave him a short burst observing a few strikes. I started to close on him and he broke to the right. I had a great many strikes on both wings and he started to go straight down. I over shot him when he went down and I rolled over on my back and started to go down after him but when I rolled over I saw two large pieces fall off him and he was smoking badly and out of control, so I did not follow. I claim 1 FW-190 destroyed.

I then saw two E/A to the east and above me and my wingman and I started climbing over to attack them. They turned into us and made a head on pass and zoomed up again. They kept making these diving head on passes and zooming up again, trying to develop the fight into a vertical plane. I kept in a climbing turn to the left and did not follow them down when they dove down below me on their firing passes. As they climbed up for their last pass they turned and started making passes from the right. I had no water injection at any time during the fight and was unable to keep with them when they zoomed. I took several short bursts at them on these head on passes. Finally they lost their speed advantage and began a turn. I was pulling up on the number two man and they both flicked over in a half roll. We followed them down and they split on the way down and the number two man started to pull up. I closed to about 150 yds of him and gave him a short burst and saw strikes on his right wing. I was just ready to shoot again when the pilot bailed out. I claim this FW-190 also destroyed.

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They were attacking the bombers from six o'clock, diving at about sixty degrees, leveling out slightly and making a firing pass at the bombers. When we attacked them they seemed quite aggressive and willing to fight. In the fight with the second two aircraft we were to the east of the main fight and the only airplane around were the two E/A, my wingman and myself. They were very aggressive and we made seven or eight head on passes. We were fighting them for ten to fifteen minutes, and they showed no desire to quit fighting until shot down. They were very good pilots and used their planes to the best advantages, diving and zooming at us.

1 Combat film exists.

2 Combat film forwarded to Hqs. XIX TAC on 10th January 1945.

JOHN W. BAER,
Capt., Air Corps.

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[illegible]

396TH FIGHTER SQUADRON
APO # 141, U. S. ARMY

28 December 1944

SUPPORTING STATEMENT

A. Aerial Combat

B. 28 December 1944

C. 396th Fighter Squadron, 366th Fighter Group.

D. 1045 hours.

E. Koblenz area.

F. 5,000.

G. FW-190's

H. Confirming Capt. John W. Baer's claim of two FW-190's destroyed.

I. Narrative:

I was flying #2 in the lead flight on Capt. John W. Baer's wing. We sighted 50 plus FW-190's making passes on a group of B-26's. After climbing to about 14,000 ft. to position ourselves, we bounced one flight of 4 ships while they were making a pass. The four ships split into two groups, and Capt. Baer and myself followed two of the FW-190's. Capt. Baer got a long stern shot on one ship, and the plane caught fire and split-essed. We then started to climb and were bounced by two FW-190's head-on. A 10 minute dog fight followed. Then the FW-190's split-essed and the two separated. We pulled up on one of the ships, and Capt. Baer started getting many strikes on the E/A. When the enemy aircraft had levelled out after the split-ess, the pilot rolled the ship over and bailed out.

RICHARD T. SCHNEIDER,
2nd Lt., Air Corps.

[illegible]

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[illegible]

4

[illegible]

[illegible]

. [illegible]

. [illegible], [illegible]

. [illegible]

. [illegible]

. [illegible]

. [illegible]-1[illegible]

. 1[illegible]-[illegible]

. [illegible]:

[illegible] two [illegible] /A [illegible] /A [illegible] /A [illegible] /A [illegible] /A [illegible] knocked off [illegible] /A. [illegible] /A [illegible].

1. No combat [illegible].

Meredith W. Dewing
[illegible] W. [illegible],
Capt., Air Corps.

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[illegible]

[illegible]

A. [illegible]

B. [illegible]

C. [illegible] Wing ver Group

D. [illegible]

E. [illegible]

F. [illegible]

G. [illegible]

H. [illegible]

I. [illegible] - [illegible]

J. Narrative:
[illegible] Army, [illegible] leader [illegible] turned [illegible] on the tail of two PW-12[illegible] [illegible] for [illegible] bombers. [illegible] see or form [illegible] four [illegible] close [illegible] very [illegible]. Capt. [illegible] put a small burst in [illegible] close [illegible] /A [illegible] set [illegible] fire, pieces fell off [illegible]. A [illegible] the Capt. [illegible] calling on [illegible] telling [illegible] was one and [illegible] broke off [illegible] attack. [illegible] verify Capt. [illegible]'s claim of one PW-12[illegible] damaged.

[illegible],
[illegible], Air Corps.

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Combat Report of 1st Lt. [illegible] Tullis continued.

[illegible] I did not follow him down [illegible] A/A. [illegible] this [illegible]
[illegible] 500 [illegible] about 10°. [illegible]

[illegible]

1. [illegible]

2. [illegible] 10 January 194[illegible].

[illegible]
[illegible], Air Corps.

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[illegible]

[illegible]

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. Comments:

[illegible]

[illegible]
[illegible], Air Force.

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[illegible]
A.C. [illegible] 141, [illegible] Army

[illegible] December 1941

[illegible]

A. Aerial combat

B. 14 December 1941

C. 38th [illegible] Squadron, 8th Fighter Group

D. 1145 hours

E. Rangoon area

F. CAMM

G. P.-40C

H. 1 - P.-40C was [illegible]

I. Narrative:

[illegible] flight no. [illegible] in Burma [illegible] flight [illegible] was called in [illegible] 1100 o'clock. [illegible] bogeys [illegible] enemy bombers (P-40's) [illegible] a little closer. [illegible] the same time, one of the flights in [illegible] spotted a large flight of enemy fighters [illegible] about [illegible] o'clock to the bombers [illegible] about 6-7,000 [illegible] above them. The P/A were [illegible] a part of the flight of 4 to 6 and were [illegible] at the P-40's. They were really clobbering the bombers [illegible] but we were not [illegible] part flight to save the bombers [illegible].

[illegible] position [illegible] on the P/A. They seemed to be [illegible] unaware of us until we fired [illegible]. [illegible] number of P/A to be [illegible] of 40, [illegible] of which [illegible] bombers [illegible] from behind [illegible] to split up into [illegible] of [illegible] long [illegible] war [illegible] Army, [illegible] Air [illegible] tail of the P-40C's [illegible] bombers. [illegible] S on 4,000 [illegible]. [illegible] P/A [illegible] P/A [illegible] P-40's [illegible] 10 o'clock. [illegible]

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[illegible]

1. [illegible]

2. [illegible]

[illegible]

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[illegible]

[illegible]

1. [illegible]

[illegible]

[illegible]

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[illegible]
APO 141, U. S. Army

[illegible] December 1944

[illegible]

A. Aerial Combat

B. [illegible]4 December 1944

C. [illegible] Squadron [illegible] Fighter Group

D. 1041 hours

E. Koblenz area

F. CAVU

G. FW-190

H. Confirming Lt. William [illegible]. Dixon's claim

I. Narrative:
[illegible] was flying No. 3 position in Sabre Yellow flight when we attacked about [illegible] E/A, who were attacking a flight of [illegible]. [illegible] jettisoned our bombs and began climbing. We reached 14,000 ft. and then made a turn to the left and came down on the E/A. Four E/A broke off and we turned in behind them. They broke, with two going to the right and two to the left. My wingman, Lt. Dixon, and I followed the two that broke left and closed in. My wingman closed to approximately [illegible] yards and began firing. Pieces of the E/A came [illegible] off and the pilot jettisoned his canopy and bailed out. [illegible] started to fire just as the enemy pilot bailed out, my film should confirm this.

[illegible],
2nd Lt., Air Corps.

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368TH FIGHTER SQUADRON
APO # 141, U. S. ARMY

23 December 1944

COMBAT REPORT

A. Aerial Combat

B. 23 December 1944

C. 368th Fighter Squadron, 368th Fighter Group.

D. 1045 hours.

E. Koblenz area.

F. CAVU

G. FW-190's

H. 1 FW-190 destroyed.

I. Narrative:

I was flying No. 2 in Serum White Flight, we were going east toward Koblenz when we saw 20 plus bandits attack about 3 boxes of B-26's at about 10,000 feet. Immediately we started to attack the E/A by diving from about 14,000 feet and a big dog fight began at about 10,000 ft.

In the course of the fight a FW-190 started to draw deflection on me so I had to break away from my leader. Soon after a P-47 got on his tail and he broke from me. I was out turning him when I saw a FW-190 on the tail of a P-47 at 8,000 ft. I drew about 20-30° deflection on him and gave him a burst as I closed in on him. I saw strikes on his belly, and flames began coming from all over his belly and the central part of his fuselage. The last I observed of the FW-190, he was falling in flames completely out of control. My last observation was made from 6,000 feet and he was down to at least 1,500 ft. The E/A was then completely enveloped in flames. I then orbited and picked up a cripple, Lt. Fox, and escorted him back to base. I claim one FW-190 destroyed.

WILLIAM D. DAMSAR,
2nd Lt., Air Corps.

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396Th FIGHTER SQUADRON
APO # 141, U. S. Army

23 December 1944

SUPPORTING STATEMENT

A. Aerial Combat

B. 23 December 1944

C. 396th Fighter Squadron, 368th Fighter Group.

D. 1045 hours.

E. Koblenz area.

F. CAVU

G. FW-190's

H. Confirming 2nd Lt. William D. Dunbar's claim.

I. Narrative:
When we engaged the E/A, I stuck with my flight leader until it was necessary to break left. I was turning in a lufberry with two E/A. A second P-47, piloted by Lt. Dunbar, drew lead on the one on my tail and got strikes on the belly. I last saw this ship going straight down in flames. Lt. Dunbar then escorted me home.

RICHARD J. FOX,
1st Lt., Air Corps.

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[illegible]
APO 141, U. S. Army

[illegible] 194[illegible]

[illegible]

A. [illegible]

B. [illegible]

C. [illegible] Squadron, [illegible] Fighter Group

D. [illegible]

E. [illegible]

F. CAVU

G. FW-190

H. One FW-190 [illegible]

I. Narrative: [illegible] 26,000 to [illegible] fighters [illegible] in [illegible] 19,000 [illegible] 4,000 [illegible] closest to [illegible] 8 o'clock. [illegible] element in [illegible] flight, closest [illegible] up [illegible] o'clock. [illegible] in to [illegible] about 300 yards [illegible] observed no hits. [illegible] to keep [illegible] o'clock [illegible] so fast [illegible] to [illegible] follow, I noticed two [illegible] without [illegible] [illegible] out.

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[illegible]
APO [illegible], U. S. Army

[illegible] December 1944

[illegible]

A. [illegible]

B. [illegible] December 1944

C. [illegible]

D. [illegible]

E. [illegible]

F. [illegible]

G. [illegible]

H. FW-190

I. Confirmed, 1st Lt. Gerald J. Grace's chute.

J. Narrative:

[illegible] FW-190's attacking [illegible] of our bombers (B-24's) our top gun turned in a [illegible] 190's [illegible] return to [illegible] on the B-24 formation. [illegible] was flying [illegible] Grace's wing. [illegible] maneuver [illegible] FW-190's tail and gave him a burst but was closing on him so fast he had to break away before he could do any harm. Coming in again on another FW-190's tail and closing at just the right speed, he gave him a short burst which I observed to hit on his canopy. This FW-190 did two violent snap rolls and began to spin before the pilot bailed out. I saw the chute open and float earthward unhelmeted.

I confirm the destruction of one FW-190 by 1st Lt. Gerald J. Grace on 20 December 1944.

[illegible] B. [illegible],
2nd Lt., A P Corps.

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible] S. [illegible]
2nd Lt., Air Corps.

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[illegible] Field, U. S. Army

[illegible]

[illegible]

1. Actual [illegible]

2. [illegible] December 1944

3. [illegible] Engineer [illegible], [illegible] Pilot [illegible]

4. 1548 hours

5. Isolong area

6. [illegible]

7. [illegible]-100

8. [illegible] and Lt. [illegible] S. [illegible] claim

9. Narrative:

Lt. [illegible], [illegible], either a bre[illegible] or a [illegible]-100 [illegible] on [illegible]. After making a 360° turn, I noticed the [illegible]-100 [illegible] broken off [illegible]. Toward [illegible] on the tail. Almost immediately [illegible] in flames and I saw [illegible] about [illegible] [illegible] [illegible]. Plane [illegible] also was in very close [illegible]. The [illegible] are terrific.

[illegible] F. [illegible],
1st Lt., Air Corps.

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396TH FIGHTER SQUADRON
APO # 141, U. S. Army

23 December 1944

SUPPORTING STATEMENT FOR 2ND LT. JOSEPH S. BUSENBARK, MISSING IN ACTION

A. Aerial Combat.

B. 23 December 1944

C. 396th Fighter Squadron, 366th Fighter Group.

D. 1045 hours.

E. Koblenz area.

F. CAVU

G. FW-190

H. Confirming 2nd Lt. Joseph S. Busenbark's claim.

I. Narrative:

I was flying #3 in Serum Black Flight when we sighted bandits attacking P-26's. We jettisoned bombs and tanks and started a climbing turn into them and as we bounced the E/A from above and behind at 12,000 ft. they evaded with a steep diving spiral to the right and I fell in on Lt. Busenbarks' wing as he closed on an FW-190. We were at about 2,000 ft. when he managed to pull dead astern and get in a beautiful burst from 200-300 yds. I observed strikes from tail to spinner and a large object which I believe was the pilot, left the E/A, which then half-rolled and went straight in. I saw no chute. I was on Lt. Busenbark's wing throughout the encounter and positively state that he destroyed this FW-190. He was forced to belly in a few minutes later in enemy territory because of engine trouble, and he called me on the R/T and said, as least he had got one first.

JOHN W. STRICKLAND,
1st Lt., Air Corps.

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396th FIGHTER SQUADRON
APO # 141, U. S. Army

23 December 1944

SUPPORTING STATEMENT

A. Aerial Combat.

B. 23 December 1944.

C. 396th Fighter Squadron, 368th Fighter Group.

D. 1045 hours.

E. Koblenz area.

F. CAVU.

G. FW-190

H. Confirming 2nd Lt. Joseph S. Busenbark's claim.

I. Narrative:

I heard Lt. Busenbark call on the R/T and say, "Hey Strick, I got one of those bastards. Can't keep my altitude and it looks like I've got to belly it in.

MEREDITH W. HENRY,
Capt., Air Corps.

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396TH FIGHTER SQUADRON
APO # 141, U. S. ARMY

25 December 1944

SUPPORTING STATEMENT

A. Aerial Combat

B. 25 December 1944

C. 396th Fighter Squadron, 36th Fighter Group.

D. 1045 hours.

E. Koblenz area.

F. CAVU

G. FW-190

H. Confirming 2nd Lt. Joseph S. Busenbark's claim of 1 FW-190 destroyed.

I. Narrative:
I received Lt. Busenbark's transmission and he definitely stated that he knocked down an E/A.

JOHN W. BAR.,
Capt., Air Corps.

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