

CONFIDENTIAL

- A. Actual Combat
- B. 17 December 1941
- C. 36th Fighter Squadron, 36th Fighter Group.
- D. 10:45 hours.
- E. Schonberg.
- F. 10/10ths at 8-10,000 feet. Visibility unlimited.
- G. PW-150.
- H. 1 PW-150 destroyed.
- I. 1400 pounds.

J. Narrative:

I was leading Serum Yellow flight when approximately 20 W/A entered our area in the vicinity of Schonberg (P-3000), as we were pulling out of a dive bombing run. The E/A which were now identified as PW-150's attacked our top cover flight as we gained altitude to enter the fight. My flight attacked a few seconds later. The E/A were diving through the fight and hitting the deck, others were mixing it up while some stayed on top. I closed on one E/A at 5000 ft. from 30° to dead astern. The E/A then pulled up skidding and chopped his throttle. I chopped my throttle back and skidded out to his side then closed back astern about 40 yards behind him. We were then at approximately 7000 feet. He then rolled over on his back and stayed in this position for about 3 seconds. He pulled through into a steep split S and hit the deck. I followed him for 3 or 4 minutes, staying at about 150 yds dead astern of the E/A, giving him short bursts and getting good strikes and knocking off small pieces. His evasive action then consisted of shallow sliding turns and getting down in small canyons right on the deck. He stopped skidding as he pulled up over a small hill and it was then I gave him a good burst that stayed right on him knocking off more pieces. The E/A then nosed down and crashed in flames without the pilot bailing out. I claim this PW-150 destroyed.

Throughout the whole course of the above combat, my wing man, 2nd Lt. Gerold H. Breuer, held a perfect position, covering me at all times.

Alfred E. Benton
ALFRED E. BENTON,
Captain, Air Corps.

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396TH FIGHTER SQUADRON
APO # 595, U. S. Army

17 December 1944

- A. Aerial Combat
- B. 17 December 1944
- C. 396th Fighter Squadron, 368th Fighter Group.
- D. 1335 hours.
- E. Schonberg Area.
- F. 10/10ths at 9-12,000 ft. Visibility unlimited.
- G. E/A - FW-190's
- H. 2 - FW-190's destroyed. 1 - FW-190 damaged.

I. Narrative:

At 1330 Yellow flight had completed their dive bombing run on Schonberg and upon reaching the height of their pull out, Capt. Benton leading Yellow flight, reported twenty plus FW-190's coming down on us at 3 o'clock from him. I jettisoned my bombs and turned into the attack. While climbing up to engage them, two FW-190's came past my right wing and I turned after them. The lead ship pulled sharply up and I followed him thru a loop. At the bottom of the loop he began to do rolls and I rolled with him. He again pulled sharply up and then split S'ed to the deck. Upon pulling out of his split-S I caught him in my sights properly and fired at him. A good concentration of hits were observed all over the canopy, wing roots and engine cowling. Pieces flew off, and he caught fire. He leveled off and I gave him another burst, at which time he rolled over on his back and went straight in making a large explosion. This pilot was experienced and put up a very good fight. The pilot did not bail out and I claim this FW-190 destroyed.

Upon pulling up to about 6000 ft, a FW-190 passed by my left wing and I turned right onto his tail. His evasive action was meagre and he flew like an inexperienced pilot. We were in a vertical turn to the left and I commenced firing. I observed several hits, and then heard much cannon fire under the exposed side of my belly. I saw tracers coming from underneath my belly past my left wing. Someone told me to break at the same time, and I broke violently up, losing sight of both enemy aircraft. I claim this FW-190 damaged.

I climbed up to 8000 ft, and observed two P-47's shooting at a FW-190. As the FW-190 split S'ed away and left the P-47's behind, I slid onto the 190's tail and followed him thru a few diving turns. He leveled out, and then dove down again. I fired several bursts and observed a few strikes on the canopy. I followed him all the way to the deck and he did not bail out or pull out of his dive, eventually going straight in and exploding. I claim this FW-190 destroyed.

1. Combat film exists.
2. Combat film forwarded to Hq. IX Tactical Air Command on 18 December 1944.

Frank S. Kerchner
FRANK S. KERCHNER,
1st Lt., Air Corps.

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396TH FIGHTER SQUADRON
APO # 595, U. S. ARMY

17 December 1944

SUPPORTING STATEMENT

- A. Aerial combat.
- B. 17 December 1944.
- C. 396th Fighter Squadron, 368th Fighter Group.
- D. 1335 hours.
- E. Schonberg Area.
- F. 10/10ths at 9-12,000 ft. Visibility unlimited.
- G. E/A - FW-190's.
- H. Confirming 1st Lt. Frank S. Kerchner's claim of 1st FW-190.
- I. Narrative:

I was flying No. 4 position in Yellow Flight on Lt. Hansen's wing. We were about 4,000 ft. when we saw a FW-190 at 11 o'clock to us, coming down from above. We were planning to intercept the FW-190 in his dive when we saw Lt. Frank S. Kerchner behind the enemy aircraft. Lt. Kerchner was getting many strikes on the 190 as the two aircraft dove past us, we followed in the dive. The enemy aircraft failed to pull out and exploded upon contact with the ground. The pilot never left the aircraft.

Richard T. Schindling
RICHARD T. SCHINDLING,
2nd Lt., Air Corps.

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396th FIGHTER SQUADRON
APO #595, U.S. Army.

17 December 1944.

SUPPORTING STATEMENT

- A. Aerial Combat.
- B. 17 December 1944.
- C. 396th Fighter Squadron, 368th Fighter Group.
- D. 1335 hours.
- E. Schonberg Area.
- F. 10/10ths at 9-12,000 ft. Visibility unlimited.
- G. E/A - FW-190
- H. Confirming 1st Lt. Frank S. Kerchner's claim of second FW-190.

I. Narrative:

I was flying No. 3 position in Serum Yellow flight and observed two P-47's chasing one FW-190. The first P-47 broke away from the E/A, and the other P-47, flown by Lt. Kerchner No. 3 man in Red flight, began firing his guns. I saw strikes on the wing and fuselage of the 190 as it made a shallow turn to the right. Lt. Kerchner followed it down into a steep dive, still firing his guns until the E/A hit the ground and exploded.

Leslie G. Hansen
LESLIE G. HANSEN,
2nd Lt., Air Corps.

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396TH FIGHTER SQUADRON
APO # 595, U. S. Army

17 December 1944

COMBAT REPORT

- A. Aerial Combat.
- B. 17 December 1944.
- C. 396th Fighter Squadron, 368th Fighter Group.
- D. 1335 hours.
- E. Schonberg area.
- F. 10/10ths at 9-12,000 ft. Visibility unlimited.
- G. E/A - FW-190.
- H. 1 - FW-190 destroyed.
- I. Narrative;

I was leading Serum Blue Flight when we were attacked by approximately 20 E/A. We were in an orbit getting ready to dive bomb when my element leader called in FW-190's attacking. I immediately turned toward the E/A, climbing with my #2 man directly behind. I got a good position with altitude superiority and started to dive upon 2 FW-190's that came out of a thin scud up above when 5 more came down from the same spot. One of these 3 FW-190's broke towards me the others continued a dive through the fight below. I picked up this single E/A and chased him a few miles south. He then split S'ed for the deck heading east. I followed gaining slowly and just before the E/A got to the deck a stream of white and grayish smoke poured from him, but I hadn't fired. The E/A must have had an emergency power boost system. I closed to 500 yds gaining very slowly so I gave the E/A a short burst, seeing my hits on the ground and low, I then gave him more lead and a long burst. I saw hits on the forward fuselage & wings. The E/A rocked side to side and seemed to shudder, immediately the E/A pulled up hard and his canopy blew off. I followed him straight up shooting with no hits observed. My speed was getting slow, and as I started to roll out I saw the enemy pilot bail out, his chute opening. I claim one FW-190 destroyed. My wing man did an excellent job staying in a good position with me at all times, and I was going balls out from the start of the attack.

1. Combat film exists.
2. Combat film forwarded to Hq. IX Tactical Air Command on 18 December 1944.

GEORGE R. DAVIS,
1st Lt., Air Corps.

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396TH FIGHTER SQUADRON
APO # 595, U. S. Army

17 December 1944

SUPPORTING STATEMENT

- A. Aerial combat.
- B. 17 December 1944
- C. 396th Fighter Squadron, 368th Fighter Group.
- D. 1335 hours.
- E. Schonberg Area.
- F. 10/10ths at 9-12,000 ft. Visibility unlimited.
- G. E/A - FW-190.
- H. Confirming 1st Lt. George R. Davis' claim.
- I. Narrative;

I was flying #2 position in Serum Blue Flight on Lt. Davis' wing when we got into the fight. I stuck with him throughout the whole combat and saw pieces fly off the FW-190 when Lt. Davis fired at him. The E/A pulled up and the canopy flew off and soon after saw the enemy pilot with his chute opened. I confirm this FW-190 destroyed for Lt. Davis.

Harold D. Barrett
HAROLD D. BARRETT,
2nd Lt., Air Corps

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396TH FIGHTER SQUADRON

APO # 595, U. S. Army

17 December 1944

COMBAT REPORT

- A. Aerial Combat.
- B. 17 December 1944
- C. 396th Fighter Squadron, 368th Fighter Group.
- D. 1335 hours.
- E. Schonberg Area.
- F. 10/10ths at 9-12,000 ft. Visibility unlimited.
- G. E/A - FW-190.
- H. 1 - FW-190 destroyed, and 1 FW-190 damaged.

I. Narrative:

I was flying number 3 in Serum Blue Flight. We were circling Schonberg at 8000 ft. in a left orbit when my wingman, Lt. Pace, called in 4 FW-190's attacking from 7 o'clock at about 500 yds in a slight diving turn. I called and told him to jettison his belly tank and rockets, break into the attack and climb for altitude because there were about 10 plus E/A flying top cover at about 11,000 feet for the attacking E/A. I broke into the 4 E/A and fired my rockets in the general direction of the attacking E/A and fired my guns at the closest E/A at about 200 yds and observed strikes. This A/C hit the deck and I didn't see him pull back up because I saw an E/A diving at my wingman and I broke into the A/C. I claim the above E/A which I fired on as damaged.

When I broke into the E/A attacking my wingman I lost sight of Lt. Pace. The next time I saw Lt. Pace's plane, he was in a 40° dive at about 6000 ft. and was not on fire. I couldn't keep him in sight because 1 E/A was attacking me from about 8 o'clock and I broke into him. This E/A broke away and headed for the deck. I never did see my wingman again, but I saw where a plane had crashed and exploded approximately in the position that Lt. Pace's plane was heading in the dive. I started to climb for altitude, at about 7000 ft. when I saw a FW-190 climbing in front of me at about 300 yds at 7500 ft. I closed in to about 200 yds at about 50° but I couldn't get enough lead on him to shoot because the nose of my A/C blanked him out. I did pull through him and fired at about 50° at 8500 ft. at about 150 yds. I then saw him smoking so I pulled through him again and fired a long burst. I had no time to observe results this time because a FW-190 was closing in on me from 7 o'clock at about 300 yds firing and I had to break. I claim the FW-190 destroyed since all other destroyed E/A were accounted for in this fight and Capt. Benton, Serum Yellow leader, saw a FW-190 coming down in flames from the vicinity where I had been fighting, and at the same time.

1. Combat film exists.
2. Combat film forwarded to Hq. IX Tactical Air Command on 18 December 1944.

Boyd E. Johnson
BOYD E. JOHNSON,
2nd Lt., Air Corps

CONFIDENTIAL

FROM: T. H. B. P. A.
AFSC 44, U. S. Army

17 December 1944

SUBJECT: THE ...

- A. Aerial Bombard.
- B. 17 December 1944.
- C. 88th Lighter Squadron, 88th Lighter Group.
- D. 1944 hours.
- E. Schenberg.
- F. 10/10000 at 3-12,000 feet. Visibility unlimited.
- G. E/A - PW-100.
- H. Confirming and Lt. Boyd H. Johnson's claim.

I. Narrative:

I was leading 30th Yellow Light 17 Dec. 1944 and participated in the same aerial attack as Lt. Johnson. I will now state the last to enter the fight, and as I was climbing up on a PW-100 I saw a PW-100 in flames come diving out of the top of the fight with nobody on his tail, and out of the area where blue flight was fighting. I last saw this PW-100 at around 3,000 feet burning furiously and in the same attitude. Our squadron was in the fight along, and due to the fact that all E/A were accounted for at this time, I believe it was destroyed by Lt. Johnson. All other PW-100 destroyed in this fight were either on the deck or were followed down to the crash.

ALAN ...
Captain, Air Corps.

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596TH FIGHTER SQUADRON
APO #595, U. S. Army

17 December 1944

COMBAT REPORT

- A. Aerial combat.
- B. 17 December 1944.
- C. 396th Fighter Squadron, 368th Fighter Group.
- D. 1335 hours.
- E. Schonberg Area.
- F. 10/10ths at 9-12,000 ft. Visibility unlimited.
- G. E/A - FW-190
- H. 1 - FW-190 damaged.

I. Narrative:

I was flying No. 3 leading the element in Yellow flight. About 1335 hours Yellow flight had finished dive bombing and were reaching the height of the pull out, when Capt. Benton, leading Yellow flight, reported 20 plus FW-190's coming down on us at 3 o'clock. I dropped my remaining bomb and belly tank and began a climbing turn to the left. I had reached about 8,000 ft. when a FW-190 passed about 2000 ft. under me. I rolled over on my back and came down on him. I fired a burst before starting my pull out. I lost contact with the enemy aircraft after the pull out, and began a climbing turn to the left. Lt. Kerchner observed strikes on the FW-190 which I was firing at. I claim a damaged FW-190.

1. Combat film exists.

2. Combat film forwarded to Hq. IX Tactical Air Command on 18 December 1944.

Leslie G. Hansen
LESLIE G. HANSEN,
2nd Lt., Air Corps.

CONFIDENTIAL

396TH FIGHTER SQUADRON
APO # 595, U. S. Army

18 December 1944

COMBAT REPORT

- A. Aerial combat.
- B. 18 December 1944.
- C. 396th Fighter Squadron, 368th Fighter Group.
- D. 1115 hours.
- E. Duren-Zulpich area
- F. 10/10ths at 15,000 feet. Visibility unlimited.
- G. E/A - Me-109's
- H. 2 - Me-109's destroyed. 1 - Me-109 damaged.

I. Narrative:

I was leading Serum Squadron on a dive-bombing mission. While looking for targets of opportunity in the area East of Duren, I spotted much rolling stock, all stopped on the double track railroad moving southwest out of Euskirchen, Germany. I told the squadron we would bomb some cars and a small marshalling yards just as I was preparing to start my run, Sweepstakes called in bandits fifteen miles northeast of us. We continued our bombing getting excellent results and starting fires that were still burning late in the afternoon. As the last of the squadron was pulling off the bombing run Sweepstakes called in the bandits eight miles NE of us. I saw them at this time, called them in to the squadron and started climbing due west. When we were at about eight thousand ft. and the E/A at about six or seven thousand, they apparently saw us and started to climb. I started turning to the right and the E/A also started a turn to the right. They were getting almost above my last flight so I called them in to the low flight and turned straight into them. They had outclimbed us and were slightly above us at this time, just on the bottom of the overcast at 15,000 ft.

Three of the E/A Me-109's flying in string passed me just off to my left and I turned onto the tail of the third plane and from three or four hundred yards gave him a short burst at about fifteen degrees deflection getting no strikes. I pulled a little more lead and gave him another short burst. I saw many strikes hit the root of the left wing and in the cockpit. He began to smoke badly and glycol began to leak from his right radiator. He nosed down and started to roll over on his back and then burst into flames, continuing to go straight down out of control. The pilot had apparently been hit as he made no attempt to get out. I claim one Me-109 destroyed.

I then pulled up on the number two man who, with his leader, was going up into the overcast. Just before he disappeared in the clouds I gave him a short burst. I under led him and observed two or three strikes on his tail I claim one Me-109 damaged.

I dropped down below the overcast again and saw a FW-190 out ahead. As I swung in on his tail he started pulling up into the overcast, and although I gave a short burst he disappeared. I did not observe any strikes.

I came back below the overcast and picked up two Me-109's below me and to my left. I got on the tail of the second one and at about three or four hundred yards gave him

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- 1. [Illegible]
- 2. [Illegible]
- 3. [Illegible]
- 4. [Illegible]
- 5. [Illegible]
- 6. [Illegible]
- 7. [Illegible]

8. [Illegible]

9. [Illegible]

10. [Illegible]

Robert R. Wagner
[Illegible]
[Illegible]

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CONFIDENTIAL
U. S. AIR FORCE
WASHINGTON, D. C. 20330

14 December 1964

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1. Action Report.
2. 14 December 1964.
3. Capt. Walter S.
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1. Narrative:
I was flying
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observed
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David J. Boss
DAVID J. BOSS,
UNIT

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U. S. AIR FORCE

18 December 1944

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- A. Aerial Combat.
- B. 18 Dec 1944.
- C. Eastern Mt. Vernon region, 20000 ft high area.
- D. 1115 hours.
- E. Buchenwald area.
- F. 10/10000 at 18,000 feet. Visibility 10/10000.
- G. 1 - P-100.
- H. 1 - P-100 probably downed.

I. Narrative:
 I was flying No. 2 position to Captain John W. Mack, wing leader. When he attacked a formation of 12 P-100s and 12 P-100s I initially saw my leader destroy two P-100s and he was leading for some time until when I came in a circle at 12 o'clock. My leader started after him and I was going to follow when a P-100 came down out of the clouds. It was parallel with me at approximately 12,000 feet so I dropped my carbolic and got on his tail. He started climbing into the clouds and I lost him in my sights as I closed a bit and began to smoke very badly then I lost him in the clouds. I came down out of the clouds and returned to my flight leader.

- 1. Combat film exists.
- 2. Combat film forwarded to 1st. The local Air Command on 20 Dec. 1944.

Walter D. Stewart
 WALTER D. STEWART,
 2nd Lt., Air Corps.

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1. ...
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10. ...

... the following ...

1. ...
2. ...

Robert J. ...

MEMORANDUM

OFFICE OF THE AIR LIAISON OFFICER
808th Fighter Group

0012:398: Air Support Mission Log - 30 Nov. 8 Dec 44

TO : Op 00; Op S-; Op S-3; 398 S-; 399 S-; 397 S-;

See out below, for your information, is a copy of the Air Support Mission Log for this group's support of the 1st Inf. Div. on 30 Nov.

/s/ WILLIAM H. DAVIS,
Major, Inf.,
A.S.G.

REFERENCE

30 Nov 44 AIR SUPPORT MISSION LOG Div OP at: -908388

TIME	LOC	REMARKS	RESULTS
0012:398:	Nonzandorf:	Considerable movement in center of town. Franchon strafed between Nonzandorf and Weil. Casualty from strafing, tip Gerichsweller. Spotted arty posns & strafed. Arty: Squad leader stop as it after fire seen landing in Weil. A couple of bursts.	Good PA of rpt all bombs landed on target. 20th of rpt killed enemy from strafing.
* * * * *			
1303:398:	Nonzandorf:	Several direct hits on what appears to be gun posns in Weiler. Several town & street fires. Some activity noted in Weiler town. Came back to Weiler where enemy column rptd. Column located, bombed and strafed. -- saw 3 vehicles pulling guns.	No ground observation on target. Good PA rptd enemy column at Weiler. 20th of rptd enemy with red smoke. Target was hit.
* * * * *			

/s/ WILLIAM H. DAVIS
Major, Inf.

Murray B. Shale
Major, Inf.,
1st Lt., Air Corps,
ASG

MEMORANDUM

- A- Mission No. 141-B
30 December 1944
- B- South Fighter Squadron dispatched 15 P-47's led by Capt. Crisp.
- C- Take-off at 0950, entered A/W at 1020, F/W at 1040, left H/W at 1105
Landed at 1144.
- D- Nil
- E- 12 x 2 x 500 lb G. bombs (1/10 x 1/100) fuzing were loaded.
24 x 500 lb G. bombs on target, woods at P-128533.
Bombing results were very good. 18 hits were observed directly in
target area.
Town of Herken P-078508 was strafed and well hit by request of Booty.
- F- Light heavy, intense fairly accurate flak at base at P-12853.
Light intense fairly accurate flak at Herken P-07850.
- G- Nil
- H- Front to south of target area.

GARRETT A. POOL,
Capt., Air Corps.
S-2

CONFIDENTIAL

7

- A- Mission No. 701-B
- B- South West Squadron assigned to 47th Bomb Group, Miss.
- C- Take-off at 1215 hours, landed at 1155 hours.
- D- Nil
- E- 12-2 x 500 lb G. bombs (last x 1/40 fuzing) were loaded.
12 x 2 x 500 lb G. bombs returned to base.
- F- Nil
- G- Swept area confirmed after inspection of base. No reports of bombs or debris.
- H- 7/10th clouds. Visibility 5 miles. Bottom of clouds, 5000 feet.
Top at 8,500 feet.

W. H. ...
 ...
 ...

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Mission Number 7-11-4 Date 4 Dec 1944

3. 300 str. ... 1 ... led by Capt. ...

4. Take-off at 1403 ... at 1405

... at 1413 ... at 1407

5. 111

- 1. 1 x 500 lb. M bombs (Inst. x 1/40 using over loaded).
- 24 x 500 lb. M bombs on target at ...

Bombing results were generally very poor. Direct hits were observed on West factory and ... East factory had small fire and one end was unoperated. ... was operating at the time.

6. ... , intense , fairly accurate flak ... Heavy, wet , inaccurate flak ...

7. Tactical observations were: ... fire ... in ... at ... 1-1.450 ... but overcast prevented bombing. ... of ... and visually ... factories.

8. ... clouds: ... visibility ... clouds. Top at 1,000 ft.

9. ... : ... suggested radio bombing, but large ...

...
...
...

CONFIDENTIAL

- A. Mission Number: T 21-4 Date: 5 Dec. 1944
- B. 308th Tr. Sq. Dispatch: 13 -47's 1st Lt. Capt. [Name]
- C. Take-off at 0800 [Location] [Time] at 0800
Landed at 1300 [Location] at 1300
- D. MI
1. 12 x 2 x 500 lb. of bombs (inst. x 1/40 fusing) were loaded.
24 x 500 lb. of bombs on target at 9/1 at 0800.
- Bombing results were excellent.
First 4 hits were observed squarely on 1/1.
2. Light and heavy, intense, fairly accurate flak at 1100.
Light, moderate, fairly accurate flak at 0800.
3. Tactical observations were:
First target that enemy called in was covered with cloud.
He moved with 2 bursts of red on target which blew him out.
There bombed immediate vicinity. Remaining target at 1100
was too hot so inevitable success for flak.
4. Cloud layers at 1,000 to 2,000; 3,000 to 4,000; 10,000 to 14,000.
Visibility - 10 miles.

W. H. [Name],
Capt., Air Corps,
[Signature]

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- A. Mission number: 7-1-3 Date: 6-Mar. 1944
- B. 100th Tr. Sq. dispatched 14-1775 led by Capt. [unclear]
- C. Take-off at 1431 [unclear] / at 1436
Landed at 1447 [unclear] / at 1451
- D. 111
- E. 12 x 500 lb. G. bombs (inst. x 1/40 fusing) were loaded.
34 x 500 lb. W. bombs on target at Niederrhein. -10000,
given to squadron by staff club controller.

Bombing results were generally very good.
Some hits were observed on eastern side of town and all the rest
were put right into the town.
Section of town was straddled by one flight between -070400
and -080407.

- F. Sight, intense, widely accurate attack at -080407
Heavy, weak, widely accurate attack at -080409.
- G. Tactical observations were:
Friendly vehicles approaching Jülich. -080400 along main high-
way. Numbers of cars of Saar River seem to be concentrated close to
the town.
- H. 15/100ths tempo-cumulus clouds over the town at 1430.
Bottom at 4,000 ft. Top at 10,000 ft.
Visibility - good, below haze below.

Notes:
Capt. [unclear] asked sq. to bomb west side of Niederrhein when sq. was
asked by [unclear] to contact Gardelub. [unclear] then contacted sq. again
to give them the starting target.

W. A. B. [unclear],
1st Lt., Air Corps,
Post 2-2.

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- A- Mission No. 101-8
- B- 1st Lt. [unclear] dia. [unclear] 10-40 by [unclear] [unclear].
- C- Two-off [unclear] [unclear] 10/1 at 1800, [unclear] [unclear] [unclear] [unclear] at 1810, [unclear] at 1840 [unclear].
- D- Nil
- E- 18 x 100 lb GP bombs (2/10 x 1/40 fuzing) were loaded.
24 x 50 lb H bombs x target at Puchirouen 1-3425.
Bombing results were excellent. All hits were observed in center of town north of [unclear] circle formed around [unclear] [unclear].
- F- Heavy noise to fairly accurate [unclear] at 1-3425
- G- Unsuccessful [unclear] [unclear] [unclear] [unclear] [unclear] [unclear].
- H- 10 VU.

Note: Deepstake turned over to Parasite (who was challenged) who switched them to Parasite 1. They were vectored to and bombed the location with amazing results.

WILLIAM H. [unclear],
Capt., Air Corps,
1-2

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A. Mission number 41-1, Date 17 Dec. 1944

B. Unit: 5th Sq. Disp. 1st -47's led by Capt. [unclear]

C. Take-off at 1:01 [unclear] / at 1:45
Landed at 1:43 [unclear] / at 2:15

D. 3 P-47's are damaged (Capt. [unclear], 1st) by flak at [unclear].

- 10 x 500 lb. bombs (1/10 x 1/100 fuzing) were lost.
- 1 x 500 lb. bomb (Mark I) were loaded.
- 10 x 500 lb. bombs on target given to Lt. [unclear].
- 1 x 500 lb. bomb jettisoned at 11:55.
- 8 x [unclear] rockets returned to base because [unclear] in the vicinity.

bombing results were generally good.
All hits were observed in the town.
1 light gun was straddled and destroyed at vic of [unclear].

- F. heavy, moderate, accurate flak at [unclear].
- light, moderate, accurate flak at [unclear].

G. actual observations were:
friendly tanks seen between Langewehe and [unclear].
the gun straddled was set between two haystacks.

H. 2/100's strato-cumulus clouds; visibility - good.
bottom at 8,000 ft. top at 8,500 ft.
solid overcast to south of target area.

NOTES:
Instand was contacted, who told squadron to go. Instand was not being able to contact Instand 3, Instand gave squadron the rest part of [unclear] of [unclear] as a target. [unclear] didn't have any [unclear] for sq adron. Due to the airplanes damaged by flak, squadron leader thought it best to return to base.

[unclear]
1st Lt., Air Corps,
[unclear]

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1. Serial Number: 101-
2. Date: 1/1/57
3. Location: 1-57
4. Time: 1:57
5. Status: 1-57

6. Bomb: (1/1 x 1/1) ...
7. Bomb: (1/1 x 1/1) ...
8. Bomb: (1/1 x 1/1) ...

9. Bomb: (1/1 x 1/1) ...
10. Bomb: (1/1 x 1/1) ...

11. Bomb: (1/1 x 1/1) ...
12. Bomb: (1/1 x 1/1) ...
13. Bomb: (1/1 x 1/1) ...

14. Bomb: (1/1 x 1/1) ...

15. Bomb: (1/1 x 1/1) ...
16. Bomb: (1/1 x 1/1) ...
17. Bomb: (1/1 x 1/1) ...

1st Lt., Air Corps,
1st Lt. S-1.

CONFIDENTIAL

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- A- Mission No. WSL-8. Date: 18 December 1944.
- B- 99th Fighter Squadron dispatched 14 P-47s, led by Capt. Sauer.
- C- Take-off at 0915, 1007 at 1000, left 1/2 at 1015, landed at 1117.
- D- 1 P-47 damaged Cat. 1.
- E- 10 x 2 x 50 lb G bombs. 1/10 x 14 x 1/40, 6 x 1/100 fuzels were loaded.
2 x 4 x 5 inch Mk-1 rockets, were loaded.
20 x 100 lb G bombs not used at Hansen (2-1-1945).
3 x 2 inch Mk-1 rockets returned to base.
Bombing results were very good. No loss with one pull of bad smoke by foundation.
- F- Heavy smoke accurate flak at P-1100.
Light intense accurate flak at 1000 ft at P-100005.
- G- 2 friendly P-47s approached forward in area altitude at about 1015 in the vicinity of P-0004. The pass seemed hostile. Foundation called in some tanks at P-000000 but squadron could not find them. Foundation did not have the group's channel. Train seen in the vicinity of P-100000 but when the 2 rocket clips went down to investigate, it turned out to be gravel cars and was not attacked.
Foundation told squadron that bandits were working over terrain. Hiesbroch 1-097200 but when squadron investigated they saw P-47s in the area.
- H- 1-10/10ths strato cumulus clouds to cover target area.
Bottom at 1000 feet. Top at 5000 feet.
10/10ths at about 15,000 feet also to the SW.
- NOTE: Squadron contacted foundation who asked them to bomb Hansen and marked it for squadron. Squadron then flew a route to the east.

W. H. S. 110,
1st Lt., 99th FS, 8 AF, 8 AF, 8 AF,
1st Lt.

CONFIDENTIAL

CONFIDENTIAL

- A- Mission No. Y21-2 DATE: 17 December 1944.
- B- 380th Fighter Squadron dispatched 18 P-47's led by Capt. Crisp.
- C- Take-off at 1331, entered I/T at 1305, 100% at 1300, 1st E/E at 1345, Landed at 1445.
- D- 2nd Lt. Robert H. Pace in MYR. Airplane in steep dive when last seen, 1 P-47 destroyed by E/A. near Schonberg P-952834
1 P-47 Cat A engine failure.
- E- 10 x 2 x 500 lb G- bombs (1/10 x 1/40 fusing) were loaded.
2 x 4 x 5 inch AR MK-1 were loaded.
3 x 500 lb GF bombs on target at Schonberg P-952830.
12 x 500 lb GF and 2 x 5 inch AR MK-1 rockets jettisoned over target area.
Bombing results were excellent. Hits were observed on a tank and vehicle. Other hits close to a large van.

F- 18-20 E/A (P-190's) were encountered over Schonberg P-952830, at 1335 hours, bouncing squadron from about 8000 feet, while they were bombing.

STATUS:	D	ED	DK
Capt. Alfred H. Benton	1	0	0
1st Lt. Frank S. Berchner	2	0	1
1st Lt. George H. Davis	1	0	0
2nd Lt. Boyd L. Johnson	2	0	2
2nd Lt. Leslie G. Hutchings	1	0	0
TOTAL:	<u>8</u>	<u>0</u>	<u>3</u>

Light and Heavy moderate fairly accurate blast at P-0702.

G- About 50 white topped vehicles were seen on the main road between Schonberg P-952830 to P-999900 which squadron leader called in to sweepstakes. P-38's went after some of the E/A encountered at approx 1-1338. 3 chutes were seen in the area of the air battle which started over Schonberg and developed Northeastward towards Dahlen at P-185995. The E/A encountered were called in to Sweepstakes

H- GAVU over target. 10/10th above from 9000, to top at 12,000 feet.

NOTE: Squadron contacted whistdrive who gave them the target. The E/A which attacked were aggressive and seemed to be experienced pilots.

MURRAY B. PALER,
1st Lt., Air Corps,
Asst G-2

CONFIDENTIAL

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- A- Mission No. 721-5 DATE: 18 December 1944.
- B- 300th Fighter Squadron dispatched 14 P-47s led by Capt. Grisp.
- C- Take-off at 10:4, fuel 1425, left L/R at 11:30, 11:30 and 10:32.
- D- 1 P-47 damaged by bellying in at 23140.
Pilot, 1st Lt. George H. Davis is alive. It called in over A/T.
- E- 14 x 500 lb. H bombs (1 at x 1/40 fusing) were loaded.
28 x 500 lb. H bombs on board between F-710 03 and F-717030.
Bombing results were excellent. Hits were observed on and very close to the tanks. The flights strafed these after bombing. 12 tanks destroyed and the other 12 were damaged. At least 4 large fires were seen.
- F- Light and heavy, moderate, fairly accurate flak at target area.
- G- There were about 10 tanks in the target area. Many friendly vehicles were seen going down the road at 4-383100.
- H- 10/10ths stratus cumulus clouds. Visibility good.
Bottom at 9000 feet. Top at 8500 feet, with some breaks in the target area.

Notes: Since the weather was bad to the south as the squadron was on course to Popcraft, squadron leader contacted Sweetstakes who vectored them to the Haskirchen area where they looked for targets. He then took the squadron to tanks near Stavelot F-710011.

FOR AM W. STATION,
1st Lt., Air Corps,
Asst S-2

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4. Mission number 1-4
 5 October 1944
5. 390th Sq. dispatch 1-47 to 1-47 by Capt. Paer.
 1-47 aborted because of engine trouble.
6. Take-off at 0847
 landed at 1115
 interval /
 port / 1100
7. 1-47 - and Lt. Pascoe. Bombardier killed. 1-47 SC
 probably due to engine failure, no plan, no fuel by /
 1-47 is damaged by (Capt.) *caused by engine trouble*
8. 10 x 500 lb. GP bombs (1/1 x 1/1) were loaded.
 20 x 500 lb. GP bombs were jettisoned at approx 1-47
 1 x 500 lb. GP bomb was returned to base.
9. 10 plus // were encountered just west of Koblenz, on 1-47's
 at 1115 hours, at 10-12,000 ft.
 Details are as follows:
- | | | | |
|-------------------|----|---|---|
| Capt. Paer | 0 | 0 | 0 |
| Capt. Henry | 0 | 0 | 1 |
| 1st Lt. Sullivan | 0 | 0 | 0 |
| 1st Lt. Brennan | 1 | 0 | 0 |
| 1st Lt. Grace | 1 | 0 | 0 |
| 1st Lt. Stewart | 1 | 0 | 0 |
| 2nd Lt. Brindline | 1 | 0 | 0 |
| 2nd Lt. Nixon | 1 | 0 | 0 |
| 2nd Lt. Hanson | 1 | 0 | 0 |
| 2nd Lt. Lambert | 1 | 0 | 0 |
| 2nd Lt. Munerbach | 1 | 0 | 0 |
| | 10 | 0 | 1 |
- seen by 10 other pilots.
10. cavy, was, inaccurate plan vicinity of 1-47.
11. 10 plus // broke in on 1-47 formation from about 10,000 ft.
 3-47's shot down in flames. 1-47 jumped the // west of Koblenz
 at 1045.
 1-47 abandoned by Lt. Munerbach after balling in war on fire
 indicating he fired it.
12. Overcast this side of // on way out breaking up on return. Clear
 over Germany.

MURRAY B. THAMES,
 1st Lt., AG,
 Capt S-1.

CONFIDENTIAL

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- R. Mission No. 101-4 Date: 24 Decemb r 1944
- S. 386th Fighter Squadron dispatched 18 -47th led by Maj. Chisp.
- T. Take-off at 0906, W/T at 0942, left W/T at 1100, landed at 1135.
- U. Nil
- V. 10 x 5 x 500 lb GP bombs (1/10 x 1/40 fusing) were loaded.
2 x 2 x 500 lb GP bombs (1/10 x 1/40 fusing) were loaded.
21 x 500 lb GP bombs on target at vicinity of P-97773.
3 x 500 lb GP bombs returned to base.
Bombing results were generally fair. Hits were observed on one tank and some close to others. One tank destroyed, 2 others damaged.
- W. Light moderate fairly accurate flak at target.
Heavy weak inaccurate flak at P-98885.
- X. 1/Tanks attacked were camouflaged with brush. A few other tanks seen along edge of woods at approx P-988973. A P-17 seen killed in at apex K-9800, damage unknown. Scattered friendly vehicles between P-710888 and P-705850.
- Y. Ground haze. Visibility fair.

Notes: Squadron contacted RI saw who only admit lodged and didn't say anything else to squadron leader.
difficult to work because of chatter on W/T.
Pilot recommend 4 ship flights on this type mission.

MURRAY B. W. W.,
1st Lt., Air Corp's
Asst G-2

CONFIDENTIAL

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- A. Mission No. 151-4 DATE: 24 December 1944.
- B. 598th Fighter Squadron dispatched 15 P-47's led by Capt. Reed.
- C. Take-off at 1400, 1500 at 1415, left P/T at 1500, landed at 1827.
- D. 6 P-47's are damaged (Cat. A), caused by flak.
- E. 6 x 3 x 500 lb GP bombs (1/10 x 1/40 fusing) were loaded.
3 x 3 x 500 lb GP bombs (1/10 x 1/40 fusing) were loaded.
20 x 50 lb GP bombs on target at P-000093. Vehicular concentrations.
7 x 500 lb GP bombs on target at P-005887. Vehicular concentrations.
2 x 500 lb GP bombs jettisoned at P-85584.
Bombing results were good. Hits were observed close to the vehicles.
7-8 vehicles were destroyed at P-000093 and about 4 at P-005887.
There were about 7 damaged.
- F. Heavy moderate fairly accurate flak at Rocherath P-878048
- G. About 200 vehicles scattered about a radius of 1 mile from approx P-0010. Another 150 vehicles mixed P/Ts and halftracks on road between P-878888 and P-827870. This was called into Sweepstakes. Mediums were bombing the town of Malmedy.
- H. Ground haze. Visibility fair.

Notes: Squadron couldn't contact Hipsaw so contacted Booty who had no targets. Blackwall or Blank all called on D Channel asked Squadron to fly to Rocherath and recon the roads going NW out of it. This was accomplished and the concentrations of the vehicles were called in. Performing the other part of the recon toward St. Vith, they spotted the other concentration of vehicles which was called into Sweepstakes. After bombing there, they continued on briefed area recon then came home.

BERNARD B. ...
1st Lt., Air Corps,
Asst S-2

CONFIDENTIAL

A. Mission Number 51-8 30 December 1944

B. South Str. sq. dispatched 12 P-47's led by Capt. Henry.
P-47's aborted - 1 radio out, 1 re abort.

C. Take off at 0915 01 1040
Landed at 1155

D. Nil

E. 12 x 2 x 500 lb. GP bombs (1/10 & 1/40 fuelling) were loaded.
20 x 500 lb. GP bombs on 1/Y at 0900 at 4-5372.
4 x 500 lb. GP bombs were returned to base by abort.

Bombing results were very good.
18 hits were observed in 1/Y - 1 locomotive, 1 goods wagon
destroyed, roundhouse and warehouse damaged.
5 cuts on track. 2 other locomotives damaged.

F. Nil
Nil

G. Nil

H. 10/10ths strato-cumulus clouds: visibility good.
Bottom at 7,000 ft.
North section of recce area.

WALTER A. DICK,
Captain, Air Corps,
S-1.

