

89-FT-396, HI
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Nov 1944

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HISTORICAL DATA

DECLASSIFIED
DOD DIR 5200.9

SQUADRON HISTORY
SQUADRON NUMBER 5, 4800
SQUADRON NUMBER 5, 4800

NOVEMBER 1944

SQUADRON HISTORY - 1ST LT. MURRAY B. SPADIS
RECORDED - CAPT. THOMAS J. REEVE

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HISTORICAL DATA

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SECRET

SQUADRON HISTORY

NOVEMBER 1944
330th TROOP, 1st INFANTRY DIVISION

1. ORGANIZATION: Nil

2. STRENGTH:	OFFICERS	ENLISTED MEN
Beginning of the month	60	251
Net increase	0	0
Net decrease	4	1
Total at end of period	65	250
Total Officers and Enlisted Men	315	

3. MOVEMENT: Nil

4. MIA-End Lt. John R. Krauss was last seen about one mile west of Langerwehe pulling up from a strafing pass on 18 November 1944 while on close support with the 1st Infantry Division.

5. AWARDS AND DECORATIONS:

In accordance with pars. 1 and 2, GO #236 Hq. Ninth Air Force, dtd 7 Oct. 1944 the following awards were made. (Copy of GO atchd)
Capt. Joseph J. McEachlan - Distinguished Flying Cross, & Silver Star.
Capt. Charles W. Romine - Distinguished Flying Cross.
Capt. Leon D. Myers - Distinguished Flying Cross. (MIA)
1st Lt. Grover Y. Green - Distinguished Flying Cross. (MIA).
1st Lt. Albert L. Larsen, Jr. - Distinguished Flying Cross.

The following awards were made in accordance with par 1, GO #76, Hq. IX TAC, dtd 1 Nov. 1944. (Copy of GO atchd)

PURPLE HEART

1st Lt. Henry L. Olson

2nd Lt. George A. Myers

The Bronze Star Medal was awarded to the following two enlisted men of this squadron in accordance with par 1, GO #77 Hq. IX TAC, dtd 3 Nov 1944.

S/Sgt Ellard O. Nelson

S/Sgt. Wayne Felbart

In accordance with par 1, GO #78, Hq IX TAC, dtd 4 Nov. 1944, the following awards were made (copies of GO atched)

2nd Silver and 11th Bronze Oak Leaf Cluster

1st Lt. Robert H. Howie

14th Bronze Oak Leaf Cluster

1st Lt. Charles J. Kennedy, Jr.

23rd and 24th Bronze Oak Leaf Cluster

Lt. Col. Paul P. Douglas, Jr.

In accordance with GO #79, Hq IX TAC, the following awards were made:

SECTION I
Air Medal

2nd Lt. Talbert S. Newhart

2nd Lt. Robert M. Pace.

SECRET

1. NAME, GRADE, BRANCH, AND SERVICE NUMBER

1. NAME, GRADE, BRANCH, AND SERVICE NUMBER
for outstanding achievement while participating in aerial flight against the enemy in the European Theater of Operations. Capt. [Name] led his flight in a large number of missions in direct support of our ground forces. The effectiveness of his leadership, often under adverse conditions, have been of great value in aiding our ground forces to gain strongly defended and tactically important enemy positions with a minimum of loss. His outstanding courage and devotion to duty, displayed by Capt. [Name] on numerous occasions, result in great credit both to himself and to our Air Force. Capt. [Name] is missing in action. Text of citation: [Name] (Name), Cincinnati, Ohio.

2. NAME, GRADE, BRANCH, AND SERVICE NUMBER
for outstanding achievement while participating in aerial flight against the enemy in the European Theater of Operations on 9 July 1944. In this date Lt. [Name] distinguished himself by returning to base an aircraft so badly damaged as to have warranted its abandonment. The deep devotion to duty and high sense of service displayed by Lt. [Name] on this occasion is in keeping with the highest traditions of the Army Air Force. Lt. [Name] is missing in action. Text of citation: [Name] (Father), Dayton, Ohio.

3. NAME, GRADE, BRANCH, AND SERVICE NUMBER
for outstanding achievement while participating in aerial flight against the enemy in the European Theater of Operations. As pilot of fighter aircraft Lt. [Name] has participated in a large number of missions against the enemy, pressing home his attacks with unusual effectiveness which contributed irreducibly to the successful advances of our ground forces. The deep devotion to duty and high sense of service demonstrated repeatedly by Lt. [Name] is in keeping with the highest traditions of the Service. Entered military service from Texas.

By command of Major General W. [Name]:

W. [Name]
Colonel, USAF
C of C

OFFICIAL:

S/ C. [Name]
Colonel, USAF
Adjutant General.

FOR THE COPY:

MURRY P. [Name]
1st Lieut, USAF

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HEADQUARTERS
12. THEATRICAL AIR COMMAND

AGO 595, US Army,
1 November 1944.

GENERAL ORDER)
NUMBER 76)

AWARDS OF SOLIDIER MEDAL	SECTION I
AWARDS OF SPANISH STAR MEDAL	SECTION II
AWARDS OF OAK LEAF CLIP TO AIR MEDAL	SECTION III
AWARDS OF MERIT HEART	SECTION IV
AWARDS OF OAK LEAF CLIP TO MERIT HEART	SECTION V

* * * * *

SECTION IV

1. By direction of the President, under the provisions of AGO 500-45, dated 22 September 1943, and in accordance with authority delegated by the War Department and Ninth Air Force, the following named officers of the IX Tactical Air Command are awarded the MERIT HEART for wounds received in action against the enemy in the European Theater of Operations on the dates indicated.

368TH FIGHTER GROUP
896th Fighter Squadron

HENRY L OLSON	O-515378	1st Lt	Beltrami Minn	20 October 1944
GEORGE A BYLIE	O-770108	2nd Lt	Ghehalis Wash	8 October 1944
*	*	*	*	*

By command of Major General GIBBALS:

/s/ A. C. KINCAN,
Brig Gen, USA,
Chief of Staff.

OFFICIAL:

/s/ R. J. HAYS,
R. J. HAYS,
Major, AGP,
Adj General.

A TRUE EXTRACT COPY:

H. J. Keebler
H. J. KEEBLER,
Capt, Air Corps.

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R E S T R I C T E D

HEADQUARTERS
IX TACTICAL AIR COMMAND

AGO 595, U S Army,
4 November 1944.

GENERAL ORDERS)

NUMBER 78)

AWARD OF OAK LEAF CLUSTER TO AIR MEDAL
AMENDMENT OF GENERAL ORDERS

SECTION I
SECTION II

SECTION I

1. By direction of the President, and in addition to the Air Medals awarded in General Orders, indicated in right column opposite each name, the following named officers of the IX Tactical Air Command are awarded the OAK LEAF CLUSTER TO THE AIR MEDAL, under the provisions of Executive Order No. 9158 (Bull 25, WD 1942) as amended by Executive Order No. 9242-A (Bull 49, WD 1942) and in accordance with authority delegated by the War Department and Ninth Air Force, in recognition of meritorious achievement while participating in aerial flight in the European Theater of Operations, each having credit for the destruction of an enemy aircraft.

FIRST SILVER OAK LEAF CLUSTER

368TH FIGHTER GROUP
395th Fighter Squadron

WILLIAM J WAYLAND O-818470 2nd Lt Middlebrook Va 1944 GO 56 9TAC
(Enemy aircraft destroyed 12 October 1944)

SECOND SILVER AND ELEVENTH BRONZE OAK LEAF CLUSTER

368TH FIGHTER GROUP
396th Fighter Squadron

ROBERT H HOWIE O-697202 2nd Lt Paris Texas 1944 GO 6 9TAC
(Enemy aircraft destroyed 20 October 1944)
(Enemy aircraft destroyed 20 October 1944)

TWELFTH AND THIRTEENTH BRONZE OAK LEAF CLUSTER

368TH FIGHTER GROUP
395th Fighter Squadron

HENRY J MAZUR O-25703 Captain Lowell Mass 1944 GO 5 9TAC
(Enemy aircraft destroyed 12 October 1944)
(Enemy aircraft destroyed 13 October 1944)

THIRTEENTH BRONZE OAK LEAF CLUSTER

368TH FIGHTER GROUP

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R E S T R I C T E D

R E S T R I C T E D

General Order 78, Headquarters, IX Tactical Air Command, 4 November 1944 cont'd.

395th Fighter Squadron

WILLIAM J GARRY O-679856 1st Lt Winona Minn 1944 GO 100 9AF
(Enemy aircraft destroyed 12 October 1944)

FOURTEENTH BRONZE OAK LEAF CLUSTER

368TH FIGHTER GROUP
396th Fighter Squadron

✓ CHARLES J KENNEDY JR O-805635 1st Lt Dallas Texas 1944 GO 100 9AF
(Enemy aircraft destroyed 20 October 1944)

TWENTY-THIRD AND TWENTY-FOURTH BRONZE OAK LEAF CLUSTER

368TH FIGHTER GROUP
396th Fighter Squadron

✓ PAUL P DOUGLAS JR O-432187 Lt Col Paragould Ark 1944 GO 100 9AF
(Enemy aircraft destroyed 20 October 1944)
(Enemy aircraft destroyed 20 October 1944)

SECTION II

1. So much of Section IV, General Order 44, this Headquarters, dated 9 August 1944 as reads:

2010TH ENGINEER AVN CO PLATOON				
LEONARD L ANDERSON	O-1114031	2nd Lt	Los Angeles Cal	29 March 1944
ADOLPH J KELLER	32926278	S/Sgt	Cliffside Park N J	29 March 1944
FRANK R BOTTELLO	39456223	Sgt	Austin Texas	29 March 1944
HAROLD WEINSTEIN	32928073	Sgt	Jersey City N J	29 March 1944
EVERETT R MILLER	32888112	T/4	Amagansett N Y	29 March 1944
ANGEL O GIAGNACOVA	32926850	T/5	W New York N J	29 March 1944
JOSEPH G BEVAQUA	32927985	Pfc	Jersey City N J	29 March 1944
MARTIN J DEMPSEY	32927881	Pfc	Jersey City N J	29 March 1944
JOHN P REDDY	32914798	Pfc	Jersey City N J	29 March 1944
ROBERT HALL	35789872	Pvt	Lexington Ky	29 March 1944
MAX A HORVATH	36596101	Pvt	Detroit Mich	29 March 1944
RUDOLPH PAZ	33415591	Pvt	Houston Texas	29 March 1944
RAYMOND F SOHMER	32952034	Pvt	Riverside N J	29 March 1944
THOMAS J WHELAN	32927870	Pvt	Jersey City N J	29 March 1944
EDWARD B ZABOROWSKI	32775389	Pvt	Dunellen N J	29 March 1944

is deleted in accordance with paragraph 2, 6th Ind., dated 26 October 1944, Headquarters U S Strategic Air Forces in Europe to letter dated 15 September 1944, Headquarters, AAF Station F-150, subject: Award of Purple Heart, and paragraph 2, 1st W/Ind, Headquarters Ninth Air Force, dated 31 October 1944.

By command of Major General QUESADA:

OFFICIAL:

R. J. Mays
R. J. MAYS,
Major, AGDY,
Adj. General.

A. C. KINCAID,
Brig Gen, USA,
Chief of Staff.

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SECRET

SQUADRON HISTORY

G. Awards and Decorations Continued.....

SECTION II

1st Bronze Oak Leaf Cluster

Capt. Dennis Crisp
2nd Lt. Joseph E. Busenbark
2nd Lt. Curtis H. Stevens

2nd Lt. Robert R. Waggoner
2nd Lt. John E. Stewart, Jr. (MIA)

2nd Bronze Oak Leaf Cluster

2nd Lt. Albert F. Brizensine
2nd Lt. Boyd E. Johnson

2nd Lt. Curtis H. Stevens
2nd Lt. Robert R. Waggoner

3rd Bronze Oak Leaf Cluster

2nd Lt. Richard C. Cox
2nd Lt. Earl L. Kielgass
2nd Lt. John R. Knauss
2nd Lt. Irven F. Miller

2nd Lt. Theodore C. Taubert
2nd Lt. Robert R. Waggoner
2nd Lt. Rupert B. Maxwell (MIA)

4th Bronze Oak Leaf Cluster

2nd Lt. William V. Dixon

2nd Lt. John R. Knauss

6th Bronze Oak Leaf Cluster

1st Lt. George W. Petrie

2nd Lt. Gerald J. Grace

7th Bronze Oak Leaf Cluster

2nd Lt. George L. Waegener

8th Bronze Oak Leaf Cluster

2nd Lt. Richard J. Fox
1st Lt. George P. Ohlman

2nd Lt. John W. Strickland

9th Bronze Oak Leaf Cluster

1st Lt. Robert P. Howie

11th Bronze Oak Leaf Cluster

Capt. John W. Baer

1st Lt. Henry L. Olson

13th Bronze Oak Leaf Cluster

1st Lt. George R. Davis

1st Lt. John M. Loeb

15th Bronze Oak Leaf Cluster

1st Lt. Charles J. Kennedy, Jr.

2nd Lt. Louis D. Hamilton, III

14th Bronze Oak Leaf Cluster

1st Lt. Cliver S. Byerson

3rd Silver Oak Leaf Cluster

Capt. Alfred E. Benton

1st Lt. Irving Ostun

16th Bronze Oak Leaf Cluster

1st Lt. Walter T. Loughary

In accordance with Section I, par. I, GO# 264, Hq. Ninth AF, dtd 9 Nov. 1944, Capt. Alfred E. Benton was awarded the Silver Star. (Copy of GO attached)

In accordance with GO #81, Hq. IX TAC, dtd 12 Nov. 1944, the following awards have been made:

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HEADQUARTERS
NINTH AIR FORCE

APO 696, U S ARMY,
9 November 1944.

GENERAL ORDERS)

NUMBER.....264)

SECTION I: AWARDS OF THE SILVER STAR

SECTION II: AWARDS OF THE DISTINGUISHED FLYING CROSS

SECTION I

1. By direction of the President, under the provisions of the Act of Congress approved 9 July 1918 (Bull. 43, WD, 1918), and in accordance with authority delegated by the War Department, the following-named officers are awarded the SILVER STAR Decoration:

ALFRED E. BENTON, O-447206, First Lieutenant, 368th Fighter Group. For gallantry in action on 7 August 1944. By his execution of a brilliant air offensive on that date Lt BENTON contributed to the repulse of a German counter-attack aimed at separating the Allied armies operating in Normandy and Brittany. While his flight was providing aerial cover for the Allied forces meeting the attack, a large number of hostile planes assembled at high altitude in preparation for a diving attack on the formation. Notwithstanding the numerical superiority of the German planes Lt BENTON immediately issued orders to regain altitude, leading his flight boldly into combat. In the ensuing engagement Lt BENTON pursued one enemy plane so closely that it collided with his own aircraft while going out of control, this causing severe damage to his propellor and one wing. Lt BENTON'S distinctive aerial proficiency, combined with his aggressive leadership were largely responsible for the successful execution of a combat mission which was particularly vital to the operations of ground troops. Entered military service from California.

WILLIAM M. DAVIS, O-789887, Captain, 370th Fighter Group. For gallantry in action against the enemy in the European Theater of Operations. While participating in an armed reconnaissance mission near Orleans, France, on 7 July 1944, Capt DAVIS received severe shrapnel injuries from a burst of anti-aircraft fire which also damaged one engine of his P-38 type aircraft, causing it to burst into flames. Disregarding completely his own personal safety, Capt DAVIS exercised tenacity and brilliant aerial skill in piloting his crippled aircraft on to the target where he inflicted heavy damage on an enemy supply train. The courage, determination, and proficiency with which Capt DAVIS executed his mission successfully under the most trying circumstances reflect great distinction upon himself and the Army Air Forces. Entered military service from Florida.

RUSSELL C. SPECK, O-681722, First Lieutenant, 370th Fighter Group. For gallantry in action against the enemy on 25 June 1944. While participating in an armed reconnaissance mission the formation of P-38 type aircraft was attacked by a force of enemy aircraft three times greater in number. In the ensuing engagement an anti-aircraft shell inflicted heavy damage on the tail

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R E S T R I C T E D

Par 1, Sec I, GO No 264, Hq, Ninth Air Force, 9 November 1944, cont'd.

assembly of Lt SPECK'S plane, throwing it out of control. Recovering from the spin, he courageously resolved to return to the scene of action and, after destroying one enemy aircraft and damaging two others, he piloted his badly damaged plane back safely to the home base. By piloting his crippled aircraft with great success against a numerically superior enemy, Lt SPECK was instrumental in saving the lives of his comrades; his unusual aerial skill and unflinching devotion to duty, are in keeping with the highest traditions of the Army Air Forces. This award is made posthumously. Next of Kin: Mrs. Russell C. Speck (Wife), Cheltenham, Pennsylvania.

SECTION II

1. By direction of the President, under the provisions of the Act of Congress approved 2 July 1926 (Bull. S, WD, 1926), and in accordance with authority delegated by the War Department, a DISTINGUISHED FLYING CROSS is awarded to the following-named officers:

HOWARD F. NICHOLS, O-21501, Colonel, 370th Fighter Group. For outstanding achievement while participating in aerial flights in the European Theater of Operations from April to June 1944. As Commanding Officer of the 370th Fighter Group Col NICHOLS has demonstrated distinctive leadership, sound judgment, and tactical technique. While leading his group on numerous dive bombing and strafing missions against enemy transportation and communication facilities he has shown aggressiveness and technical proficiency of the highest type, and in the execution of low level attacks against enemy strong points in the path of our advancing ground forces he has led his men with great daring and superb aerial skill. The brilliant combat record maintained by the 370th Fighter Group during this period is a direct reflection of his outstanding professional ability and flying skill. Col NICHOLS' exemplary leadership and devotion to duty are in keeping with the highest traditions of the Army Air Forces. Entered military service from Michigan.

SETH J. MC KEE, O-373845, Lieutenant Colonel, 370th Fighter Group. For heroic and outstanding achievement while participating in aerial flight on 22 June 1944. While he was leading the Group on an extremely dangerous mission in the vicinity of Cherbourg, intense fire from enemy ground personnel disabled one engine of his P-38 type aircraft. With his plane crippled and the danger from fire imminent, Lt Col MC KEE courageously led the Group over the target at minimum altitude and inflicted heavy damage on ground installations. By his distinctive bravery and sustained aerial skill he was largely responsible for the successful execution of this vital mission; Lt Col MC KEE'S gallant courage and superior professional ability reflect the highest credit upon himself and the military services. Entered military service from Missouri.

FRANCIS T. CARLSON, O-388887, Major, 370th Fighter Group. For heroic achievement on 20 June 1944. While leading a group of P-38 type aircraft on an armed reconnaissance mission over occupied territory Maj CARLSON demonstrated a high degree of daring and skill in warding off attacks by hostile aircraft. After directing the group in several attacks which resulted in heavy damage to railway installations the formation encountered a large force of Focke-Wulf planes en route to friendly territory. Maj CARLSON led his formation bravely into combat and by vigorously engaging the enemy planes forced them to disperse and withdraw. His courage and fearless leadership on this

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Par. 1, Sec II, GO No. 264, Hq, Ninth Air Force, 9 November 1944, cont'd.

occasion reflect great credit upon himself and the Service. Entered military service from Minnesota.

WALTER C. HEARNE, O-432290, Major, 370th Fighter Group. For heroic and outstanding achievement while participating in aerial flight in the European Theater of Operations on 25 June 1944. Forced to turn back from a mission over enemy territory because of the failure of one engine, Maj HEARNE conducted an individual armed reconnaissance while en route to friendly territory. While skillfully maneuvering his P-38 type aircraft in single flight he bombed with great accuracy a train carrying enemy materiel, and in addition destroyed several motor vehicles by strafing. Maj HEARNE'S skilful flying technique and devotion to duty reflect great distinction upon himself and the Army Air Forces. Entered military service from Arizona.

JAMES E. TUCKER, O-25237, Major, 370th Fighter Group. For outstanding achievement in the European Theater of Operations on 8 July 1944. Maj TUCKER led the group of P-38 type aircraft on a particularly difficult armed reconnaissance mission in northern France. Extraordinary technical proficiency was demonstrated by Maj TUCKER when he succeeded in locating the target under conditions of zero visibility and low-lying overcast, and directed the group in the destruction of a large number of freight cars carrying vital enemy materiel. The exceptional flying skill and leadership exhibited by Maj TUCKER on this occasion, reflect great credit upon himself and the military service. This award is made posthumously. Next of Kin: Mrs. James E. Tucker (Wife), Garden City, Long Island, New York.

MARVIN E. CHILDS, O-26300, Captain, 370th Fighter Group. For heroic achievement while participating in aerial flight in the European Theater of Operations on 17 August 1944. Demonstrating superb flying skill and courage he led his flight of P-38 type aircraft to attack an enemy anti-aircraft emplacement. Under his bold leadership the flight destroyed the gun position, thus enabling the balance of the squadron to inflict heavy damage on a motor convoy hauling vital materiel. His brave and daring actions were responsible in large measure for the destruction of vital enemy equipment, and are in keeping with the highest traditions of the Army Air Forces. Entered military service from Nebraska.

CYRIL B. COENEN, O-38944, Captain, 370th Fighter Group. For heroic and outstanding achievement while participating in aerial flight in the European Theater of Operations on 25 August 1944. Capt COENEN skillfully led a flight of P-38 type aircraft in the execution of a dive-bombing and strafing attack upon a headquarters building in occupied territory. Intense, and particularly hazardous, but, with calm disregard for his own safety he led his group courageously over the objective at dangerously low altitude to completely demolish the installation. Capt COENEN'S distinctive leadership and steadfast bravery under exceptionally trying conditions reflect the highest credit upon himself and the Army Air Forces. Entered military service from Pennsylvania.

THEODORE S. PETERSEN, O-789027, Captain, 370th Fighter Group. For outstanding achievement while participating in aerial flight in the European Theater of Operations on 1 September 1944. Leading a squadron on an armed reconnaissance mission deep into enemy territory on that date Capt PETERSEN

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Par 1, Sec II, GO No 264, Hq, Ninth Air Force, 9 November 1944, cont'd.

demonstrated marked aggressiveness and bravery in seeking out targets far beyond the normal operational limit of his aircraft. Despite conditions of low visibility and heavy cloud cover he skillfully directed the squadron in destroying a large number of enemy vehicles and locomotives conveying vital material to the German troops. Capt PETERSEN'S brilliant display of initiative and aerial proficiency are in keeping with the highest traditions of the Army Air Forces. Entered military service from New York.

ROBERT L. RAISEY, O-805120, Captain, 370th Fighter Group. For heroic and outstanding achievement in the European Theater of Operations on 17 August 1944. Capt RAISEY performed distinctive service in the destruction of a large quantity of enemy equipment and in inflicting heavy casualties among hostile personnel occupying a heavily fortified position impeding the advance of Allied troops east of Falaise, France. While leading two flights of his squadron to the target, under difficult conditions of visibility, Capt RAISEY displayed a valiant fighting spirit and indifference to intense ground fire which inspired his fellow pilots to execute the attack with unusual effectiveness. His aggressive leadership on this occasion aided directly in the reduction of a formidable strong point in the path of Allied ground forces. Entered military service from West Virginia.

CHARLES D. WICKLIFFE, O-417676, Captain, 370th Fighter Group. For heroic achievement while participating in aerial flight in the European Theater of Operations on 25 August 1944. Capt WICKLIFFE led the squadron on a brilliantly executed attack of a German headquarters establishment near Reims, France. The method of attack was such that extremely precise navigation was required in order to achieve complete surprise, and Capt WICKLIFFE displayed extraordinary professional ability in the thorough destruction of the enemy establishment. By his courage and aerial skill in low level flight over heavily defended areas, Capt WICKLIFFE was instrumental in the elimination of a vital enemy installation and his outstanding leadership and devotion to duty are in keeping with the highest traditions of the Army Air Forces. Entered military service from Michigan.

GEORGE J. COSGROVE, O-807201, First Lieutenant, 370th Fighter Group. For outstanding achievement in aerial flight on 20 June 1944. Lt COSGROVE exhibited heroism in the face of great danger while his squadron was returning from a successfully executed dive-bombing mission in the Chartres area. Attacked by a numerically superior formation of hostile aircraft Lt COSGROVE engaged the enemy with persistent forcefulness, and by breaking up several hostile attacks he was instrumental in making possible the safe return of his squadron to friendly territory. Valiantly continuing his maneuvers after his ammunition was exhausted, he left the combat area only when he landed at an emergency airstrip through lack of fuel. Lt COSGROVE'S actions on this occasion are in keeping with the highest traditions of military service. Lt COSGROVE is missing in action. Next of Kin: Mrs Josephine Cosgrove (Mother), Bridgeport, Connecticut.

WILLIAM F. OSBORNE, O-809183, First Lieutenant, 370th Fighter Group. For heroic achievement while participating in aerial flight in the European Theater of Operations on 17 August 1944. Leading a flight of P-51 aircraft on a low level dive-bombing attack on that date, Lt OSBORNE was distinguished by the outstanding bravery and aggressiveness with which he attacked the enemy.

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Par 1, Sec II, GO No 264, Hq, Ninth Air Force, 9 November 1944, cont'd.

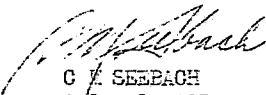
directly responsible for heavy losses in men and material to a heavily fortified enemy ground installation near Falaise, France. Although confronted by an intense barrage of anti-aircraft fire Lt OSBORN demonstrated an unusual degree of courage and intrepidity in executing the attack. Entered military service from Kentucky.

ROBERT S. SPENCE, O-744789, Second Lieutenant, 370th Fighter Group. For heroic and outstanding achievement while participating in aerial flight against the enemy on 22 June 1944. Lt SPENCE demonstrated exemplary courage and self-sacrificing devotion to duty when he came to the assistance of an American pilot who had crashed in the Cherbourg Harbor. Bravely remaining within range of enemy anti-aircraft installations in the harbor, Lt SPENCE radioed for help and rendered position reports while under constant fire from the enemy. The bravery and devotion to duty displayed by Lt SPENCE on this occasion reflect great distinction upon himself and the Army Air Forces. Entered military service from Illinois.

By command of Major General VANDENBERG:

W W HILLARD
Col, G S C
C of S

OFFICIAL:


C F SEEBACH
Colonel, AGD
Adjutant General

DISTRIBUTION: "A"
(Less units not concerned)

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SECRET

SQUADRON HISS NY

B. Awards and Decorations: (Continued)

SECTION I

Bronze Star Medal

S/Sgt. Frank J. Dellare
S/Sgt. Richard W. Gergel

S/Sgt. Edward P. Foran

SECTION III

2nd Bronze Oak Leaf Cluster
Capt. Dennis Crisp

3rd Bronze Oak Leaf Cluster
2nd Lt. Boyd E. Johnson

4th Bronze Oak Leaf Cluster
2nd Lt. Theodore C. Teubert

1st Silver Oak Leaf Cluster
2nd Lt. William G. Dixon

2nd Lt. Albert A. Schnedler

7th Bronze Oak Leaf Cluster
1st Lt. Gerald J. Grace

1st Lt. George W. Petrie

8th Bronze Oak Leaf Cluster
2nd Lt. George L. Waegener

9th Bronze Oak Leaf Cluster
2nd Lt. Richard J. Fox

2nd Silver Oak Leaf Cluster
1st Lt. Jerry B. Gullis

3rd Silver Oak Leaf Cluster
1st Lt. Oliver S. Myerson

16th Bronze Oak Leaf Cluster
Capt. Alfred E. Benton

1st Lt. Irving Ostuw

17th, 18th, 19th Bronze Oak Leaf Cluster
Capt. David C. Parrish

In accordance with GO SAC, Hq. IX TAC, dtd 24 Nov. 1944, the following awards were made:

SECTION II

1st Bronze Oak Leaf Cluster

2nd Lt. George A. Myers
2nd Lt. Halbert S. Newhart

2nd Lt. Robert W. Pace

2nd Bronze Oak Leaf Cluster

2nd Lt. Joseph S. Busenbark

2nd Lt. George A. Myers

3rd Bronze Oak Leaf Cluster

Capt. Dennis Crisp

2nd Lt. Albert F. Brizendine

SECRET

SQUADRON HISTORY

B. Awards and Decorations....(continued)....

4th Bronze Oak Leaf Cluster
Capt. Meredith W. Henry 2nd Lt. Irven C. Miller
2nd Lt. Carl L. Diegass

1st Silver Oak Leaf Cluster
Capt. Meredith W. Henry 2nd Lt. Kenneth L. Milcox

5th Bronze Oak Leaf Cluster
2nd Lt. William G. Dixon

(1b)

PERSONNEL CHANGES:

1. In accordance with par. 6, SO 131, Hq. 308th Ftr. GP, dtd 1 Nov. 1944
8 of our EM were promoted to grades indicated (Copy of SO attached).
2. On Nov. 2nd, 2nd Lt. Thomas E. Monahan was asgd to the sqdn as our
new Armament Officer and on the 3rd 1st Lt. Marvin E. Ward was
transferred to Group Headquarters.
3. Lt. Col. Paul P. Douglas was transfd to Op. Hq. on the 10th.
4. 2nd Lt. Egwin J. Souerlund was asgd to the sq. as pilot on the 12th.
5. On the 14th, Pvt. Sanderson was transfd to the 308th Ftr. Co.
6. Three more pilots were asgd Nov. 15th - 2nd Lts. Donald C. Campbell,
Gerald H. Breuer and Joseph H. Hunt.
7. Another pilot joined us on the 17th - 1st Lt. Abner D. Jones.
8. Capt. David C. Parrish was transfd on his way to ZI on the 18th. Lt.
Knauss was posted as MIA as of Nov. 18th.
9. On the 22nd, 1st Lt. Jack E. Robbins' status was changed fr MIA to
POW as of 24 June per Ltr. Hq. IX TAC, dtd 18 Nov. Subj. Battle
Casualty Report of Change.
10. Lt. Loughary's promotion to Capt. came through Nov. 23rd, per par.
1, SO #520, Hq. Ninth AF, dtd 15 Nov. 1944.
11. Three more pilots were asgd to the sq. on the 24th - 2nd Lts. Charles
E. Leonard, Cecil R. Huff, Stephen L. Halpin.

R E S T R I C T E D

HEADQUARTERS
368TH FIGHTER GROUP

AFO 595, U. S. Army
1 November 1944

SPECIAL ORDERS)

NUMBER 131 :

1. 2d Lt CHARLES E. RIFE, 0887235, AC, is placed on TD for approximately three (3) days, will proceed from this sta o/a 2 Nov 1944 to Shaway Rocket Range on matters pertaining to this command. TDN by MT. Upon completion of this TD O will ret to proper orgn and sta. 60-105 P 432-02 A 212/50425 and 60-114 F 432-02 A 212/50425. AUTH: VOCC, 70th Fighter Wing.

2. The following named officers are granted two (2) days operational leave, will proceed fr this sta o/a 3 November 1944 to Paris, France, reporting upon arrival to Ninth Air Force Liaison Officer, American Express Building, Auber and Scribe. Upon completion of this leave O's will ret to proper orgn and sta. TDN by MT. 60-105 P 432-02 A 212/50425 and 60-114 F 432-02 A 212,50425.

AUTH: Ltr, 9 AF, file 220.711, subj: "Rest and Recuperation Leaves for Combat Crew Personnel," dated 10 Oct 1944, and teletype IX TAC, 0809C dated 26 Oct 1944:

Capt CARLOS M. TALBOTT	025797	AC (In charge)
Capt MEREDITH W. HENRY	0796688	AC
1st Lt CHARLES J. KENNEDY JR	0805635	AC
1st Lt GEORGE P. OHLMAN	0697055	AC
1st Lt JOSEPH S. NOLAN	0802337	AC
1st Lt WILLIAM J. GARRY	0679856	AC
2d Lt RUSSELL J. GROCSJEAN	0769807	AC
2d Lt WALTER R. JOHNSON	0814696	AC
2d Lt NEALY C. RIEMANN	0710008	AC
2d Lt JOHN A. HELLIESEN	0815332	AC

3. The following named officers are placed on a period of TD for approx thirty (30) days, fr this sta o/a 3 Nov 1944 to 1st Transport Group (Frov) Site A-81-C, for the purpose of ferrying planes to units of the IX Tactical Air Command. Upon completion of this TD, officers will ret to their proper orgn and sta. TDN by MT. 60-105 P 432-02 A 212/50425 and 60-114 F 432-02 A 212/50425.

AUTH: Teletype, IX TAC N 46 C.

1st Lt WILLIAM J. GARRY	0679856	AC
2d Lt JOHN W. STRICKLAND	0697063	AC.

4. Under the provisions of AR 615-5, 30 June 1943 and upon the recommendation of his Orgn Comdr, Sgt (060) David Scheinbart, 32399749, 395th Ftr Sq, is reduced to the gr of 1st Lt for inefficiency.

R E S T R I C T E D

SO 131, Hq 368th Ftr Gp, dtd 1 Nov 1944, Cont'd.

5. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of their Orgn Condr, the following named EM, 395th Ftr Sq, are promoted to grades as indicated:

TO BE STAFF SERGEANT (TEMP)

Sgt (750) Vito J. Bafilo 13047083

TO BE SERGEANT (TEMP)

Cpl (911) Thomas E. Barron 32866855
Cpl (631) Dux H. Schneider 14173825

TO BE CORPORAL (TEMP)

Ifc (315) Charles W. Race 33760928
Ifc (060) Alfie L. Swisher 36476516
Ifc (747) Peter E. Boland 12020798
Ifc (747) Robert G. Heller 32872662
Ifc (747) Silas Thompson 34444788
Ivt (060) David Schcinbart 32399749

TO BE PRIVATE FIRST CLASS (TEMP)

Ivt (747) Herbert N. Carp 12145495
Ivt (911) Robert L. Skivor 37569730
Ivt (809) John T. Connolly 31230431
Ivt (911) Earl E. Bailey 17034247
Ivt (469) William F. McCarley 34514105

6. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of their Orgn Condr, the following named EM, 396th Ftr Sq, are promoted to grades as indicated:

TO BE STAFF SERGEANT (TEMP)

Sgt (747) Leonard W. Forter 32551088

TO BE SERGEANT (TEMP)

Cpl (747) Richard H. Lotberg 12157803

TO BE CORPORAL (TEMP)

Ifc (620) Richard S. Ross 35229492

TO BE PRIVATE FIRST CLASS (TEMP)

Ivt (911) Clarence N. Fowler 14133889
Ivt (590) Henry E. Robinson 39130162
Ivt (747) Raymond Stampor 35448086
Ivt (747) John A. Upham 31066351
Ivt (911) John C. Wood 14053200

- 2 -
R E S T R I C T E D

R E S T R I C T E D

SO 131, Hq 368th Ftr Gp, dtd 1 Nov 1944, Cont'd.

7. Under the provisions of AR (15-5, 30 June 1943, and upon the recommendation of their Orgn Comdr, the following named EM, 397th Ftr Sq, are promoted to grades as indicated:

TO BE STAFF SERGEANT (TEMP)
Sgt (502) Robert F. Serbian 39695862

TO BE SERGEANT (TEMP)
Cpl (060) Lewis S. Horst 33562653
Cpl (747) Ralph E. Hume 15354786
Cpl (747) Peter Loback 32332285

TO BE CORPORAL (TEMP)
Pfc (256) Jesse A. Lewis 39455134

(Travel directed is pursuant to auth contained in Ltr, Hq European T of Opns USA, 24 May 1944)

By order of Lt Col FEREGO:

OFFICIAL:

HUGH L. RICE,
Major, Air Corps,
Adjutant.

Hugh L. Rice
HUGH L. RICE,
Major, Air Corps,
Adjutant.

DISTRIBUTION:

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SECRET
SQUADRON HISTORY

MISSION # 260.....Close Support For The Infantry.....

There were no operations on the first day of the ^{month} due to the bad weather. Word was passed on that Col. Meyers was leaving the Group for an assignment at Command. In the evening, a party was held in his honor at the new Officer's Club in the quarters area near Chievres. All the drinks were arranged for by the colonel and everyone present had a most enjoyable time. The Thunder Bums took the initiative, starting a series of "Chug-a-lugs" with everyone that came within arms' length range of any in the 398th. Included were Col. Meyers, Lt. Col. Gorrell, Major Rice, Lt. Col. Douglas, Maj. Sparks, Doc, Austin H. Carr, Dick, Olie, Capt. Crisp, Capt. East, Lt. Col. Haesler and a host of others at the party. The countess and Helen O'Hara were influenced by a chug-a-lug each. Everyone drank to the Padre's birthday which was celebrated that day. Col. Meyers was wished the best of luck in his new assignment.

0950, Nov. 2nd, briefing was held for close support with the 28th Infantry Division. It was a group mission with targets east of Rotgen. Lt. Courtwright told the boys of the good progress being made by the British, Canadians and Americans in Holland and the islands. He told about the 4 American Divisions up in that area. Lt. Steers was doubtful of the weather with the take-off being postponed and the mission finally scrubbed. At 1230 a new briefing was called. The target was a RR bridge over the Grft canal in the vicinity of Kenten. The ALO gave the late poop about the fighting in Holland, showing the wiping out of the enemy resistance in Northwest Belgium, clearing all of Belgium, and the bomb-line which went all around Tholen and all of Walcheren Island. The Canadians had half of Flushing. This mission was up at 1451 with Capt. Parrish leading the squadron. The group set course but when they arrived over the target area, a solid overcast prevented finding the target. Marmite controller vectored the group and told them when to drop their bombs somewhere in the Coblenz area. This was Lt. Gemoy's first operational mission with the squadron.

MISSIONS # 261, 262.....Planned Mission.....

On Nov. 3rd, at 0900 hours briefing was held at Group. The target was a fuel dump northeast of Duren near the railroad bridge that they were once briefed on to destroy. This was a group mission with Capt. Crisp leading the squadron. Going over the course, they discussed avoiding the Diver area and the route away from the flak concentration. The mission took-off as scheduled, arrived over the target area and found the target which was very easily identified. The bombing was very good with fires started and white and black smoke pouring up. The boys considered this a good mission when they returned.

The critique for the first and briefing for the second mission of the day were held in succession. Lt. Col. Douglas was to lead the group on a dive bombing attack on a power plant just west of Golome. They were shown a picture of the plant for identification. The colonel was to stay on the ground for a while since he would pass the 300 hours operational time at the completion of the mission. They flew on course and came upon 10/10ths overcast which was east of Aachen. Due to the weather conditions, the mission had to return to base with all bombs.

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SQUADRON HISTORY

MISSIONS # 201, 202.....(continued).....

Lt. Marvin W. Lamb, our Armament Officer, was transferred to Group Headquarters this day, assigned as Group Armament Officer. Marvin was with the squadron since early in its activation and now we wished him the best in his new capacity in the higher echelon.

MI SECS # 203, 204.....Close Support With The 28th Infantry Again.....

Squadron missions were planned for the 4th. The first briefing was held at 0900 for close support with the 28th Infantry Division which was located at Schmidt. The squadron was to work with their controller and if there were no targets, they were to recce the roads in a 25 mile radius with Schmidt as the focus. The AIG told the boys of a little push in the vicinity of the 28th southeast of Aachen. He related the telephone call he had just had from the V Corps when he was told that if only a flight of planes would arrive over the battle area and keep the Jerries away from their artillery pieces, our own artillery could gain the upper hand in a pretty much evenly matched duel and the troops could advance. Capt. Crisp led the squadron to the town of Schmidt at which time the ground controller, Hopcraft, told the squadron to bomb Schmidt which he would mark with red smoke. Evidently, our troops had been forced to withdraw from the town. The smoke marked a group of buildings which the boys got hits on with very good bombing. Upon request they strafed the town of Marscheidt. They searched for tanks which were called in but none were seen.

The afternoon mission was briefed at 1330 on the same type of mission. Capt. Benton led the squadron. They found an overcast in the target area so they continued eastward and bombed a group of buildings resembling a warehouse and barracks type of buildings about 10 miles west of Sinzig.

MISSIONS # 205, 206.....Altitude Bombing....Lt. Col. Douglas on D.S...

The early morning briefing on Nov. 5th was for 2 x 1000 pounders to be used in cutting the RR spur leading out of Duren towards Cologne. This was the first mission in quite a while since these type of bombs were carried. Capt. Parrish led the squadron on this one. The overcast prevented finding the railroad so Sweepstakes, then Disco vectored them to bomb from 10,000 ft, straight and level, on what was believed to be Duren. Many possible V-2 trails were seen north and south of the area.

In the afternoon, Capt. Benton led the 2nd mission as top cover for the group which went out to bomb railroads north of Elsdorf. They escorted the other two squadrons as they orbited between Cologne and Duren where they found other targets, including railroad cars.

Lt. Col. Douglas left for IX TAC on detached service to attend an orientation course where he would be familiarized with the work of the controllers and the methods of controlled high altitude bombing.

MISSIONS # 207, 208.....Rail Cutting.....

On the 6th at 0730, the group was given the poop on the interdiction of the railroad running north out of Euskirchen. In case the weather was bad over the primary target, the alternate was the line running south

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SQUADRON HISTORY

MISSION # 267, 268.....(continued).....

west out of Sinzig. Capt. Johnny Baer was to lead the group. After getting back to the line in the squadron, the original take-off was delayed indefinitely because the weather was not good enough over the target area. The mission took-off at 1200 with Lt. Hoss on his first operational flight. They arrived over the railroad briefed on and bombed with fair results. After the two squadrons got through, two cuts were observed at the northern end of the line. The Jerries had quite a concentration of light flak along the roads on both sides of the railroad.

At 1330, Capt. Parrish leading the squadron, and the scheduled pilots were at group being briefed to cut the railroad line north of Buren. At 1555 they were over the target area with the rest of the group. The surface wind was very strong and caused the bombing results to be fair only. Little Olie got one direct hit on the track with 6 others within 15 yards of the tracks.

The ground officers moved to the new quarters in the area near the group of buildings in which the pilots were living. The buildings being prepared for the enlisted men were still in the process of preparation before they could move in.

MISSION # 269.....Against Supplies.....Some Sections Move Set-Up.

The 0900 briefing on the 7th was to bomb a storage tunnel. The squadron, led by Capt. Crisp was top cover for the group. Weather interfered with the planned take off so they waited and took off at noon. The group bombed as our boys orbited the area. Flame was coming up from the target being hit. This escort was uneventful and when the boys came down they were interrogated in the old building, then brought their personal equipment up on the hill to the new site for S-2, S-3, Pilot's room and personal equipment. These departments were set up in the brick building which was formerly used as quarters. The pilot's room was set-up with Sgt. Monaghan's Thunder Bum Cafe in one corner. The rest of the big room was decorated with two camouflaged parachutes used as interior decoration for the ceiling giving it a night club effect. The CO's room was in between the pilot's room and the S-2, S-3 offices. Lt. Newman's personal equipment was situated in the fourth room of the building.

MISSION # 270....Target Obscured, Cut Another Railroad Bridge, Instead.

On November 8th, a briefing was held at 0800. The target- a railroad bridge SW of Bruck in the vicinity where they had worked before. Our squadron had this bridge and the 395th was to go after another bridge north of the squadron's. Capt. Benton was leading the group. The ALO gave the latest developments of our ground forces, a time check was held then all went to their respective squadron operations site to await take-off. When the group arrived over the briefed target area, the solid overcast prevented attack. The group recced the vicinity for a break in the clouds to find a good target and ended up with a clearing near Mechnernich. They bombed the railroad and small marshalling yard there letting cuts in at least 8 places.

SQUADRON HISTORY

MISSION # 270.....(Continued).....

The critique was held just before the briefing of the second pending mission which was to be interdiction of the railroad line north east of Duren. When waiting for the takeoff, it was delayed because of the bad weather which set in. A release came in at 1500. Rain had come and appeared to stay for the rest of the day. In fact, this rain turned to snow later in the afternoon giving us our first on the continent.

We were also notified by our awards and decorations Sgt. McManigal, that S/Sgts. Felbarth and Nelson were officially awarded the Bronze Star Medal, making our total to date 9 such awards to our enlisted personnel. Capt. Crabtree, who came from the rocket range to discuss the use and tactical employment of rockets, visited our squadron in the afternoon where the flight leaders were gathered in the operations section to hold a critique of what had been done and what was continuing to be practiced at the rocket firing range. Capt. Crabtree had flown with the RAF in the Normandy Campaign and his moustache was envied by "Pappy" Kennedy who stared at it, then automatically straightened out his embryo "brush" with his fingers as if to say he had one too.

The radio had notified us of President Roosevelt's reelection with returns coming in each news broadcast. In the evening, over at the quarters, Lt. Petrie disclosed his secret and pounded "Assembly" on his trumpet which he bought in Brussels. A couple of the boys ran out and screamed for everyone to fall out. Heads began popping out of the doorways wanting to know what the devil was going on. The rumpus finally subsided when Petrie and Lt. Hamilton went back to practice with the aid of a metronome. Louis III ran up and down the scales with his clarinet. Lt. Col. Douglas returned from D.S. that evening from IX TAC.

MISSION # 271....Weather Recce....Weather Interferes with Operations...
Lt. Col. Douglas Transferred.....Capt. Crisp Our New CO...

On November 9th a briefing was held at 0700 for close support with the 28th Infantry Division. Six targets of gun emplacements were assigned to the group with 3 of them meted out to the squadron which Capt. Baer was to lead. These were about 8 miles south of Duren, close to the bomb line. Back at the squadron we were notified that there would be a delay in the mission because of the bad weather. Lt. Kerchner was all set and ready to go to the 5th Armored Division where he was to be on DS as one of the controllers in a tank, just as Porky Davis was with the 2nd Armored.

By 1330 the mission was scrubbed and a new one substituted. The briefing was called for immediately. The boys rushed over to group in the rain where they found out that just the 396th was to remain on alert for an area cover for B-26's bombing north of Saarbrucken. However, following Lt. Steers forecast of bad weather over the target area, the mission was finally scrubbed. In the evening, Loeb returned from the rocket range where he had acted as an observer. The squadron found out that Lt. Col. Douglas was going to group where he was going to be the Group Flying Executive Officer and Assistant CO. This transfer was followed with the appointment of Capt. Crisp as our new CO and Capt. Baer as our operations officer.

SQUADRON HISTORY

MISSION # 271.....(Continued).....

The briefing held in the morning of the 10th covered the same targets briefed on the day before. Capt. Baer was to lead the group. Again, the weather wasn't too favorable with a stand-by for the take-off. Rain came with no let-up in the weather. We were released by 1450 hours. Meanwhile, the pilots were decorating their room and Brizendine, together with Newhart and some of the other boys were putting action scenes on the walls. One was a masterpiece with a P-47 dropping its bombs on a German tank as the target with landscape filling in. Some came into the S-2 section where they reminisced over the pictures in the squadron album. They recalled the days of Crazy Jim, Ed Haughton, Bone Myers, Carter, Laymon Rice, Robby and the other boys. Dave Reinthal, called from group S-2 notifying us that "The Oldest Living Fighter Pilot in the WFO", Lt. Kennedy, got a confirmed on his destroyed FW-190 which he got on Oct. 28th, Lt. Col. Douglas had 2 destroyed confirmed, the other pending, and Howie had one confirmed with the second pending film assessment.

MISSION # 272.....Had to Resort to Target of Opportunity.....

Lt. Col. Perego requested all pilots and S-2s to attend a meeting which was held at the group briefing tent. The main purpose was to tell the boys of his assumption of command in place of Col. Meyers who was now up at Command. He spoke about the problems to be met with in the future and the reputation to be upheld as the best Fighter Group in the IX WAC. He had been to Command where Gen. Suesada spoke to him about the important role which air has to play in the air-ground team. The colonel then introduced Lt. Col. Douglas as the new Deputy Group Commander, who dealt briefly on the aids from the ground controllers and the importance of I/F discipline.

After returning to the squadron, a pending mission was called in over the hot line. The targets were originally the same as the ones briefed on but were later changed to three others about a mile west of the previous ones. A mild take-off was to be made. Capt. Baer held a squadron briefing before they went out to their planes. They were already airborne when they received a recall. No sooner had a couple of the boys walked in to the building when a call came in for a mild take-off. This time they set course on the mission. When they arrived over the target area, the aircraft was under a solid overcast, as were the targets. Capt. Baer then led the group on a little recce, finally bombing the railroad running north out of Muskirchen, getting at least two cuts in it. When they returned home, it was off to supper, critique and then to the quarters.

Stand-by.....Weather Bad....Mac and the Others Back In USA...Party, Parrish to Leave Us.....

There was a mission scheduled on the 12th for rail cutting in the Red System east of the Rhine. Briefing was held at 0930. The railroad sections were near Harbourg, taking them in quite a distance into Germany when the boys came back to the squadron, a release for the day came in for the weather over in the Rhine River area was very bad. The rest of the day was uneventful. A new pilot joined us that day - 2nd Lt. Edwin J. Soderlund. On Nov. 13th the 0900 hours briefing held the same railroad interdiction. There was no take-off. There were intermittent rains all day long.

SQUADRON HISTORY

STAND-BY.....Bad Weather.....(Continued).....

A stand-by on the Red System was called in on the 14th but the weather was still bad with overcast all day, followed by rain. In the afternoon, Capt. Henry received a letter from his wife telling him of Chuck's phone call that same day on Nov. 2nd. Word came to the squadron that Capt. David C. Parrish would be leaving the group for the 21st, as Mac, Chuck, and Larsen. A supper was planned for the evening but instead it turned out to be a party in honor of Parrish. Those invited were Lt. Col. Douglas and Lt. Mathews, Lt. Col. Haesler, Maj. Sparks, Maj. Carbine (CO of the 397th). Capt. Benton had gotten us very good steaks which Sgt. Monaghan prepared very well, with Lt. Joe Eusenbark lending a very helpful hand in the arrangements for the evening. Pappy made sure of the drinks. Everyone enjoyed the meal, after which some after-dinner toasts and speeches were made under the impromptu remarks and introductions from Lt. Kennedy. Parrish was very funny as he got up to start his little speech with a great big smile on his face. "Somebody is drunk hyah", he started as his spirit was somewhat elated. A little reminiscin took place for a while before the party broke up. Earlier in the day, one of our men, Pvt. Sanderson, was transferred to the 395th.

MISSIONS # 273, 274.....Operations "Q" Begin...Close Support For 1st Infantry Division....Lt. Knuss M.I.A.....

November 15th was another day of bad weather. The old stand-by for the Red System was in once more but a release came in for the day. It was a very uneventful day. Some of the enlisted men started to move into the new quarters in town. Three more pilots were assigned to the squadron - 2nd Lts. Donald D. Campbell, Gerald H. Breuer, and Joseph H. Hunt.

On the 16th, the morning's weather was not flyable. The squadron was to stand-by for a 1200 hours briefing at the group briefing tent. The boys went to dinner first then to the briefing. All pilots attended this one. The introductory remarks were made by Lt. Col. Douglas. He told the pilots of the push which was scheduled. This reference was to the "Operations Q". He wanted to let them know that the 1st Infantry Division had requested our group as the one to support it during this big operation, which was quite a compliment to be paid. It linked the 368th Fighter Group with the 1st Inf. Div. as the team for the particular mission planned for it in this big show about to take place. Capt. Dave Reinthal gave a brief summary as to the day's missions of the type of close support which we had been accomplishing in the past, giving the location of "Boaty" Controller and the methods of asking for marked targets. Lt. Courtwright gave the whole ground picture, including the enemy's and our situation. He told of the plan of operations about to jump off with the objectives of the armies in the north and those of the south along the Western Front - "To capture Gellenkirchen, Julich Duren and then to push on eastward in what could develop into the greatest battle of all time....". The commitment of the group was to support the 1st Inf. Div. in its phases during the blows to be dealt to the enemy. The picture was completed with the advances and objectives of the 3rd Army. He also summarized the relative positions of our troops along the line.

Dave Reinthal took over and told of the show which the 8th Air Force Bombers were on at the very moment of our briefing, as a fore-

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MISSIONS # 273, 274.....(Continued).....

runner to the jump off. The regular briefing for the mission took place, with Capt. Crisp to lead the squadron. However, when back at the squadron awaiting the take-off, a delay had come in. The 89th was up on one of the close support missions and our squadron was put on a 10 minute alert status with a release coming in finally. The boys were all set to go remarking "Barn it", when the release came in.

In the afternoon, one of the new pilots, Lt. Campbell sat down at the piano and beat out some genuine "Boogy" Stuff. The pilots room soon quieted down to listen to this fellow who played very well. Requests soon followed.

At 0700 on the 17th, the squadron was briefed on close support with the 1st Inf. Div., Booty being located near Hausbach. They were to ask for targets when arriving over the target area and if there were none, the squadron was to perform an armed recon in front of the division to the Rhine River looking for railroad and road traffic. The weather was doubtful and became worse. Rain followed plus a strong surface wind. A release came in for the day. Another new pilot was assigned to the squadron - 1st Lt. Abner E. Jones.

November 18th brought a 0730 briefing. The support mission still held and this time the squadron was assigned some pin-point targets. Capt. Crisp led the 10 ship mission, one flight as top cover. When they arrived over the division area, Booty was contacted and marked a target for them near the briefed pin-points. They also strafed the town of Weistern. About 5 enemy tanks were called in by Booty but recon of the roads in the immediate vicinity did not reveal any. Kennedy strafed a castle steeple which might have been used as an observation point while Ostuw's flight went down on a group of barracks type for a strafing run. Some of our troops were seen deployed in the forest east of Stolberg.

Dave Parrish was all set to leave us and bid his "solongs" to all. The squadron hated to see him being transferred to the zone of the interior but we all knew of his fine work and leadership in all the missions flown with the squadron. We knew of his Kentucky humor and good naturedness so typical of Dave "Duros, Down the Holler" Parrish. We had all our wishes for good luck when he left.

The briefing for the second mission was held at 1215. The same type of mission was on the schedule with the same rendezvous. Capt. Baer was leading the squadron of 12 ships. They arrived over the target area at 1410 and bombed an area which was marked for them with red smoke near the edge of the forest west of Weistern. The bombing was very good Sweepstakes Controller calling and relaying the message to the squadron from Booty who said it was a good job. Two Tiger Tanks were strafed in the same vicinity as well as a vehicle which was destroyed. Lt. Knauss was last seen after pulling up from a strafing pass into the small woods but didn't return with the squadron. No other word was received regarding his whereabouts and was pegged as M.I.A.

MISSIONS # 275, 276, 277.....Close Support and A Radar Controlled Level Bombing.....

Squadron missions were again scheduled on the 19th. Work with the 1st Inf. Div. was to be continued. All the pilots on the mission were

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SQUADRON HISTORY

MISSIONS # 275, 276, 277.....(continued).....

at the 0900 briefing. Booty was still in the same vicinity and the usual method of contacting for targets was to be used. In addition, leaflet bombs were to be dropped on Vlaten, Vorsbach, and Dreilborn. Capt. Crisp was leading. Capt. Davis, our AIO, gave the ground situation telling of the Panzer threat present from the possible concentration of armor in the forest northeast of Duren. Slow but steady progress was being maintained in the forest east of Stolberg. The mission took-off as planned and when they arrived over the rendezvous area with the infantry, the controller marked a target but told the formation that it was the wrong place and described the right area to our pilots. They found the spot described and all hits were observed in the target area. Upon request, the squadron strafed a road and woods plus the town of Heistern. They noticed a castle in enemy held territory and gave it the once over with their .50's. Upon observation, a heavy concentration of guns were spotted. The controller had told them over the 1/8 that an enemy counterattack was expected at 130 from that same woods. Flying close to Duren, they noticed the whole center of the town to be flattened. Before leaving enemy territory they dropped the leaflets as designated.

Capt. Baer, Lt. Ostow (flying his 100th mission), Lt. Dixon and Lt. Pace were alerted for a radar-controlled level bombing mission over Duren. The mission was called in and they took-off at 1157. They were to fly at 8,000 ft. and would receive their vectors from the controller. Mamite #1 was the ground controller. He vectored the flight which orbited near Haur then flew many headings. After making 3 bomb-runs on the target they were told to drop their bombs on court. All of them dropped at the same time and observed them to land in a cluster just to the west of the railroad in the northeastern part of Duren.

Lt. Col. Douglas took a public relations officer up in X, our pick-a-back P-47, in which they made a recording of an operational mission in the vicinity of the active area. This recording was to be relayed to the United States over one of the networks at a future date. Bill Hearst, Jr. was with the group again to get some stories. He was billeted with our pilots for his stay.

The third mission for the day was briefed at 1348. Six planes were loaded with fragmentation bombs and the other six were loaded with 8 x 500 GP's each. Lt. Col. Douglas was leading the squadron on this one. Arriving over the target area, they were told of a group of buildings just east of Weisweiler. Booty wasn't able to smoke the targets but the SP4s helped them find the place since they were about to set course for home. The bombing was excellent as they destroyed a group of buildings believed to contain large guns. At the critique, the colonel told the boys of the excellent dive-bombing which they had accomplished. It was one of the best he had ever flown with the squadron.

That evening, the boys planned a roast-beef supper which was deliciously prepared by Sgt. Monaghan. Bill Hearst, Jr. and Lt. Col. Douglas were invited down to the pilot's room for the supper. It went very well with Capt. Crisp acting as M.C. for some impromptu entertainment from Lt. Holman and his Arkansas jokes, Lt. Campbell's piano playing, dirty jokes from the boys and a couple from the visiting correspondent. Maj. Wernli made out quite well with his tongue-twisting parody.

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SQUADRON HISTORY

bad weather hampers operations.....

The weather was bad on the 20th with no definite time for briefing. There were intermittent showers during the day. The squadron kitchen was moved over to the site in Chievics and most of the men moved over to their new quarters in the building in town. Lt. E.J. Olson was made Flight Commander of Green Flight, taking Capt. Parrish's place. A briefing was called in for 1300 on the 21st but at 1200 it was called off indefinitely. The weather was on good enough for training flights in the area, or a ride in K. The 22nd brought rain and no operations. In the morning class for the pilots, Capt. Cox talked to the boys about the set-up in his department and some interesting information about Penkillin. The rest of the day was more or less uneventful. We were notified officially that Lt. Jack B. Robbins' status was changed from MIA to POW per letter from HQ IX SAC, dated 18 November, 1944, Subject Battle Casualty Report of Change. The date of change was 24 June 1944.

Thanksgiving Day arrived on the 23rd, with continued bad weather. The pilots received a lecture on E & G and different publications. The newer boys were notified of a class to be held at group to familiarize them with one of the series of subjects which were being given to them. Lt. Colic, Perego, Douglas and Gorrell, Capt. Crisp and Baer plus all the ground officers were invited to eat at the squadron mess where a delicious Thanksgiving meal was served. Typically American, we had turkey, cranberry sauce, potatoes, celer, biscuits, carrots and peas, and rounded out with cake and candy. It was all very well prepared. In the afternoon, notification came through regarding Lt. Loughery's promotion to Captain. Bert was still away at the flak home with it. Hamilton.

In the evening, a dance was held at the Officers' Club where most of the fellows attended. The civilian orchestra was very good and there were enough of the opposite sex to keep the dance floor crowded. Everyone seemed to have a good time.

The squadron was released until daybreak on the 24th for the weather still continued bad. Combat film was shown covering the latter part of August and early part of September. Lt. Col. Douglas told the boys that he had received a letter from Capt. McLachlan, written from his home. Mac was going to have a 21 day leave before reporting for assignment. The rest of the day was uneventful. Three new pilots were assigned to the squadron, 2nd Lts. Charles E. Leonard, Cecil E. Gull, Stephen L. Halpin.

MISSIONS # 278, 279....Close Support Continued for 1st Division.

Briefing was held in the morning of Nov. 23th after having originally postponed it because weather had socked in both over the field and the target area. However, it cleared well enough to get the mission up by 1000. They were to work with Booty with pre-planned targets numbered should the controller call them in by such. Capt. Baer led the squadron. When they arrived over the area where Booty was located, he asked them to bomb the town of Lanorwehe, which was marked and bombed with good results. Booty later told the squadron "did a lot of good on the town", they also strafed it and the railroad section between Schlich and

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MISSIONS # 270, 271.....(continued).....

Weisweiler, where some enemy troops had dug in. Some scattered enemy vehicles were seen but did not present a good target.

The second mission for the day was briefed at 1200. The SOP for the same type of work was given, Capt. Benton leading the squadron. They were over the target by 1440, number 5 given to them by Booty - town of Berken. All the 500's and frags were dropped on the town. This mission was more typical of the close support which they had done in the past. They found a halitrack and some German troops in the town of Niedezier. The halitrack was destroyed and some Germans didn't know what hit them. They also destroyed a locomotive in the vicinity of Paffendorf on the west bank of the Ruff Canal. Lt. Myerson spotted artillery positions in the town of Stammelwe which he relayed to Booty and in turn gave it to Tropic Squadron. He also told the 897th of a supply dump northeast of Duren which he thought would be a good target. This was real teamwork both between ground and air, and air to air. The boys were well satisfied flying this mission when they came down.

MISSIONS # 280, 281.....Support Cont'd.....Lt. Johnson down just
Behind our lines.....

Capt. Benton left in the morning of the 26th. He was being sent to one of the SAC Controllers where he was to take part in their operations. Briefing was held at 0645 for continued close support for the 1st Inf. Div. The same system of pre-planned targets were given, most of them being artillery and mortar positions. Capt. Crisp was to lead the squadron on this one. When they arrived over the target area, Booty marked the target, town of Langerwehe with hanging red smoke which obscured the target for the pilots. Their hits were east and north of the marked area with fair bombing results. The town of Luchem was straddled, also. As soon as the planes came down from this mission, the men serviced them immediately for the second mission.

Briefing for the 2nd mission was held at 1230 with Lt. Myerson leading the squadron for the first time. The set-up for this one was the same as the morning's. Lt. Courtwright gave us the ground situation and told of the bridge being intact across the Rhine near Strossburg, and the possibilities of further advances. He briefed on the situation of our forces in the immediate area where the squadron was to work and the haystacks in which Jerry might be hiding. At 1448, they arrived over and bombed the town of Langerwehe with excellent results. While performing an armed recon east of Duren 3 Me-109's were encountered, one of which shot up Lt. Johnson's plane. The engine caught on fire and was smoking badly. Lt. Olson stayed with him until he finally bailed in about 2 miles southeast of Weisweiler. Some of our troops ran up to the airplane and the canopy was open. Johnny was believed to be safe, and this was confirmed in the evening by a call from Maj. Hendricks at Command telling us that Lt. Johnson was picked up by the 3rd Armored Division and would be on his way back the next day. After the boys got through bombing, "Only the walls of some of the buildings were still standing".

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MISSION # 282.....Close Support....Awards By Maj. Gen. Guesada.....

Briefing on the 27th was held at 1040. Work to continue in support of the infantry was the schedule. Capt. Crisp was to lead the squadron and they would get targets from Booty. Capt. Reinthal briefed on the mission giving the task situation since the heavies got a round bombing in front of our ground forces. The AIO gave the situation along the front. The take-off was set for 1300. Lt. Col. Douglas told them about the importance of making an armed recon after working with the infantry, for reinforcements could be caught on the roads and railroads. When they came back to the squadron, grid points were called in giving information about the railroad activity SW of Bruhl. The squadron took-off and went directly to this area where they spotted about 40 freight cars. The planes with the 500 pounders dive bombed and hit a factory plus part of the train. Possibly 10 cars were destroyed. On the way back from this railroad target, they contacted Booty who marked a tank target which they were to try to knock out. No tank was seen between Langerwehe and Luchern so Booty was contacted and told that they only had frags to drop. He then gave them the town of Perken to bomb. When they came down, the boys recommended another attack on the railroad section which they bombed for it seemed to be an active area.

At 1600, the 88th and 88th Fighter Group had the officers and enlisted men receiving awards in a formation similar to the way they were lined up back in Chilbolton when the first Air Medals were presented by Maj. Gen. Guesada. The general was here again to award a Soldier's Medal, Bronze Stars, Air Medals, and Purple Hearts. The colors were there and all ranks were lined up together as the general went along to each one receiving an award. Included in the formation was a platoon representing the squadron, Lt. Smith acting as Platoon Leader. Its. Myers, Miller, Fehwart, Pace, Stevens, and Wilcox received their Air Medal, while Its. Olson and Myers got their Purple Heart. Lt. Col. Douglas, our former CO, got the cluster to his Purple Heart. The EM receiving the Bronze Star Medal were S/Sgts. Kaczowka, Mueller, Oglesby, Schmidt, Smith, Wade, Felbarth and Nelson, making this the official presentation by the commanding general of the IX TAC. S/Sgt. Stage was still in the hospital at the time, but was the first of our crew chiefs to receive the award in the squadron.

MISSION # 283....Lt. Loeb Bellies in West of Aachen.....

On Nov. 28th, the squadron was briefed at 0800. The close support for the infantry was to continue, Capt. Crisp leading. They were to ask for targets when Booty was contacted in the rendezvous area. The take-off was not definite because of the weather but all the mission pilots were on the alert in the pilot's room. While waiting, Maj. Gen. Guesada, accompanied by our group CO, Lt. Col. Parego, paid our site a visit. He was shown the pilot's self decorated room, the snack bar and all the paint jobs on the walls. Then he went through the S-2, S-3 and personal equipment rooms. Lt. Petrie left for the rocket range where he was going on D.S. for a few days. The planes took-off at 1058 and flew directly to the 1st Division sector. Here, they were given the town of Luchern to bomb with their 500 pounders and fragmentation bombs.

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SQUADRON HISTORY

MISSION # 233.....continued.....

which they did and received a comment from Booty, "It was a very good job". From here, they went on an armed recon to the east between our troops and the Rhine River, spotting some horse drawn carts, and straffing an armored car. They saw the medics doing a fine job of plastering Julich. While on the armed recon, Lt. Loeb's airplane was hit by flak in the vicinity of Rommelsheim which is about 3 miles east of Duron. His engine developed trouble as he was heading west to get within the bomb line. The boys knew he was hit when he remarked over the R/A "I've had it!" Loeb took his airplane and bellied it in about 2 miles west of Aachen, close to where Maj. Leary had to set his down the day before. John was alright for they saw him waving after he got out of his plane. He came back from XXIX TAC the next day with a slight injury to his left knee. During the afternoon some of the new pilots attended O.U. school where Lts. Ostaw, Hielgass and Howie were acting as instructors.

MISSIONS # 234....Escort for A-20's ...Lts. Johnson, Loeb and Lerchner Back.

In the morning of the 24th, the squadron waited around for a mission to be called in. At 10:00, Lt. Loeb came into the S-2, S-3 section, limping a bit from a slight injury to his left knee after bellying in south of Bocholtz, just inside of Germany, to the west of Aachen. From a nearby medical unit, he was taken to XXIX TAC where he was given a ride back home. A briefing was held at 2315, originally for support but the men were told to stand-by for an escort mission instead. Back in the squadron, all the poop was called in over the hot line. Rendezvous with A-20's was over Bastogne and from there, the squadron was to escort the A-20's to the target at Limbourg. Capt. Crisp was leading this mission. They rendezvoused with the A-20's and escorted them as they bombed through the overcast. They left the A-20's in the vicinity of Sedan and headed for home. While the mission was up Lt. Johnson walked in wearing a top hat which he got from one of the enlisted men where he bellyed in on the 24th. He wasn't injured as originally reported and was taken to a GP of the 3rd Armored. One of the officers there treated him cordially and put him up for the night after a shot of White Horse. The next day he was examined by one of the medical officers and remained until Wednesday morning because it was difficult to get a ride back. While there he noticed the non-internization between our troops and the German civilians. Wednesday morning, Nov. 24th, he got a lift to Eupen by the 3rd Armored jeep and from there he got another ride with the P.P.'s who took him to IX TAC at Verviers. From this headquarters, he rode to A-98, at Liege where Lt. Col. Haesler picked him up with the 295th Pick-a-back and brought him back to the base. Johnny told us of how happy the ground forces were when they saw him safe, yelling -, "Hey, Pellas, here's a Buzz-boy! They had commented on what a swell job our fighter-bombers were doing.

Lt. Loeb was met by about 5 or 6 Dutch civilians who immediately asked him if he was an American pilot. Soon after, one of our ground forces came over and Loeb was taken over to an ambulance unit which took him to the hospital nearby to have his knee looked after. From there he went to XXIX TAC, at Maastricht, where they provided transportation to get him back to the base. Since night was close, he and

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SQUADRON HISTORY

MISSIONS # 281.....(Continued).....

the driver stayed at a British unit at Basslet for the night and started out the next morning to get here at A-34.

Also back at the squadron this day were Capt. Bert Louhary and Lt. Louis Hamilton returned from their stay at the Flak home in Scotland, and Lt. Kerciner who had been on D3 with the 8th Armored Division.

MISSIONS # 282, 283.....Close Support.....

The first mission on November 30th was briefed at 0730 for continued support with the 1st Infantry Division. Maj. East gave the SOP for the work with Booty. Lt. Courtwright showed the boys the report which the Air Support and Ground forces sent back to us. He told them of the damage they inflict upon the Germans and how well the bombing was being executed. He also showed them samples of the corisc panels which were being used by our troops. Capt. Baer led this mission which was airborne at 0832. When over the target area, they were given artillery and gun positions in and near a small town about half a mile northeast of Dorn. All bombs were dropped on this target and the town. They were also requested to strafe an area between the autobahn and railroad leading to Duren. Booty was worried about 2 of our companies in or near Marode where much artillery and mortars fire was seen.

The second mission was briefed at 1100, with Capt. Dougherty leading. It was the same type of mission with the airplanes over the target given to them near Oberzier. The enemy had some probable gun emplacements at that point. Booty told the squadron that he had a flash report of enemy troops and some M/Gs near Schlich which he relayed to them for action. They flew to the town marked with smoke for them which showed the point beyond which they were not to strafe westward since they were so close to our own troops. The squadron bombed and strafed, coming upon about 120 enemy troops. After this, they set course for home. This completed the day's work at the end of the month.

The month has gone by with varied experiences. At the beginning of the month, the squadron flew on planned missions and in support of the 30th Infantry Division fighting for the town of Schmidt. Lt. Col. Perago was given command of the group and Lt. Col. Douglas was assigned to group Headquarters as Deputy Commander. Capt. Crisp became the new Squadron Commander and Capt. Dave Parrish left for the zone of the Interior. On the 10th of November, operations of the group increased in tempo. There were many days of bad weather and the planes flew in close support of the 1st Infantry Division which requested our group to be its air-arm during the current operations. The squadron lost Lt. Knauss while in close support of the infantry. Two of the boys had to belly-in towards the end of the month but were within our lines and got back to us immediately. The situation developed into an effort which had all men synchronized in their particular tasks. There were missions which came down and the planes were serviced immediately by our departments to insure availability for a mission already briefed. Everyone pitched in.

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S. MARSH HITCHCOCK

..... Lt. Col. Paul F. Douglas, Jr.

Paul F. Douglas, Jr. was born on April 23, 1919 in Paragould, Arkansas. He attended the Catholic School of Paragould up to the fifth grade, at which time his family went away temporarily, taking him with them. P.F. came back to Paragould and graduated from the Paragould High School in 1938.

While at Junior High, he participated in sports by playing on the football team. At Paragould High, he was a member of the football and the basketball teams in his senior year there, and also held a class office. During one term, Paul was on the track team.

Arkansas State Teachers College was the next step in completing his education, entering as a freshman in September 1938. Primarily, he wanted to receive enough of the required credits to get into the Air Corps, or as another ambition to fulfill, he would have pursued the course making him eligible to teach vocational studies by majoring in Industrial Education. During his freshman year, he was treasurer of the class, a cheer leader and worked in the drug store in the afternoons of the days when this was possible. He joined Chi Nu of Arkansas State. During the Sophomore year, Paul was elected vice-president of the class, became secretary of the YMCA and treasurer of the fraternity. He also led the cheer leaders. While in his Junior Year, the class elected him president, became president of the YMCA, and vice-president of the Chi Nu frat. "Who's Who in American Colleges and Universities" contained a bit of who Paul Page Douglas was as regards his leadership and scholastic standing, the first time a junior of the college was written up.

P.F. had joined the State National Guard in November 1938. In December, 1940 he left school to go with the 150th Infantry (C.C. A) to Camp Robinson, Arkansas. In January of 1941, he took his physical examination at Little Rock for the Air Corps and was sworn in April 1941. He went directly to Sikeston, Mo. for Primary training, then to Randolph Field, Tex. for Basic, followed by Advanced training at Foster Field, Victoria, Tex. He graduated and received his wings on December 12, 1941, and then went to join the 38th Fighter Group at Charleston, S.C., where he was assigned to the squadron commanded by Lt. Gilbert L. Meyers. The next chapter in his career was a move to Laramie, W.Y., assigned to the 38th Squadron of the 80th Fighter Group. Capt. G.L. Meyers was the squadron C.O. When the 326th Fighter Group was organized Nov. 10, 1942, Major G.L. Meyers became the group CO and on the 12th, 1st Lt. Douglas became the CO of the 321st Squadron. He remained with this squadron, becoming a captain Jan. 28th, 1943, until June 1943 when the initial personnel for the 38th Fighter Group were sent to set-up, with a course at Orlando, Florida as a starter. From then on, the colonel has been with this group, officially transferred to Headquarters, 38th Fighter Group from the squadron on Nov. 10, 1944. Col. G.L. Meyers was CO of the group until November when he was transferred to IX TAC.

In his younger years, the colonel went camping every summer and hunted each winter. Golf and swimming were two of his favorites. He built things out of woodwork, adding odds and ends to the furniture

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Lt. Col. Paul P. Douglas, Jr.....(Continued).....

around the house. He was also a Boy Scout for a couple of years and became a member of the 1st Methodist Church in Paragould. The church newspaper keeps him up to date about the citizens of Paragould.

Lt. Col. Douglas wanted to fly ever since he was about 15 years old. When they lived near Parks Air College, St. Louis, Mo., he always watched the airplanes land, take-off and fly every Saturday. He also built some model planes. He started his training in college where he participated in the CAA program, and had already chalked up 40 hours in a Cub, logged every Saturday and Sunday when he got his flying time in by taking passengers up.

As squadron Commander of the 396th, Lt. Col. Douglas took it through its OTU training without the loss of a single pilot. He brought the squadron overseas, went operational with it, led missions over occupied France, Belgium, and Germany, worked as Squad Leader over Normandy, arrived on the continent as squadron CO at strip 48, Gandonville, France, took part in operations "Gobra" during the St. Lo breakthrough, then A-40, Chartres, A-39, Laon, and at our present base A-84, Chievres, Belgium. Two of his best friends were Col. Zemke, and Maj. Walker Mahurin. To his credit, Lt. Col. P.P. Douglas has the following claims in the air: 8 destroyed, 1 probably destroyed and 6 damaged enemy aircraft, and on the ground strafing he holds 6 destroyed, 2 probably destroyed, plus the motor transports, locomotives and tanks.

In the close support work which our IX Fighter Command has taken a very important role, Lt. Col. Douglas has this to say in an overall picture, "It can be likened to a rock under which some busy ants are working. When the rock is removed, the ants start to move about in many directions, finding more freedom of movement instead of the confined space they have sensed before. So it is with fighter-bombers who work hand-in-hand with the armored columns, for example. We go down to blast targets holding them up, or find them on reconnaissance of the immediate vicinity in front of them. It gives me the greatest satisfaction to see our columns start to move ahead after we get through placing it into the Hun". He has gone through the whole show and holds great praise for the good teamwork between the ground and air. The old feelings of yesterday are a thing of the past. "The cooperation of today spells the victory of tomorrow."

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.....SOME MORE ABOUT PORKY DAVIS' FRONT LINE EXPERIENCES.....

Lt. Davis was the Air-Support man in a Sherman tank with a crew of four. They first came in contact with the enemy about one and a half miles north of Hasselt on the 12th or 13th of September, where they had gone to join the 82nd Recon which they were to stay and help. Two Jerry tanks were knocked out that day. The Germans, SS troops from a Holland regiment kept up a concentration of mortar and anti-tank fire. The Sherman moved down the road that afternoon as they called in flights of P-47's to bomb and strafe mortar positions which were called in over the radio by the infantry. This gave Davis the opportunity to give the men of the ground forces he was working with, a little more detail of the way our boys work. The planes that came down to work with the combat command in which he was an Air-Support party, were only 3-400 yards in front of the tank. Porky later got into a discussion of how our boys are briefed back in the group before taking off on a close support mission and all the identification and features they are told about, including the SOP on the bomb-line. It served to cement the relationships of Air and ground a little closer with the meaning of "Big Team".

At Valkenburg, Holland, they met quite a bit of resistance. The tank positioned itself on a hill overlooking the land in front of them. Working with the airplanes, Davis asked them to reconce the roads immediately in front, which they carried out very well by destroying many vehicles. In this area, Davis saw his first dead Germans. They slept in one of the hotels in which the transient pregnant women stayed awaiting childbirth in the big maternity hospital which the Nazis had there. There was hardly any other air-support the following days for Aachen was being given priority.

While in Amstenrad, they bivouaced for the night. A woman came over and told them of some Germans who were in the woods behind her house. George Davis climbed into the armored car with the rest of them to aid in the search. They captured 4 Poles and 1 German by pointing their 37 mm into the woods. The four Poles were very happy about the matter but the German, who was found lying in the ditch was scared.

In the woods west of Geilenkirchen they met up with quite a bit of mortar fire. They later moved into quarters which were used by the Gestapo and their wives. Just before moving into Geilenkirchen, a German patrol approached the tank they were sleeping under when the boys got five of them as POW's. Porky had the experiences as well as souvenirs. Near Hasselt, he got hold of a big Swastika flag which the boys in the Squadron auto raphed for him. This was the flag which an SS Regimental Hq., Holland, was using. Near Geilenkirchen, he got a Mauser machine-pistol, a bust of Der Fuehrer, a naval officer's scabbard and knife, plus a Mein Kampf.

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our Softball Team.....won - 1 Post - 4.....

When the unit arrived on the continent, a softball team was organized with Lt. Lutan as the Seasonal Athletic Officer, Pvt. Lutan as Manager and Coach and S/Sgt. Maczowka as Field Capt. This team was top-notch as evidenced by the following record. The line-up was:

1st Lt. Albert E. Larsen	Athletic Officer	RF		
Pvt. Lutan	Manager and Coach	1st B		
S/Sgt. Maczowka	Field Capt.	3rd B		
S/Sgt. Spigut	SP	S/Sgt. Grisci	F	
S/Sgt. Ziden	SS	Spl. Padgett	C	
S/Sgt. Harvell	LF	Cpl. Chojnacki	P	
Sgt. Hunter	2nd B	S/Sgt. Wilson	1	
Sgt. Bennett	CF	Pfc. Martley		
Sgt. Flores	P			

Lutan pitched	3 games	won 3	lost 0
Chojnacki pitched	11 games	won 9	lost 2
Flores pitched	11 games	won 7	lost 4

Games Played	Team	Location	Score	
			398th	Opponent
July 16	1814 Ordnance	Strip #8	18	3
17	1074 Signal	Opponents'	5	3
18	MP, Strip #8	Strip #8	11	3
20	Pilots	Strip #8	7	4
21	Weather	"	3	3
22	23th MR & R	Opponents'	11	2
23	1074 Signal	Strip #8	9	7
24	IP, Strip #8	"	3	0
24	MP, Strip #1	Opponents	7	6
25	Weather	Strip #8	12	1
27	MP, Strip #3	"	4	5
29	Hq. Det. 368th Sq	"	17	2
31	23th MR & R	"	3	7
Aug. 3	1074 Signal	Opponents	5	=
4	50th Ftr. Sq.	Strip #10	2	1
5	1814 Ordnance	Strip #8	7	3
6	318 Ftr. Sq.	Strip #10	4	5
7	398 Ftr. Sq.	Strip #8 (3 innings)	6	3
8	40th Ftr. Sq.	Strip #1	11	6
9	313rd Ftr. Sq.	Strip #2 (3 innings)	3	4
11	MP, Strip #8	Strip #8	7	3
12	398th Ftr. Sq.	"	2	1
13	310th Ordnance	"	3	2
14	1814 Ordnance	"	6	3
18	U.S.C.S. (Navy)	Opponents'	5	2 (11 innings)

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