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SQUADRON HISTORY

STATION LIFE....."The Aero Club", The Enlisted Men's Rendezvous.

When the organization first arrived at Greenham Common, Berks, there were no immediate facilities for relaxation or entertainment for our personnel. The men were very anxious for a little diversion after "Crossing the Pond". It didn't take too long, however, for the Red Cross, with the help of our Group representative, Mr. Schenck, to organize something in conjunction with the station Red Cross women who were working here at the time we arrived. On January 15th, the lounge and library in the Aero Club were opened. They served coffee and sandwiches from the Enlisted Men's mess hall. All sat in front of the fire, talked and sang. It did help the spirits of the men.

On special evenings, the Aero Club served cakes, coffee and free snacks from the unrationed foods until the snack bar could be opened. Miss Florence Reed was the charming Red Cross representative who did all she could for the boys' entertainment. January 21st brought the first dance with most of the girls who attended the affair coming from nearby branches of the Women's Land Army. The men from the squadron eagerly attended, and thereafter made sure of trying to be present at all the affairs which the Aero Club tendered. Our own Sgt. Clarence N. Fowler, who hails from the state of Tennessee, came down to the club evenings with his guitar and entertained by singing songs, some of the lyrics and tunes being very typical of his native home state. He is always a hit with the men and girls. Sergeant Lamont F. Kutan is our squadron liaison man.

Lt. Reagan and Lt. Quinlan, the Special Service officers assigned to the Group did all they could to show the men as many movies as possible. There was always a sense of restlessness in the late afternoon of the scheduled days. "Hey, fellas, let's get to chow early tonight". "There's a movie on tonight". "We'll get good seats if we start dressing up right away." Such were the remarks showing how the men "sweated out" the shows. They were well appreciated, too.

"HOME".....Greenham Common, Berks.

We were all quartered in Nissen Huts which had stoves in them to accommodate us during the cold weather. Everyone used the coal supply wisely in order not to run short of our allotment. The meals were very good with quite a variety of food. The men had the opportunity to visit such cities as Reading, London, Oxford, Newbury and other interesting English places.

Chilbolton

When the organization moved to Chilbolton, our quarters were practically the same as they were at Greenham Common. The Nissen

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"HOME".....Chilbolton, . (cont)

Huts were of the same type. The dispersal area and the "line" were a little further from the living quarters than they were up at Greenham Common.

Special Service took care of us as soon as possible by getting as many movies as possible. They got to work on the Aero Club so that it would have a little head start for Miss Florence Reed, when she arrived.

A GLIMPSE INTO THE TRAINING..... Greenham Common, Berks.

The men were getting the preparatory work finished before we started to receive the P-47 "Thunderbolt" which were to be assigned to us. The airplanes started coming in and both the crews and pilots were very eager to get things rolling.

Captain Henry J. Mazur, one time Captain of the West Point football team in the fall of 1942, had to bail out of an airplane on February 4th due to very bad weather, snow and instrument failure. "Hank" suffered a dislocated shoulder and had to be interned at the hospital. As many of the men as could get away went to visit him during his convalescence. While still in the hospital, our U.S. Military Academy Star was transferred to Group Headquarters where he was assigned as an Assistant Operations Officer February 14th. All of us regretted to see him leave the squadron and wished him the best of luck in his new position.

On February 21st, Major Paul P. Douglas, our Squadron Commander, left the organization on Detached Service to Milfield, England, where he attended the British School of Experimental Fighter - Bombing. Our Commanding Officer was greatly impressed with the tactics he learned and the work that they were doing at this school. The Major flew up to Milfield and the five enlisted men accompanying him for the stay at the school rode up by truck February 20th. They were S/Sgt. Clarence A. Watrin, who is Major Douglas's crew chief, Sgts. Charles L. Brimmer, Leland C. Chrisman, Ernie V. Flores, and Cpl. Shady Blackwell. All returned by March 12th.

During the course, the officer students had stressed to them the basic principles of Bombing and Strafing convoys, also including Fighter - Bomber tactics against bridges, locomotives, trucks and tanks. After each mission flown, the British and American pilots got together for a critique, which Major Douglas claimed were very good for this type of training. All the practice attacks were made from different altitudes and angles of dive.

At the school were such outstanding pilots as Group Captain "Sailor" Malan, Group Captain Rankin, both of "Battle of Britain" fame and Col. Salisbury who was in charge of the American pilots.

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A GLIMPSE INTO THE TRAINING.....Greenham Common, Berks. (cont)

The Colonel had many hours of desert combat experience and low altitude flying. There was much variety among the men at ending with regard to the individual experiences.

Sgt. Watrin and the rest of the enlisted men worked on Major Douglas' Thunderbolt. He found the Royal Air Force airmen a very eager and interesting group. The British had a party in honor of the Americans when they arrived at the station, and the Americans in turn had a party for the British before they departed. Both Allies exchanged much shop talk and visited each other while performing their routine duties. Our men were treated very nicely by the British during their stay at Milfield.

Second Lieutenant Julian Loshin was assigned and joined the squadron on March 1st as our Personal Equipment Officer (oxygen), filling in the vacancy existing according to the New Table of Organization. Major Douglas, who was still on DS at Milfield, flew down to visit the squadron and had an interesting chat with the pilots as to the type of training he was receiving at the school. Four of our pilots ferried in four airplanes which were assigned to the group this date.

There was a practice mission held on March 2nd. It was led by our Group Commander, Lt. Col. Gilbert S. Meyers, 1st Lt. Meredith W. Henry, leader of Green Flight and one of his wing pilots 2nd Lt. Albert L. Larsen flew in the Colonels' flight. The mission was unsuccessful due to the bad weather which set in. By this date the squadron had a total of twelve airplanes assigned.

On March 3rd, Major Douglas flew back to Milfield. Captain Harold P. Sparks, our acting Squadron C. O. while Major Douglas was away, took some of the pilots on their first dive-bombing run over the Bombing Range. His regular assigned duty is that of Squadron Operations Officer. When they returned from the range, all were eagerly discussing the hits and where they were observed. 2nd Lt. James H. Gamblin, Blue Flight member, met with an accident due to undershooting the runway upon landing one of the planes being ferried in for the group. Fortunately, the pilot got out without a scratch.

Between March 4th and March 13th, the training continued in its various aspects. Captain Sparks, who had been notified of the possibility of leaving on DS to Italy for particular Combat training left us on March 4th to fly to the Mediterranean Theater of War for approximately five weeks. The other pilots continued working on their planes along with their crews and went on Dive Bombing missions to the target range. The squadron totalled 27 assigned P-47s by March 5th. 2nd Lt. Frank S. Kerchner, of yellow flight flying on a miscellaneous mission while "Slow timing" his airplane was forced to make a belly landing near Whitchurch, 12 miles south of Newbury. He suffered

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A GLIMPSE INTO THE TRAINING..... GREENHAM COMMON, Berks. (Con't)

injuries to his face and head and was taken to our base hospital. "Kerch" was restless in the hospital and wanted to get out as soon as possible to fly with the rest. He joined us again on the 13th but was still to take it easy and rest awhile. He was still the same high-spirited, swell fellow we all knew him to be. 2nd Lt. Oliver S. Ryerson went on a controlled Fighter Sweep Practice Mission with Col. Meyers, flying as number 3 position in his flight on March 8th.

Things were really beginning to round out and the squadron's activities continued to be systematized to operate under the Command. On March 8th we were notified of a Practice Mission to be held on the 9th. Briefing at Group Hq. was to be held at 0635, March 9th. The pilots and men were awakened at 0515, had their breakfast and went to the briefing room at 0630. All concerned were getting a taste of what operations were really like. The Engineering, Communications and Armament Sections had their men working on the planes well enough in advance so that each crew had them ready to go. But - the mission was "scrubbed". Lt. Col. Meyers told the men at the briefing that there was a possibility of the Group becoming operational this date! The excitement stirred among the squadron. The day had arrived when the organization was alerted. There was to be a possible Fighter Sweep over enemy territory. Everyone sweated out the field order, but it didn't arrive. The mission was scrubbed in the late afternoon due to weather. Through March 13th the unit was alerted and then released for training and maintenance. This was it! Any day now an actual operational mission over enemy territory was to be flown. This is what all our training led up to.

Meanwhile on March 10th, the squadron was notified about moving to Chilbolton, Station 404, on March 14th and March 15th. The authority was contained in Secret letter, file 370.5, Hq. IX Air Support Command, dated March 9, 1944 - Subject: Movement of Troops (Copy of Secret Ltr atchd). All sections prepared to move to our new station.

"GETTING INTO THE FIGHT.....Operations

March 14th - The unit was alerted for a mission over enemy occupied territory. The field order was in. All the sections were notified and the pilots awakened at 0445, had breakfast and jumped into the 2½ ton truck to get to the briefing which was held at 0615. The sun had not yet appeared, and one could barely see the break of dawn in the still of that cold morning. Everyone was full of chatter, staring at the briefing map, with eyes following the course to be flown - home to Selsey Bill, then over the Channel to "landfall in" between Fecamp and Etretat on the French Coast, continuing on course for about seven miles to Goderville, turning NE to Fontaine-le-Dun, then heading back to "landfall out" on the French Coast about four miles west of St. Valery-en-Caux, and finally back to the field. This was a Fighter Sweep (Rodeo) over France.

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GETTING INTO THE FIGHT.....Operations (Con't)

"Attention"! - The Group Commander, Lt. Col. Meyers, came into the room. He briefed on the course and the channels for radio communication, the start engine, take-off and set course time, and the formation to be flown. Major "Elton" B. Ten Eyck, the Group Intelligence Officer briefed the men on the appearance of the coast and the position of flak anywhere near the route. Lt. Newton Steers, the Weather Officer, told the boys what to expect regarding weather conditions over the Channel, the Continent and what it would be like coming home. Finally Capt. Leary, one of the Group Ass't Operations Officers, had a time check and the briefing was over. Everyone scurried out to the trucks waiting to take them to the squadron ready rooms on the line. One could hear the planes being pre-flighted before the time for take-off which was 0750.

The time had arrived for the take-off. Each of the crews were at the planes and the pilots were set in the cockpits. As they all taxied to the runways, the excitement stirred about the squadron. Eyes were aloft as soon as the first element was airborne, watching as the Group got into its formation, and then setting course for the mission. They went on their way towards the enemy, while the men on the ground went into the phase of "sweating them out".

Major Douglas led our squadron, 18 P-47's including two spares. All landed by 0950. It was an uneventful mission but the thrill was there for all who participated. The unit had definitely become operational and the training period had metamorphosed into the active participation in the war effort phase.

CONTINUING OUR OPERATIONS FROM CHILBOLTON

All sections were divided into two parts, one moving to Station 404, Chilbolton on March 14th and the other on March 15th. When we arrived, everyone immediately set forth to organize their sections and get things arranged once again to operate. This new field was much bigger than Greenham Common. The pilots ferried the airplanes to our new home on the 15th. The squadron was set up in Nilsson huts, quarters assigned, communications set up and we were ready to operate.

MISSION # 2 - Fighter Sweep.

The briefing which was originally set for 0830 on March 16th was scrubbed but the squadron was notified at 0845 that a mission was going to be accomplished. A new zero hour had been set by higher headquarters. The briefing was held at 1000. Today they were going in over the Coast of Belgium and returning home from the French Coast in a sweep over the Continent. The mission was in support of the Eighth Air Force, and the Ninth Air Force. Marauders and Spitfires, by making this diversionary sweep should the enemy fighters try to interfere with the operations.

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"GETTING INTO THE FIGHT.....Operations (Con't)

Lt. Franklin A. Dick, the squadron S-2, briefed some of the enlisted men on the mission telling them just what the show was generally like. All the men showed keen interest. Major Correl, the Group S-4, had praised this squadron highly because of the efficiency in the maintenance of the aircraft. The men were told about this to show them what teamwork can do.

When they all came home, the pilots were full of words about the flak that came up at them in the Ostend region. One of them, 1st Lt. David C. Parrish, of Red Flight, had to land at Manston because of oil pressure gauge trouble - the plane got a couple of pieces of flak in the oil line. 2nd Lt. Irving Ostuw, Yellow Flight member, had two holes in the tail of his plane. After their interrogation, they left to go to the Group briefing room where a critique was held covering the day's mission.

MISSION # 3 - Escort

On March 17th the squadron was notified of briefing to be held at 1130. During the early part of the morning the men were out on the line checking the airplanes and getting them ready for the show. The pilots gathered in the room at the set time and received the details. It was a different and more interesting mission. The Group was to be close escort for the entire trip of the B-26 Marauders of the Ninth Bomber Command whose target was the marshalling yards at Criel. This was going to be the type of mission the boys had always read and heard about. Escort for the Big Friends. Major Perego, Group Operations Officer, led the Squadron.

When they landed at 1530 and were interrogated, all were greatly impressed with the bombing the Marauders accomplished right on the target. "They sure plastered that marshalling yard", "It was about 75% excellent", were some of the remarks.

MISSION # 4 - Area Sweep and Withdrawal Support

Advantage was taken of every day with good weather. On March 18th the unit was alerted again, the plans were already made and briefing held at 1115 by Major Perego, Group Operations Officer, who was leading the Group today due to Lt. Col. Meyers absence. It was another Ninth Air Force show. Our mission was to circle the St. Omer area first, then to rendezvous with B-26s and give them withdrawal support. Captain Webster, one of the Group Ass't S-2's, gave the men the enemy situation and our own, telling them what they might expect.

The pilots took-off, the Group formed above the field and set out towards the enemy coast on course. At 1710 all planes returned to base with no casualties or encounters. The mission had been carried out according to plan. One plane, Lt. Henry's,

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MISSION # 4 - Area Sweep and Withdrawal Support (Con't)

leader of Green Flight, had a small flak hole through the elevator. When the conversation arose while the interrogation was being conducted, one could hear the question as to where were the "Jerries", why didn't they come up! Lt. Parrish returned from Manston and the pilots kidded him about his experience.

MISSION # 5 - Escort and Sweep

Another day of good weather and briefing at 1445, March 19th. The bombers were going to the St. Omer region and the Group was to give them penetration support. Lt. Col. Meyers, leading the Group, flew with our squadron as lead. They made rendezvous with the Big Friends, and accomplished the mission according to the briefing. All came home at 1840 without any opposition except for some flak.

MISSION # 6 - Full Support

The target for the bombers on March 20th was Criel again to continue the devastation of the marshalling yards and important installations in the target area. Briefing was at 0630, the weather was perfect. The Group was to escort and give full support to the bombers.

Major Douglas had a squadron briefing at 0725 giving the details of the formation and stressing the dropping of the belly tanks in time. Lt. Dick displayed photographs of the coast line between Le Treport and Dieppe, where the landfall was to be made, stressing features characterizing Tocqueville on the French coast. The take-off was 0806 and time down was 1040. The pilots observed excellent bombing in the target area. The rest of the day was spent in maintenance.

There was no warning order to alert the organization on March 21st so the day was used to rest awhile and devote it to training and maintenance. Major Douglas was test-hopping one of the airplanes which had wing tanks. The engine cut out immediately on take-off which forced him to land in a nearby farmland. The Major was very cool and collected when he got out of the cockpit.

MISSION # 7 - Withdrawal Support For Eighth Air Force Heavy Bombers

March 22nd brought a very interesting mission. The squadron took-off with the rest of the Group at 1042. They flew to Boxstead, where they were briefed again on the mission, had dinner, refueled and took-off to rendezvous with the heavy bombers of the Eighth Air Force returning from Germany. This was the first time our pilots flew over Holland and the Zuider Zee as a Group. They were all very observant, taking in everything around them. It was also the longest period of time the squadron was away from the base on a mission. Coming home they landed at Manston and from there came back to the base, landing at 1835.

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MISSION # 8 - Withdrawal Support for Eighth Air Force Heavy Bombers

The briefing on March 23rd was at 0815. The Colonel gave the men the details of the mission, it being similar to the one flown on March 22nd. Group S-2 gave the situation and notified all concerned about the red nosed P-51s operating in the vicinity and the check points en route. The bomber's target was Munster. Our squadron took-off at 0942 and with the Group set course. They went over some more new territory this day, in the vicinity of the larger Dutch Islands and thence inland into Holland. Everything was accomplished according to plan. They landed at 1230 and the rest of the day was spent in training and maintenance.

MISSION # 9 - Dive-Bombing

Another punch at the enemy was in store on March 24th. This time they were going out to Dive-Bomb the Bernay - St. Martin airdrome in France. The alert came at 1100 and at 1300 the briefing was held. After the colonel went over the route, IP, and different timings, Lt. Reinthal, Group Ass't S-2, projected photographs of the airdrome with different check points to enable the pilots to orient themselves on the bomb run and dive. Lt. Nichley from Group Hq. briefed on timing the bomb and the safety features. This was the first actual bombing operation for the Group. Everything had been taken care of by the squadron ordnance section. The 250 lb. GP bombs were shackled to the airplanes which take the name of Thunderbombers for such a show.

In the squadron, Major Douglas, putting his knowledge of dive-bombing learned at the school into practical use, briefed the pilots on the method of approach and diving. He got the Flight Leaders together and they discussed the targets in the area of the airdrome, studying the photographs on hand. The squadron was airborne by 1440. All went well and they landed at 1635. As they all came into the ready room, each remarked of the total lack of opposition and the bomb-shattered scene of the target which was full of craters. Although they couldn't see the results of the bombing, the other squadrons reported from fair to good at the critique which was held at Group Headquarters afterwards.

MISSION # 10 - Withdrawal Support.....And the G.A.F. Interferes

Our boys were going to escort Ninth Air Force B-26s as they withdrew from their target at the Hirson marshalling yards, only about five miles from the ^{Belgian} ~~German~~ border. To date this was the deepest penetration for our pilots. After the briefing which was held at 1200, they were all set to takeoff at 1326, March 25th. As they took-off by elements and set out to do their job, most everyone was wondering whether or not the Hun would send up some part of the G.A.F. Our men were ready for any eventuality and determined.

When the planes came home at 1615, we got the score. The men finally got their chance for a crack at the enemy by encountering about 25 Me-109s and FW-190s on the way home.

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MISSION # 10 - Withdrawal Support (cont)

They were in the vicinity of Amiens at the time. The total claims for the squadron on tentative claims are: - 1 Me 109 destroyed by Captain Myers, 1 FW 190 probably destroyed and 1 FW 190 damaged by Major Douglas, 1 FW 190 probably destroyed by Lt. Gamblin, and Lt. Henry, and Larsen claimed 1-FW 190 damaged each. All our pilots returned. Lt. Henry's airplane suffered battle damage from 20 MM shells which entered the fuselage and the undersurface of the engine cowling. He didn't know about this until he landed and examined the airplane.

This mission was what the men looked forward to with especial anxiety and it came. They had their chance to match their skill against Jerry's.

MISSION # 11 - Dive-Bombing

On March 26th, there was another Dive-Bombing mission in store. This time it was a Noball target in France. The pilots were briefed on the target as to specific areas to be bombed. Certain construction works and buildings were to be destroyed.

The squadron was led by our Group CO. The mission was accomplished according to plan and when they returned to base at 1645, the critique brought out the fair to good bombing in the target area. Aside from the light inaccurate flak over the target, they met no enemy opposition.

MISSION # 12 - Support to Eighth Air Force Heavies

March 27th, the Group was called upon to render support to Eighth Air Force heavy bombers. The targets for the bombers were airfields in Southwestern France. Rendezvous with the B-17s and B-24s was to be made west of the Brest Peninsula and support given to the endurance of the fighters. They took-off at 1150 and met the bombers as briefed. At 1430 the men returned, reporting smoke screens around the city of Nantes. Our pilots escorted the bombers to a point SE of the Loire River, then turned for home after being relieved.

MISSION # 13 - Withdrawal Support to Eighth Air Force Heavies

The pilots had about an hour between the time they landed and take-off again to give withdrawal support to Liberators returning from the targets in Southwestern France. The morning's briefing on March 27th covered the two parts to the days operations. They were off again at 1543 to rendezvous with the Big Friends inside of France and take them out to the Channel. By 1800 the squadron had landed and reported an uneventful trip, but they met the bombers on time and accomplished the mission.

No sooner had the men gotten ready to leave the line to go to the critique at Group when B-24s circled the field and landed because the haze had thickened and the weather was closing in. These bomber boys were the ones who our own pilots were escorting home from

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MISSION # 13 (Con't)

France and it was a great opportunity for them to get together to discuss the day's show and the problems encountered by our fighters and their heavies. Some of the crew slept in the quarters with our men so shop talk reigned. From the interrogations of the crews by the S-2s of the squadrons and Group, these men had gotten some good results on their bombing. After resting overnight, they took-off and headed for their home base in the afternoon of March 28th.

On March 28th, a briefing was held at 1200 for an escort mission supporting B-26s going into France. Everything was all set but the operation was scrubbed by higher headquarters. After standing by for a possible alert, the Group was released until daybreak.

The next day was very foggy. However, the squadron was notified of a briefing for a mission. At 1200 all the pilots were in the briefing room to get information. It was to be a Dive-bombing on a French airfield at Conches, but the weather didn't clear up well enough for accomplishing the day's job. At 1330 it was scrubbed and the men were released for training and maintenance.

Four visiting Officers from the 405th Fighter Group came to our squadron on detached service March 29th for the purpose of gaining some experience in combat operations, just as some of our pilots did before the unit became operational. They were Maj. William G. Coleman, Capt. Richard C. Bender, Lt. Monroe S. Sams and Lt. John William Hubler.

MISSION # 14 - Dive-Bombing

March 30th was a day of bad weather so the unit was released for training and maintenance until the morning. On the 31st, the Field Order came in for Dive-Bombing one of the Noball Targets in Northern France, just NE of Abbeville. After the briefing at Group at 0750, the airplanes took-off, with Lt. Col. Meyers leading our squadron again. Each carried two 250lb. GP bombs. However, the layer of clouds over the target prevented the men from finding the target. All of them returned with the bombs.

At 1530 that same day, a briefing had been called for the same target. The route was the same and everything set once more but the mission was called off just before take-off time.

Thus, the squadron has gone forward, priming itself for the tasks ahead. The training we have had, are having, and its translation into the operations occurred during this month, shall continue as part of this great effort.

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THE FIRST OF OUR PILOTS OVER ENEMY TERRITORY.

Our squadron continued its training activities in preparation for the operational day and the missions to be followed. On February 13, Captain Joseph J. McLachlan, leader of Red Flight, went on detached service to the 56th Fighter Group at Halesworth for the purpose of receiving some combat experience before our unit becomes operational. Captain "Mac", as he was often called, had a very interesting time at this group. "Mac" flew as number two man in Captain Schreiber's flight of the 62nd Fighter Squadron.

Bad weather kept them down on the ground until Sunday, February 20th, when Captain McLachlan got his first chance to fly over enemy territory. It was an escort mission with the heavy bombers of the Eighth Air Force, whose target was Hanover. After rendezvous with the Big Friends and sticking with them for twenty minutes, he had to turn homeward because he couldn't jettison his belly tank. This was his baptism with flak, too, but the Captain was cool and came through it without a single hole. Many times he has demonstrated his love for flying and the seriousness of the business involved while on operations. On February 21st and 22nd, Captain "Mac" flew with the squadron as withdrawal support to the heavy bombers. Although he didn't have any encounters during these missions, he did see some fights in the air which were very exciting. On February 23rd, Mac returned to our home station at Greenham Common, eager to tell the boys about his experiences.

Captain Leon D. Myers, leader of Blue Flight, and 1st Lt. Charles W. Romine, leader of Yellow Flight, got their chance for combat before the operational date for the squadron by leaving for detached service with the 56th Fighter Group, February 23rd. Both pilots flew with the 63rd Fighter Squadron. During one mission, Lt. "Chuck" Romine flew with Major Walker M. Mahurin, one of the leading aces in the European Theater of Operations.

For their first mission on February 28th, Captain "Bone" Myers and Chuck flew as penetration, target, and withdrawal support for Liberators to the Le Havre area. No enemy aircraft were encountered or in sight, but they considered it a very good orientation of the coastline between Dieppe and Calais since it was the first time they saw any part of France. Their second mission, February 29th was a penetration support for Liberators and Fortresses going into Germany. Captain Myers went as number two man with Colonel Zemke, the Group Commander. On this trip their orientation was continued with the geography being the Dutch Coast in the vicinity of IJmuiden, the Zuider Zee and from there into Germany itself. This was a thrill to both. Here they were flying over enemy territory, proud and challenging the Luftwaffe. No enemy aircraft were encountered. On the third mission, March 2nd, Thunderbolts were

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THE FIRST OF OUR PILOTS OVER ENEMY TERRITORY (Con't)

withdrawal support for Liberators and Fortresses returning from their target - Frankfurt. This time the thrill was doubled for Captain Myers, who was flying with Major Johnson. He saw one Me 109 being destroyed by one of the boys. Captain Myers and Lt. Romine returned to our home station on March 3rd to tell the rest of the squadron how it was to be operational. And many an ear was lent to the stories.

Captain Harold P. Sparks, the Squadron Operations Officer, left March 4th on detached service to Italy. From Middle Wallop, England, "Sparky" left by C-47 Transport. By the 6th Captain Sparks was in Gibraltar, where he visited the town and saw the Big Rock of Gibraltar. On March 7th he left for Algiers, stayed over night and by the 8th, he landed at Casserta, an Italian town just north of Naples, reported to the XII Air Support Command situated in the King's Palace. Then went to Naples where he stayed overnight after finding out that he was to get some operational training with the 57th Fighter Group.

On March 9th, Sparky went to Cercola Field, reported and stayed with the 64th Fighters, who called themselves the Black Scorpions. It was with this squadron that Captain Sparks flew all his missions while in Italy. They were housed in the Villa Romano (San Sebastiano), a large circular building with a center yard, at one time the home of one Dr. Romano. The squadron remained at this place until March 20th when they were forced to move because Mt. Vesuvius had become more and more violently active with the debris coming down only three blocks away. The Captain was very much impressed by the periodic eruptions of the volcano and the brilliant light which lit up the sky at night. From the 20th until the 23rd, he lived in a tent in the vicinity of the field.

March 13th, Captain Sparks flew a practice mission for formation and dive-bombing. The 64th Fighter Squadron has been operational for quite some time, being veterans of the North African Campaign. On the 15th, he participated in a fighter sweep over the Rome area, coming back to the field via a route north of the Anzio Beachhead. Major Exon, the squadron commander led the sorties.

The two missions which Captain Sparkes flew on March 16th were very interesting. The first was a 16 fighter escort for A-36 Dive-Bombers whose target was a railroad bridge northeast of Rome. The second one that day, he flew on his first dive-bombing mission, the target being Piedmonte, northwest of Cassino. This was very exciting especially when he noticed the action going on down below on the heights of Cassino.

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THE FIRST OF OUR PILOTS OVER ENEMY TERRITORY (cont)

On March 17th, Sparky dive-bombed a railroad bridge North of Rome came back and after^{being} released for the day, visited the Ruins of Pompeii. The 18th brought another dive-bombing mission - the outskirts of Piedmonte. The 19th had a mission to dive-bomb a factory in the town of Pontana. On the 22nd, they ferried all the fighters from Cercola to Casserta to protect them from possible damage due to the volcanic eruptions from Vesuvius.

When March 23rd came, Captain Sparks left the squadron, where he was treated very nicely all the time. He went to Naples enroute to get a priority to travel back to our home base here in England. In Naples he had the opportunity of seeing the sights, including the beautiful Post Office which had been devastated by the German time bomb. He left Naples by C-47 and couldn't leave Algiers until March 29th due to priorities. Continuing on the way home he arrived in Casablanca, leaving that historical point via a C-54 transport, coming to Scotland and from there he came back to the outfit March 31st.

During his stay with the 64th Fighter Squadron, Captain Sparks met with no enemy airplanes. He did come across some heavy flak on the missions. There were many points which he claimed were of great value later on. While getting some flak, he learned how to take correct evasive action. He also learned that one can make a run on a target while dive-bombing from any angle or altitude, and the type of evasive action necessary in going away from the target. Sparky noted the importance of having a briefing ready at moments notice and the importance of stressing the Bomb-Line. This was Captain Sparks experiences while away on DS and the pilots were keen on hearing all about them.

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Lt. MEREDITH W. HENRY

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|-------------------------|---------------------|
| A) COMBAT | E) SE OF AMIENS |
| B) 25 MARCH 1944 | F) CAVU |
| C) 396 FTR. SQ. 368 GP. | G) 1 FW-190 |
| D) 1515 | H) 1 FW-190 DAMAGED |

1. After the first box of bombers orbited to make a second run, we followed and covered their rear from above at 13,500 ft. E/A were called in at 6 o'clock. I saw them come out of a dive and rise up on the bombers, and after checking to see if another wave of E/A were coming in, I bounced the two E/A that were trailing the enemy formation. After I opened fire at 350 yds. he turned, skidded down to 3,000 ft. and tried to run, during this, an FW-190 moved in on my tail but I did not hear my wingman's yell to break, so I emptied my guns and noticed continual strikes on his wings. E/A on my tail broke when my wingman fired on him but not until he had pumped 3 20mm shells into my fuselage. I was not cognizant of the damage until I landed at base after returning on instruments thru the clouds with no ammo. I claim one FW-190 damaged.

MEREDITH W. HENRY, 1st Lt., AC

Lt. ALBERT L. LARSEN

- | | |
|-------------------------|---------------------|
| A) COMBAT | E) SE OF AMIENS |
| B) 25 MARCH 1944 | F) CAVU |
| C) 396 FTR. SQ. 368 GP. | G) 1 FW-190 |
| D) 1515 | H) 1 FW-190 DAMAGED |

1. I was flying Lt. Henry's wing when the E/A were called out at 6 o'clock on the bombers. We broke and Lt. Henry slipped in behind the last FW-190, with me following. As the E/A turned to the right Lt. Henry started firing and another FW-190 slipped in between us about 200 yds. behind Lt. Henry and 100 yds. in front of me. I yelled for a break, but evidently he didn't hear me. I opened fire and immediately observed hits on his left wing in the middle. He broke violently to the left and I turned right to pick up Lt. Henry but he was gone. We were now at 3,000 ft. and had started our bounce from 13,000. I climbed up, rejoined another flight and returned home. I claim 1 FW-190 damaged.

ALBERT L. LARSEN, 2nd Lt., AC

Lt. JAMES H. GAMBLIN

- | | |
|-------------------------|------------------------|
| A) COMBAT | E) SE OF AMIENS |
| B) 25 MARCH 1944 | F) CAVU |
| C) 396 FTR. SQ. 368 GP. | G) 1 FW-190 |
| D) 1515 | H) 1 FW-190 PROB. DES. |

1. As I saw about 12 FW-190's attack the last box of B-26's, my leader, Capt. Myers, dived into the melee. I was watching 2 E/A about 500 yds. to my right, and lost him as he started after another E/A. I then caught an FW-190 heading for the deck and got on his tail at 300 yds. A short burst gave me no strikes, so I gave him another ring, and immediately saw heavy black smoke as he pulled up a 20mm shell blew a large hole in my right aileron at this point, so I evaded violently, and saw an FW-190 go by on my left, very near. I climbed back up, rejoined my flight and returned to base. I claim 1 FW-190 probably destroyed.

JAMES H. GAMBLIN, 2nd Lt., AC

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SQUADRON HISTORY

PILOTS OF 396TH FIGHTER SQUADRON PARTICIPATING IN MISSIONS FLOWN OVER ENEMY TERRITORY

MISSION 1 14 March 1944

GREEN

A - Maj. Douglas
G - Lt. Loeb
D - Lt. Henry
B - Lt. Ryerson

YELLOW

R - Lt. Romine
B - Lt. Benton
S - Lt. Carter
Q - Lt. Ostuw

BLUE

Y - Capt. Myers
W - Lt. Gamblin
X - Lt. Rice
V - Lt. Hamilton

RED

K - Capt. McLachlan
A - Lt. Quilty
H - Lt. Parrish
J - Lt. Haughton

SPARES

D - Lt. Kennedy
E - Lt. Jasper

MISSION 2 16 MARCH 1944

RED

A * Maj. Douglas
L - Lt. Kennedy
H - Lt. Parrish
B - Lt. Benton

YELLOW

R - Lt. Romine
T - Lt. Davis
S - Lt. Carter
J - Lt. Ostuw

BLUE

K - Capt. Myers
V - Lt. Hamilton
X - Lt. Rice
O - Lt. Jasper

GREEN

D - Lt. Henry
D - Lt. Larsen
F - Lt. Loughary
E - Lt. Greene

SPARES

B - Lt. Ryerson
G - Lt. Loeb

MISSION 3 17 MARCH 1944

BLUE

A7 B- Maj. Perego (Actg Gp CO)
W - Lt. Olson, C.H.
V - Capt. Myers
Z - Lt. Gamblin

YELLOW

A - Maj. Douglas
T - Lt. Davis
R - Lt. Romine
S - Lt. Carter

GREEN

D - Lt. Henry
D - Lt. Larsen
F - Lt. Loughary
B - Lt. Ryerson

RED

K - Capt. McLachlan
M - Lt. Quilty
N - Lt. Robbins
J - Lt. Haughton

SPARES

E - Lt. Greene
O - Lt. Jasper
B - Lt. Benton

SECRET

SQUADRON HISTORY

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SQUADRON HISTORY

MISSION 4 18 MARCH 1944

GREEN

A - Maj. Douglas
E - Lt. Greene
D - Lt. Henry
B * Lt. Ryerson

BLUE

A - Capt. Myers
Z - Lt. Gamblin
W - Lt. Olson, C.H.
X - Lt. Rice

RED

K - Capt. McLachlan
L - Lt. Kennedy
N - Lt. Robbins
J - Lt. Haughton

YELLOW

R - Lt. Romine
B - Lt. Benton
S - Lt. Carter
Q - Lt. Ostuw

SPARES

F - Lt. Loughary
D - Lt. Larsen

MISSION 5 19 MARCH 1944

RED

Q - Lt. Col. Meyers (Gp CO)
K - Capt. McLachlan
A7 B - Maj Perego ()
L - Lt. Parrish

BLUE

A - Maj Douglas
X - Lt. Rice
Y - Capt. Myers
N - Lt. Olson, C.H.

YELLOW

R - Lt. Romine
T - Lt. Davis
S - Lt. Carter
O - Lt. Jasper

GREEN

D - Lt. Henry
G - Lt. Loeb
F - Lt. Loughary
E - Lt. Greene

SPARES

J - Lt. Haughton
V - Lt. Hamilton

MISSION 6 20 MARCH 1944

YELLOW

A - Maj. Douglas
B - Lt. Carter
R - Lt. Romine
Q - Lt. Ostuw

BLUE

Y - Capt. Myers
V - Lt. Hamilton
W - Lt. Olson, C.H.
X - Lt. Rice

RED

K - Capt. McLachlan
M - Lt. Quilty
J - Lt. Parrish
N - Lt. Robbins

GREEN

D - Lt. Henry
E - Lt. Greene
F - Lt. Loughary
G - Lt. Ryerson

SPARES

O - Lt. Jasper
T - Lt. Davis

SQUADRON HISTORY

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SQUADRON HISTORY

MISSION 7 22 MARCH 1944

GREEN

A - Maj. Douglas
D - Lt. Larsen
D - Lt. Henry
F - Lt. Loughary

BLUE

Y - Capt. Myers
V - Lt. Hamilton
W - Lt. Olson, C.H.
X - Lt. Rice

RED

K - Capt. McLachlan
L - Lt. Kennedy
N - Lt. Robbins
J - Lt. Haughton

YELLOW

T - Lt. Romine
O - Lt. Jasper
B - Lt. Benton
Q - Lt. Ostuw

SPARES

B - Lt. Ryerson
S - Capt. Leary (Gp Opns)

MISSION 8 23 MARCH 1944

BLUE

X - Lt. Col. Meyers (Gp CO)
Y - Capt. Myers
D - Maj. Perego
W - Lt. Olson, C.H.

RED

A - Maj. Douglas
M - Lt. Quilty
K - Capt. McLachlan
J - Lt. Robbins

GREEN

D - Lt. Henry
G - Lt. Loeb
E - Lt. Greene
B - Lt. Ryerson

YELLOW

R - Lt. Romine
T - Lt. Davis
Q - Lt. Ostuw
S - Lt. Jasper

RELAY

L - Lt. Kennedy

SPARES

Z - Lt. Gamblin
V - Lt. Hamilton

MISSION 9 24 MARCH 1944

YELLOW

A - Maj Douglas
S - Lt. Carter
R - Lt. Romine
B - Lt. Benton

BLUE

Y - Capt. Myers
V - Lt. Hamilton
X - Lt. Rice
Z - Lt. Gamblin

RED

K - Capt. McLachlan
J - Lt. Haughton
M - Lt. Parrish
B - Lt. Robbins

GREEN

D - Lt. Henry
E - Lt. Greene
F - Lt. Loughary
D - Lt. Larsen

SPARES

Q - Lt. Ostuw
T - Lt. Davis

SQUADRON HISTORY

SECRET

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SQUADRON HISTORY

MISSION 10 25 MARCH 1944

GREEN

B - Maj. Douglas
G - Lt. Loeb
D - Lt. Henry
D - Lt. Larsen

RED

K - Capt. McLachlan
M - Lt. Quilty
L - Lt. Parrish
J - Lt. Haughton

YELLOW

S - Lt. Carter
T - Lt. Davis
Q - Lt. Ostuw
B - Lt. Benton

BLUE

Y - Capt. Myers
Z - Lt. Gamblin
W - Lt. Olson, C.H.
X - Lt. Rice

SPARES

E - Lt. Greene

MISSION 11 26 MARCH 1944

YELLOW

V - Lt. Col. Meyers (Gp CO)
X - Lt. Rice
A7 B - Maj. Perego (Gp Opns)
W - Lt. Olson, C.H.

BLUE

A - Maj. Douglas
T - Lt. Davis
R - Lt. Romine
O - Lt. Jasper

RED

K - Capt. McLachlan
M - Lt. Quilty
L - Lt. Parrish
J - Lt. Haughton

GREEN

D - Lt. Henry
G - Lt. Loeb
F - Lt. Loughary
B - Lt. Ryerson

SPARES

S - Lt. Carter
B - Lt. Benton

MISSION 12 27 MARCH 1944

RED

E - Maj. Douglas
L - Lt. Kennedy
K - Capt. McLachlan
N - Lt. Parrish

BLUE

Y - Capt. Myers
X - Lt. Rice
W - Lt. Olson, C.H.
V - Lt. Gamblin

YELLOW

R - Lt. Romine
O - Lt. Jasper
Q - Lt. Ostuw
T - Lt. Davis

GREEN

B - Lt. Henry
D - Lt. Larsen
F - Lt. Loughary
B - Lt. Ryerson

SPARES

M - Lt. Quilty
G - Lt. Loeb

SQUADRON HISTORY

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SQUADRON HISTORY

MISSION 13 27 MARCH 1944

GREEN

A - Maj. Douglas
 D - Lt. Larsen
 S - Lt. Henry
 B - Lt. Ryerson

RED

K - Capt. McLachlan
 M - Lt. Quilty
 N - Lt. Parrish
 L - Lt. Kennedy

BLUE

Y - Capt. Myers
 V - Lt. Gamblin
 X - Lt. Rice
 W - Lt. Olson, C.H.

YELLOW

B - Lt. Benton
 Q - Lt. Ostuw
 T - Lt. Davis

RELAY

O - Lt. Jasper

SPARES

F - Lt. Loughary

MISSION 14 March 31, 1944

GREEN

A7 A - Lt. Col. Meyers (Gp CO)
 F - Lt. Laughary
 A7 B - Maj. Perego (Gp Opns O)
 B - Lt. Greene

YELLOW

A - Maj. Douglas
 S - Maj. Coleman (Visiting O)
 R - Lt. Romine
 Q - Lt. Sam (Visiting O)

BLUE

Y - Capt. Myers
 X - Lt. Hubler (Visiting O)
 W - Lt. Olson, C.H.

RED

K - Capt. McLachlan
 J - Capt. Bender (Visiting O)
 N - Lt. Robbins
 L - Lt. Kennedy

SPARES

G - Lt. Loeb

SECRET

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SQUADRON HISTORY
MISSION REPORT

14 March 1944

A: 396th Ftr. Sq. - Lt. Col. Meyers leading

B: 18 A/C (2 spares) Up 0755 Down 0950

C: 2 spares

D: Rodeo

E Thru H: Nil

I: Mission accomplished according to plan

1. Nil

2. Nil

3. Nil

4. 10/10 clouds to 6,000 second layer at
16,000 approx. 3/10 semi persistent
contrails at 14,000 18,000 and 22,000.
visibility unlimited

5. Nil

6. Radio jammed 0810 till 0905

Lt. F.A. Dick, S-2 396 Ftr. Sq.

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SQUADRON HISTORY
MISSION REPORT

16 March 1944

A: 396th Ftr. Sq. FO # 83
B: 18 P-47's
C: Nil
D: Nil
E: Nil
F: Nil
G: 1 down at Manston - Oil pressure gauge trouble.
H: 1 Cat. A, 2 flak holes in tail.
I: Nil
J: Nil
K: Heavy , intense, accurate in Ostend region
L: 7/10 over continent, 3,000, 10/10 home
M: Nil
N: 1 M/V seen coming into Calais, approx. 12,000 tons. Another
M/V of same approx. tonnage seen docked in Calais.
O: 1123
P: 1426
Q: 1220 at Ostend
R: 1330 at Cayuex
S: Nil

DICK, 396th FS, S-2

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MISSION REPORT- 17 March 1944

- A- 396th Fighter Squadron
- B- 16 & 2 A/C
- C- 1 (faulty belly tank)
- D- 17; marshalling yards at Criel
- E- Unknown
- F- 75% Excellent
- G- Nil
- H- Nil
- I- Nil
- J- None; Nil
- K- Light concentration of heavy flak over landfall in end out.
- L- 3/10 scattered over England-altitude 3-6,000
 1/10 " " Channel " "
 1/10 " " Continent " "
 Visibility unlimited through-out
- M- 18,000 ft.
- N- Nil
- O- 1325
- P- 1620
- Q- 1430
- R- 1530
- S- 1410 at Dungeness

DICK S-2, 396th Fighter Squadron

SECRET

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MISSION REPORT- 18 MARCH 1944

- A- 396th Fighter Squadron
- B- 16 & 2 A/C
- C- 1 (failure of belly tank to release and leaking oil line)
- D- Nil
- E- Nil
- F- Nil
- G- Nil
- H- 1 (small flak hole thru aileron) at Frevent
- I- Nil
- J- Nil
- K- Light concentration of heavy at landfall in and at Frevent.
- L- 6/10 Stratus 12-18,000 over Continent 3/10 same over Channel
no persistent contrails observed, and no icing.
- M- Nil
- N- All airdromes observed in area empty and over bombed
- O- 1420
- P- 1710
- Q- 1507 at Cayeux
- R- 1623 at Berck-Sur-Mer
- S- Nil

DICK S-2, 396th Fighter Squadron

SECRET

MISSION REPORT- 19 MARCH 1944

- A- 396th Fighter Squadron
- B- 16 Peter 47, and two spares
- C- Nil
- D- Unknown
- E- Excellent and concentrated
- G- Nil
- H- Nil
- I- Nil
- J- Nil
- K- Light concentration of heavy accurate flak, location St. Omer.
- L- England- 5/10 at 6-8,000.
Channel- CAVU
Continent- Solid at 20,000.
- M- Altitude of attack was 12-16,000.
- N- Nil
- O- 1646
- P- 1840
- Q- 1739 at Le Touquet
- R- 1802 at Dunkirk
- S- 1732 at Dungeness.

DICK S-2, 396th Fighter Squadron

SECRET

MISSION REPORT- 20 MARCH 1944

- A- 396th Fighter Squadron
- B- 16 & 2 A/C
- C- Nil
- D- 16; Marshalling yards at Criel
- E- Unknown
- F- 85% Excellent: Hits observed on warehouses repair shops and sidings.
- G- Nil.
- H- Nil
- I- Nil
- J- Nil
- K- Very light concentration of heavy flak just south of Toqueville
- L- 3/10 Cirrus over England, Continent, and Channel at 20,000 ft. Gradual thickening inland over continent. Visibility unlimited.
- M- 10,500 to 12,000 ft.
- N- 8 gun battery of heavy AA observed firing at Londinieres. Many anti-tank obstacles in area between Amiens and Dieppe.
- O- 0806
- P- 1040
- Q- 0852 at Toqueville
- R- 0952 at Toqueville
- S- 0840 at Hastings

DICK S-2, 396th Fighter Squadron

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MISSION REPORT- 22 March 1944

- A- 396th Fighter Squadron: Squadron Leader- Major P.P. Douglas
- B- 16 Peter 47, 2 spares. Time Up. Chilbolton 1042
 Time Up. Boxstead 1401
 Time Down Manston 1700
 Time Down Chilbolton four down at 1710
 thirteen down at 1835
- C- One abort- faulty landing gear.
- D- Withdrawal support for 8th Air Force bombers.
- E- Nil
- F- Nil
- G- Nil
- H- Nil
- I- 1. Landfall in made North of the Hague at 1450, changed course near Utrecht and flew to R/V point near Zuider Zee where picked up Bombers at 1510. Landfall out with bombers at IJmuiden at 1530
2. Heavy inaccurate flak at landfall in. (Light inaccurate south of Boulogne) Small concentrations of heavy flak at Utrecht.
3. Nil
4. England 5/10 at 3,000. Channel 7/10 from 2 to 7,000. Continent 5/10 from 4 to 7,000.
5. One B-24 seen turning back toward enemy territory from the Zuider Zee and two parachutes seen near R/V point. At appx 1510.
6. Clear
1. (Cont) One warship seen in canal between Rotterdam and the hook of Holland right after making landfall in. Ship seen heading toward the sea. Boats also seen in the vicinity of Amsterdam. One lone narrow boat seen at the canal leading to Knocke. Barbed wire on the beach south of Boulogne.

THALER asst S-2, 396th Fighter Squadron

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MISSION REPORT- 23 MARCH 1944

- A- 396th Fighter Squadron, Perego leading. F.O. 99A
- B- 16 & 2 up 0942 down 1230
- C- Ramrod- F.O. 99A- 18 up, one abortive, other spare returned as scheduled.
- D- 1 A/C aborted (faulty pressure in belly tank) 1 A/C landed worthy down low pills.
- E-H- Nil
- I- Mission accomplished according to plan - Bombers 7 minutes early altitude 20,000, landfall out 5 minutes early.
 1. At 1120, about 11 coastal vessels spotted at 52° 10' N- 04° 10' E heading NNE, leaving square wakes. At 1125, 12 barges coming down Oosterschelde to canal 51° 30' N- 03°. Other general shipping observed in area.
 2. Nil
 3. Nil
 4.

<u>England</u>	<u>Channel</u>	<u>Continent</u>
overcast 500-3500	3/10-10/10 clearer at landfall	solid overcast at 22,000 extending to Northeast scattered cirrus at 25,000
 5. Nil
 6. Loud and clear with occasional garble.

DICK S-2, 396th Fighter Squadron

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MISSION REPORT- 24 MARCH 1944

- A- 396th Fighter Squadron
- B- 16 P-47's and two spares
- C- Nil
- D- 16 at Bernay - St. Martin Airfield
- E- Two Tons
- F- Unknown
- G-Thru-K- Nil
- L- England: Hazy
 Channel: General haze with 10/10 overcast (8000 ft.) towards
 continent.
 Continent: (Target Area) To the North 10/10 at 8000, hazy to
 the south.
- M- 18,000 to 12,000
- N- Nil
- O- 1440
- P- 1635
- Q- 1524 at briefed point SW of Trouville
- R- 1545 at St. Valery
- S- Nil

The two spares jettisoned their 250lb. G.P. ea. 20 Miles west of coast of France into the Channel.

THALER asst S-2, 396th Fighter Squadron

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MISSION REPORT- 25 MARCH 1944

- A- 396th Fighter Squadron
- B- 16 P-47's and 1 spare
- C- Nil
- D- 16
- E- Unknown
- F- Very good
- G- Nil
- H- 2 - category AC
- I- Nil
- J- Destroyed: 1, Damaged: 5, E/A attacking were F W 190's & Me 109's estimated about 27. Attack made about 10 miles SE of Amiens on route home while escorting bombers. Major Douglas claimed 2 Me 109's damaged; Capt Meyers claims 1 Me 109 destroyed; Lts Gamblin, Henry and Larsen claim 1 F W 190 each damaged.
- K- Moderate heavy in vicinity of attack by e/a.
- L- England: Haze
Channel: Haze
Continent: Haze with about 6/10 over the coast of France.
- M- Altitude of attack between 12 and 14 Thousand feet.
- N- Trenches seen just inland from the coast near Cayeux.
- O- 1326
- P- 1615
- Q- 1410 at Le Touquet
- R- 1525 at Cayeux
- S- 1440 about 5 miles NE of La Capelle.

THALER asst S-2, 396th Fighter Squadron

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MISSION REPORT- 26 March 1944

- A- 396th Fighter Squadron
- B- 18
- C- Nil
- D- 18
- E- 2 1/4 ton
- F- Fair to good- many puffs of smoke observed around large building in target area- others in field over target and to east.
- G Thru J Nil
- K- light moderate inaccurate over target
- L- light haze visibility unlimited.
- M- 10,000 to 4,000
- N- Many old bomb craters observed in area.
- O- 1515
- P- 1645
- Q- 1554 at point east of St. Valery
- S- 1608 at point south of Ault
- T- Nil

DICK S-2, 396th Fighter Squadron

- 18 x 250 GP loaded
- 18 x 250 GP dropped
- Nil
- Nil

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MISSION REPORT- 27 March 1944

- A- 368th Fighter Group, 396th Fighter Squadron - Lt. Col. Meyers leading.
- B- 16 P-47's and 2 spares - up 1150 down 1430
- C- 1 A/C - spare, 1 A/C - abort., oil temperature too high.
- D- Ramrod, FO # 108
- E Thru H: Nil
- I- Mission carried out according to plan. No flak or E/A encountered. R/V with bombers at 1248, above bomber boxes at the briefed point. Smoke screen reported around Nantes. An encampment seen at the east edge of woods (47 32'N-01 15'W). Weather over Continent was clear and visibility good, but some haze at low level, 10/10 over Channel. R/T good.

THALER asst S-2, 396th Fighter Squadron

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MISSION REPORT- 27 MARCH 1944

- A- 368th Fighter Group, 396th Fighter Squadron., FO # 108
- B- 15 A/C (P-47). Up 1543 Down 1800
- C- Nil
- D- Ramrod F.O. 108
- E- Nil
- F- Nil
- G- Nil
- H- Nil
- I- Mission accomplished according to plan;
 - 1. Nil
 - 2. Absolutely no flak of any type observed.
 - 3. Nil
 - 4. Additional weather report attached. Thick ground haze over England. Solid to 5,000 over Channel. Clear over Continent.
 - 5. Nil
 - 6. Loud and clear.

DICK S-2, 396th Fighter Squadron

SECRET

MISSION REPORT

31 March 1944

A: 396 Ftr. Sq.

B: 16

C THRU K: Nil

L: Detailed report submitted

M: Nil

N: Nil

O: 0908

P: 1055

Q: 0954

R: 1009

S: Nil

Addenda 16 x 250 GP loaded

Nil

Nil

16 x 250 brought back to base

DICK, S-2, 396TH FTR. SQ.

- 81

- 4A



Sq-FIL 290 ME
Apr 44

DECLASSIFIED
DOD DIR 5200.9

DECLASSIFIED
DOD DIR 5200.9



CO FILED IN
APR 1944

[REDACTED]

[REDACTED]

HISTORICAL DATA

DECLASSIFIED
OD DIR 5200.9

SQUADRON HISTORY
396TH FIGHTER SQUADRON
368TH FIGHTER GROUP

APRIL 1944

SQUADRON HISTORIAN - 1ST LT. MURRAY B. THALER
RECORDER - CPL. THOMAS J. GRIFFIN

HISTORICAL DATA

DECLASSIFIED
OD DIR 5200.9

[REDACTED]

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