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* — A HISTORY OF THE —
* 397TH FIGHTER SQUADRON
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* —————
* FIFTH INSTALLMENT
* (Covering the Month of June, 1944)
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Installation V HISTORY OF THE 397th FISHER SQUADRON Section 1

1. ORGANIZATION (e.g., changes effected by the transfer of the unit or by new 1/O's).
NEGATIVE
2. STRENGTH AT THE LAST DAY OF THE MONTH:
Strength (Assigned Personnel) on 30 June 1944 -- Two-hundred and Fifty-Two (252) enlisted men -- Fifty-One (51) Officers.
3. DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION ASSIGNED TO THE ECHO:
- From USAAF Sta No. 404 to ALC No. 3 -
Advance Air Echelon departed from Chilbolton, Hants, UK, 12 June 1944.
Arrived at Advanced Landing Ground No. 3, two miles east of Gandonville, Normandy, France, 15 June 1944.

Near Echelon departed from Chilbolton, Hants, UK, 1 July 1944.
Arr at ALG No. 3, 2 mi E Gandonville, N.Y. Fr., 3 Jul 44, and joined Adv Echelon.

During the period of echelon separation, personnel additions were made to the advance echelon, as needed, via air transport.
4. LOSS OF PERSONNEL:
2/Lt Joe G. Howard - MIA - 7 June 44
2/Lt Euel W. Bates - MIA - 7 June 44
2/Lt Norman E. Langmaid - MIA - 7 June 44
2/Lt Clarence B. Palmer - MIA - 12 June 44
2/Lt Robert W. Rinchart - MIA - 12 June 44
2/Lt Robert J. Bechtold - MIA - 12 June 44
5. AWARDS TO AND DECORATIONS OF MEMBERS OF THE 397TH FISHER SQUADRON:

AIR MEDALS awarded to Lieutenants Olden, Murphy and Helliessen.
FIRST BRONZE OAK LEAF CLUSTER TO AIR MEDAL awarded to Second Lieutenants Olden, Murphy, Soo, Helliessen, Stell and F/O Cassidy.
SECOND BRONZE OAK LEAF CLUSTER TO AIR MEDAL awarded to Second Lieutenants Soo, Olden, Stell, Rogal and 1/Lt. Arps
THIRD BRONZE OAK LEAF CLUSTER TO AIR MEDAL awarded to First Lieutenants Carlson, Foltz, Arps, O'Connell. Captain Anderson Second Lieutenants Soo, Sutcliffe, Hamilton, Rogal.
FOURTH BRONZE OAK LEAF CLUSTER TO AIR MEDAL awarded to Captains Gibson, Talbott, Anderson and Lougee. To Second Lieutenants Horlacher, Hamilton, Sutcliffe, Driscoll, Burney. To First Lieutenants Brown, Carlson, Foltz, Arps, Rosvold, O'Connell, Marko and Sharp
FIRST SILVER OAK LEAF CLUSTER TO AIR MEDAL awarded to Major Hendricks. To Captains Marini, Gibson, Talbott, Anderson and Lougee. To First Lieutenants Brown, Carlson, Foltz, Arps, Rosvold, O'Connell, Marko and Sharp. To Second Lieutenants Horlacher, Hamilton, Sutcliffe, Driscoll, Burney.
SIXTH OAK LEAF CLUSTER TO AIR MEDAL awarded to Major Hendricks. To Captains Marini, Gibson, Anderson and Lougee. To First Lieutenants Brown and Hendricks. To Captain Marini.
SEVENTH OAK LEAF CLUSTER TO AIR MEDAL awarded to Major Haessler and Hendricks. To Captain Marini.
EIGHTH OAK LEAF CLUSTER TO AIR MEDAL awarded to Major Haessler and Hendricks. NINTH OAK LEAF CLUSTER awarded to Major Haessler.

Installment V HISTORY OF THE 397th FIGHTER BOMBER SQUADRON Section B

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* * SECTION "B" *
* * NARRATIVE DIARY *
* * Covering the Month *
* * of June, 1944 *
* * * * *

USSAF STATION 404, CHILBOLTON, Hants, UK -- (June 1, 1944) --
Although handicapped by the burdens involved in keeping a unit at its operational peak, the Squadron found a few free moments today to reminisce over the highlights of the past twelve months. Thus, under the circumstances, appropriate significance was given to the first anniversary of the organization. Simultaneously with these mental reviews of the year's activities came the announcement that the outfit would embark on its second year with a new designation - we are no longer the 397th "Fighter" Squadron. Higher Headquarters, today, disclosed that the unit will hereafter be known as the 397th Fighter Bomber Squadron.

The inclusion of "Bomber" in the Squadron's official title gives proper credit to the two-fold purpose that has characterized a majority of the 397th's sixty missions. Although originally designed to be a "fighter" outfit the Squadron was quick to pick up the knack of light bombing upon its arrival in the ETO. Last month the combined allied air offensive in this theatre rained some 150,000 tons of bombs on enemy positions - the 397th contributed 170 tons toward this total. The Squadron total, unusually high for a single month's operation with fighter aircraft resulted from a series of dive bombing, glide bombing, skip bombing and other types of light bombardment missions in which 293 - 1000 lb. and 91 - 500 lb. GP bombs were dropped on key targets. In addition to the months total, the Squadron hit one of their targets with 33 - 108 gallon incendiary wing tanks.

Strafing played an equally important role in the day exhibition of the Squadron's power. The months bag included: One (1) enemy aircraft, 33 locomotives, an entire train loaded with military vehicles, four military trucks, several tanks, and a canal lock destroyed and extensive damage to five locomotives, more than a dozen barges, one whole train, trucks and miscellaneous targets. This destruction and damage was attained thru the expenditure of but 53,132 rounds of 50 calibre ammunition.

Heading the roster of individual scores in the day race was Captain Randall W. Hendricks who collected one enemy aircraft (destroyed) thirteen locomotives (destroyed) and participated in damaging one locomotive and the damaging of whole train. Followed by: 1st Lt. Lougee - destruction of two locomotives, damaging of one locomotive (singly), participation in destruction of two locomotives, damaging of whole train, and tanks on flat cars. Capt. Potter: destroyed one locomotive, participated in destruction of two locomotives, tanks, barges (

Installment V History of the 397th Fighter Bomber Squadron Section B

Capt Potter destroyed one locomotive and participated in the destruction of two more; shared destruction of several tanks and four or five barges, and helped damage an entire train.

Capt Talbott destroyed one locomotive and helped destroy two more and damage four or five barges.

Capt Marini destroyed one locomotive, one truck, and helped damage four or five barges.

1st Lt Fry destroyed one locomotive, helped destroy one more and aided in destruction of several tanks and flat cars.

1st Lt Dame destroyed one locomotive and a lock house and lock on a canal and participated in the destruction of two locomotives.

1st Lt Arps destroyed one locomotive.

1st Lt Hamilton destroyed one locomotive and participated in the destruction of one locomotive and a train load of trucks.

2nd Lt Foltz destroyed one locomotive, shared in destruction of three locomotives and several tanks and in the damaging of several barges.

Major Haesler destroyed one locomotive and helped destroy one more.

2nd Lt Howard took part in the destruction of two locomotives and a trainload of trucks, and shared in the damaging of two more locomotives.

1st Lt Anderson shared the destruction of one locomotive.

1st Lt Sutcliffe shared in the destruction of one locomotive.

2nd Lt Sharp helped destroy one locomotive and a train load of tanks.

2nd Lt Potter shared in the destruction of one locomotive.

Capt Gibson shared in the damaging of two locomotives.

1st Lt Carlson helped damage two locomotives.

2nd Lt Fogal participated in damaging two locomotives and a number of barges.

1st Lt O'Connell helped damage one locomotive.

1st Lt Marko destroyed one military truck and helped damage a number of barges.

2nd Lt Langmaid damaged a number of tanks on flat cars and helped damage a rather train.

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2nd Lt Murphy helped shoot up four or five barges.

1st Lt Brown and 2nd Lt Preston participated in damaging an unknown number of barges.

There was a mission scheduled for this morning, and the briefing took place at eight o'clock, but was scrubbed forty minutes later. Bad weather kept the squadron on the ground for the rest of the day.

AMMO DUMP HIT HARD
WITH NEW TYPE BOMB

CHILBOLTON, June 2, 1944: Released until mid-afternoon because of bad flying weather, the group was finally briefed at 1615 for mission no. 51. With a 500 pound incendiary bomb under each wing, the squadron of sixteen plus two spares took off and flew to the target, Domfront, France, by way of St. Alban's Head. The target, an ammunition dump in a wood near Domfront, was well indicated by columns of smoke when Major Haesler led the squadron in. Many good hits were seen and much flame and smoke observed as a result of the visit. On the way home two locomotives were destroyed and another damaged.

On this mission were Major Haesler, Capt Talbott, Lts Hamilton, Olden, O'Connell, Driscoll, Marko, Burney, Lougee, Potter, Moriache, Anderson, Bechtold, Rosvold and Soo, and F/O Cassidy. Lts Howard and Foltz, the spares, went the entire distance.

An order by Major Haesler appointed 1st Lt Carl E. Gundlach, Supply Officer, to be Assistant Adjutant in addition to his other duties.

Lt Henry F. Arps was promoted from 2nd to 1st Lt effective the 1st of June.

An indication of something to come was seen in the issuing of ammunition to all personnel. Another order, issued concurrently, required all personnel to carry gas masks, steel helmets, and weapons at all times.

CHILBOLTON, (June 4) Today's mission, early in the afternoon, resulted in the loss to enemy communications of two vital road bridges across the Seine at Rouen. Armed with two 1000 pound GP bombs, double fused, flew by way of Marston and Etretat to the target. Enough bombs hit the mark to put the north end of one bridge and the center of the other in the water. There was some flak encountered and three ships were damaged slightly.

On this mission led by Col. Meyers were Capts Potter, Talbott and Gibson, Lts Driscoll, Burney, Lougee, Potter, Sharp, Arps, Dame, Murphy, Howard, Carlson and Bates and F/O Cassidy. There were no spares.

Two new pilots were assigned to the squadron: 2nd Lt Clarence B. Palmer and F/O Arlington J. Clever.

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This was "It" . . .
SQUADRON WAS WELL PREPARED WHEN
THE INVITATION TO D-DAY PARTY
ARRIVED HERE EARLY THIS MORNING

Landing Force Had Excellent Air
Support - 397th Helped to Clear
Way with Bombing-Strafing Skill

C-ILBOLTON, Hants, (June 6)-- Roused early for an 0330 briefing, both pilots and ground personnel were surprised to learn that the day's work was direct air support for Allied Forces landing on the coast of northern France. After a few moments of excitement, everyone went to his task eager to do everything possible to further the big job. Although everything was ready for a mission shortly after briefing, it was not until 1418 that the squadron left the field to give the ground troops the support they needed. Flying by way of Christchurch, they turned south and crossed the invasion coast at Grandcamp and proceeded inland to attack enemy truck concentrations and artillery positions which threatened the Omaha beach. Each of the sixteen planes was armed with ten 100 pound fragmentation bombs and each of the planes dropped its bombs on the best target the pilot could find. Results were very satisfactory. In addition to bombing, the pilots hit the deck and strafed everything they could see that looked like enemy material. Capt Hendricks destroyed a locomotive at Airel.

On the initial invasion support mission were Capts Hendricks leading, Capts Gibson, Potter and Albott, Lts Potter, Sharp, Howard, Carlson, Linehart, Burney, Helliesen, Driscoll, Murphy, Dame and Gluck, and F/O Cassidy.

The second mission of the day was similar to the first; targets of opportunity inland from Omaha Beach. Armed with 10 100 pound fragmentation bombs each, the planes took off at 1823 and followed the same course as in the earlier mission. Targets attacked included gun emplacements, boats, trucks, and areas of concentration.

Led by Col Perego, the following pilots flew this mission: Capts Hendricks, and Marini, Lts Soo, Bates, Preston, Brown, Fogal, Lounge, Stoll, Sharp, Foltz, Anderson, Sutcliffe, Rosvold, and Bechtold, and Capt Potter.

Capt Potter, formerly a newshawk for a Chicago paper, had this to say for the day's work:

"As we made landfall into France at Isigny this morning, the beaches and roads were being subjected to shelling from German gun positions farther inland.

"Our orders were to knock out those guns and disrupt German transportation as much as possible. The bright flashes of the guns made them very easy targets and one after the other the pilots went into a dive and released fragmentation bombs. It was surprising to note how few of those guns came back to life after a flight of four planes had worked them over.

"The major roads back of Bayeux were choked with trucks, tanks, and troops

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on foot and cycle. Some of the boys who had not had the luck to find gun emplacements still had their bombs, so they lined up on columns of trucks moving down the straight roads.

"After we had been in working over the mobile units for a while, all the roads had their share of smoking and overturned vehicles.

"My flight spotted a group of close to a hundred Germans who ran like hell for a grove of trees. Three of us still had our bombs so we went down and gave the grove a good pounding. Just in case they had not finished the job, we all went down and strafed the trees.

"On my second mission late in the evening we had a hard task to find good targets as the guns were almost inactive and the roads did not have a sign of a vehicle on them. We had to content ourselves with finding small squads of Jerrys trying to work their way across the fields toward the beach."

CHILBOLTON, (June 7)-- June the seventh is a day which will not be forgotten in the history of the 397th. It was a long, hard day from before dawn till after dusk had fallen. It was a day of four tough missions. It was a crucial day on the Omaha beachhead. It was a day on which the squadron sustained serious losses.

On the first mission the squadron was hit harder than at any other time in its string of sixty-five missions. Armed with five one-hundred pound fragmentation bombs under each wing, sixteen pilots flew by way of Christchurch to the area inland from Omaha beachhead. The target was enemy positions on the Aure River which threatened our own positions on the beach. Flying at low level, the pilots picked out vital tactical targets in the area, and gliding in on gun positions, truck convoys, and troop concentrations, caused considerable death and destruction to the Germans. The flak, although light, was accurate and intense, and there was a great amount of accurate small arms fire. Seven planes returned damaged; three of which had to be transferred to the Service Squadron. Two pilots did not return from this mission. 2nd Lt Joe C. Howard and 2nd Lt Buel W. Bates are believed to have been shot down in the area around Littry, France.

Flying this mission led by Major Haesler were Capts Talbot, Potter and Gibson, Lt Col Stoll, Morlauner, Kogal, Arps, Dame, Giden, Helliesen, Driscoll, Burney, Howard, Foltz and Bates.

The objective of the second mission was much the same as that of the first. Following the same route, the squadron made landfall in at the base of the Cherbourg Peninsula and broke up in elements of two planes to cover the area from Lisieux to Coutance and the Cherbourg Peninsula. Bombing and strafing, the pilots harassed the enemy's communications and supply systems and inland positions for an hour. Results were very good despite the accurate and extremely intense small arms fire. 2nd Lt Norman E. Langmaid was shot down near LaMire, France.

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Flying the second mission were Capts Hendricks and Marini, Lts Lougee, Anderson, Bellissen, Apps, Olsen, Brown, Preston, Sharp, Langmaid, Sutcliffe, Rosvold, and Bechtold, and P/O Cassidy.

The third mission, an attack on ground targets near St. Lo, was only fairly successful. A radio station west of Littry and a gun emplacement near St. Lo were destroyed. Led by Col Meyers, Capts Gibson, Talbott, and Potter, Lts Rosvold, Anderson, Sutcliffe, Loltz, Jarison, Binchart, Stoll, Marko, Murphy, and Potter flew this mission.

Again loaded with fragmentation clusters, fifteen pilots took off late in the evening on another ground support mission. Arriving over the invasion coast, the squadron was vectored to the forest of Curisy near Ballery, where enemy concentrations of troops, weapons and armor were menacing the Omaha beachhead. All the bombs were dropped in this area with unobserved results due to approaching darkness. All but six pilots struck visible targets, mainly trucks and other vehicles, and caused considerable damage and destruction to German support columns.

On this mission were Major Meader, Capt Marini, Lts Lougee, Anderson, Beme, Hamilton, Royal, Horlecker, Preston, Potter, Sharp, Bechtold, Sutcliffe, and Soo, P/O Cassidy and Capt Hendricks.

Joe C. Howard was last seen June 7, while on a mission in support of ground troops near Littry, France. He was believed to have been shot down by enemy fire and is listed as missing in action. He was a native of Sweetwater, Tenn., and attended school there. Shortly after graduating, he enlisted in the Air Corps and earned his wings and commission. Serving first with the 31st Fighter Squadron, Westover Field, Mass., he was transferred to the 397th Fighter Squadron August 4, 1943. While flying with the squadron on missions over France, Belgium, Holland, and Germany, he earned and was awarded the Air Medal and two Oak Leaf Clusters. He had been recommended for the 1st Silver Oak Leaf and the Distinguished Flying Cross. His nearest relative is Mrs. Mark White, 105 Lenior Street, Sweetwater, Tennessee.

Duel W. Bates was last seen near Littry, France, June 7, while on a ground support mission. He was believed to have been shot down by enemy fire and is listed as missing in action. Married, a native of Olympia, Washington, Lt. Bates was very well respected and liked by his fellow flyers - his loss is very keenly felt by all who had the pleasure of knowing him.

Norman Langmaid was last seen near Littry, France, June 7, Lt. Langmaid was attending a 9th Air Force School on "D" Day and talked his way into an early dismissal in order to get back with his outfit and help--killed on his first invasion mission. As an assistant S-2 Officer, he knew Intelligence files better than the S-2 personnel themselves - read and studied everything. Among the most popular and liked among Officers and Enlisted Men. Only twenty one, Lt. Langmaid, a native of Warwick, Rhode Island, had been awarded four oak leaf clusters and had been recommended for the Distinguished Flying Cross. He is survived by his parents, Mr. and Mrs. Chester A. Langmaid, 912 Centerville Road, Warwick, R.I.

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Although the loss of three pilots was deeply felt and bitterly grudged, a teletype from Maj. General Quesada the next day made it clear that the sacrifice had not been made in vain. Commending the 365th, 366th, and 368th Fighter Bomber Groups for their excellent work on June 7, he said in part:

"It is possible, if not probable, that their efforts were in a large part responsible for the attack on Omaha Beach continuing. History may show that they saved the day" -- continuing, General Quesada quoted General Breston as follows: -- "Groups of your command furnished close continual support to the Omaha beachhead area. The situation there was critical and by the excellent attacks and continuous support rendered by you, restored a delicate situation."

CHILBOLTON, June 8 --- Continuing air support of the invasion fleet, the squadron flew three high cover patrols in the general area between Le Havre and the British beach "SWORD". All were uneventful, since no German planes were encountered. Flying the first mission were Major Haesler, Capts Talbott and Potter and Lts Foltz, Carlson, Sutcliffe, Arps, Dame, Hamilton, Driscoll, Marko, Burney, Lougee, Sharp, and Horlacher.

On the second mission were Capts Hendricks, Marini and Gibson, Lts Soo, Anderson, Rosvold, Etola, Brown, Preston, and Rogal and F/O Cassidy. The third mission consisted of Capts Potter and Talbott, Lts Melliesen, Marko, Burney, Olden Arps, Murphy, Lougee, Sharp, and Potter, and F/O Cassidy.

CHILBOLTON, (June 9) --- Called out at 0800 for a group briefing, only to have this "would be" mission scrubbed - due to very unsettled weather. The boys have and enjoy a most needed rest.

CHILBOLTON, (June 10) --- Another 0800 group briefing, but this time the planes did take off - to do high cover patrol work. Bearing over the channel the route took them slightly east of Le Havre to Caen, to St. Aubin, sur mer, to patrol an area west of Le Havre. After running in to some flak from friendly naval vessels in the vicinity of Pte. De Barfleur and, again, at Cabourg it seemed to be the collective opinion that an ultimatum should be issued to all naval authorities. Col. Perago, Group Deputy Commander, led this trip - together with Capts Hendricks, Gibson, Marini, and Lts. Carlson, Driscoll, Dame, O'Connell, Rosvold, Sutcliffe, Foltz, Arps, Sharp, Brown, Rogal, Burney.

Two hours later - at 0846 - twelve of the Squadron's planes took off on another patrol mission-crossing the coast line near Cabourg and flying inland about five miles to cross the coast line again at Leion. Flying this second mission were: Major Haesler, Capts Potter, Talbott and Lts Anderson, Arps, Potter, Sutcliffe, Olden, Murphy, Rosvold, Soo and F/O Cassidy.

On the third mission of the day 2nd Lt. Horlacher chalked up one M4 109 in the damage column and, along with Capt. Hendricks, destroyed five trucks - the latter accounting for four of these vehicles and the damaging of one staff car. After giving high cover support in briefed areas several flights flew inland looking for targets of opportunity. Ground targets were strafed as previously noted.

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CHILBOLTON, (June 10 con't.) --- Pilots on this third mission were: Capts Hendricks, Gibson and Lts Preston, Horlacher, Rogal, Foltz, Carlson, Olden, O'Connell, Holliesen, Driscoll and Soo.

Patrol was carried out according to plan on the fourth mission for the day. Strafing and destroying trucks and tank cars completed a very successful day's operation--sixteen trucks being demolished along with one damaged. Intense and accurate flak was encountered today (on 4th mission)--coming from a well camouflaged train, seven of the planes being hit--five placed in Cat. "A" and one in Cat. "AC". This mission covered the same route as the three previous ones for the day. Tasking up the mission board were: Major Haesler, Capt. Marini and Lts. Palmer, Dame, Olden, Lougee, Stoll Brown, Burney, Sharp and Potter. It may be noted here that this flight made the first one for 2nd Lt. Palmer over enemy held territory

CHILBOLTON, (June 11) --- Two missions were flown today - both covering the same routing: Chilbolton to Selsey Hill to eastern part of the Bay of the Seine and petrol area. Most of the first mission was flown in the dark, so observations were very limited. Flying No. 1 were: Capts Hendricks, Potter, Gibson and Lts Burney, Potter, Foltz, Carlson, Palmer, O'Connell, Holliesen, Driscoll, Rinehart, Anderson, Bechtold, Rosvold and Soo. On the second job the boys encountered heavy (but, fortunately inaccurate) flak at Caen. One plane of the 395th or the 396th crash landed, but the 397th, again, came thru with a clean slate in the battle damage ledger. Flying in this squadron formation were: Major Haesler, Capts Talbott, Marini and Lts Potter, Sharp, Burney, Arps, Dame, Olden, Rogal, Horlacher and Stoll.

CHILBOLTON, (June 12) --- Patrolling a high area west of Le Havre, Mission No. 1 for the day was rather uneventful. Sixteen squadron planes took off at 0645 - all returning safely to Chilbolton at 0628. Flying this mission were: Col. Meyers, Capts Talbott and Lts Horlacher, Brown, Rogal, Hamilton, Dame, Arps, Lougee, Burney, Sharp, Foltz, O'Connell, Driscoll, Rosvold, Sutcliffe.

Today's second mission will long be remembered when recounting this Squadron's history. It was ~~not~~ to be a day marked with sadness over the loss of two of our pilots, Lts Rinehart and Palmer - and a day, too, of destruction for the enemy. Taking off from Chilbolton at 0850 flew an uneventful top cover patrol until control from FDT released squadron from area patrol at 1037. It was then that the squadron broke into three flights and flew course inland for targets of opportunity. After enemy aircraft were encountered at 1046 near Lisieux, Capt. Hendricks destroyed one which was on the tail of 2nd Lt. Palmer. Lt. Palmer's ship was seen to go into flames near Thiberville. 2nd Lt. Rinehart was last seen to fly over the heavily protected Evreux airdrome, and is thought he was probably shot down by ground fire at this point. Total enemy aircraft destroyed in the mission's operations: four--Capt. Hendricks and ~~two~~ one by the team of Lts Soo and Rosvold. One probable credited to Lt. Foltz and one damaged to Capt. Hendricks. Mention should be made of the fact that all enemy aircraft listed were FW 190's. Battle damage not sustained by other members of the squadron - Lts O'Connell, Holliesen, Driscoll, Murphy, Anderson, Bechtold, Rosvold, Soo.

The following two missions to complete this long and eventful day were, in themselves, quite uneventful. Both were top cover patrols covering

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(June 12 con't.) --- an area west of Le Havre over the English Channel. Taking the third mission were: Major Haessler, Capts Potter, Talbott, Marini and Lts Potter, Olden Arps, Murphy, Preston, Stoll, F/O Cassidy. Capt. Leary, group operations officer, was along on this trip. No enemy aircraft or flak encountered. While the boys did run into flak and saw a very large concentration of troops (enemy) all planes returned safely to base. Capts Hendricks, Gibson, Lts Hamilton, Foltz, Anderson, Sutcliffe, Rosvold, Soc, O'Connell, Briscoll, Marko and Pelliensen were on this one.--4th mission for the day.

CHILBOLTON, (June 13) --- The weather man kept the squadron on the ground until nearly seven this evening. Land fall in was made at 1925 - covering the same air path as on recent missions. Bearing inland, Lt Lougee's flight destroyed four trucks on the west side of the peninsula and had a profitable time strafing two trains. Squadron after being released from area patrol was directed to land at one of the landing strips - approximately 15 miles NW of Bayeux. -All planes making this landing at 1950. For an hour and fifteen minutes the pilots were besieged with questions from the many soldiers who greeted them. Correspondents and cameramen, it was said, were almost as great in number as the engineers. This was the first operational landing made by American planes on the continent since the beginning of the war. (Another first for the 397th). Making this never-to-be-forgotten trip were: Col. Perezgo, Deputy Group Commander, Major Haessler, Capts Gibson, Marini, and Lts Marko, O'Connell, Anderson, Carlson, Foltz, Lougee, Sharp.

CHILBOLTON, (June 14) --- The kick-off mission today starting at 0456 -another high cover area patrol-was carried off as briefed. Shortly after take-off our leader heard Lt. Rice of the 366th Sqdn call in engine trouble and was going over the side. Plane was seen to explode about ten miles from Chilbolton. Lt. Rice suffering fatal injuries. On this squadron mission were: Capt. Hendricks, Capts Potter, Gibson, Talbott, ~~Marini~~ and Lts Briscoll, Dame, Pelliensen, Arps, Hamilton, Horlacher, Brown and Rogal.

Mission number 84 and the second one for the day took the squadron again on a top cover patrol over the British beach "Sword". ~~At 1130 the squadron was released from area patrol at 1130 the squadron flew SE over the Continent looking for targets of opportunity. The three flights became separated-two flights making L/F out at 1200. Major Haessler's flight of Lt Rosvold, Sutcliffe and Beehtold were preparing to leave, when 40 plus ME 109's jumped them while at 1500 feet. Encounter lasted about 15 minutes. Lt. Beehtold was seen to bail out near Lisieux after being hit by E/A fire. The others in this flight managed to reach E.L.S. "A-2" for refueling, before coming home. As Major Haessler said on arrival, "it would have been a cinch, but there were just too many of them". Lt. Sutcliffe's plane was damaged (cat. "A") in the scrimmage. Covering this mission were: Major Haessler, Captain Gibson, Lts Sutcliffe, Rosvold, Beehtold, Foltz, Carlson, Clever (first mission) Lougee, Burney, Potter and F/O Cassidy.~~ After being released from area patrol at 1130 the squadron flew SE over the Continent looking for targets of opportunity. The three flights became separated-two flights making L/F out at 1200. Major Haessler's flight of Lt Rosvold, Sutcliffe and Beehtold were preparing to leave, when 40 plus ME 109's jumped them while at 1500 feet. Encounter lasted about 15 minutes. Lt. Beehtold was seen to bail out near Lisieux after being hit by E/A fire. The others in this flight managed to reach E.L.S. "A-2" for refueling, before coming home. As Major Haessler said on arrival, "it would have been a cinch, but there were just too many of them". Lt. Sutcliffe's plane was damaged (cat. "A") in the scrimmage. Covering this mission were: Major Haessler, Captain Gibson, Lts Sutcliffe, Rosvold, Beehtold, Foltz, Carlson, Clever (first mission) Lougee, Burney, Potter and F/O Cassidy.

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June 14 (con't.) --- No observations of tactical value for the third and fourth missions of the day. On the first call no enemy aircraft or flak encountered and while J/A were not seen on the second mission, heavy, moderate and accurate flak was run into at Caen. Patrol mission covering area west and south of Le Havre on both the first and second - all planes returning safely to the home base at Chilbolton. The following pilots participated in No. 3: Capts Hendricks, Talbott, Wilson, and Lts Olsen, Murphy, O'Connell, Briscoll, Marko, Helliesen, Foltz, Carlson and Stoll. No. 4: Major Heesler, Captain Potter, Lts Brown, Rogal, Soo, Anderson, Arps, Dams, Lougee, Burney Sharp and F/O Cassidy.

CEILBOLTEN (June 15) --- Today's mission, to employ the French language, was a "Koukoumout". The areas were assigned this Squadron for patrolling over the French coastal beachhead. Three landings were made during the day for re-arming and re-fueling. The area patrol missions from take-offs on these strips were uneventful, but considerable significance is attached to these missions as they were the first planned operational missions to be flown from these strips which are now to be regularly used as advance airfields for our ground support operations. For most of the pilots it was their first landing on the continent. The strips were not yet completed, and the dust was a genuine hazard for take-offs and landings. Upon the squadrons return to this base at 2230 (LTS 0756) many of the boys came in S-2 headquarters wearing German helmets, belts, insignia and loaded down with German small arms and ammunition. They had talked with rural French people - given them cigarettes and candy - and with the aid of their French language cards, were able to exchange never to be forgotten greetings. Major Heesler led the squadron formation which included Capts Potter, Marini, Talbott, Lts Briscoll, Helliesen, Stoll, Brown, Preston, Arps, Dams and Olsen.

CEILBOLTEN (June 16) --- Primarily due to bad weather, today's mission was postponed until 1740. Visibility was very poor, but the area bordered by Fayeux, Caen, Le Havre was patrolled for an hour and forty five minutes without incident. One P-47, believed to be from the 368th Group, was seen to crash near Caen. - Taking part in this mission were: Col. Perago, Deputy Group Commander, Capts. Anderson (who received this new rating before the take-off!) Lts Foltz, Carlson, Preston, Sutcliffe, Rosvold, Soo, Lougee, Burney, Sharp, Potter.

Captain Kendall W. Hendricks, it was disclosed here this afternoon, has been promoted to the rank of Major. Captain Hendricks is the Squadron Operations Officer -- many good wishes and congratulations!!

CEILBOLTEN (June 17) --- Patrolling the EAST area of the beach-head, no observations of tactical value (due mainly to poor visibility) can be noted in today's first mission. No flak, air opposition and no strafing. Taking off were: Major Hendricks, Capts Anderson, Talbott, Lts Preston, Brown, Rogal, Hamilton, Arps, Murphy, Sutcliffe, Rosvold, Soo.

Installation V History of the 397th Fighter Bomber Squadron Section B

CHILBOLTON (June 17) --- Again patrolling the same areas on Mission No. 1 the boys took off for their second venture at 1250 - returning to the home base at 1605. A large concentration of people - civilians and military - were seen at Le Haye Dupuits area - Major Haesler strafing trucks here. Major Haesler, Captains Peter and Marini and Lts Hamilton, Arps, Stoll, Brown, Preston, Lougee, Sharp and F/O's Clever and Cassady took part in this mission.

A "two in one" mission took the pilots to the landing strip in France - to land there and then to take off on a second patrol job - covering the same area as listed on previous patrol missions. At the interrogation, following arrival back at Chilbolton (2420) all of the pilots reported that they encountered an intense flak - presumably from our own ground forces. Major Hendricks leading - the flight counted in Captain Gibson, Lts Sutcliffe, Rosvold, See, O'Connell, Driscoll, Marko, Mellissen, Foltz, Carlson and Burney.

CHILBOLTON (June 18) --- Opis Victor J. Rabideau and John Sayac, asgd & jd per WOOD Hq 368th Sp Hq.

CHILBOLTON (June 19) --- Lynn L. Dixon, 2nd Lt., O-77776, asgd & jd per WOOD Hq 368th Fighter Group. Duties: Ass't. Engineering Officer

CHILBOLTON (June 20) --- Fire !! It all happened so quickly that, even now, it is hard to realize that it really did take place. Shortly after three this afternoon, and just before some of our pilots were to take off on their "swan-song" mission from this field, fire raged thru the structure of four of the squadron's planes. After all was "said and done" we counted our losses: four P-47's put out of commission - two being completely destroyed, one that can be partly salvageable and one that will take at least a month to place back on the flying list. Fortunately, no personnel were hit by any of the missiles flying hither & yon - live ammunition being stored in the ships preparatory to the coming mission which was to have taken off a few minutes later. After the excitement had died down a bit an investigation was launched by Captain Webster, Squadron Intelligence Officer, who interviewed all personnel directly concerned with maintenance, etc. of the stricken planes. At this writing, final judgement has not been passed - all that can now be said would be that it was of an "undetermined origin".

CHILBOLTON (June 21) --- Major Hendricks (leading), Capts Potter, Anderson Lts Olden, Rosvold, See, O'Connell, Driscoll, Sharp, F/O Cassady left this morning for "permanent station" in France - flying their own P-47's. Maj. Haesler and Lt. Regal left in the afternoon for the landing strip in France.

CHILBOLTON (June 22) --- Twenty Enlisted men left, today, via C-47, for France. Best wishes and good luck to this initial 397th FBS trans shipment. Lts Foltz, Preston, Murphy and F/O Clever, also, on this C-47 mentioned.

Lts Brown, Marko and Potter flew this morning to their new home in France and Capts Marini and Talbott had their final "buzz job" over Squadron Operations Bldg. this afternoon - also enroute to the land of the Tricolor.

Lts Rosvold, Driscoll and F/O Cassady flew back today - reporting everything "pink & resy" with the boys in France-land.

Installation & History of the 597th Light Bomber Squadron Section B

CHILBOLTON, (June 22 con't.)— Squadron placed on six hour alert - no more legitimate passes for a while in jolly old England.

Group fixes this afternoon-field equipment. The three squadrons met the group headquarters late at night to discuss this time table.

CHILBOLTON, (June 23) — All enlisted personnel of this squadron assembled in the squadron's pilot room this morning. Capt. Webster, as master of ceremonies, gave his classic lecture on conditions to be met and properly dealt with on foreign soil (organization of the squadron, Major Davis, Group Medical, talked on first aid and sanitation and Sgt. Barker told us about bomb disposal and those traps laid out for the noses of the crowd.

CHILBOLTON, (June 24) — Group fixes a date in afternoon. Simulated strafing and gas attack practices.

Fifteen more enlisted men of this squadron leave on 6-47 for France.

CHILBOLTON, (June 25) — 1st Lt. Russell A. Johnson promoted to Captain - per para 1 of 107, 14 June 1944.

CHILBOLTON, (June 26) — All available P.M. of this squadron attend class this morning at squadron pilot room - subjects covered: medical protection in event of gas attack-given by Major Davis and casualty principles discussion delivered by Capt. Baker, Asst. Operations Officer.

CHILBOLTON, (June 27) — The big news today: PASSES issued to squadron P.M. Convoy loaded to "the guards" taking the fellows to Winchester-on an outfit many of us had not been able to enjoy for five or six weeks. Of course, those passes were only of the "evening variety", but, still way look "a gift horse in the face" !

Asgd & jd per 4000 sq 558th Light Bomber Sq to 597th BBS the following pilots: 2nd Lt. Edgar A. Baker, George G. Baker, Milton S. Bender, Jack F. Biagini, Ruben G. Bork and Robert A. Barker

CHILBOLTON, (June 28) — All offices in squadron cleaning up preparatory to movement across the Channel.

CHILBOLTON, (June 29) — Another hike this morning, all squadrons and group sq. participating. As a sequel to this seven mile trudge (field equipment-including blanket roll, etc) we did a bit of tent pitching-just for the practice !

CHILBOLTON, (June 30) — Confirmation received today from sq. BILBAO that the following officers were the recipients of the glad tidings :

1st Lt. John J. Lougee	promoted to rank of Captain
2nd Lt. John Foltz	promoted to First Lieutenant
2nd Lt. Wayne H. Driscoll	" " "
2nd Lt. Wm. D. Norlacher	" " "
2nd Lt. George E. Sutcliffe	" " "

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Installment V HISTORY OF THE 397TH FIGHTER SQUADRON Section C

* SUPPORTING DOCUMENTS *

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HEADQUARTERS
388TH TWIN ENGINE BOMBER GROUP

AFC 595, U. S. Army
30 May 1944

SPECIAL ORDERS)
NUMBER.....60)

The following named officers are placed on DS for approximately two (2) weeks, will proceed o/a 30 May 1944 fr station 404 to Scorton, Yorkshire, by aircraft P-47C2 41-6194 and P-47C2 41-6191, reporting to Lt Col Johnson for instruction. Motions and quarters furnished. Auth: FTX 71FW 13782.

2nd Lt Norman D. Benfield 0608641 AC
2nd Lt John L. Loeb 0681608 AC

2. Under the provisions of AR 615-5, 30 Jun 1943, and upon the recommendation of their Orgn Comdr, the following named 1st, 73rd Sta Complement Sq, are promoted to grade as indicated:

TO BE CORPORAL (TEMP)

Pfc (OTb) Carl E. Person 13122626
Pfc (OTb) Robert E. Sanlerson 54357239

(Paragraphs in which travel is directed are pursuant to the auth contained in Ltr Hq HHOVS: 5 of 1943.)

By O of Col ~~XXXXXX~~:

MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

OFFICIAL:

Maurice D. Powell
MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

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HEADQUARTERS
397TH FIGHTER BOMBER SQUADRON

C-4-1

APO 595, US Army.
2 June 1944.

ORDERS)
:
NO. 13)

1. In addition to his other duties 1st Lt., Carl H. Gundlach, O-571866,
is appointed Assistant Adjutant.

John D.W. Haesler
JOHN D.W. HAESLER,
Major, Air Corps,
Commanding.

388th FTR BOMBER GROUP

AFG 595, U S Army
4 June 1944

SPECIAL ORDERS)
:
NUMBER.....63)

1. WCCG 71st Fighter Wing, the following named Lt. Sq indicated. 388th Ftr Bomber Group, are transferred in gr to the 73rd Sta Complement Sq:

Pvt (345)	Abraham W. Martinez	39694165	Hq Detachment
Pvt (345)	Willie J. Shirley	1463116	386th Ftr Bomber Sq
Cpl (932)	James T. Howard	35290305	386th Ftr Bomber Sq
Pfc (060)	Tige G. Lyons	18381984	386th Ftr Bomber Sq
Pvt (237)	John B. Marino	38265904	397th Ftr Bomber Sq

2. WCCG 71st Fighter Wing, the following named Lt., 73rd Sta Complement Sq, are transferred in gr to the 388th Ftr Bomber Group and further asgd to Sq as indicated:

Pvt (345)	Paul E. Carski	13136327	Hq Detachment
Pfc (345)	Sidney Grossman	32295450	395th Ftr Bomber Sq
Cpl (932)	Francis P. Galczynski	32833634	396th Ftr Bomber Sq
Cpl (060)	General T. Laws	37417487	396th Ftr Bomber Sq
Pfc (502)	Edward W. Fosler	36520924	397th Ftr Bomber Sq

3. Having been asgd this orgn per par 1 SO 154 Hq AF Sta 342, dated 2 June 1944, the following named officers are further asgd to Sq as indicated:

1st Lt (1055)	GEORGE R. HORSCHER	0733385	395th Ftr Bomber Sq
1st Lt (1055)	HORACE C. HIKMS	0732291	395th Ftr Bomber Sq
2d Lt (1055)	JOSSEPH D. GILBERT	07767	395th Ftr Bomber Sq
2d Lt (1055)	DALE L. JENNIS	0117927	395th Ftr Bomber Sq
2d Lt (1055)	WALTER R. JOHNSON	0314696	395th Ftr Bomber Sq
1st Lt (1055)	GEORGE W. FERRIS	0668355	396th Ftr Bomber Sq
2d Lt (1055)	GERALD J. GRADE	0703795	396th Ftr Bomber Sq
F/O (1055)	LESLIE G. HANSEN	E-124772	396th Ftr Bomber Sq
2d Lt (1055)	CLARENCE B. PALMER	0877630	397th Ftr Bomber Sq
F/O (1055)	LAMINGTON J. CLEVER	E-124192	397th Ftr Bomber Sq

In O of Col MYERS:

OFFICIAL:

Maurice D. Fowler
MAURICE D. FOWLER,
1st Lt, AC,
Asst dj.

MAURICE D. FOWLER,
1st Lt, AC,
Asst dj.

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HEADQUARTERS
368TH FIGHTER BOMBER GROUP

APO #595, U. S. Army
12 June 1944

SPECIAL ORDERS)

NUMBER 55)

E X T R A C T

1. 1st Lt MAURICE D. POWELL, 1650442, AC, is asgd Top Secret Control Officer (AD).
2. Captain RICHARD E. LEARY, 0900694, AC is asgd Cp Camouflage Off (AD) vice Captain JOHN W. BAER, 025684, AC, transferred.
3. Having been asgd this org per par 1, SO 154, Hq AAF Sta 342, dtd 2 June 1944 F/O /1055/ JOHN C. BAUER, T-222157, AC is further asgd 397th Ftr Bomb Sq.
4. Having been asgd this org per par 11, SO 47, IX TAC, dtd 5 June 1944, 2nd Lt /4532/ PHILLIP D. BOOSE, 01550971, Ord Dept is further asgd to 395th Ftr Bomb Sq.
5. Having been asgd this org per par 2, SO 100, 71st Fighter Wing, dtd 10 June 1944, Captain /1055/ LEE R. STANDIFER, JR, 0428428, AC is further asgd 395th Ftr Bomb Sq.

By O of Col MEYERS:

MAURICE D. POWELL,
1st Lt, Air Corps.
Asst Adjutant.

OFFICIAL:

Maurice D. Powell
MAURICE D. POWELL,
1st Lt, Air Corps.
Asst Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

AFO 595, U S Army
18 June 1944

SPECIAL ORDERS)

NUMBER 66)

1. Having been asgd this org per par 2, SO 102, Hq 71st Ftr Wg, dtd 13 June 1944, Cpl /747/ ADOLFO R. ZANOTTO, 39406694 is further asgd 396th Ftr Sq.
2. So much of par 8, SO 65, this Hq, dtd 12 June 1944 pertaining to promotion of S Sgt /924/ ANDREW J. BARKER, 32949815 to T Sgt as reads "73rd Sta Complement Sq" is amended to read "83rd Ordnance Bomb Disposal Sq (SER)".
3. Under the provisions of AR 615-8, 30 June 1943, and upon the recommendation of his Orgn Comdr, Sgt STANLEY BERKOWITZ, 12148575, 397th Ftr Sq is reduced to the gr of Pvt for inefficiency.
4. Under the provisions of AR 615-5, 30 June 1943, and upon the recommendation of their Orgn Comdr, the following named EM, 73rd Sta Complement Sq, are promoted to gr as indicated:

TO BE CORPORAL (TEMP)

Pfc /789/ JOSEPH M. MOORE 11117944

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt /014/ FRANK CHARLES 36808429

5. The following named EM, 73rd Sta Complement Sq, are transferred in gr to the 368th Ftr Gp and further asgd to sq as indicated:

Sgt /060/ WILLIAM R. THOMAS	15099755	Hq Detachment
Pfc /650/ FRANK P. PIERA	37856066	Hq Detachment
Cpl /060/ ROBERT D. SANDERSON	34357229	396th Ftr Sq
Cpl /345/ VICTOR J. RABIDEAU	12170446	397th Ftr Sq
Cpl /055/ JOHN ZAYAG	35337499	397th Ftr Sq

AUTH: PTK 71FW 1050. E F F E B T U Y N E

6. The following named EM, Sq indicated, 368th Ftr Gp are transferred in gr to the 73rd Sta Complement Sq:

Sgt /060/ JOHN H. ROBERTSON	33093442	Hq Detachment
Cpl /789/ HENRY J. SCORRENTINO	39543212	395th Ftr Sq
Pvt /345/ FLOYD R. DECLAIR	12023970	397th Ftr Sq
Pvt /300/ HAROLD S. GROSS	15069746	396th Ftr Sq
Cpl /435/ ANTHONY V. RESIA	11106480	397th Ftr Sq

AUTH: PTK 71FW 1050

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SO #66, Hq 368th Ftr Gp, dtd 18 June 1944 (Cont'd)

By O of Col MEYERS:

MAURICE D. POWELL
1st Lt, Air Corps,
Asst Adjutant.

OFFICIAL:

Maurice D. Powell
MAURICE D. POWELL
1st Lt, Air Corps,
Asst Adjutant.

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R E S T R I C T E D

S E C R E T

REPORT OF 397TH FBS DIVA BOMBING MISSION 2 JUNE 1944 MISSION NO. 61.

A 397th FBS-G.O. #327 1X P.C. - 2 June 1944 - Mission No. 1
 B 16 plus 2 spares -- 205 spares returned
 C None
 D 18 -- Ammunition Dump at Bouffroy -- 1825
 E 34X500 lb. incendiary
 34X500 lb.
 Altitude at start of dive: 5000
 Angle of dive: 30 deg.
 Altitude at release: 1500
 F Excellent - much smoke rose from target as result of previous S.F.
 bombs dropped, but additional smoke and fire rose after dropping
 our bombs
 G target: rail
 H over channel: 5/10 -- cumulus -- 4-5000 -- 1000
 over continent: 7/10--
 I 1741 -- 2017
 J LPI: 1814 -- On course -- 12000
 LRC: 1920 -- w. of Caen -- 10000
 K None
 L Good
 M Military truck convoy on highway between Caen & Lisieux. Many
 many trains at Caen.
 N Bayeux -- Light, moderate and inaccurate
 Flak car on train -- Light, moderate and inaccurate
 South of Caen -- Light, moderate and inaccurate
 Caen -- Heavy, moderate and inaccurate
 O One (1) locomotive destroyed by flight led by Major Haesler at
 Vire -- Haesler's flight: 2nd Lt. Hamilton, Capt. Pollett, 2nd Lt.
 Olden
 One (1) locomotive destroyed by flight led by Lt. Lougee between
 Lisieux and Caen. Lougee's flight: 2nd Lt. L.C. Potter, 2nd Lt.
 Norlacher, Flight Officer (assault)
 One (1) locomotive damaged at Falaise by 2nd Lt. S. Roosevelt, 2nd Lt.
 Bechtold (this claim shared by three officers mentioned)
 Squadron Code not used on this mission

S E C R E T

S E C R E T

REPORT OF 397th FBS DIVE BOMBING MISSION 4 JUNE 1944 MISSION NO. 62

A 397th FBS - C.O. #540 Lt. P.C. - 4 June 1944 - Mission No. 1
B 16 - No spares
C One abortive -- Lt. Sharp-radius
D 15 -- read Bridge at Fouen -- Time: 1000
E 32X1000 - G T - 1/10 - 1/100
Dropped on target, ~~28~~ 28
Jettisoned in Channel, ~~28~~ 28 --
Altitude at start of Dive: 10000
Angle of Dive: 65 deg.
Altitude at release: 5000
F Excellent -- North end of east bridge out and center of east bridge lit.
G thru K Nil H - 3 Cat "A" by flak
L Over Channel: 3/10 -- Strato 3 miles -- 1-2000 -- Good
Over Continent: 6/10 -- Alto-Stratus -- Via: Good
M Nil -- 1512
N LFI 1460 -- On Course -- 10000
LFO 1618 -- On Course -- 10000
O None
P Good
Q Six (6) small boats in middle of Channel headed West
R Target -- heavy, moderate and accurate
Target -- light, intense and inaccurate
S No strafing
Squadron Code not used on this Mission

S E C R E T

REPORT OF 397TH FBS GLIDE BOMBING MISSION 6 JUNE 1944 (P) MISSION NO. 63

A 397th FBS -- C.O. #246 LPLC. -- 6 June 1944 (P) -- MISSION NO. 63
B 16 -- No spares
C None
D 16 --- Truck concentration just south of Grandcamp --- 1450
E 16X100 lb. Frag. clusters, inv. M-42
Dropped on target: 16 X 100
Jettisoned: 5 X 100
Brought back to base: 5 X 100
Altitude at start of dive: 3800
Angle of dive: 30 deg.
Altitude at release: 500
F Excellent - several direct hits on target
G thru K Nil
L Over Channel: 5/10 -- Type: S --- Altitude: 4-5000 feet --- Visibility: Good
Over Continent: 8/10 -- Cumulus
M 1413 --- 1612
N LPI 1445 --- Grandcamp --- 4000 feet
150 1505 --- Grandcamp --- 4000 feet
O None
P Good
Q One (1) boat sunken and burned and a number of burned out landing barges near St. Marcouf
R None
S Capt. Hendricks - 1 locomotive - at Aival
T Code was not used

REPORT OF 397TH FBS GLIDE BOMBING MISSION 6 JUNE 1944 ("D") MISSION NO. 64

A 397th FBS -- G.O.No. 349 LXF.C. --- 6 June 1944 ("D") -- Mission No. 2
B 16 --No spares
C None
D 16--- targets of opportunity in support of landing troops - 1900-2015
E 48 X 500 lb. G.P.
30 X 500
18 X 500
Altitude at start of dive: Average 30
F Many hits on targets of opportunity, including gun emplacements in N.E. of Cherbourg Peninsula -- 3 boats at pier at St Vaast la H. and truck on highway S.W. of Caen - and wooded area with activity directly south of Caen
G thru J Nil
K One silver P-47 crashed on ground 20 miles SW of Caen
L Over Continent: Cumulus -- 8/10 -- 4000 -- good
M 1823 -- 2100
N LFI 1900 -- Grandcamp -- 3-500
LFO 2015 -- varied -- varied
O None
P Good
Q Anti paratroop stakes all around Caen -- Many fires throughout area
R N.E. tip of Cherbourg Peninsula - heavy, moderate and inaccurate
S ~~Many hits on targets of opportunity in support of landing troops - 1900-2015~~
T Col. Meyers led Group to beachhead area to attack enemy targets below bomb line- Group split up into flights and attacked varied targets.
SS - Truck convoy strafed on highway SW of Caen. Captain Hendricks destroyed one truck and trailer (attached to truck)

S E C R E T

397th Ftr/Bomb Sq S-2 Rpt on a Glide/Bomb Mission of 7 Jun 44 (D/I) -- Sq Mission No. 66

- A - 397th Ftr/Bomb Sq -- Opns O No. 350-B, IX Ftr Comd -- 7 Jun 44 (D/I) Mission 2.
- B - 15 -- no spares.
- C - Nil
- D - 15 -- Enemy positions on Cherbourg Peninsula -- 1235 to 1327
- E - 30 Frag Clusters MIAI Loaded
28 / on tgts
None jet -- none ret to base
- F - Good to excellent -- many hits on assorted tgts
- G - Lt Langmaid seen to crash SW of Tilly sur S.
- H - 5 -- out "A"
- I - Lt Langmaid
- J - Nil
- K - One P47 seen on ground at Montbourg
- L - Nil
- M - 1158 - 1438
- N - LFI: 1255 - / Grandcamp - 4,000 ft
LFO: 1337 - " 1,500 ft
- O - Nil
- P - Good
- Q - About 50 boats in harbor at St Vaast -- gun position at Pts de Barfleur --
columns of trucks on highway between St Lo and Bayeux
- R - Small arms fire, intense & accurate.
- S - ~~WII~~
- T - Squadron broke into elements of two, covering wide area Lisieux to Coutance -
and Cherbourg peninsula. Objective was bombing and strafing enemy concentrations
and gun positions. Squadron code not used.
- S - Captain Hendricks ~~WII~~ and Flight (Lts Belliesen, Arps and Olden) destroyed
four trucks and probably destroyed eight trucks. Capt. Hendricks destroyed two
heavy guns of 90 or 105 mm ~~S/E/R/E/E~~ calibre. Captain Hendricks damaged
one small armored car.

S E C R E T

S E C R E T

3977 H Ftr/Bomb Sq S-2 Rpt. on a Glide/Bomb Mission of 7 Jun 44 (D/1) --No. 67

A 397th Ftr/Bomb Sq -- Opns O No. 350-C, IX Ftr Comd -- 7 June 44 (D-1) Mission 3
B 14-- no spares
C Nil
D 14 -- Enemy ground installations near St. Lo -- 1700-1740
E 28-Frag Clusters MIAI
Dropped on target: 27
Brought back to base: 1
Altitude at start of dive: 3000 feet
Angle of dive: 30 deg.
Altitude at release: 600-1000
F Only fair
G None
H Two (2) Category "A"
I thru K Nil
L Over Channel: S-C -- 5/10 -- 4000 -- Fair
Over Continent: C -- 3/10 -- 4000 -- Good
M 1626 -- 1838
N LFI 1700 -- Grandcamp -- 3000
LFO 1740 ---Grandcamp -- 3000
O None
P Good
Q Radio masts and station several miles west of Littry
Gun emplacement NW of St Lo
R Littry -- Light, moderate and accurate
S None

S E C R E T

397th Ftr/Bomb Sq S-2 Rpt on Glide/Bomb Mission of 7 Jun 44 (D/1) -- Sq Mission No. 68

- A - 397th Ftr/Bomb Sq -- Opns O No. 350-D, IX Ftr Comd -- 7 Jun 44 (D/1) - Mission 4.
 - B - 15 -- no spares
 - C - 1 -- hydraulic system
 - D - 14 -- enemy positions -- 2135 to 2240
 - E - 30 Frag Clusters M1 A1 Loaded
 - 28 on tgts
 - None jet -- 2 ret to base
 - Alt at Start of Dive - 3,000
 - Angle - 30 deg
 - Alt at Release - 600 to 1,000
 - F - Vectored to wooded area at Balleroy, where all dropped bombs with unobserved result
 - G - None
 - H - 1 -- Cmt "A"
 - I thru K - Nil
 - L - Haze -- good visib
 - M - 2055 -- 2325
 - N - LFI: 2135 -- on course -- 1,500
 - LFO: 2240 -- on course -- 3,500
 - O - Nil
 - P - Good
 - Q - Gun position at Pts de Barleur -- loose balloon at 3,000 ft over beachhead on east side of Cherbourg Peninsula.
 - R - None observed
 - S - ~~All strafed/str/str/~~
 - T - Nil
- S - All planes, except six strafed. Captain Hendricks destroyed three trucks and probably destroyed four trucks. Captain Hendricks probably destroyed one military vehicle and damaged one tank

2/2/2/2/2/2

S E C R E T

S E C R E T

397th FBS S-2 RPT. ON HIGH COVER PATROL MISSION OF 8 JUNE 44 (D/2)-MISSION NO.

A 397th FBS-- June 8 1944 (D/2) --Mission No. 1
B 15 plus no spares
C Dne (1) --belly glass tank broke
D 14 -- English channel to the west of Le Havre -- 6440 to 0525
E Mission was a high cover patrol mission
F Same as E
G Nil
H Nil
I Nil
J Nil
K Nil
L Over Channel: 2/10 cloud density -- 5 C -- base 15000 feet -- Vis: good
Stato Cumulus clouds of 9/10 density from 6000 -9000 feet over an area
extending from about five miles off the French coast to a line somewhat
within the coast. Visibility in this region was good.
M 0404--0616
N & Nil
P Good
Q Gun flashes, possibly from coastal batteries, seen in vicinity of Grandcamp
R Light, intense, innacurate flak at Le Havre. One of our flights encountered
flak fired by a boat, possibly an LPT boat, off Le Havre.
S Nil
T Mission was executed according to plan
U Squadron code was used. One of our planes asked the FBT (call sign "Research"
for a fix. "Research" asked for our squadron code. When it was given
"Research" did not give the appropriate rply and asked other questions.
Then "Research" sent our ships over to Le Havre, where they encountered
flak. "Research" returned, asking questions of other groups

SECRET

397th FBS S-2 Rpt. ON HIGH COVER PAROL MISSION OF 8 JUNE 44 (D/2)
 AMENDMENT TO O.O. "NEPTUNE" MISSION NO. 70

A 397th FBS -- June 8 1944 (D/2) -- Mission No. 2
 B 11 -- No spares
 C 1 -- Capt. Gibson-mechanical reasons
 D 10 -- High cover channel patrol -- 0930-1030
 E None carried
 F thru K Nil
 L Over Channel: thin stratus -- 15000 -- good
 Over Continent: scattered -- S/C -- 2-4000 -- good
 M 0255 -- 1109
 N LFT 0930 -- on course -- as briefed
 LFT 1030 -- on course -- as briefed
 O None
 P Good
 Q thru S Nil
 T Mission to patrol area at varied altitudes off coast of France
 at British beachhead off Caen. No E/A were seen

"Goods was not used"

SECRET

SECRET

397th Ftr/Bomb Sq S-2 Rpt on a Neptune Patrol Mission of 3 Jun 44 (1/2)

(Squadron File Number 18)

A - 397th Ftr/Bomb Sq -- Neptune Patrol -- 3 Jun 44 (1/2) -- Mission No. 3
B - 1E -- no spares
C - 1 -- Lt sharp -- elec system out
D - 11 -- channel area patrol -- 1422 to 1540
E thru K - Nil
L - 10/10 -- 3/0 -- 5,000 -- Good visib
M - 1583 -- 1621
N - LFI: 1422 -- Patrol Area -- as briefed
LFO: 1540 -- Patrol Area -- as briefed
O - Nil
P - Good
Q - H-0484 - cows on coast being shelled.
Balloons from one (1) at off shore of Hickey, extending about 20 mi
in NW direction into channel.
R - None
S - None
T - Nil.

SECRET

SECRET

397th Ptr/Bomb Sq S-2 Rpt on a High Cover Patrol Mission of 10 Jun 44 - Mission 72

Opns O No. 761, IX Ptr Comd

- A - 397th Ptr/Bomb Sq -- ~~397th Ptr/Bomb Sq~~ -- 10 Jun 44 -- Mission No. 1.
B - 16 -- no spares
C - Nil
D - 16 -- Slightly E of Le Havre to Caen, to St. Aubin, sur Mer, to patrol area over English Channel W of Le Havre -- 0445 to 0540 (LPI slightly E of Le Havre at 0435).
E - Mission was a high cover patrol mission.
F - Same as E.
G - Nil
H thru K - Nil
L - Over channel, patrol area and enemy coast: Several types of clouds at various levels between 2,000 and 9,000 ft; these clouds yielded a coverage of almost 10/10; no contrails; no freezing; rain in patrol area.
M - 0349 -- 0633
N - LPI: (before reaching patrol area) - 0435 -- slightly E of Le Havre -- 3,500 ft
LFO: (" " " ") - 0440 -- St. Aubin sur Mer -- 4,000 ft
O - Same as E.
P - Good -- Much jamming by Germans in the form of screechy and squealing noises
Q - A large ship was seen burning about fifty miles south of the NE of Portland -- a few fires were seen in the vicinity -- the prow of a boat sticking up above the water was seen off the Isle of Wight
R - Light, moderate, inaccurate flak from friendly naval vessels in the vicinity of Pte. de Barfleur. Light, intense accurate flak at Labourg from ships (possibly some from the shore). Heavy, accurate (a few bursts only) inaccurate flak 15 to 20 miles west of Le Havre right over shore
S - Nil
T - Mission was rather uneventful
U - Squadron code was not used
V - No enemy aircraft bearing allied markings were noted

S E C R E T

397th Ftr/Bomb Sq B-2 rpt on a High Cover Patrol mission of 10 Jun 44 - Mission 73

Aa 397th Ftr/Bomb Sq -- Opus C. No. 361, 1st Ftr. Comd -- 100th AF -- Mission No. 2
A 12 plus no spares
C NIL
D 12 -- English channel west of Le Havre (our planes crossed the coast line between Cabourg and Trouville at 1010, flew inland about five miles and crossed ~~the~~ the coast line on the way out at Leion at 1018) -- 0925 to 1035
E Mission was a high cover patrol mission
F Same as E
G NIL
H One (1) -- category "A" -- caused by flak
I thru K NIL
L Over channel and coast: 4/10 cloud density -- scattered clouds -- ⁶⁵⁰⁰10000 feet -- good visibility
M 0848 -- 1150
N 1010 -- between Cabourg and Trouville (before entering patrol area)
O 1012 -- ~~tion~~ (same -- entering patrol area)
P Same as A
Q Good
R German troops seen on road east of woods at Colombelles or northeast of same place at approximately 0857.
S Heavy, meagre (four bursts only) accurate flak at Caen. Light, meager and inaccurate flak at Caen. Light, intense and inaccurate flak (perhaps small arms or machine fire) in woods at Colombelles.
T NIL
U Mission was rather uneventful
V Squadron code was not used
W ~~At about 1035~~ At about 1035, two planes bearing British Rondels were seen almost due north of Caen a little inside the coast line. Two of our pilots thought that these planes were ME 109's - a third pilot did not think that they were enemy planes. When our planes approached them they rolled off into the clouds.

S E C R E T

S E C R E T

(Squad)

397th Ftr/Bomb Sq S-2 Rpt on a High Cover Area Patrol Mission of 10 Jun 44 - Mission No. 74

A -- 397th Ftr/Bomb Sq -- Opns C No. 361, IX Ftr Comd -- 10 Jun 44 -- Mission No. 3.
B -- 12 -- no spares
C -- None
D -- 12 -- High Cover Area Patrol Mission -- ~~13~~ 1430 to 1535.
E -- Nil
F thru I - Nil
J -- 2 ME109's encountered at U-2863 -- easily identified by black cross.
CLAIMS: 1 ME109 damaged by 2/Lt HORLAOCHER.
K -- None
L ~~X~~ -- Over Channel: 4/10 -- Cum -- 6-8,000ft -- good visib
Over Continent: 6/10 -- Cum -- 4-8,000ft -- fair visib
M -- 1350 -- 1622
N -- LFI: 1430 -- as briefed -- 5-10,000 ft
LFO: 1535 -- as briefed -- 5010,000 ft
O - Nil
P - "D" Channel Jammed -- "A" Channel Good
Q - Several med sized boats in Le Havre Harbor -- convoy of trucks at L-5705 -- also activity in wooded area just to N of L-5705.
R - None
S - Lt Horlaocher destr oil truck at L-5705
Capt Hendricks destr 4 trucks -- damaged 1 staff car at L-5705
T - After giving high cover support in briefed area, several flights flew inland looking for targets of opportunity -- two ME109's were sighted and chased, but got no fight from them. Ground targets were strafed as noted in "S".

S E C R E T

S E C R E T

397th Ftr Bomb Sq S-2 Rpt on a High Cover Patrol Mission of 10 Jun 44 - Sq Mission No. 75

- A -- 397th Ftr Bomb Sq -- Opns O No. 361, IX Ftr Comd -- 10 Jun 44 -- Mission FOUR.
B -- 12 -- no spares.
C -- One -- Belly Tank dropped on runway before take-off.
D -- 11 -- English Chan W of Le Havre -- 1930 to 2030.
E -- Mission was a high cover patrol mission.
F -- Same as E.
G -- Nil
H -- 6 -- 5 in Cat "A" and one in Cat "AJ". -- Caused by flak.
I thru K -- Nil
L -- Cumulus clouds 5/10 density 2,000 to 10,000 ft, visib good.
M -- 1843 -- 2150.
N -- Nil
O -- Nil
P -- Good
Q -- Armored convoy of 30 to 50 trucks, carrying many guns, seen moving NE along road running through T5154, T5754 and T7000 -- convoy extended two mi NE of T5754 and two mi SW of same point. It was seen between 2030 and 2100 by planes flying at 1,000 ft and below. Many trucks seen on little roads around St Lo. A train composed of 10 to 15 flat gun cars was seen at U2866. The train carried troops and all kinds of guns, both heavy and light AA. There were many light guns. The train was camouflaged. It was seen between 2050 and 2100 by planes flying at a low alt.
R -- Heavy and light, intense, accurate flak of train mentioned in Q. Two bursts of light, accurate flak at Caumont.
S -- 11 planes strafed -- Maj Hassler's flt (Palmer, Dame and Olden) and Capt Marini's flt (Stoll and Brown), destr 6 trucks (seen in flames) and dam 8, 10 mi S of St Lo. Capt Marini's (Stoll and Brown) destr 3 trucks. Lt Olden alone destr 5 trucks. Lt Stoll alone destr one truck. Lt Lougee's (Lts Potter, Sharp and Burney) destr 3 trucks. Lt Sharp alone destr an oil tank car. Lt Burney alone dam one truck.
T -- Patrol was carried out according to plan -- strafing was very successful.
U -- Squadron code was not used.
V -- No E/A bearing allied markings were seen.

S E C R E T

SECRET

387th Ftr Bomb Sq S-2 Rpt on a High Area Patrol Mission of 11 Jun 44 Mission No. 76

A 387th Ftr Bomb Sq -- Appendix "D" to "Japco" -- 11 Jun 44 -- Mission No. 076
B 14 -- no spares
C 1 -- Lt Helliesen -- radio
D 13 -- High area patrol
E Nil
F thru K Nil
L Over Channel: 9/10 -- S/C -- 5-2000 -- good
Over Continent: 4/10 -- S/C -- 5-2000 -- good
M 0850 -- 0820
N 0429 -- as briefed -- 5-12000
0830 -- as briefed -- 5-12000
O None
P Good
Q Convoy of enemy ships rounding coast of La Spezia harbor
R From enemy ship -- light, moderate and inaccurate
S None
T Most of mission was flown in dark - observations very limited

Squadron Code not used

SECRET

S E C R E T

397th Ftr/Bomb Sq S-2 Rpt on a High Cover Patrol Mission of 11 Jun 44 -- Sq Mission No. 77

- A -- 397th Ftr/Bomb Sq -- Appendix "D2" to "Japoc" -- 11 Jun 44 -- Mission No. 2.
- B -- 12 -- no spares.
- C -- Nil
- D -- 12 -- English Chan W of Le Havre -- 0925 to 1030.
- E -- High Cover Patrol Mission.
- F -- Same as E.
- G thru J -- Nil
- K -- One plane of the 395th or the 396th crash landed.
- L -- ~~10/10/10/10/10/10/10/10/10/10~~ 8 to 10/10 cloud density -- clouds fr 800 to 8,000 ft.
This is for enemy coast.
- M -- 0845 -- 1130.
- N -- 0935 -- ~~1035~~ Dives sur Mer -- 8,000 ft (LFI)
1035 -- Ouistreham -- 8,000 ft (LFO)
- O -- Same as E
- P -- Good
- Q -- A submerged boat was seen at 1000 at U2095 fr 800 ft. Only six sq ft and a mast appeared above the water.
- R -- Heavy, moderate, accurate flak at Caen. Heavy, meager fire fr gun emplacements or pillboxes at U4312 and U2060. There were four to six emplacements at each place. They were ~~seen~~ seen at about 10 o'clock at an altitude of not more than ~~1000~~ 1,500-ft. No report as to the accuracy of this fire -- fire was not directed at our planes. Pictures were taken of the emplacements at U4312.
- S -- Nil -- No strafing
- T -- Mission was rather uneventful.
- U -- Squadron code was not used.
- V -- No E/A bearing allied markings were seen.

S E C R E T

SECRET

297th Tr/Bomb Sq Appendix "A" to James - 12 Jun - Miss. 1.
Squadron Mission No. 78

- 1 -- 297th Tr/Bomb Sq Appendix "A" to James - 12 Jun - Miss. 1.
- 2 -- 10 - no spares
- 3 -- Nil
- 4 -- 10 -- High speed patrol ...
- 5 -- Nil
- 6 -- Nil
- 7 -- No clouds - visibility ...
- 8 -- ...
- 9 -- ...
- 10 -- None
- 11 -- Good
- 12 -- Nine (9) small ships in the ... British Navy ... east of "Sword"
- 13 -- Flak from boats at the ... light, intense and inaccurate
- 14 -- None
- 15 -- Mission was rather uneventful
- 16 -- Squadron Code was not used
- 17 -- No ... allied ... were seen

SECRET

SECRET

897th Str/comb Sq - 2 rpt on a Top Cover Area Patrol Mission
of 12 June 1944. Squadron Mission No. 79

- 1 -- 897th Str/comb Sq - Appendix "B" to Japco - 12 Jun 44 - Mission 1
- 2 -- 12 -- no spares
- 3 -- none
- 4 -- 12 -- Top Cover Area patrol -- 0830
- 5 -- none
- 6 -- all
- 7 -- Lt. Clarence Palmer - seen to crash near Thiberville -- 6885
- 8 -- Lt. Robert A. Kinchard - last seen over Evreux - A.7.
- 9 -- none
- 10 -- None other than par. "B"
- 11 -- Vicinity of Lisieux - P. 100 - 1040 - 12-15
- 12 -- Vicinity of Meuroy - 1000 - 1040 - 1
- 13 -- claims; 2 destroyed -- 1 damaged -- Capt. W. Hendricks
- 14 -- 1 destroyed -- Lt. McC and Rosvold
- 15 -- 1 destroyed -- Lt. 1012
- 16 -- silver P-51 - damaged P-51 - same encounter as to McC and Rosvold
- 17 -- McC seen to be attacking
- 18 -- 0800 -- 1100
- 19 -- 0800 -- as briefed -- 1000
- 20 -- 1100 -- end of patrol -- 1000
- 21 -- 1000
- 22 -- none reported other than par "B" and "
- 23 -- Evreux A.A. -- light, intense and accurate
- 24 -- some strafed, but no claims
- 25 -- Control from 1st released squadron from area patrol at 1037 -
squadron broke into three flights and flew course inland for
targets of opportunity. After enemy aircraft was encountered
at 1046 near Lisieux, Capt. Hendricks destroyed one which was
on tail of Lt. Palmer. Lt. Palmer's ship was seen to go into
flames near Thiberville. Encounter lasted until 1100 - Lt.
Kinchard was last seen to fly over the heavily protected Evreux
A.A. It is thought he was probably shot down by ground fire
at this point.
- 26 -- Squadron code was not used
- 27 -- No I/A bearing allied markings were seen

SECRET

S E C R E T

397th Ftr/Bomb Sq S-2 rpt on a Top Cover Area Patrol Mission of June 12, 1944
Squadron Mission No 80

A. 397th Ftr/Bomb Sq - Appendix D¹¹ to Japco - 12 June 44 - Mission No 3

B. 12 -- no spares

C. Nil

D. 12 -- 1425

E. thru F - Nil

L. 3/10 -- cumulus -- 4-4500 feet -- good -- Over Continent

M. 1330 -- 1330

N. 1325 -- as briefed -- 10,000
1350 -- S.P. Lo Mayre -- 10,000

O. None

P. Good

R. Nil

S. Nil

T. Very uneventful

Squadron Code not used

S E C R E T

S E C R E T

397th Ftr/Bomb Sq S-2 rpt on a Top Cover Area Patrol Mission of June 12, 1944
Squadron Mission No. 81

- A. 397th Ftr/Bomb Sq. -- Appendix "D" to Japco - 12 June 1944 - Mission No. 4
- B. 12 -- no spares
- C. None
- D. 12 -- Top Cover patrol
- E thru J Nil
- K. One (1) B-26 crash at U-1565 - four chutes seen to open
- L. Over Channel & Continent: 10/10 -- A/S -- 15,000 -- good
- M. 1850 -- 0942
- N. 1930 -- as briefed -- 10,000
2050 -- as briefed -- 8,000
- O. None
- P. Good
- Q. Concentration of trucks and troops at U-5373 - about 25 trains at Marshalling Yards at U-2555
- R. Flak U-1565
- S. None

Squadron Code not used

S E C R E T

SECRET

REPORT OF HIGH COVER AREA PATROL MISSION 12 JUNE 1944 MISSION NO. 1

- A - 397th, Annex D to JAFPC 15 June 44 Miss No. 1
- B - 11 plus no spares
- C - Nil
- D - 11 over tgt High Cover Area Patrol 1925
- E thru K - Nil
- L - Over Continent - 3/10 density cumulus 5-10,000 ft
- M - Up 1857 Down 2300
- N - LFI: 1925 Area 12,000 ft
LFO: 2330 Grandcamp 12,000 ft
- O - Nil
- P - Good
- Q & R - Nil
- S - Lt Lougee's flight destroyed four trucks on west side of Cherbourg Peninsula.
" " " strafed two trains at 2856 and 2868.
- T - Squadron after being released from area patrol was directed to land at
T6193, a landing strip on the coast of France approximately 10 miles NE of
Bayeux. All planes landed safely at 1950. For an hour and fifteen minutes
the pilots were besieged with questions from the many soldiers who greeted them.
Correspondents ~~and~~ cameramen were amidst the great in ra bar as the Engineers.
/// and
This was the first operational landing made by American planes on the
continent since the beginning of the war. (Another first for the 397th.)

SECRET

SECRET

REPORT OF HIGH COVER AREA PATROL MISSION 7/4 14 JUNE 44 MISSION NO. 1

A - 897th FS Annex D to JAPRO 14 June 44 Mission No 1
B - 11 plus no spares
C - Nil
D - 11 over tgt High Cover Area Patrol 0531
E thru K - Nil
L - Over Continent 4/10 dens. Cumulus 3-5000 ft Good
M - Up 0455 Down 0740
N - L:I 0531 Area W of LeHavre 10,000 ft
LEO 0655 " " " " "
O - Nil
P - Good - Jerry called whiskey leader - garbled call sign
Q - Nil
R - Nil
S - Nil
T - Mission carried out as briefed.

Shortly after take-off, our leader heard Lt Rice of the 897th Sqdn call in engine trouble and was going over the side. Plane was seen to explode about ten miles from Chisvilton. Lt. Rice was killed at about 0630.

SECRET

S E C R E T

397TH FTR/BOMB SQ. RPT. OF TOP COVER PATROL MISSION OF 14 JUNE 44 SQ MISSION 85

- A. 397th Ftr/Bomb Sq -- O.O. 380 --14 June 1944 -- Mission No. 3
- B. 11 -- no spares
- C. 1-- Lt. Helliesen - engine-landed on strip for service
1-- Lt. Marko - accompanied Lt. Helliesen
- D. 9 --top cover patrol
- F thru K Nil
- L Over continent: 7/LC -- curulus -- 5-3000 -- good
- M. 1403 -- 1745
- N. 1530 -- A rea west of La Havre -- 14,000
1703 -- A rea W. of La Havre -- 8,000
- O. None
- P. Good
- Q. Directed by controller to patrol at 20,000 feet-S.E. of Caen
No observations of tactical value
- R. None
- S. None
- T. Capt. Hendricks led Squadron

Squadron Code not used

S E C R E T

SECRET

397th FTR/BOMB SQ. RPT. OF A TOP COVER PATROL MISSION OF 14 JUN 44 MISSION 86

- A. 397th Ftr/Bomb Sq -- O.O. 380 -- 14 June 1944 -- Mission No. 4
- B. 1E -- No spares
- C. None
- D. 1E -- Top Area Patrol -- 2030-2130
- E thru K Nil
- L. 2/10 -- Cumulus -- 7,000 -- fair
- M. 1956 -- 2247
- 2030 -- Area west & south of Le Havre -- 12,000
- 2130 -- Area west & south of Le Havre -- 6,000
- O. None
- P. Good
- Q. None of tactical importance
- R. Caen -- Heavy, moderate and accurate
- S. None
- T. Major Haessler led this fourth mission for today

Squadron Code not used

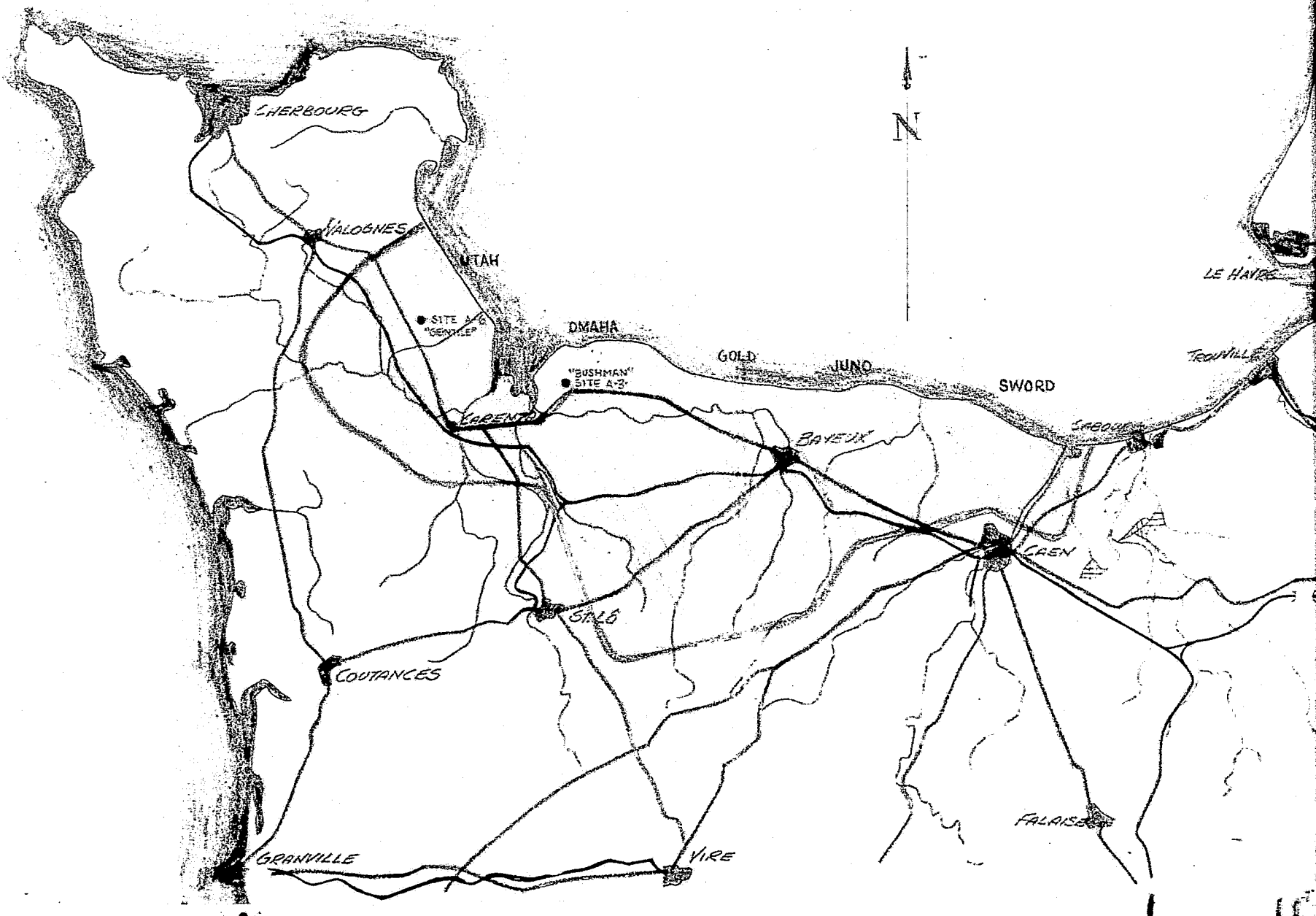
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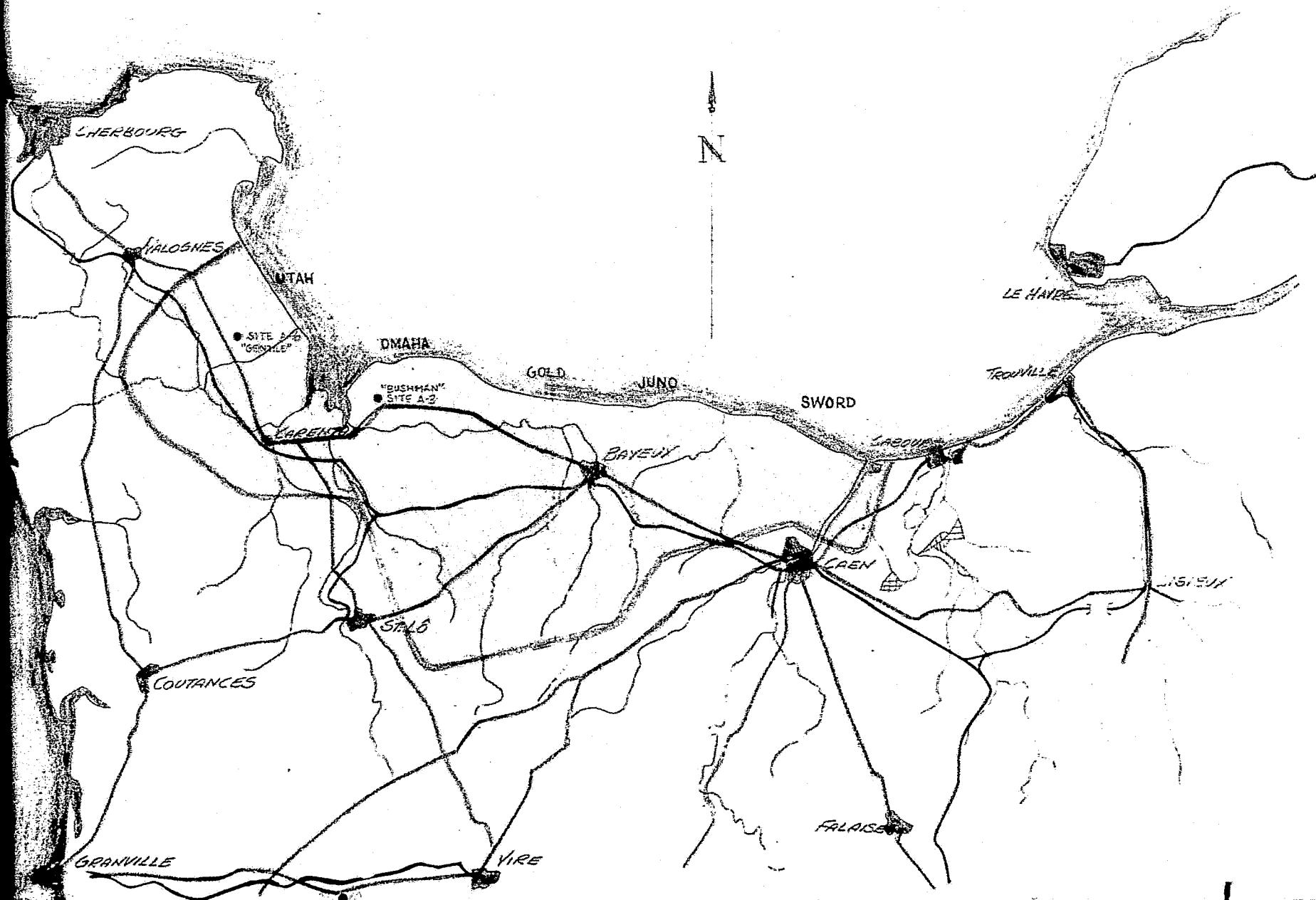
S E C R E T

397th Ftr/Bomb Sq Rpt on Reconnaissance Mission of 15 June 1944 Mission No. 87

- A. 397th Ftr/Bomb Sq -- O.C. Appendix "D Japoc" -- 15 June 1944 -- Mission No. 1
B. 12 -- No spares
C. None
D. 12 -- East and west of Beach Head -- 0840-0950 --E
1320-1430 --H.
1630-1930--I
E. None
F. No Bombs
G thru I None
L. Over Continent: A.M. 3/10 -- cumulus -- 3,5000 -- good
P.M. 3/5/10 - cumulus --3-5000 --good
M. 0756 -- 1030
N. 0640 -- east of beach head area -- 12000
2155 -- east of beach head area -- 4000
O. none
P. Good
Q. None of any tactical importance
R. None
S. None
T. Two areas were assigned this Squadron for patrolling over the French coastal beach head (see attached overlays). Three landings at strips A-6 (c/s Gentile) and A-4 (c/s Bushman) were made during the day for re-arming and refueling. The area patrol missions from take off on these strips were uneventful, but considerable significance is attached to these missions, as they were the first planned operational missions to be flown from these strips which are now to be regularly used as advance airfields for our ground support operations. For most of the pilots flying this mission it was their first landing on the continent. The strips were not yet completed - and the dust was a genuine hazard for take-offs and landings. Upon the Squadrons return to this base at 2230, many of the boys came in S-2 headquarters wearing German helmets, belts, insignia - and loaded down with German small arms and ammunition. They had talked with rural French people - given them cigarettes and candy - and with the aid of their French language cards, were able to exchange never-to-be-forgotten greetings.

Squadron Code not used





S E C R E T

REPORT OF HIGH COVER PATROL MISSION OF 397TH FBS MISSION NO. 88 16-6-44

- A. 397th FBS Annex D to Japco 16-6-44 Mission No.1
- B. 12 No spares
- C. Nil
- D. 12 over target East area of Beachhead 1810 to 1950
- E thru J - Nil
- K One P-47, believed to be from 366th Group, seen to crash near Caen at 1935 hours. No chute was seen.
- L. Over Continent - 9/10 low Strato-Cumulus 3-5000 feet Vis bad
- M. Up 1740 Down 2045
- N. LFI: 1810 On Course 3000 feet
LFO: 1950 On Course 2500 feet
- O. Nil
- P. Good
- Q. Nil
- R. Caen - Light, moderate, accurate
T-9262-Light, meager, accurate
- S. Nil
- T. Primarily due to bad weather, today's mission was postponed until 1740. Visibility was very poor, but the area bordered by Bayeux, Caen, Le Havre was patrolled for an hour and forty five minutes without incident. Squadron Code was not used.

S E C R E T

SECRET

397th Ftr/Bomb Sq Apt on a Top Cover Patrol Mission of 16 June 1944 Mission 89

A. 397th Ftr/Bomb Sq -- C.O. appendix "E Japs" -- 16 June 1944 -- Mission No. 2
B. 12 -- No spares
D. 12 -- ~~12~~ West area of beach-head and Isigny -- Time: 2225 - 2300
E thru F Nil
L. Over continent: 10/10 -- low strat. -- 2500 -- fair
M. 2155 -- 2423
N. 2225 -- on course -- 2500
2300 -- on course -- 2000
O. None
P. Good
Q. None
R. None
S. None
Squadron code not used

SECRET

S E C R E T

REPORT OF NIGHT COVER PATROL Y 397TH FFW 17 JUNE 44 AIRFOR NO 80

A - 397th FWS Annex 2 to JMWK 17-6-44 Mission No. 1
B - 12
C - Nil
D - 12 East area of beachhead 0830-0930
E thru F - Nil
L - Over Continent - Solid overcast 1-5000 ft Visibility good above, poor below
M - Up 0900 Down 1045
N - 1st 6830 On course 2000 ft
1st 6000 " " 4000 ft
O - Nil
P - Good
Q - No observations of tactical value, due to poor visibility.
R thru T Nil

S E C R E T

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SECRETREPORT ON HIGH COVER PATROL MISSION OF 397th FBS 17 June 1962 MISSION NO 91

- a. 397th Ftr/bomb Sq -- Name: "The Japs" -- 17 June 1962 -- Mission No. 2
- b. 12 -- No spares
- c. None
- d. 12 -- West area of beach-head -- 1000-1000
- e. 1000 K Kil
- f. 2/10 -- cumulus -- 3-2000 -- 1000
- g. 1000 -- 1000
- h. 1000 -- on course -- 11000
1510 -- on course -- 1000
- i. None
- j. 1000
- k. Large concentration of people - civilians mixed with military - at le Hays
units and area slightly north and west
- l. None
- m. Major Kaesler strafed troops near le Hays at 1000
- n. None

Squadron Code not used

SECRET

S E C R E T

REPORT ON HIGH COVER PATROL MISSION OF 397 FBW JUNE 17 1944 MISSION 92 & 93

397th Fighter Bomber Squadron -- Annex "D Japeo" -- June 17, 1944-- Missions 3-4

- H. 12 -- no spares
- I. Nil
- J. 12 -- 1830-1928 --- 2225-2325
- K. thru Y Nil
- L. Low stratus -- 200 feet -- good
- M. 1750 -- 2420
- N. 1830 -- on course -- 9000
2350 -- on course -- 6500
- O. None
- P. Good
- Q. Fired at with heavy intense flak fro ground at T-4595 and L/S A-8
Navy respected code signals - but ground forces did not.
- R. T-8575 -- heavy, meager and accurate
Caen -- heavy, meager and accurate
- S. Nil
- T. Patrolled - west area - 1830-1928
Landed strip A/2 - 2000 -T/O -2210
Patrolled West area - 2225 -2325

Squadron Code not used

S E C R E T

C A P T A I N

PILOT'S REPORT REPORT - 2ND LT. WILLIAM G. HORLACHER, O-602899

- A Combat
- B June 10, 1944
- C 387th Fighter Bomber Squadron, 368th Fighter Bomber Group
- D 1030
- E Twenty miles S.W. of La Havre
- F Solid overcast at 8000 feet. Scattered clouds, 5/10 coverage, from 3000 to 5000 feet-fair visibility
- G One (1) ME 109
- H One (1) ME 109 damaged
- I 50 rounds
- J At 1030, 10 June 1944, I was patrolling the area south and east of the beachhead "Sword" inland when attacked by two (2) ME 109's of the F or F series. First observed enemy aircraft below and behind, climbing and firing across my rear at my wing man, 2nd Lt. Rogal. Reported the enemy aircraft and gave the order to break right. Lead element (Capt. Hendrick's element) and my wing man broke to right and down onto the second enemy aircraft that had half rolled and hit the deck. I pulled up - broke left and saw first enemy aircraft push over and dive away. I dove after and, being unable to close, chased him into a small cloud at 1000 feet. Broke out the other side to see enemy aircraft in steep turn to right. Pulled around inside and shot from extreme range. Observed no hits. Enemy aircraft then leveled out and went into another cloud and when I broke out after him, he was in a steep turn to the left coming around for a head-on attack. I fired again, did not observe results. Enemy aircraft did not get into position to fire. Four Spitfires appeared and the enemy aircraft pulled up into the overcast about 8000 feet and disappeared.

William G. Horlacher

WILLIAM G. HORLACHER
2nd Lt., Air Corps

S E C R E T

PILOTS ENCOUNTER REPORT # Capt. RANDALL W. HENDRICKS, O-441804

A Combat
B June 12, 1944
C 397th Fighter Bomber Squadron, 368th Fighter Bomber Group
D 1045
E Five miles north of Lisieux, France
F Clouds at 2000 - 6/10 - visibility: good
G 15 FW 190's
H Four (4) FW 109's destroyed -- One (1) damaged
I 1600 rounds
J

I, Randall W. Hendricks, Captain, O-441804, was leading a flight of four P-47's on area patrol near "Sword" Beach. Lt. Palmer was my No 2 man, Lt. Foltz was leading my second element and Lt. Reinhart was flying No. four. We were released at 1035 from patrol and we went inland about 20 miles looking for ground targets, when I spotted a flight of about 15 FW-190's on the deck about five miles north of Lisieux, France - they were flying toward Caen. I attacked and shot one down and spun a second in, when I saw my wing-man on the tail of a FW 190 and a second FW 190 was pressing home an attack on him. I immediately went to his aid, but was about thirty seconds too late to save him. I saw his plane spurt flame and nose over. I then blew up the FW-190 that shot him down and saw them both crash within 500 yards of each other. I then chased a fourth FW-190 for about 25 miles and got strikes on him, but he would not go down. While I was firing on him I saw Lt. Foltz beat the day lights out of another FW-190 which probably crashed further on. When I saw I could not close on this 190, I switched to another one on the deck that was flying 45 degrees to my course. I immediately closed to about 100 yards and fired all the way up past him, when I pulled up over him he rolled over and went in on his back from 50 feet. We then caught a lot of flak

flak from Evreux and were low on ammo so we turned back for home. The last time I saw Lt. Reinhart was in the midst of the flak over Evreux.

Randall W. Hendricks
RANDALL W. HENDRICKS
Captain, Air Corps.

UNCLASSIFIED

CONFIDENTIAL

PILOTS ENCOUNTER REPORT - CAPT. RANDALL W. HENDRICKS, C-441804

- A. Combat
- B. June 12, 1944
- C. 397th Fighter-Bomber Squadron, 368th Fighter Bomber Group
- D. 1C45
- E. Five miles north of Lisieux, France
- F. Clouds at 2000 -6/10 - Visibility good
- G. 15 FW-190's
- H. Four (4) FW 190's destroyed -- one (1) FW 190 damaged
- I. 1600 rounds
- J.

I, Randall W. Hendricks, Captain, C-441804, was leading a flight of four P-47's on area patrol near "Sword" Beach. Lt. Palmer was my No. 2 man, Lt. Foltz was leading my second element and Lt. Reinhart was flying No. 4. We were released at 1C35 from patrol and went inland about 20 miles looking for ground targets, when I spotted a flight of about 15 FW-190's on the deck about five miles north of Lisieux, France - they were flying toward Caen. I attacked and shot at one FW-190 and saw many strikes and then he exploded in mid air. The second 190 went into a tight turn and spun in. I saw him hit the ground. I saw my wing man on the tail of a FW 190 and a second FW 190 was pressing home an attack on him. I saw my wing man's plane spurt flame and nose over. I then blew up the FW 190 that shot him down and saw them both crash within 500 yards of each other. I then chased a fourth FW 190 for about 25 miles and got strikes off him, but he would not go down. I claim a damage on him. While I was firing at him I saw Lt. Foltz beat the day lights out of another FW 190 which probably crashed further on. When I saw that I could not close on this 190, I switched to another one on the deck that was flying 45 degrees to my course. I immediately closed to about 100 yards and fired all the way up past him. When I pulled up over him he rolled over, smoked very badly, and went into the ground on his back from 50 feet. We then caught a lot of flak from Vereux and were low on ammunition, so turned back for home. The last time I saw Lt. Reinhart was in the midst of the flak over Vereux.

Randall W. Hendricks
RANDALL W. HENDRICKS
Captain, Air Corps.

Supporting statement by 2nd Lt. John P. FOLTZ:

I was flying No. 3 in Capt. Hendricks' flight. In the first encounter of Captain Hendricks I saw one (1) FW 190 explode in mid-air. The second FW 190, tried to turn into Capt. Hendricks but went into a spin and exploded when he hit the ground. On the last claim of Capt. Hendricks, I saw many strikes and the 190 burst into flame. His prop stopped and I am quite confident that the enemy aircraft crashed.

John P. Foltz
JOHN P. FOLTZ
2nd Lt., Air Corps.

C O N F I D E N T I A L

PILOTS ENCOUNTER REPORT -2nd Lt. MANUEL K. SOO, O-815407

- A. Combat
- B. June 12, 1944
- C. 397th Ftr. Bomber Sqdn., 368th Fighter Bomber Group
- D. 1050
- E. 20 miles south of Le Havre
- F. Clouds 2200 -- 6/10 SC --visibility: good
- G. One (1) ME-109
- H. One (1) ME 109 destroyed
- I. 200 rounds
- J.

I, Manuel K. Soo, 2nd Lt. O-815407, was flying "Whiskey Blue Four" in flight led by Lt. Anderson, June 12, 1944, on beach patrol north of "Sword". After we were released from patrol, we went south of Le Havre searching for enemy truck convoys when my element leader saw a dogfight east of us two miles. One other P-47 was fighting a ME 109. Seeing my element leader helping the P-47, I stayed above the fight to cover them. Seeing my flight leader flying toward me, I went down as both planes (P-47's) were not in firing position. With a short burst the ME 109 exploded.

Manuel K. Soo
MANUEL K. SOO
2nd Lt., Air Corps

STATEMENT OF LT MARVIN ROSVOLD RELATIVE TO ENCOUNTER OF LT MANUEL K. SOO:

I was flying Whiskey Blue 3 in Lt Anderson's flight 12 June 44 on Beach Patrol north of "Sword". We were released from patrol and started looking for strafing targets. Spotted Me-109 with P-47 following about 20 mi south of LeHavre. E/A ducked into clouds. I continued to follow and was above and about 1000 yds behind when he came out. Was on his tail immediately and started firing. Had no difficulty staying on his tail in left and right Lufferry although he was pulling streamers. E/A maneuvered onto a P-47's tail but stayed there only an instant as he definitely hated the looks of my nose firing at him. Closed so tight that my firing was affected by his propwash. E/A was smoking when I pulled away with Ammo zero but was unable to observe any strikes. Lt Soo, who had been covering me, came in and fired a short burst, after which the E/A belched flame and headed for terra firma. I last noted E/A going toward the ground in 50° dive at about 500 ft still burning merrily. The Hun was apparently very confused and definitely scared.

Marvin J. Rosvold
MARVIN J. ROSVOLD
1st Lt., Air Corps

SECRET

PILOTS ENCOUNTER REPORT - 2nd Lt. JOHN P. FOLTZ, O-745337

- A. Combat
- B. June 12, 1944
- C. 597th Fighter Bomber Squadron, 368th Fighter Bomber Group
1944
- D. Five miles north of Lisieux, France
- E. Clouds at 2000 - 6/10 - visibility: good
- G. 15 FW 190's
- H. One (1) FW 190 destroyed
- I. 1200 rounds
- J.

I, John P. Foltz, 2nd Lt. O-745337, was leading the element of Capt. Hendrick's flight on June 12, 1944, on a beach patrol north of "Sword" Beach. After we were released from patrol, we went south a few miles north of Lisieux, France. Captain Hendricks spotted approximately fifteen FW-190's on the deck heading toward Caen, France. He attacked, and my wingman and I stayed about 2000 feet. A few seconds later I saw two FW 190's pull up and the one burst into flames and the other, evidently, tried to turn into Capt. Hendricks and spun to the ground - both planes burning on the ground. I then started turning with a FW 190 - fired a short burst, but no hits observed. I then pulled up and made a head on pass at another FW 190 - no hits. I then saw another FW 190 on the deck heading east - overtook him very easily with the altitude I had on him and opened fire at about 300 yards. I closed on him firing all the time, until my ammo was expended. Had hits all over him and when last seen he was still going but wobbling badly and losing altitude. I claim this one destroyed. I then picked up Captain Hendricks chasing a FW 190 on the deck. Capt. Hendricks closed on this FW 190 - this plane (FW 190) burst into flames and crashed. We were right over the St. Martin Airdrome and ran into intense flak which hit Lt. Rienhart, my wingman. The last time I saw Lt. Rienhart his plane was in a glide and, apparently, under control. At this time a FW 190 jumped me and I pulled up into the clouds and came home.

John P. Foltz
JOHN P. FOLTZ
2nd Lt., Air Corps.

7/4/44

C O N F I D E N T I A L

PILOTS ENCOUNTER REPORT -- 1st Lt. MARVIN J. ROSEVOLD, O-680083

- A. Combat
- B. June 14, 1944
- C. 397th Pbr/Bomb Sq., 368th Fighter Bomber Group
- D. 1215
- E. Vicinity of Lisieux, France
- F. Clouds at 2200 -- 7/10 -- Visibility: good
- G. 40 plus ME 109's
- H. One (1) ME 109 - damaged
- I. 400 rounds

J.

I, Marvin J. Rosevold, 1st Lt., O-680083, was flying Whiskey Red three in flight led by Major Hassler on June 14, 1944, on beach patrol north of "Sword".

After we were released from a patrol, we went south and were in the vicinity of Lisieux when jumped by 40 plus ME 109's. My wingman, Lt. Bechtold, called a right break, after which I started climbing toward "gaggle" above clouds. Two ~~of~~ enemy aircraft were on my tail all during this time.

Engaged at least twenty enemy aircraft all alone at about 6000 feet. Managed to desperse them and duck into cloud. Came out of cloud with single enemy aircraft about 1000 yards ahead. Closed on him in dive and observed strikes on his left wing & fuselage as he ducked into cloud. I claim this damaged.

Picked up Whiskey Red leader at this point and we proceeded to search for Red two who was still fighting 20 plus enemy aircraft below clouds. Red two observed a white chute open - near Lisieux. We assumed this to Red Four.

Observed no further enemy aircraft and landed at site A-2 for servicing before returning to base.

Marvin J. Rosevold
MARVIN J. ROSEVOLD
1st Lt., Air Corps

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CONFIDENTIAL REPORT -- END LC. 225 L. WILLIAMS - 6-091789

- A. Capt
- B. June 14, 1944
- C. 397th Bom/Dep Sq. 389th Fighter Bomber Group
- D. 1915
- E. Vicinity of Lisieux, France
- F. Circa 17000 - 7/10 - good visibility
- G. 40 plus 100's
- H. One (1) damaged
- I. 1100
- J.

I, George L. Sutcliffe, 2nd Lt., G-661789, was flying a whiskey red two in flight lead of Major Bosier on June 14, 1944, on beach patrol north of "Lizard". After we were released from patrol we went south looking for targets of opportunity. We were in the vicinity of Lisieux, France, when jumped by 20 plus 20 100's. I immediately got on whiskey leader's tail and called him to break left to give me a shot at them, but as I did this I saw three 20 100's on my tail so I broke into turn. After I broke up the attack I tried to find another member of the flight, but was unable to do so. Approximately five minutes after we were attacked I saw a parachute southeast of Lisieux and I believe this to be red four, because we had contact with him up until that time. I had a running fight with 20 plus 20 100's for about 15 minutes, from the deck to 2,000 feet, until I got in the cloud layer and evaded them. During this time I received 20 20 hits in my left wing, fuselage and tail. I got on one 20 100's tail and gave him a few short bursts and believe I saw scuffs on his fuselage. I claim this damaged.

I came out of the cloud layer at 2000 feet east of Le Havre and joined with whiskey leader and whiskey three. We proceeded to site A-2 for servicing before returning to base.

George L. Sutcliffe
225 L. WILLIAMS
2nd Lt., Air Corps