



367th Combat Diary

1942-45

306th Bomb Group

Squadron Diary

367th BOMBARDMENT SQUADRON (H)

1942-45

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Published by the 306th Bomb Group Historical Association

March 1993

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Key to ABBREVIATIONS

A/A or AA--Anti-Aircraft guns	Micro-H--Beam radar and H2X air-
A/C--Aircraft	borne radar linked for bombing
A/D--Aerodrome	MPI--Main point of bomb impact
A/F--Airfield	M/Y--Railroad marshalling yard
CAVU--Ceiling and visibility	Nickels--Propaganda leaflets
unlimited	dropped by bombers
CBW--Combat Wing	PFF--Airborne radar
E/A--Enemy aircraft	PRU--Photo reconnaissance unit
Gee-H--Bombing technique linked	S/E--Single engined aircraft
to navigational Gee Box	T/E--Twin engined aircraft
IP--Initial point of bomb run	
Mickey--H2X radar for bombing	
and navigation	

EDITOR'S PREFACE

This is the second volume in a series of four being issued by the 306th Bomb Group Association to provide its membership with more detailed information about the activities of the four combat squadrons of the 306th Bomb Group.

The four diaries were prepared between 1942 and 1945 by the several intelligence officers assigned to the squadrons. In this volume five men actually did the writing at various times which accounts for the diversity in grammar and approach to the subject at hand. As one reads all four volumes one comes to realize that some men undertook this task with greater enthusiasm and skill than did others.

These diaries deal in large measure with the combat phase of squadron life, but may frequently include other aspects of events at Thurleigh, Bedfordshire, England, the home of the 306th Bombardment Group from early September 1942 and continuing until long after the end of hostilities in Europe as the 306th and 305th Groups were charged with the aerial mapping of Europe and North Africa.

Much of the material contained in these diaries furnished the essential data for the editor in his history of the 306th, First Over Germany.

Appended to the diaries are certain lists that have been compiled in more recent years and represent an attempt to place men in their proper slots in the organization. These lists have previously appeared in 306th Echoes, but have been edited and enhanced since those printings.

To many, the most important list is that of aircraft assigned to this squadron during combat.

The editor has refrained when possible in changing the original writing, but has added first names, and in some cases names of other crew members to give a better overall picture of combat operations. He has been given great assistance through having at hand much of the mission report records which have enabled him to verify just which person was involved, when men with identical last names participated.

It is the sincere hope of the editor that you will contact him with any additional data or corrected data after you have had an opportunity to peruse this volume. He is especially interested in receiving copies of 306th Group, Station 111 and Squadron special orders that were issued from the inception of the Group and until the end of May 1945.

Work will continue apace on the 423rd and 368th Squadron diaries so that this entire project is completed during this calendar year.

Russell A. Strong
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February 1993

Squadron Diary
367th BOMBARDMENT SQUADRON (H)
1942

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MARCH-SEPTEMBER

- 1 March Lt.Col. Charles B. Overacker assumed command of five squadrons which were activated on this day to form the new 306th Group. These squadrons were: Hq. and Hq. Sq., commanded by 1st Lt Charles A. Polansky; 367th Bomb Squadron, commanded by Capt. Harry J. Holt; 368th Bomb Squadron, commanded by 1st Lt. William A. Lanford; 369th Bomb Squadron, commanded by 1st Lt. Ralph A. Oliver; 34th Reconnaissance Squadron, commanded by 1st Lt. James W. Wilson.
- 16 March Group commander and seven other officers arrived at Salt Lake City where the squadrons first started their training with three B-18s and 1 A-47.
- 22 March 367th received its first supply of pilots. Operations were moved to Wendover, Utah, despite limited housing facilities.
- 3 April Cadre of fifty men reported from 34th Bomb Group at Pendleton, Oregon. From this date officers and men continued to arrive in small groups and the squadrons gradually assumed proportions and individual character.
- April First B-17E was assigned to the Group to clothe the squadrons henceforth in the mail of the Flying Fortress.
- 28 May Lt. Col. Overacker promoted to colonel. The Japs attacked the Aleutians. The Group went on alert, and the 367th detailed some combat crews to Ephrata, Washington, for patrol duty.
- 20 June Capt. Harry J. Holt, commanding officer of the 367th, was promoted to major.
- 28 June The squadron received a share of 16 combat crews who reported from Hamilton Field, California.
- 5 July 306th Group assigned to the 17th Wing of the Second Air Force. The new 17th Wing is commanded by Col. Walter Peck.
- 8 July Several crews left for Westover Field, Mass., to ferry back B-17Es to Wendover.
- 20 July Crew from the 367th completed the first bombing mission to Alamo-gordo, New Mexico.
- 1 Aug On the first of August the Group left Wendover. The ground echelon entrained for the Army Air Base at Richmond, Virginia, and the Air Echelon emplaned for Westover Field, Mass. During August the Air Crews continued their training at Westover and accomplished considerable patrol duty over the seaboard and the Atlantic Ocean. The Ground Echelon busied itself with completing equipment, drills and general polishing for the overseas journey.

AUGUST-SEPTEMBER

- 13 Aug Ground echelon left Army Air Base at Richmond, Virginia, and arrived at Fort Dix, New Jersey, the following day.
- 14 Aug Ground contingent of the Air Echelon left Westover Field, Mass., for Fort Dix at 10 in the morning and arrived at 4 p.m. same day. The time at Fort Dix for two weeks was spent in completing equipment and generally preparing for overseas.
- 30 Aug On the night of 30 August both contingents left Fort Dix, arriving at Jersey City at midnight, then taking a ferry for pier of embarkation, and boarded the SS Queen Elizabeth by four in the morning of the 31st. The Queen sailed at 10:30 that morning, with about 20,000 souls aboard, about four times its peacetime capacity. Considering the crowding, the morale of everyone was especially fine. The food was excellent. After five days without any unusual events, we arrived at Greenock, Scotland, and thence by train the next morning to Bedford and Thurleigh.
- 1 Sept The 306th Air Echelon left Westover Field, Mass, for Gander Lake, Newfoundland, where they stopped briefly before the hop to Prestwick, Scotland. This flight was made without loss to the 367th, although the Group did not come off unscathed.
- 3 Sept Arrived at Thurleigh, Bedfordshire, former RAF station.
- During the month of September the crews practiced formation flying, and generally acquainted themselves with the new topography and flying regulations.
- 12 Sept Staff Sergeant Norman Leonard Johnson of our Squadron rescued a WAAF who had fallen into the Great Ouse river at Bedford. Except for his quick and heroic action, the accident may have been fatal. In appreciation, the Bedford Inspector of Police sent the following letter to the 306th Group commander, Col. Charles B. Overacker:
- 13 Sept Sir: I respectfully report that the above named member of United States Forces very gallantly rescued a member of the WAAF, A/CW 2 Monica Holliday, RAF Depot, Bridgenorth, Shropshire, from the Great Ouse at about 10.10 PM this date
- "The following are the facts: At about 10.10 PM, Johnson was standing on The Embankment opposite the Swan Hotel when he heard the sound of a splash from the middle of the river, followed by a shout. He called out, and a female voice answered his call. He immediately divested himself of his tunic and shirt, jumped into the river and swam to the center of the river where he located the above mentioned WAAF. He caught hold of her and swam with her to the steps at the side of the river, where he was assisted onto the bank by Private Robert Theodore Yahn, of No 369 Bomb Squadron, USAAC, also stationed

at Thurleigh, who was acting in the capacity of a Military Police Officer. Artificial respiration was applied to the WAAF, who was unconscious, by Pvt. Yahn until the arrival of the police.

"It was an intensely dark night, and Johnson's action is all the more commendable as he has no knowledge of the river at this spot. Had it not been for the action taken by these two men the occurrence might well have had serious consequences. The WAAF was conveyed to the County Hospital, Bedford, where, it is stated, she is progressing favorably.

"I respectfully suggest that a copy of this report be forwarded to the Officer Commanding, United States Army Air Corps, Thurleigh, Bedfordshire, for his information."

I am, Sir,
Your obedient servant,

s/ F. Burgoyne
Inspector, Chief Constable's
Office, Bedford
September 12, 1942

OCTOBER

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While in a practice formation flight, Lt. William Ely's plane crashed over Spaulding, England. In his official report on the cause of the accident, Major Harry Holt stated, "The dive was the result of Lt. Ely's attempt to save the life of his waist gunner, who, to Lt. Ely's knowledge, had passed out and turned almost blue from lack of oxygen."

Six officers and men lost their lives: the pilot, Lt. William W. Ely, copilot, 1st Lt. Edwin F. Patterson, navigator, 2nd Lt. William H. Kuhlman, bombardier, 2nd Lt. Robert P. Cameron, engineer, T/Sgt. Dudley E. Fuller, and gunner, Pvt. Clinton M. Goller.

S/Sgt. William L. Kellum and Sgt. Raymond E. McAskill bailed out and landed safely. 1st Lt. Robert Rogers, 809th Engr Batt., who saw the ship crash, stated in his report: "I wish to request the Investigating Officer commend Sgts. McAskill and Kellum to their commander. Their behavior was very good under very bad circumstances. Both were very badly shaken up and both did the best they could to act as well disciplined men. Sgt. McAskill was persuaded only with difficulty from trying to pull the burning wreckage apart to get the bomb sight, which must have been buried several feet in the earth."

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1942

OCTOBER (con't)

- 9 Today the Squadron participated in the biggest daylight raid staged by American forces in this theatre to date. The target was LILLE, and the following participated

Pilot-John R McKee	Pilot-Maj Harry J. Holt
Co-Pilot-Lt. Quentin W. Burgett	Co-pilot-Capt. Henry W. Terry
Navigator-Lt John H. Dexter	Navigator-Lt James A. Creed
Bombardier-Lt. George L. Mathews	Bombardier-Lt Hugh J. Toland
Engineer-S/Sgt Stanley C. Garner	Engineer-M/Sgt Roy I Ploeger
Radio Op-T/Sgt Francis J. Hess	Radio Op-Sgt. Francis L. Eastham
Gunner-S/Sgt Walter L. Wynn	Gunner-S/Sgt. Wm J Baumgartner
Gunner-S/Sgt Darrell Wissenback	Gunner-S/Sgt Chester Wendoloski
Gunner-S/Sgt Helmuth V. Roeder	Gunner-S/Sgt. Walter R Kuczynski

Pilot-Lt. George R. Buckey	Pilot- Lt. James M. Stewart
Co-Pilot-Lt. Robert L. Brandon	Co-Pilot-Lt. William W. Dickey
Navigator-Lt. Lemuel B. Smith	Navigator-Lt. Joseph Consolmagno
Bombardier-Lt. Walter H. Coons	Bombardier-Lt. James A. Cresmer
Engineer-T/Sgt George Klucick	Engineer-T/Sgt Charles Merivether
Radio Op-Sgt. Harry M. Brown	Radio Op-T/Sgt Thomas E. McMillan
Gunner-S/Sgt William J. Standish	Gunner-S/Sgt Jack M. Wheeler
Gunner-S/Sgt William G. Hicks	Gunner-S/Sgt Raymond C. Schwoyer
Gunner-S/Sgt Jerrold Hopkins	Gunner-S/Sgt Hugh L. Langan

Pilot-Capt. John L. Ryan	Pilot-Capt John W. Olson
Co-Pilot-Lt. Gerald L. Simmons	Co-Pilot-Lt. Joseph N. Gates
Navigator-Lt. Robert B. Hermann	Navigator-Lt. William J. Gise
Bombardier-Lt. Sherwood Olds	Bombardier-Lt. Albert W LaChasse
Engineer-S/Sgt Arthur Beaudoin	Engineer-T/Sgt Erwin D. Wissenback
Radio Op-T/Sgt Charles E Perry	Radio Op-T/Sgt Thomas Dynan
Gunner-S/Sgt Wm E. Forrester	Gunner-S/Sgt Truman C. Wilder
Gunner-S/Sgt Albert J. Conte	Gunner-S/Sgt Bert E. Kaylor
	Gunner-S/Sgt Bruce C. Nicholson

S/Sgt Walter L. Wynn, S/Sgt Helmuth V. Roeder and S/Sgt. William E. Forrester are each credited with the destruction of a Focke Wulf 190.

Lt. James Stewart landed his plane safely at Manston. Capt. Olson and his crew failed to return. The report on this loss states:

"When the four squadrons turned to make a run over the target at about 0936, Capt. Olson's plane was seen to lag behind with #1 engine on fire. Immediately, six to eight enemy planes swooped down on it and set fire to #2 engine. Olson's plane then lost height rapidly in a slow spiral which quickened into an almost vertical descent with the two engines flaming. The FW190s followed it down for several thousand feet. At about 2000 feet altitude most witnesses lost track of

OCTOBER (con't)

the stricken ship. However, Sgt. Forrester, tail gunner of Capt. John L. Ryan's plane of the same squadron, and Sgt. Charles M. Counts, tail gunner of Maj. James W. Wilson's plane of the 423rd, claim they saw it strike the earth and explode. Sgt. Counts believes he saw one parachute escape from Capt. Olson's plane as it neared the ground. Several chutes at first seen near the descent were not confirmed as coming from Capt. Olson's ship.

"A gallant and heroic devotion to duty was witnessed by Sgt. Forrester, who states that the top turret gunner of Capt. Olson's plane shot down one of the pursuing enemy as his own fated ship went down out of control. In so doing he disregarded his own safety and chance to escape in the effort to defend his companions to the last. The engineer and top turret gunner of Capt. Olson's plane was T/Sgt. Erwin C. Wissenback. He is thus credited with destroying one enemy plane."

- 15 Pvt. Charles Rubenstein was killed by a bull dozer while cycling. There were no witnesses to this accident.
- 22 The Group took off to bomb Lorient but returned because of weather. The 367th did not fly.
- 28 Briefed for raid on St. Nazaire. Mission cancelled.
- 29 Ditto
- 30 Ditto
- 31 Much grousing at lost sleep, and chafing at inaction.

NOVEMBER

- 3 Briefed for attack on Lille. Mission cancelled.
- 7 Raid on Brest. Attacked by not more than twenty E/A, mostly FW 190s. One E/A destroyed, four probables, four damaged. Crews participating: Capt. Henry W. Terry (Maj. Holt as co-pilot), Capt. John L. Ryan, Lt. George Buckey, Lt. James Stewart. Capt. Ryan's plane was attacked by by two ME109s, Lt. Buckey's by three FW 190s. All returned safely. Lt. John McKee returned due to tail guns jamming over the Channel, Lt. Ralph Gaston due to ball turret going out over Channel.

NOVEMBER (con't)

- 8 Second raid on Lille, with Spitfire escort. Lt. George Buckey dropped three bombs at the target, but had to jettison seven later due to failure of bomb release mechanism. Lt. John McKee returned early due to supercharger trouble, jamming of ball turret guns and oxygen problems. Lt. James Stewart returned early due to engine trouble. Maj. Harry Holt was over the target, but bomb release failed. Capt. John L. Ryan and Lt. Ralph Gaston bombed the target. All returned safely.
- 9 Raid on machine shops at St. Nazaire. A most dangerous and costly mission. The Group was sent in at 8-10,000 feet, after another group had gone in ahead alerting all flak defenses, which were very intense and accurate at this level. Col. Charles B. Overacker was awarded the Distinguished Flying Cross for leading the Group on this mission. Three B-17s were lost by the Group, our Squadron losing Lt. James Stewart's ship and crew. Reported missing in action were Lt. Stewart; 2nd Lt. William W. Dickey, co-pilot; 2nd Lt. Joseph A. Creed, Jr., navigator; 2nd Lt. John A. Creamer, bombardier; T/Sgt. Charles J. Meriwether, engineer; T/Sgt. Thomas E. McMillan, radio operator; S/Sgts. Raymond C. Schmoeyer and Jack M. Wheeler, Sgts. George R. Rumph and Martin M. Barthe, and Corp. Hugh L. Langan, gunners. The ship was brought down by flak in the waters of St. Nazaire harbor. 1st Lt. William P. Erickson, bombardier on Maj. Harry Holt's plane was killed by flak over the target. Col. Charles B. Overacker led the Group as pilot of Capt. Henry W. Terry's ship. Other 367th planes were Capt. John L. Ryan, Lt. John R. McKee and Lt. George Buckey and crews, all of whom bombed the target and returned safely.
- 14 The Group took part in a raid on St. Nazaire, but the 367th did not participate.
- 17 The Group raided St. Nazaire, but the 367th did not participate.

DECEMBER

- 1 A post card was received from Lt. Albert W. LaChasse, announcing that he was a prisoner of war. This was the first word received from any man of the Group officially posted as "Missing in Action."
- 8 Capt. Henry W. Terry left the 367th to assume command of the 369th Bombardment Squadron, also taking with him M/Sgt. Ray Ploeger.
- Capt. John L. Lambert and Sgt. Wyndom S. Haynes joined the 367th.

DECEMBER (con't)

- 12 ROUEN RAID - The Group took off for Romilly-sur-Seine, found a heavy overcast and swung back to bomb the secondary target, the railroad yards at Rouen. Our formation was attacked by FW 190s and ME 109s. Four of the Squadron's ships took off with the Group, but only Capt. John L. Ryan's crew completed the mission, three returning early because of mechanical difficulties. 2nd Lt. Sherwood Olds, bombardier for Capt. Ryan, was wounded in the head, shoulder and foot by pieces of 20 mm shell that exploded in the nose compartment. The aircraft was damaged, but returned safely to base.
- 20 ROMILLY RAID - Again, the Group headed for Romilly and this time reached the target. Six of our aircraft went along and three of them failed to return. Capt. John L. Ryan, Capt. John L. Lambert and Lt. George Buckey brought their crews back to base. Twenty-nine officers and men from the crews of Lts. Lewis McKesson, Danton Nygaard and John McKee failed to return. Included were Lts. McKesson, Sidney Berk, Quentin Burgett and Lt. Robert M Freeman; and Sgts. Lucien Bedard, Fletcher M. DeWolf, Richard E. Cox, Ludvik Dejnozka, Stanley Milik and T/Sgt. Delmar Swyers; Lts. Nygaard, Daniel D. DeButts, Frank Bob Leasman and John S. Trost, and S/Sgts. Robert B. Sandlin, Cecil J. Floyd, Arnold Pearson, Edwin Simoncek, and Sgts. Stephen Ross and Arthur Bloom; Lts. McKee and Leonard Hamaker, Thomas S. Marchant and George L. Mathews, and T/Sgts. Stanley Garner and Francis Hess, and Sgts. Carl Warheit, Helmuth Roeder, Darwin Wissenback and Walter Wynn.
- 30 Two of our ships were part of a formation headed for St. Nazaire. On arriving at the place of assembly, our formation was unable to find other groups and returned to base.
- 25 The Squadron celebrated Christmas early. The enlisted men raised £101 and turned it over to the British Orphans' Fund, sponsored by Stars and Stripes, adopting a baby girl as the ward of the Squadron. Maureen promptly became "Sweet Pea" and dined at the base in state.
- 31 The officers held a New Year's Party at the B Mess, music by the newly-formed Station Dance Band. An "alert" in the early part of the evening kept a damper on the party, but the announcement about 11 that the mission was "scrubbed" loosened things up and the New Year was given a right royal welcome.

JANUARY

- 3 ST. NAZAIRE RAID - The Group opened the new year with a long haul to St. Nazaire. Three 367th ships went along, flown by Capt. John Lambert, Lt. William Parker, and Lt. Robert Brandon, on his first mission as a pilot. All three crews landed safely at St. Eval after completing the mission.
- 6 All planes were weatherbound at St. Eval for three days. Today all planes were off for home, but found at Thurleigh that it was too thick for landing. Weather closed in at Southern bases as well, and only Capt. Lambert and Lt. Parker were able to land once again at St. Eval. Lt. Brandon was never heard from, the ship probably coming down in the Channel. Lt. Philip Haberman, who had been at St. Eval as an interrogating officer, was a passenger on this trip, and a record of his impressions of the journey is attached.
- 13 LILLE RAID - A perfect raid with strong Spitfire support, marred by the tragic collision of two Group ships, in the air. Four 367th ships went along, with Capt. John L. Lambert and Lt. Earl Tunnell reaching the target, Capt. John L. Ryan turned back with a leaking gas tank, and Lt. William Parker lost the formation and returned early.
- 23 LORIENT RAID - In a new Allied deal, our crews pounded the military port adjoining the sub base by day, while the RAF went in the same night and hit it again. Despite intense flak, arsenals, barracks and machine shops were virtually wiped out. Fighters did not press attacks home, and all our Group returned safely. Four 367th ships piloted by Capt. John L. Lambert, Lt. Earl Tunnell, Lt. William Parker and Lt. George Buckey participated.
- 27 WILHELMSHAVEN RAID - This was the first raid over Germany by American forces. The Group was led by Col. Frank A. Armstrong, 306th commander, in a 367th ship, so to this Squadron goes the honor of having the first American bomber over Germany. With Col. Armstrong were Maj. Claude Putnam as co-pilot, Lt. Robert Saltrnick as navigator and Lt. Frank Yaussi as bombardier. 367th members of the crew were:
- | | |
|-------------------------------------|------------------------------------|
| Engineer - Sgt. J. E. Collette | Gunner - Sgt. Harvey J. Ross |
| Radio Op - T/Sgt. Robert A. Siavage | Gunner - S/Sgt. Robert H. Erickson |
| Gunner - S/Sgt. Charles D. Hill | Gunner - S/Sgt. Donald Tunstall |
- Three other 367th ships participated: Capt. John L. Ryan, Capt. Robert W. Smith and Lt. George Buckey. All returned safely.

FEBRUARY

- 2 EMDEN - Today the Group left for another raid on German territory. The primary target was to have been the marshalling yards at Hamm, just outside "Happy Valley", with the secondary at Osnabruck, and the last resort at Emden. It wasn't such a good day, as far as weather was concerned, and the heavy blanket of clouds was found to cover both the primary and secondary, so the formation turned north to the last resort. Even here there was a heavy overcast and we were not helped much by the smoke screen which hid most of the target from view. The formation, however, dropped bombs in the dock area before turning for home. There was lots of flak encountered and most of our planes were hit but no really serious damage was done. Again there was a running fight lasting from 30 to 45 minutes with a variety of enemy types including FW 190s, ME 109s, JU 88s, and ME 110s. Three 367th planes were along, Capt. John L. Lambert, Lt. Earl Tunnell and Lt. Craig Harwood.
- 16 ST. NAZAIRE - The main point was the locks at the southwestern entrance to the sub basin. Pictures show that the bombs literally "walked through" the target, and the results are given credit by higher headquarters as the "best American bombing to date". Three planes of the 367th were over the target, with Capt. John L. Ryan and Lt. William Parker returning safely. Lt. Joseph A. Downing's ship was last seen with two engines on fire over the target. Crew members also included Lts. Howard W. Kelly, Howard H. Pratt and George V. Bryan; and S/Sgts. Henry H. Jones, Allen N. Robinson, Royal A. Green, George W. Green, Loras C. Elliott and Harvey J. Ross, Jr.
- 21 TEXEL - The Group took off but found a hopeless overcast and turned back. Since the formation was over enemy territory, and there were encounters with enemy aircraft, those who took part received mission credit.
- 26 WILHELMSHAVEN - The Group was briefed for Bremen. Once more our formation hit bad weather over Germany, so the course was changed and bombs were dropped at Wilhelmshaven. Capt. George Buckley (whose long delayed promotion finally arrived) represented the 367th.
- 28 BREST - Again, Gen. Frank A. Armstrong led the mission, in a 367th plane. With him were Capt. William S. Rader and Lt. Craig Harwood of the 367th. All three ships returned safely after a relatively quiet trip. Due to heavy cloud cover, the Group Navigator was on the target practically before he knew it. For the same reason, flak was practically nil, and few fighters were seen, probably thinking the Fortresses were headed south for Lorient.
- SQUADRON PARTY - Commemorating its first year, Squadron Officers held a party at the B Mess. Major Harry Holt was unable to attend, hospitalized with an impacted wisdom tooth. Capt. John L. Ryan did the honors in his stead.

MARCH

- 1 At the Post Theatre Purple Hearts were awarded to 1st Lts. Sherwood W. Olds and Hugh J. Toland.
Air Medals were awarded to Maj. Harry J. Holt, 1st Lts. John H. Dexter, Andrew J. Friedrich, Robert B. Hermann, Gerald L. Simmons and Sherwood W. Olds;
M/Sgt Roy I. Ploeger, T/Sgts. Harry M. Brown, George Klucick, Charles E. Perry, Robert A. Siavage, Robert T. Schaming, Chester T. Wendoloski, Francis L. Eastham; S/Sgts. Charles D. Hill, George A. Tracy, Donald L. Tunstall, William J. Baumgartner, Arthur T. Beaudoin, Sidney E. Davis, William E. Kellum, William J. Standish, Walter R. Kuczynski, William Forrester, and Sgt. Robert G. Mumaw.
- 4 We furnished five planes for an attack on Hamm, Germany. Because of very bad weather, the Group returned to base without bombing the target.
- 5 Capt. John L. Ryan was appointed as Squadron Commander, by VOCO 306th Bomb Group.
- 6 The power station at Lorient, France, was the target and we furnished five planes, led by Capt. John L. Ryan. The weather was good and the bombing results were excellent. Lt. Earl Tunnell's ship was hit by flak just before the target, and he made the bomb run and dropped his bombs. He was reported going down under control, after pulling out of two dives, with two chutes seen to come from his plane. Capt. Ryan's ship also was hit by flak shortly after leaving the target, and the cowling was seen to fly off his #3 engine. He was still under control when last observed. The remainder of the planes, with the planes from the 423rd Squadron, landed at Chivenor, where the crews were interrogated by Maj. John Wright and Lt. Shubel Owen. T/Sgt. Lee Sanders of Capt. William Raper's ship, was credited with one FW 190 destroyed and one FW 190 probable. Lt. Craig Harwood's plane destroyed two FW 190s: T/Sgt. William S. Harwood got one and T/Sgt. Joseph E Collette got the other. Several crews report that Capt. Ryan's aircraft shot down an FW 190 just before leaving the target. Lt. William H. Parker flew the fifth 367th plane on the mission. Missing on Lt. Tunnell's crew are: Lts. Robert E. Biggs, Meyer Etkin and Andrew J. Friedrich, T/Sgts. Charles K. Kirby, Jr., Robert A. Siavage, and George A. Tracy, S/Sgt. Donald Tunstall, Ernest C. Maynard and Charles D. Hill, Jr. With Capt. Ryan were Lts. Gerald L. Simmons, Robert Hermann and James A. Laine, T/Sgt. Charles E. Perry, and S/Sgts. Glenn A. Blakemore, William Forrester, James C. Green, John R. Chapman, and Robert G. Mumaw.
- 7 The planes returned to base from Chivenor. Published orders relieved Maj. Harry J. Holt from duty and assignment to this organ-

ization and Capt. William S. Raper was appointed squadron commander as of 5 March 1943.

- 8 We furnished the Group with three aircraft to attack the marshalling yards at Rennes, France. This was one of the most successful attacks by U. S. Forces in this theatre to date. An expert on transportation says, "The results at Rennes make the most successful picture yet received in this war of a yard neatly and completely put out of service. Placing Rennes out of service isolates Brittany in somewhat similar manner to the effect on the New England states if the New Haven's Cedar Hill yard could take no traffic, or if the Southern Pacific's Roseville facilities were out of use, and the California coastal area would be largely isolated." General Newton Longfellow said of this attack "...probably the most devastating raid of its kind of the war."
Flying for the 367th were Capts. William S. Raper and George Buckley, and Lt. Craig Harwood.
- 12 Three planes from this squadron joined the Group to attack the marshalling yards at Rouen, France. The weather and fighter support were good, and bombing was excellent. An expert on transportation says, "These two hours' work (Rennes and Rouen) brought to complete stop railway working on the mainlines of Normandy and Brittany, which will take two weeks, if not months, to repair fully. This factor is likely to alter the whole concept of the German ability to hold the Atlantic Coast against Allied attack." Flying for the 367th were Capt. George Buckley, Lt. William H. Parker and Lt. Raymond W. Fortin.
- 13 Four A/C of this squadron took off with the Group to bomb the marshalling yards at Amiens, France. Because of poor weather and poor visibility the bombs were dropped at Poix. Flying for the 367th were Capt. William S. Raper, Lts. William H. Parker, Raymond W. Fortin and Clarence R. Fischer.
- At the presentation ceremonies in the Post Theatre, oak leaf clusters for the Air Medal were awarded to 1st Lts. William J. Casey and Hugh J. Toland, and S/Sgt. Leonard H. O'Brien. Air Medals went to Capt. William S. Raper, Capt. George R. Buckley, 1st Lt. Walter H. Coons; T/Sgts. James E. Gross, Chester T. Wendoloski, Morris J. Gecowets, Harry M. Brown, George Klucick, and Francis L. Eastham; S/Sgts. James S. Clark, Norris R. Phifer, William J. Standish, George W. Pederson and William G. Hicks.
- 18 The U-boat base at Vegesack, Germany, was the target and we furnished five of the twenty planes that the Group sent. Despite a slight haze, heavy fighter opposition and intense flak, the bombing results were excellent. Capt. John A. Bairnsfather, Intelligence, went along as a gunner and observer in Capt. John Regan's ship. Lt. Harold W. Whiteman received credit for destroying an FW 190 and S/Sgt. Lee Sanders again was credited with an E/A destroyed, this time an ME 109. The results of this mission were commended and applauded by the Prime Minister, Marshal of the RAF, Secretary of State for Air, commanding general, USAAF, chief of air staff RAF, and commander-in-chief, RAF Bomber Command.

MARCH (con't)

Maj. Gen. Ira Eaker wrote: "To my mind the Vegesack raid is the climax; it concludes the experiment. There should no longer be the slightest vestige of doubt that our heavy bombers with their trained crews can overcome any enemy opposition and destroy their targets."

28 This squadron furnished six planes for the attack on the marshaling yards at Rouen, France. The attack was very successful as there was very little flak, moderate fighter opposition and good weather conditions. The bombing was accurate, and all our planes returned. T/Sgt. George Klucick of Capt. William S. Raper's ship received credit for destroying an ME 109. Other 367th crews participating were Lt. Craig J. Harwood, Capt. William J. Casey, Lt. William H. Parker, Lt. Clarence R. Fischer and Lt. Raymond W. Fortin.

31 Six of our planes took off with the Group to attack at the shipyards at Schiedam, Holland. (near Rotterdam). All A/C returned safely, but because of solid overcast at the target they were unable to drop their bombs. 367th crews included: Lt. Craig J. Harwood, Capt. William J. Casey, Lt. Raymond W. Fortin, Capt. George R. Buckley, Lt. Kelly G. Ross, and Lt. William H. Parker.

During the course of the month 1st Lt. John R. McKee received his captaincy, while 2nd Lts. Robert E. Biggs, Raymond W. Fortin and Owen Luby exchanged gold bars for silver. A squadron baseball team is in the process of being organized for intra-post competition. Practice sessions are being held. Personnel of this squadron are taking part in Post wrestling competitions.

APRIL

4 PARIS - The Renault Works was the target and we furnished seven of the thirty planes that the 306th put in the air. Of the seven, one returned early due to mechanical difficulties and the rest carried on to complete one of the most successful raids in which this Group has had a part. The weather was good, the flak was slight. Enemy fighters were picked up after we left the target and "escorted" us to the French coast. Air to air bombing was attempted by enemy fighters, S/Sgt. Joseph E. Collette, tail gunner in Lt. Craig Harwood's plane, destroyed an ME 109, S/Sgt. Leonard H. O'Brien, tail gunner for Lt. William H. Parker, destroyed an FW 190, while S/Sgt. Norris R. Phifer, of Lt. Francis Hess' plane, completed the tail gunners' big day by destroying two FW 190s. The bombing was excellent and the British press made the statement

APRIL (con't)

that the damage was more extensive than that done by the RAF in their very successful raid on the same target 14 months previously. 367th crews also included Lts. Kelly G. Ross, Raymond W. Fortin, Lt. Clarence R. Fischer, Capt. George R. Buckey and Capt. William S. Raper who had the air commander for the day, Col. Claude E. Putnam.

- 5 ANTIWERP - Of the 20 A/C taking off from this station to bomb the Erla Works, we furnished six. Of the Group's loss of four planes, three of them were from the 367th. The Hun seemed determined to break up the formations that had been doing such accurate bombing and as a result we ran into heavy, persistent fighter attacks. The bombing of the Group was probably poor. T/Sgt. Louis J. Enloe, top turret gunner for Lt. Craig Harwood, received credit for destroying an FW 190. Other 367th planes returning were those of Capt. George R. Buckey and 1st Lt. Kenneth A. Reecher. Pilots going down in the target area were 1st Lts. Clarence R. Fischer, William H. Parker and Kelly G. Ross. Parker's crew included Lts. Charles J. Thelen, Paul A. Spaduzzi, and Arthur L. Milburn; T/Sgts. John M. Creatore and James E. Gross; S/Sgts. James S. Clark, Richard E. Haeft, Sidney E. Davis, znc Leonard H. O'Brien. Fischer's crew had Lts. James W. Crouch, Joseph E. Consolmagno and William A. Moses; Francis L. Eastham, S/Sgts. Henry B. Compton, Walter R. Kuczynski, Norris R. Phifer and Lee Sanders, and Sgt. William C. Rhodes. Ross' crew included Lts. Raymond E. Gates, Sidney S. Miller and George L. Lewis; T/Sgts. William A. Hovekamp, F. Douglas Bowles and Arthur E. Hyman; and S/Sgts. Earl Benson, Arthur Byrd and Clyde Smith.
- 7 At presentation exercises in the Post Theatre, Air Medals were awarded 1st Lts. Frank K. Watson, Raymond W. Fortin; S/Sgts. Eugene E. Kennedy, William S. Buchanan, Joseph E. Collette, Harold F. Strom, Raymond M. Erickson and James J. Garris; Oak leaf clusters were given to 1st Lts. John H. Dexter and Walter H. Coons; T/Sgt. George Klucick, and S/Sgts. Chester T. Wendoloski and William J. Standish.
- 10 The following awards were made at the Post Theatre this date: Air Medals to 1st Lts. Owen C. Luby and Richard K. O'Hara, S/Sgt. Joseph E. Borzym, and Sgt. Charles W. Raidline. Oak leaf clusters went to Capt. George R. Buckey, 1st Lts. Frank K. Watson, Hugh J. Toland, William J. McKearn, Raymond W. Fortin and William J. Casey, T/Sgts. Harry M. Brown, Chester T. Wendoloski, Morris J. Gecowets, Parley D. Small (2), Wilson C. Elliott, S/Sgts. Reginald G. Harris (2), Edward H. Small, George W. Pederson and William G. Hicks.
- 11 S/Sgt. Ben F. Marcilonis made an appearance on "Gangway", the Major Ben Lyons radio show. Marcilonis and S/Sgt. James O. Green, Jr., (now a prisoner of war) designed and built the first mount for nose guns for heavy aircraft. For this they were awarded the Legion of Merit medal (Officer's Degree).

APRIL (con't)

- 16 LORIENT - Seven planes of this squadron took off with the Group to attack the power station at Lorient. Weather was good and enemy opposition moderate, but the bombing was not satisfactory. All planes of the Group returned. T/Sgt. Louis J. Enloe, top turret gunner for 1st Lt. Craig J. Harwood, received credit for destroying an FW 190, and Sgt. Roy E. Livingston, top turret gunner for Lt. Frank K. Watson, destroyed an FW 190. Other 367th crews on this mission were Capt. William S. Raper and William J. Casey, Lts. Raymond W. Fortin, Richard K. O'Hara, and Kenneth A. Reecher.
- 17 BREMEN - This was a sad day for the 306th Group. A maximum effort of 26 A/C from here took off to bomb the Focke-Wulf plant. The 367th furnished seven A/C, of which two returned early. Of the remaining five, only one came home. The Group lost a total of ten A/C. The fighter opposition on our group was the heaviest and most persistent yet encountered. Eighty to 100 fighters were seen and most of them concentrated their attacks on this Group. Flak was extremely intense. In spite of this opposition the bombing results were good. S/Sgt. Edward J. Zabawa, togglier, and S/Sgt. Lamont J. Durfee, right waist gunner, both of Lt. Kenneth Reecher's crew, each received credit for destroying an FW 190. Reecher's was the only 367th plane to complete the mission and return. Crews returning early were: Lt. William McKearn and Lt. Richard K. O'Hara. The 367th crews missing in action were: Lt. Raymond W. Fortin and Lts. David Farrell and Thomas Walden, Warrant Officer Maurice Pickett (a gunnery officer flying as engineer), S/Sgt. George W. Pederson and Fred A. Newcomb, and Sgts. John A. Quinn, John E. Barnes, Harold G. Pease and Donald E. Dorion; Capt. William J. Casey and Lts. Edward J. O'Brien, William H. Owens and James B. McCracken, T/Sgt. Wilson C. Elliott and Sgts. Lewis F. Ayscue, Joseph R. Borzym, Frank R. Stetler, Morris J. Gecowets and Charles W. Raidline; 1st Lt. Frank K. Watson, and Lts. Robert B. Kemp, Calvin J. Bjornsgaard, T/Sgt. Wilbur R. Giraud, S/Sgt. Lawrence E. Davis, and Sgts. Robert E. Hansen, George Kormish, Roy E. Livingston, Arthur J. Sanders and Reed M. Bottomley; and Capt. Craig J. Harwood and Lts. Gerald F. Clymer, Harold W. Whiteman, and Frank W. Wolinski, T/Sgts. Louis J. Enloe and Robert G. Robel, S/Sgts. Clinton C. Collins, Joseph E. Colette and William S. Buchanan and Raymond H. Eriksen.
- The following awards were made at the Post Theatre: Air Medals to Capt. Craig J. Harwood, Lts. Gerald F. Clymer and Harold W. Whiteman; T/Sgts. Robert G. Robel and Louis J. Enloe; S/Sgts. Edward J. Zabawa and Clinton C. Collins. Oak leaf clusters to S/Sgts. Joseph E. Collette and Joseph R. Borzym.
- 20 The squadron personnel contributed \$338.32 to the American Red Cross.
- 21 About 400 attended a very successful Squadron dance.

- 22 Two crews of the 94th Bomb Group are attached to this Squadron for training.

At the Post Theatre the following awards were made: Distinguished Flying Cross to Capt. George R. Buckey and T/Sgt. Chester T. Wendoloski. Air Medals to 2nd Lts. Otis B. Tillery and Hugh E. Phelan, and S/Sgt. William H. Mountain. Oak leaf cluster to S/Sgt. Harold F. Strom.

- 25 Two additional crews from the 94th Bomb Group have been attached to the Squadron for training.

- 30 At the Post Theatre the following awards were made: Purple Heart to S/Sgt. Edward J. Zabawa. Air Medals to 1st Lt. George D. Bennett and Sgt. Harry A. McClellan. Oak leaf clusters to Capts. George R. Buckey and William S. Raper, 1st Lts. Richard K. O'Hara, William J. McKearn, John H. Dexter and Walter H. Coons, 2nd Lt. Hugh E. Phelan, T/Sgts. Harry M. Brown, Chester T. Wendoloski, George Kluckick (2), S/Sgts. Edward J. Zabawa (2), Eugene E. Kennedy, Emil J. Miller, William J. Standish, William G. Hicks (2), William H. Mountain, Sgt. James J. Garris (2).

In the course of the month the following have escaped from France, are now in England, and have visited the Squadron: 2nd Lt. John S. Trost, bombardier for Lt. Danton Nygaard, who went down on the Romilly raid of 20 Dec 42; 2nd Lt. Howard W. Kelly, copilot for Lt. Joseph A. Downing, whose ship went down on the St. Nazaire raid of 16 Feb 43; and Capt. John L. Ryan, our former Squadron commander, who went down on the Lorient raid of 6 March 43.

MAY

- 1 ST. NAZAIRE - Six A/C participated, of which one returned early due to mechanical failure. The remaining five completed the mission and one aircraft is missing. T/Sgt. Julius Kliffer, waist gunner for Lt. Alden Mann, was killed in action. Wounded on the mission were T/Sgt. Leonard B. Kay, Philip B. Foster and Marcel St. Louis, all flying with Lt. Alden Mann, were wounded. A 9/10 overcast resulted in bombing below our usual high standards. S/Sgt. Lamont Durfee of Lt. Frank Clemons' plane, downed an ME 109. Other 367th crews in action were: Lts. Ferdinand H. Onnen, who completed the mission, and Lt. Richard K. O'Hara, who aborted. Col. Claude Putnam flew as the air commander in the plane of Lt. William McKearn. Missing in action was Lt. Owen Luby and his crew, Lts. Thaddeus V. Powell and Evan D. Clayton; T/Sgts. John Alexander and Reuben Van Sickle; S/Sgts. Thomas D. Oakman, Robert L. Teegarden, Elmer E. Wenzel and Edward J. Zabawa, and Sgt. Louis H. Wichmer.
- 4 S/Sgts. Strang and Stidham, on DS with the 91st Bomb Group at Bassingbourne, were killed at Snettisham, Norfolk County.

- 13 MEAULTE, FRANCE - Five A/C participated in a very successful attack on the air frame factory. One A/C returned early due to oxygen failure, Lt. Thomas D. Ledgerwood. The remaining four completed the mission and returned safely, including Capt. Richard K. O'Hara with Lt. Col. J. W. Wilson as the formation leader, Lt. Alden Mann, Lt. William McKearn.
- Richard K. O'Hara and Kenneth Beecher, squadron pilots, were promoted to captain as of 30 April 1943. Shubel J. Owen was promoted to captain as of 3 May 1943.
- 14 KIEL, GERMANY - Another successful attack, this time on the naval installations at Kiel. Six of our A/C participated and all returned safely and undamaged. The crews of Capt. Richard O'Hara and Lt. Ferdinand Onnen shared equal honors in numbers of E/A shot down. S/Sgt. Merle D. Causey and T/Sgt. John Walkenhorst of Capt. O'Hara's crew were each credited with an ME 109. S/Sgts. Woodrow T. Mosbarger and Maynard Nelson of Lt. Onnen's crew each shot down an FW 190. S/Sgt. William Standish of Capt. William S. Raper's crew came through with an FW 190 destroyed. Lts. Dinwiddie Fuhrmeister, Alden Mann and William McKearn, and their crews, also flew for the 367th.
- 15 WILHELMSHAVEN - Six A/C of this Squadron participated, of which three returned safely: Capt. Richard K. O'Hara, Lt. William J. McKearn and Lt. Dinwiddie Fuhrmeister. Because of poor visibility, most planes dropped their bombs on Heligoland. The missing crews were:
- Lt. Frank B. Clemons, Jr., F/O James M. Clark, Lt. Louis S. Means and Lt. Oran R. Highley; T/Sgt. William J. Condon; S/Sgts. John Mulherin, Donald A. Kind, Emil J. Miller, Reuben A. Carr and Roy T. Fries.
- 1st Lt. Alden T. Mann, F/O Leo R. Kisamore, 2nd Lts. Claude V. Toyek and Lawrence E. Wolfe; T/Sgts. Charles E. Myers, Alfred M. Schatz and Woodrow T. Mosbarger, Reginald G. Harris, Sherman E. Coleman and John C. McElroy.
- 1st Lt. Gaylord C. Ritland, 1st Lt. John H. Winchell, 2nd Lts. Richard S. Callaghan and William F. Granina, Jr.; T/Sgt. Robert E. Lee; S/Sgts. Aloysius N. Lambert, William S. Anderson and Harold J. Novak; and Sgts. Charles F. Miller and Gail V. Burkett.
- S/Sgt. J. J. Garris (with Capt. O'Hara) was credited one FW 190 destroyed; William G. Hicks and 2nd Lt. William H. Rice (with Lt. Fuhrmeister) were awarded probables on two FW 190s, and Jesse O. Wheeler (with Lt. McKearn), S/Sgt. Paul Fetkiw and S/Sgt. Harold F. Strom (with Capt. O'Hara) were accorded damaged E/A.
- 17 LORIENT - Another very successful mission to the submarine installations. Four A/C participated, but one (1st Lt. Zias Davis) returned early because of mechanical failure. Lt. William J. McKearn, Capt. Richard K. O'Hara and 1st Lt. Ferdinand H. Onnen completed the mission and returned safely. S/Sgts. Parks and Wells of the 94th Bomb Group, and attached to this squadron, are missing in action while flying with the 423rd Squadron.

MAY (con't)

- 19 KIEL -Three A/C started on this mission to attack the Kiel ship-building yards. 1st Lt. Ferdinand H. Onnen, 1st Lt. Thomas F. Witt flew the mission for the 367th, while Lt. Dinwiddie Fuhrmeister aborted the mission at the enemy coast because of mechanical failure.
- 21 WILHELMSHAVEN - This mission was led by the 367th ship of Capt. Richard K. O'Hara, with Lt. Col. J. W. Wilson as the Group commander. 1st Lt. Dinwiddie Fuhrmeister and 1st Lt. Thomas F. Witt and their crews flew this mission, both bombing with Groups other than the 306th. Witt's plane was forced to land at an RAF field for refueling en route back from the target. Another 367th A/C reportedly returned early because of mechanical failure, but was not further identified. More than 100 fighters hit the 306th formation, causing three losses in other squadrons. E/A were credited to Lt. Walter Z. Morey, Witt's bombardier, and S/Sgt. J. J. Garris, a gunner for Capt. O'Hara, both being FW 190s.
- 29 ST. NAZAIRE - Five of our A/C participated, giving St. Nazaire a sound beating. All five A/C completed the mission and returned safely, including the crews of Capt. Richard K. O'Hara, Capt. William S. Raper, and 1st Lts. Thomas D. Ledgerwood, William J. McKearn and Dinwiddie Fuhrmeister. Fighter opposition was meager, but once again air to air bombing was reported.

JUNE

- 1 Capt. Shubel Owen was relieved of duty and attached to the 102nd Provisional Combat Wing(H).
- 2 Capt. William S. Raper, Squadron commander, was appointed a major (AUS)(AC), effective 27 May 43. T/Sgt. George Klucick was awarded the Distinguished Flying Cross.
- 11 BREMEN - Because of overcast, this Group attacked the secondary target at Wilhelmshaven. Lts. Thomas Witt, William McKearn, Dinwiddie Fuhrmeister, Lawrence Kooima, James Johnson and F/O Carl D. Brown piloted six 367th ships in the Group formation of 27 A/C. Lt. Johnson and F/O Brown returned early because of mechanical failures. The other four A/C completed the mission and returned safely. Bombing results were just fair due to adverse weather conditions and the very effective smoke screen at the target. Seventy-five to eighty E/A were in the air but few attacks were pressed home. E/A again resorted to air to air bombing tactics with no success.
2nd Lt. Glenn R. Hoover was assigned as a 367th ordnance officer.

JUNE (con't)

- 13 BREMEN - On a mission to the submarine building works, this squadron furnished seven A/C of a total of 28 306th planes. All seven bombed the target and returned safely, including the crews of Capt. Richard K. O'Hara, Lts. Lawrence Kooima, James Johnson, William McKearn, Dinwiddie Fuhrmeister and Thomas Witt, and F/O C. D. Brown. Although the A/C from this squadron received flak damage, the results were satisfactory even though bombs were dropped through a very effective smoke screen laid down by the enemy. Lt. Witt's A/C was knocked out of formation when hit by flak, and although one engine was knocked out he managed to catch the formation again and returned safely to base.
- 22 HULS - Twenty-four A/C of the 306th Group took off at 0635 hours to bomb the synthetic rubber plant at Huls, Germany. Capt. Richard K. O'Hara, Lts. Thomas Witt, Lawrence Kooima and James Johnson, and F/O Carl D. Brown and their crews represented the 306th. Our planes received flak damage. Bombing results were excellent in this, our first venture into Happy Valley. Lt. Johnson's ship failed to return, including also Lts. Edward Gast, Norman Simpson and F/O H. M. Dunn; T/Sgts. L. B. Hansen and R. R. Little; and S/Sgts. George La Rubio, D. W. O'Connor, Mike Shuta and Robert G. Bell.
- 25 GERMANY - Twenty-five A/C took off at 0550 to bomb Hamburg. There was a complete overcast over Germany, necessitating the bombing of a target of opportunity. Results of the bombing were not observed. One A/C failed to return, old #180, a veteran of 32 missions and piloted by Lt. Thomas E. Logan, 423rd. Capt. Richard K. O'Hara's crew carried Lt. Col. George L. Robinson, the new Group commander, on his first mission with the 306th. Other crews from the 367th were Lts. Dinwiddie Fuhrmeister, Thomas Witt, Lawrence Kooima and Laek L. Robinson. E/A opposition was considerable with 75 to 100 planes attacking various 8th AF planes. The Group claims 4-5-2. Once again air to air bombing was reported. Two members of Lt. Kooima's plane were credited with downing FW 190s: S/Sgts. Frederick E. Hutchinson and Stanley J. Couvillion.
- 26 TRIQUEVILLE - Capt. Richard K. O'Hara and Lts. Dinwiddie Fuhrmeister, Thomas Witt, Lawrence Kooima and Laek L. Robinson participated in the mission. The 21 A/C took off at 1555 and two returned early. Bombing results were unobserved due to a violent attack just as bombs were away. Nine to 12 E/A dove from above on the formation out of the sun just as bombs were away. In all, about 25 FW 190s and ME 109s went through. The 306th claims were 4-2-0. Sgts. Hutchinson and Couvillion, stars of yesterday's encounter, again claimed FW 190s destroyed.

Although all aircraft returned to base, Capt. Raymond Check, 421rd pilot, was killed on his 25th mission. Lt. Col. J. W. Wilson, flying with Check, was severely burned. Three other crew members were injured, and Lt. Lionel Drew, bombardier, bailed out over France in the excitement.

JUNE (con't)

Capt. Kenneth Reecher was reassigned to the Squadron.

- 28 ST. NAZAIRE - Twenty-one aircraft took off at 1430 hours. Capt. Richard K. O'Hara, and Lts. Dinwiddie Fuhrmeister, Thomas Witt, William McKearn and Lawrence Kooima flew for the 367th. Bombing results were good and all A/C returned safely. Flak was relatively light. E/A opposition was moderate. The Group claimed 3-0-0. Air to air bombing was unsuccessful. S/Sgt. R. J. Daly, tail gunner on Lt. Keith Conley's 369th ship, was KIA.
- 29 VILLACOUBLAY - Twenty-one A/F of the 306th took off at 1740 hours to bomb Villacoublay. The formation encountered 10/10ths clouds from LeHavre to the I.P., so returned to the base at 2200 hours with their bombs. Lts. Dinwiddie Fuhrmeister, Thomas Witt, Lawrence Kooima, Capt. Richard K. O'Hara and F/O Carl D. Brown flew for the 367th. Although attacked by 15-20 E/A, all ships returned safely, with claims of 0-4-0. There were no casualties. This was our second attempt in a week to get this target.
- 30 2nd Lt. William Bisson, Edgar P. Fergon, Robert B. Eckles, George J. Beyer, Jr., James G. Parks, H. Kenneth McCaleb, Ian R. Elliot and Joseph W. Lukens were assigned to the organization.

367th officers and enlisted men completing their 25-mission combat tours during the month were Capts. William J. McKearn and John H. Dexter, T/Sgt. George Klucick, and S/Sgts. James J. Garris, Chester Wendoloski and William G. Hicks.

JULY

- 1 1st Lt. William McKearn promoted to captain.
- 4 NANTES - Despite strong fighter opposition, this Group celebrated Independence Day with a very successful attack on an aircraft factory at Nantes. Strike photographs show a heavy concentration of bursts grouped on and around the aiming point. Immediately to the north about 12 direct hits on the factory buildings are seen, with at least a further 60 bursts immediately around the buildings. Stores and a light railway are among the incidental targets which probably sustained damage in the area. Ten bursts were scattered among buildings close to and south of the factory. There is a general feeling among participants that there will be no need for a return engagement. Maj. William S. Raper, squadron commander, led the Group on this very successful mission. Other 367th pilots and crews were Capt. Richard K. O'Hara, Lts. Woodrow Thomas and Thomas Witt, and F/O Carl D. Brown. Although we had no fighter cover and the E/A attacks were many, all A/C returned to base. No crew injuries were reported. Group score 7-2-3, with no claims made by 367th gunners.

JULY (con't)

- 7 1st Lt. Walter H. Coons promoted to captain.
- 10 CAEN - Twenty-five A/C of this Group plus two YB-40s took off at 0540 hours. Because of 10/10th clouds over the primary, the secondary target, Caen/Carpiquet A/F was bombed. Meager to moderate flak was encountered, but there was no E/A opposition. Strike attack photographs show an extremely heavy concentration of bombs almost completely blanketing the main area of buildings containing barracks, officers' quarters, hospital and mess hall. A secondary concentration of bombs is seen to have fallen on the eastern part of the bomb storage area, and one direct hit is seen on the railroad northeast of the airfield. Considering the poor visibility and the short, 10-second bomb run, this bombing quite good. All A/C returned safely. The 367th was represented by Lts. Laek L. Robinson, Thomas Witt, Lawrence Kooima, Dinwiddie Fuhrmeister, Woodrow Thomas and F/O Carl D. Brown.
- 13 1st Sgt. Arthur E. Ward honorably discharged to accept appointment as 2nd Lt. (AUS).
- 14 T/Sgt. Harry M. Brown honorably discharged to accept appointment as 2nd Lt. (AUS).
- 15 1st Lt. Dinwiddie Fuhrmeister promoted to captain.
A very successful stag party was held in the Enlisted Men's Lounge.
- 14 VILLACOUBLAY - Twenty-four A/C took off at 0540 hours to bomb A/F at Villacoublay. Bombing results were excellent on the aircraft repair, assembly shops and airfield. PRU photographs show that severe damage has been inflicted on a large double hangar, two workshops, and four single hangars on the eastern edge of the field. This damage appears to have been the results, but the concentration of craters in the vicinity is so great that some may be the result of H/E blast and fire. The center section of a large triple hangar received three direct hits. In the double hangar, which was demolished, and the adjoining workshop, the remains of fourteen A/C can be seen among the debris. Eleven A/C are seen near craters and probably sustained bomb damage. In the area containing JU 52 hangars and repair shops several direct hits and much blast damage is evident. In addition to 420 craters seen within the boundaries of the airfield, a further 30 bombs fell on the possible bomb storage in the woods east of the airfield. Flak was moderate but covered almost the entire route. The 367th pilots participating were Capt. Kenneth Reecher, and Lts. Thomas Witt, Laek L. Robinson, Ferdinand Onnen, Lawrence Kooima and Woodrow W. Thomas. All A/C returned safely. S/Sgt. Alvis W. Tinsley and S/Sgt. Frederick E. Hutchinson of Lt. Kooima's crew received minor wounds. Lt. Thomas' ship had a large part of the vertical stabilizer shot away and the plane was knocked out of formation. With the assistance of excellent Spitfire coverage and masterful handling of his ship, Lt. Thomas succeeded in bringing his plane

JULY (con't)

- home. E/A opposition was considerable, score 6-3-5. (Ed note: Reeher and Kooima interrogation forms show one E/A credited to each crew, but there is no indication as to the crewmen responsible.)
- 16 2nd Lts. Walter A. Bolte, Roy Y. Padgett, Theodore M. Pochily and Morris E. Butler assigned to organization.
- 17 HANOVER - Twenty-eight A/C of this Group took off at 0745 hours to bomb a synthetic rubber plant. Eight A/C returned early, and the remaining 20 were recalled and turned back five miles SE of Zwolle at 1003 hours. 10/10ths clouds were present over Holland at the time of recall. About 30 E/A, mostly ME 109s, and some FW 190s attacked at 1000 hours after the formation turned back over the Zuider Zee. Attacks continued until mid-Channel at 1025 hours, some few hanging on almost to the English Coast. Most attacks seemed to be concentrated on the 92nd Bomb Group rather than on the 306th. No bombs were dropped by us. Our claims were 3-0-0. All A/C returned safely to base. Unfortunately, we must consider this a wasted effort. Capt. Kenneth Reeher, Lts. Dinwiddie Fuhrmeister, Laek L. Robinson, Woodrow W. Thomas, Lawrence Kooima, and F/Os Carl D. Brown and Berryman H. Brown and crews of the 367th flew with the composite group.
- 24 HEROYA, NORWAY - The 367th was non-operational on this date, so did not accompany the Group on the Forts' first mission to Norway. It was a very successful mission and all A/C returned. 1st Lt. Carl G. Smith, communications officer, promoted to captain.
- 26 HANOVER, GERMANY - The 367th Squadron was still non-operational, devoting its time to night flying practice. Twenty A/C bombed the synthetic rubber factory at Hanover and one A/C bombed a target of opportunity. Lts. Wesley Courson and Norman Armbrust of the 423rd Squadron failed to return and 369th plane of Lt. Alphonse H. Maresh ditched off Cromer, carrying two wounded men and with three injured in the ditching, none serious.
- 28 KASSEL, GERMANY - Twenty-three A/C took off to bomb an aircraft component works. Seven A/C returned early and 16 successfully bombed the target. This was the first time nickles were carried, and 84,500 of them were dropped in the target area. Lts. Jack Harris and Stephen Peck of the 423rd Squadron failed to return, while three A/C crash landed in England. Lt. Woodrow W. Thomas crashed his plane at Hawkinge with two engines out, and Lt. Lawrence Kooima crashed his plane at Framlingham (390 BG). F/O Carl D. Brown aborted the mission with two engines out. Other crews flying for the 367th were: Capts. Dinwiddie Fuhrmeister, Kenneth Reeher and Thomas Witt, Lts. Laek L. Robinson and William J. Cunningham, and F/O Berryman H. Brown.

JULY (con't)

29 KIEL, GERMANY - The 367th furnished six of the 18 A/C taking off from this base to bomb the submarine building area at Kiel. Five A/C returned early, including Capt. Kenneth Reecher, Lts. Ferdinand Onnen and William J. Cunningham of the 367th. Thirteen A/C bombed the primary target. Four A/C failed to return, with the 369th Squadron suffering its first loss in 41 mission, when Lts. Donald Winters and Keith Conley were shot down. The 367th lost two planes: F/Os Berryman H. Brown and Carl D. Brown. Lt. Laek L. Robinson of the 367th successfully completed his combat tour of 25 missions. Those missing from the 367th were:

F/O Berryman H. Brown, 2nd Lts. Ewald W. Benson, Edgar P. Fergon, George J. Beyer, T/Sgt. Charles A. Sheffield, S/Sgts. Charles M. Roberts, Eric Newhouse, Charles H. Clark, and Sgts. Joseph J. Thompson and Harry W. Lofgren.

F/O Carl D. Brown, 2nd Lt. Roy Y. Padgett, 1st Lts. John G. Fогarty and Robert L. Alexander, T/Sgts. Graham W. Diggs and Earl W. Norlen, S/Sgts. Perry G. Pedersen, Larry D. McCoy and Jesse O. Wheeler and Sgt. James C. Seigler.

1st Lt. Frank W. Phillips assigned to the 367th as an assistant engineering officer.

30 Capt. George R. Buckey promoted to major, as of 21 July 1943.
1st Lt. George Bennett promoted to captain, as of 23 July 1943.

Those completing their combat tours, 25 missions, for the 367th during July were: Capt. Richard K. O'Hara, T/Sgts. Paul Fetkiw, Harold Strom, Harry M. Brown, William H. Mountain, Harold Nelson and William Standish.

Purple Heart medals were awarded during July to S/Sgt. Frederick E. Hutchinson and S/Sgt. Alvis W. Tinsley.

AUGUST

2 1st Lt. Thomas Witt promoted to captain, effective 15 July 1943.
1st Lt. Percy Vincent promoted to captain, effective 24 July 1943.

12 RECKLINGHAUSEN - Six A/C of this Squadron piloted by Capt. Kenneth Reecher, Lts. Laek L. Robinson, Woodrow W. Thomas, Lawrence Kooima, Ferdinand Onnen and William J. Cunningham participated in this mission. Bombing results were fair. The warehouse area along the railroad, as well as suburbs of the city proper, was hit. Strong E/A opposition from 125 to 150 planes, as well as heavy A.A. fire was encountered. Of the 16 A/C from this Group that succeeded in bombing, 14 received varying degrees of A.A. damage. The 367th plane of Lt. William J. Cunningham failed to

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- return, and missing in action are Lts. Cunningham, Walter A. Bolte, Theodore Pochily and Morris Butler, S/Sgts. James A. Bayne, Doyle M. Persson, Harold C. Gotcher and Sgts. Robert L. Brucks and John R. Seaman. T/Sgt. James Argentos, top turret gunner for Capt. Kenneth Reecher, was credited with one E/A damaged.
- 15 FLUSHING - Our Squadron furnished seven of the 20 planes attacking Flushing, the secondary target on this date. Results were only fair, with hits scored on the railway sidings southeast of the airfield, and in the area north of the outer and inner harbors. About 17 bursts were noted on the airfield itself. There was no E/A opposition and AA fire was meager and inaccurate. All A/C returned safely, with no battle damage. Capts. Dinwiddie Fuhrmeister and Thomas Witt, Lts. Woodrow Thomas, Laek L. Robinson, Lawrence Kooima, Ferdinand Onnen and Zias D. Davis participated for the 367th.
- 16 LE BOURGET A/F - Col. George L. Robinson, commanding officer of the Group, led the 102nd Provisional Combat Wing on this very successful mission. The 367th sent seven A/C, piloted by Capts. Thomas Witt and Kenneth Reecher, Lts. Zias D. Davis, Ferdinand Onnen, Lawrence Kooima, Woodrow W. Thomas and Laek L. Robinson. All A/C bombed and returned safely base without injury to crew or damage to A/C. Bombing results on the storage depot at Le Bourget were excellent. PRU photos show that the storage hangars and station buildings suffered very severe damage, and over 600 craters were spread evenly from east to west on the airfield. Machine and repair shops, administration buildings, and the barracks area on the east, west and south sides of the airfield received hits. Sgt. Edward E. Kennedy completed his 25th mission.
- 17 SCHWEINFURT - Maj. William S. Raper, squadron commander, flying with Capt. Thomas Witt as co-pilot, led the Group on this mission. Other members of the 367th included Maj. George R. Buckey, flying with Capt. Kenneth Reecher as co-pilot, Capt. Dinwiddie Fuhrmeister, Lts. Ferdinand Onnen, Zias D. Davis, Laek L. Robinson, Woodrow W. Thomas and Lawrence Kooima. All A/C returned safely to base.
- Chalk up still another 100 per cent mission for Major Henry Schmidt, Group Engineering officer. Bombing results were good, showing many hits on the factory buildings, as well as on Barracks and residential areas in the town proper. AA fire was meager, but E/A opposition was strong, from approximately 100-150 E/A, mostly FW 190s. The claims of this Group were 24 E/A destroyed. S/Sgt. Walter R. Clark, ball turret gunner for Capt. Fuhrmeister, was credited with an ME 109.
- 18 Major William S. Raper was assigned to HQ, 306th Bomb Group, as deputy group commander, and Major George R. Buckey was appointed squadron commander.

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- 19 FLUSHING - Because of steadily increasing clouds obscuring the primary target, the secondary was bombed with poor results. Strike photos show approximately thirty bursts in and near the northeast dispersal area, with approximately seven bursts in a bomb storage area. There were 11 direct hits on the Vlissingen/Middleburg Railroad, with at least 122 bursts straddling the Walcheren Canal. No E/A opposition and very meager AA fire. No battle damage. Capt. Thomas Witt and Lts. William Tackmier, Ferdinand Onnen, Zias D. Davis and Lawrence Kooima flew for the 367th Squadron.
- 24 VILLACOUBLAY - Eighteen A/C of this Group took off to bomb Villacoublay. Capt. Dinwiddie Fuhrmeister, Lts. Woodrow W. Thomas, Laek L. Robinson, Ferdinand Onnen, Zias D. Davis and William Tackmier represented the 367th. Bombing results were fair. Crews report hits on aiming point and on a triangle of buildings at the west end. First photos show a concentration one eighth mile to the north and short. No E/A opposition for this Group, but AA fire was very accurate, damaging seventeen of our eighteen A/C. All ships returned.
- 27 WATTEN - Capt. Thomas Witt, Lts. William Bisson, Ferdinand Onnen, Lawrence Kooima, Woodrow W. Thomas and Zias D. Davis took part in this mission. Bombing results were only fair because of haze and 2 to 5/10ths cloud cover. The bomb run was made into the sun making sighting and formation flying extremely difficult. No E/A were encountered, but flak, while moderate, was very accurate. All of the 18 A/C from this Group received battle damage despite vigorous evasive action. All A/C returned safely.
- 31 AMIENS - The 367th was on night flying and did not participate in this mission.

DECORATIONS AND AWARDS - 1st Lt. Woodrow W. Thomas was awarded the DFC for extraordinary achievements on the mission of 14 July 1943.

Capt. R. J. Toland received a DFC for leadership.

Purple Heart awards were made to Sgt. Willard G. Schmitt, S/Sgts. Lamont J. Durfee and George P. Kusair and T/Sgt. R. G. Schultz.

M/Sgt. Clair L. Emeigh and T/Sgt. John R. Kalb, both of the 367th, collaborated on a song, "You are All My Dreams", and tied with another song writing team in the Stars & Stripes ETO song contest. The prize for the winners was an expenses-paid seven-day furlough in London, during which time Sgt. Kalb broadcast to the States about the song and heard it played by Carrol Gibbons on BBC.

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- 3 The 367th Squadron was on night operations and did not participate in this mission by the 306th.
- 6 STUTTGART - Seven A/C of this Squadron took off at 0615 hours on another long mission deep into Germany to comb the roller bearing works at Stuttgart. Lts. William Bisson, Lawrence Kooima, William Tackmier, Ferdinand Onnen, Woodrow W. Thomas, Zias D. Davis and Laek L. Robinson and crews flew for the 367th. A complete under-cast obscured both the primary and secondary targets so bombs were dropped on the town of Achern, near Strasbourg, just inside the German border and with poor results. Thirty to 40 yellow nosed FW 190s were seen. They failed to live up to their usual standards, giving only very weak opposition and concentrating mostly on stragglers. They showed no great eagerness to attack our formation. Our Group claims three E/A destroyed, with one credited to S/Sgt. Edward DeBuyser, Jr., ball turret gunner for Lt. Thomas. Flak was moderate but very accurate, damaging 16 of the 21 A/C from the Group.
- All of our Squadron returned safely to base, but the Group as a whole was not nearly as fortunate. Lts. William Price and Byron Bryant, both 369th, crash landed in England. Lt. Walter Peterson, 368th, ran out of gas while still 40 miles from the French Coast, and 10 chutes were seen from his A/C. Lt. Martin Andrews, 423rd, landed in Switzerland where the entire crew was interned. Col. George L. Robinson, Group C.O., led the 102nd Provisional Combat Wing.
- The Squadron celebrated one year in the ETO with a party.
- 7 BRUSSELS - The 367th was represented by Lts. William Bisson, Zias D. Davis, Lawrence Kooima and William Tackmier on this very successful mission to bomb the Brussels-Evere A/C repair depot. Our bombs were seen to hit along the northwest side of the airfield amongst hangars, workshops, barracks and administrative buildings. E/A attacks were nil, probably due to our fighter cover, which was described as being "all over the sky". AA gun fire was meager and inaccurate. All A/C returned to base without sustaining any battle damage. Two miles northwest of Flushing flashes of letter "V for Victory" were seen. Our crews answered.
- 8 1st Lt. William C. VanNorman promoted to captain as of 4 Sept 1943.
- 9 LILLE-VENDEVILLE - Still giving the German airdromes a working over, Col. George L. Robinson, Group C.O., led the Group and Wing on this mission. In the lead plane was the crew of Capt. Dinwiddie Fuhrmeister. Other 367th pilots and crews were: Lts. Laek L. Robinson, Zias D. Davis, Ferdinand H. Onnen, William C. Bisson and Lawrence Kooima. Bombing results were good. Strike photos show a solid double track of bombs across the northern part of the airfield and many hits throughout the area. Our crews had the satisfaction of seeing the AA gun positions on the airfield wiped out by their bombs. Seven A/C were damaged by flak, but all returned safely.

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- 15 ROMILLY-SUR-SEINE - Capt. Thomas Witt, Lts. Zias D. Davis, William Tackmier, Ferdinand Onnen, Woodrow W. Thomas and William Bisson and crews flew for the 367th. Bombing results were excellent. Strike photographs taken by this Group show direct hits on three of the six hangars briefed as the MPI, while other groups hit hangars and dispersal areas on the north of the field. Ten to fifteen S/E enemy aircraft attacked from 5, 6 and 7 o'clock, but appeared to be very eager to break away, from 600 to 1200 yards. Another instance of FW 190s firing rockets was reported. AA fire was moderate but very low and inaccurate. We suffered no battle damage and all A/C returned safely.
- 16 NANTES - A single large cloud obscured the area of the primary target, causing the formation to seek an alternate. Chateau Bougen airfield was chosen and was thoroughly plastered. Strike photographs show an especially good concentration of bombs on the dispersal area to the north of the field. We encountered no fighter opposition, although 12 E/A were seen, these being either at a great distance or in dog fights with friendly fighters. AA fire at Nantes was accurate only as to attitude and inflicted little damage. All aircraft returned, but one crash landed in England due to mechanical failure (W. D. Jones, 368th). Capt. Dinwiddie Fuhrmeister, Lts. Zias D. Davis, Woodrow W. Thomas, William Tackmier, Ferdinand Onnen and William Bisson flew for the 367th.
- 23 NANTES - A very effective smoke screen obscured the primary, so bombs were dropped on the secondary with good results. Strike photos show an excellent concentration of bombs along the north bank of the river fork. Only three E/A were seen. They attempted a tail attack but were driven off by our P-47 escort. AA fire was moderate to intense and damaged eight of our A/C. All but one A/C of this Group returned safely. Lt. Immanuel Klette of the 369th crash landed in England, with serious injuries to four crew members. Flying for the 367th were Lts. Lawrence Kooima, Ferdinand Onnen, William Tackmier, Zias D. Davis, William Kirk and Laek Robinson.
- 27 EMDEN, GERMANY - Three of our A/C made this trip, but Lt. William Bisson's crew were the only 367th personnel flying. The remainder of our planes and crews were on night practice flying. For the first time, Pathfinder A/C were used, and this Group bombed on flares through 10/10ths cloud cover. Results were unobserved, but were believed to be good. There were no direct attacks on this Group, although 20 to 30 S/E enemy fighters were seen in the distance and the P-47 escort engaged in numerous dog fights. This was the deepest penetration by the P-47s to date. AA fire was moderate and fairly accurate.
- 30 1st Lt. Laek L. Robinson was promoted to captain, effective 20 Sep 1943.

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Distinguished Flying Crosses: Lts. Lawrence Kooima, Hugh E. Phelan, Francis X. Pierce; T/Sgt. John W. Walkenhorst; S/Sgts. William D. Brittain, Merle Causey and Stanley J. Couvillion.

Oak Leaf Cluster to DFC: 1st Lt. Woodrow W. Thomas.

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- 2 EMDEN - Col. George L. Robinson was the air commander for the 1st Bomb Division, flying with the 423rd plane of Capt. Frank M. Kackstetter. Eighteen planes, none of them from 367th, flew this mission. No losses.
- 4 FRANKFURT - Planes of the 306th again led the 1st Bomb Division, as Col. Budd J. Peaslee, 40th Combat Wing, flew in the 368th plane of Capt. George E. Paris. Planes of the 367th included the crews of Capt. Laek L. Robinson, Lts. Woodrow W. Thomas, William Bisson, Lawrence Kooima, William Kirk and Thomas D. Ledgerwood. Lts. Kirk and Ledgerwood returned early due to mechanical failures. Flak was moderate to intense at the target and extremely accurate. Every ship in our formation received varying degrees of damage. Directly after bombs away the Luftwaffe attacked in force, throwing almost every conceivable type of fighter at us, including ME 110s, 210s and 109s, FW 189s and 190s, JU 88s and one crew reported a JU 87. Our squadron alone received 25 to 30 direct attacks. S/Sgt. William D. Brittain and T/Sgt. Alexander Heyburn were each credited with an enemy aircraft destroyed. All of our A/C returned safely. Lt. Thomas lost his radio operator, T/Sgt. Francis W. Palmer, who was killed in action.
- 8 BREMEN - The largest formation of 8th Air Force "heavies" ever to take off from England attacked targets at Vegesack and Bremen. We participated in the main effort on Bremen, and the 367th was represented by Capt. Thomas Witt, who led the Group, Capt. Laek L. Robinson, Lts. Bisson, Zias D. Davis, William Kirk, Thomas Ledgerwood and Lawrence Kooima. The target was completely obscured by a heavy smokescreen, so Capt. Witt chose to bomb the center of Bremen. Bombing results were excellent and city suffered severe damage. This was a really rough show, with Jerry throwing everything he had at our formation. Flak was extremely intense and accurate, every ship in our Group receiving some degree of damage. At least 140 E/A, mostly twin engined, made persistent and daring attacks, sometimes flying through their own flak. Most rocket attacks were made by JU 88s. Official Group claims were 15-5-10. The 367th got 5-1-1, with those receiving credit for aircraft destroyed being: S/Sgt. Duane J. Foster, T/Sgt. John W. Walkenhorst, T/Sgt. Loren McCuller, S/Sgt. Edward DeBuyser,

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and S/Sgt. William H. Clark. Sgt. Robert E. Weber, waist gunner for Lt. William S. Kirk, suffered a slight flak wound to his left thigh. The Group lost three aircraft, with two of them from the 367th. The crew members missing are:

Lt. Lawrence W. Koolma	Lt. Thomas O. Ledgerwood
Lt. Frank M. Crawford	Lt. John G. Acker
Lt. Donald W. Berkey	Lt. Myron L. Sorden
Lt. Charles E. Cressy	Sgt. Eugene H. Levy
T/Sgt. Cecil L. Brooks	S/Sgt. Robert G. VanDragt
T/Sgt. Virgil A. Struckhoff	S/Sgt. John K. Spell
S/Sgt. Alvis W. Tinsley	S/Sgt. Andrew E. Fila
S/Sgt. Frederick Hutchinson	S/Sgt. Patrick A. Walsh
S/Sgt. Robert S. Weston	S/Sgt. Arthur E. Robinson
	Capt. Paul K. George

Capt. George is an assistant group engineering officer.

- 9 GDYNIA - This was the deepest penetration by Fortresses in the European Theatre, being almost 200 miles east of Berlin, and proving to the Jerries that nowhere in their own or occupied countries are they safe from heavy bombardment. Bombing results were very good despite a heavy smoke screen. A large concentration fell in the entrance harbor, with direct hits on the transAtlantic liner Stuttgart. A second concentration extended across the eastern basin, with hits on a large amount of shipping. It is believed that the old battleship Schleisen and the 27,000 ton liner Cap Arcona were damaged. Reconnaissance photos show extensive damage to harbor facilities, railroad tracks and the city proper. AA fire was meager and enemy air opposition moderate. Sgt. Raymond Kristof destroyed an enemy fighter, and S/Sgt. Daniel Antonelli was credited with a probable. All six 367th ships returned safely: Capt. Laek L. Robinson, 1st Lts. William Tackmier, William S. Kirk, Woodrow W. Thomas, Zias D. Davis and Douglas H. White.
- 10 MUNSTER (COESFELD) - Following the lead of the 92nd Group, this Group bombed targets of opportunity in Coesfeld, scoring hits on the marshalling yards and textile plants, in addition to a good concentration on the business and residential areas. AA fire was meager and although many enemy aircraft were seen, none attacked our formation. Leading our Squadron was Capt. Laek L. Robinson, with Lts. Douglas H. White, William Tackmier, William S. Kirk and Zias D. Davis. All A/C returned safely.
1st Lt. Hugh E. Phelan was promoted to captain.
- 12 An officers' stag party at "A" Mess.
- 14 SCHWEINFURT - Our Group dispatched 18 aircraft on this mission: three returned early, five completed the mission and 10 aircraft failed to

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return. Lts. William Kirk, William Tackmier, Zias D. Davis, William Bisson and Richard Butler flew for the 367th. Lts. Tackmier and Davis returned early and Lt. Kirk was the only member of the Squadron to complete the mission.

No trouble was encountered until after the P-47 escort left, then all hell broke loose. Between the Rhine and the target the formations were attacked by 300 E/A. Rocket guns mounted under the wings of E/A fired into our tight defensive formation and succeeded in destroying 10 of our Group's 15 aircraft to reach the target. Crews described the scene as similar to a parachute invasion there were so many men bailing out, Flak was spasmodic but accurate.

Bomber Command reports the ball bearing plants almost entirely out of operation. This was a very crippling blow to Germany and will be felt by a major part of the German war industries.

An estimated 75 per cent of Schweinfurt's ball bearing industry was destroyed, the principal targets being the Kugelfisher and the VKF (Vereingte Kugelfisher Fabrikion) works #1 and #2. These three plants along contributed 50 per cent of the total output of ball bearings available to Germany. Many other industrial plants in this vicinity were either damaged or destroyed.

Members of the 367th missing in action on this raid are:

Lt. Richard Butler	Lt. William Bisson	Lt. Douglas White
Lt. John Kappmeyer	Lt. Charles Stafford	Lt. Emil Rasmussen
Lt. Harold K. McCaleb	Lt. George Young	Lt. Carl Alexander
Lt. Francis X. Banda	Lt. Joseph Lukens	S/Sgt. George Toney
T/Sgt. Alexander Heyburn	T/Sgt. Edward Osep	T/Sgt. Gus Riecke
T/Sgt. Amos May	T/Sgt. John McLellan	T/Sgt. Joseph Bocelli
S/Sgt. Edward DeBuyser	S/Sgt. Peter Giovanini	S/Sgt. Francis Pulliam
S/Sgt. Marcel St. Louis	S/Sgt. Constantine Lamb	S/Sgt. Charles Adams
S/Sgt. Earnest Henderson	S/Sgt. Richard Vader	S/Sgt. William Earnest
S/Sgt. James Harris	S/Sgt. Thompson Wilson	S/Sgt. Walter Sherrill

20 DUREN - The 367th led the Group and the Combat Wing, with Maj. George R. Buckey, squadron commander, as the lead pilot. Also flying for the 367th were Lts. William S. Kirk, Ferdinand H. Onnen and William Tackmier. AA fire very meager and E/A practically nil. No bombs were dropped because a front over the entire target area was too high to climb over. All aircraft returned safely.

Enlisted Men's stag party.

Decorations for the month: Silver Star, Lt. Ralph K. Pringle; Distinguished Flying Cross, Capt. Laek L. Robinson and S/Sgt. William J. Hifler; Purple Heart, T/Sgts. Alexander Heyburn and James R. Merson, S/Sgts. William J. Hifler, Robert E. Weber and William D. Brittain.

EVADEE VISITS - S/Sgt. Allen N. Robinson, a successful evadee from 16 February 43, returned to the base late in September, was promoted to master sergeant, and left for the States 3 October 1943.

NOVEMBER

3

WILHELMSHAVEN - The largest force of bombers ever employed by VIII Bomber Command on any one operation attacked Wilhelmshaven, one of German's chief U-Boat and ship construction centers. The 306th led the Combat Wing and seven A/C of our Squadron, flown by Lts. William S. Kirk, William Tackmier, Woodrow W. Thomas, Clyde Cosper, Ian Elliot, Ferdinand H. Onnen and Zias D. Davis, comprised the high squadron of the composite group. In all, over 1400 tons of bombs were dropped on Pathfinder A/C through 10/10ths clouds, causing widespread damage in the Bauhfaen shipbuilding area and the city proper. Photographic reconnaissance reveals extensive damage to shipbuilding facilities as well as great destruction to barracks, residential and commercial property in the main city. Results are extremely satisfactory, especially in view of the fact that all bombs were dropped through 10/10ths. Enemy fighter opposition was meager and this Group received no attacks because of the superb coverage given us by P-47s and P-38s. The latter accompanied us right to the target and escorted us out again. All crews were enthusiastic in their praise of the P-38 escort. Enemy anti-aircraft fire through the overcast was meager and very inaccurate. All 367th ships returned safely, but the Group lost two A/C when Lts. George Goris and Donald Wadley of the 368th had a midair collision.

5

GELSENKIRCHEN - Seven A/C from our Squadron took off to attack this important industrial city in the Ruhr Valley. Lt. William S. Kirk was forced to return early due to engine trouble, but Capt. Ferdinand Onnen, Lts. Ian Elliot, Clyde Cosper, William Tackmier, Zias D. Davis and Woodrow W. Thomas completed the mission and returned safely. Our Squadron, led by Capt. Onnen, flew low squadron in our Group. Our Group reported good bombing results but the overall picture was poor. Reconnaissance photos show scattered bursts in the city proper and some blast damage in several factory areas. Haze and an excellent smoke screen prevented more accurate bombing. Many enemy fighters were seen but none attacked us, a real tribute to our formation flying. Intense AA fire, both barrage and continuously pointed was encountered in the target area. The barrage was below us until after bombs away when it lifted to our level. Capt. Onnen, showing superb leadership, climbed sharply, pulling our Squadron out of range.

13

BREMEN - The 367th, led by Capt. Ferdinand Onnen, flew high squadron in the 306th. Our other five aircraft were piloted by Lts. Clyde Cosper, Ray Ryther, Zias D. Davis, George Campert and Ian Elliot. Weather was extremely poor with severe icing conditions so our Combat Wing was recalled. Lt. Elliot was unable to locate our formation after he had broken through the overcast, so fell in with another group and completed the mission. Bombs were dropped on the group leader through 10/10ths cloud and results were unobserved. Shortly before recall, Lt. Cosper's A/C flew directly into a thunderhead and went into a spin, losing several thousand feet in a few seconds. Lt. Cosper fought the controls and succeeded in leveling out long enough for his crew to bail out. In an heroic

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effort to keep the plane, which still carried a full bomb load, from crashing in an English village. Lt. Cospers chose a clearing near the town of Princes Risborough and crash landed his almost uncontrollable plane in an open field. The A/C immediately caught fire and exploded within a few seconds, instantly killing the pilot. Through his valiant efforts he saved the lives of his crew and without doubt, lives and property of many British civilians. Cospers' crew today included Lts. Wesley B. Brinkley, Allen T. Ballard and Donald F. Dickson, T/Sgt. Charles Vondrachek, S/Sgts. Stanley G. Downs, Lloyd L. Meyer, Harold K. Twing and Denver A. McGinnis, and Sgt. Kenneth C. Ivimey.

- 16 KNABEN, NORWAY - Six A/C flown by Capt. F. H. Onnen, Lts. Woodrow Thomas, William S. Kirk, Ray Ryther, George Campert and James E. Winter, attacked the molybdenum mining works at Knaben. These installations are Germany's chief source of this vital steel hardening mineral and are considered of greater economic and industrial importance to the enemy than any other industrial objective in Norway. Bombing results were excellent, strike photos show a good concentration in and around the target area, and it is believed the mine will be out of operation for some time to come. Enemy defenses were practically nil and all A/C returned safely.
- 26 BREMEN - The 367th led the 306th Group on this mission. Lead A/C was piloted by Capt. Dinwiddie Fuhrmeister, followed by Lts. Woodrow Thomas, James Winter, Zias D. Davis, Loren Page and George Campert. Lt. Thomas aborted shortly after crossing into enemy territory due to mechanical failure, but all other 367th planes bombed and returned safely. Pathfinders were used and the target was largely obscured by clouds and an effective smoke screen. The majority of strike photographs show bombs falling in the south and southeast sections of the city. Some scattered hits were observed in the west and south sections, also. Enemy fighter opposition was strong, with from 75 to 100 E/A attacking. Rocket attacks from T/E enemy fighters were also reported. The flak was intense but low and inaccurate on this Group. Lts. Francis Hoey, 368th, and Virgil Jeffries, 423rd, failed to return and marked MIA.

DECORATIONS AND AWARDS:

M/Sgt. William E. Futchik, Legion of Merit
Distinguished Flying Cross - 1st Lt. William Tackmier, S/Sgt. Owen Nabors.

COMPLETED 25th MISSION DURING MONTH:

Capt. Arthur F. Titus, 1st Lt. William Tackmier, S/Sgts. Walter R. Clark and Owen K. Nabors.

PROMOTIONS: Richard E. Walck, captain to major

Ferdinand H. Onnen and Arthur F. Titus, 1st Lts. to captains.

DECEMBER

- 1 SOLINGEN - Twenty-two aircraft from this Group followed the briefed route and bombed on PFF through 10/10ths undercast. Only one A/C from the 367th participated, with 1st Lt. Zias D. Davis, pilot, and Capt. Ferdinand Onnen, co-pilot. Both finished their tours of combat with this mission. Fighter support was good until this group crossed the Rhine, then there was a gap until bombs away, when the E/A attacked. Shortly after the target we again picked up our P-47 escort and experienced no further trouble from enemy A/C. AA fire at the target was both barrage and tracking, both fairly accurate. Eight A/C of this Group received varying degrees of flak damage.
- 5 LA ROCHELLE - Our Group was recalled from deep in enemy territory, when our formation ran into a solid wall of cirrus cloud with tops at 27,000 feet. One 306th A/C bombed with the 390th Group. Lts. Ian Elliot, Woodrow Thomas, Ray Ryther, William S. Kirk, Fred Rector, Wesley Brinkley and F/O Loren Page and their crews flew for the 367th. Lt. Kirk lost a propellor on landing at Thurleigh and narrowly averted a serious crash.
- 11 EMDEN - Lts. Charles O. Smith, Wesley Brinkley, George Campert, Woodrow Thomas, Arthur Crapsey, James Winter and Ian R. Elliot and their crews flew for the 367th on this successful raid on Emden. A smoke screen at the target was nullified, either by the high wind or its late start. Photographs confirm accurate bombing reports, showing strikes on factories, railroad stations and residential areas. Our fighter cover was excellent and no attacks were made on our formation. AA gun fire at the target was moderate but extremely accurate. Meager flak was encountered on route from Harlingen, Weener, Groningen and Texel. Of the 20 Group A/C over the target, 16 received flak damage. A 369th A/C piloted by Lt. J. P. Noack was hit by flak in the #2 engine in the target area. He left the formation and one man was seen to bail out. Lt. Noack continued on over the target and dropped his bombs. When last seen his A/C was under control at 18,000 feet near Bolward, but failed to appear at base.
- 13 KIEL - Lt. Col. Robert C. Williams, flying with Capt. Witt, led the 367th Squadron. On this mission the 367th led the low group of the 92nd Combat Wing. Other Squadron A/C were piloted by Lts. William Kirk, Ray Ryther, Ian Elliot, George Campert, John Stolz, and James Winter, who returned early. Lt. Wesley B. Brinkley flew with the composite group and failed to return. Although heavy cloud has prevented any assessment of damage, photographs show that many bombs were dropped accurately on marker trails of PFF, and that fires and probably explosions were caused in populated areas. Enemy air opposition was weak and our P-38, P-51 and RAF Spitfire escort prevented the enemy from making any direct attacks on this Group. AA fire was moderate and because of the 10/10ths undercast did not cause us too much trouble.

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- 14 AIR-SEA RESCUE - Capt. Thomas Witt and Lt. William Kirk.
- 16 BREMEN - The 367th did not participate in this very successful raid. The Group bombed on PFF through 10/10ths undercast, and as the Combat Wing left the target smoke columns were seen to mushroom out thickly over the undercast. Fighter opposition was practically nil and although a considerable amount of flak was seen, it was for the most part low and inaccurate. Only one of the 306th planes received battle damage and all returned safely.
- 20 BREMEN - The enemy was late in starting his smoke screen and our Group bombed through 3/10ths clouds, starting large fires in the center of the city. Our fighter support was excellent and opposition relatively weak. Only 25 E/A were seen. AA fire was intense at the target and the 367th flying low squadron received the greatest amount of battle damage. Lts. George Campert, Fred Rector, Arthur Mack, John Stolz, William Kirk, Charles O. Smith and Ray Ryther and their crews flew for the 367th. Lt. Ryther left the formation over the North Sea after reporting to the Group leader by radio that he had a wounded bombardier and was leaving the formation to make landfall as soon as possible. He failed to return to base. Those MIA are: Lts. Ryther, Alvie N. Myers, John N. Dennison and Jay R. Weiselberg, T/Sgt. Wilmer D. Griffith, S/Sgts. Thomas A. Gold, Lee R. Laney, Lester Terry, Paul L. Wells, and LaMoyné W. Billheimer. Late reports show Lts. Ryther and Myers are POWs and T/Sgt. Griffith has escaped.
- 22 OSNABRUCK - Led by Pathfinders, we attacked Osnabruck through 10/10ths clouds. No assessment of results was possible, but bombing results are believed to have been good. AA fire was meager and inaccurate, only one of our A/C receiving any flak damage. Just after bombs away, 15 ME 109s queued up in front of our squadron and made head on attacks. At least eight E/A came straight through our formation, knocking down one A/C and making a direct hit on the nose of another, wounding five men including the pilot, Lt. Arthur Crapsey, Lts. Richard D. Wright, W. Sherman Smith, Sgt. Donat Heon, Jr., and Sgt. Martin Kilcoyne. As a result of his wound, Lt. Crapsey lost his right leg.
- The fighters also knocked down Lt. James E. Winter's 367th plane, including his crew of Lts. Robert W. Ashley, Robert F. Jones and Ralph K. Pringle, T/Sgts. Walter C. Rozanski and David M. Hovis, S/Sgts. Otis F. Thomas, Henry Sall and Ray Y. Wilson, and Sgt. John E. Olson, Jr.
- 24 CROSSBOW - Col. George L. Robinson, Group C.O., flying with Maj. George R. Buckey, led the 367th Squadron and the Group on military targets in northeast France. Capt. Jerome J. Kostal, bombardier in the lead ship, identified target #94 from four to five minutes away

DECEMBER (con't)

and made a one minute bomb run on AFCE, 80° magnetic. He is positive that the 367th bombs landed smack on the target. The 306th ships flying with the composite group were forced to the left by the 305th BG and passed to the north of target #51. They made a 270° turn and bombed on a magnetic heading of 307°. Bombing results were unobserved, but ships turning off target #94 report #51 well hit. Our fighter escort was excellent and enemy opposition nil in all departments. All A/C returned safely. Other 367th pilots participating were Lts. Charles O. Smith, Aloys W. Fuessel, J. J. Stolz, Capt. Dinwiddie Fuhrmeister and F/O Loren Page.

- 30 LUDWIGSHAFEN - The 367th led the composite group with eight A/C and bombed at 1234 hours on a magnetic heading of 271°. Lt. Ian Elliot aborted from deep in enemy territory because of engine failure. Capts. Thomas Witt and William Kirk, Lt. George Campert, Fred Rector, Arthur Mack, Charles O. Smith and F/O Loren Page completed the mission and returned to base. Bombs dropped right on PFF thru 10/10ths overcast. Four of our A/C failed to see bombs away and asked PFF for a secondary, which they bombed-believed to be in the Saarbrucken area. Fighter support was excellent. E/A opposition was weak and AA fire meager and inaccurate. A few ground rockets came up through the clouds and burst high above the formation. Crews were pleased with the results obtained from dropping chaff, as AA fire seemed to follow it below the planes.
- 31 COGNAC, FRANCE - Lt. Ian Elliot led the Squadron on this successful raid on the airfield at Cognac. Weather closed in before the planes returned, and Lts. Fred Rector, George Campert, Dallas L. Jacobs, Arthur Mack, Charles O. Smith and F/O Loren Page landed away from Base. Lt. Smith, with his VHF and command radios out because of static, ran out of gas and crashed near Stevenage, England. His co-pilot, Lt. Ellis J. Andras, was seriously injured, and eight other crew members were slightly injured when the A/C struck a tree. The leader of the 306th Group, Capt. Joseph H. Belser, identified the airfield at Cognac and requested the Combat Wing leader to wait while our Group went in to bomb, followed by the 92nd BG. Seeing fires at the north end, Capt. Stanley Silverstein, lead bombardier, synchronized on the installations at the southern area of the field. Our bombs were seen to strike across the field from east to west, hitting the NE/SW runway and installations on both sides. Photographs show large fires at the target. AA fire was meager, inaccurate and E/A opposition weak. One E/A was credited to a 368th gunner.

AWARDS AND DECORATIONS: Distinguished Flying Crosses: Capt. Ferdinand Onnen, T/Sgts Loren C. McCullar, Gerald T. Webb, John E. Corcoran, Jr., and Arnold G. Coulter; S/Sgts. Duane J. Foster, James Argentos, John P. Bloom, Jr., and Daniel J. Antonelli. Oak leaf cluster to the DFC: 1st Lt. Woodrow W. Thomas.

COMPLETING 25-MISSION TOUR DURING DECEMBER: Capt. Ferdinand H. Onnen, 1st Lts. Zias D. Davis, Woodrow W. Thomas and Walter Z. Morey, T/Sgts. John E. Corcoran, Arnold Coulter and Gerald T. Webb, S/Sgts. Duane J. Foster, Merle F. Causey, James E. Argentos and John P. Bloom.

JANUARY

4 KIEL - The 367th, led by Lt. Ian Elliot, flew high squadron in the 306th Group. Other Squadron pilots were 1st Lts. Dallas Jacobs, George Campert, Fred Rector and John Stolz, 2nd Lts. Ross McCollum, Richard J. Somerville and Charles E. Tucker, Jr. Lt. Tucker flew with the composite group and failed to return, last being seen five minutes after bombs away.

The 306th sent 33 A/C, 21 with the 306th and 12 with the composite. Course was as briefed to the IP at which point our lead A/C finding the target obscured, signalled PFF to take over. PFF equipment was not functioning so a second run was made and bombs were dropped on flares of another Combat Wing. Bombing results, though obscured, are believed good. Bombs fell in the target area as well as on the east side of the Horn. Outlines of the Horn could be partially identified through cloud and smoke screen, which largely covered the target area. Pictures show a large concentration of bombs just north of the city center. Our fighter support was excellent and enemy A/C offered no opposition. AA fire was meager to moderate and very inaccurate--none of our planes were damaged.

Missing in action were: Lt. Charles E. Tucker, Jr., Lt. Eugene R. McFadden, Lt. Owen W. Johnson, Lt. Sidney Passin, S/Sgts. Arthur L. Pahl and Samuel J. Covino, and Sgts. Laurence W. Neuhauser, Stephen J. Korba, M. J. Badeaux and John F. Bentley.

5 KIEL - The 367th led the 306th Group, with Capts. Dinwiddie Fuhrmeister and William Kirk sharing honors in the lead A/C. F/O Loren Page returned early due to mechanical failure. Lts. John Stolz, Arthur Mack, Dallas Jacobs and Ross McCollum completed the mission. Capt. Ian Elliot crashed on take off, killing eight, and injuring the two survivors: 2nd Lt. Thomas J. Bridgeman, copilot, and S/Sgt. William W. Winans, Jr., tail gunner.

Besides Elliot, other casualties were: 1st Lts. Harry M. Renfro and William H. Peterson, T/Sgts. John R. Petlewski and Anthony J. Waine, S/Sgts. Richard S. Payne and James L. Mitchell, and Sgt. George A. Johnson.

The formation followed their Wing leaders at 10,000 feet under unexpected overcast, base at 11,000 feet, well out over the North Sea. Overcast broke at about 54°30'N-06°50'E and climb was started south of course. Landfall was made over Denmark and rest of course as briefed for target. Bombing results were excellent. Lt. Thomas Cliney, lead bombardier, estimated Combat Wing in front fell short. Therefore, he released nine seconds after coming abreast of PFF smoke flares. Bombs could be seen going down on aiming point, and great clouds of black smoke which rolled above smoke screen could be seen by Group from North Sea on way home. Pictures confirm excellent results. One A/C dropped 50 parcels of G-21 Nickels over Kiel. Our Group never did meet fighter escort and engaged in a fierce battle with enemy fighters in the target area. We claim five destroyed (no claims by 367th). One 369th bomber was lost. Moderate, accurate AA fire at Kiel and several points en route.

JANUARY (con't)

7 LUDWIGSHAFEN - The 367th was off operations today. The target for the 306th was the chemical works of I. G. Farbenindustrie. Bombs were dropped on PFF markers through 10/10ths clouds. Results were unobserved but bombs were well bunched when abreast of PFF flares. Fighter support was magnificent and there were no gaps, friendly fighters actually overlapping at meeting points. Moderate to intense AA fire at the target was the most accurate yet encountered on a PFF mission. All A/C returned safely.

11 HALBERSTADT - Col. George L. Robinson, Group C.O., led the Group and 40th Combat Wing on this mission. Bombing was visual and the 306th was first to drop bombs. Capt. Stanley Silverstein, lead bombardier, had an unobstructed run with positive target identification. Lead ship was on AFCE with bomb run of 60 seconds. Bomb release failed and bombardier had to salvo, bombs getting away four seconds late. Crews of some of the A/C to the rear of the formation believe that their bombs may have dropped on target, but main concentration was over target to northeast. The composite group hit the target well. Friendly fighter support was not seen on way out and E/A attacked in force. E/A came in three and four at a time in successive waves and continued right over the top, sometimes through the formation. Nineteen ships were in the formation when attacks started and 11 remained 7½ minutes later.

One A/C, piloted by Lt. W. Dale Reed, 368th, one by Lt. Donald Tattershall, 369th, and three 367th planes flown by Lts. George Campert, Ross McCollum and Perry Cavos went down under fighter attack. The 367th had the lion's share of enemy attacks and credit for E/A destroyed went to Lts. Allen T. Ballard and Thomas P. Cliney, S/Sgt. Harold K. Twing, and Sgts. Marvin F. Burleson, Charles E. Dapra and Harris R. Rashid.

In a category all by himself was S/Sgt. Daniel J. Antonelli, tail gunner, for F/O Loren E. Page, who was credited with destroying FOUR E/A, a record unequalled by any 306th gunner during the war.

AA fire was nil over the target, but the Group received considerable damage from accurate fire at Hannover.

367th crews missing in action were:

1st Lt. George Campert	2nd Lt. Ross A. McCollum	2nd Lt. Perry Cavos
2nd Lt. Gerald C. Coots	2nd Lt. Marcum E. Thomas	2nd Lt. Michael D. O'Grad
1st Lt. John L. Dougherty	2nd Lt. Daniel P. Jones	2nd Lt. Richard D. Wright
1st Lt. Joseph A. Sparks	2nd Lt. Lloyd G. Crabtree	2nd Lt. J. J. Monticone
T/Sgt. Cyril E. Lebert	S/Sgt. Henry A. Stelmach	S/Sgt. Howard Kline
T/Sgt. Patrick F. Murray	S/Sgt. Wayne A. Warner	T/Sgt. Gerkin C. Norris,
S/Sgt. Adolf Graubart	S/Sgt. Howard L. Chatelain	S/Sgt. George P. Amoroso
S/Sgt. Welton P. Teston	Sgt. Leander J. Aurie	S/Sgt. James J. Allie
S/Sgt. Perley E. Colburn	Sgt. Warren B. Goss	S/Sgt. Samuel C. Sin
S/Sgt. Kneeland H. Hudson	Sgt. Andrew P. Barrus	S/Sgt. Roger W. Collins

JANUARY (con't)

- 14 CROSSBOW - The 367th was off operations for this raid. Twenty-seven A/C of the 306th Group took off at 1200 hours to bomb targets in Northeast France. Bombing results were decisive. Individual runs by squadrons were made with excellent results, and all A/C returned safely.
- 21 CROSSBOW - The 367th was off operations, with 35 A/C of the 306th Group taking off at 1215 hours to bomb targets in Northeast France. No bombs were dropped because of 10/10ths cloud cover. Flak was meager and inaccurate, but with a few ground rockets being observed in the vicinity of Abbeville. All A/C returned safely.
- 24 FRANKFURT - Recalled at 51°30'N-02°30' due to adverse weather conditions. Planes returned without incident.
- 29 FRANKFURT - The 306th put two groups in the air for this raid. The 367th led Group A, with Maj. Robert P. Riordan, 369th CO, and Capt. Dinwiddie Fuhrmeister in the lead ship. Also flying were Lts. Charles O. Smith, Bill Rutherford, Henry L. Ware, Richard Somerville, Dallas Jacobs and F/O Loren Page. Bombing was PFF. Lead bombardiers and navigators state that all PFF A/C seemed to agree on location as all sky markers were close together. The 306th bombs, well grouped together, were released on their own PFF calculations. A lapse in fighter support gave E/A their opportunity to attack. Most attacks were from JU 88s and FW 190s. We claim five destroyed and one probable, none by 367th gunners. AA fire was meager to moderate and only fairly accurate. All planes returned safely.
- 30 BRUNSWICK - Once again, the 306th put two groups in the air. The high squadron in group A was led by Lt. Fred Rector and the low squadron F/O Loren Page, both 367th. Other 367th pilots to complete this mission were Lts. Henry Ware, Richard Somerville, John Stolz, Charles O. Smith, Arthur Mack and Dallas Jacobs. Both 306th A and B Groups bombed on PFF flares. Fifteen minutes after bombing a large black column of smoke was seen rising through the overcast at 22,000 feet from the approximate target area. Bombing results are believed to be excellent. All A/C returned safely.
- Only five or 10 enemy fighters were seen, both T/E and S/E. Attacks were rare, probably due to fighter support which kept below our planes, apparently ready to drive enemy fighters back into the undercast whenever they started to climb up. Twin engined fighters made several unsuccessful attacks with rockets.
- Meager, inaccurate AA fire from coast, IP and target. Only three out of 40 of our A/C were damaged by flak.

COMPLETED COMBAT TOURS IN JANUARY: Capt. Dinwiddie Fuhrmeister, T/Sgts. Charles E. Vondrachek, Loren E. McCuller, and S/Sgts. Grant R. Anderson and Daniel Antonelli.

JANUARY (con't)

AWARDS AND DECORATIONS IN JANUARY:

Silver Star: 1st Lt. Clyde W. Cosper.

Distinguished Flying Cross: Capt. Dinwiddie Fuhrmeister, 1st Lt. Henry J. Engel, Jr., T/Sgt. Charles E. Vondrachek, S/Sgts. Grant R. Anderson, Daniel J. Antonelli, Harold K. Twing.

Purple Heart: 2nd Lts. Arthur H. Crapsey, William Sherman Smith, Richard D. Wright, S/Sgts. Charles E. Dapra, Donat A. Heon, Sgts. Martin J. Kilcoyne and Porfirio J. Marquez.

FEBRUARY

- 3 WILHELMSHAVEN - The 306th sent two groups on this mission to Wilhelmshaven. Group A, led by Lt. Col. John L. Lambert, 423rd C.O., bombed at 1118 hours, and Group B, led by Capt. Thomas F. Witt, 367th, bombed at 1123 hours. Because of thick clouds, Group B proceeded alone on D.R. from the Dutch coast, and bombed the city which appeared through a break in the overcast at the exact time of ETA. High tribute was paid 1st Lt. Romulus V. Houck for this fine job of navigation. Flying with Capt. Witt for the 367th were Lts. John J. Stolz, Fred J. Rector, Henry L. Ware, Charles O. Smith, Arthur W. Mack, Bill H. Rutherford and Richard J. Somerville. Lts. Somerville and Rector became lost over Holland and returned early to base.

Immediate results of bombing were unknown because of 10/10ths cloud cover. Group A bombed on PFF and Group B on ETA. Later PRU photos confirm a good, solid job of bombing on this important German port city. Lt. Richard S. Wong, only Chinese-American pilot in our Group, and flying with the 369th, was lost on this mission for reasons as yet unknown.

- 4 FRANKFURT - Once again the 306th put two Groups into the air. The 367th flew in both the high and low squadrons of the B Lead Group. Lt. Fred J. Rector led the high squadron and F/O Loren E. Page the low squadron. Flying for the 367th, additionally, were Lts. John J. Stolz, Charles O. Smith, Henry L. Ware and Arthur W. Mack.

No enemy A/C were encountered, but a great amount of AA gunfire was experienced all along the route. Lt. Charles E. Berry, 369th, was lost due to the flak in the vicinity of Cologne. Our Lt. Ware and his crew were shot down at the French coast on their way home. Included were Lts. James P. Roberts, Clark R. Amen and Emil R. Maricondo, T/Sgt. Robert W. Longerbone, S/Sgts. Nicholas G. Tricoles, Reed H. Kuykendall and Arden J. Butler, and Sgts. Robert Waldrop and Frederick S. Braniger.

Bombing was PFF through 10/10ths overcast, results unknown.

FEBRUARY (con't)

- 5 CHATEAUDUN - On this day the 367th was off operations. Twenty-one A/C of the 306th flew high in the 40th Combat Wing. The Group made a 360° turn just before the target to avoid interfering with other groups of our Wing. Very accurate, tracking AA fire at the target damaged 11 of our A/C. Bombing results were excellent.
- 6 NANCY/ESSEY - Lt. Col. John L. Lambert, 423rd C.O., flying with Capt. William S. Kirk, led the 367th and the 40th Combat Wing. Other 367th pilots were 1st Lt. Fred J. Rector and John J. Stolz. 2nd Lts. Arthur W. Mack, Richard S. Somerville and Aloys W. Fuessel, and F/O Loren E. Page. Our Group also furnished the lead squadron for the 40th Combat Wing composite group. Nine/10ths to 10/10ths cloud cover made bombing in France impossible. Several attempts were made to bomb air bases en route, but cloud cover and the proximity of dwellings made bombing inadvisable. All A/C returned their bombs. Fighter opposition was nil and flak was negligible. Méager and inaccurate fire was experienced from Chartres, LeHavre and Bernay en route.
- 8 FRANKFURT - The 367th, led by F/O Loren E. Page, flew high squadron on this mission. Other 367th pilots were Lts. Carey Oliver, Aloys Fuessel, John Stolz, Richard Somerville, Bill Rutherford and Arthur Mack. Bombing was by PFF due to 7/10 clouds, most of the cover being concentrated over the target area. Results unobserved. The 306th, flying low group in the 40th Combat Wing, had an uneventful trip and no attacks were reported until over an hour after bombs away. Taking advantage of a slight gap in fighter cover, two FW 190s popped out of the clouds from below, climbed in a sweeping curve to the front, and swept back through the formation. Hit and crippled was the 369th plane of Lt. Howard J. Snyder, which was subsequently seen to explode after eight or nine chutes came out, in the vicinity of Charleville, France. Heavy barrage AA gunfire was seen over the target, but was low and inaccurate on this Group. Some accurate, tracking fire was encountered at the target and at St. Quentin, damaging 17 of our 20 A/C. All 367th planes returned safely.
- 11 FRANKFURT - The 306th flew high on the left of the 40th Combat Wing. Our squadron, led by F/O Loren E. Page, flew low squadron, other pilots being Lts. Charles O. Smith, Fred J. Rector, Carey K. Oliver, Bill H. Rutherford, Frederick D. Brewer and Arthur W. Mack. Due to failure of our PFF equipment, the 306th turned on its IP by DR navigation and probably passed west of Frankfurt. Rather than bring our bombs back, we looked for a last resort target and dropped our bombs visually on a town in the Saarbrucken area. Fighter escort was excellent. Only a single FW 190 came near the group. AA fire in the Saarbrucken area was moderate but extremely accurate, damaging 19 of our A/C four seriously, including the planes of Lts. Oliver and Brewer. 1st Lt. Geno DiBetta, 423rd, began lagging after the target and was last seen alone 20 minutes from the French coast.

FEBRUARY (con't)

20 LEIPZIG - Again, the 306th put two groups into the air. A Group, led by Capt. William S. Kirk, failed to make rendezvous, turned back at the enemy coast. All 11 367th planes returned. Group B, led by Lt. J. Bruce McMahon, completed the mission with the loss of one 369th A/C. Strike photos showed excellent bombing results.

21 RHEINE - The 367th was again off operations as Lt. Col. John L. Lambert, 423rd C.O., led the Group and the 40th Combat Wing. During a ten-minute gap in fighter protection, the 306th was under attack headon by two ME 210s. One of these, under heavy fire from our gunners, collided with a B-17 from the 92nd BG which was flying as an eighth A/C in our high squadron. The left wing came off this B-17 and two chutes were seen. Seventeen of our 21 A/C were damaged by flak, at the coast and at the target.

22 BERNBURG - The 306th, led by Lt. Col. Robert P. Riordan, 369th C.O., furnished two groups for this mission. The 367th flew low in the lead group and also furnished three ships in the high squadron. Lt. Richard Somerville in the high and Lt. Dallas Jacobs in the low returned early due to mechanical failures.

With seven A/C from the Squadron heading for the target, three were shot down in a fighter attack: 1st Lt. Fred J. Rector, and 2nd Lts. Francis W. Macomber and Carey K. Oliver. Other Squadron losses were 368th, one; 369th, two, and 423rd, one. The first fighter attack came just after the target when the P-51s had left. North of Koblenz, 20 to 30 FW 190s swarmed in line abreast from 11 to 10 o'clock high, and then tried to smother the formation with two more similar passes. A total of perhaps 75 E/A were seen and attacks were vicious and persistent. Very accurate gunfire from Bonn, Aachen and Rotterdam damaged 17 of our 21 A/C. Bombing was excellent and strike photos show demolition bombs from lead group squarely on MPI.

S/Sgt. Basil Margineau, Rutherford's crew and T/Sgt. Porfirio J. Marquez, Mack's crew, each destroyed an FW 190. Lt. Robert W. Fry, bombardier for Lt. Rutherford, was seriously wounded on this mission.

367th crews missing in action on this mission were:

Lt. Francis W. Macomber	Lt. Carey K. Oliver	Lt. Fred J. Rector
Lt. Charles R. Wickham	Lt. George Dumas	Lt. Patrick J. Pierce
Lt. Robert W. Wigton	Lt. George A. Milburn	Lt. Herbert C. Edelstein
Lt. Lawrence J. MacNeil	Lt. Seigel L. Hawkins	Lt. John E. Caldwell, Jr.
S/Sgt. Charles E. Graham	S/Sgt. Earl C. Swilley	T/Sgt. Elmer G. Waibel
S/Sgt. Leopoldo Tortora	S/Sgt. Silvio R. Paoli	T/Sgt. Warren N. Russell
Sgt. Gunnard M. Johnson	Sgt. Maurice D. Pershing	S/Sgt. Earl S. Schade
Sgt. Bruce D. Cox	Sgt. Jack E. Osborn	S/Sgt. John M. Elliott
Sgt. Donald W. Shinnars	Sgt. William E. Huddleston	S/Sgt. Raymond Fiermuga
Sgt. Emil Bohaty	Sgt. William E. VanHoutte	S/Sgt. William J. Bell

Other 367th planes and crews were: Lts. Arthur W. Mack, Frederick Brewer, Charles O. Smith and Bill H. Rutherford.

FEBRUARY (con't)

- 24 SCHWEINFURT - Seven of our A/C flew high squadron on this mission: Lts. Frederick D. Brewer, Bill H. Rutherford, Charles O. Smith, Richard J. Somerville, Arthur W. Mack, Dallas L. Jacobs and Loren E. Page.
- The route was flown exactly as briefed, except for two runs on the target. The only flak experienced was at Schweinfurt where very accurate tracking gun fire damaged 15 of our A/C. Our Group was early at fighter rendezvous points and consequently got into a heli-lish row with ME 109s. They jumped us coming head on, en masse, a-breast. Each two ME 109s seemed to have a specific B-17 in the formation as a target, the attacks being especially concentrated on lead planes in an effort to disrupt leadership and scatter the formation. 1st Lt. Norwood L. Garrett, 423rd leader, was knocked out during these attacks, along with Lt. Page, who was leading the 367th. S/Sgt. Charles G. Smith, ball turret gunner on Lt. Jacobs' ship destroyed one ME 109, with the Group credited with four. Pictures show the entire target area covered with smoke from bomb bursts.
- MIA for the 367th were Lt. Page and his crew: Lts. Thomas P. Kenny, Joseph E. Feeley and Henry B. Holt; T/Sgts. James R. Merson and Edgar E. Harbour; and S/Sgts. George A. Morehead, Bennett E. Ball, Ralph L. Whiteside and Ted D. Dixon.
- 25 AUGSBURG - Capt. Thomas F. Witt and Capt. William S. Kirk were in the lead ship as the 367th led the Group on this mission to Augsburg. Others from the squadron were Lts. Richard Somerville, Dallas Jacobs, Arthur Mack, Charles O. Smith and Bill Rutherford. Course was south of the briefed route going in and the Group received some very accurate and unexpected flak from Saarbrucken, followed immediately by two attacks out of the sun by ME 109s. The Group lost two A/C to these fighters attacks, and 15 minutes later lost a third A/C to enemy fighters. All 367th planes returned safely. S/Sgt. Durwood F. Offord, tail gunner, and 2nd Lt. Edgar L. Bratrud, bombardier, for Lt. Jacobs, and S/Sgt. Aubrey E. Jones, engineer for Lt. Somerville, were each credited with downing ME 109s. Our bombs were slightly north of the MPI, with 12 bombs among parked A/C.
- 26 NOBALL - Twenty-four A/C of the Group took off to bomb this target in northeast France. The 367th flew three A/C in the lead Squadron: Lts. Charles O. Smith, Ben H. Peters and Bill H. Rutherford, and three in the high squadron: Lts. Richard J. Somerville, Frederick D. Brewer and Dallas L. Jacobs. As usual on this type target, bomb runs were made by squadrons. Cloud cover prevented positive identification of the primary, and after making several runs, bombs were dropped on a target of opportunity with good results. Fighter opposition was nil and flak moderate but accurate. We had seven of the 24 A/C damaged when we came too close to the city of Rouen.

FEBRUARY (con't)

- 29 A squadron party was held at the Red Cross Recreation Hall: plenty of women, free beer and a damn good time was had by all.

DISTINGUISHED FLYING CROSS - Arthur W. Mack.

MARCH

- 2 FRANKFURT - Lt. Col. George R. Buckey, flying in a PFF ship, led the 40th Combat Wing. The 367th Squadron with Lts. John J. Stolz, Aloys W. Fuessel, Charles O. Smith, Richard J. Somerville and Frederick D. Brewer flew low squadron. Lts. Arthur Mack and Dallas Jacobs were forced to return early because of mechanical problems. Weather over the continent was clear for about 60 miles, then a solid 10/10ths overcast set in all the way to the target. Bombing was done on PFF, results unobserved but crews report bombs away on time and well concentrated. Twenty minutes after bombing a large column of black smoke was seen breaking through and rising above the overcast in the target area. Our squadron bombed at 1208 hours from 24,400 feet. Enemy fighter opposition was nil and flak for the most part was meager and inaccurate. At Frankfurt a low inaccurate barrage was encountered. Our boys feel that chaff put the AA gunners completely off the mark.
- 3 NORTHWEST GERMANY - Our Squadron, led by Capt. William S. Kirk, flew lead in the high group of the 40th Combat Wing. This was to have been our first attempt on the "Big City", but as we proceeded over the North Sea, clouds continued to build up until the formation was forced above 27,000 feet. Upon VHF instructions from CBW leader, the Group turned back at 54°08'N-09°11' E. Flying for our Squadron were Capt. William S. Kirk, Lts. Arthur W. Mack, Dallas L. Jacobs, Aloys W. Fuessel and Bill H. Rutherford. Lt. Frederick D. Brewer turned back at the English Coast because of personnel failure. Some of our fighter escort went through to Berlin and stooed around over the city for 30 minutes causing a minor sensation as these were the first American fighter to penetrate that deeply into Germany.
- 4 BONN - Our Squadron, led by 1st Lt. John J. Stolz, flew high in the lead group of the 40th CBW. Flying for the 367th were Lts. Stolz and Dallas L. Jacobs, Arthur W. Mack and Bill H. Rutherford. Lt. A. W. Fuessel returned early due to mechanical failure. The low group lost the formation and the high group joined another Wing. With only 16 A/C in the entire 40th CBW, and heavy flouds ahead, the Group turned back 15 miles southeast of Dunkirk. No bombs were dropped. Six A/C of the 369th Squadron flew with the high group of the 40th CBW composite and bombed five miles southeast of Bonn. Results were unobserved.

MARCH (con't)

- 6 BERLIN - The Germans will long remember this day. At 1322½ hours, our formations unloaded their bombs on the "Big City" for the first time. Strike photos show good bomb concentrations in the eastern suburbs of the city in the Kopenick and Lichtenberg districts. Neutral observers say the effect on German morale was devastating. Our squadron, led by Lt. John J. Stolz, flew Purple Heart corner--low squadron, low group. The 367th pilots were 1st. Lts. Stolz, Charles O. Smith, Dallas L. Jacobs, Arthur W. Mack and 2nd Lt. Bill H. Rutherford.
- The only ship lost by our Group was flown by 1st Lt. Charles W. Smith of the 368th, later reported down in Sweden with all crew members safe. Flak was spotty, but occasionally accurate tracking in the Osnabruck area, Nienberg and Berlin. Nineteen A/C were damaged, seven severely.
- Due to fighter support described by crews as "wonderful", only three or four of the fifty odd E/A seen attacked our formation. S/Sgt. Charles G. Smith of Lt. Jacobs' crew received credit for an E/A destroyed.
- 8 BERLIN - Our Squadron flew high squadron of the high group, for this return engagement to Berlin. 1st Lt. Charles O. Smith led, with 1st Lts. Dallas L. Jacobs, Richard J. Somerville, Arthur W. Mack and 2nd Lt. Henry E. Hanson filling the remaining spots. Escort by P-47s, P-38s and P-51s was close and beautifully coordinated throughout. Practically no E/A were seen and flak was exceptionally meager and inaccurate. Only three of the Group's 27 A/C participating received minor flak damage. This was a long, hard, haul but our boys describe it as a "milk run". Strike photos show great clouds of smoke arising from the target area, completely blotting out the target. All A/C returned safely to base, completing a very successful day.
- 9 BERLIN - Our Squadron, with Capt. William S. Kirk leading, led the Group on this mission. 1st Lts. Charles O. Smith, Dallas L. Jacobs, Richard J. Somerville, Arthur W. Mack and 2nd Lt. Ralph B. Malsom completed the mission, and 2nd Lt. Henry E. Hanson returned early due to mechanical failure. No E/A were seen and flak was meager and inaccurate. Although we flew directly over the center of Berlin, only minor flak damage was inflicted. Bombing was on PFF through 10/10ths overcast. Results unobserved. All our A/C returned safely to base.
- 16 GESSERTSHAUSEN - Our Squadron led the low group of the 40th CBW. Capt. William S. Kirk flew with the lead aircraft, with 1st Lts. Charles O. Smith, Aloys W. Fuessel, Dallas L. Jacobs, Richard J. Somerville, Arthur W. Mack, and 2nd Lt. Perry E. Raster piloting the remaining 367th A/C. Weather was overcast and bombing was

MARCH (con't)

done by PFF, results unobserved. No enemy fighter opposition was encountered and flak, though not intense, was very accurate. Capt Kirk, using excellent evasive action, led all 367th ships back safely to base, undamaged by enemy action. Lt. Mack had a very close call when fragmentation bombs from two aircraft in front caught in the slip stream and whipped back, damaging his A/C severely and necessitating the feathering of an engine. Despite this handicap, Lt. Mack brought his ship home safely.

18 LECHFELD - Capt. William S. Kirk, flying in the low squadron, led the 367th on this hundred per cent raid on the airdrome at Lechfeld, Germany. Our other pilots were 1st Lts. Charles O. Smith, Aloys Fuessel, Arthur W. Mack, Richard J. Somerville and 2nd Lts. Henry E. Hanson, Ralph B. Malsom and Perry E. Raster. Weather at the target was clear and bombing was visual. Strike photographs show our bombs creeping across the administration buildings, hangars and out onto the dispersal area amongst parked aircraft. This was an excellent job of bombing.

Enemy fighter opposition was very weak and our escort quickly drove off any E/A that ventured near our formation. Flak, though meager, was extremely accurate in the target area, but Capt. Kirk succeeded in bringing the squadron through unscathed. All aircraft returned safely to base.

20 FRANKFURT - Lt. Col. George R. Buckey, flying in the PFF aircraft, led the Group on this mission to Frankfurt. 9/10ths to 10/10ths cloud covered the entire continent, except for occasional breaks. This, together with heavy and persistent condensation trails, made join up and formation flying extremely difficult. Cloud over Germany had built up to 30,000 feet and our formation was unable to climb above, so all aircraft returned to base. No bombs were dropped.

Our squadron, with Lt. Charles O. Smith leading, flew high. Other 367th pilots were Lts. Bill Rutherford, Ralph B. Malsom, Arthur W. Mack, Henry E. Hanson, Aloys Fuessel and Richard J. Somerville. No enemy aircraft were seen and flak, for the most part meager, was very accurate and damaged most of our A/C.

Lt. Fuessel's A/C was hit by flak, forcing him to feather #3 engine. He flew home without escort from 14 miles S.E. of St. Quentin. Lt. Somerville's A/C was hit near Reims, knocking out his #1 engine. He jettisoned his bombs in an effort to stay with the formation but began straggling badly and turned back over Belgium. All other A/C returned safely.

MARCH (Con't)

- 22 BERLIN - The 306th led both the CBW and the First Division on this mission to the large "B". Lts. Bill Rutherford, Perry Raster and Ben Peters flew in Group "A", while Lts. Charles O. Smith, Aloys Fuessel, Irwin Schwedock, Richard Somerville, Henry Hanson and James G. Parks flew low squadron of "B" Group. Raster, Fuessel and Parks returned early due to mechanical failure, all other 367th A/C completed the mission and returned safely, although Rutherford and Schwedock were forced to land away from base.
- The route was flown as briefed except for slight variations of from five to 10 miles to avoid flak areas. Our formation was under fire of the Berlin guns for seven full minutes. Both the barrage and the tracking fire were intense and accurate. Of the Group's 30 A/C penetrating enemy territory, 25 were damaged, 14 seriously.
- Once again the Luftwaffe refused combat. Bombing was done on PFF through 9/10ths cloud cover and it is believed that the majority of our bombs rained down on the center of Berlin.
- 23 HAMM, GERMANY - 8/10ths cloud cover made visual bombing of the primary impossible, so our Group made a run on Hamm. The 306th main group dropped incendiaries smack on the center of town, but our squadron, flying high squadron in the low group of the composite combat wing, dropped on the 305th, which was leading and overshot the target by ten miles. Anti-aircraft fire was moderate and there were no fighter attacks on our formation. Fighter support was excellent, there being no gaps during the entire mission.
- 1st Lt. Charles O. Smith, with 2nd Lt. Bill H. Rutherford as copilot, led the 367th. Other squadron pilots completing the mission were 1st Lts. Richard J. Sokerville and Aloys Fuessel and 2nd Lts. Perry Raster, Ben H. Peters, Irwin Schwedock and Henry Hanson. All planes returned safely.
- 24 FRANKFURT - The 367th represented by Lts. Bill H. Rutherford, Aloys Fuessel, Ralph Malsom, Richard J. Somerville, Perry Raster, Irwin Schwedock and Henry Hanson flew low in the 306th Group. The route was flown approximately as briefed and bombing was PFF thru 9/10ths cloud cover. Photos following bombs away positively identify Frankfurt but are largely cloud obscured and do not reveal any strikes. It is estimated that bombs fell in the area below the river, south of a large marshalling yard, which lies southeast of the center of Old Town. Results were later confirmed excellent.

No enemy fighters were seen. Our escort was on hand in strength throughout the course over the continent. AA gunfire was for the most part inaccurate, damaging two of our A/C.

MARCH (con't)

- 26 NOBALL - What had formerly been considered a milk run backfired on this mission and we really ran into a difficult AA defense. Weather was clear, bomb run was upwind, and by Squadron, between 1511 and 1519 hours, practically in trail over a target confined to a small area. AA gunners knew almost exact bomb release line. A perfect set-up for ground defenses and of the Group, twenty-nine A/C penetrating enemy territory: 26 were damaged, 17 seriously, and one A/C, flown by Lt. Barney Price, 369th, was lost due to flak. No E/A were seen.
- Capt. William Kirk, flying with Lt. Bill Rutherford as copilot, led the 367th on this mission and finished his tour of duty. Other 367th pilots completing the mission were Lts. Ralph B. Malsom, Perry Raster, Dallas Jacobs, Irwin Schwedock, Ben H. Peters and Richard J. Somerville. Five squadron members received wounds, including Lt. Phil Griswold, Lt. James D. Welch, S/Sgt. Robert E. Weber, S/Sgt. Floyd E. Shade and Sgt. Edward F. McGlinchy. Bombing results were fair.
- 27 LA ROCHELLE, FRANCE - Our Squadron led the 40th CBW on this mission on La Rochelle airdrome. Lt. Col. John L. Lambert, 423rd commander, piloted the PFF ship with Lt. Bill H. Rutherford as copilot, and Capt. George D. Bennett as navigator. Col. Lambert said this was one of the most perfect missions he had ever flown, and paid tribute to Capt. Bennett's navigation. The route was flown exactly as briefed.
- Bombing conditions were ideal with no cloud and excellent visibility. Strike photographs show a good pattern solidly on the MPI, every building seeming to receive direct hits. No E/A were seen and flak at target was very accurate, damaging every ship in the lead and low squadrons.
- 1st Lt. Rene C. Fix, 368th, was lost on this mission, not due to enemy action. The 367th pilots participating were Lts. John J. Stolz, Henry Hanson, Ben H. Peters, Ralph B. Malsom, Perry Raster and Irwin Schwedock. Lt. Schwedock returned early because of mechanical failure, with all other 367th ships completing the mission.
- 28 DIJON, FRANCE - Our Squadron did not fly today. The 306th Group did an excellent job of bombing. Strike photos show dense pattern squarely on MPI and on group of installations at west end of airfield. All A/C returned safely.
- 29 BRUNSWICK, GERMANY - Lts. Bill H. Rutherford, Ben H. Peters, Ralph B. Malsom, Aloys Fuessel and Henry Hanson flew low squadron on this mission. The route was good and flak was only moderately accurate at the target.

MARCH (con't)

Bombing was done on PFF through overcast and results were unobserved. But navigators were able to pinpoint their positions through small breaks in the clouds and believe bombs landed in the center of the city.

A 20 minute gap in fighter support shortly after bombs away gave enemy fighters an opportunity to attack, which they did in force. A terrific battle ensued and Lts. Alvin Schuering and Gerald Haywood, 369th, were shot down. The A/C of Lt. Nelson Hardin, 423rd, was so badly damaged he could not make the base and was last seen over Holland.

2nd Lt. Gerald L. Barmack, navigator for Lt. Malsom, was killed by 13mm bullet, and Sgt. Edwin B. Fulmer, of the same crew, was wounded in the face. Lt. Raster's tail gunner, Sgt. Virgil F. Jenzen, was killed, and another of his gunners, Sgt. Winston H. Burroughs, was wounded. All 367th planes returned to base.

DECORATIONS AND AWARDS IN MARCH

2nd Lt. Arthur H. Crapsey, Jr.	Silver Star
1st Lt. Charles O. Smith	D.F.C.
S/Sgt. Basil Margineau	D.F.C.

COMPLETED TOURS

Capt. William S. Kirk, 1st Lt. Dallas L. Jacobs, 1st Lt. Charles O. Smith. All were flight commanders and finished their tours within three days.

PROMOTIONS

1st. Lt. John J. Stolz	Captain
1st. Lt. Charles O. Smith	Captain
1st. Lt. Dallas L. Jacobs	Captain

The Squadron established a new record with 15 missions during the month without losing an aircraft.

APRIL

10

BRUSSELS - Evere Airdrome. Our Squadron, led by Lt. Bill H. Rutherford, flew high squadron for the 306th, which was leading the 40th CBW. Other crews were: Lts. Arthur W. Mack, Richard J. Somerville, Ralph B. Malsom, Perry E. Raster, Ben H. Peters and Henry E. Hanson.

Takeoff was at 0652 hours, and the route to the target was flown as briefed without incident. Ground was obscured by 7/10ths clouds, but broke to about 2/10ths over the target. On the initial run a malfunction of the lead's bombsight prevented him from bombing and another run was necessary. After executing a 360° turn and coming in again the briefed MPI was so obscured by smoke from previous bombings that the lead selected a new MPI of unhit field installations and made a run on these. The building was hit squarely with a perfect pattern and excellent results were obtained.

Our fighter support was good and no E/A were seen. Flak encountered was meager and inaccurate, and in spite of the fact that two runs were made two of our planes were undamaged, and the other five suffered only slightly.

This A/D was being used by the GAF primarily as a repair field for ME 110 and HE 111 A/C, and before this bombing had been put back into full operation after the damage done in last fall's bombing. Jerry can spend another six months putting it back into operation again.

11

STETTIN - Our Squadron was led by Capt. John J. Stolz and flew as lead squadron of the 306th, which was flying low group in the 40th CBW. Cloud cover of 8/10ths prevented Lt. Ewald Jensen, lead bombardier, from picking up the primary target even though two attempts were made. On the approach to the secondary it became evident to him that this target could not be hit due to a shelf of clouds and the mission proceeded to the last resort-Stettin. The bombing here was visual and a good concentration of bombs was seen to fall in a built up area.

The trip was rough for the whole Group. Our fighter support left us at Hannover and shortly after this the high group, lead by the 369th was attacked by 20 E/A. The lead lost an engine and the navigator and bombardier were killed on this pass. The second attack came just north of Brunswick, with 40 E/A attacking the high group again. This time, the lead, flown by Capt. James S. Opdyke, was forced out of the formation and was last seen falling back. Lt. Kurt A. Ahlstrom's 369th A/C was seen to catch fire and blow up. No chutes were observed.

Although our Squadron was not attacked by E/A, S/Sgt. John F. Eskew was credited with a probable ME 109 that passed in range of his

APRIL (con't)

gun. AA fire was encountered all along the route, and was described at Dummer Lake, Hannover and Stettin. All our A/C suffered flak damage: three serious and four slight. Others flying for the 367th were: Lts. Arthur W. Mack, Richard J. Somerville, Ben H. Peters, Ralph B. Malsom, Irwin Schwedock and Henry E. Hanson. All ships and crews returned safely to base.

- 18 ORANIENBURG, GERMANY - This mission was to destroy the final assembly works of the HE 111 plant at Annahof A/D. The buildings to be hit were situated on the edge which was used to fly the planes away upon completion. The 367th flew nine A/C in a composite group with the 92nd BG leading, six as the high squadron and three in the 4, 5 and 6 positions of the low squadron. The high was led by Lt. Arthur W. Mack.

The flight in was without incident, but when the target was reached, contrails from the previous A/C had cut the visibility notably. The lead apparently had some trouble with his bomb release as two bombs fell ahead of the rest. It is felt that our bombs were surely over the MPI, although weather conditions prevented observation of our strikes, and they were not shown on pictures taken.

Our fighter escort was excellent to the target. After bombs away this Group became separated from the rest of the CBW and flew alone and without support until picked up by P-38s just south of Hamburg. They gave close support until this Group rejoined the CBW at the enemy coast. Old Lady Luck was riding with us, for a lone group without fighters is what Jerry dreams about. Flak was meager to moderate at the target and not too accurate. Three of our A/C suffered slight damage.

Other crews from the 367th were: Lts. Richard J. Somerville, Perry E. Raster, Ralph B. Malsom, Irwin Schwedock, Donald J. Schaefer, Edward W. Magee, Henry E. Hanson and Louis F. Matichka.

- 19 KASSEL - The purpose of this mission was to destroy the Bettenhausen Aircraft Works, which produced a considerable number of FW 190 A/C and component parts. Also in the same area and adjoining was the Spinnfaser Mills, producing a large percentage of the string used in the Reich.

Our Squadron flew low for the 306th, which was lead group for the 40th CBW. We also furnished three A/C to fly the lead element of the low squadron of the high composite group. Lt. Arthur W. Mack was leading the low squadron for the 306th, and Lt. Richard J. Somerville was leading the low squadron of the composite. The trip to the target was uneventful and the weather was good.

The bombs of the 306th hit squarely on the MPI with good results.

APRIL (con't)

The composite group, however, was crowded out of the formation by converging CBWs and had to make a separate run. Their bombs fell on the marshalling yards and residential areas, and possibly reached the Spinnfaser plant. AA defenses were moderate, but extremely accurate. All our planes suffered flak damage, except one. No E/A were seen.

Lt. Louis R. Matichka was forced to abort at 1245 due to super-charger trouble, making it impossible for him to maintain his place in the formation. He returned to base with all his bombs. Other A/C from our Squadron were flown by Lts. Bernard J. McGuire, Ben H. Peters, Donald J. Schaefer, Ralph B. Malsom, Irwin Schwedock and Edward W. Magee.

20

NORTHWEST FRANCE - The 306th sent three groups of twelve A/C each to attack Noball targets near St. Omer. Our Squadron flew four A/C in group "A" and six in group "C". 367th planes in group "A" were piloted by Lts. Ralph B. Malsom, Perry E. Raster, Richard J. Somerville and Edward W. Magee in the low squadron; Lt. Arthur W. Mack led the low squadron of group "C" with Lts. Ben H. Peters, Bernard J. McGuire, Henry E. Hanson, Louis F. Matichka and Donald J. Schaefer.

The sky over the target was almost clear, but a strong ground haze made target identification very difficult. "A" group found and bombed its target with good results. No enemy fighters were seen and AA was light. "C" group's target had no distinctive markings and due to heavy ground haze was unable to locate the target. This group had to bring their bombs back to base. They saw no E/A, but their group came much closer to St. Omer and was subject to heavier and more accurate flak. All of our planes returned to base with no casualties. One ship suffered severe damage, six slight and three no damage.

22

HAMM, GERMANY - The 306th, led by Col. George L. Robinson, group commander, was the lead group for the 40th CBW. Our Squadron, led by Lt. Richard J. Somerville, flew high squadron in the lead group with Lts. Ben H. Peters and Ralph B. Malsom flying in the #3 and #4 positions of the low squadron, high composite group. Other pilots from our squadron were Lts. Bernard J. McGuire, Henry E. Hanson, Louis F. Matichka, Edward W. Magee and Donald J. Schaefer.

The target was the marshalling yards at Hamm, which form a tunnel through which a large percentage of the rolling stock passing into and out of the Ruhr must pass. The effect on German supply lines caused by the destruction of this bottleneck is evident. The bombing is believed to have been good as the lead group's bombs fell into the smoke of previous bombing just south of the yard's centre.

APRIL (con't)

The route out and back was skillfully flown to avoid flak and no E/A were seen. Flak at the target was moderate but extremely accurate on the lead group. Our fighters covered us well both to and from the target with the exception of about fifteen minutes just after the target. Even then we did have a few fighters with us. All planes and crews came home safely.

24

OBERPFAFFENHOFEN - This mission broke the chain of no losses for the 367th, which had reached 22. It was a rough mission from the start, especially for the 367th. Our squadron flew lead squadron for the 306th, which was low group for the 41st "B" CBW. Capt. John J. Stolz was leading.

On the way to the target we were met by meager but accurate flak at the French coast, and Lt. Walter R. Peterson was hit. He peeled off with #4 engine on fire and three or four chutes were seen to come from the ship. About a minute later the A/C exploded. In his crew at the time were 2nd Lts. Leslie W. King, Christian A. Dinkel and Edmund M. Storolis; S/Sgts. Antonio T. Celli, Clarence R. Marlow, and Archie J. Smith, and Sgts. John R. Bell, Roger C. Burton, and Roderick H. McAllister.

At 1215 hours about fifteen FW 190s attacked the low group and Capt. Stolz' plane was hit. The E/A made only one pass, and by skillful evasive action Capt. Stolz was able to throw the enemy's aim off so that no great damage was sustained by the formation. The next attack came at 1340 hours and lasted for 40 minutes. Again the concentration of attack was on the lead and Capt. Stolz was hit again. In an effort to maintain his ship in formation, he dropped his bombs and still finding it impossible then tried to leave the formation. The other planes in the group, not realizing his intention, followed him to 16,000 feet. Here he lowered his wheels and called to Lt. Somerville to take over, saying "Well, Slim, I have two engines left; you know where I'm going." He was last seen heading for Switzerland with ME 109s still after him. It has since been confirmed that he landed with all who were aboard safe, and was able to destroy his secret equipment.

Capt. Stolz' crew included 1st Lts. Bill H. Rutherford, Allen T. Ballard and Thomas P. Cliney; 1st Lt. William M. Leiser, flying as tail gunner; T/Sgt. John G. Miller, Jr.; S/Sgts. Arnold D. Springer, Farris R. Rashid and Albert J. Gentile, and Sgt. Herbert D. Wooten.

The enemy, following their previous plan, of trying to destroy the formation leader concentrated on Lt. Somerville's A/C when he took over. He was subject to repeated attacks and only by skillful handling and the expert marksmanship of every member of the crew who had a gun to fire, was he able to hold his place. Although this A/C suffered severe damage by both flak and fight-

APRIL (con't)

ers, Lt. Somerville maintained the lead and brought his ship back to the base. No crew members were injured.

Capt. Stolz, when attacked the second time, dropped his bombs to lighten his ship, and others not realizing his purpose dropped on him and it is believed our bombs dropped in a field. Of the six A/C from this Group flying in the high group of the 40th CBW only two reached the target, the other four being shot down earlier by E/A, and it is believed that the two bombing A/C put their bombs in the target area.

The following claims have been confirmed for our Squadron: S/Sgt. Robert L. Duquette, waist gunner in Lt. Raster's A/C, was credited with a damaged ME 109. The men of Lt. Somerville's A/C were credited as follows: S/Sgt. Herman Shore, left waist, one ME 109 destroyed and one damaged; S/Sgt. Gene W. Holland, right waist, one ME 109 destroyed; S/Sgt. Durwood Offord, tail gunner, one ME 109 destroyed; S/Sgt. Charles G. Smith, ball turret, one ME 109 destroyed; Lt. Paul V. Osburn, navigator, one ME 109 damaged; Lt. James D. Welsh, bombardier, one ME 109 probable and one damaged.

Lt. Schwedock's A/C was hit and forced from the formation during the third or fourth attack. He peeled off in a dive to the right with two engines smoking. Three chutes were seen to come from the plane. It has since been confirmed that he landed in Switzerland with all those aboard safe. Those with Lt. Schwedock were: Lts. Paul J. Gambiana, Harris M. Palmer and Howard O. Hunter, Jr., and T/Sgt. Edward N. McNeil and Constantine Tsairis; S/Sgts. George L. Dufau, Richard P. Iacona, Martin L. Willoughby, and Bryce C. Frisbie.

The losses for the entire Group were ten A/C. Five men were wounded, but none were from our Squadron.

The fighter support was good except for the time during which our losses were sustained. We had only a few P-51s at that time which were badly outnumbered by the reliably estimated 150 ME 109s encountered. The only AA fire on our squadron was at the French coast, and moderate to intense accurate and tracking fire at the target.

25

NANCY, FRANCE - The mission today was to the German training base at Essay A/F near Nancy, with intent to destroy the field installations and A/C. Fair results were obtained in spite of the 9/10ths cloud cover and disorganization of the formation at the bomb run. The 306th was flying high group in the 40th CBW. The lead group changed course on the bomb run and passed directly under the 306th at the time when bombs should have been away. Four A/C and one in the high did drop their bombs, and they are

APRIL (con't)

thought to have hit on the airfield. On a second run the cloud cover was 10/10ths and no bombs were dropped.

The 367th had only two ships on this mission. They were spares that filled in as #5 in the lead squadron and #6 in the high squadron, which were left blank by aborts. Neither of our A/C bombed. The pilots were Lts. Louis F. Matichka and Ben H. Peters. No E/A were seen and only meager, inaccurate flak was at the coast. None of the 306th A/C suffered damage and all returned.

26

BRUNSWICK - Today's mission was to Brunswick, with Lt. Col. George Buckey, 367th commander, leading the Group and the 40th Combat Wing. He completed his tour with this mission. Take off was before dawn, on instruments, at 0536 hours. Our Squadron was flying high squadron for the 306th and was led by Lt. Henry E. Hanson.

On takeoff, Lt. Donald J. Schaefer's #1 engine stopped and the plane stalled out and crashed about a mile and a half from the field. The plane completely disintegrated and burned, killing everyone aboard except Sgt. George S. Littlefield, the tail gunner, who was operating the Aldis lamp to warn other A/C of their position. This was the only part of the plane not consumed by the fire. This ship was loaded with nickels, and consequently there was no large explosion. Although seriously injured, Sgt. Littlefield is expected to recover. Other members of Lt. Schaefer's crew were: Lts. Floyd D. Henry, Willard A. Transeth, and Roy A. McKinney; and Sgts. Charles E. Weller, Sheldon H. Kinberg, John W. Byrd, D. M. Minter, Jr., and John C. Simons.

The cloud cover was 10/10ths at the target and bombing was PFF. No E/A were seen and flak at the target was inaccurate. At Dummer Lake, flak was described as moderate and accurate. All planes returned with no crew members injured.

Other 367th pilots were Lts. Louis F. Matichka, Ben H. Peters, Ralph B. Malsom and Bernard J. McGuire.

27

NOBALL, FRANCE - Today sets a new precedent and another "first" has been passed. Today, for the first time, two mission were run by the 8th AF in a single day. The 367th participated in both.

The first mission was on a Noball target in Northern France. Our Squadron flew five A/C in the high squadron of the 306th, and was led by Lt. Henry E. Hanson. Other pilots were Lts. Perry Raster, Louis F. Matichka, Ralph B. Malsom and Edward W. Magee.

The weather was good and our bombs fell with possibly good results. About one fourth of our bombs were on target and the remainder fell short.

APRIL (con't)

NANCY, FRANCE - This was the second mission of the day, and extraordinarily good results were obtained. The object was the destruction of the airdrome facilities at Essay A/D near Nancy. Lt. Carl Grending led the 306th Group, which was flying low group for the CBW. Lt. Perry Raster flew as copilot and the rest of the lead squadron was made up of 367th A/C. Our other pilots were Lts. Louis Matichka, Alfred D. Hawley, Arthur W. Mack, Ralph B. Malsom, and Darwin A. Smith. Lt. Edward W. Magee was a spare and returned.

28 AVORD A/F, FRANCE - The 306th had only six A/C in the high squadron of the lead composite group, and furnished three spares, all of which returned early. No crews from the 367th participated in this mission. The bombing results were very good, the MPI being well hit. No E/A were seen and no flak damage was incurred.

29 BERLIN - Again, our squadron stood down, and a very lucky break on this one. Bombing was PFF through broken clouds. Photos place the formation about four miles southwest of the Air Ministry at the time of bomb release.

No E/A attacked our Group, and flak at the target was moderate to intense. Crews report that they came over every AA gun in Germany on the way. Lt. Warren Lutz, 368th, received a direct AA hit near Magdeburg. His right wing caught fire and ship rolled over and exploded. No chutes were seen. Of the other 14 A/C on the mission, all but one received flak damage. Two spares and two aborts returned early. None of the returning crew members were injured.

30 LYONS A/F, FRANCE - The mission today was a 367th solo as the 306th furnished only seven A/C to fly low squadron in the high composite group of the 41st CBW, and all crews were from our Squadron. The assignment was the destruction of the airfield facilities near Lyons.

Weather was good throughout the trip, and the few scattered clouds at the target did not interfere with bombing. It was exceptionally good. Crew members report seeing whole hangers rising into the air when hit by 1000 pound bombs. The section of the target assigned to the high group was completely destroyed, all bombs falling in a close pattern directly on the MPI.

No flak was observed but there were two attacks by E/A, the first came at 0916 and only one pass was made. Our fighters engaged the enemy immediately and drove them off. At 1155 on the way home, the enemy took advantage of a brief absence of our support to attack again. Our fighters arrived very promptly and drove the E/A off. During this last attack our gunners got in some good shots. S/Sgt. John E. Corcoran was credited with an ME 109 destroyed, and S/Sgt. Elvin L. Sexton with a damaged. Both were with Lt. Ralph B. Malsom's crew.

APRIL (con't)

Other pilots from our Squadron were Lts. Henry E. Hanson, Edward Magee, Bernard J. McGuire, Darwin R. Smith and Ben H. Peters.

PROMOTIONS:

1st Lt. to Captain - Ewald Jenon

2nd Lt. to 1st Lt. -

Henry E. Hanson

Ralph B. Malsom

Ben H. Peters

Wilbur B. Butterfield

William E. Pleasant

Phil E. Griswold

Joseph C. F. Fowler

Ragnar E. Gustafson

Marion J. Northway

Henry E. Legowski

William J. Pitblado

Daniel L. Speelman

DECORATIONS:

1st Lt. Ernest H. Weiner

1st Lt. James D. Welch

S/Sgt. Emil W. Kristof

S/Sgt. Porfirio J. Marquez

S/Sgt. Robert E. Weber

Sgt. Edward F. McGlinchy

Sgt. Ray Osborne

Sgt. Herman Shore

DFC

Purple Heart

DFC

DFC

Purple Heart olc

Purple Heart

Purple Heart

Purple Heart

COMPLETED TOUR:

Lt. Col. George Buckey

1st Lt. Ernest H. Wiener

Lt. Col. George Buckey was appointed C.O. of this Squadron 12 August 1943, and served in that capacity until 2 May 1944. The Squadron has fared well under his able leadership and inspite of many tough breaks he succeeded in keeping morale high through his personal interest shown in every man under his command. He will be missed by everyone that has served under him.

MAY

1

ABANDONED - Our Squadron, led by 1st Lt. Ralph B. Malsom, flew high squadron for the 306th, which was low group of the 40th CBW. Other 367th pilots were Lts. Darvin A. Smith, Edwin H. Jacobs, Alfred D. Hawley, Ben H. Peters, Bernard J. McGuire, and Edward W. Magee, who was forced to turn back.

The takeoff was made and the formation completed under difficult weather conditions and proceeded to the target area--Calais. Cloud cover reached 10/10ths in three layers that extended up to 26,000 feet, making it impossible to find the target. The CBW leader decided to abandon ops, and all planes returned without dropping their bombs. No E/A or flak was seen on the entire mission. Sgt. Richard W. Russell received a slight wound from .50 cal fire near the French coast.

RHEIMS, FRANCE - Today was another doubleheader, with this second mission going after marshalling yards and locomotive sheds at Rheims, France. The route was good and the bombing visual with good results reported. No E/A were seen and flak damage was also minor. All planes returned to base with no casualties. Only seven A/C were used, all from the 368th, and led by Capt. Russell S. Lund.

4

BERLIN - The 306th furnished 18 A/C to form the low group of the 40th CBW. Our squadron flew high squadron, with 1st Lt. Ralph B. Malsom leading. Other 367th pilots were Lts. Darvin A. Smith, Louis F. Matichka, Bernard J. McGuire, Edwin H. Jacobs and Edward W. Magee. Lt. Ben H. Peters, flying spare, found no aborts and returned as briefed.

The CBW was unable to stay in formation after leaving the English coast because of weather conditions. The groups became separated and were unable to rejoin. At 0647E the mission was recalled; however, the crews were given mission credit on this operation. No E/A were seen and our fighter support was continuous over enemy territory. Moderate, inaccurate flak was encountered over the Dutch coast on the way in. No A/C received battle damage.

7

BERLIN - Today we were back at the Big B on a PFF mission. The 306th flew low group and high squadron of the high composite group. The 367th flew high squadron in the 306th Group, with Lt. Ralph B. Malsom leading the squadron. The route was over 9/10ths to 10/10ths cloud covered all the way to the target, and our bomb strikes were unobserved; but the lead navigator and bombardier estimated that our bombs were released near the center of Berlin by the identification of a lake seen through a hole in the clouds. Lt. Bernard J. McGuire's plane was hit by flak over the target and an engine was knocked out. After this he was unable to keep up with the formation. Thirty minutes later he was picked up by 12 P-47s and escorted back to friendly territory. The Group saw no

MAY (con't)

E/A, and Lt. Darvin A. Smith's plane was the only one suffering severe flak damage. All ships returned to base with no casualties. Other pilots from our Squadron were Lts. Louis F. Matichka, Alfred D. Hawley and Edwin H. Jacobs. Lt. Ben H. Peters flew as spare and returned early as there were no aborts.

8

BERLIN - Today we gave Big B more of yesterday's medicine. The 306th flew the low group and the lead and low squadrons of the high composite group of the 40th CBW. Capt. Carl Grending of the 368th led the low group and our Squadron flew the remaining five planes in the lead squadron plus the lead element of the low squadron of the high composite group. Take off and assembly were accomplished all right, but when the climb was started our low group had trouble keeping up with the formation and four ships had to jettison their bombs to hold their places. At 1042 hours Lt. Richard Lambert, 369th, who was flying wide in the #6 position of the lead squadron, high composite group, moved to the left to avoid prop wash that was giving him trouble, and his plane came down on top of Lt. Edwin H. Jacobs' A/C in the #2 position of the low squadron, who was also flying wide to avoid prop wash. Lt. Lambert's A/C seemed to loop around Lt. Jacobs, cutting off his tail section. Lt. Edwin C. Schlecht's plane, flying in the hole, was hit on the wing and went down out of control. Heavy, persistent contrails prevented close observation and only one chute was reported. It is not known from which A/C it came.

Men from our squadron flying with Lt. Jacobs were Lts. Carl M. Miller, George H. Grace and Ira B. Ogden; S/Sgts. Robert J. Grofenberg, Robert J. Klein; Sgts. Jesus M. Salas, Robert H. Bolin, Henry R. Wehrmann, and Edward A. Getzewich.

Lt. Louis F. Matichka was seen just after bombs away and then left the formation for no apparent reason, and was not seen again. It has since been reported that he crashed off the coast of Sweden and was picked up with his entire crew by a Swedish vessel and is now interned in that country. His crew included Lts. Willis S. Nelson, Walter D. Morris and William D. Stevens; T/Sgts. Robert B. Goodwin and Robert T. Morris; S/Sgts. Warren H. Johnson, John F. Watt, Forest B. Buford and Jesse P. Watts.

Lt. Darvin A. Smith fell behind at the start of the climb, re-joined the formation for a while, then fell behind again and has not been heard from since. His crew members were Lts. Arturo E. Camosy, Claude R. Hawkins and Anthony J. Laura; S/Sgts. Jack W. Childers and Eugene E. Wright, and Sgts. Maynard M. Miller, George E. Kriekhaus, William D. Holder and Robert P. Granberg.

The cloud cover built up to 10/10ths at 10° E. and was solid from there to the target. The bombing was PFF and no results were observed, but a good pattern is believed to have been ob-

MAY (con't)

served, but a good pattern is believed to have been obtained. No E/A were encountered and the flak barrage over the target was low on this CBW. A few bursts were reported in the Dummer Lake area. Of our five ships returning to the base, two reported severe flak damage. No personnel were injured.

Other pilots flying for the 367th on this mission were Lts. Edward Magee, Ralph B. Malsom, Talmadge G. McDonough, Bernard J. McGuire and Alfred D. Hawley.

9

THIONVILLE, FRANCE - The 306th flew lead group in the 40th CBW. The mission was very successful with excellent bombing results. No flak at the target and no E/A were seen. All A/C returned. The 367th furnished two spares flown by Lts. Joseph W. Pedersen and Talmadge G. McDonough, both of whom, finding no aborts, returned to the base as briefed.

11

SAARBRUCKEN - Today's mission was the destruction of the marshaling yards at Saarbrucken, Germany. The weather was clear at the target, but an exceptionally heavy ground haze made it impossible for the bombardier to see the aiming point through the bomb sight and even though the lead and low groups made a second run, the results were poor. The 306th flew 18 A/C in the low group and six A/C in the high squadron of the high composite group of the 40th CBW, with the 367th flying low squadron, low group.

The trip to the target was uneventful, but on the first run Lts. W. D. Wills and E. J. Wagner were hit by flak and forced from the formation. Lt. Wills, 369th, was last seen going down under control with an engine smoking. Lt. Wagner lost his #4 engine and half of his oxygen system. The ship then began to lose altitude rapidly so the bombs were salvoed to lighten the load. He then joined another group and started for the French coast, but was unable to keep up and lost that formation. Four P-51s picked him up and were escorting him back when #1 engine ran out of gas. Just before reaching the French coast #3 engine stopped. At this time four more P-51s joined the escort. It was impossible to maintain this altitude with only one engine and everything that was not tied down was thrown into the Channel. Even so, the plane came down from 18,000 feet to 6,000 feet at the English Coast near Dover. While trying to come in the barrage balloon squeakers were heard, and a 360° turn was necessary to keep from hitting the balloons. The landing was finally made at Manston, just as #2 engine caught fire. The crew was picked up by Lt. Col. Robert C. Williams the next day and flown back to base. Lt. Wagner certainly distinguished himself as being able to keep a cool head and a steady hand when the chips were down by bringing his ship with its whole crew to safety under adverse conditions.

The rest of the squadron returned with the Group to base. Fighter support to the target was good, but a gap came just afterwards. For-

MAY (con't)

tunately, no E/A were encountered. Flak at the target, though moderate, was extremely accurate and every ship from our squadron suffered severe damage. We were fortunate in having no personnel casualties. Other pilots from our Squadron were: Lts. Henry E. Hanson, leading, Ben H. Peters, Joseph W. Pedersen, Bernard J. McGuire and William R. Allen. Lts. Alfred D. Hawley and Talmadge G. McDonough flew spares, and with no aborts, returned to base as briefed.

12

MERSEBERG, GERMANY - The 306th Group flew 18 A/C as the high group in the 41st "B" Combat Wing and six A/C as the high squadron, high group, 40th CBW. The 367th flew as high squadron of the high group, 41st CBW. Lt. Henry E. Hanson led. Other pilots for the 367th were Lts. William R. Allen, Talmadge G. McDonough, Bernard J. McGuire, Alfred D. Hawley, and Ben H. Peters. Lt. Joseph W. Pedersen, flying spare, filled an abort in the low squadron for the mission.

Weather was hazy at the target and in spite of this bombing was reported as excellent. The group with which we were flying was interfered with by another group and necessitated a bomb run different than briefed and on a different MPI. Ball turret and tail gunners reported a good pattern completely covering the new area. Flak was meager and inaccurate and no E/A were seen. All crews returned safely.

13

STETTIN - The 306th led the 40th "A" CBW, with the 367th as lead squadron. Lt. Col. William S. Raper, Group deputy commander, was leading in a PFF ship and Capt. Russell Lund, also in a PFF, was in the second position. Before the primary was reached cloud cover became so great that it was decided to go to Stettin, the briefed PFF target. Although almost completely overcast, photographs were obtained that definitely identified the target and show a good concentration of bombs in the city. Flak at the target was extremely accurate and fairly intense.

Lt. Henry E. Hansen received his in the left wing which did not cause any immediate trouble. However, #2 engine ran out of oil just off the west coast of Denmark, but the remaining three kept the plane in formation. One hour and a half off the English coast #3 engine died and the crew then jettisoned all unnecessary equipment to lighten the ship. Sixty miles off the coast the remaining two engines began to give trouble, so Lt. Hansen called to the Group leader that he was going to ditch. An SOS was sent out, and the position was sent to Air Sea Rescue. The Group leader sent a plane to cover the ditching and to circle until help could arrive.

The last two engines quit and made a dead stick landing necessary. Lt. Hansen headed into the wind and dropped the tail in to kill speed before settling into the water. The crew had all gone to the radio room, except the pilot and copilot, and no one was hurt ex-

MAY (con't)

cept for the navigator who bruised his back. Everyone was out of the plane in less than a minute. Six men were able to get in the one good dinghy, and three men had to stay in the water and hang on. The circling plane kept contact with Air Sea Rescue until a British launch came to pick up the men and return them to its base. En route they were given warm and warming drinks, vigorous rub downs, and wrapped in heavy blankets. No one suffered any ill effects. Hanson's crew members were Lts. Edward W. Locke, Vincent J. Kiely, George W. Clements, T/Sgt. Robert L. Maxwell, S/Sgts. Clarence A. O'Malley, Donald F. Urban, John T. Hamilton and Dominic M. Bloise.

The Group was not attacked by fighters, but saw the CBW following hit by about 30 A/C. All planes, except for Lt. Hanson's, returned to base and with no casualties. Other 367th A/C were flown by Lts. Ben H. Peters, Joseph W. Pedersen and Talmadge G. McDonough.

19

BERLIN - The 306th flew low group in the 40th CBW and was led by Lt. Perry E. Raster in the only ship furnished by the 367th on this mission. The takeoff and group assembly was good, but there was a good bit of delay in the formation of the CBW, the 92nd Group did not make rendezvous until over enemy territory. From here on the route was as briefed. The target was bombed by PFF through broken clouds and pictures showed bomb bursts on factory-like buildings. Flak at the target was low and inaccurate, except for one time when this Group caught flak aimed at the lead group. No E/A were seen and our escort was good, with only one break of about 13 minutes just after the IP. All ships returned safely.

20

ORLY, FRANCE - The 306th flew 24 A/C to form the lead and low Groups of the 40th "A" CBW, with 12 A/C making up each group. Our squadron flew six A/C as low squadron of the lead group and was led by Capt. Arthur W. Mack. The rendezvous was satisfactory and the route to the target flown as briefed. Ground haze made the target a bit hard to pick up through the bomb sight, but bombing was accurate with a good concentration on both A/C and hangars. No E/A were seen and our fighter cover was good. The only flak was at the target, and this was low and meager. All A/C returned safely with no casualties. Other 367th pilots and crews were: Lts. Alfred D. Hawley, Francis M. McCullagh, Bernard J. McGuire, Edward J. Magner and Joseph W. Pedersen.

22

KIEL, GERMANY - The 306th flew 12 A/C as the low group and six A/C as lead and high elements of the high composite group, 40th CBW. Our squadron flew the #2 and 3 positions of the lead element, and the high element of the high composite group, which led by Capt. Carl N. Grending, 368th. 367th pilots and crews were: Capt. Richard J. Somerville, deputy group leader, and Lts. Alfred D. Hawley, Edward W. Magee, Edward J. Magner and Talmadge G. McDonough. Lts. Bernard J. McGuire and Joseph W. Pedersen were spares and returned as briefed.

MAY (con't)

23 METZ, FRANCE - The 306th flew 12 A/C as low group and nine A/C in the high composite group in the 40th "A" CBW. Our Squadron flew the lead and high elements in the low group with Lt. Perry E. Raster as group leader. Lt. Alfred D. Hawley flew in the #6 position of the low squadron, high composite group. Other 367th pilots were Lts. Ralph B. Malsom, Joseph W. Pedersen, Edward W. Magee and George S. Mapes. Lt. Edward J. Magner flew spare, but returned early as briefed.

The trip to the target area was good, and our fighters met us inside the French coast and gave close support over the target. The bombing was done on PFF through 10/10ths cloud cover with unobserved results, but are estimated to have fallen southeast of Metz. No E/A were seen, and only four bursts of flak were seen. One of these bursts broke the plexiglas nose of Lt. William R. Allen's plane, and Lt. Charles J. Crunican, navigator, received a slight injury to a hand. Lt. Nelson R. Troup, 423rd, left the formation at 0830 hours with engine trouble. He was taken to an A/D near the English coast where he attempted to land, then pulled up to go around. The plane stalled out and crashed, killing five crew members and seriously injuring four. All other A/C returned safely.

24 BERLIN - The 306th flew lead group of the 40th CBW with 16 A/C plus two PFF and six A/C as the high squadron of the high composite group. Lt. Col. Robert C. Williams and Lt. P. E. Raster flew the PFF ships. (No listing of pilots on this mission has been located.)

The trip to the target was over the northern route. Lt. Francis H. Bennett, 369th, was hit near the enemy coast by a lucky flak burst and forced from the formation with a feathered engine. He dropped his bombs on what was estimated by DR to be Hamburg and then returned to base.

Lt. Robert H. Ehrler, 368th, received a flak burst in the tail just after bombs away that tore his elevators to shreds and threw the A/C over on its back. He then went down in a flat spin with all engines still functioning, but it seemed that he was unable to regain control of the ship. Two chutes were seen before the A/C disappeared into the clouds at app. 18,000 feet.

The bombing was PFF but breaks in the clouds put the location of bombs away over the center of the city. AA fire on this CBW over Berlin was reported to be somewhat less intense than had been experienced in the past. Other CBWs received their full measure. The 40th CBW received no fighter attacks, but the CBW ahead was under heavy attack by E/A. Our fighter support was good with no gaps.

25 THIONVILLE, FRANCE - Our target for today was the marshalling yards at Thionville, and from all reports and strike photos Jerry couldn't get a handcar through there now. The mission was as near perfect as

MAY (con't)

one could hope to find. There was no flak and no E/A encountered along the entire route. Our fighters joined us about five miles off the enemy coast and gave close continuous support all the way to and from the target. The 306th flew 12 A/C as the low group in the 40th CBW. The following pilots were from the 367th: Lt. Ralph B. Malsom led the high element, low group, and Lt. Henry E. Hanson led the low squadron, high group; Lts. Joseph W. Pedersen, Bernard J. McGuire, Alfred D. Hawley, George J. Mapes, Frank M. McCullagh, Edward J. Magner. McGuire landed at Manston due to a malfunction of the electrical system, causing a fire. No one was injured.

27

MANNHEIM, GERMANY - The destruction of the marshalling yards was the purpose of this mission, and good results were obtained. The 306th flew 18 A/C as the lead group of the 40th CBW, and two spares. Our squadron flew the numbers 3, 4, 5, and 6 positions of the lead squadron, and Lts. Edward J. Magner and George J. Mapes flew as spares. Lt. Magner filled in for Lt. Kenneth Yass, 423rd, who aborted because of supercharger trouble. No E/A were seen and our fighters, though picked up a bit late, gave continuous and close support. AA was seen only at the target, and our bomb run permitted our planes to turn off before reaching the flak area. The target was covered with smoke by the time our group came over the target, and our bombs fell south of the aiming point and possibly on the tracks and to their north. All ships returned to base with no injuries. Other 367th pilots were Lts. Alfred D. Hawley, Bernard J. McGuire, Frank M. McCullagh and Talmadge G. McDonough,

FECAMP, FRANCE - Ten A/C of the 306th and two PFF ships flew lead and low squadrons of the 40th CBW. The target was a coastal defense battery on the invasion coast and was bombed PFF even though the visibility was good. The results were very poor as the bombs fell in the sea about a mile and a quarter from the target. No flak or E/A were seen and our support consisted of eight P-47s. The target was only 1,000 yards into enemy territory. All A/C returned undamaged. Lts. Ben H. Peters and Joseph W. Peterson of the 306th flew #4 and #5 positions in the low squadron.

28

RUHLAND - The 306th flew 16 A/C plus two PFF as the lead group and 18 A/C plus two PFF as the lead group, and 18 A/C as the high group of the 40th "B" CBW. The 367th flew low squadron, lead group with Lt. Ralph B. Malsom leading, and the numbers 4, 5 and 6 positions of the high squadron, low group. Lt. Frank M. McCullagh flew spare and finding no aborts, returned to base. The route to the IP was flown as briefed, and as the formation was turning on to the bomb run a malfunction occurred when the CBW leader opened his bomb bay doors causing most of his bombs, including two smoke bombs, to go away. Most of the lead and low groups dropped on him at this time. The run was continued and the lead dropped the remainder of his bombs squarely on the briefed MPI. The bombs dropped on the mal-

MAY (con't)

function fell in a field. The only flak on this group came from Meissen and was very accurate, damaging 15 of the 306th A/C. Lt. Robert Hallquist, 423rd, was hit in the foot, but the wound was reported as not serious. No E/A were seen, and our fighter support was good except for a 15-minute gap at the target. Lt. Malsom was forced to turn back because of a mechanical malfunction and dropped his bombs in the vicinity of Meppen. Others flying for the 306th were Lts. Alfred D. Hawley, Talmadge G. McDonough, Ben H. Peters, William M. Wood, George J. Mapes, Bernard J. McGuire, Williams H. McNeil and Edward J. Magner.

29

COTTBUS - The 306th flew high group in the 40th CBW, with the 367th flying high squadron and Lt. Ralph B. Malsom leading. Our route took us straight in toward Berlin almost to 12° E. and here we broke away to the southeast to come around the city and attack the target, which lies southeast of Berlin. Our target was the hangers and A/D installations at Cottbus. This field has been turning out FW 200s, but had recently changed over to the production of FW 190s. The weather was CAVU over the continent and the route to the target was flown without incident. The bombing was excellent, and strike photos showed all three aiming points well hit with good close patterns. Large columns of smoke and flame were observed. Our fighter support was late at the coast, but was good from there to the IP. A gap, with the exception of a few P-51s, occurred just after the target and lasted for about two hours and 15 minutes; between 1315 and 1335 hours we were subject to attack by FW 190s and a few T/E fighters. One B-17 from the low squadron was knocked down. The few P-51s that were present finally drove them off. No 306th ships were lost, and we were picked up at the Danish coast and escorted home. We received no flak at the target; however, moderate tracking accurate flak damaged two A/C from our squadron and a total of seven for the Group along the route. No personnel were injured. Pilots for the 367th were Lts. Frank M. McCullagh, Ben H. Peters, Alfred D. Hawley, William M. Wood and Edward J. Magner. Lt. Williams H. McNeil flew spare, but due to a late takeoff was unable to catch the formation.

31

LIEGE, BELGIUM - Today the 306th flew the entire 40th CBW, furnishing three groups of 12 A/C each. Our Squadron flew nine A/C in the low group, with Lt. Perry E. Raster leading. Other 367th pilots were Lts. Frank M. McCullagh, Alfred D. Hawley, Charles M. Tell, William M. Wood, Bernard J. McGuire, William R. Allen, W. Bradley Butterfield, Lt. Edward W. Locke flew spare and returned early.

Weather conditions after reaching the continent made formation flying very difficult as there was a solid cloud layer up to 20,000 feet, towering to 25,000 feet in places and accompanied by a strong haze. Col. George L. Robinson, Group C.O., who was leading the CBW, decided to bomb the last resort, and the route was changed to carry the formation to Liege. Here the high group did accurate bombing, but the lead and low groups were unable to drop. The formation then

MAY (con't)

proceeded to try and locate another target, but increasingly poor weather conditions made bombing impossible, and the formation returned to base without dropping. Our fighters picked us up before reaching the enemy coast and gave close support at all times while over enemy territory. No E/A were seen. Lt. Ralph B. Malsom had #3 and #4 engines knocked out over the target and was forced to leave the formation. Fighters escorted him until he was forced to go into the clouds because of losing altitude. He landed at Manston. No crew members were injured. Moderate, accurate tracking flak was met at the target and over Brussels, and seven 367th planes were damaged.

This month under the leadership of Lt. Col. Robert C. Williams, our new commanding officer, the squadron has flown more missions than in any previous month in its history. Of the 20 missions flown by the Group, our Squadron was represented in 18 of them. This represents more missions than the Group had flown in any one month, 16 being the high mark before.

Enemy aircraft opposition was much lower this month than during any previous month. This is well borne out by the fact that this group did not lose a single A/C to enemy fighters. Our long months of constant pounding are now showing the desired results and the GAF lacks a lot of having its old time sting.

The following men completed their missions during the month: Capt. George D. Bennett, Capt. Arthur W. Mack, Capt. Richard J. Somerville, Lt. John M. Carella, Lt. Avrum H. Rothenberg, Lt. James D. Welch and S/Sgt. Richard K. Tulley.

The following awards were made:

Capt. Arthur W. Mack, DFC	Lt. Paul V. Osburn, DFC
Lt. John M. Carella, DFC	Lt. A. H. Rothenberg, DFC
Lt. Henry E. Hanson, DFC	T/Sgt. Arthur S. Cruff, DFC
Lt. Glenn L. Feltz, DFC	S/Sgt. Durwood F. Offord, DFC
Lt. Edward D. Magee, DFC	Sgt. Charles G. Smith, DFC

Purple Heart - Sgt. Winston W. Burroughs

Those officers receiving promotions were:

Capt. to Major - Dinwiddie Fuhrmeister
2nd Lt to 1st Lt - Daniel L. Speelman, William G. Pitblado,
Henry R. Legowski, and Marion J. Northway

Capt. Ronald F. McCormick was transferred and Lt. Donald L. Giles was named as squadron adjutant.

JUNE

2

ST. CECILY - Today's first mission was against a tactical target on the Franch coast. The 306th flew 17 a/c plus one PFF as the low group and 10 a/c plus one PFF in the high composite group with the 92nd Bomb Group. Our squadron did not go on this mission. The bombing was through 10/10ths undercast and no results were observed. No flak or E/A were encountered during the mission, and all planes returned safely. Fighter support was furnished by P-38s assigned to cover the area.

MASS-PALAISEAU - This mission was destroy the railway bridge and marshalling yards at Mass-Palaiseau. The 306th flew 12 a/c as the low group and three a/c as the low element of the high composite group. Our squadron flew the entire low group and was led by Lt. Perry E. Raster. Other 367th pilots were Lts. Bernard J. McGuire, Virgil W. Dingman, W. Bradley Butterfield, William R. Allen, Edward J. Magner, Talmadge G. McDonough, Edward W. Locke, George J. Mapes, Ben H. Peters, William M. Wood and Charles M. Tell.

3

ST. CECILY - This was a repeat performance of yesterday's first mission, to destroy a heavy gun emplacement on the French coast. The 306th sent two groups of 12 a/c each. Our squadron did not fly on this mission. No flak or E/A were encountered and all our planes returned safely to the base. The bombing was through 10/10ths clouds and the crews believed they did a good job as PFF equipment was working well. Photos show our bombs falling in a good pattern.

4

EQUIHEN - Today we continued to pound Germany's Atlantic Wall by striking at a coastal gun emplacement. The 306th sent one 12-plane group, and our squadron flew high and low elements. Lt. William R. Allen was forced to abort because his a/c would not climb high enough to the rendezvous altitude. Lt. Virgil W. Dingman of our squadron filled in for him.

The bomb run started on PFF, but the coast line became visible through a break in the clouds, and the bombardier was able to use his bombsight to make a visual run. The results of our bombing do not show on our photos, but they identify the area. Reports from the crews state that our first strikes were along the beach and then walked inland with possibly good results. No E/A or flak was encountered, but one friendly fighter was seen. All our a/c returned safely. Other pilots for the 367th were Lts. Talmadge G. McDonough, George J. Mapes, Williams H. McNeil, Ben H. Peters and William M. Wood.

6

ARROMANCHES - This was the mission that everyone wanted and had waited for. Today we were to operate in direct support of ground troops on French soil. From this day forward the second front is

JUNE (con't)

a reality instead of just a gleam in the general's eye. The 306th flew three missions during the day and the assignment on this, the first, was to destroy a 105 mm howitzer installation about a mile inland and near the town of Arromanches; also a defended area near Anselles. Our squadron was with the group assigned to the defended area and sent six a/c as the high squadron of the lead group, led by Lt. Perry E. Raster.

The bombing was PFF and no results were observed. It is felt a good pattern resulted as all bombardiers dropped together. The whole route was obscured by 10/10ths clouds, and all crews were disappointed in not being able to see the ground forces making their landing.

No flak was encountered, and the Luftwaffe was conspicuous in its absence at a time when everyone expected it to make an all out effort. All planes returned safely. Other pilots for the 367th were: Lts. Joseph W. Pedersen, Talmadge G. McDonough, William M. Wood, Williams H. McNeil and Edward J. Magner.

CAEN - This, the second D-Day mission, was aimed at the German communications center of Caen. The 306th flew 12 a/c that followed the 92nd BG over the target. The 367th furnished six a/c which flew numbers 4, 5 and 6 positions of the lead element plus the high element of the formation. This group did not have a PFF ship and was unable to bomb because the entire area was covered by 10/10ths undercast. All planes returned with their bombs. No flak or fighters were encountered on the mission. There was excellent area support by our fighters. Pilots from the 367th were: Lts. Charles M. Tell, Ben H. Peters, Edward W. Locke, William R. Allen, George J. Mapes and W. Bradley Butterfield.

THURY-HARCOURT - This group dispatched 36 a/c to form the 40th B CBW. Our squadron flew all positions of the lead squadron, lead group, except the lead a/c. Lt. Talmadge G. McDonough of our squadron led the high element of the high group. Our target was the lines of communication in the town of Thury-Harcourt. The assembly was made under the most adverse weather conditions and all the 306th planes never made this join up. The high group never found the lead and low groups and went on to bomb with planes from other fields. The lead and low groups were never completed, and even so some of the positions were filled by a/c from other bases. The target was bombed PFF with unobserved results by the lead and low groups. Lt. McDonough bombed with the high group, lead squadron, PFF, with unobserved results.

No flak or enemy a/c were seen, and all of our planes returned safely. On this mission there were clear areas and the crews reported seeing a great many fires on land. The sea was said to be filled with ships and landing craft. Other 367th pilots were: Lts. Joseph W. Pedersen, William M. Wood, Edward J. Magner, Williams H. McNeil and Virgil W. Dingman.

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- 8 RENNES/ST. JACQUES A/D - The purpose of this mission was the destruction of the runway and hangars on the St. Jacques A/D near Rennes, France. The 306th flew the lead and low groups of 18 a/c each in the 40th A CBW. Our squadron flew the spare a/c only: Lt. William M. Wood with the low, Lt. Edward W. Locke with the high, and Lts. George J. Mapes and Charles M. Tell the low group. Lt. Wood filled in the lead group when Lt. Gwynn Boswell had to abort. All other spares returned to base as briefed. The lead group was unable to comb because of cloud cover. The low group dropped its bombs about 1500 yards from the runway. Meager, inaccurate flak was encountered at the target. No E/A were seen and all a/c returned safely.
- 11 ILLIERS L'EVEQUE - The 306th flew 36 a/c as the 40th B CBW and 12 a/c as the high group of the 40th C CBW. Our squadron, led by Lt. Col. Robert C. Williams, flew lead squadron. Lt. Perry E. Raster flew the lead a/c for the low group of the 40th B CBW. The 40th B CBW was forced to climb to 20,000 feet to get above the weather before proceeding to the target where the cloud cover was 10/10ths with tops up to 19-20,000 feet. At the time when the bombs should have been dropped other CBWs were feared below and the air commander was afraid to drop his bombs for fear of hitting the friendly a/c. The formation returned all of its bombs. The 40th C CBW did not bomb their target because the lead group did not drop, and the CBW leader was the only a/c with the necessary equipment. They also returned their bombs.
- No fighters were seen and no flak was met on the entire trip. All a/c returned safely. Other pilots from the 367th were: Lts. Talmadge G. McDonough, Virgil W. Dingman, Edward J. Magner, Edward W. Locke, Williams H. McNeil, W. Bradley Butterfield, Charles M. Tell, George J. Mapes, Ben H. Peters, William M. Wood and William R. Allen.
- 12 LILLE/VENDEVILLE A/D - The 306th flew 36 a/c as the 40th B CBW, and 12 a/c as the lead group of the 40th C CBW. Our squadron flew low group of the 40th B CBW and was led by Lt. Perry E. Raster. The target was the Vendeville A/F, just south of Lille, France. The squadron's bombs covered the dispersal areas at the northeast corner of the field with a well-placed pattern. The lead group hit near the center of the field, covering about half of its area. The high group made three runs before clouds moved away so that the target was visible, and then it was not possible to observe their strikes.
- The control point at the Dutch coast was overshot due to high winds and our formation passed just northwest of Antwerp. Here Jerry threw up a barrage and Lt. Edward J. Magner's a/c was hit by flak. Reports say that he then dropped his wheels and headed back toward England with an engine smoking. No chutes were observed and the

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plane appeared to be under control when last seen. However, it did not return.

Flying for the 367th were: Lts. Joseph E. Pedersen, Williams H. McNeil, Edward W. Locke, Virgil W. Dingman, Ben H. Peters, William R. Allen, William M. Wood, W. Bradley Butterfield, Charles M. Tell and George J. Mapes. Also, Lt. Talmadge G. McDonough flew as a spare, and finding no aborts returned.

14

BRETIGNY and ETAMPES - The 306th group sent 36 a/c as the 40th A CBW to bomb the enemy A/D at Bretigny, France, and 18 a/c as the lead and high squadrons of the composite group, 40th D, bombing the A/D at Etampes, France. Our squadron flew 12 a/c as the high group of the 40th A CBW and was led by Lt. Perry E. Raster.

367th pilots flying with the 40th A were Lts. Joseph W. Pedersen, William M. Wood, Virgil W. Dingman, William R. Allen, Charles M. Tell, W. Bradley Butterfield, Charles C. Wegener, Williams H. McNeil, Ben H. Peters, George J. Mapes and Daniel L. Speelman.

The 40th A bombed visually, and the lead and low groups hits their respective aiming points squarely. The high group's pattern was over, but a few of their early bursts hit the runway east of the lead group's MPI. The weather on the mission varied from 2/10ths to 10/10ths cloud on the way to the target, accompanied by heavy contrails and did not clear up until after the IP, then building back to 7/10ths on the way out. Moderate flak was encountered from the IP to beyond the target, and 11 out of 12 a/c from the lead group were damaged. Our fighters gave area support as briefed. No E/A were seen and all planes returned safely.

The 40th D, encountering the same weather conditions, bombed visually on the Etampes airfield. The lead squadron hit its MPI squarely and reports from the 92ndBG say that their pictures show the high group to be on its MPI. No flak or E/A were seen by this formation, and our fighters gave continuous support.

15

NANTES, FRANCE - The 306th Group sent 54 a/c to Nantes to destroy two railway bridges across the Loire River. 36 a/c formed the 40th A CBW and 12 a/c the low group, plus six a/c in the high composite group of the 40th D CBW. Our squadron flew all positions except lead a/c of the 40th A low, and three a/c in the 40th D high composite. Each CBW was assigned a bridge as an aiming point.

Our pictures for the low and high composite groups of the 40th B CBW show hits on the railway viaducts and on the northern end of the bridge. The lead and low groups of the 40th A CBW seem to have straddled the bridge while the high group seems to have laid 'em

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right on the money with almost certain hits.

The 40th A received very accurate flak at the target and Lt. Wilbur B. O'Brien of the 423rd was knocked out of formation. He was last seen on the deck with an engine smoking, but still under control. Three chutes were reported by one crew. In all, 25 of the 36 a/c were damaged.

The 40th D also received moderate flak, but less accurate than the 40th A, and only three a/c in this CBW were hit, two being from our squadron. No E/A were seen and area support was furnished by P-51s.

Pilots from the 367th were: Lts. Joseph W. Pedersen, Williams H. McNeil, Virgil W. Dingman, George J. Mapes, William M. Wood, Ben H. Peters, Milton M. Adam, Daniel L. Speelman, W. Bradley Butterfield, Charles M. Tell and William R. Allen with the 40th A CBW. Also, Lts. Talmadge G. McDonough, Charles C. Wegener and Edward W. Locke were with the 40th D.

17

NOYEN, FRANCE - Today's mission was a hurryup job, and due to the change at the last minute plus difficulty with weather conditions, the formation was never completed and seven a/c were never able to find the rest of the group and had to return to base. Several a/c bombed with other formations.

The 306th was supposed to fly lead and low groups, plus six a/c, in the high composite group of the 40th B CBW. The formation was never complete and had no low group; however, they proceeded to the primary target and found it covered by a 10/10ths under-cast. The PFF equipment was out and the leader was unable to communicate with the deputy to tell him to take over. A bridge at Noyen was chosen as a target of opportunity and bombed through a break in the clouds. Our pictures show bombs away, but at the time and place of bomb strikes our photos show only clouds.

The only flak on the group came at the coast going in. Here it was moderate but very accurate. Lt. Virgil W. Dingman was hit and forced to leave the formation. He was last seen southeast of Dieppe with his right wing on fire but still under control, and headed in the direction of the beachhead at Normandy. Five chutes were seen.

Lt. Joseph W. Pedersen was hit at the same time and feathered an engine shortly afterwards. He elected to stay with the formation though and went on to bomb the target. On the way out near LeMans an engine was observed on fire. The plane went into a short spin and dived into the clouds still spinning. Nine chutes were counted by several crews. The group observed no other flak during the entire trip, however, one of our aircraft flying with the 305th BG reported flak from Caen. No e/a were seen and P-51s gave close sup-

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port during the whole mission. We suffered no injuries among returning crewmen.

Other pilots for the 306th were: Lt. Col. Robert C. Williams, who led the mission, and Lts. Joseph P. Couris, Ben H. Peters, George J. Mapes, W. Bradley Butterfield, Charles C. Wegener, Daniel L. Speelman, Robert F. Cox, Talmadge G. McDonough, William M. Wood, Charles M. Tell, Cecil C. McKinney and Milton M. Adam, who was forced to abort being unable to find the formation.

18

HAMBURG, GERMANY - The 306th flew 36 a/c in two groups of 18 each, one being, the high group of the 40th A CBW and the other flew as high group of the 40th B CBW. Hamburg was the target for both CBWs. The 40th A bombed on PFF, but the 40th B was unable to drop its bombs because of a malfunction of equipment. It then cut short the next leg for a run on Nordholz A/D. The same trouble again prevented the lead from dropping. He was then too far behind to allow time for a second run, and this group returned to base with its bombs. Lt. Perry E. Raster flew the lead ship, and other a/c of our squadron made up the high squadron and the lead element of the low squadron.

Flak was described as much less intense than had previously been encountered over Hamburg with only seven a/c from the group being damaged. No E/A were seen, and P-51s and P-38s gave close support at all times. Other pilots from our squadron were Lts. W. Bradley Butterfield, George J. Mapes, Robert F. Cox, Harold W. Barrett, Milton M. Adam, Talmadge G. McDonough, Charles M. Tell and William R. Allen.

19

NOBALL - Fifty-four a/c of the 306th, as 40th C CBW were dispatched to bomb a Noball target in the Pas de Calais area. Our squadron sent thirteen A/C as the lead squadron, except for the lead ship, complete low squadron and numbers 1 and 2 positions of the high squadron in the lead group. The lead and low groups passed over the target but 10/10ths cloud cover prevented bombing. The high, seeing the weather conditions, turned back at the IP. All A/C returned to the base with their bombs except two that were loaded with "booby traps". These were jettisoned in the Channel. The CBW lead was hit by AA fire at the French coast on the way in by slight and accurate fire. No other craft were damaged. No E/A were seen. Other pilots and crews from our squadron were: Lts. Milton M. Adam, William R. Allen, Harold W. Barrett, W. Bradley Butterfield, Joseph P. Couris, Robert F. Cox, George J. Mapes, Talmadge G. McDonough, Williams H. McNeil, Charles M. Tell, Charles C. Wegener, and William M. Wood.

20

HAMBURG, GERMANY - The 306th flew lead, low and high groups, 18 each, to form the 40th B CBW. Our squadron sent 12 a/c as follows: lead squadron lead group, four a/c; low squadron lead group, six a/c

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with Lt. W. Bradley Butterfield leading; Lt. Perry E. Raster led the high group and Lt. Frank M. McCullagh flew #3 position in the high squadron, high group. The bombing was excellent. The lead group hit the marshalling yard and the low and high groups' bombs hit in one continuous pattern on their briefed MPI. Lead and high groups encountered intense, accurate flak while that meant for the low group was inaccurate. Nine of our 12 a/c were hit, but no personnel were injured. Lt. Derrill Latham's a/c was hit and went down in flames over the target, disintegrating at about 10,000 feet. Up to four chutes were reported. This was a 423rd crew. Enemy fighters were seen but did not attack our formation. Our support was picked up a bit late but was continuous from then on. Other pilots for our squadron were: Lts. Milton M. Adam, Talmadge G. McDonough, George J. Mapes, William R. Allen, Charles C. Wegener, Daniel L. Speelman, Charles M. Tell, Harold W. Barrett and Joseph P. Couris.

21

BERLIN - The 306th flew 54 a/c as the complete 40th A CBW. Our squadron flew planes in all three groups: Lts. William M. Wood, Joseph P. Couris and Charles C. Wegener flying #4, 5 and 6 positions of the lead group, high squadron; Lts. George J. Mapes, Daniel L. Speelman, Milton M. Adam and Charles M. Tell flying in the #2, 4, 5 and 6 positions of the high squadron, high group; Lt. Perry E. Raster led the low group with Lts. W. Bradley Butterfield, Williams H. McNeil, William R. Allen, Talmadge G. McDonough and Harold W. Barrett filling in the high squadron. The assembly was good and the northern route taken to the target, attacking from the East. Heavy clouds obscured the North Sea, but broke to generally clear before the target was reached. The bombing was visual, but dense contrails made it very difficult to pick up the aiming point and obscured the view at the time of bomb strikes. Photos locate some hits near Templehof A/D. Just before the target was reached Lt. Tell's a/c was straggling behind the formation a bit and was attacked by two FW 190s from 6 o'clock above. The tail and top turret both shot at him. Top turret's glass was hit by 20 mm and broken; the gunner, Sgt. Bernard E. Humiston, was uninjured and recovered to frame the E/A in his sights for a long burst. The FW nosed up and went into a dive, smoking, and then with flame pouring from it. At about 800 yards from 10 o'clock the enemy completely blew up. There was no other a/c in a position to fire on this fighter at the time. Sgt. Humiston has been awarded the Air Medal for a "destroyed". After this attack, Lt. Tell's left wing caught on fire, burned for some three to four minutes but went out. No members of the crew were injured. Tell was forced to land on a flat tire upon reaching base. Flak was very intense at the target and 26 a/c from the group were damaged. Lt. Adam of our squadron lost an engine over Berlin and then extinguished two external wing fires, before returning alone. He was covered by P-38s in the area and landed at Rackheath. This was a tough mission and we were fortunate in having all of our crews return.

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22

GHENT, BELGIUM - The 306th flew the 40th A CBW and the low group of the 40th B CBW. Our squadron flew the lead group of the 40th A with Lt. Perry E. Raster leading. Lt. Joseph P. Couris, spare, filled in the high group when Lt. Robert H. Horn had to abort because of mechanical failure. The trip to the target was flown as briefed and the only flak encountered was met at the enemy coast. Here three a/c in the low group were damaged, but all of our a/c came through unscathed. The bombing was excellent with all groups placing their bombs well in the marshalling yards and its environs. No E/A were seen and all planes returned safely, with no injuries. Others flying for the 367th were: Lts. Frank M. McCullagh, William R. Allen, Daniel L. Speelman, Harold W. Barrett, Robert F. Cox, Talmadge G. McDonough, Williams H. McNeil, Milton M. Adam, W. Bradley Butterfield, Charles C. Wegener, and George J. Mapes.

24

BREMEN - The 367th flew 11 a/c on this mission. Lt. Col. Robert C. Williams, our C.O., led the CBW. Six of our a/c flew high squadron, lead group, and four in the high squadron, low group. Lt. Joseph P. Couris flew spare and finding no aborts returned as briefed. Our bombing was done PFF, there being 10/10ths cloud cover except for an occasional hole. PRU's show that the Weser Flugzeugbau factory has suffered severe damage with 12 of the plant's 14 buildings being hit. Flak in the target area was mainly a low barrage with some tracking. The group had a total of seven a/c hit--all from the low group. We had excellent support and no E/A were encountered. Other pilots for the 367th were: Lts. Talmadge G. McDonough, Robert F. Cox, Charles C. Wegener, Charles M. Tell, John K. McAllister, Williams H. McNeil, Daniel L. Speelman, William R. Allen, Joseph P. Couris and Milton M. Adam.

25

JOIGNY R.R. BRIDGE - The 306th flew the complete 40th A CBW and the 40th C CBW high group. Our squadron, led by Lt. Perry E. Raster, flew the 40th A low. The mission was the destruction of the R.R. bridge at Joigny, France. Pictures show the MPI completely blanketed by the bombs of all groups. Smoke, however, made assessment of the total damage impossible. Meager, inaccurate flak was met at Romilly. No E/A were seen and our support was good. Other pilots from the 367th were: Lts. Williams H. McNeil, who lost the formation over the Channel due to engine trouble, but later joined the 92nd BG and bombed with them; Talmadge G. McDonough, Milton M. Adam, William R. Allen, John K. McAllister, Harold W. Barrett, Charles M. Tell, Robert F. Cox, Charles C. Wegener, Daniel L. Speelman and Joseph P. Couris.

28

LAON A/D and DENAIN A/D - The 306th sent 16 a/c to form the 40th A CBW. Our squadron formed the high element of each group of 12 planes. The target was the A/D at Laon. On the first run the lead did not drop due to rack malfunction; however, the low and high groups dropped with good results. The lead came around for a second run, but seeing another CBW going in to bomb, and as the tar-

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get seemed to be well hit, the lead proceeded to bomb the secondary, an A/F at Denain. Pictures locate lead's bombs in the dispersal area on the north side of the field. Flak was encountered in three places and all a/c in the lead group were hit, one in the low group and none in the high group. Lt. William R. Allen landed at Earls Combe and then returned to base. All our crews returned uninjured. Other pilots for our squadron were: Lts. Daniel L. Speelman, Alfred D. Hawley, Harold W. Barrett, Charles M. Tell, Williams H. McNeil, John K. McAllister, William R. Allen, George J. Mapes and Paul F. Bailey.

SQUADRON PARTY - June 27

From all reports this was a 2,800 gallon mission with no fuel left over and no one has said it was a milk run. M/Sgt. Clair Emeigh's Esquires furnished the music and there were about 250 present. In all respects the party was a complete success and everyone had a good time. Just how much PFF equipment was used to get the party home is undetermined. Due to darkness, our photos do not show damage done to "Targets for the Night."

PROMOTIONS FOR JUNE:

F/O to 2nd Lt.

Roy L. Burton
Alexander J. Clarke

2nd Lts. to 1st Lts.

George W. Clements
Robert G. Danknich
Virgil W. Dingman
Vincent J. Kiely
Henry R. Maroney
Robert F. Cox
William R. Allen
Talmadge G. McDonough
Marshall J. Rahn

DECORATIONS FOR JUNE:

Capt. George D. Bennett	DFC	*	Lt. Edward J. Magner	DFC	*
Lt. Edgar L. Bratrud	DFC	*	Lt. Henry R. Maroney	DFC	*
Lt. W. Brad Butterfield	DFC	*	Lt. Frank M. McCullagh	DFC	*
Lt. Robert F. Cox	DFC	*	Lt. Bernard J. McGuire	DFC	*
Lt. Joseph F. Fowler	DFC	*	Lt. Ben H. Peters	DFC	*
Lt. R. Eugene Gustafson	DFC		Lt. William J. Pitblado	DFC	*
Lt. Alfred D. Hawley, Jr	DFC		Lt. Perry E. Raster	DFC&olc	*
Lt. Henry R. Legowski	DFC	*	Lt. Stephen F. Tanella	DFC	
	6PH		Lt. Phil G. Griswold	DFC	*
M/Sgt Toode Motley	BronzeStar		S/Sgt John W. Gallareto	DFC	*
T/Sgt Oscar W. Cooper, Jr	DFC	*	S/Sgt Gene W. Holland	DFC	
T/Sgt Arthur S. Cruff	DFC		S/Sgt Harry H. Masle	DFC	
T/Sgt Kenneth L. Hoffman	DFC	*	S/Sgt Joseph D. Puskar	DFC	*
T/Sgt Henry W. Karol	DFC		S/Sgt Mortimer Schofield	DFC	
T/Sgt Lewis E. Manning	DFC		S/Sgt Owen A. Shafer	DFC	*
T/Sgt Robert G. Rockwell	DFC	*	Sgt James D. Tricoglou	DFC	*
S/Sgt Stanley G. Downs	DFC		Sgt Robert E. Weed	DFC	

* completed tour

- JULY
2
NOBALL - Today we struck at a buzz bomb site in the Pas de Calais area. The 306th Group sent two combat boxes. Our squadron did not participate in this raid. The bombing was PFF with unobserved results. No E/A were seen, and only meager, inaccurate flak was encountered, at one point damaging one ship in the low group slightly. No personnel were injured and all a/c returned safely.
- 6
NOBALL - The 306th sent two groups of 12 a/c each as the B and E forces of the 40th CBW. Our squadron flew the three a/c as the high element of the E force. Lts. John K. McAllister and Paul F. Bailey flew spares and finding no aborts returned as briefed. Both forces were assigned Noball targets in the Pas de Calais area. The E force found and bombed its target. The B force made a tour of this area and was unable to identify the target. They returned all of their bombs except 12 boogie traps that were jettisoned. The E force received no flak damage. The B force, while trying to locate their target, received moderate flak from two points, and 11 of the 12 a/c were damaged. However, no one was injured. Pilots flying for the 367th were: Lts. Daniel L. Speelman, Alfred D. Hawley and Harold W. Barrett, B force, and Lts. Charles M. Tell, Milton M. Adam and Charles C. Wegener, E force.
- 7
LEIPZIG - The lead and low groups of the 40th CBW were flown by the 306th Group, with our squadron flying nine a/c in the low group. Our mission was to destroy the erecting sheds of the PW 190 factory, located at Leipzig, as the rest of the plant had been damaged on earlier missions. Rendezvous had been difficult and the 40th was the last over the target. It was almost impossible to identify the aiming point, so Capt. Walter Coons, group bombardier, selected a group of unit buildings and bombed them with good results. The only flak encountered on the mission was at the target. This was mainly a lone barrage with tracking for about five minutes after bombs away. Of the 32 a/c over the target, eight were hit, three being from our squadron. Our fighter support was good except for a 15 minute break just after the target. No E/A were encountered. Lt. John K. McAllister was forced to turn back over the Zuider Zee when #4 engine went out, and he was unable to feather it. He returned to base with no other trouble after jettisoning his bombs in the war. There were no injuries on this mission. Other pilots for the 367th were Lts. George J. Mapes, Harold W. Barrett, Milton M. Adam, Charles C. Wegener, Daniel L. Speelman, Paul F. Bailey, Alfred D. Hawley, and Charles M. Tell.
- 8
AMIENS - Our mission was the destruction of a bridge near Amiens, France. The Group sent two groups of 12 a/c each as the E and F forces. Our squadron flew lead squadron in the F force, with Lt. Edmudge G. McDonough in the lead plane. The formation flew as briefed to the target, but found it obscured by 10/10ths clouds and proceeded to search for a T.O. along the route. A

JULY (con't)

strong haze had set in, and it was impossible to find a suitable target. During this search flak was encountered in several areas with four of our six a/c damaged. Sgt. R. S. O'Neal, a cameraman assigned to Lt. George J. Mapes crew for this mission, was hit in an arm by flak (He was not assigned to the 306th). All a/c returned to base. Fighter support was furnished for the area by P-51s and P-38s, with E/A evident. Other pilots for the 367th were Lts. Alfred D. Hawley, John K. McAllister, Paul F. Bailey and Harold W. Barrett. Lt. C. C. Wegener flew spare and with no aborts returned to base.

9

ANGERS AREA R. R. BRIDGES - Our squadron, led by Lt. Col. William S. Raper with Lt. Talmadge G. McDonough as copilot, flew the lead for the Group and the Division. On this raid against German-held rail communications in France, the Group flew lead and low groups of the 40th A CBW. The primary was identified, but we could not make a bomb run due to cloud cover over the area. The lead group then turned to bomb another bridge at Le Creusil, and directed the low group to a bridge that was visible at Bauchermaine. Both bridges appear in our photos to have received direct hits. Crews from the lead report seeing a whole span of its bridge rise into the air when hit. One a/c, but not from the 367th, was hit by flak at Villers Bocage, the only place from which we received any flak. No E/A were encountered and our fighters gave close support at all times over enemy territory. All planes returned with no injuries. Other pilots for the 367th were: Lts. Alfred D. Hawley, John K. McAllister, George J. Mapes, Paul F. Bailey and Harold W. Barrett.

10

MUNICH - The 306th sent 36 a/c as two groups to bomb Munich, Germany. 18 a/c/ flew as the high group of the 40th A CBW and 18 a/c as the high group of the 40th B CBW. There was a briefed visual MPI, but the weather ship signalled that the target was completely overcast. Thus, a PFF run was made on the center of the city. Our Squadron flew high squadron and lead element, low squadron, of the 40th A high group. Lt. Daniel L. Speelman flew lead for the high squadron and Lt. Joseph P. Couris led the low squadron. The route to the target was flown and the bomb run was made as briefed; except A wing swung wide at the IP and the B wing went in first. Crews with B wing believed they dropped short as they were able to identify the area north of the target through holes in the clouds. A wing feels that its bombs were well within the city. Everyone reported that chaff was having a definite effect on the flak defenses, and give it credit for the fact that not a single a/c of the 36 from this field was damaged. The main defense seemed to consist of a flak barrage that was consistently low. No E/A were seen and our fighters' support was good at all times. Lt. John K. McAllister was forced to abort because he was unable to intercept our group after first rendezvousing with the wrong group. Lt. Irving B. Pedersen, flying as spare for the B CBW returned as briefed as his formation was complete. Other 367th pilots on this mission were:

JULY (con't) Lts. Williams H. McNeil, Harold W. Barrett, Milton M. Adam,
Gordon L. Donkin, Lawrence W. Gassman and Charles C. Wegener.

12 MUNICH - Today the group sent 18 a/c as the lead group in the 40th CBW to bomb the same target as yesterday. The same weather conditions were encountered and bombing was PFF with unobserved results. Our squadron sent four a/c in the lead squadron, filling 3, 4, 5 and 6 positions. Flak was essentially the same as yesterday, a low barrage. None of our a/c were damaged, chaff given credit for upsetting the gunners' aim. Our fighters were with us at all times and no E/A were seen. 367th pilots going were: Lts. Lawrence W. Gassman, Milton M. Adam, Irving B. Pedersen and Gordon L. Donkin.

13 MUNICH - For the third straight day we continue to pound Munich. The 306th sent two groups as the lead and low groups of the 40th B CBW. Our squadron had 10 a/c flying high squadron, lead group, and second element, low squadron. Lt. Col. Robert C. Williams, our C.O., led the CBW. The route was flown beautifully and the only flak on this formation came from the target area. Here it was of greater intensity and more accurate than had been encountered on the two previous missions, with seven of our nine a/c over the target being hit. Lt. George J. Mapes had been forced to abort due to the malfunction of #2 engine. Our fighter support was not picked up until late, but gave close support from then on. No E/A were seen. Other pilots from the 367th were: Lts. Charles M. Tell, Harold W. Barrett, Alfred D. Hawley, Milton M. Adam, Irving B. Pedersen, Williams H. McNeil, Gordon L. Donkin and Paul F. Bailey.

16 MUNICH - The 306th sent two groups as the lead and low groups of the 40th A CBW. Our squadron flew eight a/c in the low, with Lt. George J. Mapes flying lead a/c for the low squadron. Lt. William R. Allen was forced to abort before leaving England, unable to find the formation. The 306th proceeded to the target area as briefed, except high clouds forced them to climb just before the I.P. to get in the clear. During this climb the low group became separated from the lead and having no PFF equipment, circled trying to find another group to bomb with. Being unable to do so, they went in search of a target of opportunity. Four of our a/c were unable to drop on unidentified target, but three had to return their bombs. No E/A were seen and none of our a/c received flak damage. Lt. Fred G. Jones, 369th, was last seen before the I.P. pull out of the formation under control, but did not return to base. All other planes returned safely. Other 367th pilots were: Lts. Charles M. Tell, Lawrence W. Gassman, Harold W. Barrett, John P. Heraty, Gordon L. Donkin and Williams H. McNeil. Lt. Irving B. Pedersen flew spare and returned without joining the formation.

17 ST. QUENTIN/JASSY - The 306th sent the complete 40th B CBW and the lead group of the 40th D CBW. Our squadron flew the entire low

JULY (con't)

group of the 40th B except for the lead ship. Lt. Talmadge G. McDonough, 367th, flew with Lt. Col. Robert P. Riordan, 369th C.O., in the lead a/c. Rendezvous and assembly were completed and the route to the enemy coast was flown over 10/10ths undercast. Here the clouds broke to 3/10ths and the target was perfectly clear. The B CBW attacked the railroad bridge at St. Quentin. Photos show bomb strikes of our squadron's bombs in the center of the pattern and right on the bridge. No E/A were seen, and our P-38s gave close support all the way around over enemy territory. Meager inaccurate flak was fired at us from Clestres A/D, but none of our planes were hit. All A/C returned safely with no injuries. Pilots for the 367th were: Lts. Charles M. Tell, Lawrence W. Gassman, Harold W. Barrett, John P. Heraty, Irving B. Pedersen, Milton M. Adam, Robert C. Sage, Gordon L. Donkin, George J. Mapes, Frank A. Wagenfohr and Charles C. Wegener.

18

PEENEMUNDE - The 306th dispatched two groups as the high groups in the 40th A and 40th B CBWs. Our squadron flew high squadron and the numbers 4, 5 and 6 positions in the low squadron of the 40th A. The objective was the buzz bomb manufacturing and experimental plant at Peenemunde, Germany. The route carried the formation across the Danish peninsula and over the Baltic Sea to attack the target from the water side. The signal for PFF bombing was given. Halfway down the bomb run the clouds broke, the lead killed the rate and was able to make a visual run. Pictures show a close, well-released pattern directly on the MPI. No E/A were seen and our fighters gave good support. Moderate, inaccurate flak was encountered at the target. None of our squadron's a/c were damaged and only two were from the entire group. No personnel were hurt. Lt. Lois C. Parks, 423rd, turned back after the IP with #1 engine feathered and #2 engine on fire after salvoing his bombs. The cause of his trouble is unknown. He did not return to base. All other a/c returned safely. Pilots from the 367th were: Lts. Charles M. Tell, leading the high squadron, Williams H. McNeil, Gordon L. Donkin, Harold W. Barrett, Robert C. Sage, Irving B. Pedersen, who was forced to abort because of engine failure), Charles C. Wegener, Paul F. Bailey and John P. Heraty.

19

AUGSBURG - Today the 306th sent 11 a/c plus two PFF to bomb an airfield south of Augsburg, Germany. Lts. Milton M. Adam, Lawrence W. Gassman and Williams H. McNeil of our squadron flew the mission. Lt. Adam did not make the rendezvous, but joined with the 398th Bomb Group to bomb Lechfeld. The briefed MPI was obscured and the lead bombardier shifted his aiming point to a group of buildings on the northeast corner of the airfield, with good results. Moderate flak was encountered at the target, but neither of our a/c was hit. Lt. Adam's a/c received severe damage over Lechfeld, though. Twelve to 20 E/A were seen near Augsburg by our Group, but we were not attacked. All a/c returned to base safely.

JULY (con't)

20

KOTHEN - The 306th flew the 36 a/c as the entire 40th B CBW to destroy the a/c engine works at Kothen, Germany. Our squadron flew eight a/c in the low group. Lt. Lawrence W. Gassman flew spare, and finding no aborts returned as briefed. The route was flown as briefed until the target area, except the lead group passed close enough to Frankfurt to draw its flak. The lead a/c had one engine knocked out, and even though he was able to continue for awhile the deputy lead had to take over just before reaching the target. All three groups bombed separately. The low group made a run on the primary, but weather conditions interfered at the last moment. The bombardier changed his plan and bombed military installations at Bitterfield. From here same route was flown as briefed. Two of our a/c received slight damage over the target. The Group lost two a/c on the mission: Lts. Malcolm Frazee and David McNaught, 423rd. Lt. Frazee made it back to the Channel where he was forced to ditch. He and all his crew were picked up by air-sea rescue. Lt. McNaught was last seen leaving the target but losing altitude. No E/A were encountered, but flak damage for the Group was greater than expected because weather and crowding in the target area forced some of the A/C over Leipzig and other flak areas. Other pilots for the 367th were: Lts. Charles M. Tell, Robert C. Sage, Charles C. Wegener, John P. Heraty, Paul F. Bailey, George J. Mapes, Gordon L. Donkin and Harold W. Barrett.

21

EBELSBACH - The 306th flew the complete 40th C CBW to bomb the ball bearing plant at Ebelsbach, Germany. Our squadron, led by Maj. Charles E. Flannagan, flew nine a/c as the lead squadron and low element of the lead group. Maj. Flannagan was forced to turn the formation over to his deputy, Lt. Charles M. Tell. From this time on he led the CBW, and with no PFF equipment. His navigator, Lt. Harry Jang, was able to carry the formation to the target, and then bring it home over a flak-free route just as briefed, flying over a 9/10ths to 10/10ths undercast. Our CBW carried incendiaries and smoke from previous bombing obscured our strikes, but crews report good results. No E/A were seen and our fighter support, though not always visible, was good throughout the mission. The only flak encountered was at the enemy coast on the way in. No 367th planes were damaged. Other 367th pilots were: Lts. Lawrence W. Gassman, Milton M. Adam, Irving B. Pedersen, Marion C. Plumb, George J. Mapes, Charles C. Wegener and Williams H. McNeil. Lt. Gordon L. Donkin flew spare and returned as briefed.

22

BREMEN - Today's mission was flown by four 306th a/c with three PFF to a control point over the North Sea. Here the force split, with two going to Bremen, two to Kiel and three to Hamburg. The purpose was the delivery of nickels to these cities giving the people the true picture of yesterday's attempted overthrow of the Nazi Party by the German generals. Fighters covered each group closely over the entire route, and no E/A were seen. Lts. Charles M. Tell and

- JULY (con't) Lawrence W. Gassman of our squadron flew the planes to Bremen and released their containers from 30,000 feet. Our photos show nothing but clouds; as the time of release was determined by PFF equipment. Flak at the target was low at first, but rose to altitude just as the planes left the target area. Neither plane was damaged, and all planes returned safely.
- 24 ST. LO AREA - The 306th sent 54 a/c to form the 40th B-1, B-2, B-3 and B-4 forces of 12 a/c each, and six a/c as the lead squadron of the 40th C. Our squadron flew the entire B-4 force, led by Lt. Talmadge G. McDonough. Lt. Robert C. Sage flew with the 40th C force. Each force was assigned an area to saturate with bombs. All ships carried maximum 100 GP bombs and dropped them in train. The purpose was the saturation of the German lines facing our ground forces at St. Lo before our boys started their ground offensive. The weather was against us as the area was covered by clouds until just before the target. The B-1 force was unable to pick up the target in time to bomb, but the other groups were able to drop as briefed. No flak was encountered and no E/A were seen. All our planes returned. Other 367th pilots were: Lts. Charles M. Tell, Marion Plumb, Charles C. Wegener, Irving B. Pedersen, John P. Heraty, Milton M. Adam, Williams H. McNeil, Frank A. Wagenfohr, George J. Maples, Paul F. Bailey and Harold W. Barrett.
- 25 ST. LO AREA - Today we sent the same force to the St. Lo area to repeat yesterday's performance of softening up the German lines for our ground forces. Today our squadron flew the 40th B-4 force, led by Lt. Joseph P. Couris. Lt. Paul F. Bailey flew with the 40th C-4 force. The weather was not as good as briefed but by dropping to 12,000 feet the bombardiers were able to locate their targets and drop with good results. Our squadron's bombs were dropped late to avoid dropping on another group that slid under our formation at the time when bombs should have been away. Photos show our strikes about one mile north of Marigny. On this mission the MPI was not a matter of hit or miss, but merely a means of distribution and our bombing was in all probability just as effective as if they had been placed right on the money. No E/A were encountered, nor any flak, and all a/c returned safely. Pilots for the 367th were: Lts. Charles M. Tell, Marion Plumb, Charles C. Wegener, John P. Heraty, Gordon L. Donkin, Milton M. Adam, Williams H. McNeil, Frank A. Wagenfohr, George J. Maples, Robert C. Sage and Harold W. Barrett.
- 28 MERSEBERG - The 306th flew the complete 40th A CBW. Our squadron flew the lead squadron and the low element of the high group. Lt. Talmadge G. McDonough led. Lt. Frank A. Wagenfohr was designated as spare for this group and filled in for F/O Robert D. Stewart in the high element when Stewart was forced to abort due to mechanical failure. The route was flown over an 8/10ths undercast over the continent but increased to 10/10ths at the I.P. Bombing was done with PFF, results unobserved. No E/A were seen and our

JULY (con't) fighters gave excellent support at all times. Flak at the target consisted of first a low, inaccurate barrage followed by meager, accurate tracking flak, meager but accurate tracking from Zeitz. In all, five of our A/C were damaged, but no personnel were injured. all a/c returned safely. Other pilots for the 367th were Lts. George J. Mapes, Gordon L. Donkin, Charles C. Wegener, Marion C. Plumb, Irving B. Pedersen, Milton M. Adam, Paul F. Bailey and Williams H. McNeil.

31 MUNICH - The 306th sent 36 a/c as the 40th A CBW to attack Munich. Gen. Howard Turner, C. G. of 40th CBW, led the Group, and Lt. Charles M. Tell flew deputy lead. Nine other a/c of the 367th formed the high elements of all three groups. The route led to the target without incident. Just before the I.P. was reached the lead's PFF went out, and as the target was completely overcast, the lead was turned over to Lt. Tell. Although our pictures show only clouds, the intensity and location of flak indicates that our bombs fell in the target area. No E/A were seen and the only flak encountered was in the target area. Three of our A/C received slight damage but no personnel were injured. All a/c returned safely. Other pilots for the 367th were: Lts. Gordon L. Donkin, John P. Heraty, Robert C. Sage, Marion C. Plumb, John K. McAllister, Harold W. Barrett, Frank A. Wagenfohr and Paul F. Bailey.

SPECIAL EVENTS - On the 6th day of this month the Princess Elizabeth, accompanied by the King and Queen of England and Lt. Gen. James H. Doolittle, visited the base, and honored our Squadron by christening one of our a/c, the "Rose of York". The weather was excellent and the visiting party arrived during the morning by automobile. Just as the car rolled up a perfectly timed formation of our a/c passed directly over the scene, visual proof of the might that these bombers furnish the Allies. The Princess christened the ship with a bottle of English cider, after which the Royal Party talked with the crew. Then they were taken on an inspection tour of the base. After a delightful luncheon at the Officers' Mess the party continued on to other Fortress bases.

The combat crew of the Rose of York consisted of Perry E. Raster, pilot; Talmadge G. McDonough, copilot; William E. Pleasant, navigator; Stephen Tanella and Marion J. Northway, bombardiers; and Sgts. Eugene E. Kelly, George G. Roberts, Herman Shore, William E. Landrum, Donald F. Urban and Watson K. Vaughn. The ground crew were M/Sgt. Edward S. Gregory, crew chief; Mark L. Madson, assistant crew chief; Thomas E. Boyd, mechanic, and E. C. Rowell, armorer.

CHANGE OF COMMAND - On 18 July, Lt. Col. Robert C. Williams, our C.O., was transferred back to Group as operations officer, the position he held before coming to the squadron. Major Charles E. Flannagan, 369th operations officer, was transferred to the 367th as commanding officer.

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PROMOTIONS

First Lt to Captain

Henry B. Hanson
 Ralph B. Malsom

Ben H. Peters
 Perry E. Raster

Second Lt to First Lt

Milton M. Adam
 Vernon B. Bodenheimer
 Joseph P. Couris
 Charles J. Crunican
 Gordon L. Donkin
 Norman W. Eilar
 Harry Jang

Williams H. McNeil
 Richard H. Metzger
 Carl H. Phillips
 Marion C. Plumb
 John F. Quigley
 Neal T. Ringvall

Edward L. Ronczy
 Robert C. Sage
 Robert G. Schwein
 Charles M. Tell
 Charles C. Wegener
 Stanley G. Wiesner
 William M. Wood

AWARDS, DECORATIONS and COMPLETE TOURS

	DFC	Completed Tours
Lt. Charles J. Crunican	*	
Lt. Harry Jang	*	
Lt. Vincent J. Kiely	*	*
Lt. Frederick J. McGovern	*	*
Lt. Marion J. Northway	*	
Lt. Marshall J. Rahn	*	*
Lt. Neal T. Ringvall	*	*
Lt. Daniel L. Speelman	*	*
Lt. William M. Wood	*	
T/Sgt. Oscar W. Cooper, Jr.	*	*
T/Sgt. Edwin L. Fulmer	*	
T/Sgt. Martin Goldberg	*	*
T/Sgt. Russell R. Hollister	*	*
T/Sgt. Eugene E. Kennedy	*	
T/Sgt. Robert L. Maxwell	*	
T/Sgt. Durward S. Needham	*	*
T/Sgt. Clarence D. O'Malley	*	*
T/Sgt. Charles T. Reinsparger	*	*
T/Sgt. George G. Roberts	*	*
S/Sgt. Dominic M. Bloise	*	
S/Sgt. John W. Gallareto	*	*
S/Sgt. Thomas F. Hill	*	
S/Sgt. Frank R. Scarpace	*	*
S/Sgt. Donald F. Urban	*	
Sgt. John W. Corcoran	*	*
Sgt. Jack Montagino	*	*
Sgt. Judson J. Robbins	*	*
Sgt. Louis P. Thomas	*	*

AUGUST (con't)

- 3 MERKWILLER - The 306th flew 36 a/c as the 40th A CBW. Our Squadron, led by Lt. Joseph Couris who was flying the lead for Maj. Maurice Salada, 423rd CO, flew lead squadron, lead group, and low element, lead group. The target was the synthetic oil refinery at Merkwiller, Germany, and it had already been hit when our formation arrived; consequently, it was impossible to plot our strikes accurately because of the smoke of fires already burning. Meager, but accurate, gunfire was encountered from Montzen, damaging 10 a/c, none of which were from our squadron. The mission was flown over 3 to 7/10ths cloud cover that opened up at the target. No enemy fighters were encountered and all a/c returned. Other pilots for the 367th were: Lts. Charles M. Tell, Richard H. Metzger, Gordon L. Donkin, Irving B. Pedersen, Frank A. Wagenfohr, Milton M. Adam, Paul H. Martin and Marion C. Plumb.
- 4 ANKLAM A/A - The 306th flew 36 a/c as the 40th C CBW to bomb the A/D at Anklam, Germany. Our squadron flew lead squadron, low group, with Lt. Joseph Couris leading, and the low element. Lt. William M. Wood, flying with Major John Chalfant, 368th CO, led the CBW. The route was over the North Sea and across the Baltic Sea. Taking an IP over the water, the formation came in from the northeast to really plaster the briefed MPI. No flak was encountered. One E/A made a half-hearted attack on the high group, but caused no damage. All crews returned safely. Other pilots for the 367th were Lts. Lawrence W. Gassman, Richard H. Metzger, Charles C. Wegener, Marion C. Plumb, John P. Heraty, Harold W. Barrett, Frank A. Wagenfohr and Irving B. Pedersen.
- 5 DOLLBERGEN - 36 a/c as the 40th C bombed the synthetic oil plant at Dollbergen, Germany. Our squadron flew the lead squadron and the low element. Lt. Joseph Couris led the high group and Maj. Charles Flannagan flew the CBW lead. The weather was good, and our fighters gave continuous support at all times over enemy territory. No E/A were seen. The target was hit squarely with excellent results, all three groups hitting their MPIs squarely. No flak was encountered either on the route or at the target. Other pilots for the 367th were Lts. Lawrence W. Gassman, Eldon J. Burrell, Charles C. Wegener, Paul H. Martin, John K. McAllister, Milton M. Adam, Richard H. Metzger and Williams H. McNeil.
- 6 BRANDENBURG - Our squadron furnished 11 a/c to form the lead group of the 40th B CBW, except for the lead a/c which was flown by Lt. Col. Robert P. Riordan, 369th CO. The target was the Brandenburg A/F and all groups hit their briefed MPIs with a blanketing pattern. The entire mission was flown in CAVU weather, and our fighters gave good support, although they were not in sight at all times. It is believed that they were possibly taking care of other CBWs that were observed to be under attack by enemy A/C. However, no attacks were made on our formation. Flak was moderate and fairly accurate at the target. No one was injured and all a/c returned safely. Pilots for the 367th were: Lts. Milton M. Adam, John P.

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Heraty, Williams H. McNeil, Lawrence W. Gassman, John K. McAllister, Irving B. Pedersen, John C. Conlin, Harold W. Barrett, Robert L. Cardon, and Richard H. Metzger. Lt. Eldon J. Burrell flew spare and returned as briefed.

7

MONTAUBON - The 306th flew 36 a/c as the 40th B CBW, and six a/c as the high and low elements of the high composite group, 40th C CBW. Our squadron flew 12 a/c as the high elements of all four groups. The bombing of the B CBW was excellent and the C CBW covered its MPI with a close pattern, leaving a column of smoke that could be seen for miles. 2 to 5/10ths clouds were observed on the way in, but both groups found the target clear. No E/A were seen, and our P-51s gave close support at all times over enemy territory. Meager, inaccurate flak was encountered at Lisieux, damaging none of our a/c. All planes returned to base. Pilots for the 367th were: Lts. George J. Mapes, Irving B. Pedersen, Robert L. Cardon, John P. Heraty, John K. McAllister, Milton M. Adam, Harold W. Barrett, Gordon L. Donkin, John C. Conlin, Charles C. Wegener, Paul F. Bailey and Paul H. Martin.

8

CAEN AREA - The 367th squadron today flew 12 a/c as the low group of the 40th C CBW in direct support of the ground troops who were making a drive toward Falaise, France. The weather was not good for such an operation as there was 8/10ths coverage over enemy territory. A strong haze at the target made it very difficult to pick up the briefed landmarks that identified the MPI. Strike photos show our bombs very close to the MPI. No E/A were seen and area support was provided by our P-51s. All crews report extremely accurate flak that damaged eight of our 12 a/c. Lt. Williams H. McNeil's radio operator and top turret gunner, T/Sgts. Carl R. Chase and Floyd A. Clites, received slight flak injuries. Other pilots for the squadron were: Lts. Joseph Couris in the lead a/c, Frank A. Wagenfohr, Harold W. Barrett, Richard H. Metzger, John C. Conlin, Charles C. Wegener, Lewis H. White, Irving B. Pedersen, Paul F. Bailey, Lawrence W. Gassman and Eldon J. Burrell.

9

ULM, GERMANY - Our squadron flew six a/c in the high group of the 40th A CBW to bomb Ulm, which was our secondary. Weather conditions over the continent were bad and dense contrails made it very difficult to keep in formation. The target area was covered by 4/10ths undercast, and the lead bombardier, Lt. Robert G. Schwein, did not identify the target in time to drop on the first run. The low group was able to drop. The formation then made a 360° turn and came in for a second run. Clouds covered the target just after bombs away, and our photos show nothing. No E/A attacked our formation. However, nine ME 109s passed beneath our formation in the Saarbrucken area. Our fighter support was good on the way in but not so close coming out. AA fire was encountered by only the high group, and this came when they became separated from the others and flew too near Saarbrucken. No personnel were injured and all a/c returned to base. Pilots for our squadron were Lts. Lawrence W. Gassman, Richard H. Metzger, Robert L. Cardon, Charles C. Wegener, Milton M. Adam and Marion Plumb.

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12

CHAMANT A/F - 35 a/c of the 306th, as the 40th C CBW bombed Chamant, France, A/F, north east of Paris, with excellent results. Our HE bombs blanketed the air strip, and our frags were on the I.P. Our squadron sent eight a/c as the lead squadron, except for the lead a/c, and the low element of the lead group. Rendezvous was complicated by scattered clouds at different altitudes, but the sky became perfectly clear over the Channel, and perfect conditions existed at the target. No E/A were seen, and P-47s and P-51s gave area support over enemy territory. A few bursts of inaccurate flak were observed at the turn off the target; no damage was sustained. All crews returned safely. Pilots for the 367th were: Lts. Lawrence W. Gassman, Paul F. Bailey, Charles C. Wegener, Marion C. Plumb, Eldon J. Burrell, Robert C. Sage, Robert L. Cardon and Williams H. McNeil. Lt. John C. Conlin flew spare, returning early with no aborts.

13

ROUEN AREA - 36 a/c of the 306th flew the 40th A CBW. Our Squadron sent nine a/c flying the three-ship high element of each group. Our targets were the roads over which Jerry was trying to withdraw his badly mauled divisions. The low group hit its MPI as briefed, and the lead and low, though not hitting briefed points, did score direct hits on important roads. Moderate, accurate flak was encountered around Flers. Lt. Clifford J. Stanton, bombardier on Lt. Milton M. Adam's crew, was hit in the hip. His recovery was assured. Lt. William R. Allen also received a very slight scalp wound. The boys with the low group were lucky, and their a/c did not receive a scratch. All a/c returned to base. Pilots for the 367th were: Lts. Robert C. Sage, John P. Heraty, and Paul H. Martin with the lead group; Lts. Milton M. Adam, William R. Allen and John K. McAllister with the high group, and Lts. Harold W. Barrett, Gordon L. Donkin and Irving B. Pedersen with the low group.

14

FLORENNES, JUZAINE A/D and CHIVRES A/D - The 306th flew 36 a/c as the 40th C CBW, and our squadron sent nine planes plus one spare as the lead squadron and low element of the low group. Lt. William M. Wood led the low group. Lt. Frank Wagenfohr was forced to abort due to engine trouble, and Lt. Marion C. Plumb, our spare, filled for him. The formation flew past the IP for the primary and, finding the target obscured by cloud, the low and lead groups dropped on Florennes Juzaine A/D, and the high group dropped on Chivres A/D. Photos show strikes in the dispersal areas of both A/Ds. Our fighter support was good and no E/A were seen. Flak was encountered only at the two A/Ds attacked. This was low and no a/c were damaged. All a/c returned to base. Other 367th pilots and crews were: Lts. Lawrence W. Gassman, Paul H. Martin, Paul F. Bailey, Irving B. Pedersen, Charles C. Wegener, John C. Conlin and Williams H. McNeil.

15

FRANKFORT ESCHBORN A/D - Only 28 a/c of the 306th flew this mission. One a/c of the 369th crashed on takeoff, two were forced to

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abort, and eight were unable to takeoff due to ground fog that rolled in before all planes were in the air. Our squadron flew nine a/c, one of which, Lt. Eldon Burrell, was forced to abort due to fire in the #2 engine, as the high group. Upon reaching the target the lead bombardier had to change his MPI due to smoke of previous bombing obscuring the briefed one. The new MPI was well hit, and the low and high groups bombed on the combined smoke. Final pictures show entire northern dispersal area covered by smoke and bomb bursts. The lead group caught most of the flak at the target, and low was hit near Antwerp. The high group came through untouched. E/A hit the wing behind, but never attached our formation. Pilots for the 367th were: Lts. Joseph Couris, leading the high group, Lawrence W. Gassman, Richard H. Metzger, Frank A. Wagenfohr, Charles C. Wegener, John P. Heraty and Williams H. McNeil.

16

BOHLEN - 35 a/c of the 306th flew the 40th B CBW to bomb the synthetic oil plant at Bohlen, Germany. Our squadron flew nine a/c in the lead group. Lt. Gordon L. Donkin flew with Maj. Maurice Salada, 368th C.O., in the lead a/c. When the formation reached the target it was covered by smoke from previous bombing, and a new MPI was selected and hit. High group was slightly over, and the low group bombed into smoke. Flak at the target was very intense and extremely accurate. The 369th lost two a/c and of the 33 returning to base, 31 were damaged. Every plane from our squadron, except one, was hit. Our only injuries were two men who received slight cuts from flying plexiglas. No fighters attacked our CBW, but the wing ahead was seen to be under attack. The weather was good during the entire mission with only a high cirrus at 30,000 feet that disappeared over the target. Other pilots for the 367th were: Lts. Richard H. Metzger, Frank A. Wagenfohr, John P. Heraty, Eldon J. Burrell, Harold W. Barrett, Lewis H. White, Paul F. Bailey and John K. McAllister.

24

MERSEBERG and VORDEN A/D - The 306th put up 36 a/c as the 40th C CBW. Our squadron flew nine a/c as the three-ship high elements of each group. The target was the synthetic oil works at Merseberg, Germany. Lead and high groups bombed very successfully on the main plant. The group was interfered with on the bomb run and did not drop. Later they made a run on the Vorden A/D northeast of Kassel. Our pictures show hits on the dispersal area. Flak at the target was very accurate, and our formation came a bit too close to Leipzig and got flak from there also. All except one of our a/c were damaged; however, no personnel were injured. Our fighter support was scattered and not too good; fortunately, no E/A were seen. Pilots for the 367th were: Lts. Robert C. Sage, John K. McAllister, Richard H. Metzger, Harold W. Barrett, Paul F. Bailey, Eldon J. Burrell, Milton M. Adam, Irving B. Pedersen, and Robert L. Cardon.

25

PEENEMUNDE, GERMANY - 36 a/c of the 306th flew the 40th A CBW to

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bomb Peenemunde. Our squadron flew the lead squadron and low element of the high group, with Lt. Joseph Couris leading. The target was clear, but smoke delayed the lead from finding the MPI until too late to bomb. The low had a malfunction and could not release its bombs; both of these groups later bombed the secondary. The high group hit the briefed MPI squarely. Our photos show the area completely covered by bomb strikes. Fighter support was not so good going in but excellent on the way back. Flak at the target was moderate and inaccurate on our group. Lt. Paul H. Martin's a/c was hit and Sgt. P. F. Haney, top turret gunner, was killed. Also, Lt. Arthur P. Trimble, Martin's navigator, was wounded. All a/c returned to base. Other 367th pilots were: Lts. John C. Conlin, Richard H. Metzger, Lewis H. White, Charles C. Wegener, Robert L. Cardon, Frank A. Wagenfohr and William R. Allen, who was forced to abort due to a mechanical malfunction.

26

GELSENKIRCHEN, GERMANY - 36 a/c of the 306th flew the 40th B CBW to bomb the synthetic oil refinery at Gelsenkirchen in the Ruhr Valley. Our squadron sent nine a/c as the lead squadron and low element of the high group, and was led by Capt. Talmadge G. McDonough. Just before reaching the target Buckeye Blue advised that there was a strong haze and the bombardier would probably be unable to see the target until directly over it. This proved to be true, and neither the lead nor the low groups were able to drop. The high did drop after a very short run, but the results could not be determined; smoke and large oil fires completely obscured the target. Flak was intense in the target area and consisted of a low barrage with tracking that came up to altitude just after the turn off the target. None of our a/c was damaged. However, Lt. D. C. Allen, 423rd, was hit over the target and went down in a tight spin. Up to four chutes were reported. No E/A were seen, and our fighters gave close support. Other pilots for the 367th were: Lts. Frank A. Wagenfohr, Lewis H. White, Richard H. Metzger, John K. McAllister, Eldon J. Burrell, Milton M. Adam, John C. Conlin and Paul F. Bailey.

27

WILHELMSHAVEN - The 306th sent 24 a/c as the lead and low groups of the 40th B CBW on a mission that started for "Big B", but a very high front was met at the Danish coast and it was impossible to get over or under it. Maj. Maurice Salada, 368th CO, changed the plan and bombed Wilhelmshaven by PFF. This was really using the old head, for all other CBWs brought their bombs back. Our squadron sent seven a/c: Lts. Paul H. Martin, Robert L. Cardon, and Charles M. Tell, as low element, lead group; Lts. Harold W. Barrett, Paul F. Bailey and Irving B. Pedersen as high element, lead group, and Lt. Joseph Couris leading the low group. The bombing results were unobserved, our photos showing enough to identify the city. Only one enemy fighter was reported, a jet-propelled A/C that did not attack. Our fighters gave close support even when we left the briefed route to bomb. No 367th a/c were damaged and all returned safely.

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30

KIEL, GERMANY - The 306th flew the 40th A CBW to bomb the harbor installations at Kiel. When the formation arrived over the target, a complete undercast made visual identification of the target impossible, and the bombs were dropped on PFF. The operator reported that his equipment was working well, and that the bombs should have been on the MPI. Our squadron flew eight A/C in the lead group. The weather closed to a complete undercast shortly after leaving the English coast, and the rest of the route was flown over 10/10ths clouds. No E/A were seen and P-51s gave us close support, as briefed. Flak at the target was 2-3,000 feet low, none of our A/C were damaged, and no personnel were injured. Pilots for the 367th were: Lts. Lawrence W. Gassman, John K. McAllister, Frank A. Wagenfohr, Irving B. Pedersen, Robert L. Cardon, Harold W. Barrett, Paul H. Martin and Paul F. Bailey.

AWARDS AND DECORATIONS for August will appear in the September diary.

PROMOTIONS DURING AUGUST:

1st Lt to Captain: William E. Pleasant
Talmadge G. McDonough

2nd Lt to 1st Lt: Paul F. Bailey	Donald C. Marsh
Charles M. Barchard	John K. McAllister
Norman T. Boyer	Robert J. McCourt
Roy L. Burton	George E. Proctor
Alexander J. Clarke	Clifford J. Stanton
Reese T. Jones	Russell A. Strong
Wm A. Leatherman	Arthur Vann
	Ralph W. Wiehrdt

F/O to 2nd Lt: William F. Griffin
Matthew A. Myerson
Harry S. Row

APPOINTMENT Capt. Earl W. Kesling, 369th, assigned to the 367th 19 August, and promoted to squadron operations officer 20 August.

SEPTEMBER

3

LUDWIGSHAVEN - The 306th flew 36 a/c as the 40th CBW. PFF bombing was used as the target was found to be completely overcast and no results were observed. Our squadron flew 11 a/c, and Capt. Earl W. Kesling, our operations officer, led the formation. Lt. Lawrence W. Gassman flew off his left wing. The other nine a/c flew the three three-ship high elements of each group.

The weather was good until Paris was reached, and after this a 10/10ths undercast quickly closed in. No E/A were encountered but jet A/C were reported operating above our formation as observers for the enemy. Moderate but accurate flak was encountered at the target and 20 of the group's a/c were damaged. No one was injured. The route was flown as briefed and no other flak was reported on this group. All a/c returned to base.

Other 367th pilots were: Lts. Paul F. Bailey, Robert L. Cardon, Frank A. Wagenfohr, Irving B. Pedersen, E. Robert Barr, John C. Conlin, Milton M. Adam, John P. Heraty.

5

LUDWIGSHAVEN - The 306th flew the 40th A CBW, and again cloud cover made it necessary to bomb PFF. Our pictures do show enough to locate the strikes on the east side of the river. Some warehouses seem to have been hit. Our squadron flew nine a/c as the lead squadron and low element of the low group, with Lt. Joseph Couris flying the lead ship. The route was over an almost solid undercast, but cleared a bit at the target. Clouds hanging over the target made PFF procedures necessary. No E/A were encountered and our support was described as spotty, with the greatest concentration being found at the target. AA gun fire was moderate barrage below our altitude with some meager inaccurate tracking. Only one 367th a/c was hit; none of its personnel were injured. All a/c returned. Other pilots for the 367th were: Lts. Robert L. Cardon, John C. Conlin, Lewis H. White, John P. Heraty, Irving B. Pedersen, Frank A. Wagenfohr and Eldon J. Burrell.

8

LUDWIGSHAVEN - The 306th flew 36 a/c as the 40th A CBW for a third try at Ludwigshaven. The weather again made PFF bombing necessary for the lead and low groups. The high dropped visually on the PFF MPI as the visual target was obscured by clouds. Our squadron, with Lt. Joseph P. Couris leading, flew the lead squadron and low element of the high group. AA gun fire at the target was accurate on our squadron and five of our a/c were hit, four receiving severe damage. No personnel were wounded. P-51s gave almost continuous support, but in very small numbers. No E/A were seen. All a/c returned to base. Other pilots for the 367th were: Lts. Charles C. Wegener, Lewis H. White, Eldon J. Burrell, John P. Heraty, John K. McAllister, Milton M. Adam, Robert L. Cardon and Richard L. Breed.

10

STUTTART - The 306th flew 36 a/c as the 40th B CBW to bomb the Hirth-Motoren Werken at Stuttgart, Germany. Our squadron sent eight a/c flying in the lead group, which was led by Lt. Col. Robert P. Riordan, 169th C.O. The route in was over 3/10ths undercast that closed to 10/10ths at the I.P., but opened again at the

SEPTEMBER (con't)

target, making a visual run possible. Our photos show hits on the MPI and in the marshalling yards. No E/A were seen, P-51s first picking up our formation over France and giving excellent support throughout the mission. Flak at the target was moderate, but mostly low and inaccurate. One of our a/c received slight damage, but none of the crew were hurt. All a/c returned to base. Other pilots for the 367th were: Lts. E. Robert Barr, Emmette B. Sutherland, Richard A. Breed, Eldon J. Burrell, Milton M. Adam, Irving B. Pedersen and John C. Conlin. Lewis H. White was forced to abort due to mechanical failure of #3 engine.

11

EISENACH and LUTZKENDORF - The 306th flew 36 a/c to bomb Merseberg, but weather conditions forced them to the secondary targets of Eisenach and Lutzkendorf. The lead group hit Eisenach with excellent results and the low hit Lutzkendorf with unobserved results due to clouds being directly over the target. High group's bombs were located to the east of Eisenach. Our squadron flew nine a/c to form the high elements of each group. No E/A attacked our formation; however, the group behind us was hit by from 20 to 30 ME 109s and FW 190s, and at least three B-17s were seen to go down. Flak at Merseberg was moderate to intense tracking, and most of the group's damage was sustained there. Lt. John Machosky of the 368th lost an engine in this area and was last reported as being under control but dropping back. No crew members were injured in the returning a/c. Pilots for the 367th were: Lts. E. Robert Barr, Emmette B. Sutherland, Robert L. Cardon, Paul F. Bailey, Lewis H. White, Eldon J. Burrell, John C. Conlin, Richard L. Breed and Paul H. Martin. Lt. Barr was forced to abort because of a fuel leak.

12

RUHLAND, GERMANY - The 306th flew 36 a/c as the 40th A CBW to bomb oil refinery installations. Our squadron sent nine a/c as the lead squadron and low element of the low group, which was led by Lt. Gordon Donkin. Our route carried us in over the North Sea and east of Berlin to attack the target from the east, and then back on an almost due west course. The mission proceeded well until just north of Berlin, where we passed a bit too close to Oranienburg and drew flak from there. Two a/c of the group were lost here, Lt. E. Robert Barr of our squadron being one of them. His a/c was last seen to be going down in flames with all engines burning. Three chutes were reported before it disappeared from view. The flak broke up our formation and in about six minutes six more a/c were knocked down. Lt. Donkin's plane was so damaged that he had to crash land at Manston, on the southeast coast of Kent, with the result that two men were killed and four injured. Of the six lost to fighters, three were from the 367th.

Lt. Charles C. Wegener was seen to go down with #3 engine on fire and his tail assembly shot away. Four chutes were observed from this a/c. Lt. Paul F. Bailey went down after a fighter attack and seven chutes were reported from his a/c. Lt. Lewis H. White was also lost to E/A and seven chutes were reported from his plane.

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After the attack the remaining a/c of the high and low groups joined to form a new low group and proceeded with the lead to bomb the target. Bombing results could not be confirmed because no photos were available, but the group bombardier believes that the primary was hit. The flak north of Berlin was the only effective flak that was encountered, that at the target being low and inaccurate. Other 367th pilots were: Lts. Lawrence W. Gassman, Paul F. Martin, Milton M. Adam and Richard L. Breed.

367th personnel lost on the mission were: Lt. E. Robert Barr, pilot; Lt. Robert E. Reid, copilot; Lt. Mathew A. Meyerson, navigator; Lt. Garland A. Montague, bombardier; T/Sgt. Hector Chavez, radio operator; T/Sgt. William J. Bauer, engineer; S/Sgt. Nicholas Hoolko, ball turret; S/Sgt. Alfred R. Capen, waist, S/Sgt. Wilbur A. Whitaker, tail gunner.

Lt. Charles C. Wegener, pilot; Lt. William F. Griffin, copilot; Lt. Donald C. Marsh, navigator; Lt. William C. Stewart, Jr., bombardier; T/Sgt. Joseph Stroyoff, engineer; T/Sgt. Jack P. Krahn, radio operator; Sgt. John V. Eden, ball turret; Sgt. William P. Gardner, waist, and S/Sgt. Henry H. Rodgers, tail gunner.

Lt. Paul F. Bailey, pilot; Lt. Rudolph M. Babel, copilot; Lt. Richard M. Rodenberger, navigator; Lt. Robert J. Vickers, bombardier; S/Sgt. Leroy H. Hollenberg, engineer; T/Sgt. Tom F. Chandler, radio operator; S/Sgt. Harold J. Boland, ball turret; S/Sgt. J. A. Durns, waist, and Sgt. Leo E. Zych, tail gunner.

Lt. Lewis H. White, pilot; Lt. Stanley W. Henceroth, copilot; Lt. Richard A. Christensen, navigator; Lt. Gordon F. Zrust, bombardier; Sgt. William R. Pivk, engineer; Sgt. Albert Handel, radio operator; Sgt. Foy W. McClung, ball turret; Sgt. John V. Fisher, waist, and Sgt. Peter A. Miritello, tail gunner.

Lt. Gordon L. Donkin, pilot; Lt. Donald C. MacDonald, copilot; Lt. Gerald A. Weiler, navigator; Capt. Arthur S. Hostetler, bombardier; T/Sgt. Clarence E. Tuers, engineer; T/Sgt. Willard M. Colvin, radio operator; S/Sgt. Norman Morrow, ball turret; Sgt. Lawrence G. Joslin, waist, and S/Sgt. Jack B. Eppler. Capt. Hostetler died in the crash landing at Manston, and Sgt. Eppler had been killed by 20mm cannon fire in the fighter attack.

13

MERSEBERG, GERMANY --The group sent 24 a/c as the high groups of the 40th A and the 40th B CBWs. Our squadron sent six a/c as the lead squadron of the 40th A CBW. The mission was flown under an overcast of cirrus at 30,000 feet. The target was open but a strong haze made it difficult to pick up the target. Our lead bombardier found the briefed target obscured but was able to synchronize on large storage tanks just to the left. Photos show this to be well hit with large oil fires burning, Our fighters gave continuous and very close support at all times. No E/A were seen. The target was the only place flak was encountered, but

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here a barrage and very accurate tracking flak damaged 16 a/c from the 306th, two from our squadron. Lt. Clayton Nattier of the 369th was forced out of formation and was last seen after the target with a P-51 fighter escort. All of our a/c returned. No 367th men were wounded. Pilots from our squadron were: Capt. Henry E. Hanson, leading the group, Lts. Lawrence W. Gassman, Robert L. Cardon, Paul H. Martin, Emmette B. Sutherland and John C. Conlin.

17

VOLKEL AREA - This mission was in direct support of our advancing ground troops driving north towards Arnhem, Holland. 36 a/c were dispatched to bomb enemy gun positions in units of six a/c. Our squadron flew nine a/c, six as the lead of the high with Lt. Joseph Couris leading, and three as the lead element of the low with Lt. Lawrence W. Gassman flying the lead a/c. Bombing was done from 14 to 16,000 feet and photos show three of the four assigned aiming points hit. The only flak damage incurred was by the lead squadron of the high group which made a 360° turn for a second run and came too close to Venlo. Two a/c were damaged and Lt. Frank Wagenfohr of our squadron was hit in the left hip by a piece of flak. His recovery is assured. P-51s and P-47s gave good support and no E/A were seen. All of our a/c returned. Lt. Couris had to land at Lavenham because of battle damage and to get his waist gunner, S/Sgt. Albert M. Christensen, to a doctor. He had been hit in his left leg just above the knee. His recovery is assured. Other pilots for the 367th were: Lts. Eldon J. Burrell, Harold L. Prescott, Emmette B. Sutherland, John P. Heraty, Irving B. Pedersen and Paul H. Martin.

19

UNNA - The 306th Bomb Group sent 24 a/c to bomb the motor truck plant at Unna, Germany. Our squadron furnished six a/c as the lead group of the 40th A CBW. On returning, ten a/c from the group were directed to land at Halesworth because of low visibility at this base. They later returned when the weather opened up. Photos show the primary to be solidly hit by lead and low groups. The weather was clear at the target and lead bombardiers were able to pick up the target easily. But, immediately afterwards the weather closed in and grew increasingly worse over the entire route back to England. The only flak encountered was meager amounts of accurate tracking for about one and one-half minutes after bombs away. P-51s and a few P-47s gave close support throughout the entire route. No 367th planes were damaged and all a/c returned. Pilots from our squadron were Capt. Henry E. Hanson flying the lead a/c, Lts. Lawrence W. Gassman, Howard O. Balcom, John P. Heraty, John L. Davis and Irving B. Pedersen.

22

KASSEL - The 306th flew twelve a/c as the high group of 40th A CBW and twelve a/c as the high group of 40th B CBW to bomb Kassel by PFF. Our squadron sent six a/c, three as the high element and three as the low element of the 40th A high group. Our P-51s gave

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excellent support at all times. No E/A were seen. Only low, inaccurate flak was encountered at the target and no 367th a/c were damaged. Pilots for the 367th were: Lts. Milton M. Adam, Eldon J. Burrell, John K. McAllister, John P. Heraty, Richard L. Breed and Robert L. Cardon.

25

FRANKFURT, GERMANY - The 306th sent 36 a/c to bomb Frankfurt by PFF. Our squadron flew ten a/c and one spare. Nine of our a/c, led by Capt. Earl W. Kesling, flew the lead squadron and low element of the lead group, and Capt. Henry E. Hanson led the high group. The undercast increased from 4/10ths over the North Sea to 10/10ths over the target; consequently the bombing was PFF. Photos show 10/10ths cloud coverage. There were no E/A seen and P-51s gave close support throughout the mission. All a/c returned safely, and there were no personnel injuries. Lt. Eldon J. Burrell, flying spare, filled and bombed PFF with the 384th Bomb Group. His a/c was not damaged. Other 367th pilots were: Lts. Lawrence W. Gassman, John L. Davis, Paul W. Martin, Irving B. Pedersen, Robert L. Cardon, Milton M. Adam, Emmette B. Sutherland and John K. McAllister.

27

COLOGNE, GERMANY - The 306th flew 36 a/c as the 40th A CBW to bomb Cologne by PFF. Our squadron furnished nine a/c flying the three three-plane high elements of each group. The lead and high groups dropped early due to a rack malfunction of the lead a/c. A break in the clouds allowed the low lead bombardier to see that they were not over the center of the city, so he changed course and dropped on the smoke bombs of another group. Photos give enough detail to identify the position and to indicate excellent bombing by the low group. No E/A were seen and our fighter support was picked up at the briefed point and gave excellent support throughout the mission. Some flak was encountered on the way in at the Rhine River, and again at the Rhine on the way out. Over the target it was described as a scattered low barrage that came to altitude after bombs away. Lt. John L. Davis of our squadron, left the formation near Brussels due to damage to the a/c and landed. All other a/c returned to base with no personnel wounded. Other 367th pilots were Lts. Milton M. Adam, Emmette B. Sutherland, John K. McAllister, John C. Conlin, Howard O. Balcom, Paul W. Martin, Harold L. Prescott and William J. Davis.

28

MAGDEBURG, GERMANY - The 306th flew 35 a/c as the 40th B CBW to attack the synthetic oil refinery at Magdeburg. Our squadron flew eleven a/c as the low group, with Capt. Edward W. Magee leading the group. The bombing was done through 9/10ths clouds. Ground detail shown in the photos indicates lead and low group bombs to be over. The high made a second run but was interfered with by another CBW. Bombs from the high are also believed to have fallen over the target. No fighter attacks were made on this CBW, but other formations were seen to be under attack. Our support was excellent, P-51s being in sight at all times except during the above mentioned attack on another CBW.

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Flak at the target was low and inaccurate and most of the damage was sustained by the low group, eight of our a/c being among them. Lt. Robert L. Cardon had his entire oxygen system shot out, along with one engine. Later two more engines stopped because of damage over the target, and he was forced to crash land after bailing out the crew. There were no injuries from flak, but Sgt. John Dolinich, engineer, and Sgt. Harold O. Schrecongost, ball turret, received minor injuries in the jump. The plane was landed in a pasture and demolished. The Free French brought the crew together and put them in touch with USAAF, which made arrangements to fly them back to our base. All other a/c returned. Sgt. Leslie E. Smith, top turret gunner on Lt. Eldon J. Burrell's crew, received a leg injury from flak, and Sgt. Harry Schneider, tail gunner on Lt. Lawrence W. Gassman's crew, was hit in the foot. Both men are certain to recover. Other 367th pilots were: Lts. Richard L. Breed, Harold L. Prescott, Howard O. Balcom, Paul H. Martin, John K. McAllister, William J. Davis and John C. Conlin.

30

MUNSTER, GERMANY - The 306th Bomb Group sent 24 a/c as the lead and low squadrons of the 40th A Group. Our squadron sent six a/c as the three-ship high flight and the three-ship low flight of the low squadron. The route was flown over 6 to 10/10ths clouds, the target area broke to about 8/10ths, but a large cloud covered the target and bombing was done PFF. Photos indicate good bombing and crews report seeing smoke in the target area after the turn off the target. No E/A were seen and P-51s gave area support. P-51s and P-47s formed the escort on the route home. AA fire in the target area was meager, low, inaccurate tracking. Meager, inaccurate tracking was also encouraged at Ijmuiden. No a/c from this group was damaged. Pilots for the 367th were: Lts. John K. McAllister, Harold L. Prescott, John W. Davis, Richard L. Breed, Howard O. Balcom and Irving B. Pedersen.

On the 9th day of this month the Group celebrated its second anniversary of operation in the ETO. We were stood down for the day and a very complete part had been planned. A traveling carnival was on the Base, complete with rides of all kinds, and plenty of games of chance. One of the hangars was turned into a dance hall for the EM. A tea dance was held in the afternoon, followed by a big dance that night to the music of The Flying Yanks. Free beer was served from early afternoon on for the enlisted men.

The newly-completed bar and dance room of the B Mess was opened for the officers and their dates. Transportation to and from Bedford was furnished hourly for both EM and officers in order that they might bring their dates at any time.

Colorful invitations had been printed and no civilian could be admitted to the base without one. In this way, the party was kept a private affair for the 306th Bomb Group and its guests.

The weather gave us a break and was fair and warm. The flower of English young womanhood was present and the day will be remembered for its gaiety by all those present.

SEPTEMBER (con't)

AWARDS DURING AUGUST, 1944:

Distinguished Flying Crosses

Lt. Vernon B. Bodenheimer
Lt. Henry J. Domenica
Lt. Norman W. Eiler
Lt. Talmadge G. McDonough
Lt. Williams H. McNeil
Lt. Richard E. Metzger
Lt. Carl H. Phillips
Lt. Marion C. Plumb
Lt. John F. Quigley
Lt. Edward L. Ronczy
Lt. Harry S. Row
Lt. Charles M. Tell
Lt. Charles O. Wegener
Lt. Stanley O. Wiesner
Lt. William M. Wood

S/Sgt. Louis DiGuilio
S/Sgt. Ronald O. Elkins
T/Sgt. Walter R. Justice
T/Sgt. Martin J. Kilcoyne
S/Sgt. William S. Landrum
T/Sgt. Richard V. Miller
S/Sgt. Rudolph B. Palomaki
T/Sgt. Theodore P. Piechowski
T/Sgt. Clifford E. Piper
S/Sgt. Cecil A. Poff
T/Sgt. Louis E. Vanderploeg
S/Sgt. William W. Winans, Jr.
T/Sgt. Dana W. Winsett
S/Sgt. Paul R. Wood

Purple Hearts

Lt. William R. Allen
Lt. Clifford J. Stanton

Bronze Star

S/Sgt. Charles H. Huffman

PROMOTIONS DURING SEPTEMBER

1st Lt. to Captain

Donald L. Giles
Robert Hogg

2nd Lt to 1st Lt.

Harry S. Row
Robert J. Vickers
Gordon A. Weiler

F/O to 2nd Lt.

George H. Bowers
Daniel J. Holland

OCTOBER

2

KASSEL, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb Kassel. Our squadron flew nine a/c as the lead and low flights of the lead squadron. Capt. Edward W. Magee led the group. The route was 6/10ths to 8/10ths undercast on the way in. The target was covered so bombing was done PFF with unobserved results. There was no E/A seen and our support was good both in and out. Flak at the target was meager and inaccurate. One of our a/c received slight damage, but no personnel were injured. Lt. John L. Davis, flying spare for the lead squadron, filled in with the 457th Bomb Group and bombed a target on the edge of Kassel. His a/c was undamaged and returned safely. Other pilots for the 367th were: Lts. Lawrence W. Gassman, Emmette B. Sutherland, Irving B. Pedersen, John C. Conlin, William J. Davis, John K. McAllister, John P. Heraty and Howard O. Balcom.

3

NURNBERG, GERMANY - The 306th flew 24 a/c as the lead and low squadrons of the 40th A Group. Our squadron flew six a/c as the lead flight of the low squadron. Lt. Gordon L. Donkin led. The bombing was PFF through 9/10ths clouds. Our photos show no strikes, but bomb plot places bombs on or near the MPI. No E/A were encountered and our support was excellent all the way. Flak at the target was generally inaccurate, all damage being received in the lead squadron when it crossed the French coast at Dunkirk on the way out. The low squadron, realizing the lead navigator's error, swung around this area and received no damage. All a/c returned safely. Other 367th pilots were: Lts. Lawrence W. Gassman, Frank M. McCullagh, Paul H. Martin (who aborted before leaving England because of engine failure), John P. Heraty, Eldon J. Burrell and John C. Conlin, who filled in for Martin.

5

KOBLENZ, GERMANY - The 367th Squadron flew six a/c as the high and low flights of the 40th B high squadron. We were briefed to bomb Cologne. The target was completely overcast and our PFF equipment "blacked out" over the city. Koblenz was selected as a secondary and was bombed by PFF; results unobserved. Fighter support was good. Flak at Cologne was very low and inaccurate. At Koblenz meager tracking damaged four a/c in the high group. No personnel were injured and all planes returned safely. Our pilots were: Lts. Irving B. Pedersen, William J. Davis, John C. Conlin, John K. McAllister, John L. Davis and Howard O. Balcom.

6

STARGARD, GERMANY - Our squadron, led by Major Earl W. Kesling, flew the lead squadron of the 40th D group to bomb Stargard. Bombing was visual and results were excellent. Our bombs hit on the dispersal area in a compact pattern. Our primary had been Stettin, but undercast prevented the lead bombardier from picking up the target, and about six miles away the decision was made to strike at Stargard. Our fighter support was good up to the target where it was called away by another group under fighter attack. No E/A were seen by this group. Flak: moderate low tracking at Stettin; none at target; meager accurate tracking from Waabs. Other 367th pilots were

OCTOBER (con't)

Capt. Edward W. Magee, Lts. Irving B. Pedersen, Paul H. Martin, Richard L. Breed, Howard O. Balsom, John K. McAllister, John P. Heraty, Richard L. Cardon, Eldon H. Burrell, John L. Davis and William J. Davis.

7

RUHLAND, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb the synthetic oil refinery at Ruhland. The route was flown without incident and the target found open, but very hazy. The lead and low bombed the briefed target, but the high was unable to pick up the target and turned off to bomb Roszla. Our squadron flew nine a/c as the lead and low flights of the low squadron. Major Charles Flannagan, Squadron C.O., flew with the 369th as group lead. No enemy aircraft were encountered, but three jet A/C were seen. Flak at the target was low at first, coming up to altitude after bombs away. Meager, accurate flak was encountered at Osnabruck also. Three of our a/c were damaged, but no squadron personnel were injured. Other pilots for the 367th were: Capt. Henry E. Hanson leading the low squadron, and Lts. John F. Heraty, Richard L. Breed, Irving B. Pederson, Emmette B. Sutherland, Joseph N. Hess, Robert L. Cardon, Raymond B. Overstreet, and William J. Davis.

9

SCHWEINFURT, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the ball bearing works at Schweinfurt, through 10/10ths clouds with results unobserved. The 367th flew nine a/c as the lead and low flights of the low squadron. Lt. William J. Davis, flying spare, filled an abort in the lead group and flew in the #2 position in the high flight. The low squadron was led by Lt. Gordon L. Donkin. The entire mission was flown over 10/10ths clouds, and no E/A were encountered. Flak was seen only at the target, and was described as meager, low and inaccurate. No a/c from this group was damaged. Other 367th pilots were: Lts. Raymond B. Overstreet, John P. Heraty, Eldon J. Burrell, John L. Davis, Emmette B. Sutherland, Paul H. Martin, Howard O. Balcom and Shelby D. Hodges.

14

COLOGNE, GERMANY - The 306th flew 36 a/c to Cologne, bombing PFF. The weather was about 6/10ths undercast at the Belgian coast and increased to 10/10ths over the target. Our photos show solid cloud cover with no ground detail. The 367th flew nine a/c as the lead and low flights of the lead squadron, with Capt. Edward W. Magee leading. Lt. Robert L. Cardon, flying spare, filled in the high squadron and flew the mission also. P-51s and P-47s have close support at all times over enemy territory. No E/A were encountered. Flak was barrage at the target; however, some low tracking was also observed. None of our a/c were damaged and all returned safely. Other pilots for our squadron were Lts. John P. Heraty, George L. Hatch, Eldon J. Burrell, Raymond B. Overstreet, Irving B. Pedersen, John K. McAllister, Joseph N. Hess and John C. Conlin.

October (con't)

- 15 COLOGNE, GERMANY - the 306th flew 24 a/c as the lead and low squadrons of the 40th B Group to Cologne. The target was 5/10ths overcast and was further obscured by a smoke screen and smoke from previous bombings. A PFF run was started, but the equipment failed about 30 seconds before bombs away. The deputy took over and dropped on the smoke of previous bombing. The low, locating himself by the river, dropped on an unhit builtup area. Our squadron sent 8 a/c as the lead and low flights of the low squadron, led by Capt. Henry E. Hanson. Lt. Raymond B. Overstreet flew spare and finding no aborts, returned as briefed. There were no E/A seen and our fighter escort was excellent. Flak at the target was intense and accurate on the lead squadron, three of which did not return. Our squadron's damage was three slight and one severe. No personnel were injured. Other pilots for the 367th were: Lts. John P. Heraty, George L. Hatch, Eldon J. Burrell, Richard L. Breed, Emmette B. Sutherland, William J. Davis and Robert L. Cardon.
- 17 COLOGNE, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb Cologne through 10/10ths clouds by instruments. Route in was over 9/10ths to 10/10ths clouds, but on the way out it broke to 2/10ths over the Channel. Our photos show solid cloud cover at the target, but mickey equipment worked well. Bombs went away as scheduled, and it is believed that they fell in the target area. No fighter opposition was met; but contrails of jet A/C were reported. Our squadron sent nine a/c as the three three-ship high flights of each squadron. Flak at the target was a moderate barrage and tracking, and was most accurate on the lead and low squadrons. All our a/c with the low were hit, and Sgt. Arthur D. Shapiro, tail gunner on Lt. William J. Davis' crew, was hit in the left leg just above the ankle about three minutes before bombs away. The wound was serious but his life is not in danger. Other pilots from the 367th were: Lts. Emmette B. Sutherland, Howard O. Balcom, George L. Hatch, Eldon J. Burrell, Robert L. Cardon, Paul H. Martin and Raymond B. Overstreet.
- 19 MANNHEIM, GERMANY - The 306th flew 24 a/c as the lead and low squadrons of the 40th A Group to bomb Mannheim by instruments. Our squadron did not fly on this mission. Moderate to intense flak at the target damaged 23 of the 24 a/c. No personnel were injured and all a/c returned safely to base.
- 22 HANNOVER, GERMANY - The 306th sent 36 a/c as the 40th A Group to bomb Hannover. The target was covered by 10/10ths overcast and bombing was PFF with unobserved results. The entire route was over 9/10ths clouds. No fighter opposition was met and our support was excellent. Flak was met at the target only, and was low and inaccurate. No 306th a/c were damaged. Our squadron flew nine a/c as the lead and low flights of the low squadron.
Lts. Joseph B. Mathis III and Harry Alyea, 423rd, were lost in a mid-air collision over the Channel. The only survivor was S/Sgt. Hastings Key, Jr., tail gunner on Lt. Alyea's crew. He was picked up by Air-Sea Rescue after landing in the water.

OCTOBER (con't)

During the time our a/c were landing at the base, two squadrons of the 305th Bomb Group crossed our field on a collision course. Visibility was very low and they did not see each other until very close. One formation went down and the other up. However, one A/C did not follow his leader down and pulled up to collide with one of the last A/C in the other formation. Both planes exploded and broke up, bodies and pieces of A/C falling on the Thurlough dispersal areas and airdrome. All personnel in both A/C were killed.

Pilots for the 367th flying on this mission were: Lts. Gordon L. Donkin, William J. Davis, Eldon J. Burrell, Paul H. Martin, Richard L. Breed and John L. Davis.

25

HARBURG, GERMANY - The 306th Bomb Group flew 36 a/c as the 40th C Group to bomb Harburg by instruments. Our squadron sent eight a/c in the lead and low flights of the high squadron, and Capt. Joseph P. Couris flew the lead a/c of the lead squadron. The entire route was flown over a 10/10ths undercast. Large columns of black smoke were seen rising through the clouds to a height of over 12,000 feet, from the target area. The only flak encountered was in the target area, becoming accurate only after bombs away. Three of our a/c were damaged. No personnel were injured, and all a/c returned safely. Other 367th pilots were: Lts. Shelby D. Hodges, Frank M. McCullagh, John C. Conlin, John L. Davis, Robert L. Cardon, Irving B. Pedersen, Raymond B. Overstreet and Richard L. Breed.

26

BIELEFELD, GERMANY - The 306th flew 12 a/c as the 40th A high squadron. Our squadron flew six a/c as the lead flight behind Capt. Edward W. Magee. The group also sent twelve a/c to surround the target area with chaff. In this group we had three a/c flying as the second element of the lead flight. With Capt. Magee were Lts. George L. Hatch, Frank M. McCullagh, Eldon J. Burrell, William J. Davis and Paul H. Martin. Lt. Joseph N. Hess, flying spare, filled in when Lt. Davis was forced to abort. On the screening mission were Lts. Robert L. Cardon, Richard L. Breed and John L. Davis. This mission went to Munster and carried only chaff. The target was circled and the chaff dropped as briefed. No difficulties were encountered. The target was completely overcast and all a/c returned safely. The bombing mission to Bielefeld encountered no flak or fighters enroute to or at the target. The target was completely overcast and no results were observed. Our PFF lead operator believes bombs fell just to the north of the center of town.

30

MUNSTER, GERMANY - The 306th flew 36 a/c and three spares to bomb installations in the Ruhr Valley. However, the continent was completely overcast and they proceeded to bomb Munster, the PFF secondary, on instruments. Our squadron sent nine a/c and one spare, Lt. Irving B. Pedersen, which returned as briefed as there were no aborts. We were flying lead and low flights of the lead squadron, with Capt. Henry E. Hanson in the lead a/c. Our fighter support was

OCTOBER (con't)

was good although some of our a/c could not see them at all times due to weather conditions. Above 23,000 feet the contrails became very dense and persistent. For this reason, the low squadron could not see the lead on the bomb run and was unable to drop. Lead squadron mickey operator believes his bombs fell in the southern part of the city. No E/A were encountered and the only flak seen was at the target where it was low and inaccurate. All of our a/c returned to base undamaged. Other pilots for the 367th were: Lts. Howard O. Balcom, John L. Davis, Raymond B. Overstreet, Richard L. Breed, George L. Hatch, Eldon J. Burrell, William J. Davis and John C. Conlin.

CHANGE IN COMMAND

On October 16 Major Charles E. Flannagan, 367th Co.O.; returned to the U. S. as a "Happy Warrior", and Major Earl W. Kesling, our operations officer, was appointed squadron C.O.

PROMOTIONS DURING OCTOBER

Capt to Major

Earl W. Kesling

1st Lt. to Captain

Joseph P. Couris

Gordon L. Donkin

2nd Lt. to 1st Lt.

George W. Bower

Robert D. Gruenig

Walter P. Guy

John P. Heraty

Paul H. Martin

William J. McKenna, Jr.

Stanley G. Mull

Irving B. Pedersen

Frank W. Shipman, Jr.

Andrew Stefano

Edward L. Todd, Jr.

DISTINGUISHED FLYING CROSSES

1st Lt Milton M. Adam

1st Lt William R. Allen

1st Lt Norman P. Boyer

1st Lt Roy L. Burton

1st Lt Alexander J. Clarke

1st Lt Harold L. Prescott

1st Lt George E. Procter

1st Lt Robert C. Sage

1st Lt Russell A. Strong

1st Lt Frank A. Wagenfohr

2nd Lt William F. Griffin

T/Sgt Donald A. Bouchelle

T/Sgt William F. Canedy

T/Sgt Donald M. Carter

T/Sgt Amos G. Damon, Jr.

T/Sgt Thomas P. Donoughe

T/Sgt Hubert H. Lamb

T/Sgt William A. Lindsey

T/Sgt Henry H. Rodgers

S/Sgt Willis K. Aigner

S/Sgt Virgil A. Hamilton

S/Sgt Chester L. Lantz

S/Sgt Robert K. Lavery

S/Sgt Edward H. Moser

S/Sgt Ralph W. Shaw

S/Sgt George T. Smith

S/Sgt Clayton Wildstein

PURPLE HEARTS

1st Lt. Gordon L. Donkin

1st Lt. Frank A. Wagenfohr

1st Lt. Gerald A. Weiler

T/Sgt Floyd L. Kline

S/Sgt Albert M. Christensen

S/Sgt Tunis Dykstra

NOVEMBER

2

MERSEBERG, GERMANY - The 306th sent 24 a/c as the lead and low squadrons of the 40th B Group to bomb the synthetic oil plant at Merseberg. Our squadron flew six a/c as the high and low elements of the low squadron. The mission was flown over a 4-5/10ths undercast over Holland that increased to 9/10ths over Germany and the target. The bomb run and release were made on instruments and strike photos show our hits to be southeast of the target. Our fighters have excellent support throughout the mission. We were first picked up over Holland and were not without fighter cover while over enemy territory. Although our formation was not attacked, a dog fight was seen in the target area. One P-51 was seen to be hit in the target area, spinning down after being hit by two enemy fighters. All of our a/c returned and, as evidence of the accurate flak at the target, all were battle damaged, five severely. Fortunately, no one was hurt. Pilots for the 367th were: Lts. John C. Conlin, Paul H. Martin, George L. Hatch, Richard L. Breed, Shelby D. Hodges and Emmette B. Sutherland.

4

HARBURG, GERMANY - The 306th sent 36 a/c to bomb the oil refinery at Harburg. Bombing was done through 10/10ths clouds with no observed results. However, both mickey operators reported their equipment worked well and gave good returns. No E/A were encountered and our P-51s gave close support all the way. Flak at the target was low and inaccurate and none of our A/C were damaged. The 367th sent nine a/c flying the three-ship high elements of each squadron. Lts. John L. Davis, Robert L. Cardon, Emmette B. Sutherland, Shelby D. Hodges, John P. Heraty, John C. Conlin, George L. Hatch, Eldon J. Burrell and William J. Davis were the pilots from the 367th.

5

FRANKFURT, GERMANY - The 306th flew 36 a/c as the 40th C Group to bomb the railroad marshalling yard at Frankfurt. Although our pictures do not show our bomb strikes, the group behind reported over VHF that we had hit our target well. The mission was flown over 10/10ths undercast but a break appeared over the city and a visual correction was possible on the PFF run. A flak barrage over the city was avoided by a left turn just after bombs away. One of our a/c was damaged by tracking flak while on the bomb run; however, none of the crew was injured. No E/A attacked this group but two possible jet A/C were reported in the target area. Our fighters gave excellent close support throughout the mission. Major Earl W. Kesling, our G.O., flying with the 369th, led the group, and Capt. Edward W. Magee, 367th, led the low squadron. Other pilots of the 367th, all flying in the low squadron, were: Lts. John P. Heraty, Shelby D. Hodges, Eldon J. Burrell, Emmette B. Sutherland, John C. Conlin, Robert L. Cardon, John L. Davis and William J. Davis.

8

HAMBURG, GERMANY - The 306th sent 36 a/c as the 40th A Group to bomb the marshalling yards at Hamburg. Our squadron flew nine a/c as the lead and low elements of the low squadron, with Capt. Edward W. Magee flying the lead a/c. Capt. Henry E. Hanson flew the lead

NOVEMBER (con't)

a/c of the lead squadron. Bombing was PFF with a last minute visual correction. Photos show strikes in the main marshalling yards. Flak was encountered only in the target area and the only damage was in the lead squadron. Capt. Hanson's a/c was hit but no one was injured. The weather over enemy territory was good, with a broken undercast at 14,000 feet. Light contrails were encountered at 22,000 feet but did not interfere with the formation. There was no E/A opposition and our P-51s gave close support at all times over enemy territory. All a/c returned safely. Other pilots for the 367th were: Lts. William J. Davis, Howard O. Balcom, Robert L. Cardon, John C. Conlin, Shelby D. Hodges, Eldon J. Burrell, Raymond B. Overstreet and Paul H. Martin.

8 MERSEBERG, GERMANY - The 306th sent 36 a/c as the 40th B Group to bomb Merseberg. This group also sent twelve a/c as the 40th C Screening force. Our squadron flew the lead and low elements of the lead squadron and three a/c as the low element of the screening force. Due to extremely poor weather conditions the formation became separated in its climb through the overcast that was up to 19,000 feet. The B lead and high circled over the North Sea looking for the low. Later it reported to be over enemy territory. The lead and high then returned to base as the whole division had gone in ahead of them. Our a/c in the screening force were unable to locate their formation in the soup and returned to base also. No 367th a/c flew this mission.

9 METZ, FRANCE - The 306th flew 36 a/c on a tactical mission in direct support of ground troops in the Metz area. The bombing was done through 8/10ths clouds by Gee-H technique. There were several safety factors incorporated to assure the safety of our own ground personnel. A line of barrage balloons and line of friendly flak was used to mark the front lines. In addition to these, the lead a/c was equipped with special radio equipment to mark the front line. As soon as the instruments showed that they were over enemy territory flares were fired to inform the other a/c. Gee-H operators felt that their equipment worked satisfactorily. Our photos show only clouds and a few very dark patches of ground detail with no strikes. P-51s and P-47s gave concentrated area support. No E/A of flak were encountered. All of our a/c returned to base. Pilots for the 367th were: Lts. Emmette B. Sutherland, Irving B. Pedersen, Richard E. Townsend, Richard L. Breed, John L. Davis, George L. Hatch, Robert L. Cardon, John C. Conlin and William J. Davis. Our squadron was flying the three high elements for the group.

10 ESCHWEILER AREA - Our bomb group flew 36 a/c as the 40th B Group, and twelve a/c as the low squadron of the 40th D Group to bomb gun positions near Eschweiler, Germany, in support of the advancing ground troops. The same method was used as in the Metz mission and special equipment operators report satisfactory results. Only the 40th D Group was fired on by flak guns and this was from Julich. Lts. Howard O. Balcom, Richard E. Townsend, John L. Davis, William

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J. Davis, Robert L. Cardon, Raymond B. Overstreet, Eldon J. Burrell and Paul H. Martin of our squadron flew in the low of the 40th B. Lcs. Frank M. McCullagh, leading, Emmette B. Sutherland, Irving B. Pedersen and Burns W. Roper flew with the 40th D. Lt. George L. Hatch, flying spare, bombed with the 40th B low. No personnel were injured. On returning to the base it was found that the ceiling and visibility were so low that most of the a/c would be unable to land. A diversion was made and all but one of our a/c landed at Honeybourne. Lt. McCullagh landed at Moreton on Marsh. The bad weather continued for two days and most of the crews were brought back in trucks. On the second day the weather broke at the last minute and the planes were brought home.

21

MEPPEN and LEEUWARDEN A/D - 36 a/c of the 306th, flying as the 40th A Group, was briefed to bomb the oil refinery at Merseberg, Germany, but weather caused the formation to have to turn back. All went well until about nine degrees east. Here Buckeye Red scouting force called and said that there was a front extending up to 31,000 feet ahead of them. Our leader decided to bomb a railhead and bridge at Meppen. The low bombed on the lead and the high dropped on Leeuwarden A/D. Both runs were made visually and are confirmed by photos. Flak was encountered between Minden and Osnabruck. It is believed that railway flak has recently moved in as it did not show on any of our existing flak maps. Three of our a/c were damaged, but none of our personnel were injured. There was no E/A opposition and our support was good until we turned back. From then on none was visible.

The 306th also sent twelve a/c as the 40th D screening force to salt down the flak guns at Merseberg. They received moderate flak and five a/c in this force were damaged; no personnel hurt. All a/c returned to base. Capt. Henry E. Hanson flew the lead a/c. Capt. Edward W. Magee led the high squadron, and Lts. Burns W. Roper, John P. Heraty, John L. Davis, John C. Conlin, Joseph N. Hess, Richard E. Townsend, Shelby D. Hodges and Eldon J. Burrell flew with him. Lt. Raymond B. Overstreet flew the mission, but a rack malfunction prevented his dropping.

26

MISBURG, GERMANY - 36 a/c of the 306th flew the 40th B Group to bomb the oil refinery at Misburg. This plant is located just east of Hannover and is a large producer of lubricating oils and low grade fuels. The 367th sent twelve a/c as the lead squadron and Major Earl W. Kesling flew the lead plane. The weather was excellent for the rendezvous and the formation was completed without difficulty. Over Holland Lt. John L. Davis was forced to turn back due to a mechanical malfunction in the #3 engine. He was given credit for the mission, as his a/c received flak damage. The target was open, but a very dense smoke screen made a PFF run necessary. Our strikes were not all located on our photos; however, one squadron's bombs were in the target area and fires were seen to be developing. A moderate barrage was encountered while on the bomb run and accurate tracking on the turn off. Eight of our a/c

NOVEMBER (con't)

were damaged, seven severely. S/Sgt. Charles Walters, tail gunner on Lt. John P. Heraty's crew, was wounded in the neck; his recovery is assured. No fighters attacks were made on this group; however, violent dog fights were observed and the crews report that had they not had such excellent fighter support to ward off an attack it could have been a very rough mission. Other 367th pilots were: Lts. Shelby D. Hodges, John C. Conlin, Raymond B. Overstreet, Joseph N. Hess, William J. Davis, Paul H. Martin, George L. Hatch, and Emmette B. Sutherland.

29

MISBERG, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb oil refineries in Misburg, Germany. This mission was almost a repeat performance of the last mission except for certain changes in the route and axis of attack to take advantage of weather conditions. The 367th flew nine a/c, providing the three-ship high elements of each squadron. The bombing was done through a 10/10ths undercast and our photos show no ground detail. The PFF equipment worked well and operators were able to locate the target "blip" satisfactorily. Flak, in sharp contrast to the last mission, was meager and inaccurate; none of the 306th planes were damaged. Lt. George L. Hatch had an engine failure and was forced to turn back over Holland. No E/A were seen and our fighters, picked up just off the English Coast, gave close support throughout the mission. Other pilots from the 367th were: Lts. Emmette B. Sutherland, William L. Davis, Raymond B. Overstreet, Richard L. Breed, Shelby D. Hodges, Robert L. Cardon, John L. Davis and John C. Conlin.

30

GERA, GERMANY - The briefed target for this mission was the synthetic oil refinery at Bohlen, and the 306th dispatched 36 a/c as 40th A Group. Our squadron flew nine a/c in the low squadron with Lt. Frank M. McCullagh leading. The mission went well until the formation approached the IP. Here they were unable to contact the Division leader or Buckeye Red for weather at the target. When our a/c arrived they found the primary completely obscured by a very effective smoke screen and a heavy ground haze. The lead, with 20 a/c, bombed the marshalling yards and Weinrich Leo Air Compressor plant at Gera. The formation had become separated after the turn off the primary, and the other a/c dropped on various targets of opportunity in Germany. We enjoyed excellent fighter support at all times over enemy territory. No E/A were seen. Moderate to intense AA fire was encountered at Zeitz; however, no 367th planes were damaged. Other 367th pilots were: Lts. John P. Heraty, Emmette B. Sutherland, John L. Davis, William J. Davis, George L. Hatch, Robert L. Cardon, Burns W. Roper and John C. Conlin.

This month's missions were directed mainly at Germany's dwindling oil production. Of eleven missions flown, eight were briefed with oil as their objective. In two cases weather interfered to such an extent that other targets were bombed. Of the entire eleven missions no one primary was hit with a visual run. Only once was the weather clear over the primary (Misburg on 26 November), and here the Germans employed their smoke screen to such advantage that instrument bombing was needed.

NOVEMBER (con't)

November has seen great development of our blind bombing aids. We flew two ground support missions, dropping on the enemy front lines and forward gun positions through a complete undercast. The many safeguards that were employed were so effective that not a single bomb was dropped short and accuracy has been proven by the notable advances the ground forces have been able to make in recent weeks despite adverse weather.

The struggle for air supremacy has been proven successful, for in spite of the GAF's recent increased effort to stop the onslaught against its oil refineries, our missions have been getting through to the objective. The GAF's best efforts seem to be sporadic all-out attempts against elements of the 8th and not against the whole show. The attacks have been very costly to those groups which had to bear the brunt of the German reaction, but our squadron has been very fortunate in that 367th planes have not been hit. This cannot be attributed solely to luck but is a credit to our leaders for the tight formations flown and close adherence to the time schedule of our operations. Jerry has turned more and more to flak defenses since he has found it impossible to keep pace in the air. Again, the importance of his oil can be measured by the flak yardstick. Within the last two months all oil producing facilities have become surrounded by greater concentrations of AA guns than ever before.

Fortunately, our squadron lost no planes and had no fatalities during the month.

AWARDS AND DECORATIONS FOR OCTOBER:

Distinguished Flying Crosses

1st Lt. Charles N. Barchard	T/Sgt. Lemuel A. Glasscock
1st Lt. Virgil W. Dingman	T/Sgt. Orville J. Graham
1st Lt. Lawrence W. Gassman	T/Sgt. Leslie E. Smith
1st Lt. John K. McAllister	
1st Lt. Robert J. McCourt	S/Sgt. Harry Schneider
1st Lt. William J. McKenna, Jr.	S/Sgt. Russell E. Weeter
1st Lt. Irving B. Pedersen	S/Sgt. Frederick C. Wootten
1st Lt. Robert G. Schwein	
1st Lt. Frank W. Shipman, Jr.	
1st Lt. Edward L. Todd, Jr.	
1st Lt. Carl W. Tuohey	

PROMOTIONS DURING NOVEMBER:

1st Lt. to Captain	2nd Lt. to 1st Lt.
Arthur Vann	Eldon J. Burrell
William M. Wood	Robert L. Cardon
	David R. Siedenburgh

DECEMBER

2

KOBLENZ, GERMANY - 306th flew 38 a/c as the 40th A Group to bomb Koblenz by PFF and Oberlahnstein by Gee-H. The lead bombed Koblenz, the high bombed Oberlahnstein and the low squadron, due to malfunction of Gee-H equipment, was forced to return with its bombs. Both targets were completely overcast and high clouds interfered with the formation. The squadrons became separated and could not drop on smoke bombs of a/c whose equipment functioned properly. Our squadron flew ten a/c; Major Earl W. Kesling, our C.O., leading the group, and Capt. Henry E. Hanson leading the high squadron. Our other eight a/c flew with Capt. Hanson as the lead flight and low element. The whole mission was flown over 10/10ths clouds that rose to 30,000 feet in the target area. Our fighters gave excellent support from the Belgian coast on. No E/A were encountered. A few scattered bursts were observed at Oberlahnstein and meager, inaccurate fire was encountered at Koblenz. There was no damage to 306th a/c, all of which returned. Other pilots for the 367th were: Lts. Eldon J. Burrell, Howard O. Balcom, Robert L. Cardon, John L. Davis, Burns W. Roper, Paul H. Martin, George L. Hatch, Emmette B. Sutherland and Richard E. Townsend, who was flying spare and filled in with the high squadron to bomb.

5

BERLIN, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb a German tank factory in the northwest outskirts of Berlin. Our squadron sent nine a/c as the lead flight and low element of the lead squadron, with Capt. Henry E. Hanson leading the group. No fighter opposition was encountered and our fighters have excellent support at all times over enemy territory. Moderate, accurate flak was met at the target. The bomb run was started PFF but a break in the clouds made a visual correction possible. While doing this, Capt. Arthur Vann, the lead bombardier, was hit in the eyes with flying glass. The navigator then made the release on Capt. Vann's estimate of elapsed time. The low dropped on the lead and the high made a separate PFF run. Our photos show some near misses in the woods just at the target. Just after bombs away, Lt. William B. Kaufman was killed instantly when a piece of flak struck him in the head. He was the navigator on Lt. Howard O. Balcom's crew. Two a/c were lost from the group, one from this squadron. Lt. Charles F. Manning's a/c, flying in the lead flight, was seen to be in trouble over the target and dropped out of formation. Reports at first seemed to indicate that he was out of control, but an a/c giving his call sign was later heard trying to contact Air-Sea Rescue, who was able to take a fix. Since then we have heard nothing. With him were Lts. Paul A. Wilson and Paul Tannenbaum, F/O Norman Schneider, and Sgts. William Nusser, Vincent S. Johnson, Harry L. Gile, Edwin R. Dewey and John A. Cox. The accuracy of the flak may be judged by the fact that even though it was reported as moderate, ten a/c were hit. All of this damage is confined to the lead and high squadrons, the low escaping unscathed. Other pilots for the 367th were: Lts. Richard E. Townsend, John L. Davis, William B. Turner, Jr., Richard L. Breed, William J. Davis and Shelby D. Hodges.

DECEMBER (con't)

- 6 MERSEBERG, GERMANY - The 306th sent 36 a/c as 40th A Group, to bomb the synthetic oil plant at Merseberg by PFF. Our squadron flew twelve a/c as the high squadron, led by Lt. Frank M. McCullagh. This mission turned out to be the easiest trip we have ever made to this heavily defended target. There was a 10/10th undercast and the chaff of previous a/c seemed to have the flak scopes completely blacked out, for their fire was very inaccurate and consistently low. Two of our planes received very minor damage. Our fighter support was excellent; P-51s picked us up over the Channel and gave us continuous support throughout the mission with P-47s operating in strength in the Hannover area. No E/A were seen. The ground was visible through occasional holes over the continent, being 10/10ths for the most part and presenting a solid undercast in the target area. Several crew reported seeing what appeared to be V-2 contrails rising over Holland. Other 367th pilots were: Lts. Louis P. Prokop, Howard O. Balcom, Richard L. Breed, William B. Turner, Jr., Ward R. Fowler, Joseph N. Hess, Paul H. Martin, Shelby D. Hodges, John L. Davis, Burns W. Roper and William J. Davis.
- 7 STUTTGART, GERMANY - The 306th flew 36 a/c as 40th B Group to bomb the marshalling yards at Stuttgart, Germany. Our squadron sent nine a/c in the low squadron. Lt. Louis P. Prokop was forced to abort at the Mt. Farm buncher due to an engine failure. Rendezvous was completed satisfactorily and the route flown as briefed over 6-8/10ths clouds. Thin, high clouds made formation flying a bit difficult, but no serious difficulty was encountered. Each squadron made a separate run and bursts of the low were observed through a break in the clouds to walk into the PFF aiming point. The run was made on instruments. The flak consisted mainly of an inaccurate barrage. The lead, however, was tracked visually and eight bursts were observed to break in the formation. Two a/c were knocked out; however, one was heard over France later asking for directions. The other was last seen in the target area under control. All 367th a/c returned to base, none being damaged. Our fighter support was excellent at all times over enemy territory and no e/a were seen. Other pilots for the 367th were: Capt. Gordon L. Donkin, leading the low group, and Lts. Richard E. Townsend, William B. Turner, Jr., Ward R. Fowler, Paul H. Martin, Richard L. Breed, Emmette B. Sutherland and Raymond B. Overstreet.
- 11 FRANKFURT, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb Frankfurt by PFF, with unobserved results. Our squadron flew twelve a/c as the high squadron with Capt. W. Bradley Butterfield leading. The mission was a very simple one. No E/A were seen. Our P-51s gave excellent support at all times and no flak was encountered. The weather was 6 to 8/10ths until over the Meuse River and increased to 10/10ths after that. All squadrons released their bombs on the leader. There were no difficulties encountered and all a/c returned safely. Other pilots for the 367th were: Lts. Shelby D. Hodges, Raymond B. Overstreet, William J. Davis, George L. Hatch,

DECEMBER (con't)

Richard L. Breed, John L. Davis, Burns W. Roper, Paul H. Martin, William B. Turner, Jr., Richard E. Townsend and Louis P. Prokop.

- 12 MERSEBERG, GERMANY - The 306th Group flew 36 a/c as the 40th B Group to bomb the synthetic oil refinery at Merseberg. Our squadron sent nine a/c as the lead squadron, with Capt. Henry E. Hanson in command. Lt. Ward R. Fowler flew spare, and with no aborts returned as briefed. The mission encountered icing conditions at takeoff but was able to climb above it and complete rendezvous without trouble. The clouds were broken to the Rhine River from where they gradually built up to 10/10ths in the target area. The bombs were dropped PFF on the first run on the target. Our formation was interfered with by a second group and forced to make a second run. The undercast was solid and our photos show no ground detail. The crews report seeing nothing of the results. The flak was the least ever encountered at this target. It consisted mainly of a low barrage with some inaccurate tracking. None of our a/c were damaged. Our fighter support was excellent at all times over enemy territory. No E/A were seen. Lt. William J. Davis was forced to leave the formation when his #3 engine failed. He selected the town of Goarshausen as a TO and dropped his bombs there. Other 367th pilots were Lts. Howard O. Balcom, Louis P. Prokop, William B. Turner, Jr., Shelby D. Hodges, Paul H. Martin, George L. Hatch and Burns W. Roper.
- 15 KASSEL, GERMANY - The 306th sent 36 a/c as the 40th C Group to bomb Kassel by PFF. Our squadron flew nine a/c as the three three-ship high elements of each squadron. Our fighters picked us up just before reaching the Dutch coast and gave continuous support from there on. No E/A were seen. The target was completely overcast and the results of our bombing was unobserved. There was no flak at the target but a few bursts were observed at Ijmuiden on the way with no damage sustained. Extremely unfavorable weather made landing at the base very difficult. Eight of our a/c were forced to land away, one from our squadron, Lt. J. C. Conlin. Others from the 367th were: Lts. Emmette B. Sutherland, Ward R. Fowler, Paul H. Martin, George L. Hatch, John L. Davis, Shelby D. Hodges, William B. Turner, Jr., Richard E. Townsend.
- 18 KAISERS-LAUTERN, GERMANY - The mission sent 39 a/c to bomb Kaiserslautern by PFF. The mission was very easy as there were no E/A or flak reported. Our fighters gave area support. The target was bombed through 10/10ths clouds with unobserved results, and all a/c returned safely. Our squadron sent eleven a/c including two spares, who filled in and flew the mission. Pilots for the 367th were: Capt. Frank M. McCullagh, leading the low squadron, and Lts. Raymond B. Overstreet, Louis P. Prokop, William J. Davis, Shelby D. Hodges, Ward R. Fowler, Burns W. Roper, John L. Davis, George L. Hatch, Richard L. Breed and Emmette B. Sutherland.
- 24 GIESSEN A/D, GERMANY - The 306th sent 34 a/c as 40th B Group to bomb Giessen A/D visually. This was the first wide open target we have had

DECEMBER (con't)

In a long time and the boys really set the bombs on the target. Capt. Edward W. Magee, of our squadron, led the formation, and Capt. Arthur Vann, our squadron bombardier, hit his aiming point squarely. The briefed MPI had been hit when our formation arrived, and Capt. Vann selected a group of unhit installations on the edge of the field. In addition, the Clay Pigeon Air Force sent twelve a/c as the high squadron, with Lt. Howard O. Balcom leading. The AA fire at the target was meager, but accurate, and a few bursts were encountered along the route. Two of our a/c were damaged but no casualties were sustained. Our fighter support was good and no E/A were seen. On return to the base a heavy haze had covered the A/D and all the a/c were diverted to other bases. Of our a/c, one landed at Debach, nine at Framlingham, two at Cranfield and one at Wing. The crews were brought back to Thurleigh the next day by truck. It was a rather sad Christmas for the men, but no one uttered a word of complaint. Other 367th pilots were: Lts. Shelby D. Hodges, Raymond B. Overstreet, William J. Davis, Richard E. Townsend, William B. Turner, Jr., Richard L. Breed, John L. Davis, Emmette B. Sutherland, Ward R. Fowler, Earns W. Roper and Paul H. Martin.

The 306th also sent 12 a/c as the lead squadron and three as the high element of the 40th D Group to bomb Nidda A/D. This group also hit their target well by visual bombing. No 367th a/c participated in this mission.

28

KOBLENZ, GERMANY - The Clay Pigeon Air Force sent ten a/c, including one spare that filled in and flew the mission, to bomb Koblenz by PFF. The primary was at Siegburg, but the Gee-H a/c was unable to release its bombs and the PFF secondary was bombed. Our a/c formed the lead flight and low element of the lead squadron of 40th B Group. Capt. Henry E. Hanson led the formation. At the target no AA fire was encountered and the only burst reported was observed over Bonn on the way into the target. Our fighter support was not as good as usual. They were picked up at Brussels and gave good support to the target, but very few were seen after leaving Koblenz. The target was completely overcast and no results were observed. All our a/c returned safely. Other pilots for the 367th were: Lts. Howard Balcom, Emmette B. Sutherland, William J. Davis, Ward R. Fowler, John C. Conlin, Richard L. Breed, William B. Turner, Jr., and John L. Davis.

29

BINGEN, GERMANY - The 306th Group sent 36 a/c as the 40th A Group to bomb the railroad marshalling yard at Bingen. This is a very small junction on the Rhine River and Jerry has been using it as a distribution point for men and supplies going to the front. Our squadron flew the three, three-ship high elements of each squadron. Col. James S. Sutton, Group C.O., flying with Capt. Edward W. Magee of the 367th, led the mission. The weather over the Channel was 10/10ths but began to break up over the continent and the target was clear. The bombing was successful with the exception of the low squadron's bombs which hit across the river due to a rack malfunction in the

DECEMBER (con't)

lead a/c, causing a momentary delay in bombs away. Flak at the target was very accurate just after bombs away and two of our men were wounded. S/Sgt. Carroll L. Meyer, waist gunner on Capt. Magee's crew, was hit in the head by a piece of flak that penetrated his helmet. Meyer suffered a scalp wound that bled profusely but was not of a serious nature. Lt. William J. Davis, pilot, was hit in the hip by a small piece of flak but was not wounded seriously. Both men are assured of recovery. The group had a total of nine a/c damaged by flak and one, not from our squadron, was lost. Other pilots for the 367th were: Capt. Robert W. Cogswell and Lts. John L. Davis, Shelby D. Hodges, William B. Turner, Jr., John C. Conlin, Emmette B. Sutherland, Richard L. Breed and Ward R. Fowler.

30

MAINZ, GERMANY - The 306th sent 36 a/c as the 40th C Group to bomb Mainz by PFF. The mission went smoothly throughout. Our scouting force and part of our fighter support was scrubbed after our planes had left. However, the Mosquito screening force gave our air commander the target weather, that the target would be completely overcast and that a PFF run would be necessary. The cloud cover was solid at bombs away and the results unobserved. Our fighter support was fairly good up to the target but very thin on the way home. No E/A were seen, fortunately. Meager in accurate AA fire was encountered in the target area, all of it being low. None of our a/c were damaged, all returning safely. Capt. Frank M. McCullagh led the low squadron, and with him were: Lts. Raymond B. Overstreet, William B. Turner, Jr., George L. Hatch, John L. Davis and Shelby D. Hodges in the lead flight. In the low element were Lts. Richard L. Breed, Ward R. Fowler and Emmette B. Sutherland.

DECORATIONS FOR NOVEMBER:

Distinguished Flying Crosses

Capt. Joseph Couris
Capt. John J. Stolz
1st Lt. Albert G. Damico
2nd Lt. William F. Carroll

1st Lt. David R. Siedenberg
1st Lt. Clifford J. Stanton
S/Sgt. Arthur D. Shapiro

PROMOTIONS IN DECEMBER

1st Lt. to Captain
W. Bradley Butterfield
Frank M. McCullagh
Paul V. Osburn
Gordon A. Spencer

John C. Conlin, Jr.
Bayard W. Johnson
Richard E. Malay
Burns W. Roper
Richard E. Townsend

2nd Lt. to 1st Lt.
Fred O. Anderson
Howard O. Balcom

F/O to 2nd Lt.
Raymond D. Allen
Ervin R. Clark

Again we have gone through a month's combat operations without encountering an attack by E/A. May our good fortune continue. Of four visual targets during the month, two were hit by Capt. Arthur Vann, our squadron bombardier. This is a very enviable record for any squadron. During the past few weeks several noteworthy changes have been effected. There has been a definite improvement in the appearance of our site since weekly inspections have been inaugurated. Fences have been erected to confine traffic to the drives and walkways, effecting a noticeable improvement in the mud control program. With the irregular hours necessitated by the work of a bomb group it is easy to fall in to untidy housekeeping. The inspection each week also has improved the appearance of living quarters. For several weeks now the squadron has been publishing a weekly newspaper, "Pigeon Poop", that gives the things of interest that happen in the squadron. It has created a sense of unity that is hard to attain on a base where so many organizations function as a unit. Every section contributes to each edition so that a full picture is presented each week of the entire activity and social life of our unit.

A sign has been erected at the entrance to the orderly room giving the new squadron name, "Clay Pigeon Air Force". This new monicker adds a bit of zest and an air of dash to the organization, and even though we may be a bit small to fulfill the name, our determination, aims and efforts fully justify it.

Another improvement that has greatly added to the appearance of the site and convenience of the men is the installation of bicycle racks at each barracks. The advantages are self evident to anyone who has to contend with bicycles in the mud or has seen the clutter surrounding buildings when racks are not available.

On New Year's Eve the group had a party. It was held in the B Mess with all the trimmings and decorations that would be expected on such an occasion. A buffet supper was served and dancing to the music of the Esquires made it a real celebration. Everyone put their best into having a good time, hoping this will be the last.

During December Major Richard E. Walck, now on DS attending Command and General Staff School at Fort Leavenworth, Kans. was transferred to Group HQ and Capt. George E. Cubberly was appointed squadron executive officer. Capt. Donald S. Giles, due to illness, was transferred to the 49th Station Hospital pending shipment to the U.S.

Our squadron for this month has set an unprecedented record in its training program. In filling all assigned trainer hours, we may have set some kind of record. Some of the trainers were Link, Jam Handy, Hunt Trainer, Turret Trainer, Bomb Trainer and Hawell Trainer. We also received two B-24 crews and gave them their transition to B-17s.

At present our status in respect to lead teams is by far the best in the CBW, if not in the 8th AF. In addition to our staff officers, Capts. Henry E. Hanson, Edward W. Magee, Frank M. McCullagh, Gordon L. Donkin and Lts. Howard O. Balcom, Joseph N. Hess and Capt. Robert W. Cogswell are all checked out for lead teams.

In the athletic field our squadron basketball team was on top. The EM team was tied with the 423rd for top honors with three victories and no defeats and the officers' team was leading with two victories and no defeats.

JANUARY

KASSEL, GERMANY - This mission was briefed for Magdeburg to attack the synthetic oil refinery there. The target was obscured by clouds when our formation came up on the bombing run, and a 360° turn was made for a second run. It was hoped that the target would be open. Clouds again prevented the bombardier from picking up the MPI, and we then followed the "Able" force to the visual secondary. It was then decided to make a PFF run on Kassel. While on the approach the lead found he could make a visual run, which he did with good results, the low dropping on him. The high was making a separate PFF run, but the equipment failed and at this time no visual correction could be made. They then turned off to bomb the M/Y at Limburg visually.

The 306th sent 36 a/c as 40th B Group, and our squadron flew nine a/c in the high squadron, which bombed Limburg, with Lt. Joseph N. Hess leading. There was no attack by E/A, but several jet E/A passed within very close range of our formation. Our fighter escort was so hot on their trail that they had no opportunity to make an attack. Flak was inaccurate at Magdeburg, but at Kassel we were visual targets and our crews were looking down their gun barrels. Most of our damage was sustained there. None of our men were injured.

Other pilots for the 367th were: Lts. Raymond B. Overstreet, John L. Davis, Richard L. Breed, Shelby D. Hodges, Emmette B. Sutherland, Ward R. Fowler, who flew and bombed with the 92nd Group, and George L. Hatch.

2

KYLLBURG, GERMANY - The 306th flew 36 a/c and three spares as 40th A Group to bomb the railroad tunnel at Kyllburg. Our squadron sent nine a/c as the lead flight and low element of the lead group. Capt. Robert W. Cogswell, flying spare, filled in the #2 position, low element lead squadron, when Lt. James L. Patton was forced to turn back just after takeoff due to engine failure and catching on fire. The fire was controlled and the a/c returned safely to base. The trip to the target was satisfactory and the weather gave us a break by opening up for a visual run. Lt. Earl F. Smythe, a Clay Pigeon man, was able to synchronize on the target for a perfect release. Photos show the MPI completely covered by HE bursts. Scattered but accurate flak was encountered for about ten minutes in the target area. One of our a/c received slight damage but no one was injured. Our fighters gave good area support and no E/A were seen. Other pilots for the 367th were: Major Earl W. Kesling, our C.O., who led the CBW, and Lts. Howard O. Balcom, George L. Hatch, Richard L. Breed, Charles T. Sutton, William B. Turner, Emmette B. Sutherland and Ward R. Fowler.

3

HERMULHEIM, GERMANY - The 306th flew 36 a/c and three spares as 40th Group to bomb the M/Y at Hermulheim. Our squadron sent nine a/c as the three three-ship high elements of each squadron. Assembly was accomplished without incident and the entire mission was flown over heavy clouds, with only an occasional glimpse of the ground through small holes. Buckeye called and said that the target was overcast, so a PFF run was made, all a/c dropping on the lead, with unobserved results. Our group received no flak, although scattered bursts were

JANUARY (con't)

seen. Pilots for the 367th were: Lts. Charles T. Sutton, Emmette B. Sutherland, who landed at Manston with a runaway prop, Shelby D. Hodges, Roland A. Lissner, John L. Davis, William B. Turner, James L. Patton, George L. Hatch and Ward R. Fowler. Lt. G. Barney Rawlings, flying spare, filled in for Lt. Robert H. Wood, 369th, who was forced to abort due to illness of his tail gunner.

5

NIEDERMENDIG, GERMANY - The 306th Group flew 36 a/c as 40th A Group to attack the A/F at Niedermendig. Our squadron sent nine a/c as the lead flight and low element of the low group. Lt. William B. Turner, flying spare, filled with the 385th Group to attack Kaisers-Lautern visually. Assembly was very difficult due to bad weather and many men were unable to locate their formation, and were forced to fill in with other groups. Others from our squadron flying with different outfits were: Lts. Ward R. Fowler and George L. Hatch, 305th BG; Lt. Jesse Patton, 398th BG; and Lt. Roland Lissner, 477th BG. Our target was covered by 10/10ths overcast and the bombs were dropped by Gee-H equipment, results unobserved. There was a rack malfunction in the lead of the low, and six a/c did not drop. This was not realized at the time and second run was not made. The weather was clear over the continent until the IP was reached where it quickly built to a solid undercast. Our fighter support was very scant and fortunately no E/A were seen. The only flak observed came from the front lines and was not near our formation. All of the a/c returned safely. Other pilots for the 367th were: Lts. Howard O. Balcom, leading the low, Raymond B. Overstreet, G. Barney Rawlings, Shelby D. Hodges and John L. Davis.

6

COLOGNE, GERMANY - The 306th Group flew 39 a/c as the 40th A Group to lead the First Air Division. Our target was a bridge over the Rhine River in the southern part of the city. Due to a solid undercast and the Gee-H operator being unable to pick up the necessary returns, the bombs were dropped PFF on the M/Y with unobserved results. Our squadron flew nine a/c in the lead squadron, with Capt. Henry E. Hanson leading. Lt. Col. John S. Chalfant, group air executive, rode with him as air commander. There were no E/A seen and our P-51s gave close support with P-47s operating in the target area. A few scattered bursts of flak were observed crossing the lines on the way out, while a meager, inaccurate barrage and tracking flak was encountered over the target. No damage was sustained by any of our a/c. Other Clay Pigeon pilots were: Lts. Shelby D. Hodges, G. Barney Rawlings, Joseph N. Hess, Roland A. Lissner, flying spare and filling in the high squadron, Charles E. Cushing, Charles T. Sutton, George L. Hatch, Ward R. Fowler and William B. Turner.

7

EUSKIRCHEN, GERMANY - The 306th flew 39 a/c as 40th B Group to bomb an embankment along the railroad line just outside Euskirchen. It was hoped that if this embankment could be hit it would fall on the tracks and render the line useless for several days while the earth was being cleared away. Our squadron sent nine a/c as the three three-plane elements of each squadron. The bombing was done through

JANUARY (con't)

10/10ths clouds by Gee-H equipment and no results were observed. Our formation encountered no flak or E/A, and P-51s gave excellent support throughout the mission. Pilots for the Clay Pigeons were: Lts. Emmette B. Sutherland, Ward R. Fowler and Louis P. Prokop with the lead; Shelby D. Hodges, G. Barney Rawlings and William B. Turner with the low, and Howard O. Balcom, Charles E. Cushing and Roland A. Lissner with the high.

8

SPEYER, GERMANY - The 306th flew 40th A Group to bomb a communication center south of Landau. The deputy lead Gee-H a/c was unable to take off and the equipment in the lead a/c failed. Landau was the PFF secondary, but it gave a poor return on the Mickey scope and slight ground detail on the visual photos seem to indicate that our bombs were dropped near Speyer. Our squadron sent seven a/c as the lead flight and lead a/c of the low element of the low squadron. Capt. Robert W. Cogswell flew spare for this squadron and filled with the lead to bomb. The low was led by Lt. Howard O. Balcom, who was wounded in the left foot about one minute before bomb release. Maj. Earl W. Kesling, our C.O., flew with Capt. Edward W. Magee to lead the CBW. Lt. George L. Hatch was to have flown the deputy Gee-H a/c but was unable to take off due to engine trouble. No E/A were seen and our fighters gave good area support, appearing at the IP and in the target area. Lt. George W. David, bombardier on Lt. Joseph N. Hess' a/c, was wounded by flak near the target, but his recovery is assured. The only flak encounter came from the Mannheim-Ludwigshafen area. Here it was moderate but accurate, lasting for about three minutes. Lt. John L. Davis lost his #2 engine just before reaching the IP and his #1 engine went out just after the target. He returned alone on two engines to the base. On landing his left wing stalled just before touchdown and hit the ground. The a/c spun around but he was able to keep it on an even keel and no one was injured. Other pilots for the 367th were: Lts. Raymond B. Overstreet, Charles E. Cushing, Emmette B. Sutherland and William J. Davis.

10

GYMNICH, GERMANY - The 306th flew the 40th B Group to bomb Gymnich A/D, just east of Cologne. Our squadron flew nine a/c in the high squadron as the lead flight and low element. Capt. W. Bradley Butterfield, our operations officer, led the squadron. The route from the IP to the target lay just to the south of Cologne and on the bomb run our formation was crowded north over the city. The clouds had broken and we were visual targets for Jerry's flak guns. The lead caught the worst damage, and our squadron got off comparatively lightly, with five a/c damaged and no personnel injured. The bombing was done visually after the Gee-H equipment went out. The ground was covered with snow and made target identification very difficult. Photos show our squadron's bombs on the nearby town of Bleisheim. There was no E/A opposition and no fighter support. Other pilots from the Clay Pigeon AF were: Lts. Jesse L. Patton, Raymond B. Overstreet, Joseph N. Hess, Shelby D. Hodges, William B. Turner, George L. Hatch, Roland A. Lissner, who returned early due to engine failure, and Capt. Robert W. Cogswell. Lt. Charles E.

JANUARY (con't)

Cushing filled with the low but was unable to drop.

14

COLOGNE, GERMANY - The 306th flew 40th A Group to bomb to the Hohenzollern Bridge in Cologne. Our squadron flew twelve a/c as the lead squadron. Capt. Henry E. Hanson, the lead pilot, with Col. James S. Sutton, group C.O., was unable to take off due to mechanical problems with the a/c. Lt. Joseph N. Hess, the deputy lead with Lt. Col. Eugene C. LaVier, 423rd C.O., assumed the lead from the start and flew in this position throughout the mission. The target was perfectly clear and each squadron made a separate run. The lead's strikes were on the west approach to the bridge and the high squadron's bombs straddled the center of the bridge; the low a M/Y in the city. Moderate, accurate flak was encountered at the target for four minutes. Lt. William B. Winslow's a/c was hit and Sgts. Newell F. Russell, waist gunner, and Alvin C. Miller, tail gunner, were seriously injured. Meager, accurate flak was encountered over the front lines on the way to the target, and meager, inaccurate flak was seen over the lines on the way out. There were no E/A and our support consisted of a few P-51s giving area support around the target. Other 367th pilots were: Lts. Shelby D. Hodges, Ward R. Fowler, Walter W. Brasch, George L. Hatch, G. Barney Rawlings, Roland A. Lissner, Charles E. Cushing, Jesse L. Patten and William B. Turner.

15

FREIBURG, GERMANY - The 306th Group flew 36 a/c as the 40th C Group to bomb Freiburg by PFF. Our squadron sent nine a/c as the three three-plane high elements for the squadrons, and Capt. Henry E. Hanson flew the lead a/c. There were only 10-12 bursts of flak at the target, low and inaccurate. No other flak was encountered and no damage was sustained by the group. Our strikes were later identified as over the target in a mountain pass in Germany. There were no E/A seen and our fighters gave good support from the I.P. until again over enemy territory, Other pilots for the 367th were: Lts. George L. Hatch, Charles E. Cushing, Walter W. Brasch, Ward R. Fowler, William B. Turner, Roland A. Lissner, Shelby D. Hodges, William B. Winslow and Jesse L. Patten.

17

BIELEFELD, GERMANY - The 306th Bomb Group flew 36 a/c and three a/c as spares to bomb Bielefeld by Gee-H. Our squadron sent nine a/c as the lead flight and low element of the low squadron, with Capt. Gordon L. Donkin leading. Lt. Vernor F. Dailey filled in the high squadron and flew the mission. No flak was encountered and no E/A were seen. Our fighters gave close support. The bombing was through 10/10ths clouds with unobserved results. All our a/c returned safely. Other Clay Pigeon pilots were: Lts. Raymond B. Overstreet, Walter W. Brasch, Richard L. Breed, William B. Winslow, Jesse L. Patten, Ward R. Fowler, Roland A. Lissner and William B. Turner.

20

RHEINE, GERMANY - The 306th flew the 40th B Group to bomb Rheine after a malfunction of the ground station made micro-H bombing impossible. The run on Rheine was made PFF and the bombs were dropped through 10/10ths clouds with no observed results. Our squadron flew

JANUARY (con't)

nine a/c as the lead flight and low element of the high squadron. Lt. Roland A. Lissner, flying spare, filled a vacancy in the high element of the high squadron and flew the mission. Capt. Edward W. Magee was the Group leader. No flak was encountered at the target and only a few ineffective bursts were seen at the front lines. Our fighters gave close support over enemy territory. All a/c returned with no damage and no injuries to crew. Other pilots were: Lts. William B. Winslow, Joseph N. Hess, leading the high, Jesse L. Patten, George L. Hatch, Vernor F. Daley, Walter W. Brasch, Shelby D. Hodges, Raymond B. Overstreet and Ward R. Fowler.

21

ASCHAFFENBURG, GERMANY - The 306th flew 38 a/c to bomb the M/Y at Aschaffenburg by PFF. The target was completely overcast and no results were observed. Our squadron sent nine a/c as the lead flight and low element of the lead squadron. Lt. Howard O. Balcom, lead, with Maj. Carl Grending, 368th, as the air commander. Lt. Dale R. Lenn, flying spare, filled in on the lead flight and flew the mission. No flak was encountered and no E/A were seen. The mission was flown over a solid undercast most of the time, but gave no trouble on the return. Other Clay Pigeon pilots were: Lts. Raymond B. Overstreet, William B. Turner, Shelby D. Hodges, Jesse L. Patten, Walter W. Brasch, George L. Hatch, Vernor F. Daley and Ward R. Fowler.

28

COLOGNE, GERMANY - The 306th flew 39 a/c as the 40th C Group to bomb the M/Y at Cologne. A Gee-H run was made and hazy photos show strikes to the northwest of the MPI. Our squadron flew nine a/c in the three three-plane high elements. Accurate predicted concentrations of flak was encountered over the target and eleven of the Group's a/c were damaged. No personnel were injured. No E/A were seen and our P-51s, though scarce on the way in, appeared in strength at the target and gave excellent close support on the way out. Other pilot for the 367th were: Capt. Robert W. Cogswell and Lts. Jesse L. Patten, William B. Winslow, Shelby D. Hodges, William B. Turner, Roland A. Lissner, George L. Hatch, Dale R. Lenn and Walter W. Brasch.

29

KOBLENZ, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb Koblenz by PFF. Our squadron flew nine a/c as the lead flight and low element of the low squadron with Capt. Gordon L. Donkin leading. Capt. Henry E. Hanson led the Group. However, he was forced to abandon the lead to Lt. Richard H. Claeys, 368th, when his electrical system failed. The deputy had no Gee-H equipment and made his run on Koblenz, the briefed secondary. The target was completely overcast and results were unobserved. No E/A were encountered and our fighters gave continuous support. Other pilots for the 367th were: Lts. Raymond B. Overstreet, Walter W. Brasch, Shelby D. Hodges, Jesse L. Patten, Dale R. Lenn, George L. Hatch, Vernor F. Daley and William B. Winslow.

During January of this year we were able to fly 15 missions. This is a larger number than the combined raids of January 1943 and January 1944. We were very

January (con't)

fortunate in having so many operational days. Most of all, it is a tribute to the development of our blind bombing techniques that have made these pulverizing attacks on Hitler's war machine possible. Today many of the pinpoint targets that would do credit to any bombardier under the best visual conditions are being attacked through a solid undercast. It might be said that the striking powers of every a/c has been more than doubled by these developments.

Our good fortune has continued for January and we have not been challenged by the Luftwaffe. Our only near encounter came on the 1st when several jets passed very close to the formation but our fighter escort kept them at bay. We were very fortunate in losing no a/c during the month.

T/Sgt. Durward F. Offord, William A. Lindsay and Clarence M. Gillespie are the first three men to complete their second combat tours with this Group by flying fifty missions against the Hun in defense of the Four Freedoms. Berlin, Halberstadt, and many synthetic oil refineries, the life blood of Hitler's mechanized army, are, to name only a few of the vital and heavily defended targets attacked, all familiar scenes to these men, that is from five miles up. The weight of their pulverizing raids has, also preceded the advance of the Western front onto German soil. Each of these men is an experienced veteran of modern aerial warfare as it is testified by the decorations awarded to them.

DECORATIONS DURING DECEMBER:

Distinguished Flying Crosses

Capt. Arthur Vann
1st Lt. Robert L. Cardon
1st Lt. Robert D. Gruenig
1st Lt. John P. Heraty

1st Lt. Paul H. Martin
1st Lt. Louis F. Prokop
1st Lt. Gordon A. Spencer
2nd Lt. Richard E. Townsend

Purple Hearts

Capt. Arthur Vann

T/Sgt. Edwin R. McNeil
S/Sgt. Charles Walters

PROMOTIONS DURING JANUARY

2nd Lt. to 1st Lt.

Paul A. Becker
Richard L. Breed
Charles E. Cushing
John L. Davis
William J. Davis, Jr.
John K. Field
George L. Hatch, Jr.
Joseph N. Hess
Shelby D. Hodges, Jr.

Morris S. Hursthouse
Ralph L. Irvine
Dale R. Lenn
Raymond B. Overstreet
G. Barney Rawlings
Eugene A. Skonieczny
James D. Snoddy
Joseph A. Stauber
Emmette B. Sutherland

F/O to 2nd Lt.

Raymond D. Allen

Ervin R. Clark

FEBRUARY

1

MANNHEIM, GERMANY - The 306th flew 39 a/c as the 40th A Group to bomb a railroad bridge at Mannheim. Our squadron sent nine a/c with Capt. Robert A. Cogswell leading the lead flight and low element of the high squadron. Major Earl W. Kesling, our C.O., led the group, flying with a 369th crew. Lt. William Winslow, flying spare, filled in the #3 position and flew the mission. Lts. William Wear and Raymond Overstreet, unable to find our group, flew and bombed with the 379th BG. The target was completely overcast and all a/c dropped on the lead with unobserved results. On the route to the target very difficult conditions were encountered, particularly during assembly. It was necessary to fly above 27,000 feet in order to get over the front while crossing the Channel. No E/A were seen and our P-51s gave meager zrea coverage from the IP to the target. A very meager low barrage was observed from the IP to the target. A very low barrage was observed at Mannheim and none of our a/c suffered flak damage. No personnel were injured and all a/c returned safely. Other pilots for the 367th were: Lts. William B. Turner, Roland A. Lissner, Walter W. Brasch, Jesse L. Patten, Dale R. Lenn and Vernor J. Daley.

3

BERLIN, GERMANY - Today's mission has been described as the most devastating raid ever run on the German capitol. The entire 8th Air Force threw its whole weight against the disorganized and panicky city. The aiming points were concentrated in that part of the city where buildings which house the administrative agencies of the German government are located. At this time these agencies were swamped with the many problems connected with stemming the Red onslaught which threatened to engulf them, and the handling of the vast civilian population evacuated from the east. From this nerve center emanated the direction of the whole German war effort and soon through it flowed the bulk of material and troops for the Eastern Front.

The 306th flew 36 a/c as the 40th C Group. Our squadron, with Capt. Edward W. Magee leading and Lt. Col. Eugene A. Lavier, 423rd C.O., riding as air commander, flew nine a/c as the lead flight and low element of the lead squadron. The trip to the target was flown without incident, Buckeye reported that the target was open and when our Group arrived at the target the bombardier was able to pick up his aiming point miles away. Photos show our strikes in the vital area mentioned before amid a scene of destruction such as few men have seen before. The German Air Force was unable to stop or frustrate the stream of bombers, and our crews report no E/A seen. Under these visual conditions, however, Jerry was able to throw up a wall of intense, accurate flak.

Just at bombs away Lt. George Lockett's a/c received a direct burst of flak in the right wing that tore off the wing. Up to four chutes were reported from the plane before it disappeared in flames. Lt. Roland A. Lissner's a/c was hit and a fire started in the #3 engine which later went out and he was able to land in Sweden safely. St. George W. Beck, Jr., tail gunner for Lissner, was hospitalized in Sweden with a slight flak injury, the nature of which was not reported. Lt. Vernor F. Daley's a/c, The Rose of York, was hit and lost an engine. A gas tank was also hit and fuel was leaking stead-

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ily. Unable to keep up with the formation, The Rose began to lag. When the group was about two-thirds of the way across the Channel, Daley was heard to say that he thought he could make England. That was the last word ever heard from the plane. With Daley was Guy Byam, a reporter from the B.B.C., recording this greatest 8th AF raid. Byam was a veteran of many major actions of the war, having once been torpedoed at sea and rescued. He was in France on D-Day and later jumped with the British at Arnheim, Holland. All other a/c returned. Other pilots for the 367th were: Lts. William B. Turner, William Wear, Dale R. Lenn, Jesse L. Patten and Walter W. Brasch,

6 FULDA, GERMANY - The 306th flew 36 a/c as the 40th B Group. Our squadron sent seven a/c, as follows: Lts. Dale R. Lenn, William Winslow and William Wear; Lt. Jesse L. Patten returned early, unable to find the formation, and Lts. William Turner, John K. Field and Walter W. Brasch flew the high element of the high squadron. Weather was the chief enemy on this mission from the outset. Assembly altitude was lowered to 6,000 feet and even so, several a/c were unable to find the group. Just before takeoff the PFF secondary was scrubbed, and before the I.P. was reached Buckeye reported the primary was overcast. The lead then picked a target of opportunity and a PFF run was made on Fulda, bombing through 10/10ths clouds with unobserved results. Considerable "stooging" around was done and all a/c were running low on gas when they returned. Low clouds and poor visibility coupled with this fuel shortage forced five of our a/c to land away from our base. In all, 22 planes from the 306th landed elsewhere, some in France. The only flak encountered was at the Dutch coast on the route in, when meager, but accurate, tracking flak was met. None of our a/c were damaged. No E/A were seen and our fighters gave good support until we left the bomber stream to attack Fulda. After this none were seen. All a/c landed safely and no personnel were injured.

9 LUTZKENDORF, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the synthetic oil plant at Lutzendorf. The Clay Pigeon Air Force flew eight a/c in the lead squadron and low element of the low squadron, Capt. Robert A. Cogswell leading. There was a 7/10ths overcast covering the target when the formation arrived. The lead could see the target and made a visual run. As we approached the target was open but a malfunction of the bomb bay doors made it impossible to drop even with the emergency release. After this was corrected, we made a PFF run on Nordhausen. At the last minute a break showed in the clouds showing the bombs would be over. The bombardier held them and made a visual run on Menteroda. Photos show direct hits. Moderate, inaccurate flak was encountered at Lutzendorf. Meager flak, both going and returning, was observed north of Frankfurt. No E/A were seen and our P-51s gave close support all the way. All 367th a/c returned to base with no personnel injured. Other pilots for the Clay Pigeon Air Force were: Lts. Walter W. Brasch, William B. Turner, William Wear, Jesse L. Patten and John K. Fields.

10 DULMEN, GERMANY - The 306th flew 39 a/c as the 40th C Group to bomb

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- oil storage installations at Dulmen by instruments, after finding the primary, Wesel, overcast. The group had been briefed to circle if the target was not open, with the hope that an opening might appear so that a visual run could be made. The group, after passing three times and finding a solid undercast proceeded to bomb Dulmen by PFF, with unobserved results. Our squadron flew nine a/c as the lead flight and low element of the high squadron, Capt. Robert W. Cogswell leading. Meager to moderate inaccurate flak was encountered along the route, but no 367th a/c were damaged. No E/A were seen and our fighters gave good support until 1335 hours. After this very few were seen. Due to fuel shortages, to of our a/c landed away. Other pilots for the 367th were: Lts. William B. Winslow, Verlin Higginbotham, William B. Turner, William H. Wear, Walter W. Brasch, Jesse L. Patten, Irving D. Smith and John K. Field.
- 14 DRESDEN, GERMANY - The 306th flew 39 a/c as the 40th C Group to bomb the transportation facilities at Dresden in order to disrupt the enemy's flow of supplies to the Russian front. Our squadron flew eight a/c with the lead squadron. The route to the target was flown without incident. The target was overcast and each squadron made its own run. The lead and low squadrons dropped on their first runs, but the low was forced to make a second run in order to pick up the target on the Mickey scope. This caused them to lose the Division stream and they were later attacked by enemy fighters. One was disabled and turned back to go towards Russian territory. Another reported that he was low on gas and was landing at B-53, but has not been heard from since. No E/A were encountered by the lead or high squadrons. In accurate flak was encountered along the route, but none at the target. Only two of the group/s a/c were damaged, neither from our squadron. Pilots for the 367th were: Lts. William B. Turner, Walter W. Brasch, William H. Wear, Jesse L. Patten, Irving D. Smith, John K. Field, Richard F. Pawelke, and Higginbotham, who was forced to land on the continent because of fuel shortage. He remained there two days waiting for a sufficient supply of fuel to enable him to return.
- 16 DORTMUND, GERMANY - The 306th flew 39 a/c as the 40th B Group to bomb a coking plant at Dortmund. Our squadron sent nine a/c as the three-plane elements in each squadron. The bombing was visual and excellent. Although we had been briefed to expect a ground fog for the target, it was perfectly clear and easily identified. All three squadron's bombs are identified on the target by our photos. Moderate AA fire was met at the target but none of our planes were damaged. No E/A were seen and meager support was furnished by our P-51s. All our a/c returned safely. Pilots for the Clay Pigeons were: Lts. Irving D. Smith, Richard F. Pawelke, Walter W. Brasch, William B. Turner, John K. Field, Jesse L. Patten and Kenneth Rowley.
- 19 MUNSTER, GERMANY - The 306th flew 39 a/c as the 40th C Group to bomb a coking plant at Bochum, Germany. Our squadron sent nine a/c

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as the lead squadron and low element of the low squadron, Capt. Robert W. Cogswell leading. Lt. Walter W. Brasch, flying spare, filled in the lead squadron and bombed with them. The target was found completely overcast and a Gee-H run was made by the lead and high squadrons. The low was too far behind to drop on the lead's smoke bombs so continued on to bomb the M/Y in Munster, the briefed secondary by PFF as they had no Gee-H equipment. No E/A were encountered and our fighters gave meager, close support to the target, but were more numerous on the way back. Inaccurate flak was met at both targets and only one 367th plane was damaged. All a/c returned safely, with no injuries to crews.

Other pilots for the 367th were: Lts. William B. Turner, Richard F. Pawelke, John K. Field, William H. Wear, Irving D. Smith, Kenneth B. Rowley. Verlin Higginbotham, who returned early because of mechanical problems, and Harold L. Christenson.

20

NURNBERG, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the M/Y at Nurnburg. Bad weather prevailed from takeoff. In spite of difficult conditions, group assembly was accomplished. But on leaving the English coast the planes were forced to climb through thick soup to 22,000 feet. During this climb the squadrons became separated and were unable to locate each other after breaking out over Holland. The lead, with eight a/c, then joined the 381st BG, flying off their high squadron. The low joined a squadron of the 398th BG and our high flew alone to the target and return. Our squadron sent nine a/c as the lead flight and low element of the high squadron, Capt. Robert W. Cogswell leading. The group was led by Lt. Col. John Chalfant, air executive, flying with Capt. Henry E. Hanson of our squadron. The bombing was through broken clouds, the high being able to make a momentary visual correction. Photos show our strikes on the southern portion of the M/Y. No E/A were encountered and our fighters gave excellent support from the time our a/c broke out over Holland until safely out of enemy territory. Moderate accurate flak was met at the target. Sgt. R. G. Clark, waist gunner for Lt. Walter W. Brasch, was severely wounded in the thigh by flak. All our a/c returned to base. The Clay Pigeon Air Force is to be commended for being the only squadron to climb through the bad weather and come out completely intact. Special mention should be made of Capt. Cogswell's lead in making this possible and of the whole lead team for finding the target and hitting the M/Y under such adverse conditions. Lt. Paul E. Kelly displayed exceptional skill in the use of his bombsight by making the necessary corrections in three to four seconds during which the target was visible. Other pilots for the 367th were: Lts. Albert J. Bowley, Harold L. Christenson, John K. Field, Verlin Higginbotham, Richard F. Pawelke, Irving D. Smith and William B. Turner.

21

NURNBERG, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb the M/Y by PFF. Our squadron sent nine a/c as the lead flight and low element of the lead squadron. Capt. Edward W. Magee led the group. The assembly and route were as briefed. Each squadron made a separate

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PFF run on the target with unobserved results. No E/A were encountered and our P-51s gave excellent support. Meager, inaccurate flak was met at the target. However, there was meager accurate flak for about ten minutes in the Frankfurt gap, causing most of the damage to the group. Lt. Joseph G. Lynch, navigator for Lt. Leonard J. Smith's crew, was severely injured in the left arm near Frankfurt before bombs away. Six of our nine a/c were damaged, but all returned to base safely. Other pilots for the 367th were: Lts. William B. Winslow, Richard F. Pawelke, Robert Vieille, Walter W. Brasch, Hubert Verdick and William H. Wear.

22

WITTSTOCK, GERMANY - Today the 306th flew its 300th mission against the German Third Reich. The group, led by Col. James S. Sutton, flying with Capt. Henry E. Hanson, flew First Air Division lead with 36 a/c as the 40th A Group. This mission was something new in the annals of the Eighth Air Force in that widely dispersed targets, all marshalling yards in Central Germany, were attacked from medium bomber altitudes. The formation crossed the enemy coast at 16,000 feet, then dropped down to 12,000 feet to attack targets. Major Earl W. Kesling, our C.O., led the high squadron. We also flew nine a/c as the three-plane high elements of each squadron. Lts. Richard F. Pawelke, William H. Wear and Leonard J. Smith were with the lead; Lts. Jesse L. Patten, Kenneth R. Rowley and Hubert A. Verdick, with the low, and Lts. Verlin Higginbotham, Walter W. Brasch and Frederick W. Mitchell with the high. The route was flown as briefed to the target, although some difficulty was encountered due to the weather at the enemy coast. The I.P. was made good and the target was clear when the lead started his run. A few miles short of the target a malfunction caused the bombs to go away early. The low was warned and was able to hold its bombs and dropped on the primary. Photos show the strikes just short of the briefed MPI. A malfunction in the interphone system of the high squadron led to a misunderstanding between the pilot and the bombardier, so that the pilot turned off before bombs away. The bombardier was able to hold his bombs and the squadron then bombed the railroad choke point at Ludwigslust with good results. Then the high intercepted the lead and low and came out in group formation. This activity was called the greatest insult to the GAF of the war. The only E/A seen were two ME 262s that made one pass at the high squadron without firing. After this no E/A were seen. The attack was so swift that our gunners were not able to bring either E/A down. The route was well planned and flown, and no flak was encountered. On returning to base the entire group passed over the control tower in beautiful formation in spite of a low ceiling and poor visibility. Every man who could be away from his job was on line to welcome the aircraft back.

23

PLAUEN, GERMANY - The 306th flew 39 a/c as the 40th C Group to bomb Plauen. Our squadron sent nine a/c as the lead flight and low element of the low squadron with Lt. Howard O. Balcom leading. Buckeye reported that the target would be overcast and each squadron made a separate PFF run, bombing with unobserved results. There was no flak at the

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target and none was encountered en route. Our P-51s gave excellent support throughout the mission and seen to shoot down an E/A near Stuttgart. There were no attacks on our formation. All crews returned safely. Other pilots were: Lts. William B. Winslow, Roy Marks, Verlin Higginbotham, Donald Kingsley, Leonard J. Smith, Kenneth Rowley, William H. Wear and Frederick Mitchell. Lt. Robert Vieille, flying spare, filled with the high squadron and bombed there.

24 HAMBURG, GERMANY - The 306th flew 30 a/c as the 40th B Group in a new type formation that flew no high elements and had four a/c in the low element to bomb an oil storage depot in the dock area at Hamburg. Our squadron sent four a/c with Capt. Robert W. Cogswell leading the high squadron. Lts. Robert Vieille, Verlin Higginbotham and Harold L. Christenson also flew in the lead element of the high squadron. The route was flown as briefed and no E/A were met. Our P-51s gave meager but constant support. The lead dropped by PFF on the target, and the low, using his smoke bombs for range, made a PFF release. The high lead had an engine failure 10 minutes before the target and was forced to leave the formation. The deputy lead took over and, having no PFF equipment, dropped on the smoke bombs of the lead. Capt. Cogswell made an individual PFF run on Hamburg behind the others. All a/c returned to base, none of them damaged.

26 BERLIN, GERMANY - The 306th sent 39 a/c as the 40th B Group to bomb the M/Y in Berlin. Our squadron sent eight a/c in the lead squadron with Capt. Edward W. Magee on his ninth mission to Berlin, leading the group. Lts. Leonard J. Smith and Frederick W. Mitchell, flying spares, also filled in and flew the mission. This was the easiest raid this group has ever made to Big B, and our damage report showing three a/c hit bears this out. This mission is unique in its simplicity. The crews simply flew to Berlin, dropped their bombs PFF, and returned. No one was injured and all a/c returned safely. Other pilots for the 367th were: Lts. Donald W. Kingsley, Jesse L. Patten, William H. Wear, Roy Marks, Harold L. Christenson, Robert Vieille and Verlin Higginbotham.

27 LEIPZIG, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the rail yards and terminal at Leipzig by PFF. The route was flown as briefed. No E/A were encountered and no flak damage sustained. The only flak observed came from Merseberg, while on the bomb run. Our fighters gave close support on the route in, but on the route out they were less numerous as many dropped out to strafe ground installations. Major Earl W. Kesling, CO of the Clay Pigeon Air Force, led the group. We also sent nine a/c as the three-plane high elements of each squadron. This bombing was all by instruments as the target was completely overcast. The lead made a PFF run. The high dropped on the lead smoke bombs as they were receiving indistinct Mickey returns. The low made a separate run. All a/c returned safely. Pilots for the 367th were: Lts. Verlin Higginbotham, Hubert Verdick, Roy Marks,

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Harold L. Christenson, Rovert Vieille, Jesse L. Patten, Donald A. Kingsley, Leonard J. Smith and Frederick W. Mitchell; who was forced to return early when his oxygen system failed.

28 HAGEN, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb the M/Y in Hagen. The Clay Piegion Air Force sent nine a/c as the lead flight and low element of the low squadron, with Lt. Joseph N. Hess leading. No E/A were seen. Our fighters gave close support over enemy territory, but were not present in numbers at any time. There was no flak on the group and all a/c returned safely. The lead made a Gee-H run on the target and the low dropped on his smoke bombs. The high made a separate run. All bombing was through 10/10ths clouds. Other pilots for the 367th wwre: Lts. Walter W. Brasch, John E. Gooch, Jesse L. Patten, Leonard J. Smith, Roy Marks, Harold L. Christenson, Verlin Higginbotham and Frederick W. Mitchell.

On the 10th of February the officers held a stag party at the A mess. Songs that go well with beer and Scotch had been mimeographed so that the crowd was really beating out the rhythm in short order. Arthur (Doc) Weihe was the star performer, first as the barren wife and later as the coach, to a bunch of soda jerks. The highspot of the evening came when the American hot dogs and buns were brought out. A hot bed of coals and sharpened sticks made roasting them a real pleasure. In fact, you could almost forget you were drinking mild and bitter instead of Budweiser. Everyone agreed that this was the best stag party ever held at the base.

On the 13th, the enlisted men held a dance in their new club here at the base. The beer flowed freely and the girls were both beautiful and numerous. Colonel James S. Sutton came early and stayed til the last beam faded. When he could get away from the men he showed he could cut a fancy step with the best of the hep-cats. The Esquires made sweet music for the dancers until midnight, then the girls said a fond farewell and GI transport delivered them safely home. By this time the men had made enough passes at the bar to do away with all the beer, and that's a lot of beer even for the Clay Pigeon Air Force to put away. Everyone had a grand time and the party was considered an unqualified success.

Capt. Richard L. Moore was transferred to the squadron on the 13th to take over the duties of adjutant. which position had been vacant since Capt. Donald L. Giles had left. On the same date, Lt. Morris Butler also came to the squadron as mess officer, Lt. Barney Meckler took over the 7th as cryptographic officer, relieving Lt. Robert Dean, who was transferred to HQ, 8th AF.

S/Sgt. William H. Thompson distinguished himself during February by modifying the ball turret panel that had to be removed quite frequently. This entailed taking out a number of screws and consumed considerable time. His modification has put hinges and a spring ctach on the panel so that it may be opened and close instantly, thus effecting a great saving of time and effort.

During February the following men were returned from Switzerland, where they had landed and been interned since 24 April 1944. They had been on an operational mission to Oberpfaffenhofen, Germany, were one of three 306th crews to be interned on this one mission. They are: Lts. Paul J. Gambiana and Howard O Hunter; T/Sgt.

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John G. Miller; S/Sgts. George L. Dufau, Arnold D. Springer,
Richard P. Iacona and Constantine Tsairis.

PROMOTIONS DURING FEBRUARY:

2nd Lt. to 1st Lt.

Morris Butler
Edward H. Duran
Donald C. Haagenson
Nathaniel W. Hemenway

Kenneth R. Rowley
Irving D. Smith, Jr.
William B. Winslow

F/O to 2nd Lt.

Carroll E. Putt

JANUARY DECORATIONS and AWARDS:

Distinguished Flying Crosses

Lt. John C. Conlin
Lt. Richard E. Malay

Lt. Burns W. Roper

Purple Hearts

Lt. William J. Davis

S/Sgt. Carroll L. Meyer
S/Sgt. Harold O. Schrecongost

Bronze Stars

1st Sgt. James P. Shepherd

T/Sgt. Vernon V. Hukee

MARCH

1

NECKARSULM, GERMANY - The 306th flew 36 a/c as the 40th C Group with the 367th flying nine a/c as the lead flight and low element of the high squadron, Lt. William B. Winslow, leading. The target was the M/Y at Meckarsulm. Before the IP, the group leader received a message from "Able" leader, stating the target was overcast and that the bombing would probably be Gee-H. We immediately climbed to the briefed PFF altitude, 20,000 feet. The target was obscured by 7/10ths clouds and, though a Gee-H run was started, a 30 second visual correction was made. The low dropped on the lead in group formation. The bomb pattern was very near the aiming point and the low strikes are just to the east, The high was able to pick up the target visually two minutes before bombs away and dropped into squadron formation for a separate run. The strikes were obscured by clouds, but the smoke bomb trails indicate a direct hit on the M/Y. No E/A were encountered and there was no flak at the target. A few scattered bursts were observed on the preceding groups en route, but astute navigation carried the 306th clear of these groups and no damage was incurred. Other pilots for the Clay Pigeon Air Force were: Lts. Wilford Bergener, Walter W. Brasch, Hubert Verdick, Frederick W. Mitchell, Jesse L. Patten, John E. Gooch, Donald A. Kingsley and Robert Vieille.

2

BOHLIN, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb the synthetic oil plant at Bohlin. The Clay Pigeon Air Force sent nine a/c in the lead squadron with Capt. Edward W. Magee leading. The route was flown without incident and reports from the weather scout indicated that it was a toss up as to whether the target would be open. The lead decided to make a visual run and the target was wide open. The lead and low obliterated the aiming point. The high was set, but another squadron on a collision course, forced it to turn off the bomb run. A second run was impractical and the M/Y at Penig was selected as a T/O and hit squarely. No E/A were seen but moderate to intense AA fire was met at the target, as well as meager tracking in the Frankfurt area. The only 367th a/c hit was Lt. William H. Wear's. His oxygen system was shot out, and the #3 engine was damaged and had to be feathered. Sgt. Charles D. Petitjean, engineer, for Lt. Wear, passed out from anoxia, but was brought around and is now allright. The plane landed on the continent without difficulty, and the crew returned to this base by C-47. All other a/c returned without incident. Other 367th pilots were: Lts. William B. Winslow, flying deputy lead, John Pinchback, Roy E. Hoffman, Donald W. Kingsley, Harold L. Christenson, Roy Marks and Frederick W. Mitchell.

4

ULM, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the ordnance depot at Ulm. Our squadron sent nine a/c in three-plane groups flying the high element of each squadron. Assembly was accomplished over the continent after being forced to a higher altitude than briefed by persistent contrails left by preceding formations. Lt. Wilford Bergener had an engine catch fire while en route to the assembly area. Repeated efforts to extinguish the fire brought no results. The crew was forced to bail out over France, where they were picked up and returned to base. At the target persistent contrails

MARCH (con't) left by preceding groups together with an almost solid undercast forced the a/c to a substantially higher altitude than briefed. We were in group formation on a Gee-H run when the low squadron became separated by B-24s on a collision course. They were then forced to make a separate PFF run as no Gee-H a/c was flying with them. There were no observed results and our photos show no ground detail. There were no E/A seen and the flak was effective only on the low squadron; only one a/c of the 367th received slight damage and no one was injured. Other pilots for the 367th were: Lts. Verlin Higginbotham, Roy Marks, Jesse L. Patten, Roy E. Hoffman, Harold L. Christenson, Leonard J. Smith and John E. Gooch.

7 SIEGEN, GERMANY - The 306th sent 39 a/c, including three spares, as the 40th B Group to bomb installations at Dortmund. The bombing was to have been Gee-H but the equipment failed and it was necessary for the PFF operators to take over. The primary was not of sufficient size to be seen on a Mickey scope, so the group proceeded to Siegen, the briefed secondary. Our squadron was flying nine a/c as the lead flight and low element of the low squadron, with Lt. William B. Winslow leading. Lt. John Pinchback, flying spare, filled in the high element and bombed with the squadron. This squadron alone picked up the Siegen "Blip", but too late for a proper bomb run. After passing over the target the lead and high proceeded to the tertiary and our squadron swung around to bomb the secondary. A solid undercast prevented observation of our strikes. The squadron returned alone in the bomber stream without incident. No E/A were seen and moderate, inaccurate flak from Hamm and Dortmund caused no damage. Other pilots for the Clay Pigeon Air Force were: Lts. Walter Brasch, William H. Wear, Hubert Verdick, Donald A. Kingsley, Leonard J. Smith, Jesse L. Patten, Roy Marks and Roy E. Hoffman.

8 GELSENKIRCHEN, GERMANY - The 306th sent 39 a/c as the 40th C Group to bomb the synthetic oil plant at Gelsenkirchen. Our squadron, with Lt. Joseph N. Hess leading, sent nine a/c as the lead flight and low element of the high squadron. Lt. Frederick W. Mitchell, flying spare, filled Lt. Verlin Higginbotham's position when he was forced to turn back due to engine failure. Assembly and route were as briefed and the ground, except for a few small holes, was obscured over enemy territory. The bombing was Gee-H in group formation with unobserved results. No E/A were seen and only scattered bursts of flak, causing no damage, were encountered. The desperate straits into which the German Army is falling is borne out again by our repeated trips over some of their most heavily defended areas with minimal damage to our a/c. The Ruhr, once the most dreaded flak area, is now unable to put up more than a token defense against our bombers. All 367th a/c returned safely with no injuries. Other Clay Pigeon pilots were: Lts. Walter W. Brasch, Hubert Verdick, John E. Gooch, Wilford Bergener, Harold L. Christenson, John Pinchback and Roy E. Hoffman.

10 DORTMUND, GERMANY - The 306th sent 39 a/c as the 40th A Group to bomb the M/Y at Dortmund. Our squadron flew nine a/c as the lead flight and low element of the lead squadron. Major Thomas F. Witt, group operations officer, flew with Lt. Joseph N. Hess in the lead a/c as

- MARCH (con't) air commander. Lt. Harold L. Christenson, flying spare, filled and bombed with the squadron. A solid undercast prevailed throughout the mission and a malfunction in the Gee-H equipment prevented the primary at Coesfeld from being hit. The briefed secondary, the Dortmund M/Y, was bombed by all three squadrons. No E/A were seen and our fighters gave good area support to the target, but few were seen on the return trip. Low tracking flak at the target damaged only one a/c and no one in this plane was injured. They returned to the base without incident. Other 367th pilots were: Lts. William B. Winslow, Verlin Higginbotham, Richard F. Pawelke, William H. Wear, Leonard J. Smith, Jesse L. Patten, Donald A. Kingsley and Roy Marks.
- 11 BREMEN, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the ship yards at Bremen. Our aiming point was in the area where German submarine construction is centered. Capt. Henry E. Hanson, with Col. James S. Sutton, group C.O., as air commander, led the First Air Division. Our squadron also sent 12 a/c as the low squadron with Lt. Richard Claeys, 368th, leading and flying with Lt. Robert Vieille. The weather was 10/10ths at takeoff, opening up over the North Sea for a while, but becoming 10/10ths at the enemy coast. It remained the same over the target. Each squadron made a separate PFF run on the target and bombed with unobserved results. No E/A were seen and our fighters furnished close support throughout the mission. Moderate, inaccurate tracking and barrage flak was reported in the target area, but no Clay Pigeon a/c were damaged and all returned safely to base. Other pilots for the 367th were Lts. Walter W. Brasch, Verlin Higginbotham, Hubert Verdick, Jackson O. Wells, Leonard J. Smith, Frederick W. Mitchell, John A. Pinchback, William H. Wear, Donald A. Kingsley, John E. Gooch and Roy E. Hoffman.
- 12 SWINEMUNDE, GERMANY - The 306th flew 36 a/c to Swinemunde as the 40th C Group to bomb shipping in the port area. Our squadron sent nine a/c as the lead flight and low element of the low squadron, with Lt. Robert Vieille leading. The assembly and route were as planned. Buckeye Red reported the target overcast and the group prepared for instrument bombing. Each squadron made a separate PFF run. Our photos show a solid undercast with heavy smoke billowing up through the clouds, and it is felt that the target was hit. Meagre to moderate low flak at the target caused no damage. A convoy also fired light flak at the formation and the tracers could be seen thousands of feet below our a/c. All planes returned safely. Other 367th pilots were: Lts. Walter W. Brasch, John A. Pinchback, Hubert Verdick, Jackson O. Wells, Roy Marks, Jesse L. Patten, Leonard J. Smith and Donald C. MacDonald.
- 14 HILDESHEIM, GERMANY - The 306th flew 36 a/c as 40th B Group to bomb the jet a/c components factory at Hildesheim. Our squadron sent nine a/c as the lead flight and low element of the high squadron, with Lt. William B. Winslow leading. The weather was clear at takeoff, but increased to 7/10ths undercast at the target. A lucky break gave the bombardier a 90 second run and in spite of dense haze he was able to pick up the aiming point, and photos show the target to be well hit by all three squadrons. No E/A were seen and our fighters gave

- MARCH (con't) excellent area and close support throughout the mission. The lead and high squadrons encountered no flak, the low was tracked by 12 to 14 bursts and one of its a/c received slight damage. No personnel were injured and all planes returned safely. Other pilots for the 367th were: Lts. Donald C. MacDonald, Walter W. Brasch, John E. Gooch, William H. Wear, Verlin Higginbotham, Jesse L. Patten, Roy Marks and Jackson O. Wells.
- 15 ZOSSEN, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb the German Army headquarters at Zossen. Our squadron flew eight a/c in the lead squadron with the lead flight and the low element. The bombing was visual through dense haze. The MPI was obscured by smoke from previous bombing and the bombardiers had to sight on pin points around the target. Strike photos show our bombs just south of the aiming point. No E/A were seen and continuous close support was furnished by P-51s. No flak was encountered and no personnel were injured. All 367th a/c returned. Pilots were Lts. Walter W. Brasch, John A. Pinchback, John E. Gooch, William H. Wear, Verlin Higginbotham, Jesse L. Patten, Roy Marks and Jackson O. Wells.
- 17 MOLBIS, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the power station at Molbis. Our squadron sent nine a/c as the three plane high elements of each squadron. Lt. Verlin Higginbotham was forced to land on the continent due to lack of gas and engine failure. No one was injured. Lt. Donald C. MacDonald returned early, before leaving England, when his oxygen system failed. On the route to the target the lead a/c heard other groups says they were climbing to get over weather at the target. He was able to climb on course to bomb 1,000 feet higher than expected, but clear of the undercast. There was no visible ground detail at the target and all bombs were dropped PFF with unobserved results. Moderate low barrage and tracking damaged two of the group's a/c. No E/A were seen and our fighters gave continuous close support throughout the mission. Other pilots for the Clay Pigeon A/F were: Lts. Frederick W. Mitchell, Jackson O. Wells, Donald A. Kingsley, Jesse L. Patten, John A. Pinchback and William H. Wear.
- 18 BERLIN, GERMANY - The 306th Group sent 36 a/c as the 40th C Group to bomb a Berlin marshalling yard. These targets have become of first priority importance since the Russians have driven so near to the capitol and our advance to the Rhine has threatened the Ruhr. Our squadron sent nine a/c as the lead flight and low element of the low squadron with Lt. Robert Vieille leading. Just before the IP Buckeye reported broken clouds over the target, and said that bombing would probably be PFF, with visual assist. The lead and high were able to make visual corrections, and strike photos show hits on the aiming point. The low made a straight PFF run with unobserved results. 6/10ths clouds and dense, lingering contrails of previous groups made visual contact extremely difficult. Moderate to intense flak was met over Berlin, lasting ten minutes and damaging 33 of our 36 a/c over the target. Sgt. Joseph T. Madrano, radio operator for Lt. Jesse L. Patten, received a slight head injury but is now

MARCH (con't) all right. Lt. Frederick W. Mitchell's radio man, Sgt. Bernard G. McIntyre, was hit in the back. In fact, this was a rough day in the radio room, as every 367th a/c was hit hard by flak. Lt. Joseph Hahn, Jr., had one of his tanks shot out and was forced to feather an engine. He later landed on the continent, returning the next day with his crew by C-47. Fortunately, none of his crew was injured. Near the IP the group was attacked by two ME 262 jets, two passes were made, but no damage was inflicted. Just after the second attack our P-51s took over, and the jets were not seen again. Just after bombs away another attack was made by an ME 262 that had sneaked up in our contrails. He broke off after firing about ten bursts. A few minutes later an ME 109 made a pass at the lead squadron, and all he got for his trouble was a burst of .50 cal slugs that caused his A/C to explode. This was the first a/c destroyed by the group in quite a while. All of our a/c, except Lt. Hahn, returned to the base safely. Other pilots for the Clay Pigeons were: Lts. Shelby W. Scott, John E. Gooch, Roy Marks, Donald C. MacDonald and William H. Wear.

19 PLAUEN, GERMANY - The 306th flew 36 a/c as the 40th B Group to bomb Plauen by PFF. The mission was supposed to have gone to Molbis, but weather conditions prompted the Air Division leader to attack Plauen. Dense, persistent contrails made formation flying very difficult and all three squadrons made PFF runs. Only the high was able to make a visual correction, and the contrails and haze were so dense that no strikes showed on the photos. Our squadron sent nine a/c as the lead flight and low element of the high squadron, with Capt. Howard O. Balcom leading to finish his tour. No E/A were seen and our fighters gave excellent support. Only about six bursts of flak were reported at the target, and meager fire was observed from Mainz on the way in. None of our planes were damaged. Lt. Donald C. MacDonald was forced to land on the continent for gas on the way home. Other 367th planes returned on schedule, flown by Lts. Shelby W. Scott, Jesse L. Patten, Hubert Verdick, John A. Pinchback, William H. Wear, Donald A. Kingsley and Verlin Higginbotham.

21 RHEINE, GERMANY - The 306th sent 36 a/c as the 40th A Group to bomb Rheine A/D. This field has been one of the GAF's principal jet bases because of its long unways. With all the necessary servicing facilities it is quite a juicy target. Our squadron with Major Earl W. Kessling, our C.O., leading, flew nine a/c as the lead flight and low element of the lead squadron. The weather gave us a break and visual conditions existed all day. The target was wide open and our bombs blanketed the dispersal area. The low and high patterns covered the aiming point and buildings on the A/F. Flak was observed in the target area, but none was near any of our a/c. We were not fired on en route. No E/A were seen and our fighters gave excellent area support. All a/c returned safely. Other pilots for the 367th were: Lts. William B. Winslow, Verlin Higginbotham, John E. Gooch, Jackson O. Wells, Leonard J. Smith, Frederick W. Mitchell, Joseph Hahn, Jr., and John A. Pinchback.

- MARCH (con't) DORSTEN, GERMANY - The 306th flew 39 a/c to bomb Dorsten. Our squadron sent nine a/c as the three three-ship high elements of each squadron. Clear weather prevailed over the target, but ground haze made pinpoint identification of the target very difficult. The lead and low squadrons made visual runs, and the high made a Gee-H run with a visual correction. Photos show strikes on the nearby synthetic oil plant at Celsenkirchen-Buer. Only meager inaccurate flak was encountered, and only four of the 39 a/c were damaged. A visual mission over the Ruhr with only four planes damaged is certainly an indication to the weakening of the German defenses. All of our a/c returned safely. No E/A were seen and our fighters gave meager but continuous area support. Pilots for the Clay Pigeon Air Force were: Lts. Hubert Verdick, John A. Pinchback, Donald C. MacDonald, Frederick W. Mitchell, Jackson O. Wells, Joseph Hahn, Jr., Roy E. Hoffman, William H. Wear and Leonard J. Smith.
- 23 COESFELD, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the M/Y at Coesfeld. Our squadron provided nine a/c as the lead flight and low element of the low squadron with Lt. Robert Vieille leading. Clear weather prevailed all day and the target was clearly visible. Each squadron made a separate run and our photos show bomb strikes on the rail lines and in the edge of the M/Y. There was no enemy fighter opposition, and our fighters gave area support that was especially good near the target. Meager, scattered flak at Coesfeld and, a few bursts observed to the right shortly after bombs away, did no damage to 306th a/c. All planes returned safely. Other pilots for the 367th were: Capt. Henry Kornegay and Lts. Roy E. Hoffman, Roy Marks, Hubert Verdick, Leonard J. Smith, Verlin Higginbotham, Frederick W. Mitchell and William H. Wear.
- 24 VECHTA, GERMANY - The long awaited crossing of the Rhine River by our ground forces began today, and the 8th AF was assigned the task of inactivating the GAF in Western Germany and Holland. The 306th flew 36 a/c as 40th A Group to bomba Vechta A/D. Our squadron sent twelve a/c as the high squadron, led by Lt. Robert Vieille. For once the weather was on our side in an operation of this nature, and remained CAVU throughout the mission. This permitted long, visual runs that gave excellent results. The bomb pattern of all three squadrons completely blanketed the aiming point in the center of the A/D operational buildings. No enemy A/C were encountered and our fighters gave area support near the target. The only flak encountered was at the target where seven to eight low bursts were observed but caused no damage. All A/C returned safely. Other pilots for the Clay Pigeon Air Force were: Capt. Henry Kornegay and Lts. Wilford Bergener, Roy E. Hoffman, Hubert Verdick, Jackson O. Wells, Verlin Higginbotham, Donald A. Kingsley, William H. Wear, Frederick W. Mitchell, Joseph Hahn, Jr., and Donald C. MacDonald. Lt. Bergener was forced to drop down and bomb with the low due to insufficient power.

In the second mission of the day, we sent three a/c as the high element in the 306th high squadron in the composite 40th A Group. The a/c did not take off until after 1400 hours. Our target was Twents A/D

MARCH (con't) on the Dutch side of the German/Dutch border. CAVU weather continued and the target was really plastered. Our strikes start on the northern edge of the field and walk directly across the briefed target. No E/A were seen, and our fighters were observed on the deck in the target area. Meager, inaccurate flak came up at the A/D, but no damage was sustained. Lt. Jesse L. Patten led the high element and Lts. John A. Pinchback and Shelby W. Scott flew as his wingmen.

The 368th Squadron of this group also flew a 12-plane low squadron with the 40th D Group composite to bomb Hesepe A/D. This made one of the largest days for the Group since D-Day, 6 June 1944.

28

BERLIN, GERMANY - The 306th flew 36 a/c as 40th C Group to attack the Deutsche Industrierwerke tank factory in the outskirts of Berlin. Our squadron sent nine a/c as the lead flight and low element of the lead squadron, with Capt. W. Bradley Butterfield, our operations officer, leading the group. Assembly was forced from 14,000 to 24,000 feet by multi-layer clouds. Lt. Shelby W. Scott, briefed for the lead's left wingman, was unable to find the formation and joined the 92nd Group to bomb with them. Five other a/c of our group had similar trouble with assembly and joined other groups. Two of the group's a/c were forced to return early after encountering instrument trouble that prevented them from making assembly. The route to the target was over almost solid undercast and the bombs were dropped PFF through 10/10ths clouds with unobserved results. Only meager to moderate flak was seen at the target, causing no damage. No E/A were seen, and our fighters gave close support throughout the mission. All 367th planes returned safely. Other pilots from the Clay Pigeon Air Force were: Lts. Walter W. Brasch, John E. Gooch, Verlin Higginbotham Jackson O. Wells, Frederick W. Mitchell, Joseph Hahn, Jr., and Roy Marks.

30

BREMEN, GERMANY - The 306th flew 37 a/c as the 40th B Group to bomb a large highway bridge in the Bremen Port area. Our squadron sent 12 a/c as the low squadron, with Lt. Robert Vieille leading. Lt. Hubert Verdick flew spare and filled with the low element of the high squadron to fly the mission. PFF bomb runs were started, but the target was found open, and the bombardiers took over visually for an excellent run. Photos show the bridge completely covered by the bomb pattern, which extends over the northern approach and into the builtup area on that side. No E/A were seen, and our P-51s have close support throughout the mission. At the target moderate, accurate flak for about five minutes, damaging seven 367th a/c. Lt. Verlin Higginbotham's radio operator, Sgt. Phil H. Rueschhoff, was hit in the head and knocked out for a few seconds. The wound was not serious, although he lost quite a lot of blood. His recovery is assured. Lt. Leonard J. Smith landed at Carnaby on return as his controls were badly damaged by flak and his #3 engine was leaking oil. None of the crew was injured. All of the other a/c returned safely. Other pilots for the squadron were Lts. Roy E. Hoffman, Shelby W. Scott, John E. Gooch, John A. Pinchback, Joseph Hahn, Jr., William H. Wear, Frederick W. Mitchell, Roy Marks

MARCH (con't) and Jackson O. Wells.

The 369th ran a Disney mission today to Farge, Germany, to bomb the subpens there. Several hits were identified in our photos, and it is reasonable to believe that severe damage resulted. This was the group's first Disney bomb mission and was led by Maj. Thomas E. Witt, our group operations officer. All the a/c were from the 369th.

31

HALLE, GERMANY - The 306th sent 30 a/c as the 40th C Group to bomb the M/Y at Halle, near Leipzig. Ten a/c were also sent as the low squadron of the 40th B composite Group, to the same target. Our squadron flew ten a/c as the low squadron of the 40th C Group, with Lt. William B. Winslow leading. The target was completely overcast, and our bombing was PFF with unobserved results. No E/A were seen, and our fighters gave close support throughout the mission. Meager low tracking and barrage flak damaged three of the group's a/c. None of the Clay Pigeon planes were hit, and all returned safely. Other pilots for the 367th were: Lts. Walter W. Brasch, Donald C. MacDonald, Frederick W. Mitchell, Wilford Bergener, Joseph Hahn, Jr., Verlin Higginbotham, Shelby W. Scott, Hubert Verdick and John A. Pinchback.

During the month of March the Group flew 21 missions to attack 23 briefed targets. This equals the record for a month's operations which was set last June, when we were preparing for and supporting the invasion of Hitler's "Fortress Europe". Three of our most able leaders completed their second tours with the squadron: Capt. Edward W. Magee finished 2 March, leading the group to Bohlen, Capt. Henry E. Hanson and Capt. Paul V. Osburn, squadron navigator, finished their tours 11 March, leading the First Air Division to Bremen. Each of these men have carried the war to Germany fifty times and have distinguished themselves as leaders. The squadron will miss them as friends as well as their abilities now that we no longer have them with us. No one begrudges them their well deserved return to the U. S. We all wish them good luck and God speed in any future job they may have.

There have been no radical changes in the organization during the month. No parties were held and we are all set for at least one blowout in April. With the advent of Spring, a number of one strand barbed wire fences have been erected in the site to keep the foot traffic on the paths, so the grass will at least get a head start this year before it is trampled down. Baseball practice has started and our prospect look for a very successful season.

March has seen the Rhine River crossed in many places and Allied armor is now racing through Germany at an undreamed of pace. It seems utterly impossible that a new line of defenses can be set up. It is with high hopes that March closes and new month begins.

PROMOTIONS IN MARCH

1st Lt to Captain
Howard O. Balcom
Claude E. Brock
Paul E. Kelly

2nd Lt to 1st Lt.
Walter W. Brasch
Walter Quan
Frederick K. Shepard
Robert A. Vieille

APRIL

3

KIEL, GERMANY - The 306th led the First Air Division with 36 a/c as the 40th A Group to bomb Kiel. Our squadron sent twelve planes as the high squadron, with Lt. William B. Winslow leading. The target was completely overcast and all bombing was by instruments. On the way in the Mickey operator in Lt. Winslow's a/c found that his set would not give a proper return and the lead was turned over to his deputy, Lt. Roy E. Hoffman, who made the bomb run. No E/A were seen. Our fighters picked us up over the North Sea and gave close support to the target, staying with us until we started our letdown on the way back. Six Mosquitoes were over the target ahead of us dropping chaff, and the flak was low and inaccurate when we passed over the target. No a/c were damaged. Lt. Verlin Higginbotham was forced to turn back before leaving England when an engine went out. Other a/c returned from the target without incident, no injuries. Pilots for the 367th also included: Lts. Jackson O. Wells, John E. Gooch, Roy Marks, Jesse L. Patten, William H. Wear, Frederick W. Mitchell, Shelby W. Scott, Wilford Bergener and Capt. Henry Kornegay.

4

FASSBERG, GERMANY - The 306th flew 36 a/c as the 40th C Group to bomb Fassberg A/D. Our squadron sent nine a/c as the lead flight and low element in the lead squadron, with Capt. Joseph N. Hess leading. The target was covered by a 8-9/10ths overcast, and only the lead was able to drop. Lack of detail made identification very difficult but our bombs were positively identified as being on and near the munitions factory at Unterluss with good results. Clouds prevent identification of strikes at Fassburg, but bombs away pictures seem to indicate hits on the A/D. No flak or fighters were encountered; however, one crew reported seeing a dogfight between P-51s and an E/A. Buckeye also reported jet A/C taking off from an A/D. P-51s gave us close support throughout the mission and we had no A/C returning early or in distress. Other pilots for the 367th were: Lts. Jesse L. Patten, Joseph Hahn, Jr., John A. Pinchback, Leonard J. Smith, Wilford Bergener, Hubert Verdick, Shelby W. Scott and Verlin Higginbotham.

5

WEIDEN, GERMANY - The 306th flew 36 a/c as the 40th B Group to attack Weiden. Our squadron sent nine a/c as the three high elements. Capt. Henry Kornegay, Lts. Donald C. MacDonald, and Joseph Hahn, Jr., flew with the lead; Lts. Frederick W. Mitchell, Jackson O. Wells, and Shelby W. Scott with the high, and Lts. Hubert Verdick, Verlin Higginbotham and Roy Marks with the low. Lt. Hahn was unable to find the formation and joined the 92nd BG to bomb with them. Each squadron made a separate PFF run with unobserved results. There was no flak and only one E/A was seen It was chased by P-51s and did not attack our formation. Lt. Higginbotham was forced to land at Friston to refuel before returning to base. No a/c were damaged and no personnel injured.

6

LEIPZIG, GERMANY - The 306th flew 38 a/c as the 40th B Group to bomb the M/Y at Leipzig by PFF. Our squadron had nine a/c as the lead flight and low element of the low squadron, with Lt. Donald G. Kings-

MARCH (con't)

DECORATIONS DURING FEBRUARY AND MARCH:

Distinguished Flying Crosses

Maj. Earl W. Kesling
Capt. Gordon L. Donkin
Capt. Henry E. Hanson
Capt. Paul B. Osburn
Lt. Raymond D. Allen
Lt. Fred J. Fortman
Lt. Morris S. Hursthouse
Lt. Raymond B. Overstreet
Lt. G. Barney Rawlings
Lt. Earl F. Smythe (with olc)

T/Sgt. Ralph H. Groover, Jr.
T/Sgt. Thomas M. Mahoney
T/Sgt. William C. Starbuck

S/Sgt. Jesus L. Martinez

APRIL (con't) ley leading. All bombing was done by instruments through 10/10ths clouds with unobserved results. Meager, inaccurate tracking on the bomb run was well to the left of the formation and caused no damage. No E/A were seen throughout the mission. Lt. Verlin Higginbotham was forced to land in France on the way out to refuel. No 367th personnel was injured on the mission, and other pilots for the Clay Pigeon Air Force were: Lts. Austin J. Parrish, Joseph Hahn, Jr., John A. Pinchback, Leonard J. Smith, Shelby W. Scott, Frederick W. Mitchell and Roy Marks.

7 WESENDORF, GERMANY - The 306th sent 36 a/c as the 40th C Group to bomb the A/D at Wesendorf. Our squadron flew nine a/c as the lead flight and low element of the high suqadron with Lt. William B. Winslow leading. The takeoff was accomplished inspite of fog and 8/10ths low clouds. This broke to about 6/10ths at the target and all three squadrons made separate runs. The high was forced to make additional runs due to previous bombing obscuring the aiming point, and finally had to shift the MPI to an unhit hangar near the briefed aiming point. Photos show all buildings on the field well hit and severe damage was done to the entire installation. Area support was given by our P-51s and only meager flak was met, causing no damage. Lt. John A. Pinchback was forced to return early when his #2 engine failed. All other a/c accomplished the mission without mishap and returned safely. Other pilots for the Clay Pigeon AF were: Lts. Roy Marks, Austin J. Parrish, William H. Wear, Leonard J. Smith, John E. Gooch, Hubert Verdick and Wilford Bergener.

8 HALBERSTADT, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the M/Y at Halberstadt by PFF with last minute visual corrections. The high was forced to drop on the lead as their PFF equipment was inoperative. Photos show strikes in the built up area. The low made a separate PFF run and photos show strikes on a road intersection near the M/Y. Our squadron had nine a/c as the lead squadron, with Lt. Robert A. Vieille leading. Major Thomas W. Hulings, 368th C.O., flew with Lt. Vieille as air commander. No E/A were seen and our fighters gave good support to the target. On the way back the leader was informed that one group of fighters would be unable to show up; however, support by the one remaining group was adequate. There was no flak on the entire route. 10/10ths clouds covered the base at takeoff and broke to CAVU for a while over Germany, but increased to 5/10ths in the target area. No difficulty was encountered on the mission, and all a/c returned safely. Other 367th pilots were: Lts. Roy E. Hoffman, Shelby W. Scott, John A. Pinchback, William H. Wear, Donald C. MacDonald, Joseph Hahn, Jr., Wilford Bergener, and Capt. Henry Kornegay.

10 ORANIENBURG, GERMANY - The 306th sent 36 a/c as the 40th B Group to bomb the A/D at Oranienburg. Our squadron used nine a/c as the three high elements of the three squadrons. An instrument takeoff was necessary as the base was covered by a 10/10ths light fog. The a/c broke out at 2,000 feet and no further weather difficulties were encounter-

- APRIL (con't) ed. The target was bombed visually with excellent results, All three squadrons hit the assigned aiming points squarely and our photos show the MPI completely covered by bursts. There was no flak at the target but the formation was forced too near Wittenberg where meagre tracking damaged nine of our a/c; fortunately, no one was injured. One a/c of the 369th had its tail shot away and the crew was forced to bail out. Most of them have since returned. No E/A were seen and our fighters gave excellent support after being vectored in by Nuthouse. All of our a/c returned safely. Pilots for the 367th were: Capt. Henry Kornegay, Lts. John E. Gooch, Leonard J. Smith, Jackson O. Wells, Hubert Verdick, Frederick K. Shepard, Wilford Bergener, William H. Wear and Roy Marks.
- 11 KRAIBURG, GERMANY - The 306th flew 36 a/c as the 40th C Group to bomb the ordnance depot at Kraiburg. Our Squadron sent nine a/c as the lead flight and low element of the low squadron. The bomb was visual and excellent. Each squadron made a separate run and placed their bombs squarely on the aiming point, causing violent explosions. No E/A were seen and there was no flak at the target. Four a/c in the lead were damaged by meager accurate flak from Stuttgart. None of the Clay Pigeon planes suffered any damage and all of the group's a/c returned safely. Pilots for the 367th were: Capt. Henry Kornegay, Lts. Donald Kingsley, leading, Austin J. Parrish, Wilford Bergener, John A. Pinchback, William H. Wear, Shelby W. Scott, Roy Marks, and Doncal C. MacDonald.
- 13 NEUMUNSTER, GERMANY - The 306th Group flew 36 a/c as the 40th A Group to bomb the M/Y at Neumunster. The Clay Pigeon Air Force sent nine a/c as the lead flight and low element of the high squadron, with Capt. Henry Kornegay in the lead plane. Our bombs completely blanketed the target and the other squadrons were very close by. Smoke from other formations' bombing prevented exact pinpointing of all strikes. Neumunster was the secondary and the decision to hit it was made when Buckeye reported poor weather conditions at the Primary, Bad Kleinen. No E/A or flak was met on this mission and our fighter support was furnished by the P-51s of the Fourth Fighter Group. All of our a/c returned safely. Other pilots for the 367th were: Lts. Wilford Bergener, Austin J. Parrish, John E. Gooch, Jackson O. Wells, Leonard J. Smith, Hubert Verdick, Grover L. Smith and Shelby W. Scott.
- 14 ROYAN AREA, FRANCE - The 306th Group sent 36 a/c as the 40th C Group to bomb the German-held area at the mouth of the Gironde estuary, leading to the port of Bordeaux. Their presence here has prevented the use of the port and has proven a hindrance to supplying southern France. Our aiming points were centered on the gun positions here. The raid was seen to soften them up before the ground forces went into the area. Our squadron sent nine a/c as the lead flight and low element of the lead squadron with Lt. Richard Claeys, 368th, as the air commander, flying with Lt. Donald Kingsley. Bombing was visual and bombs walked directly across the briefed aiming point. There was no flak or E/A seen, and we were not briefed for fighter support. All of

- April (con't) our a/c returned undamaged. Other pilots for the Clay Pigeon Air Force were: Lts. Roy E. Hoffman, Grover L. Smith, John A. Pinchback, Frederick K. Shepard, Wilford Bergener, William H. Wear, Roy Marks and Jackson O. Wells.
- 15 ROYAN AREA, FRANCE - Returning south, the 306th sent 39 a/c as the 40th A Group to bomb gun installations at the mouth of the Gironde, as a followup of yesterday's mission. Our squadron sent nine a/c as the three-plane high elements of each squadron. Lts. Hubert Verdick, Joseph Hahn, Jr., and Leonard J. Smith flew with the lead; Lts. Wilford Bergener, John A. Pinchback and Frederick K. Shepard with the high, and Lts. William H. Wear, Jackson O. Wells and Grover L. Smith with the low. Each Squadron made a separate run and hits were observed on gun positions. The sky was cloudless but a change of wind, smoke from previous bombing, and ground haze made target identification very difficult. No flak or E/A were encountered; however, a few bursts were observed from Ile de Re. All of our a/c returned undamaged.
- 16 PLATTLING, GERMANY - The 306th Bomb Group flew 38 a/c as the 40th A Group to bomb the M/Y at Plattling. Major Earl W. Kesling, our C.O., lead the group flying with the 368th. Our squadron sent nine a/c as the lead flight and low element of the low squadron, with Lt. Donald Kingsley leading. Lt. John A. Pinchback flew spare and filled in the low to fly the mission. The bombing was visual and excellent. The lead bombardiers' reported that they were able to pick up the target miles away and our photos show all of the bombs in a tight pattern on the M/Y, which was filled with traffic at the time. No flak or E/A were seen and all of the planes completed the mission undamaged. Other pilots for the Clay Pigeon Air Force were Lts. Roy E. Hoffman, Grover L. Smith, John E. Gooch, Frederick K. Shepard, Leonard J. Smith, Frederick W. Mitchell, Jackson O. Wells and Joseph Hahn, Jr.
- 17 DRESDEN, GERMANY - The 306th flew 39 a/c as the 40th C Group to bomb the M/Y at Dresden. Our squadron, led by Lt. Donald Kingsley, sent nine a/c as the lead flight and low element of the high squadron. Lt. Joseph Hahn, Jr., flying spare, filled with the squadron to fly the mission. The weather was good except in the target area where a 10/10ths cirrostratus layer hung just above the bombing altitude. Haze and dense persistent contrails made air to air visibility poor. From the IP to the target our group was interfered with by other formations in the area and this made a successful bomb run very difficult. The lead was able to bomb visually and the high made a PFF run with a visual correction. The low was thrown off course by another group and due to a misunderstanding seven a/c dropped at the wrong time; the remaining five brought their bombs back. No E/A were seen and moderate tracking flak for two minutes in the target area damaged two of our a/c. Sgt. Jack E. Sperling, radio operator for Lt. Frederick K. Shepard, was wounded, but his recovery is assured. All of the a/c returned to base. Other pilots for the Clay Pigeons were: Lts. Roy E. Hoffman, John A. Pinchback, John E. Gooch, Leonard J. Smith,

APRIL (Con't) Frederick W. Mitchell, Roy Marks and Shelby W. Scott.

18 ROSENHEIM, GERMANY - The 306th flew 39 a/c as the 40th B Group to bomb the marshalling yard at Rosenheim. Our squadron sent nine a/c as the lead flight and low element of the lead squadron. Lt. Leonard J. Smith flew the lead and Maj. John Buie, 423rd C.O., rode with him as air commander. Good weather prevailed throughout the mission and each squadron made a separate visual run, all three hitting the MPI, causing large explosions. There was no E/A seen and the only flak encountered came from light guns in the mountains near Hattenberg. Two a/c in the low squadron were damaged. All of our planes completed the mission safely. Other pilots for the 367th were: Lts. Roy E. Hoffman, Grover L. Smith, John E. Gooch, John A. Pinchback, Roy Marks, Frederick W. Mitchell, Donald C. MacDonald and Joseph Hahn, Jr. Lt. Frederick K. Shepard, flying spare, filled in the hole and flew with the lead.

19 FALKENBERG, GERMANY - 306th flew 38 a/c as the 40th A Group to bomb the M/Y at Falkenberg. Our squadron sent nine a/c as three high elements of the squadrons. We flew one spare a/c that flew with the lead squadron to complete the mission. Lts. Frederick W. Mitchell, Leonard J. Smith and Roy Marks flew with the lead; Frederick K. Shepard, Jackson O. Wells and Joseph Hahn, Jr., flew with the high, and Hubert Verdick, Carroll Q. Hills and John E. Gooch with the low. Lt. Wilmer G. Schultz (?) 423rd, flew the spare a/c. The sky was almost clear and bombardiers were able to set up their sights well in advance. The results were excellent. There was no flak at the target, but when the low squadron passed over Torgau one of our a/c was hit by meager tracking flak. S/Sgt. Roscoe V. Bradley, radio operator for Lt. Hills, was hit in the wrist. The a/c was severely damaged by returned to base. No E/A were seen and P-51s gave close support throughout the mission.

The mission of April 19 was the 341st mission of this group and with it we finished our tour of operations against the German Third Reich. The last few weeks have seen the ground forces overrun so much of Germany that the targets left were not really heavy bomber targets. Most of our missions for the month were essentially tactical and the area in which we could operate has steadily diminished until there was nothing left for us to bomb. The end of the war cannot be far distant.

On the 14th of the month, Lt. Robert A. Vieille took off on a practice mission for Ireland to take a number of men on pass there. On the way up the a/c ran into bad weather and crashed into the Isle of Man. Everyone was killed instantly. With him were Capt. W. Bradley Butterfield, our operations officer; Capt. George E. Cubberly, squadron executive officer, and Miss Emily Rea. Miss Rea had been stationed with the ARC in Bedford for quite a long time, and was well known and liked by everyone on the base. Also in the a/c were Lts. Collins E. Liersch, co-pilot; Austin J. Parrish, pilot; F/O Howard F. LeCompte, navigator M/Sgt Derrell Jones; Sgt. Chester F. Smalczewski, radio; Sgt. Earnest E. Gallion, engineer, and Sgt. William C. Starbuck. Services for all were held at the Cambridge American cemetery.

APRIL (con't)

On April 12, 1945, the President of the United States of America, Franklin D. Roosevelt, died and the impact of his death hit the nation as almost no other disaster could have; just as his first objective was about to be won, the defeat of Germany, he was denied the joy of seeing the day of celebration. Most of the mourning rites traditional with the Army at such a time have been stayed in view of the war. All parties have been cancelled for a period and the flag will be flown at half staff for a month.

SQUADRON BUSINESS:

Capt. Donald F. Sheridan was transferred to the squadron on April 22 as executive officer. Major Earl W. Kesling was transferred to the Group as operations officer, and Major Thomas F. Witt returns to the Squadron as commanding officer. Capt. Albert J. Bowley was transferred to the Squadron as operations officer on the 25th.

PROMOTIONS DURING APRIL:

1st Lt. to Captain

Joseph N. Hess

2nd Lt. to 1st Lt.

Frank M. Ballish

Melvin Brecher

Miron N. Demoray

John W. Kidwell

Randolph A. Lomas

Jesse L. Patten

Jackson O. Wells

F/O to 2nd Lt.

L. P. Fanzito

APPENDIX

PILOTS of the 367th BOMB SQUADRON, 1942-1945

The editor has attempted to include in this listing all pilots who were assigned on orders to the 367th Squadron. Most of the dates are accurate, but the numbers of missions flown may be off because we have never been able to find some of the raw mission data, and in 10 or so missions we could find first pilots names but not those of the copilots. Also, we have not been able to find all of the "Duties" assignments we would like. If any of your data is in question, please correct us, and/or if you can provide any data at all, please do so. (P+ - Brought crew to Thurleigh)

Name	P/CP	Arrival	Depart	Missions	Status	Cadet Class	Death Date
Acker, John G	CP	43-09-11	43-10-08	1	1	MIA/POW	64-02-29
Adam, Milton M	P+	44-06-07	44-09-28	30	1	Tour	43-J, Marfa, TX 92-11-07
Alford, Lionel D	CP	45-04-04		1	1		00-10-24
Allen, William R	P+	44-04-29	44-10-01	25	13	Tour	43-G, Albany, GA
Andras, Ellis J	CP	43-11-18	43-12-31	3	3	Injured	43-G, Ellington, TX 44-09-10
Arnot, Philip H	CP	45-01-13		18	18		44-E, Marfa, TX
Ashley, Robert W.	P+	43-11-27	43-12-22	2	2	KIA	43-E, Roswell, NM 43-12-22
Babel, Rudolph M	CP	44-06-26	44-09-12	19	19	MIA/POW	43-D, Moultrie, GA 75-00-00
Bailey, Paul F	P+	44-06-20	44-09-12	21		MIA/POW	43-I, Valdosta, GA 83-07-05
Balcom, Howard O	P+	44-09-01	45-04-01	29		Tour	43-E, Yuma, AZ
		Duties: E, D Flt Cmdrs					
Barchard, Charles N	CP	44-06-11	44-10-00	30	30	Tour	44-A, Seymour, IN
Barr, Earl R	CP-P	44-06-11	44-09-12	29		MIA/POW	44-A, Stuttgart, AR 98-01-17
Barrett, Harold W	P+	44-06-11	44-09-07	30		Tour	RAF
Benson, Ewald W	CP	43-04-04	43-07-29	3	3	MIA/POW	42-K, Stockton, CA 91-00-00
Bergener, Wilford N	P+	45-02-16	46-06-00	19	3	Casey J	44-G, Douglas, AZ 99-10-29
Biggs, Robert E	CP	42-06-00	43-02-16	6	6	MIA/POW	42-F, Williams, AZ
Bisson, William C	P+	43-06-30	43-10-14	17		KIA	43-10-14
Blood, L James	CP	44-04-27	44-06-17	14	14	Evadee	43-K, George, IL
Bolte, Walter A	P+	43-07-15	43-08-12	2	2	KIA	42-F, Lubbock, TX 43-08-12
Bowley, A John	P+	44-12-27				Tour	
		Duties: 367th Ops Off					
Bozick, Robert L	CP	45-03-00	46-06-00	14	14	Casey J	43-June USMA 44-F, Douglas, AZ
Brandon, Robert	CP-P	42-07-17	43-01-07	6	4	KIA	42-F, Lubbock, TX 43-01-07
Brasch, Walter W	P+	44-12-26		29	2		44-D, Stockton, CA
Breed, Richard L	P+	44-08-21	45-02-00	35		Tour	44-B. George, IL 89-12-00
Brewer, Frederick	P+	44-01-24	44-03-02	2	2	KIA	43-D, Valdosta, GA 44-03-02
Bridgman, Thomas	CP	43-10-12	44-01-05	10	10	Inj-Crash	43-F, Roswell, NM 86-12-12
Brinkley, Wesley	P+	43-10-23	43-12-13	2	2	KIA	43-D, Luke, AZ 43-12-13
Britton, Chester	CP	44-12-09	45-02-03	12	12	Internee	44-F, Douglas, AZ 52-00-00
Brown, Berryman H	CP-P	43-03-23	43-07-29	9		MIA/POW	42-K, Roswell, NM

Brown, Carl D	CP-P	43-04-11	43-07-29	12		KIA	42-K, Roswell, NM	43-07-29
Buckey, George R	P+	42-06-00	44-05-02	25		Tour	41-I, Stockton, CA	70-03-18
Duties: 367th Ops Off, 367th Cmdr								
Burgett, Quentin	CP	42-06-00	42-12-19	2	2	MIA/POW	42-F, Williams, AZ	
Burns, Stanley D	CP	45-01-31	45-03-00	8	8	Crash	44-E, Marfa, TX	
Burrell, Eldon J	P+	44-07-17	44-12-00	35		Tour	44-A, Stockton, CA	AK Air Cra
Burton, Dudley W	CP	45-01-17	46-03-02	21	16	Casey J	44-E, Stockton, CA	
Butler, Richard	P	43-01-16	43-10-14	9	9	MIA/POW	RCAF	98-05-10
Butterfield, W Bradley	P	44-01-30	45-04-14	31	16	Crash	43-G, Albany, GA	45-04-14
Duties: 367th Ops Off								
Camosy, Arturo	CP	44-03-22	44-05-08	6	6	KIA	43-B, Douglas, AZ	44-05-08
Campert, George	P+	43-10	44-01-11	12		KIA	43-A, Columbus, MS	44-01-11
Carbine, Joseph J	P	44-10-06	45-02-03	25	15	KIA	43-A, Stuttgart, AR	45-02-03
Cardon, Robert L	P+	44-07-17	44-12-00	35	4	Tour	44-A, Stockton, CA	
Carroll, Walter F	P	44-10-06		1	1		44-D, Albany, GA	82-11-00
Casey, Larry G	CP	45-01-13	46-04-00	19	19	Casey J	44-D, Mission, TX	
Casey, William J	P+	Original	43-04-17	22	22	MIA/POW	42-D, Barksdale, LA	88-03-17
Cavos, Perry	CP-P	43-10-16	44-01-11	5	5	KIA		44-01-11
Christenson, Harold L	P	44-10-06	45-03-17	35	17	Tour	44-D, Albany, GA	
Clark, Gilbert W	P	44-10-06	45-02-03	17		KIA	44-G, Valdosta, GA	45-02-03
Clark, James M	CP	43-04-23	43-05-15	2	2	MIA/POW	42-K, Roswell, NM	Deceased
Clemons, Frank B	P+	43-04-23	43-05-15	2	1	KIA	42-I, Roswell, NM	43-05-15
Clymer, Gerald F	CP	42-12-30	43-04-17	11	11	MIA/POW	RCAF	67-00-00
Cogswell, Robert W	P	44-11-20	45-02-00	13			42-K, Victorville, CA	KIA Korea
Conlin, John C Jr	P+	44-07-17	45-01-00	35		Tour	44-A, Stockton, CA	86-10-30
Coots, Gerald C	CP	43-10-31	44-01-11	5	5	KIA	43-F, Roswell, NM	44-01-11
Cosper, Clyde	P+	43-09-11	43-11-13	9	5	KIA	43-B, Waco, TX	43-11-13
Couris, Joseph	P+	44-06-11	44-11-00	30	2	Tour	43-J, Stuttgart, AR	
Cox, Robert F	CP-P	44-02-25	44-06-00	28	22	Tour	43-J, Brooks, TX	
Crapsey, Arthur B	P+	43-11-19	44-01-03	2	0	WIA	43-D, Seymour, IN	98-08-17
Crawford, Frank H	CP	43-05-28	43-10-08	23	23	KIA	43-C, Roswell, NM	43-10-08
Cretekos, Steven	CP	45-02-05		13	13		44-E, George, IL	
Crouch, James W	CP	42-12-09	43-04-05	4	4	MIA/POW	42-F, Williams, AZ	95-12-07
Cruze, Homer H	P+	43-07-17	43-08-15			DS 30days	43-D, Douglas, AZ	
Cunningham, William J	CP-P	43-04-23	43-08-12	8	8	KIA	42-K, Stockton, CA	43-08-12
Cushing, Charles E	CP-P	44-07-03	45-01-14	28	28	Tour	43-K, Stuttgart, AR	
Daley, Vernor F	CP-P	44-08-29	45-02-03	30	23	KIA	44-B, Luke, AZ	45-02-03
Davis, John L	P+	44-08-29	45-01-00	30		Tour	44-A, Stockton, CA	87-04-17
Davis, William J Jr	P+	44-08-29	45-03-00	30		Tour	44-B, Luke, AZ	
Davis, Zias D	P+	43-04-11	43-12-01	25		Tour	42-G, Moultrie, GA	
DeButts, Daniel	CP	42-11-26	42-12-19	1	1	KIA		42-12-19

Dickey, William J Jr	CP	42-04-03	42-11-09	2	2	KIA	42-B, Brooks, TX	42-11-09
Dingman, Virgil W	CP-P	44-02-25	44-06-17	23	15	Evadee	43-J, Stockton, CA	
Donkin, Gordon L	P+	44-06-29		30		Tour	43-J, Douglas, AZ	85-03-11
Dobson, Robert A	CP	44-04-27	44-06-12	9	9	MIA/POW	44-A, Stuttgart, AR	86-11-09
Dorsey, Arthur W	P+	45-04-02					44-J, Pecos, TX	
Downing, Joseph A	P+	42-12-29	43-02-16	4		MIA/POW		
Dumas, George E	CP	44-01-24	44-02-22	5	5	KIA	43-H, Brooks, TX	44-02-22
Dunn, Hardie M	CP	43-06-00	43-06-22	2	2	MIA/POW	43-A, Williams, AZ	
Eldredge, Don H	CP	42-06-00	42-11-18	2	2	MIA/POW	42-F, Lubbock, TX	
Elgin, Thrift B	P+	44-08-26						
Elliott, Ian R	CP-P	43-06-30	44-01-05	24	13	K-Crash	43-D, Luke, AZ	44-01-05
Ely, William W	P+	42-06-03	42-10-02			K-Crash	42-B, Mather, CA	42-10-02
Farrell, David	CP	43-02-15	43-04-17	5	5	MIA/POW		00-02-22
Field, John K	CP-P	44-08-21	45-03-00	28	23	Tour		52-00-00
Fischer, Clarence	P+	43-02-15	43-04-05	5	5	KIA	42-F, Williams, AZ	43-04-05
Flannagan, Charles E	P	42-03-27	44-10-14	25		Tour	42-B, Brooks, TX	
		367	44-07-19	44-10-14				
		Duties: 369th Ops Off, 367th Cmdr						
Fortin, Ray W.	CP-P	42-10-29	43-04-17	13	12	MIA/POW	42-D, Columbus, MS	
Fowler, Ward R	P	44-07-17	45-02-00	28	18	Tour	42-C, Stockton, CA	Deceased
Fuessell, Aloys W	P+	43-11-29	44-03-29	11			43-E, Pampa, TX	82-07-08
Fuhrmeister, Dinwiddie	P+	43-05-04	44-10-04	25	25	Tour	42-G, Stockton, CA	
		Duties: A Flt ldr, 367th Ops Off						
Gambiana, Paul J.	CP	44-03-15	44-04-24	3	3	Internee	43-I, Pyote, TX	Deceased
Gary, Elwyn J Jr	CP	45-02-05	46-06-00	25	25	Casey J	44-F, Stockton, CA	
Gassman, Lawrence	P+	44-06-29	44-10-03	25		Tour	43-J, Douglas, AZ	
Gaston, Ralph J	P+	42-03-19	42-11-18	2		MIA/POW	42-C, Stockton, CA	96-11-08
Gooch, John E	P+	45-02-10		25	3	Tour	44-F, LaJunta, CO	
Griffin, William	CP	44-06-04	44-09-12	24	24	MIA/POW	44-A, Stockton, CA	
Griswold, Phil G	CP-P	44-01-24	44-06-00	26	26	Tour	43-H, Winfield, KS	85-04-30
Grunska, Robert W	CP	44-12-26		25	25	Tour	44-F, Stockton, CA	
Hahn, Joseph Jr	P+	45-02-27		19	3		44-G, Pecos, TX	
Hamaker, Leonard	CP	42-07-17	42-12-20	3	3	MIA/POW	42-F, Lubbock, TX	
Hanson, Henry E	P+	44-02-25	45-03-00	50	50	2 Tours	43-E, Roswell, NM	77-07-30
		Duties: A Flt Ldr						
Hartman, Eugene	CP	45-02-13	46-03-00	21	21	Casey J	44-G, Lubbock, TX	
Harwood, Craig J	P+	42-12-30	43-04-17	12		KIA	42-C, Stockton, CA	43-04-17
Hatch, George L	P+	44-09-22	45-02-00	32		Tour	44-B, Douglas, AZ	91-09-30
Hawley, Alfred E	CP	43-11-27	44-06-00	27	12	Tour	43-E, Moultrie, GA	

Henceroth, Stanley W	CP	44-07-26	44-09-12				44-B, Douglas, AZ	
Henry, Floyd D	CP	44-04-03	44-04-26	6	6	K-Crash	43-J, Albany, GA	44-04-26
Henry, Murrel C	CP	42-12-09	43-01-07	2	2	KIA	42-D, Columbus, MS	43-01-07
Heraty, John P	P+	44-07-05	44-12-00	35		Tour		
Hess, Joseph N	P+	44-09-22		23			44-B, Stockton, CA	
	Duties: C, B, A Flt Ldr							
Higginbotham, Verlin	CP-P	45-01-00		26				
Hills, Carroll Q	CP	44-09-01	45-05-19	27	27	Tour	44-C, Stockton, CA	50-00-00
Hobbs, Lowell L	CP	44-08-26					43-I, Ft Sumner, NM	
Hodges, Shelby D	P+	45-02-00	45-02-00	35		Tour	44-C, Albany, GA	
Hoffman, Roy C	P+	44-11-28		22	4			78-00-00
Holt, Harry J	P	42-03-01	43-03-20	5		To 1CBW	39-A, Kelly, TX	87-05-13
Hopkins, Royce	CP	44-12-13	46-00-00	25		Casey J	44-F, Douglas, AZ	
Hummerlyn, Bernard	CP	44-07-01						
Jackson, Robert W	CP	44-02-26	44-05-29	6	6		43-H, Frederick, OK	
Jacobs, D Luke	P	43-08-11	44-03-16	25	11	Tour	43-C, Columbus, MS	
	Duties: D Flt Ldr							
Jacobs, Edwin H	P+	44-04-21	44-05-08	7	4	KIA	43-H, George, IL	44-05-08
Jenkins, Richard B	P+	45-04-04	46-03-28	2	2	Casey J	44-D, Marfa, TX	
Johnson, James W	P+	43-06-01	43-06-22	2		MIA/POW	42-I, Ellington, TX	
Kappmeyer, John W	CP	43-07-10	43-10-14	8	8	MIA/POW	43-E, Roswell, NM	
Kelly, Howard W	CP	42-12-11	43-02-16	1	1	Evadee	42-F, Stockton, CA	69-01-61 w/CIA Vietnam
Kemp, Robert B	P+	43-04-12	43-04-17	1	1	MIA/POW		
Kenny, Thomas P	CP	43-12-00	44-02-24	12	12	KIA	43-D, Ellington, TX	44-02-24
Kenyon, Ellsworth	CP	43-04-04					42-K, Roswell, NM	
Kesling, Earl W	P+	44-10-15	45-04-22	50		2 Tours	41-G, Pyote, TX	78-09-20
		367	44-08-18	16				
	Duties: 367th Ops Off, 367th Cmdr, Gp Ops Off							
Kidwell, John W.	CP-P	44-10-28		19	19		44-A, Victoria, TX	
King, Leslie W	CP	44-04-13	44-04-24	1	1	KIA		44-04-24
Kingsley, Donald G	P+	45-02-25		18			44-E, Pecos, TX	82-10-15
Kirk, William S	P+	43-08-10	44-03-26	25		Tour	42-K, George, IL	
	C, B, A Flt Ldr							
Kisamore, Leo R	CP	43-04-24	43-05-15	3	3	KIA	42-K, Roswell, NM	43-05-15
Kooima, Lawrence	P+	43-05-28	43-10-08	24		Tour		43-10-08
Kornegay, Henry J	P	45-03-00	46-01-00	12		Casey J	42-D, Albany, GA	
Koser, Kenneth	CP	44-11-28		17	17		44-E, Marfa, TX	Deceased
	Duties: E Flt Ldr							
Koser, Kenneth	CP	44-11-28		17	17		44-E, Marfa, TX	Deceased

Lambert, John L	P	Original	43-02-19					41-B, Kelly, TX
		423rd:	43-02-19	43-05-43	25		Tour	
		Duties:	367th Flt Ldr, 423rd Cmdr					
Ledgerwood, Thomas	P+		43-04-04	43-10-08	9	7	MIA/POW	42-G, Columbus, MS
Leiser, William M	CP		43-04-12	43-04-24	1	1	Internee	43-E, Marfa, TX 65-00-00
Lenn, Dale R	CP-P		44-08-29	45-03-00	35	29	Tour	44-C, Victoria, TX
Liersch, Collins E	CP		45-02-05	45-04-14	17	17	K-Crash	44-F, Pecos, TX 45-04-14
Lissner, Roland A	P+		44-12-09	45-02-03	18	18	Internee	44-D, Pecos, TX
Locke, Edward W	P+		44-05-09		8	2		43-B, Albany, GA
Luby, Owen C	CP-P		42-10-19	43-05-01	4		KIA	42-D, Columbus, MS 43-05-01
Luckett, George V	P+		45-01-13	45-02-03	4		KIA	45-02-03
MacDonald, Donald	CP-P		44-06-29	45-04-00	35	20	Tour	44-A 87-01-29
Mack, Arthur W	P+		43-11-19	44-05-20	28		Tour	43-D, Blytheville, AR
		Duties:	B Flt Ldr					
Macomber, Francis W	P+		44-01-26	44-02-22	2		KIA	43-E, Albany, GA 44-02-22
Madsen, Waldemar F	CP		45-04-09	46-02-00			Casey J	44-F, Douglas, AZ 00-02-04
Magee, Edward W	CP-P		43-11-27	45-02-00	50		2 Tours	43-G, Ft Sumner, NM 66-05-06
		Duties:	B Flt Ldr					
Magner, Edward J	P+		44-04-27	44-06-12	11		MIA/POW	43-H, Albany, GA
Mallory, Chester W	CP		45-04-02					44-H, Pecos, TX
Malsom, Ralph B	P+		44-02-26	44-09-06	29		Tour	43-F, Columbus, MS
Mann, Alden T	P+		43-04-23	43-05-17	4		KIA	42-G, Columbus, MS 43-05-17
Manning, Charles F	P+		44-10-30	44-12-05	5		KIA	44-C, Pecos, TX 44-12-05
Mapes, George J	P+		44-05-09	44-08-00	25		Tour	43-H, Stockton, CA 01-01-13
Marks, Roy	P+		45-02-05		23			44-E, Pecos, TX
Martin, Paul H	P+		44-07-12	44-12-00	35		Tour	43-I, Valdosta, GA 99-05-11
Maticchka, Louis F	P+		44-04-05	44-05-08	11		Internee	43-I, Douglas, AZ
McAllister, John K	P+		44-06-15	44-11-00	28	6	Tour	43-J, Ft Sumner, NM
McCollum, Ross A	P+		43-12-01	44-01-11	1		KIA	43-E, Luke, AZ 44-01-11
McDonough, Talmadge	P+		44-04-28	44-09-06	24	8	Tour	43-D, Hobbs, NM 01-08-16
McCullagh, Francis	CP-P		43-11-19	45-02-00	50	25	2 Tours	43-E, Douglas, AZ 97-10-08
McFadden, Eugene R	CP		43-12-03	44-01-04	1	1	MIA/POW	43-G, Ft. Sumner, NM
McFarland, James M	P		42-06-00	42-08-00				42-B, Brooks, TX
McGuire, Bernard	CP-P		43-10-31	44-06-02	31	16	Tour	43-D, Yuma, AZ
McKearn, William J	CP-P		42-06-00	43-07-00	25		Tour	42-G, Ellington, TX 01-01-03
McKee, John R	P+		42-06-00	42-12-19	4		Evadee	42-B, Barksdale, LA
McKell, William E	P		42-06-00	42-08-00				42-C, Stockton, CA
McKesson, Lewis R	P		42-03-19	42-12-19	3		MIA/POW	42-C, Stockton, CA 79-02-18
		Duties:	367th Ops Off					
McNeil, Williams H	P+		44-05-23	44-08-00	26		Tour	43-E, Columbus, MS 83-11-30
Metzger, Richard H	CP		44-05-15	44-09-06	22	15	Tour	44-A, Columbus, MS Deceased
Miessler, Wilfred	CP-P		44-09-02	45-03-09	20		K-Crash	44-C, Ellington, TX 45-03-09

Miller, Carl M	CP	44-04-21	44-05-08	3	3	KIA	43-C, Stuttgart, AR	44-05-08
Miller, James	P	42-06-00	42-08-00				42-C, Stockto, CA	
Mitchell, Frederick W	P+	45-01-31	46-09-00	29		Casey J	44-E, Pecos, TX	
Moore, Hugh L	P	42-06-00	42-08-00				41-G, Stockton, CA	
Mull, Charles A	CP	43-11-27	43-12-13	1	1	KIA	43-E, Roswell, NM	43-12-13
Murr, George E	CP	45-02-16		14	14		44-B, Pecos, TX	
Myers, Alvie N	CP	43-12-01	43-12-20	1	1	MIA/POW	43-G, Ellington, TX	
Nelson, Noris G	CP	45-02-27	46-07-00	16	16	Casey J	44-G, Douglas, AZ	
Nelson, Willis S	CP	44-04-05	44-05-08	7	7	Internee	43-J, Brooks, TX	01-06-20
Nesbitt, Archie L	CP	45-03-27	46-06-12	7	7	Casey J	44-F, Altus, OK	
Nygaard, Danton J	P+	42-12-09	42-12-19	2		MIA/POW	42-B, Brooks, TX	
O'Brien, Edward J	CP	43-03-00	43-04-17	4	4	MIA-POW	42-G, Columbus, MS	
O'Grady, Michael D	CP	43-11-19	44-01-11	1	1	KIA	43-G, Marfa, TX	44-01-11
O'Hara, Richard K	P+	43-01-15	43-07-06	25		Tour	41-H, Maxwell, AL	
		Duties: 367th Flt Leader						
Oliver, Carey K	P	44-01-20	44-02-22	6		KIA	43-E, Columbus, MS	44-02-22
Olson, John W	P+	42-06-07	42-10-09	1		KIA		42-10-09
Onnen, Frederick H	CP-P	43-08-00	43-12-01	25		Tour	42-G, Columbus, MS	Deceased
Overstreet, Raymond	P+	44-09-25	45-02-00	35		Tour	43-K, Albany, GA	
Padgett, Roy V	CP	43-07-15	43-07-29	1	1	KIA	43-D, Blytheville, AR	43-07-29
Page, Loren E	P+	43-10-16	44-02-24	15		KIA		44-02-24
		Duties: D, C Flt Ldrs						
Parker, William H	P	42-11-26	43-04-05	9		KIA	42-D, Columbus, MS	43-04-05
Parks, James G	P+	43-06-30	43-09-00	17	11	Tour	42-I, Albany, GA	97-09-00
Parrish, Austin J	CP-P	44-09-22	45-04-14	23	14	K-Crash		45-04-14
Patten, Jesse L	P+	44-12-13		33		Tour	44-D, Pecos, TX	84-04-11
Patterson, Edwin F	P	42-03-18	42-10-02			K-Crash	42-B, Mather, CA	42-10-02
Pawelke, Richard F	CP-P	44-09-22	45-03-00	27	25	Tour	44-C, Ellington, TX	
Pedersen, Irving B	P+	44-07-01	44-11-25	35		Tour	43-C, Stuttgart, AR	
Pedersen, Joseph W	P+	44-04-27	44-06-17	15		MIA/POW	43-H, Albany, GA	86-07-23
Pensingner, Wilbur	CP	44-04-13	44-06-17	9	9	MIA/POW	44-A, Albany, GA	96-06-01
Peters, Ben H	P+	44-01-24	44-06-17	27		Tour	43-E, Blytheville, AR	95-03-10
Peterson, Walter R	P+	44-04-13	44-04-24	3		KIA	43-H, Douglas, AZ	44-04-24
Piekaar, William	CP	44-12-11		21	21		44-C, Pecos, TX	80-09-22
Pierce, Patrick J	CP	43-10-16	44-02-22	11	11	MIA/POW		
Pinchback, John A	P+	45-02-13		27			44-F, Sebring, FL	
Pitblado, William J	CP	44-01-20	44-06-00	31	31	Tour	43-H, Pampa, TX	
Plumb, Marion C	CP-P	44-05-09	44-08-14	12	12		43-K, George, IL	Deceased

Powell, Thaddeus V	CP	43-03-12	43-05-01	1	1	KIA	42-I, Roswell, NM	43-05-01
Prescott, Harold L	CP-P	44-06-07	44-10-01	29		Tour	44-A, Columbus, MS	00-02-06
Prokop, Louis P	CP-P	44-06-19	44-12-00	29	22	Tour	44-B, Seymour, IN	90-11-08
Rahn, Marshall J	CP	44-04-21	44-07-00	23	23	Tour	43-I, Waco, TX	
Raper, William S	P+	42-06-18	44-10-30	25		Tour	41-E, Brooks, TX	
		367th	43-03-05	43-08-18				
		Duties: 367th Cmdr, 306th Dep Cmdr, 306th Air Exec, 303rd BG Cmdr						
Rasmussen, Emil O	CP	43-05-04	43-10-14	15	15	KIA	43-A, Roswell, NM	43-10-14
Raster, Perry E	P+	44-02-25	44-06-25	26	3	Tour	43-F, Marfa, TX	76-00-00
Rawlings, G Barney	CP-P	44-07-17	45-02-00	27	4	Tour	44-B, Stockton, CA	
Rector, Fred J	-P+	43-10-16	44-02-22	11		MIA/POW	43-C, George, IL	
Reecher, Kenneth A	P+	42-10-29	43-05-23	25		Tour	42-D, Columbus, MS	Deceased
		Duties: 367th Ops Off						
		Duties: D Flt Ldr						
Reid, Robert E	CP	44-04-17	44-09-12	10	10	MIA/POW	44-H, Douglas, AZ	91-01-10
Ritland, Gaylord O	P+	43-05-04	43-05-17	2	2	MIA/POW	42-H, Lk Charles, LA	77-11-14
Roberts, James P	CP-P	44-01-20	44-02-04	3		MIA/POW		
Robinson, Laek L	CP-P	43-04-04	43-10-00	25		Tour		76-00-00
		367th	43-04-16	25				
Roper, Burns W	CP-P	44-07-17	44-12-29	35	5	Tour	44-A, Valdosta, GA	
Ross, Kelly G	P+	42-12-08	43-04-05	3	(2-369th)	MIA/POW	41-E, Maxwell, AL	
Ross, Shirley J	CP-P	44-12-23	46-04-02	19		Casey J	44-B, Luke, AZ	
Rowley, Kenneth R	CP-P	44-07-17		11	2		44-B, Luke, AZ	
Rutherford, Bill H	-P+	43-12-27	44-04-24	20		Internee	43-G, Valdosta, GA	
Ryan, John L	P+	42-07-07	43-03-06	12		Evadee	41-I, Barksdale, LA	
		Duties: 367th Flt Ldr, 367th Cmdr						
		Duties: C Flt Ldr						
Ryther, Ray W	P+	43-10-31	43-12-20	3		MIA/POW		Deceased
Sage, Robert C	CP-P	44-04-28	44-09-00	22	15	Tour	43-K, Seymour, IN	
Schaefer, Donald J	P	44-04-03	44-04-26	8		K-Takeoff	43-H, Stockton, CA	44-04-26
Schwedock, Irwin	P+	44-03-15	44-04-24	12		Internee	43-D, Valdosta, GA	91-07-01
Scott, Shelby W	P+	45-02-27	45-12-29	16	2	K-Crash	44-A, Albany, GA	45-12-29
Shepard, Frederic	CP-P	44-09-25	45-05-12	33	26	Tour	44-D, Pecos, TX	90-02-28
Siedenberg, David R	CP	44-06-11	44-11-00	28	28	Tour	44-A, George, IL	99-05-00
Simmons, Gerald L	CP	42-06-00	43-03-06	9	9	KIA	42-F, Lubbock, TX	43-03-06
Smith, Bartlett E	CP	45-04-09	46-05-26			Casey J	44-H, Pecos, TX	
Smith, C Oliver	P+	43-11-18	43-03-00	25		Tour	43-D, Columbus, MS	
Smith, Darvin A	P+	44-04-21	44-05-08	7		KIA	43-G, Frederick, OK	44-05-08
Smith, Grover L	P+	45-03-27		8		Casey J	44-F, Stuttgart, AR	
Smith, Irving D Jr	CP	44-08-21	45-02-00	29	26	Tour	44-D, Ft Sumner, NM	
Smith, Leonard J	P+	45-02-03		32	1	Tour	44-C, Albany, GA	

Somerville, Richard	P	43-12-01	44-05-00	32	32	Tour	43-C, Columbus, MS	78-04-23
Specht, Francis R	CP	45-01-13		23	23		44-F, Stuttgart, AR	
Speelman, Daniel L	CP-P	44-01-24	44-07-06	29	19	Tour		
Stafford, Charles R	CP	43-08-08	43-10-14			MIA/POW	43-E, Waco, TX	91-04-03
Starks, C Kenneth	P+	45-04-09	46-05-31	2		Casey J	44-G, Columbus, MS	
Staud, George L	P+	45-04-09		1		Casey J	44-G, Stuttgart, AR	80-02-23
Stevens, John A	P+	43-11-27					43-G, Altus, OK	
Stewart, James M	P+	42-06-01	43-02-02	2		KIA	42-B, Luke, AZ	43-02-02
Stoll, Robert V	CP	43-11-29		13	13		43-F, Waco, TX	
Stolz, John J	P	43-10-31	44-04-24	22	2	Internee	43-D, Seymour, IN	83-08-11
Sutherland, Emmette B	P+	44-08-21		35		Tour	44-B, Douglas, AZ	86-04-30
Sutton, Charles T	P+	44-12-11		6			44-D, Stockton, CA	
	-B Flt Ldr							
Tackmier, William B	CP-P	43-05-04	43-11-05	25		Tour	43-J, Stuttgart, AR	Deceased
Tell, Charles M	P+	44-05-15	44-09-06	26		Tour	42-G, Mather, CA	
Terry, Henry W	P+	Original	43-08-08	7			40-G, Kelly, TX	90-11-30
		Duty: To 369th						
			42-12-17					
Thelen, Charles J	P+	43-03-21	43-04-04	3		MIA/POW	42-G, Mather, CA	Deceased
Thomas, Marcum E	CP	43-12-01	44-01-11	1	1	KIA	43-G, Ft Sumner, NM	44-01-11
Thomas, Woodrow W	P+	43-04-23	43-12-05	25		Tour	42-G, Columbus, MS	88-11-27
Titus, John E	P	42-06-00	42-08-00			KIA(43BG)	42-B, Barksdale, LA	42-11-29
Townsend, Richard	CP-P	44-07-01	44-12-00	35		Tour		Deceased
Tucker, Charles E Jr	P+	43-12-03	44-01-04	1		KIA	43-E, George, IL	80-10-15
Tunnell, Earl C	P+	42-03-18	43-03-06	7		MIA/POW	42-B, Mather, CA	53-10-00
Turner, William B	P+	44-10-28		29	5		44-B, Stewart, NY	
Verdick, Hubert A	P+	45-01-31	45-10-00	28		Casey J	44-E, George, IL	
Vick, Vernon A	CP	45-02-10		19	19	Casey J	44-F, La Junta, CO	
Vieille, Robert A	P+	45-02-05	45-04-14	19		K-Crash	44-F, Pecos, TX	45-04-14
	Duties: C Flt Ldr							
Wagenfohr, Frank	CP-P	44-05-09	44-09-00	26		Tour	43-K, George, IL	
Walsh, William	CP	45-02-03	45-10-00	24	24	Tour	44-C, Marfa, TX	95-07-05
Ware, Henry L	P+	43-11-27	44-02-24	4		MIA/POW	43-E, Roswell, NM	
Watson, Frank	CP	42-03-19	43-04-17				42-C, Stockton, CA	87-05-22
		367	43-04-07	43-04-17	1	MIA/POW		
Wear, William H	P+	45-01-13	45-04-00	35		Tour	42-H, Lk. Charles, LA	
Wegener, Charles C	P+	44-06-04	44-09-12	28		MIA/POW	43-I, Douglas, AZ	97-09-16
Wells, Jackson O	CP-P	44-04-29		27			43-J, Stockton, CA	
White, Douglas H	CP-P	43-05-15	43-10-14	21	17	KIA	43-A, Columbus, MS	43-10-14
White, Lewis H Jr	P+	44-07-26	44-09-12	8		MIA/POW	43-J, Albany, GA	
Wickham, Charles R	CP	44-01-20	44-02-22	3	3	KIA	43-H, Pampa, TX	44-02-22

Wiesner, Stanley G	P+	44-05-23	44-08-15	25	Tour	43-E, Seymour, IN	
Williams, Robert C	P	42-03-00	44-10-17	25	Tour	42-B, Stockton, CA	94-03-02
		Duties: 423rd Ops Off, GP Ops Off, 367th Cmdr, Gp Ops Off					
Wilson, Paul A	CP	44-10-30	44-12-05	2	2	KIA	44-C, Pecos, TX 44-12-05
Winchell, John H	P+	43-04-23	43-05-15	3		MIA/POW	42-F, Lubbock, TX
Winslow, William B	P+	44-12-23		24			43-E, Blytheville, AR
		Duties: D, B Flt Ldrs					
Winter, James E	P+	43-08-08	43-12-22	17		KIA	42-E, George, IL 43-12-22
Witt, Thomas F	P+	43-05-15	45-06-15	39		Tour	42-D, Columbus, MS 95-10-29
		Duties: B, A Flt Ldr, 367th Ops Off, 367th Cmdr					
Wood, William H	P+	44-05-15	44-08-14	16			43-J, Stuttgart, AR

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NAME	ARRIVAL	DPT	LOST?	OTHER
ADCOCK, JAMES R L	42-06-19	42-08-00	TRANS	
ALLEN, RAYMOND D	44-08-21	45-02-00	TOUR	
AMEN, CLARK R	43-11-27	44-02-04	MIA/POW	
ANDERSON, FRED W	44-08-21	45-01-00	TOUR	
AVITT, JAMES L	44-10-28	45-04-00	TOUR	
BALLARD, ALLEN T	43-10-23	44-04-24	INTERNEDED	
BARMACK, GERALD L	44-02-26	44-03-29	KIA	
BARON, ISIDOR R	44-11-28			
BECKER, PAUL A	44-09-25	45-02-03	KIA	
BENNETT, GEORGE D	42-12-11	44-06-00	TOUR	
BERK, SYDNEY	42-06-00	42-12-20	KIA	
BERKEY, DONALD W		43-10-08	KIA	
BJORNSGAARD, CALVIN O	43-03-12	43-04-17	KIA	
BODENHEIMER, VERNON B	44-04-29	44-08-00	TOUR	
BOVICH, EDWARD R	45-01-13			
BOYER, NORMAN P	44-06-05	44-09-00	TOUR	
BURKE, WILLIAM T JR	45-02-13			
CALLAGHAN, RICHARD S	43-05-04	43-05-15	KIA	
CARELLA, JOHN M	43-10-16	44-06-00	TOUR	
CHAPMAN, PAUL O	44-04-27	44-06-12	MIA/POW	
CHRISTENSEN, RICHARD A		44-09-10	MIA/POW	
CLAYTON, EVAN D	43-04-12	43-05-01	KIA	
CLEMENTS, GEORGE W	44-02-25	44-06-17	EVADDEE	
CONNALLY, ROY E	45-02-16			
CONSOLMAGNO, JOSEPH E	42-06-00	43-04-05	MIA/POW	
CREED, JOSEPH A JR	42-06-00	42-11-09	KIA	
DAMICO, ALBERT G JR	44-08-01			GP PFF
DENNISON, JOHN M	43-10-31	43-12-20	KIA	
DEXTER, JOHN H	43-10-13	43-10-13	TOUR(25)	GP NAV
DICKERSON, GEORGE C	44-12-23			
DINKEL, CHRISTIAN A	44-04-13	44-04-24	MIA/POW	
DOMENICA, HENRY J	44-05-15	44-08-00	TOUR	
DOUGHERTY, JOHN L	43-00-00	44-01-11	KIA	
DURAN, EDWARD N	44-12-11			
EILAR, NORMAN W	44-04-27	44-09-06	TOUR	
ENTREKIN, OTHEL L JR	45-04-02			
ETKIN, MEYER	43-00-00	43-03-06	KIA	
EUBANK, WILLIAM L	42-06-00	43-04-00		
EYLER, CARL G	43-11-29		(50)INC 15AF	
FEELEY, JR., JOSEPH E	43-11-27	44-02-24	KIA	
FELTZ, GLENN L	43-11-19	45-02-00	2 TOURS	
FERGON, EDGAR P	43-06-00	43-07-29	MIA/POW	
FOGARTY, JOHN G	43-04-11	43-07-29	KIA	
FORTMAN, FRED J	44-09-25	45-03-00	TOUR	
FOSTER, R PIERCE	45-01-13	45-02-03	MIA/POW	
FOWLER, JOSEPH C F	44-01-30	44-06-00	TOUR	
GISE, WILLIAM J	42-06-00	42-10-09	EVADDEE	
GRACE, GEORGE H	44-04-21	44-05-08	KIA	
GROSSMAN, BERNARD A	43-12-01	43-12-13	MIA/POW	
GUSTAFSON, RAGNAR E	44-01-24	44-06-17	EVADDEE	
GUTMAN, GEORGE	45-01-31			

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NAME	ARRIVAL	DPT	LOST?	OTHER
HAMILTON, MERLE C	42-06-00	42-08-00	TRANS	
HAMMOND, ARTHUR B	44-05-15	44-09-00	TOUR	
HAWKINS, CLAUDE R	44-04-21	44-05-08	KIA	
HERMANN, ROBERT B	42-06-00	43-03-06	MIA/POW	
HOLLAND, JR., DANIEL J	44-07-17	44-12-00	TOUR	
HOUCK, ROMULUS V JR	43-08-10	44-02-00		SQ NAV
HURSTHOUSE, MORRIS S	44-08-29	45-03-00	TOUR	
IANZITO, LEONARD P	44-12-23			
IRVINE, RALPH L	44-08-29	45-03-00	TOUR	
JANG, HARRY	44-05-09	44-09-06	TOUR	
JOHNSON, OWEN W	43-10-00	44-01-04	MIA/POW	
JONES, DANIEL P	43-12-01	44-01-11	KIA	
JONES, ROBERT F	43-00-00	43-12-22	MIA/POW	
KAUFMAN, WILLIAM B	44-07-17	44-12-05	KIA	
KIELY, VINCENT J	44-02-25	44-07-00	TOUR	
KUHLMAN, WILLIAM H	42-06-00	42-10-02	K-CRASH	
LANE, HAROLD E	43-04-04	43-04-17	KIA	
LE COMPTE, HOWARD F	44-12-26	45-04-14	K-CRASH	
LEASMAN, FRANK B	42-06-00	42-11-09	MIA/POW	
LENOX, JOHN JR	45-02-27			
LEVINSTONE, LIONEL	45-01-00			
LEVY, JOSEPH M	43-04-04		TOUR	
LYNCH, JOSEPH G	45-02-03			
MALAY, RICHARD E	44-07-17	45-01-00	TOUR	
MARCHANT, THOMAS S	42-12-08	42-12-20	MIA/POW	
MARSH, DONALD C	44-06-04	44-09-12	MIA/POW	
MC CALEB, H KENNETH	43-06-30	43-10-14	MIA/POW	
MC COURT, ROBERT J	44-06-11	44-11-00	TOUR	
MC KENNA, WILLIAM J JR	44-06-20	44-10-00	TOUR	
MEANS, LOUIS S	43-04-23	43-05-15	POW/WIA	
MILBURN, GEORGE A	44-01-20	44-02-22	KIA	
MILLER, SIDNEY S	43-03-21	43-04-05	MIA/POW	
MOORE, CLARK D	43-04-23	43-11-00	TOUR	
MORRIS, WALTER D	44-04-05	44-05-08	MIA/POW	
MULL, STANLEY G	44-07-01	45-04-00	TOUR	SQ NAV
MYERSON, MATTHEW A	44-06-11	44-09-12	KIA	
NEFF, ARCHIE N	44-08-20			
NEILSON, WILLIAM R	45-01-31	45-11-00	TOUR(31)/CJ	
NIGGLE, HARRY T	45-04-04			
OLSON, ROBERT W	45-02-05			
OSBURN, PAUL V	43-11-27	45-03-00	2 TOURS	SQ NAV
OSCHERWITZ, MILLARD S	45-02-05	46-03-00	16 MISSIONS	
PALMER, HARRIS M	44-02-01	44-04-24	INTERNED	
PAPPAS, JOHN S	45-02-05	45-03-09	K-CRASH	
PARKER, HOWARD W	45-02-27	45-05-19		
PETTIT, CHARLES F	44-12-27			
PHILLIPS, DONALD E	43-08-20	43-09-06	MIA/POW	
PLEASANT, WILLIAM E	44-01-20	44-09-00	TOUR	SQ NAV
POCHILY, THEODORE M	43-07-15	43-08-12	MIA/POW	
PRATT, HOWARD H	42-12-11	43-02-16	MIA/POW	
PROCTER, GEORGE E	44-05-09	44-09-00	TOUR	

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NAME	ARRIVAL	DPT	LOST?
PURDY, JAMES S	45-03-27		
PUTT, CARROLL E	44-09-22	45-11-00	(14)/CJ
QUAN, WALTER	44-09-22		
RENFRO, HARRY M	43-10-16	44-01-05	K-CRASH
RINGVALL, NEAL T	44-05-23	44-07-00	TOUR
ROBBINS, FINLAY G	44-12-09	45-02-03	INTERNEED
ROBERTS, THOMAS O	44-04-27	44-08-00	TOUR
RODENBERGER, RICHARD M	44-06-29	44-09-12	KIA
RONCZY, EDWARD L	44-04-28	44-09-00	TOUR
ROW, HARRY S	44-05-15		
SCHNEIDER, NORMAN	44-10-30	44-12-05	KIA
SENSENBRENNER, RAYMOND F	45-04-09		
SHIPMAN, FRANK W JR	44-06-15	44-10-00	TOUR
SIMPSON, NORMAN H	43-04-23	43-06-22	MIA/POW
SKONIECZNY, EUGENE A	44-09-22	45-02-00	TOUR
SMITH, LEMUEL B	42-06-00	43-01-07	KIA
SORDEN, MYRON L	43-10-05	43-10-08	MIA/POW
SPADUZZI, PAUL A	43-02-15	43-04-05	KIA
STRAND, NORMAN	44-09-01	45-01-00	TOUR
STRONG, RUSSELL A	44-06-07	44-11-26	TOUR(34)
STROUD, ROY C JR	45-04-09		
TITUS, ARTHUR F	43-05-04	43-11-00	TOUR
TRANSETH, WILLARD A	44-04-03	44-04-26	KIA
TRIMBLE, ARTHUR P	44-07-17	44-08-25	WIA
URBAN, GEORGE H	45-02-10		
WALDEN, THOMAS H	42-12-08	43-04-17	MIA/POW
WALKER, JAMES O	42-06-00	42-11-18	MIA/POW
WEILER, GERALD A	44-06-29	44-09-12	WIA
WHITEMAN, HAROLD W	43-02-00	43-04-17	MIA/WIA
WIENER, ERNEST H JR	43-11-18	44-04-00	TOUR
WIESNER, STANLEY G	44-05-23	44-08-00	TOUR
WIGTON, ROBERT W	44-01-28	44-02-22	KIA
WOLFE, LAWRENCE E	43-04-23	43-05-15	MIA/POW
WRIGHT, RICHARD D	44-11-19	44-01-11	DOW
YOUNG, GEORGE W JR	43-08-29	43-10-14	KIA

367TH SQUADRON BOMBARDIERS, 1942-1945

NAME	ARRIVAL	DPT	LOST?	OTHER
ALEXANDER, ROBERT L	43-04-11	43-07-29	KIA	
ANDEREGG, ALFRED F	42-06-00	42-08-00	TRANS	
BALLISH, FRANK E	44-12-09			
BANDA, FRANCIS X	43-10-05	43-10-14	MIA/POW	
BARNETT, HERMAN K	42-06-00	42-08-00		
BEYER, GEORGE J JR	43-06-00	43-07-29	MIA/POW	
BLOOM, HYMAN	44-07-17			
BOWEN, VINCENT F				
BOWER, GEORGE H JR	44-07-00	45-03-00	TOUR	
BRATRUD, EDGAR L	43-11-27	44-06-26	TOUR	
BRECHER, MELVIN	44-12-23			
BRYAN, GEORGE V	43-02-16	43-02-16	MIA/POW	
BURR, HAROLD	45-02-05			
BURTON, ROY L	44-04-29	44-09-00	TOUR	
BUTLER, MORRIS E	43-07-15	43-08-12	MIA/POW	
CALDWELL, JOHN E JR	43-11-19	44-02-22	KIA	
CAMERON, ROBERT P JR	42-06-00	42-10-02	K-CRASH	
CLARK, ERVIN R	44-08-21	45-01-00	TOUR	
CLARKE, ALEXANDER J	44-02-25	44-08-27	TOUR(30)	
CLAYTOR, DAVID L	43-11-18	44-04-19	TOUR-28	
COONS, WALTER H	42-06-00	44-10-17	TOUR	SQ BOMB, GP BOMB
CRABTREE, LLOYD G	43-12-01	44-01-11	MIA/POW	
CREAMER, JOHN M	42-06-00	42-11-09	KIA	
CRESSY, CHARLES E	43-05-28	43-10-08	KIA	
CRUNICAN, CHARLES J	44-04-28	44-07-00	TOUR	
DANKNICH, ROBERT G	44-02-25	44-06-17	MIA/POW	
DAVID, GEORGE W	44-12-13			
DAVIS, HARRY O JR	42-06-00	42-08-00	TRANS	
DAY, CHARLES C	44-09-22			
DEMORAY, MIRON N	44-10-28			
DEXTER, PAUL A	44-09-25			
DICKSON, DONALD F	43-10-23	43-12-23	KIA	
FRECKSON, WILLIAM P	42-10-29	42-11-09	KIA	
FREEMAN, ROBERT M	42-12-08	42-12-20	KIA	
FRIEDRICH, ANDREW J	42-06-00	43-03-06	MIA/POW	
FRIERMOOD, MAX J	42-06-00	42-08-00	TRANS	
FRY, ROBERT W JR	44-01-30	44-02-22	WIA	
GANNETT, RAY W JR	45-02-05			
GAST, EDWARD S	43-04-22	43-06-22	MIA/POW	
GRANINS, WILLIAM F	43-05-04	43-05-15	MIA/POW	
GRUENIG, ROBERT D	44-06-29	44-12-00	TOUR	
GUY, WALTER P	44-06-29	45-02-10	TOUR	
HAAGENSON, DONALD C	44-09-22	45-02-03	INTERNEED	
HAWKINS, SIEGEL L	44-01-24	44-02-22	KIA	
HEMENWAY, NATHANIEL W	44-09-22	45-02-00	TOUR	
HIGHLEY, ORAN R	43-04-23	43-05-15	MIA/POW	
HOLT, HENRY B	43-11-27	44-02-22	KIA	
HOSTETTLER, ARTHUR S	44-08-25	44-09-12	KIA	
HUNTER, JR., HOWARD O	44-02-01	44-04-24	INTERNEED	
JENSEN, EWALD	43-08-10	44-05-09	TOUR	
JOHNSON, BAYARD W	44-08-05	44-12-00	TOUR	

367TH SQUADRON BOMBARDIERS, 1942-1945

NAME	ARRIVAL	DPT	LOST?	OTHER
JOHNSON, WILLIAM J	44-11-28			
JONES, KENNETH H	42-06-19	42-11-18	KIA	
JONES, REESE T	44-06-04	44-08-00	TOUR	
KARFONTA, JOHN B	45-02-10			
KELLY, PAUL E	44-09-01	45-05-05	TOUR	
KNIGHT, CHESTER A JR	42-06-00	42-08-00	K-TRNG	
KOSTAL, JEROME J	43-04-23		40 CBW	SQ BOMB
LA CHASSE, ALBERT W	42-06-19	41-10-09	MIA/POW	
LAINE, JAMES A	43-12-11	43-03-06	MIA/POW	
LAMBERT, ERNEST P	44-12-27	45-01-12	WIA	
LAURA, ANTHONY J	44-04-21	44-05-08	KIA	
LEGOWSKI, HENRY R	44-01-20	44-06-26	TOUR	
LEWIS, GEORGE L	43-03-12	43-04-05	MIA/POW	
LOMAS, RANDOLPH A	44-12-11			
LUKENS, JOSEPH W	43-06-30	43-10-14	KIA	
LYNCH, FRANCIS H	45-02-05			
MAC NEIL, LAWRENCE J	44-01-20	44-02-22	KIA	
MARICONDO, EMIL R	44-01-24	44-02-04	MIA/POW	
MARONEY, HENRY R	44-02-26	44-07-00	TOUR	
MATHEWS, GEORGE L	42-06-19	42-12-20	MIA/POW	
MC CRACKEN, JAMES B	43-04-12	43-04-17	MIA/POW	
MC GOVERN, FREDERICK J	44-05-23		TOUR	
MC KINNEY, ROY A	44-04-03	44-04-26	KIA	
MILBOURN, ARTHUR L	42-12-30	43-04-05	MIA/POW	
MONAGHAN, ROBERT H	44-04-27	44-06-12	MIA/POW	
MONTAGUE, GARLAND A	44-08-21	44-09-12	MIA/POW	
MONTICONE, JULIUS J	43-11-27	44-01-11	MIA/DOW	
MOREY, WALTER Z	43-05-15	43-12-15	TOUR	
MOSES, WILLIAM A		43-04-05	MIA/POW	
MURPHY, JAMES C	42-12-11	43-01-07	KIA	
MUTZ, WILLIAM F	44-05-09	44-08-00	TOUR	
NORTHWAY, MARION J	44-01-24	44-07-00	TOUR	
OGDEN, IRA B	44-04-21	44-05-08	KIA	
OLDS, SHERWOOD W	42-06-19	42-12-12	TRANSFERRED	
PARRISH, JACK N	45-03-27			
PASSIN, SIDNEY	43-12-03	44-04-01	MIA/POW	
PETERSON, WILLIAM H	43-10-16	44-01-05	KIA	
PHILLIPS, CARL H	44-05-09	44-08-00	TOUR	
PIERCE, FRANCIS X	43-04-04		TOUR	
PRINCE, JAMES R JR		45-05-19		
PRINGLE, RALPH K	43-08-08	43-12-22	KIA	
QUIGLEY, JOHN F	44-05-15	44-08-00	TOUR	
RICE, WENDELL H	43-04-23	43-07-00	TRANSFERRED	
RIDGEWAY, RALPH F	45-02-03			
ROTHENBURG, AVRUM H	43-12-00	44-05-00	TOUR	
SCHWEIN, ROBERT G	44-05-15	45-09-25	TOUR	SQ BOMB
SMITH, WILLIAM S	43-11-19	44-01-00	WIA	
SMITH, WILLIAM A	44-04-27	44-06-17	MIA/POW	
SMYTHE, EARL F	44-08-29	45-04-04	TOUR-30	
SNODDY, JAMES D	44-10-07	45-02-00	TOUR	
SPARKS, JOSEPH A	43-09-11	44-01-11	KIA	

367TH SQUADRON BOMBARDIERS, 1942-1945

NAME	ARRIVAL	DPT	LOST?	OTHER
STANTON, CLIFFORD J	44-06-11	44-11-00	TOUR	
STAUBER, JOSEPH A	44-08-29	45-01-00	TOUR	
STEFANO, ANDREW	44-07-17	45-04-00	TOUR	
STEVENS, WILLIAM D	44-04-05	44-05-08	INTERNEDED	
STEWART, WILLIAM C JR	44-08-25	44-09-12	KIA	
STILES, PORTER H	43-11-29			
STOROLIS, EDMUND M	44-04-13	44-04-24	MIA/POW	
STREETER, THOMAS E	45-01-00			
TANELLA, STEPHEN F	43-11-00	44-06-00	TOUR	SQ BOMB
TANNENBAUM, PAUL	44-10-31	44-12-05	KIA	
TODD, EDWARD W JR	44-07-01	44-10-00	TOUR	
TOLAND, HUGH I	42-06-00	43-08-00	TOUR(25)	GP BOMB
TOYEK, CLAUDE V	43-04-23	43-05-15	MIA/POW(5)	
TROST, JOHN S	42-12-00	42-12-20	EVADEE	
TUOHEY, CARL W	44-06-11	44-10-00	TOUR	
VANN, ARTHUR	44-06-07	45-01-00	TOUR	
VICKERS, ROBERT J	44-06-20	44-09-12	MIA/POW	
WEISELBERG, JAY R	43-10-31	43-12-20	MIA/POW	
WEISHAR, RICHARD W	44-12-26			
WELCH, JAMES D	43-12-01	44-04-00	TOUR	
WIEHRDT, RALPH W	44-06-11	44-09-00	TOUR	
WILSON, DONALD L	45-02-13			
ZRUST, GORDON F	44-07-26	44-09-12	MIA/POW	

367th RADAR NAVIGATORS, 1942-1945

NAME	ARRIVAL	DPT	LOST?	OTHER
BLAIR, ALTON B	44-12-23			
DODDS, PAUL D				
GEARITY, JOHN T	45-03-02			
HAUCK, GEORGE C	44-11-05	44-11-21	MIA/POW	
HEARD, JOHN F	45-02-16			
KELLY, WILLIAM A	44-12-13			
MOCHARNUK, WILLIAM	44-12-02	45-01-10	MIA/POW	
PIERCE, WILLIAM N				
SPENCER, GORDON A	44-08-01	45-05-00	TOUR	
WHITE, JAMES G	45-01-25	45-02-03	INTERNEED	

367th SQUADRON GROUND OFFICERS, 1942-1945

<u>Name</u>	<u>Assignment</u>	<u>Dates</u>
Bennett, John E.	Armament Officer	Jun 42-
Bremer, Frederick D.		
Butler, Morris	Adjutant	13 Feb 45-
Cain, William R.	Armament Officer	
Coulter, John A. Jr.	Armament Officer	6 Mar 42-
Dean, Robert H.	Cryptographer	24 Sep 43-7 Feb
Duy, Charles D.	Adjutant	
Ellison, Howard L.	Ordnance Officer	Orig-22 Nov 43
Erb, Alfred	Surgeon	
Foulkes, John P.	Ordnance Officer	
Giles, Donald L.	Adjutant	-Jan 45
Griffith, Roy W.	Gunnery Officer	
Grimm, John R.	Armament Officer	
Hogg, Robert	Intelligence Officer	
Holt, Richard D.		Jun 42-Aug 42
Hoover, Glenn R.	Ordnance Officer	
Jarrow, Stanley J.	Engineering Officer	
Leatherman, William A.	Intelligence Officer	
Manning, John J.	Surgeon	15 Ap 42-12 Nov
McCormick, Ronald F.	Adjutant	4 Jul 42-
McFarland, JHames		
Meckler, Barney	Cryptographer	7 Feb 45-
Moore, Richard L.	Adjutant	13 Feb 45-
Phillips, Frank W.	Engineering Officer	
Pickett, Maurice W.	Engineering Officer	Orig-17 Apr 43
Roeber, Donald P.	Communications Officer	
Sheridan, Donald F.	Executive Officer	15 Dec 43-
Smith, Carl G.	Communications Officer	Orig-
Sory, William B.	Engineering Officer	Orig-
Vance, John H.	Intelligence Officer	5 Jul 42-
Vincent, Percy A.	Gunnery Officer	3 Mar 42
Walck, Richard E.	Adjutant	Orig-19 Jan 45
Weihe, Arthur R.	Surgeon	

367th SQUADRON MASTER SERGEANTS, 1942-1945

NAME	DUTY	TO MSGT	ARR	DPT
Abernathy, Raymond E (d)	Crew Chief	44-03-29	42-04-03	
Amundsen, Clements A *	Flight Chief		42-03-20	45-07-22
	Line Chief			
Armstrong, Marvin L	Crew Chief		42-04-03	
Barr, Leonard A Jr *	Crew Chief		42-04-00	43-10-16
	Flight Chief			
Battle, John R	Chief Clerk, S-2		42-04-00	
Bauman, Howard J	Flight Chief	43-05-04	42-04-03	43-11-10
Bayless, Robert M	Chief Armorer	42-12-03		
Emeigh, C Larry *	Crew Chief	42-11-01	42-04-03	
	GP Engine Change			
Estes, Joel E	Crew Chief	42-11-01	42-04-03	
Futchik, William E *	Crew Chief	42-11-01	42-04-03	43-12-11
	GP Engine Change			
Ganes, Clay *	Crew Chief		42-04-03	45-09-16
	Flight Chief			
	Line Chief			
Gideon, Lewis M	Crew Chief		42-04-03	
	GP Engine Change			
	Flight Chief			
Gilbertson, William H	Crew Chief		42-04-03	
	GP Engine Change			
Gregory, Edward S *	1st Sgt	44-03-29		
	Crew Chief			
Halzel, John A *	Crew Chief	44-08-15	42-04-00	
Ilg, Russell (d)	Radio Operator	44-03-29	42-04-00	
	Radio Maint Chief			
Johnson, Walter F (d)	1st Sgt		42-04-00	
	Armament Chief			
Kalb, John R (d)	Instrument Chief		42-04-00	
Kasberovich, Thomas J	Flight Chief		42-04-06	
Lamonica, Russell J *	Crew Chief	42-11-00	42-04-00	
Mc Garvey, Francis O *	A/C Inspector		42-04-03	
McVicar, Herbert L (d)	Communications Chief		42-03-00	44-03-00
Motley, Toode *	Crew Chief			
	GP Engine Change			
	GP A/C Maint			
Mullen, Francis E *	Crew Chief	44-10-01	42-04-00	
Shepherd, James P	1st Sgt		42-03-04	
Stone, John A *	Crew Chief	44-08-15	42-05-00	
	Flight Chief			
Tompkins, Glenn K (d)	Crew Chief		42-04-00	
Trombley, Wilfred *	Flight Chief		42-04-00	
	Line Chief			
Furner, Leslie W (D)	Crew Chief		42-04-00	
Visconti, Adolph L *	Crew Chief	44-09-01	42-05-00	45-07-00
Wallace, Richard N *	Crew Chief		42-05-00	45-09-20
Vard, Arthur E (d)	1st Sgt		42-04-00	

367th SQUADRON AIRCRAFT, 1942-1945

#	#+	TL	M	NAME	ARRIVAL	DEPART	MACR	CREW CHIEF	MISSIONS	PIX
019	44-6019	V	G		44-05-21	44-06-12 MIA Lille (w.Magner)	5627			
025	42-31025	B	G		43-10-19	44-03-07 Salvaged				
028	42-31028	N	G		43-10-19	43-11-13 Crash in England (w.Cosper)				
032	42-107032		G	Any Time Annie	43-10-19	44-03-07 Ditched in North Sea (w.Hanson)				
042	42-38042	P	G	Lady Luck	44-01-09	44-09-12 MIA Ruhland (w.White)	8831			
053	42-40053	U	G	Prayers & Patches	44-01-11	44-10-04				
055	42-5055	H	F		43-05-07	43-05-15 MIA Wilhelmshaven (w.Ritland)	unk			
063	42-107063	A	G		44-05-18	44-12-03 Salvaged				
065	42-31065	Z	G		43-10-19	44-09-12 MIA Ruhland (w.Bailey)	8827			
071	42-5071		F		42-12-00	42-12-20 MIA Romilly sur Seine (w.McKesson)				
072	42-5072	W	F		43-01-00	43-04-05 MIA Antwerp (w.Parker)	900			
074	42-3074	Y	F			44-06-27 Returned to U.S.				
	42-38074	Q	G			44-02-24 MIA Schweinfurt (w.Page)	2770			
076	42-3076	H	F		43-04-20	43-07-28 Salvaged		John Stone		
087	42-3087	W	F		43-04-11	43-07-01 Salvaged; 43-09-04 to 384BG				
099	42-32099	S	G	Fightin' Car barn Hammerslaw	44-03-12	44-12-05 MIA Berlin (w.Manning)	11039	Larry Emeigh/John Stone		
127	42-3127	M	F		43-05-05	43-05-21 MIA Wilhelmshaven (w.Fields)				
129	42-38129	L	G		44-02-25	45-05-24 Trans to 398 BG				
	42-97129		G	Skipper						
130	42-5130		F	Sweet Pea	42-11-29	43-03-04 St. Nazaire (w.Ryan)		Adolph Visconti/Joe Broussard		
133	42-97133	W	G	Pretty Baby	44-03-26	45-05-00 Trans to 381 BG		Leslie Turner		
145	42-5145		F		43-01-00			Elmer Frey/John Halzel		
163	42-38163	N	G		44-02-29	44-06-17 MIA Noyen (w.Pedersen)	5896			
172	42-31172	B	G		44-03-12	44-04-24 MIA Oberpfaffenhofen (w.Schwedock)	4279			
						Interned in Switzerland				
174	43-39174	V	G	Little Joe	45-02-21	45-05-00 Trans to 381BG				
175	42-30175	B	F		43-06-18	43-10-14 MIA Schweinfurt (w.Butler)	822			
	42-5175		F		42-12-20	43-02-16 MIA St. Nazaire (w.Downing)	883			
197	44-8197	K	G	Punchy	44-09-15					
203	44-8203	Y	G	PFF	44-09-21	45-05-00 Trans to 381BG				
209	42-3209	O	F	Janell	43-05-23	43-06-22 MIA Huls (w.Johnson)				
236	42-31236	F	G	Arch Bishop	43-12-21	44-01-11 MIA Halberstadt (w.Campert)	1933			
259	42-97259	Q	G		44-03-22	44-05-08 MIA Berlin (w.Smith)	4556	Leslie Turner		
274	42-3274	L	F		43-06-04	43-06-30 Transferred		John Stone		
301	42-3301	P	F	Bouncin' Baby	43-09-21	44-02-29				

367th SQUADRON AIRCRAFT, 1942-1945

#	#+	TL	M	NAME	ARRIVAL	DEPART	MACR	CREW CHIEF	MISSIONS	PIX
302	43-38302	Z	G	Hellcatt Hattie	44-09-23	45-03-09 Gunner Mission (w.Miessler)	12961			
306	42-5306	P	F			43-08-23 Trans to 303BG		Richard Wallace		
312	42-97312	T	G		44-05-12	44-06-17 MIA Noyen (w.Dingman)	5898			
327	42-31327	N	G		43-12-12	43-12-31 Crashed				
363	42-3363	G	F		43-08-21	43-12-22 MIA Osnabruck (w.Winters)				
378	42-5378		F			43-03-06 MIA Lorient (w.Tunnell)				
394	42-5394		F		43-03-02	43-04-17 MIA Bremen (w.Fortin)				
406	42-3406	V	F	Big Operator I	43-08-04	43-08-12 MIA Cologne (w.Cunningham)				
407	42-5407	L	F	Fightin'Pappy	43-02-25	43-09-11 Trans to 91BG; MIA 43-10-09 379BG		Glenn Tompkins/John Stone		
	43-38407	P	G		44-09-15	45-02-03 MIA Berlin (w.Luckett)	1228			
412	43-38412	T	G		44-09-16	45-05-00 Trans to 381 BG				
428	42-31428	N	G		44-01-21	44-02-22 MIA Bernburg	2655			
440	42-31440	M	G		44-01-04	44-02-04 MIA Frankfurt (w.Ware)	2240			
443	44-8443	M	G		44-12-04					
445	52-31445	G	G		42-01-22	44-04-24 MIA Oberpfaffenhofen (w.Peterson)	4280			
451	42-31451	G	G		44-01-09	44-01-11 Halberstadt (w.McCollum)	1934			
464	41-24464		F		42-08-16	43-03-04 Salvaged		Joel Estes		
469	41-24469		F		42-08-16	43-11-05		Glenn Tompkins		
	42-31469	K	G		43-12-27	44-04-26 Takeoff Crash (w.Schaefer)				
474	41-24474		F	Floozy	42-08-16	42-11-18 MIA St. Nazaire (w.Gaston)				
486	41-24486		F	Man O'War	42-08-16	42-11-09 North Sea (w.Stewart)		Toode Motley		
488	41-24488	F	F	Banshee II	42-08-16	43-04-17 MIA Bremen (w.Casey)		Richard Hankey/?		
489	41-24489		F	Terry & the Pirates	42-08-16	42-12-20 MIA Romilly sur Seine (w.McKesson)		Russell Lamonica		
492	41-24492		F		42-08-16	42-10-02 Practice Mission (w.Ely)		William H. Gilbertson	0	
494	41-24494		F		42-08-16	42-12-11 Salvaged		Walter E. Renn		
495	41-24495		F	Rose O'Day	42-08-16	42-12-20 MIA Romilly sue Seine (w.McKee)		Larry Emeigh		
500	42-31500	L	G		44-01-04	44-02-22 MIA Bernburg (w.Macomber)	2653			
510	41-24510		F	Snoozy II	42-08-16	42-10-09 MIA Lille (w.Olson)	6706	William Futchik	1	
515	44-6515	O	G	Larrupin' Lou	44-09-23	45-05-15 Trans to 381 BG		Nelson Ake		
521	42-3521	A	F		44-02-22	44-06-12 Ret to U.S.				
538	42-31538	V	G		44-01-04	44-01-11 MIA Halberstadt (w.Cavos)	1932			
547	42-102547	F	G	Rose of York/Elizabeth Princess Elizabeth	44-05-05	45-02-03 MIA Berlin (w.Daley)	12283	Edward Gregory		
554	42-29554	X	F	Maryland, My Maryland	43-03-25	43-08-21 Trans to 384BG; To US 44-06-19		Leslie Turner		
557	41-24557		F		42-11-28	43-08-22 TO 384BG				

#	#+	TL	M	NAME	ARRIVAL	DEPART	MACR	CREW CHIEF	MISSIONS	PIX
563	44-6563	N	G		44-09-29	45-05-00 Trans to 381BG				
578	42-102578	D	G	We Promised	44-05-18					
600	43-37600	Q	G	Impatient Virgin	44-06-12	45-05-09 Trans to 92BG		Jackson VanDever		
604	44-6604	A	G		44-12-07	45-05-00 Trans to 381BG				
611	43-37611	G	G	Fuddles Folly	44-06-12	45-05-00 Trans to 381BG				
620	42-29620		F		43-04-17	43-05-01 MIA Brest (w.Luby)		Leslie Turner/Paul Tardiff		
625	42-29625		F		43-03-16	43-04-17 MIA Bremen (w.Harwood)	15517			
658	42-29658		F		43-03-16	43-04-17 MIA Bremen (w.Watson)				
	42-97658	S	G	Jones Family	44-08-04	45-02-03 MIA Berlin, to Sweden (w.Lissner)	12495			
660	42-29660		F	L'il Abner	43-03-22	43-04-05 MIA Antwerp (w.Fischer)				
670	42-31670		F		44-01-14	44-02-22 Bernburg (w.Rector)	2654			
676	44-8676	G	G	Col. Korney's Rebels	45-03-11					
677	42-29677		F		43-04-20	43-05-15 MIA Wilhelmshaven (w.Mann)	unk			
683	43-38683	Q	G		44-10-03	45-05-00 Trans to 381BG				
	44-8683	O	G		45-02-00					
706	42-30706	W	F		43-08-32	43-12-08 Crashed in England (w.Reese)				
715	43-37715	V	G	Lassie Come Home	44-06-13	45-01-08				
720	42-37720	N	G		43-09-18	43-10-14 MIA Schweinfurt (w.White)				
	42-5720	Y	F	Scarlet	43-01-14	43-08-23 Trans to 384BG		Edward Gregory		
726	42-31726	O	G	Duration Plus	44-02-28	44-09-13 MIA Merseberg (w.Nattier)	8839	Nelson Ake		
727	42-30727	Z	F		43-09-02	43-10-14 MIA Schweinfurt (w.Bisson)	817			
728	42-30728	S	F		43-09-02	44-02-25 MIA Augsburg (w.Gay)	2769	John Stone		
729	42-30729		F		44-05-02	44-05-29 Salvage				
744	42-29744		F	Battling B	43-04-20	43-05-15 MIA Wilhelmshaven (w.Clemons)				
758	42-31758	F	G		44-03-03	44-04-24 MIA Oberpfaffenhofen (w.Stolz)	4357			
759	42-37759	V	G		43-09-19	43-10-15 Salvaged				
766	42-5766	G	F		43-06-02	43-07-29 MIA Kiel (w.Berryman Brown)	120			
767	42-30767	Y	F		43-09-21	44-01-05 Takeoff Crash (w.Elliott)				
768	42-39768	A	G		43-10-31	43-12-13 MIA Kiel (w.Brinkley)	1575			
794	42-29794	K	F		43-04-19	43-07-28 to 8AFSC; 43-09-10 TO 91BG				
815	42-29815	N	F		43-04-20	43-09-11 Trans to 91BG				
819	44-6819	Q	G		45-02-04	45-05-09 Trans to 92BG				
840	42-37840	Y	G	Combined Operations	44-03-12	45-04-00				
894	42-29894	O	F		43-05-18	43-09-25 Trans to 303BG		Roy Van Drew/Richard Wallace		
	42-31894	Z	G		44-02-28	44-03-27 Salvaged				

#	#+	TL	M	NAME	ARRIVAL	DEPART	MACR	CREW CHIEF	MICROFILM	PLA
913	43-38913	P	G		45-02-08	45-05-00 Trans to 381BG				
942	42-37942	A	G	Four Leaf Clover	43-12-19	44-05-08 MIA Berlin (w.Jacobs)	4554			
959	42-29959	M	F	Red Fury	43-05-23	43-10-08 MIA Bremen (w.Kooima)	867			
969	42-102969	X	G	Methuselah	44-01-11	44-09-12 MIA Ruhland (w.Barr)	8836	Elmer Weber		
974	42-29974	V	F		43-06-04	43-07-29 Salvaged				
985	42-29985	X	F		43-08-21	43-10-08 MIA Bremen (w.Ledgerwood)	868			
993	42-29993	K	F		43-04-19	44-01-11 MIA Halberstadt (w.Tattershall)	1935			

I	I+	TL	M	NAME	ARRIVAL	DEPART	HACR	CREW CHIEF	MISSIONS	PIX
913	43-38913	P	G		45-02-08	45-05-00 Trans to 3818G				
942	42-37942	A	G	Four Leaf Clover	43-12-19	44-05-08 MIA Berlin (w.Jacobs)	4554			
959	42-29959	M	F	Red Fury	43-05-23	43-10-08 MIA Bremen (w.Kooima)	867			
969	42-102969	X	G	Methuselah	44-01-11	44-09-12 MIA Ruhland (w.Barr)	8836	Elmer Weber		
974	42-29974	V	F		43-06-04	43-07-29 Salvaged				
985	42-29985	X	F		43-08-21	43-10-08 MIA Bremen (w.Ledgerwood)	868			
993	42-29993	K	F		43-04-19	44-01-11 MIA Halberstadt (w.Fattershall)	1935			



306th Bombardment Group, 8th Airforce

Billy Garmon, artist